

Planning and Zoning Commission Canyon County Development Services

Case Type: (CR) RZ2021-0056 & SD2021-0059

HEARING DATE: January 18, 2024

OWNER: Middleton 187 LLC
TBC Land Holding LLC

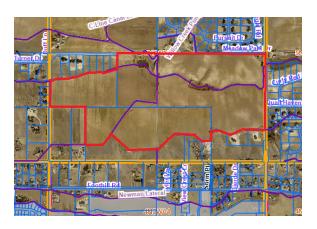
APPLICANT/REP: Ardurra, Zane Cradic, PE

PLANNER: Deb Root, Principal

Planner

CASE NUMBER: (CR) RZ2021-0056 &

SD2021-0059



LOCATION:

The subject properties, four parcels comprising $217 \pm acres$, are located between Duff Lane and Lansing Lane north of Foothill Road in a portion of the SW ½ and the SE ½ of Section 33, T5N, R2W, BM, Canyon County, Idaho. The subject property is located within the Middleton Area of City Impact.

PROJECT DESCRIPTION:

Middleton 187, LLC and TBC Land Holding, LLC are requesting a Conditional Rezone subject of approximately 217 acres from an "A" (Agricultural) zone to "CR-R1" (Single Family Residential) zone subject to a Development Agreement with Canyon County. The development is also subject to a preannexation agreement with the City of Middleton providing for municipal services including water and sewer for the proposed project. Also requested is approval of a preliminary plat, phasing plan, landscape, irrigation, drainage, and hillside development plans for Farmington Hills Subdivision. The proposed development contains 492 total lots: 421 residential lots with an average lot size of 12,804 sq. ft. and 71 common lots. The properties are designated "Residential" in the Canyon County 2020 Comprehensive Plan. The subject parcels R37605, R37605010, R37602010, R37597 are located north of Foothill Road between Lansing Lane and Duff Lane, Middleton, in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.

PARCEL INFORMATION: (see Exhibit 1 for detail)

Parcel #	Acreage	Current Zoning	2020 Comprehensive Plan
R37605	29.77 acres	"A" (Agricultural)	Residential
R37605010	29.31 acres	"A" (Agricultural)	Residential
R37602010	60.08 acres	"A" (Agricultural)	Residential
R37597	97.15 acres	"A" (Agricultural)	Residential

PROJECT OVERVIEW

The developer is proposing to create 421 residential lots on 217 acres with municipal water and sewer provided in conjunction with a municipal pre-annexation agreement with the City of Middleton. The property is surrounded by residential development including rural residential parcels created by land division, subdivisions created through conditional use permit processes, and through county rezone and

subdivision platting processes. This area has been transitioning to residential for many years and is

currently experiencing significant development pressure.

REZONE

- The 2020 Comprehensive Plan designates the area 'Residential'
- Requesting a Conditional Rezone to "CR-R1" (Single Family Residential) with a Development Agreement (DA)

PRELIMINARY PLAT

- 492 total lots on 216.65 acres
- 421 residential lots and 71 common lots
- Phased development currently proposing 13 phases (access and irrigation conditions tied to phasing)
- Municipal Sewer and Municipal Water will be provided through a pre-annexation agreement with the City of Middleton approved by Middleton City Council on December 6, 2023.
- Proposed gross density is 1.94 DU/Acre (gross area=216.65 acres)
- Proposed residential density is 3.40 DU/Acre (residential area=123.8 acres)
- Average Lot Size: 12,804 square feet
- Minimum Lot Size: 12,000 square feet (CCZO §07-10-21(2) footnotes 1 and 2)
- Common Area: 48.89 acres (23% open space)
- This site contains slopes greater than 15% and requires compliance with CCZO §07-17-33(1)
 Special Developments; Hillside Development



CURRENT ZONING see Exhibit 30

Existing Conditions:

Direction	Existing Conditions	Primary Zone	Other Zones
	Agricultural, residential subdivisions		
N	Meadow Bluff Estates, Cascade Hills, Gray	R1/AG	CR-R1/CR-RR
	Hawk, Moon Shadow Est., Port of Chance		
	Agricultural, C3 & C4 Subdivisions, Ridge		
E	at Quail Hollow, Wyatt's Hollow, Sloviaczek	R1/AG	CR-R1/CR-RR
	Sub		
	Agricultural dry land/ Rural Residential,		
S	Gjerde View Sub, Country Foothills Sub,	AG/RR	City of Middleton
	JPS Sunrise Est., Bernice Estates		
	Agricultural and AG Rural Residential,		
W	Killdeer Meadow Sub, Smith Ridge Est.,	AG	RR/City
	Turner's Skyline Sub.		

[&]quot;A" (Agricultural), "R-R" (Rural Residential), "R-1" (Single-Family Residential), "C-1" (Neighborhood Commercial), "C-2" (Service Commercial), "M-1" (Light Industrial), "CR" (Conditional Rezone)

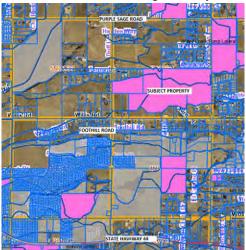
Surrounding Land Use/Subdivision Cases: (See Exhibits 28 and 29 for additional information)

- Turner's Skyline Sub. (1972 AG zone w/subsequent land divisions), JP's Sunrise Estates (1983 AG zone) Country Foothills (1994 RR zone), Gjerde View Subdivision (1971 RR zone w/subsequent land divisions), Hunter's Ridge Subdivision (1979 zoned RR w/subsequent land divisions)
- Meadow Bluff Estates (2020 R1 zone RZ-PH2018-0016, SD2020-0007, FP-SD2020-0045)
- C3 Subdivision: RZ2020-0006, PP-SD2020-0011/FP-SD2021-0004 recorded Nov. 2021 zoned R1
- C4 Subdivision (pending FP approval): RZ2021-0010, PP-SD2021-0008, FP-2022-0004 zoned R1
- Proposed C5 Subdivision: (proposing CR-R1) CR2022-0025, PP-SD2022-0025
- Cascade Hills No. 1 and 2: RZ2018-0026, PP-SD2019-0012, FP-SD2020-0018, FP-SD2021-0019

Character of the Area:

Currently the subject property is irrigated farmland and is in agricultural production. The character of the area is and has historically been transitioning from Agricultural to Residential as evidenced by the surrounding platted developments (Exhibit 29). The city limits of Middleton are within a ¼ mile to the south and a ½ mile to the west and southwest. Star city limits are also located approximately 1.25 miles southeasterly of the property from Lansing Lane. There is existing residential development, approved development, and proposed development in the immediate vicinity of the subject properties. There are 65 platted developments within one mile of the proposed development (Exhibit 29). The surrounding platted lot sizes in the immediate vicinity of the property range from one/half (1/2) acre to ten (10) acres. The twelve platted developments adjacent to or in the immediate vicinity north of Foothill Road have an average lot size of 1.6 acres. Five recently platted developments immediately adjacent to the property have an average lot size of 1.3 acres and are zoned "R1" (Single Family Residential). There are eleven (11) unplatted agriculturally zoned parcels adjacent on the southern boundary of the subject properties ranging in size from 2.54 acres to 16.05 acres. Only two of the eleven are in agricultural production; the balance of the properties located between the subject property and Foothill Road are dry ground, most with rural residential development. The developed lots located within the City of Middleton in subdivisions including Victory Heights, Falcon Valley 1-6, and Waterford average approximately 0.29 acres. The surrounding zoning is agricultural, rural residential, and single-family residential (Exhibit 30).





The inset map above shows preliminary development (pink), city limits (grey), lots/parcels (blue outlines). Purple Sage lies within the impact area boundary for the City of Middleton. The character of the area is transitioning to residential. The Comprehensive Plan Future Land Use Maps for both Canyon

County and the City of Middleton designate the area as 'Residential.' The surrounding residential development is primarily on larger one acre or more lots that are on individual well and septic systems versus having proposed municipal water and sewer provided for the more densely proposed development in Farmington Hills.

Access and Traffic:

The subject properties are bounded on the east and west by Lansing Lane and Duff Lane and on the north by proposed Meadow Park Boulevard. A traffic impact study has been completed (2021) and updated in 2023. The Idaho Transportation Department, Canyon Highway District and the City of Middleton have reviewed the studies and provided direction to the development team regarding infrastructure improvements to affected traffic centers (Exhibits 15, 16, and 19). The developer is proposing public streets within the Farmington Hills Subdivision. The development is subject to annexation to the City of Middleton when adjacency to city limits occurs subject to a pre-annexation agreement (Exhibit 15). Curb, gutter and sidewalks are required to foster safe routes for cars, bicycles and pedestrians inclusive of providing connectivity to the open space within the development.

- State Hwy 44 Intersections:

The developer will design the interim intersection and build the intersection at Duff Lane and State Hwy 44 prior to approval of the Phase 1 Final Plat in accordance with Middleton City, Canyon Highway District No. 4 and the Idaho Transportation Department agreements. (Exhibits 15, 16, and 19)

- The project will be developed in identified phases from west (Duff Lane) to the east (Lansing Lane) and prior to the Phase 10 development connecting Willis Road and/or Meadow Park Drive to Lansing Lane, the intersection at Lansing and State Highway 44 shall be constructed [applicant indicates it is designed to be functioning at 10 years see 5-23-23 email Zane Cradic]. Agency requirements from ITD and Canyon Highway District No. 4 indicate this construction restriction to the phased development plan. The development shall be conditioned to ensure that the intersection at State Hwy 44 and Lansing Lane is constructed and operational prior to construction of Phase 10 of Farmington Hills Subdivision (pre-annexation agreement states prior to access to Lansing Lane or 360th lot). (see Exhibits 15, 16, and 19)

Facilities:

The developer is proposing municipal sewer and water services for the 421 residential lots. A municipal well is proposed for the site and a sewer lift station connecting to Middleton City infrastructure with a phased development plan from Duff Lane easterly to Lansing Lane. Black Canyon Irrigation District provided comments and concerns with the proposed development and the potential for disrupting the irrigation system. The agency comments indicated that the developer needed to not just state that they were tiling or re-directing the current irrigation facilities on the property but to provide substantiated proof that the proposed changes will not cause disruption or poor function of the facilities to deliver water downstream from the property. There are substantial requirements for compliance with the Black Canyon Irrigation District inclusive of approval of construction drawings and modelling, license agreements for all crossings and where construction

and material (earth) movement will be utilizing heavy equipment over the top of the buried lateral, assurance through approved drawings that the irrigation system will work effectively as designed and constructed. The irrigation district is the jurisdictional authority for irrigation facility improvements and compliance with district requirements during and after development (Exhibit 20). A portion of the landscape easements required by the City of Middleton lie within the district's easements—The District does not approve landscaping in the easement unless a license agreement is obtained. (Exhibit 20)

- The Williams Northwest Gas Pipeline traverses the site in a southwesterly direction lying within a seventy-five (75) foot pipeline easement. This is a major gas pipeline that requires sufficient protection from potential digging and/or penetration. The developer has placed the gas pipeline within common lots on the proposed Farmington Hills Subdivision Preliminary Plat. A notice was sent to the Williams Northwest Pipeline, LLC contact with a follow-up email on 5/23/23 requesting comment or concerns regarding road and utility crossings on the pipeline easement. Staff received an email dated July 18, 2023 indicating "acknowledgement to move forward" with official and final approval being granted during construction reviews (Exhibit 21).

"What began as a 1,500-mile pipeline is now a nearly 4,000-mile bi-directional transmission system crossing the states of Washington, Oregon, Idaho, Wyoming, Utah and Colorado. Northwest's bi-directional system provides access to British Columbia, Alberta, Rocky Mountain and San Juan Basin gas supplies."

(Williams.com/pipeline/northwest-pipeline/)

Essential Services:

- The Middleton Fire District provided review comments to the proposed applications addressing access, fire flow, water supply, street signs and address markings. The response time to traverse the approximate 3.7 miles from Fire Station 52 at Kingsbury Road is approximately five (5) minutes under ideal driving conditions. (Exhibit 11).
- Canyon Highway District #4 (HD4) provided comments and requirements in Exhibit 16.
- The City of Middleton and the developer have entered into a pre-annexation agreement approved by the Middleton City Council on December 6, 2023 to provide municipal water and sewer to the proposed development. The properties will be required to annex to the City of Middleton when an adjacency to city limits is available. (Exhibits 15)
- The Idaho Transportation Department (ITD) provided comment and required improvements in conjunction with joint discussions between the applicants, the City of Middleton, and Highway District 4 noting improvements to Duff / Hwy 44 intersection and Lansing / Hwy 44 intersections. (Exhibits 19)
- Middleton School District provided comments indicating that the area elementary schools are currently over capacity and that classroom space for the additional capacity is being provided by modular classrooms. The District (by formula) expects this development to result in approximately

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- 210-294 students at buildout of the 421 lots. The District indicates that the developer will provide \$1500 per door/rooftop to assist with infrastructure costs associated with the increase in students and has provided a memorandum of understanding (MOU) agreement between to the two parties. The District indicates that continued development is of significant concern for the District and that while making use of portable classrooms to fulfill their mandate to educate all students in the district, permanent facilities are needed. (Exhibits 12 & 13)
- The nearest grocery, medical, shopping is located more than 2.5 miles to the southwest in the City of Middleton at State Hwy 44. The City of Star has a new Albertsons store located approximately six (6) miles southeast of the property on State Hwy 44. Primarily jobs, shopping, medical and grocery availability is located in the larger municipalities of Nampa, Caldwell, Meridian and Boise. The Interstate (Exit 25) is located approximately seven (7) miles from the project development. COMPASS indicates that a bike lane along Meadow Park Boulevard should be considered as shown in the Middleton Connects plan (Exhibit 22).

COMPREHENSIVE PLAN ALIGNMENT:

The 2020 Canyon County Comprehensive Plan identifies the area south of Purple Sage and north of State Hwy 44 as 'Residential'. As noted herein, this area has been trending toward residential development for many years. The topography of the area is rolling hillsides. There is surface irrigation water available and the property is currently in agricultural production and being irrigated by pivot irrigation structures and gravity systems. The subject properties are located within the City of Middleton Area of City Impact and are surrounded by residential development on the north, east and west sides with a few undeveloped parcels. Goal #1 in the Land Use Component states, "To encourage growth and development in an orderly fashion, minimize adverse impacts on differing land uses, public health, safety, infrastructure and services." The proposed plan aligns with the overall vision of the plan and with many goals and policies within the applicable components of the plan.

POTENTIAL IMPACTS:

- TRANSPORTATION SYSTEM: Growth in the county has provided challenges for the area schools and transportation system. The Middleton area is experiencing tremendous growth in development and population both within the city limits and in the surrounding areas north of State Hwy 44. This rapid growth has put additional strain on the limited transportation systems including all arterial and collector roads in the immediate vicinity of the development and the connecting highway corridor to the interstate. The Traffic Impact Study (TIS) identified deficiencies at intersections in the area with high levels of stress at State Hwy 44. The developer has agreed to improve and signalize the intersection at Duff and Hwy 44 prior to the first phase of the development being completed and per the CHD4 conditions will be required to provide proportionate share costs for improving other intersections and roadways in the area. There are steep sections of roadway on both Duff and Lansing that are of additional safety concern where these roadways intersect with Foothill Road. The letters of concern from the public referenced these traffic and intersection impacts in opposition to the applications (Exhibits 41-53).

SCHOOL SYSTEM: The Middleton School District is experiencing very high growth and lack of support from the community for approving bonds to build additional schools in the district. Marc Gee, Superintendent, Middleton School District #134, provided a revised agency response on December 30, 2023 indicating that the District has two of the three elementary schools over capacity. He indicates that Heights Elementary is at 144% of capacity with five (5) portable units (10 classrooms) and Mill Creek Elementary at 118% of capacity with six (6) portable classroom units (12 classrooms) on each site respectively. The high school is currently at 91% capacity and the middle school at 85% capacity. The District states that there is immediate need for elementary facilities and significant concerns of the continued growth and the District's ability to meet the future facility needs of the district at the secondary levels (Exhibit 12). The developer acknowledges the concerns of the school district and has voluntarily agreed to provide the school district with \$1500 per buildable residential lot payable at the time each phase of development is approved for Final Plat to help offset costs of additional infrastructure resulting from that phase of development (Exhibit 13). Over the life of the 421 residential lot development that will equate to approximately \$631,500. In an email dated 01-4-23 in response to a staff inquiry, Mr. Gee indicated that although classroom capacity can be temporarily managed by adding modular classrooms there remains limitations of common areas including cafeterias, gymnasiums, library, hallways, etc. that have to be considered (Exhibit 12A).

COMMENTS:	
Public:	Exhibit #:
Greg Baker	41
Ron Saunders	42
Denise & Jon Rhodes	43
Connie M. Hanson	44
Katie Weshora	45
Greg Sexton	46
Antonio M. Conti, PE, PLS	47
Stop the Development Farmington Hills	48
petition (digitally signed 143 persons)	40
Takagi Family	49
Jackie Grayson	50
Bart Grayson	51
Donna Goelz	52
Phil Goelz	53
Agencies:	
Canyon Highway District #4 (HD4)	16
Middleton Fire District	11
Middleton School District	12,12A, 13
City of Middleton	14, 15
Idaho Transportation Department (ITD)	19
Williams Northwest Pipeline	21
Black Canyon Irrigation District (BCID)	20

COMPASS	22
Idaho Fish and Game Department	23
Canyon Soil Conservation District	24
Department of Environmental Quality	25

RECOMMENDATION:

- Staff recommends the Planning and Zoning Commission open a public hearing and discuss the proposed applications for a conditional rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential).
- Staff is recommending approval of the Conditional Rezone, case file no. RZ2021-0056 as conditioned subject to a Development Agreement and staff is recommending approval of the preliminary plat for Farmington Hills Subdivision, case file no. SD2021-0059 as proposed and conditioned.

DECISION OPTIONS:

For Case No. RZ2021-0056: a proposed conditional rezone from "A" (Agricultural) to "CR-R1" (conditionally zoned Single-Family Residential) for four (4) parcels totaling approximately 217 acres:

- The Planning and Zoning Commission may <u>recommend approval</u> of the conditional rezone as proposed or amended;
- The Planning and Zoning Commission may <u>recommend denial</u> of the conditional rezone as proposed and direct staff to make findings of fact to support this decision; or
- The Planning and Zoning Commission may <u>continue the discussion</u> and request additional information on specific items.

For Case No. SD2021-0059: Farmington Hills Subdivision preliminary plat, phasing plan, irrigation plan, grading and drainage plan, and hillside development plan for a proposed 492 lot development i ncluding 421 residential lots with an average lot size of 12,804 sq. feet. The development, if approved, will have municipal sewer and water, paved public roads with curb, gutter and sidewalks, and pressurized irrigation and is subject to a pre-annexation agreement with the City of Middleton

- The Planning and Zoning Commission may <u>recommend approval</u> of the preliminary plat and associated plans as proposed or amended;
- The Planning and Zoning Commission may <u>recommend denial</u> of the preliminary plat and associate plans as proposed and direct staff to make findings of fact to support this decision; or
- The Planning and Zoning Commission may **continue the discussion** and request additional information on specific items.

ATTACHMENTS/EXHIBITS:

Exhibit # 1 Parcel Tool information sheets

Exhibit # 2 DRAFT FCO's

Exhibit #3 Preliminary Plat, grading and drainage, irrigation plan

Exhibit # 4	Applicant Letter of Intent
Exhibit # 5	Master Application- Hillside Development Application
Exhibit # 6	Master Application- Slope Stabilization & Revegetation Report
Exhibit # 7	Master Application-Irrigation Plan
Exhibit # 8	Master Application, neighborhood meeting information
Exhibit # 9	Applicant emails: LOS, secondary fire access, stub roads
Exhibit # 10	Traffic Impact Study revised (portion of) pages 1-50: dated 11-7-2023
Exhibit # 11	Middleton Fire District Agency Response
Exhibit # 12	Middleton School District Agency Response
Exhibit #12A	Middleton School District
Exhibit # 13	Middleton School District / Middleton 187, LLC MOU
Exhibit # 14	City of Middleton email correspondence-sidewalks and pathways required
Exhibit # 15	City of Middleton- Pre-annexation Agreement
Exhibit # 15A	Applicant – Hethe Clark email Pre Annex agmt
Exhibit # 16	Highway District #4 (HD4) Board response
Exhibit # 17	HD4 shared access clarification Phase 13 Lots 3 & 4
Exhibit # 18	HD4 Agency Response – PP Reviews
Exhibit # 19	ITD Agency Response 11-17-23
Exhibit # 20	BCID Agency Response and PP review
Exhibit # 21	Williams Northwest Pipeline email
Exhibit # 22	COMPASS Agency Response
Exhibit # 23	Idaho Department of Fish and Game
Exhibit # 24	Canyon Soil Conservation District
Exhibit # 25	Idaho Department of Environmental Quality
Exhibit # 26	Engineering: Keller Reviews (pre BCID and HD4 revisions)
Exhibit # 27	Farmington Hills Phasing Plan w/staff notes
Exhibit # 28	Maps: Case Map and Report
Exhibit # 29	Maps: Subdivision Map and Report
Exhibit #30	Maps: Zoning Map
Exhibit #31	Maps: Small Aerial
Exhibit # 32	Maps: Future Land Use Map (2020)
Exhibit # 33	Maps: Middleton Future Land Use Map
Exhibit # 34	Maps: Nitrate Priority and Wells
Exhibit # 35	Maps: TAZ Households
Exhibit # 36	Maps: Soils, Farmland and Reports
Exhibit # 37	Maps: Contour Map
Exhibit # 38	Maps: Dairy, Feedlot, and Gravel Pit Map
Exhibit # 39	Maps: Lot Classification
Exhibit # 40	Site Photos
Exhibit # 41	Greg Baker email questions
Exhibit # 42	Ron Saunders
Exhibit # 43	Denise & Jon Rhodes
Exhibit # 44	Connie M. Hanson

Exhibit # 45	Katie Weshora
Exhibit # 46	Greg Sexton
Exhibit # 47	Antonio M. Conti, PE, PLS
Exhibit #48	Stop the Development Farmington Hills petition (digitally signed 143 persons)
Exhibit # 49	Takagi Family
Exhibit # 50	Jackie Grayson
Exhibit # 51	Bart Grayson
Exhibit # 52	Donna Goelz
Exhibit # 53	Phil Goelz
Exhibit # 54	GeoTek Report
Exhibit # 55	Hydrology Report
Exhibit # 56	Landscaping Plan
Exhibit # 57	Applicant Presentation
Exhibit # 58	IRC Chapter 4 Foundations reference page

R37605010 PARCEL INFORMATION REPORT

3/31/2022 10:31:19 AM

PARCEL NUMBER: R37605010

OWNER NAME: MIDDLETON 187 LLC

CO-OWNER:

MAILING ADDRESS: PO BOX 140298 BOISE ID 83714

SITE ADDRESS: 0 DUFF LN

TAX CODE: 0310000

TWP: 5N

RNG: 2W

SECTION: 33

QUARTER: SW

ACRES: 29.31

HOME OWNERS EXEMPTION: No

AG-EXEMPT:

DRAIN DISTRICT: NOT In Drain Dist

ZONING DESCRIPTION: AG / AGRICULTURAL

HIGHWAY DISTRICT: CANYON HWY

FIRE DISTRICT: MIDDLETON FIRE

SCHOOL DISTRICT: MIDDLETON SCHOOL DIST

IMPACT AREA: MIDDLETON

FUTURE LAND USE: Res

IRRIGATION DISTRICT: BLACK CANYON IRRIGATION DIST

FEMA FLOOD ZONE: X

FEMA FLOODWAY: NOT In FLOODWAY

FIRM PANEL NUMBER: 16027C0275F

WETLAND: Freshwater Emergent Wetland

NITRATE PRIORITY: NO Nitrate Prio

PRINCIPAL ARTERIAL: NOT In Principal Art

COLLECTOR: NOT IN COLLECTOR

INSTRUMENT NO.: 2021018839

SCENIC BYWAY: NOT In Scenic Byway

LEGAL DESCRIPTION: 33-5N-2W SW TX 14097 IN N 1/2 SW

PLATTED SUBDIVISION:

SMALL CITY ZONING:

SMALL CITY ZONING TYPE:

DISCLAIMER:

- 1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS POSSIBLY ONE (1) OF SEVERAL ZONES SEE FIRM PANEL NUMBER.
 2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
 3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
 4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM T OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

EXHIBIT



R37602010 PARCEL INFORMATION REPORT

3/31/2022 10:30:59 AM

PARCEL NUMBER: R37602010

OWNER NAME: MIDDLETON 187 LLC

CO-OWNER:

MAILING ADDRESS: PO BOX 140298 BOISE ID 83714

SITE ADDRESS: 0 DUFF LN

TAX CODE: 0310000

TWP: 5N

RNG: 2W

SECTION: 33

QUARTER: SW

ACRES: 60.08

HOME OWNERS EXEMPTION: No

AG-EXEMPT:

DRAIN DISTRICT: NOT In Drain Dist

ZONING DESCRIPTION: AG / AGRICULTURAL

HIGHWAY DISTRICT: CANYON HWY

FIRE DISTRICT: MIDDLETON FIRE

SCHOOL DISTRICT: MIDDLETON SCHOOL DIST

IMPACT AREA: MIDDLETON

FUTURE LAND USE: Res

IRRIGATION DISTRICT: BLACK CANYON IRRIGATION DIST

FEMA FLOOD ZONE: X

FEMA FLOODWAY: NOT In FLOODWAY

FIRM PANEL NUMBER: 16027C0275F

WETLAND: Freshwater Pond

NITRATE PRIORITY: NO Nitrate Prio

PRINCIPAL ARTERIAL: NOT In Principal Art

COLLECTOR: NOT IN COLLECTOR

INSTRUMENT NO.: 2021018839

SCENIC BYWAY: NOT In Scenic Byway

LEGAL DESCRIPTION: 33-5N-2W SW TX 06849 IN S1/2 SW & SESW

PLATTED SUBDIVISION:

SMALL CITY ZONING:

SMALL CITY ZONING TYPE:

DISCLAIMER:

- 1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS POSSIBLY ONE (1) OF SEVERAL ZONES SEE FIRM PANEL NUMBER
 2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES.
 3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
 4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER.

R37605 PARCEL INFORMATION REPORT

3/31/2022 10:30:37 AM

PARCEL NUMBER: R37605

OWNER NAME: TBC LAND HOLDING LLC

CO-OWNER:

MAILING ADDRESS: PO BOX 140298 BOISE ID 83714

SITE ADDRESS: 0 DUFF LN

TAX CODE: 0310000

TWP: 5N

RNG: 2W

SECTION: 33

QUARTER: SW

ACRES: 29.77

HOME OWNERS EXEMPTION: No

AG-EXEMPT:

DRAIN DISTRICT: NOT In Drain Dist

ZONING DESCRIPTION: AG / AGRICULTURAL

HIGHWAY DISTRICT: CANYON HWY

FIRE DISTRICT: MIDDLETON FIRE

SCHOOL DISTRICT: MIDDLETON SCHOOL DIST

IMPACT AREA: MIDDLETON

FUTURE LAND USE: Res

IRRIGATION DISTRICT: BLACK CANYON IRRIGATION DIST

FEMA FLOOD ZONE: X

FEMA FLOODWAY: NOT In FLOODWAY

FIRM PANEL NUMBER: 16027C0275F

WETLAND: Freshwater Emergent Wetland

NITRATE PRIORITY: NO Nitrate Prio

PRINCIPAL ARTERIAL: NOT In Principal Art

COLLECTOR: NOT In COLLECTOR

INSTRUMENT NO.: 2021066908

SCENIC BYWAY: NOT In Scenic Byway

LEGAL DESCRIPTION: 33-5N-2W SW N 1/2 SW LS TX 06473

PLATTED SUBDIVISION:

SMALL CITY ZONING:

SMALL CITY ZONING TYPE:

DISCLAIMER:

- 1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS POSSIBLY ONE (1) OF SEVERAL ZONES SEE FIRM PANEL NUMBER
 2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES
 3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
 4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER

R37597 PARCEL INFORMATION REPORT

3/31/2022 10:17:13 AM

PARCEL NUMBER: R37597

OWNER NAME: MIDDLETON 187 LLC

CO-OWNER:

MAILING ADDRESS: PO BOX 140298 BOISE ID 83714

SITE ADDRESS: 0 LANSING LN

TAX CODE: 0310000

TWP: 5N

RNG: 2W

SECTION: 33

QUARTER: SE

ACRES: 97.16

HOME OWNERS EXEMPTION: No

AG-EXEMPT:

DRAIN DISTRICT: NOT In Drain Dist

ZONING DESCRIPTION: AG / AGRICULTURAL

HIGHWAY DISTRICT: CANYON HWY

FIRE DISTRICT: MIDDLETON FIRE

SCHOOL DISTRICT: MIDDLETON SCHOOL DIST

IMPACT AREA: MIDDLETON

FUTURE LAND USE: Res

IRRIGATION DISTRICT: BLACK CANYON IRRIGATION DIST

FEMA FLOOD ZONE: X

FEMA FLOODWAY: NOT In FLOODWAY

FIRM PANEL NUMBER: 16027C0275F

WETLAND: Freshwater Emergent Wetland

NITRATE PRIORITY: NO Nitrate Prior

PRINCIPAL ARTERIAL: NOT In Principal Art

COLLECTOR: COLLECTOR

INSTRUMENT NO.: 2021018848

SCENIC BYWAY: NOT In Scenic Byway

LEGAL DESCRIPTION: 33-5N-2W SE TX 19464 IN SE

PLATTED SUBDIVISION:

SMALL CITY ZONING:

SMALL CITY ZONING TYPE:

DISCLAIMER:

- 1. FEMA FLOOD ZONE REFERS TO THE DESIGNATED FEMA FLOOD AREAS, POSSIBLY ONE (1) OF SEVERAL ZONES SEE FIRM PANEL NUMBER
- 2. THIS FORM DOES NOT CALCULATE DATA FOR PARCELS INSIDE CITY LIMITS SO WATCH YOURSELVES
 3. WETLANDS CLASSIFICATION WILL POPULATE IF "ANY" PORTION OF SAID PARCEL CONTAINS A DELINEATED WETLAND.
- 4. COLLECTORS AND ARTERIALS ARE BASED ON THE SHERRIFS CENTERLINE WITH AN ADDITIONAL 100 FOOT BUFFER



FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER

In the matter of the application of:

[CR) RZ2021-0056] - [Middleton 187 LLC]

The Canyon County Planning and Zoning Commission considers the following:

Conditional Rezone [The applicant is requesting to conditionally rezone 217 ± acres from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) for the purpose of developing a residential subdivision, Farmington Hills Subdivision, proposed to have municipal water and sewer services supporting the development of 492 total lots with 421 residential lots subject to a Middleton City preannexation agreement approved December 6, 2023 and a development agreement with Canyon County. The subject properties, R37605, R37605010, R37602010, and R37597 comprising 217 ± acres, are located between Duff Lane and Lansing Lane north of Foothill Road in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.]

Summary of the Record

- 1. The record is comprised of the following:
 - A. The record includes all testimony, the staff report, exhibits, and documents in Case File (CR) RZ2021-0056 and SD2021-0059.

Applicable Law

- 1. The following laws and ordinances apply to this decision: Canyon County Code §01-17 (Land Use/Land Division Hearing Procedures), Canyon County Code §07-05 (Notice, Hearing and Appeal Procedures), Canyon County Code §07-06-01 (Initiation of Proceedings), Canyon County Code §07-06-07 (Conditional Rezones), Canyon County Code §07-10-27 (Land Use Regulations (Matrix)), Idaho Code §67-6511 (Zoning Map Amendments and Procedures), and Canyon County Code §09-09-17 (Area of City Impact Agreement).
 - a. Notice of the public hearing was provided per CCZO §07-05-01 and Idaho Code §67-6509. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2023 and December 4, 2023. The property was posted on December 15, 2023. On January 8, 2024 nine (9) property owners within 600 feet not included in the original mailing were mailed a property owner notification of the meeting date and provided an additional comment period to January 17, 2024.
 - b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone, and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity to make the land use more compatible with neighboring land uses. See CCZO §07-06-07(1).

- c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. *See* CCZO §07-05-01
- 2. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. *See* I.C. §67-6504, §67-6511.
- 3. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCZO §07-03-01, 07-06-05. **Or** Any hearing examiner appointed by the board shall perform such duties as assigned by the board pursuant to Idaho Code section 67-6520. See CCZO §07-03-07.
- 4. The burden of persuasion is upon the applicant to prove that all criteria, including whether the proposed use is essential or desirable to the public welfare, are satisfied. CCZO §07-05-03.
- 5. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCZO 07-05-03(1)(I).

The application RZ2021-0056 was presented at a public hearing before the Canyon County Planning and Zoning Commission on January 18, 2024. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Planning and Zoning Commission decides as follows:

CONDITIONAL REZONE CRITERIA – CCZO §07-06-07(6)

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

Conclusion: The Commission concludes that as proposed the conditional rezone from "A" (Agricultural) to CR-R1 (conditionally zoned-Single Family Residential) is generally consistent with the 2020 Comprehensive Plan subject to the conditions of approval, the memorandum of understanding with the Middleton School District, and the pre-annexation agreement with the City of Middleton. The Commission need not examine each goal and policy but consider the Plan as a whole. The applicable plan, the 2020 Comprehensive Plan, designates the proposed application area as Residential. The Commission when reviewing the Plan as a whole, finds and concludes that the use and application are consistent with the Plan based on the evidence and review of the Plan components. The Plan directs the hearing body to utilize measures, like the conditional use permit and/or a development agreement, to mitigate potential interference with existing residential uses and potential impacts on agricultural resources, ground and surface water, transportation system and services, and school facilities which the Commission believes is accomplished here.

- **Findings:** (1) The 2020 Comprehensive Plan designates this area as 'Residential" on the Future Land Use Map.
 - (2) The parcel lies within the Area of Impact for the City of Middleton. Pursuant to 09-09-17 of the Canyon County Code, the County recognizes that the City of Middleton has also developed a comprehensive plan that addresses this area of impact. The City of Middleton Future Land Use Map has this area of designated as 'Residential' (Section 09-05-19 Canyon County Code). The property does not currently lie adjacent to Middleton City limits but is in proximity (1/4 mile) whereby the City and the Developer have entered into a pre-annexation agreement to provide municipal services including sewer and water to the development

- reducing the potential environmental impact in the immediate area and extending services for future growth.
- (3) "For the county at large, the Plan (if properly implemented) assures that land use conflicts will be resolved if not avoided, that misuses of land will not occur, that traffic congestion will be minimized, that facilities will be located in areas where people can best use them, and that the county's growth will take place in an orderly, rational manner." (page 4, 2020 Comprehensive Plan)
- (4) The Plan indicates that the residential designation is a zone specifically set aside for residential development. "Residential development should be within areas that demonstrate a development pattern of residential land uses." This development is surrounded by residential development that has occurred through conditional use permits, administrative land divisions, and residential zoning entitlements and subdivisions. There are currently 65 platted subdivisions and additional subdivisions in platting within one mile of the subject properties as noted on the Subdivision Map and Lot Report (Exhibit 29). The Middleton city limits are located within ¼ mile to the south and a ½ mile west of the subject property as evidenced by the aerial map (see Exhibit 31) and municipal services will be provided to the property for the proposed development. (Exhibit 15-Pre Annexation Agreement)
- (5) Chapter 2: Population Component: The plan is generally consistent with the goals and policies of the population component including the goal of guiding future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to county residents. City municipal services will be extended and enhanced at the location including water and sewer to serve this development and the surrounding area. Roadways and intersections are proposed to be improved in areas of significant concern including a signalized intersection at Duff Lane and Highway 44 prior to the first phase of the development as indicated in the Pre-Annexation agreement, ITD requirements, and Canyon Highway District 4 requirements (see Exhibits 15, 16, 19). A second signalized intersection at Lansing and State Highway 44 will be required prior to development of Phase 10 (prior to making a through connection from the development to Lansing Lane) if not previously constructed.
- (6) Chapter 1: Property Rights Component: The Property Rights Component of the Plan is intended to ensure that land use hearing procedures do not violate individual property rights and that individual property rights are not burdened by unnecessary technical limitation (see Goal no. 1 in this component). The Commission places conditions that aim to protect the life, health and safety of the property owners and citizens of Canyon County in compliance with state, federal, and county regulations as appropriate and as provided for in the Development Agreement and Preliminary Platting process of the Canyon County Ordinances. The Commission finds that the hearing and notifications were consistent with the requirements of the law and that the applicant and property owners were provided due process of law by the nature of these proceedings.
- (7) Chapters 5 Land Use Component and Chapter 6 Natural Resources Component: Although the overall guidance of the plan is to protect agriculture inclusive of agricultural land as a limited natural resource, the Plan also recognizes the challenge of balancing natural resources against the impacts of population growth. The subject property is located in an area that has for many years been trending toward residential growth and development. The character of the area is residential. The subject property is currently in irrigated agricultural production but it is nearly surrounded by developed residential subdivision lots. There are 16 platted subdivisions within 1/4 mile and 33 platted developments within a 1/2 mile of the property (See Subdivision Maps Exhibit 29). The area south and east is primarily residential with residential zoning (see Zoning Map Exhibit 30). The property lies within the Middleton

- impact area. The Commission finds that the predominant character of the area is residential. The 2020 Canyon County Comprehensive Plan Future Land Use Map and the City of Middleton Future Land Use Maps have this area designated as 'Residential' (Exhibits 32 and 33).
- (8) Chapter 8: Public Services, Facilities and Utilities Component indicates that adequate public services and facilities are vital to the future of Canyon County and that these services are essential to the health, safety and welfare of its residents. This development will provide the extension of critical services to this transitioning area including municipal sewer and water services. The development as proposed and conditioned generally complies with this component of the Plan.
- (9) Chapter 9: Transportation Component states, "the responsibility for maintenance, operational improvements and capacity expansion of local roadways resides with four rural highway districts and eight cities in Canyon County." The proposed development is in general compliance with the goals and policies and more specifically with Goal 2, "Promote and improve traffic safety in the design and development of local and regional transportation facilities, particularly for local and neighborhood facilities." Goal 4, "Collaborate with highway districts, the Idaho Transportation Department (ITD), VRT, cities, and others in planning for, designing, developing and permitting new and/or expanding transportation facilities." The proposed development as conditioned will provide for additional traffic safety improvements through the design and build of the interim signalized intersection at State Highway 44 and Duff Lane prior to the first phase of development completion (Exhibits 15,16, & 19). The development will also at full buildout provide connection of two collector roadway segments between Duff and Lansing Lanes including Willis Road and Meadow Park Boulevard. The completion of these roadway segments will provide much needed access for the public and emergency services alleviating pressure on Purple Sage Road and Foothill Road (Exhibit 3). COMPASS (Exhibit 22) indicates that bicycle lanes should be considered for Meadow Park Boulevard and traffic calming measures for Willis Road.
- (10) Chapter 3: School Facilities and Transportation Component indicates that new residential development brings new students into a district and eventually requires new school facilities. In recent years population growth and development have outpaced the ability of the affected school districts to provide new facilities. Middleton School District has not been successful in obtaining funding through school bond elections to build required school facilities. The goals and policies of this component focus primarily on the siting of schools in the land use planning process and providing opportunity for the school districts to participate in the planning processes. The District has been provided the opportunity to review and comment on the proposed applications and to provide clarification and additional information regarding the affected schools. The applicant was also encouraged to work with the District to understand and potentially mitigate their development's impact to the District's facilities. Currently the district is over capacity in two of the three elementary schools and nearing capacity in the middle and high school facilities as evidenced by information provided by Superintendent Marc Gee in Exhibit 12. It is important to note that through further discussion with Mr. Gee that the information provided does not include cumulative development approvals but rather current school population and the impact that the current development could present to the existing system (see Exhibit 12A). The District is currently providing required classroom space through the use of modular classrooms at the elementary schools. It is important to note that Mr. Gee in Exhibit 12A indicates that while the modular units provide for classroom space they do not provide for the "limitations of the common areas inclusive of the cafeteria, gymnasiums, restrooms, hallways, etc." The applicant has, consistent with Policy 4, worked with the District to provide for some funding to mitigate a portion of the cost burden created by the proposed development. Policy 4 indicates that the

developer should work with the District to "provide land or funding toward the purchases of land for school sites..." The agreement between the developer and Middleton School District does not provide for land or the purchase of land but can provide for additional infrastructure costs associated with the increased student enrollment as indicated in the memorandum of understanding (MOU) between the District and the developer (see Exhibit 13). The developer voluntarily agreed to provide \$1500 per buildable residential lot at the time of approval of the final plat for each phase of development which would result in \$630,500 (\$1500 x 421 residential lots) over the next 7-10 years if the development is approved.

- (11) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 & SD2021-059.
- (12) Evidence includes associated findings and evidence supported within this document.
- 2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?

Conclusion: The Commission concludes that when considering the surrounding land uses which are primarily residential in character the conditional rezone from Agricultural to CR-R1 (CR-Single Family Residential) is more appropriate than the current Agricultural zoning designation.

- **Findings:** (1) The Future Land Use Maps for both the County and the City of Middleton designate the expected and planned land use to be residential. (See maps 32 and 33)
 - (2) The subject property is surrounded by residentially developed properties as seen on the aerial map (Exhibit 31) and the subdivision and lot reports map (Exhibit 29). The city limits of Middleton are within a quarter mile (1/4) of the subject property and municipal services are planned (and conditioned) to be extended to the subject property for the proposed development. There are five developments that are zoned R1 (Single Family Residential) on the north and east boundaries of the subject properties that were zoned "R1" (Single Family Residential) between 2018 and 2021 and platted for residential development inclusive of Meadow Bluff (10 Lots 2021), Cascade Hills No. 2 (26 lots 2022), Cascade Hills No. 1 (26 lots 2021), C4 Subdivision (24 lots 2023) and C3 Subdivision (30 lots 2021). These developments are consistent with the required minimum average lot size of one (1) acre for development that is not served by municipal services. The Commission finds that the development trend in the area is residential.
 - (3) There are 65 platted subdivisions and additional developments in the platting process within one mile of the proposed development (Exhibit 29). The lot sizes of the platted county developments range from 0.80 acres to 5.0 acres per lot. The average lot size of the recent platted developments immediately adjacent to the subject property is 1.32 acres with no provisions for community open space. The majority of the development occurring outside of the city limits is served by individual wells and septic systems necessitating the larger lot sizes. Lots developed within the city limits with municipal services including the Falcon Valley phases and Waterford Subdivision have an average lot size of 0.30 acres. The proposed Farmington Hills Subdivision is proposing 421 residential lots on approximately 217 acres to be developed in thirteen phases (average of 37 lots -common and residential per phase). The developer has indicated that dependent upon market conditions they expect to complete one to two phases per year with a 7-10 year full buildout. The expectation would be 38-65 new building lots per year for the proposed master planned development. The Canvon County Zoning Ordinance \(\) \(\) O7-10-21(2) Minimum Parcel or Lot Size, provides that the minimum lot size in the R1 zone be an average minimum lot size of one (1) acre for residential lots. 1,2,3 Footnote 1 indicates, "For parcels within the Area of City impact with central sewer and/or water services, the parcel or lot size may be reduced to 12,000 square feet per lot." The Commission finds that as proposed and conditioned with municipal

- services provided, the development with an "CR-R1" zoning designation is consistent with the zoning ordinance requirements.
- **(4)** The Commission acknowledges that the public participated in the process and provided many comments and concerns regarding the proposed development of the 217 acres of currently productive agricultural properties (Exhibits 41-53). The written and oral testimony indicates that the agricultural lands should remain in agricultural production which is compatible with the surrounding 'ranchettes' on 1.3 acre average parcels or that the development should contain lots consistent with the one (1) acre lots in the vicinity. The written testimony indicates opposition to the density of the development not being consistent with the surrounding lot sizes of one acre or more in the area and significant concerns regarding the transportation system and impacts to schools. There is concern regarding the development of 421 lots on the existing wells in the vicinity. Some of the concerns were regarding the impact to the Black Canyon Irrigation structures and facilities on the property. The Commission finds that the property is currently in agricultural production and that the average lot size in the immediate vicinity of the property is 1.3 acres. The Commission also finds that the character of the area is residential or trending to residential, the proposal is consistent with the requirements of the zoning ordinance, and that the requested conditional rezone is as appropriate as the current zone.
- (5) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (6) Evidence includes associated findings and evidence supported within this document.

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

Conclusion: The Commission concludes that the conditional rezone to "R1" (Single Family Residential) is compatible with the surrounding land uses of agricultural, rural residential, and single-family residential.

- Findings: (1) The Commission finds that the proposed conditional rezone and development is consistent with surrounding land uses as evidenced by the recent development of single-family residential subdivisions including Meadow Bluff, Cascade Hills No. 1 and No.2 and C3 and C4 Subdivisions on the north and east boundaries of the subject properties. (Exhibit 29 and 31)
 - (2) The Commission finds that the proposed development contains a higher lot density than the existing residential development in the area. The development is proposing average 12,804 square foot lots versus the current average lot size of 1.3 acres for the platted lots adjacent to the development. However, the Commission acknowledges that the development is proposed to be served by both municipal water and sewer services and contains large areas of open space by design and necessity to accommodate the Williams gas pipeline and BCID irrigation facilities. The Commission also acknowledges that the zoning ordinance allows for additional density in a development that extends municipal services to provide for orderly development within the areas of impact. (see Exhibits 3, 4, 15, 29)
 - (3) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (4) Evidence includes associated findings and evidence supported within this document.

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

Conclusion: The Commission concludes that the conditional rezone and proposed development will change the use of the subject property from agricultural to residential but that the character of the area is residential and has been trending to residential for many years as reflected by the Comprehensive Plan designation of 'Residential' and the substantial development in the area (Exhibits 29, 32 & 33). The Commission concludes that the developer as conditioned to comply with adjacency requirements for Canyon Highway District No. 4, Middleton City, Black Canyon Irrigation District, and the Idaho Transportation Department has provided for required mitigation of impacts on the transportation and irrigation systems (Exhibits 16, 15, 19 & 20).

Findings: (1)

- The subject properties, 217± acres, are currently in irrigated agricultural production and contain several irrigation supply and drainage facilities within the boundaries of the properties. The property is also bisected by the Williams Northwest Gas pipeline. The property also contains areas of significant slope with portions exceeding 15% slope requiring that the developer comply with the Hillside Development requirements in CCZO §07-17-23(1). The Commission finds that although this group of properties create a large agricultural oasis; the character of the area has for many years been transitioning to residential consistent with the Plan and with surrounding property development. (Exhibits 29, 37, 5-6, and 31)
- The character of the area is single family residential with average lot sizes of one acre or (2) greater. The Commission finds that land use approvals and development has occurred through conditional use permits, administrative divisions and rezones with platted subdivisions and re-subdivision of older (1971-1972) platted lots. There are 65 platted developments within one mile of the subject properties and five (5) recently platted between 2021 and 2023 immediately adjacent on the north and east boundaries inclusive of Meadow Bluff (10 Lots 2021), Cascade Hills No. 2 (26 lots 2022), Cascade Hills No. 1 (26 lots 2021). C4 Subdivision (24 lots 2023) and C3 Subdivision (30 lots 2021). The Commission finds that the proposed conditional rezone to "CR-R1" (Single Family Residential) is consistent with the zoning and land uses of the surrounding properties (see zoning map Exhibit 30) and that the proposed density is consistent with the ability to provide municipal services within the Middleton Area of City impact in accordance with CCZO §07-10-21(2) Minimum Parcel or Lot Size provides that the minimum lot size in the "R1" zone be an average minimum one acre lot size for residential lots and that Footnote 1 indicates, "For parcels within the Area of City impact with central sewer and/or water services, the parcel or lot size may be reduced to 12,000 square feet per lot." The Commission finds that as proposed and conditioned the rezone and development is consistent with the zoning ordinance requirements.
- Several of the letters in opposition inclusive of the petition electronically signed by 143 individuals (Exhibits 41-53), indicate that traffic in the area on the local roads is of concern and are opposed to adding additional residential traffic until the infrastructure is improved. The highway district having jurisdiction of the roads in the area has provided a review of the initial and revised traffic impact studies for the proposed development and indicated the required improvements to existing critical infrastructure and the proportionate share costs for future improvements of local infrastructure. The developer must design and build the interim intersection at State Highway 44 and Duff Lane prior to the approval of the Phase 1 Final Plat and the signalized intersection at State Highway 44 and Lansing Lane if not built out before Farmington Hills Subdivision Phase 10 (through connection to Lansing at either Meadow Park Boulevard or Willis Road) in accordance with ITD, City of Middleton and HD4 agency requirements (Exhibits 15, 16,19). The Commission finds that the developer is providing for mitigation as required by the transportation entities.

- (4) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (5) Evidence includes associated findings and evidence supported within this document.
- 5. Will adequate facilities and services including sewer, water, drainage, irrigation, and utilities be provided to accommodate proposed conditional rezone?

Conclusion: The Commission concludes that adequate facilities and services including sewer, water, drainage, irrigation, and utilities will be provided to accommodate the use.

- Findings: (1) The development will be served by municipal sewer and water as evidenced by the preannexation agreement with the City of Middleton (Exhibit 15). The development has surface irrigation rights and will be installing pressurized irrigation to serve the development along with relocating and improving multiple irrigation facilities on the property in coordination with Black Canyon Irrigation District (Exhibit 20). The developer has provided a preliminary grading and drainage plan for the proposed development that will be finalized during the construction drawing review and build process at the time of development. Stormwater must be retained onsite in accordance with CCZO §07-17.
 - (2) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2024 and December 4, 2023. The property was posted on December 15, 2023. Agency comments were received from the ITD, BCID, HD4, Williams Northwest Pipeline, COMPASS, DEQ, Middleton City, Idaho Fish and Game, Canyon Soil Conservation District, Middleton Fire District and the Middleton School District. Staff did not receive comments from Idaho Power or Intermountain Gas for this development proposal.
 - (3) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (4) Evidence includes associated findings and evidence supported within this document.
- 6. 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?

Conclusion: The Commission concludes that public street improvements are required at an offsite location, State Highway 44 and Duff Lane intersection, to improve and mitigate the impacts of the proposed development on the transportation system. Street improvements are required for access and internal development in accordance with the Highway District 4 (HD4) requirements and the City of Middleton pre-annexation agreement.

- Findings: (1) The Commission finds that ITD, HD4 and the City of Middleton based on the applicable standards of development and the results of the traffic impact studies (2020 & revised 2023) require mitigation of multiple intersections at State Highway 44. Other street improvements require a contribution of proportionate share fees as indicated in the HD4, City of Middleton, and ITD exhibits as conditioned to meet agency requirements (see Exhibits 15, 16, 19).
 - (2) The Commission finds that the developer has provided a phasing plan for the development that restricts internal site traffic to a primary access to Duff Lane until Phase 10 (approx. 340 lots) at which time the intersection at State Highway 44 and Lansing Lane shall be improved

- and signalized prior to the development traffic taking direct access to Lansing Lane. The Commission finds that the developer has agreed to construct the Lansing intersection prior to signature on the final plat of Phase 10 (prior to direct access to Lansing Lane from the development) if not in service at the time of development.
- (3) The Commission finds that cumulative impacts of development in the area has created congested areas as identified in the traffic impact studies. The agencies having expertise and primary jurisdiction of the roadways and for determining service levels have provided sufficient comments, conditions and mitigation for the proposed development. The Commission acknowledges that the public is concerned with the additional trips on the roadways and the potential safety impacts at other intersections impacted by the cumulative development. The jurisdictions having authority over the transportation systems are and will continue to make improvements as the level of service and safety dictate (Exhibits 15, 16, 19).
- (4) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (5) Evidence includes associated findings and evidence supported within this document.
- 7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development?

Conclusion: The Commission concludes that the subject property has frontage on Duff Lane, Lansing Lane, Meadow Park Boulevard (existing and future) and that legal access exists and will be improved at time of development.

- **Findings:** (1) The applicant shall be conditioned to comply with Canyon Highway District #4 (HD4) to improve the frontage, future roadways, and access to existing roadways. HD4 has reviewed and provided comments and preliminary approval of the roadways and access points in Exhibit 3 & 16.
 - (2) HD4 also provided clarification that two lots proposed in Phase 13, Lots 3 & 4, Block 4 will take access directly to Meadow Park Boulevard via a shared access to the collector roadway. Meadow Park Boulevard shall be constructed by the developer of Farmington Hills in accordance with HD4 requirements as indicated in Exhibits 16 &17.
 - (3) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (4) Evidence includes associated findings and evidence supported within this document.
- 8. 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?

Conclusion: The Commission concludes that essential services will be provided to the proposed development including police, fire and emergency medical services. The development will provide fire hydrants and meet fire district requirements. Public streets and access will be provided throughout the development for emergency services access. The Commission concludes that the Middleton School District will be impacted as a result of the conditional rezone entitlement to the subject property and eventual development on the property as proposed. The School District indicates that the development at full build-out (421 lots) is expected to increase the student enrollment by 210-294 students. Currently the elementary school, Mill Creek Elementary, serving this area is at 118%

capacity. The developer has entered into an MOU to provide funds per residential unit to help mitigate development impact (Exhibit 13).

- **Findings:** (1) The Middleton Rural Fire District provided a review of the proposed project and provided comments and conditions to be executed during the development phases of the project (Exhibit 11).
 - (2) The Commission finds that the proposed development will contribute to the capacity concerns of the school district. The Middleton School District provided information on the current status of the District's affected schools with capacity as follows: Mill Creek Elementary, 500 N. Middleton Road, is at 118 % of capacity with six (6) portable classroom units totaling 12 classrooms. The middle school is at 85% capacity and the high school is nearing capacity at 91%. The school district indicates, "there is an immediate need for additional facilities in our school district, primarily at the elementary grades. However, we have significant concerns of the continued growth and our ability to meet the future facility needs of our district at the secondary level..." (Exhibit 12)
 - (3) The Commission finds that the developer and the school district have entered into a Memorandum of Understanding (MOU) agreement whereby the developer agrees to pay \$1500 per platted buildable lot with each final plat phase of the development to help to mitigate and assist with infrastructure costs associated with each phase of development. At build-out of 421 residential lots that equates to a contribution of \$631,500.00 in voluntarily imposed mitigation fees by the developer (see Exhibits 12 and 13).
 - (4) The Commission finds that the development, if approved, will be developed in thirteen proposed phases with an expected buildout of 7-10 years dependent upon market demands as stated by the developer. The District indicates that with each new home they can expect [0.5 0.7 students] with an average of 0.569 students (210-294 total) attending schools in the district (421 residential lots x 0.569 =239 students). If on the upper end of the predicted number of students it equates to approximately 23 students per phase of the proposed development. The typical number of students per standard classroom is 26.72 students. The Commission finds that as proposed the development could contribute between 23-46 students per year to the school system (Exhibits 12 and 13) and that the developer has voluntarily entered into an agreement to contribute \$1500 dollars per buildable lot to help to mitigate interim infrastructure costs of students entering the system (Exhibit 12 and 13).
 - (5) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (6) Evidence includes associated findings and evidence supported within this document.

Canyon County Code §09-09-17 (Area of City Impact Agreement) - AREA OF CITY IMPACT AGREEMENT ORDINANCE

Conclusion: The property is located within the Middleton Area of City Impact. A notice was sent to the City of Middleton per Canyon County Code Section 09-09-17. The Pre-Annexation Agreement and Conditions applied require future development to work with the City of Middleton.

- **Findings:** (1) Pursuant to the pre-annexation agreement with the City of Middleton the developer is required to work with the City to connect to municipal infrastructure, complete improvements and meet the requirements of the plan as proposed in the application.
 - (2) The properties, 217± acres, are located within the Middleton area of city impact and are located within a quarter mile of the city limits to the south at Foothill Road as evidenced herein and on the aerial map (Exhibit 31).

(3) Evidence includes the application, support materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.

Order

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission recommends **approval** of Case # RZ2021-0056, a conditional rezone from an "A" (Agricultural) zone to "CR-R1" (CR-Single Family Residential) zone for parcels R37605, R37605010, R37602010, and R37597 comprised of approximately $217 \pm acres$ subject to conditions of approval (Attachment A) to be enumerated in a development agreement.

DATED this	_ day of	, 2024.
		PLANNING AND ZONING COMMISSION CANYON COUNTY, IDAHO
		Robert Sturgill, Chairman
State of Idaho)	
		SS
County of Canyon County)	
		, in the year 2024, 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		
Ne	otary:	
		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. 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."
- 3. The development shall be served by both municipal water and sewer in accordance with the pre-annexation agreement with the City of Middleton (Exhibit 15 Draft Agreement) and in accordance with the conditional rezone Development Agreement for case file RZ2021-0056. If the development cannot be served by both municipal water and sewer a new conditional rezone and preliminary plat application with a development agreement shall be submitted for review and approval through the Canyon County hearing processes to ensure compliance with the Canyon County codes.
- 4. The development is subject to compliance with the International Fire Code. The development shall comply with Middleton Rural Fire District requirements upon review and approval by the Fire District of the construction drawings submitted with each phase of final plat. Evidence of approval shall be a letter from Middleton Rural Fire District. Evidence shall be submitted to DSD prior to the Board's signature on the final plat for each phase of development.
- 5. Williams Northwest Pipeline: Obtain final approval prior to construction/development in the area of the pipeline and pipeline easements (Exhibit 21 email dated July 18, 2023 Z. Cradic from Tim Dagley, Williams pipeline). Developer shall place a disclosure notice of the pipeline easement and restrictions in the development deeds and homeowner's covenants.
- 6. Black Canyon Irrigation District (Exhibit 20-staff report): The development is subject to compliance with Black Canyon Irrigation District (BCID) requirements at time of development. BCID shall review and approve development plans and construction drawings with each phase of the development. Evidence of approval shall be a letter from BCID. Evidence shall be submitted to DSD prior to the Board's signature on the final plat for each phase of development.
- 7. Highway District 4 (formerly Canyon Highway District #4): Development shall comply with the requirements of the local highway district. Before the Board of County Commissioner's signature on the final plat, the local highway district shall sign the final plat demonstrating consistency with their applicable regulations.
- 8. Idaho Transportation Department (ITD): Development shall comply with the requirements of ITD in cooperation with the City of Middleton and Highway District #4 as specified in Exhibit 19, 15 and 16. Before the Board of County Commissioner's signature on the final plat, the local highway district and the City of Middleton shall sign the final plat demonstrating consistency with their applicable regulations.
- 9. The developer has entered into a memorandum of understanding (MOU) with the Middleton School District to provide \$1500 per finally platted, buildable lot within each recorded phase of the Property, to be paid by developer to the School District directly within ten (10) business days of recording each final plat with the property. Evidence of compliance shall be provided to DSD in the form of a letter of receipt from the Middleton School District.
- 10. Developer shall provide landscaping and asphalt pathways throughout the development in substantial compliance with the Landscaping Plan inclusive of proposed common area amenities (Exhibit 56). License agreement(s) with Black Canyon Irrigation District and Williams Northwest Gas Pipeline may be required where pathways and

landscaping lie within respective easements. Deviations from the proposed plan shall be approved by Development Services Department Director or as assigned.

- 11. Consistent with Exhibit 54 (Geotechnical Evaluation for "Farmington Subdivision," GTI-Project No. 2353-ID) prepared by GeoTek, Inc., Plan Review recommendation--a soils and compaction report provided by a licensed professional engineer, shall be provided to the Development Services Building Department with each building permit for review and approval in compliance with (IRC Chapter 4 Foundations: Section R401.4 Soils tests).
- 12. The proposed Farmington Hills Subdivision is to be developed in phases with an expected build out of 7-10 years dependent upon the market requirements. Subject properties not under construction shall remain in agricultural production where feasible consistent with availability of irrigation facilities remaining in operational production for that area of the development. All areas not in agricultural production shall be maintained in compliance with Canyon County Code Chapter 2 Article 1: Public Nuisance Ordinance.
- 13. Developer shall comply with the requirements of the County Engineer (Exhibit 26-Staff Report).

Planning & Zoning Commission Farmington Hills Subdivision Preliminary Plat – SD2021-0059

Development Services Department



FINDINGS OF FACT, CONCLUSIONS OF LAW, & ORDER

Findings

- 1. Middleton 187, LLC and TBC Land Holding, LLC, represented by Ardurra (formerly T-O Engineering), is requesting approval for a Preliminary Plat, Phasing Plan, Irrigation Plan, Hillside Development Plan, and Grading and Drainage Plan (Exhibits 3-7, Staff Report) subject to approval of a request, RZ2021-0056, to conditionally rezone the subject property from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) with conditions enumerated in a Development Agreement between the applicant and the County. The development is also subject to a pre-annexation agreement with the City of Middleton (Exhibit 15, Draft Agreement). The proposed development, Farmington Hills Subdivision, encompasses approximately 217 acres. The proposed development consists of 421 residential lots with an average lot size of 12,804 square feet and seventy-one (71) common lots for a total of 492 lots. The development shall be served by the City of Middleton municipal water and sewer (wastewater) infrastructure. The properties are designated "Residential" in the Canyon County 2020 Comprehensive Plan. The subject parcels R37605, R37605010, R37602010, R37597 are located north of Foothill Road between Lansing Lane and Duff Lane, Middleton, in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.
- 2. Parcels R37605, R37605010, R37602010, R37597, containing 217± acres, are proposed to be conditionally zoned "CR-R-R" (Conditional Rezone Rural Residential) per case file RZ2021-0056 subject to a development agreement. Developer and future property owners shall be subject to the conditions of the development agreement and preliminary plat.
- 3. There are 421 residential lots with an average residential lot size of 12,804 square feet in compliance with CCZO §07-10-21(2) Table 2 footnote #1; "For parcels within he Area of City Impact with central sewer and /or water services, the parcel or lot size may be reduced to 12,000 square feet."
- 4. The property is located within the Middleton area of city impact.
- 5. A pre-annexation agreement with the City of Middleton indicates the development will be served by municipal services including water and sewer (wastewater) systems (Exhibit 15).
- 6. The property has surface irrigation water rights. The developer shall provide irrigation water to each residential lot in compliance with Idaho Code 31-3805.
- 7. The property is located within the Black Canyon Irrigation District and the developer shall work with the irrigation district to meet development requirements impacting the district's facilities. (Exhibit 20)
- 8. Subdivision runoff will be maintained within the subdivision. Lots will be graded to facilitate drainage to a roadway, which will then convey storm water to a storage facility or directly to a common lot containing a facility. Storm water & excess irrigation water will be treated by sand & grease traps and/or retention ponds with grassy or sand bottoms (Exhibit 7).
- 9. The development will have paved public roads with curb, gutter and sidewalks throughout. (Exhibit 14)
- 10. Canyon Highway District #4 (HD4) is a signatory on the final plat and the developer must comply with the requirements of the highway district (Exhibit 16).
- 11. The development is located within the Middleton Rural Fire District and the developer shall work with the fire district to meet the requirements of the International Fire Code (Exhibit 11).

- 12. The development is located in an area that contains slopes greater than 15%. The applicant submitted a Hillside Development application in accordance with CCZO §07-17-33 (1) and provided the required engineering report submissions for the project site inclusive of Soil and Geology Report, Hydrology Report, and a Slope Stabilization and Revegetation Report. (Exhibits 5, 6, 54, and 55)
- 13. The developer has voluntarily entered into an agreement with the Middleton School District to provide a sum of \$1500 per buildable final platted lot per phase as described in Exhibit 13 "...to proactively address potential impacts on the School District of new residents that will eventually occupy residences with the property."
- 14. The record includes all testimony, the staff report, exhibits, and documents in Case File Nos. RZ2021-0056 & SD2021-0059.
- 15. Notice of the public hearing was provided in accordance with CCZO §07-05-01. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2023 and December 4, 2023. The property was posted on December 15, 2023. On January 8, 2024 nine (9) property owners within 600 feet not included in the original mailing were mailed a property owner notification of the meeting date and provided an additional comment period to January 17, 2024.

Conclusions of Law

Section 07-17-09(4)A of the Canyon County Zoning Ordinance (CCZO) states, "The commission or hearing examiner shall hold a noticed public hearing on the preliminary plat. The hearing body shall recommend that the board approve, approve conditionally, modify, or deny the preliminary plat. The reasons for such action will be shown in the commission's minutes. The reasons for action taken shall specify:

- 1. The ordinance and standards used in evaluating the application;
- 2. Recommendations for conditions of approval that would minimize adverse conditions, if any;
- 3. The reasons for recommending the approval, conditional approval, modification, or denial; and
- 4. If denied, the actions, if any, that the applicant could take to gain approval of the proposed subdivision."

This application is subject to the review and approval of the proposed Conditional Rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) zoning district.

Upon review of the preliminary plat application and submittals, the Planning and Zoning Commission finds that the preliminary plat, irrigation plan, grading and drainage plan, the hillside development plan are consistent with the following subject to conditions of approval:

- Idaho Code, Sections 67-6509 and 67-6513 (Subdivisions, Hearings, Decisions);
- Idaho Code, Sections 50-1301 through 50-1329 (Platting);
- Idaho Code, Section 31-3805 (Irrigation); and
- Canyon County Zoning Ordinance, Chapter 7, Article 17 (Subdivision Regulations).
- Canyon County Zoning Ordinance, Chapter 7, Article 10 (Minimum Parcel or Lot Size)

The preliminary plat application was found to be consistent with the standards of review, as conditioned (Staff Report Exhibits 3, 4, 5-7, 10, 15, 16, 19, 20, 26, 54 and 55).

Recommended 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. The development shall be in substantial compliance with the preliminary plat dated 08-17-23 (Exhibit 4 staff report and attached hereto) and is subject to compliance with development agreement and conditions

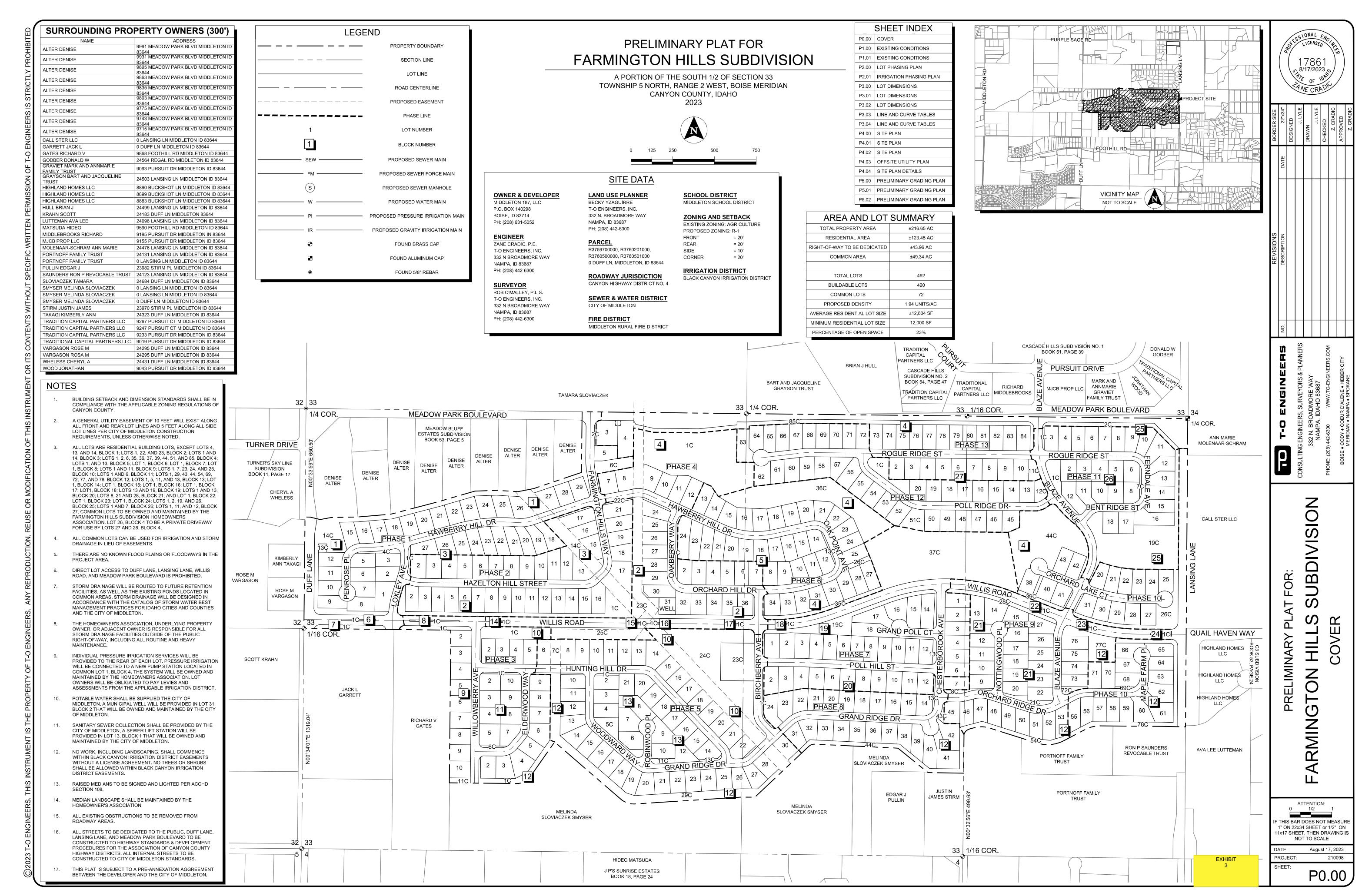
- enumerated therein for case file nos. RZ2021-0056 and SD2021-0059 (Exhibit 3, Staff Report and attached hereto).
- 3. The development shall be served by both municipal water and sewer in accordance with the pre-annexation agreement with the City of Middleton and in accordance with the conditional rezone Development Agreement for case file RZ2021-0056. If the development cannot be served by both municipal water and sewer a new conditional rezone and preliminary plat application with a development agreement shall be submitted for review and approval through the Canyon County hearing processes to ensure compliance with the Canyon County codes.
- 4. All subdivision improvements (roads, fire hydrants, irrigation facilities, and drainage swales/basins) and amenities shall be completed prior to the Board of County Commissioner's signature on the final plat for each phase of development.
- 5. Subdivision improvement drawings must be reviewed and approved by the County Engineer prior to construction beginning.
- 6. Consistent with Exhibit 54 (Geotechnical Evaluation for "Farmington Subdivision," GTI-Project No. 2353-ID) prepared by GeoTek, Inc., Plan Review recommendation--a soils and compaction report provided by a licensed professional engineer, shall be provided to the Development Services Building Department with each building permit for review and approval in compliance with (IRC Chapter 4 Foundations: Section R401.4 Soils tests).
- 7. Finish grades at subdivision boundaries shall match existing finish grades. Stormwater runoff shall be maintained on subdivision property unless otherwise approved.
- 8. Development shall comply with the requirements of the local highway district. Before the Board of County Commissioner's signature on the final plat, the local highway district shall sign the final plat demonstrating consistency with their applicable regulations.
- 9. The development is subject to compliance with Black Canyon Irrigation District (BCID) requirements at time of development. BCID shall review and approve development plans and construction drawings with each phase of the development. Evidence of approval shall be a letter from BCID. Evidence shall be submitted to DSD prior to the Board's signature on the final plat for each phase of development.
- 10. The development shall comply with Southwest District Health requirements. Before the Board of County Commissioner's signature on the final plat, Southwest District health shall sign the final plat demonstrating consistency with their applicable regulations.
- 11. The development is subject to compliance with the International Fire Code. The development shall comply with Middleton Rural Fire District requirements upon review and approval by the Fire District of the construction drawings submitted with each phase of final plat. Evidence of approval shall be a letter from Middleton Rural Fire District. Evidence shall be submitted to DSD prior to the Board's signature on the final plat for each phase of development.
- 12. Idaho Transportation Department (ITD): Development shall comply with the requirements of ITD in cooperation with the City of Middleton and Highway District #4 as specified in Exhibit 19, 15 and 16. Before the Board of County Commissioner's signature on the final plat, the local highway district and the City of Middleton shall sign the final plat demonstrating consistency with their applicable regulations.
- 13. Developer shall comply with the requirements of the County Engineer (Exhibit 26-Staff Report).
- 14. Developer shall provide landscaping and asphalt pathways throughout the development in substantial compliance with the Landscaping Plan inclusive of amenities (Exhibit 56). License agreement(s) with Black Canyon Irrigation District and Williams Northwest Gas Pipeline may be required where pathways and landscaping lie within respective easements. Deviations from the proposed plan shall be approved by Development Services Department Director or as assigned.

- 15. Subject properties not under construction shall remain in agricultural production where feasible consistent with availability of irrigation facilities remaining in operational production for that area of the development. All areas not in agricultural production shall be maintained in compliance with Canyon County Code Chapter 2 Article 1: Public Nuisance Ordinance.
- 16. Consistent with Exhibit 54 (Geotechnical Evaluation for "Farmington Subdivision," GTI-Project No. 2353-ID) prepared by GeoTek, Inc., Plan Review recommendation--a soils and compaction report provided by a licensed professional engineer, shall be provided to the Development Services Building Department with each building permit for review and approval in compliance with (IRC Chapter 4 Foundations: Section R401.4 Soils tests).

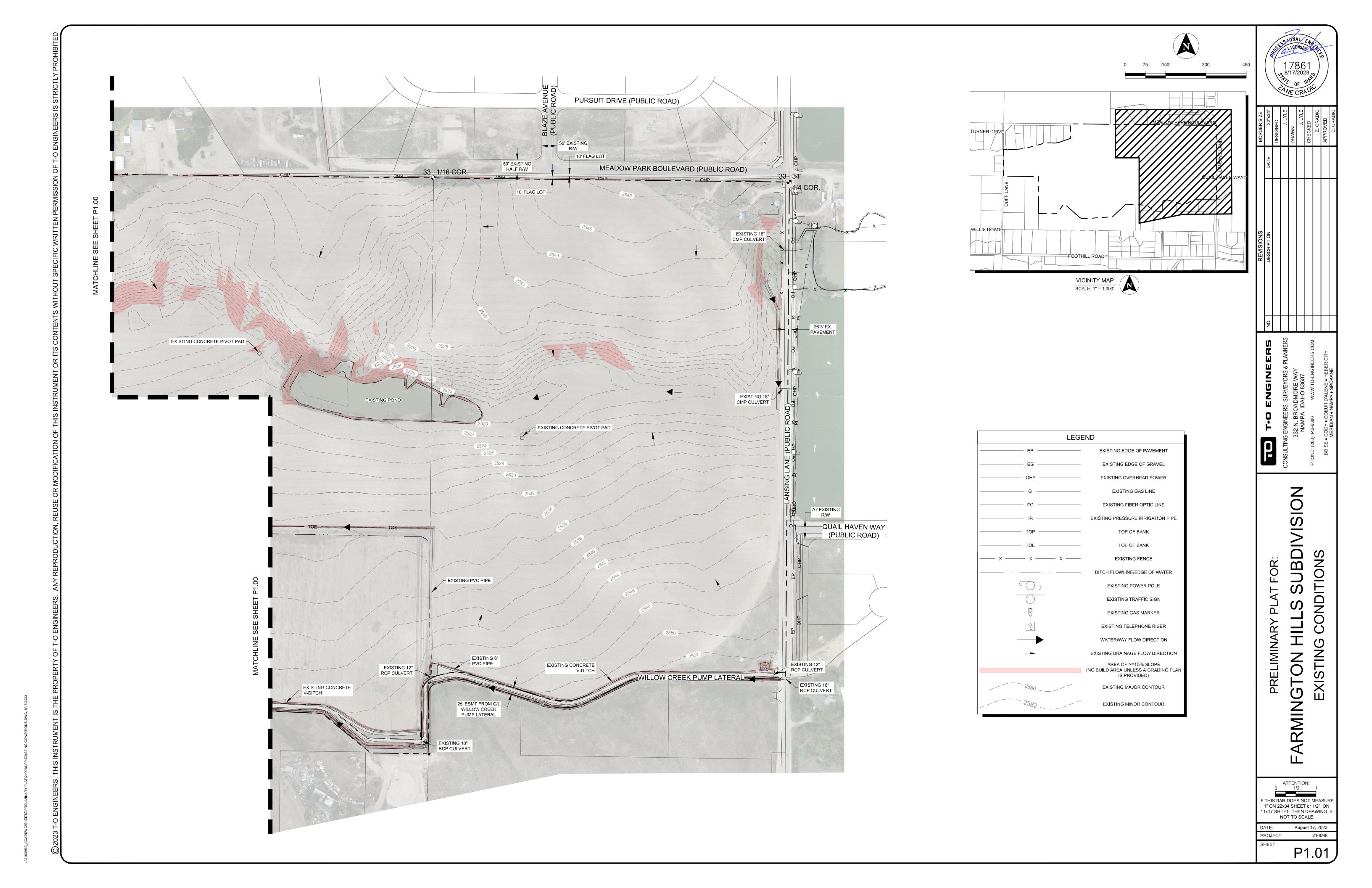
Order

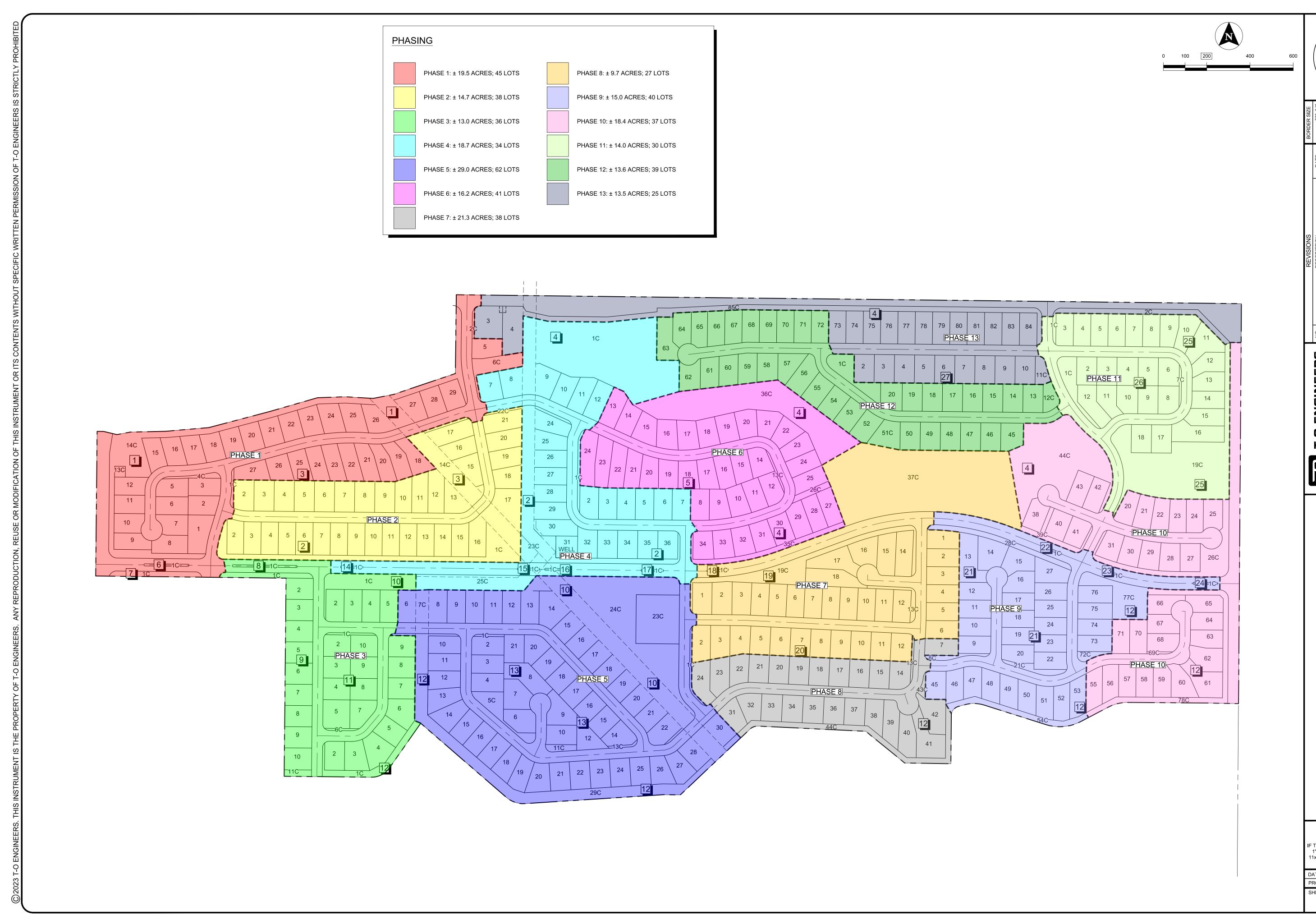
Based upon the Findings of Fact, Conclusions of Law contained herein for Case No. SD2021-0058, the Planning & Zoning Commission <u>recommends approval</u> of the Preliminary Plat, Phasing Plan, Irrigation Plan, Hillside Development Plan, and Grading and Drainage Plan (Exhibits 3-7, Staff Report for Farmington Hills Subdivision to the Board of County Commissioners subject to the Conditions of Approval as enumerated herein.

RECOMMENDED FO	R APPRO	OVAL on this	day of	, 2024.
			PLANNING AND CANYON COUNT	ZONING COMMISSION TY, IDAHO
			Rob Sturgill, Chairn	man
State of Idaho)	SS		
County of Canyon County)			
appeared		, personally kno	own to me to be the person who	, a notary public, personally se name is subscribed to the within
instrument, and acknowledged	to me that h	e(sne) executed the sai	me.	
			Notary:	
			My Commission Expires:	



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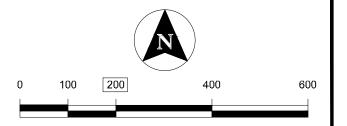




SUBDIVISIO **PRELIMINARY**

1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

P2.00





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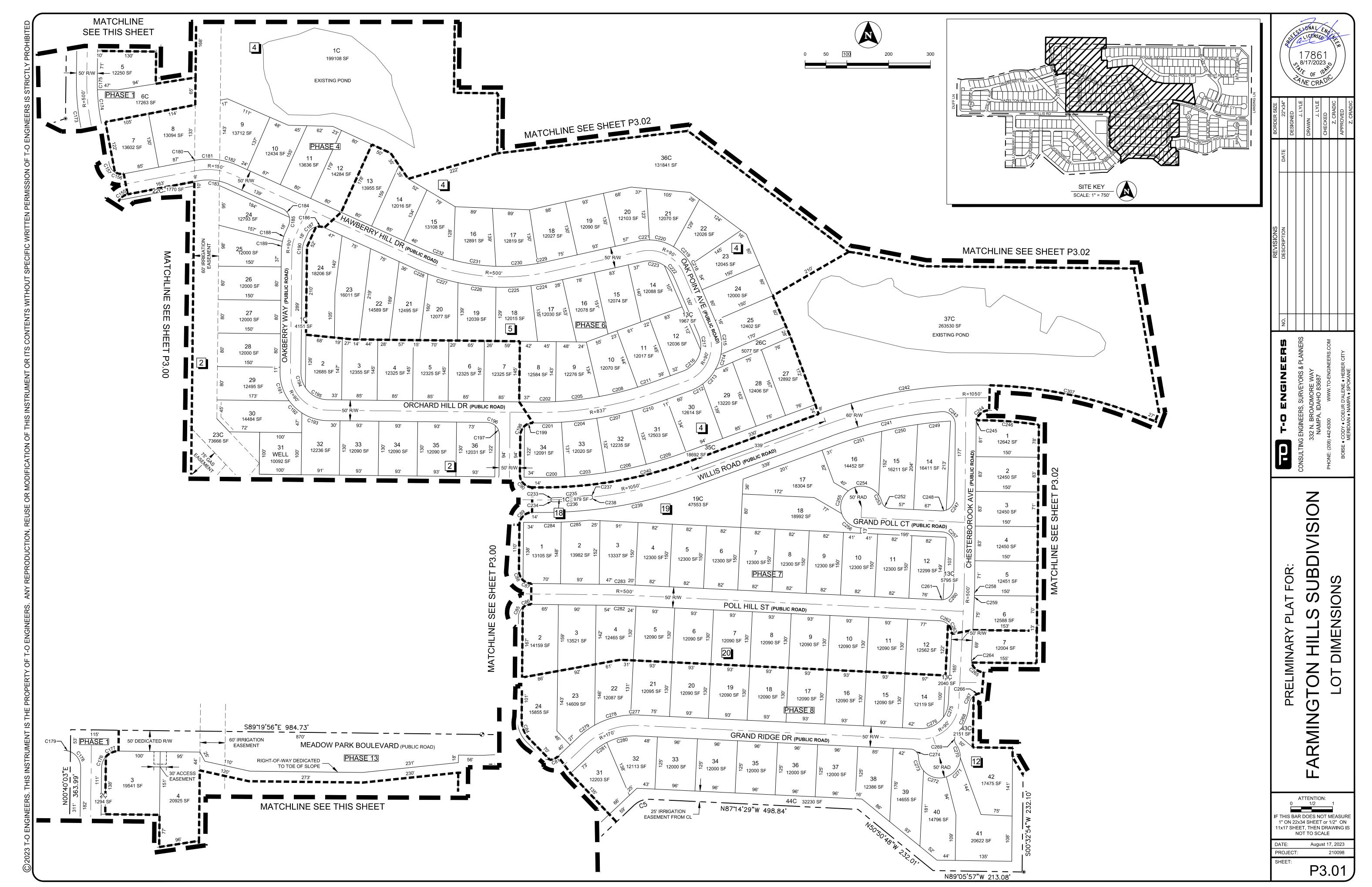
PRELIMINARY	FARMINGTON HILL	IRRIGATION PH
	ATTENTION:	

SUBDIVISION

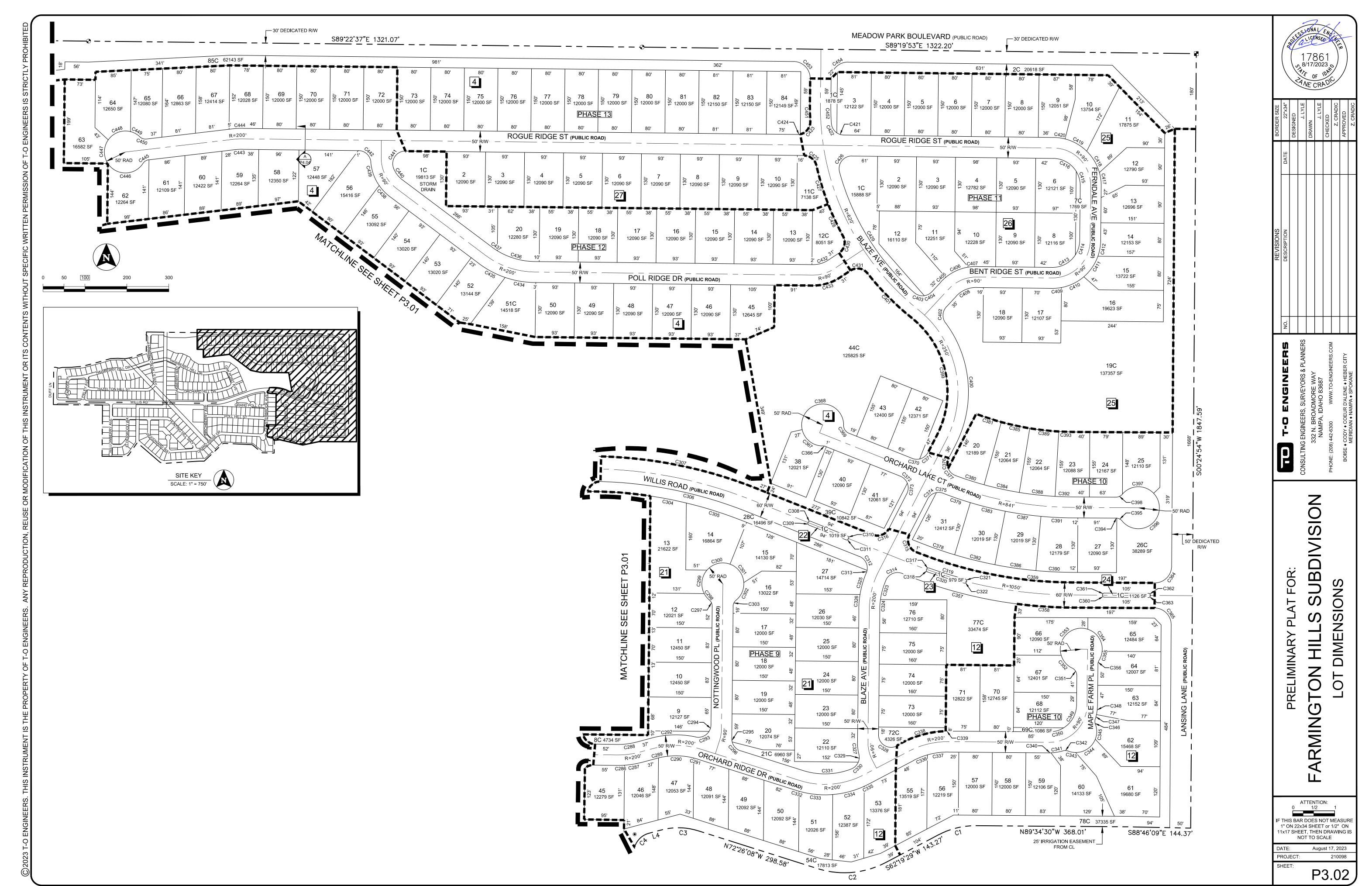
ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE
1" ON 22x34 SHEET or 1/2" ON
11x17 SHEET, THEN DRAWING IS
NOT TO SCALE

MEADOW PARK BOULEVARD (PUBLIC ROAD)	PROPOSED LOCATION FOR CHANGE OF C-LINE CANAL EAST 21.1 LATERAL ALIGNMENT LATERAL TO B IN PHASE 4	EAST 21.1 E ABANDONED	BLAZE AVENUE (PUBLIC ROAD)	(RD (PUBLIC ROAD)
TURNER DRIVE (PUBLIC ROAD)	PHASE 13 2530 2510 EXISTING POND 2500	254	PHASE 13 PHASE 11	
PHASE 1	EXIST 75' GAS ESMT EXIST 60' PROP. 21.1 EXIST 60' 21.1 LATERAL ESMT	C-LINE CANAL EAST 21.1 LATERAL TO BE ABANDONED IN PHASE 4 PHASE 6 EXISTING	G POND	
PHASE 2	PHASE 4		PHASE 7	LANSING LANE (PUBLIC ROAD)
PHASE 3	60' PROP. 21.1 ESMT WILLOW CREEK PUMP LATERAL SPILL TO 21.1 LATERAL TO BE ABANDONED IN PHASE 4 PHASE 5	PHASE 7 EXIST. 50' WILLOW CREEK PUMP LATERAL ESMT PHASE 8	WILLOW	QUAIL HAVEN WAY (PUBLIC ROAD) SE 10 CREEK PUMP LATERAL
TIE INTO EXISTING CULVERT C/L 21.1 LATERAL ESMT TO REMAIN	PROPOSED LOCATION FOR CHANGE OF WILLOW CREEK PUMP LATERAL ALIGNMENT PROP. 50' WILLOW CREEK PUMP LATERAL ESMT	EXIST 25' FROM DITCH C/L WILLOW CREEK PUMP LATERAL ESMT	EXIST 25' WILLOW CREEK PUMP LATERAL	
	END OF WILLOW CREEK PUMP LATERAL			

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C121 30.00' C122 30.00' C123 30.00' C124 | 1004.00' C125 | 1004.00' C126 | 1054.00' C127 | 1004.00' C128 115.00' C129 115.00' C130 | 65.00' C131 65.00' C132 | 1064.00' C133 115.00' C134 115.00' C135 20.00' C136 50.00' C137 50.00' C138 50.00' C139 50.00' C140 20.00'

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C1 | 188.50' | 92.53' | 28°07'25" | N76°22'31"E | 91.60' C2 | 211.50' | 167.00' | 45°14'25" | N84°56'41"E | 162.69'

C3 | 158.50' | 89.71' | 32°25'49" | S88°39'02"E | 88.52'

C4 | 48.50' | 49.61' | 58°36'30" | N45°50'05"E | 47.48'

C5 | 50.00' | 40.23' | 46°05'49" | N69°42'36"E | 39.15'

C6 | 120.00' | 93.31' | 44°33'14" | S71°25'11"E | 90.98'

C7 | 100.00' | 97.00' | 55°34'34" | N62°47'59"E | 93.24'

C8 | 40.00' | 62.78' | 89°55'12" | S44°23'59"E | 56.53'

C9 | 40.00' | 46.37' | 66°25'19" | N57°25'45"E | 43.82'

C10 | 5.00' | 7.85' | 90°00'00" | S45°38'25"W | 7.07'

C11 | 5.00' | 7.85' | 90°00'00" | S44°21'35"E | 7.07' C12 | 5.00' | 7.85' | 90°00'00" | N44°21'35"W | 7.07'

C13 | 5.00' | 7.85' | 90°00'00" | N45°38'25"E | 7.07'

C14 | 30.00' | 41.08' | 78°27'47" | N51°24'31"E | 37.95' C15 | 30.00' | 41.08' | 78°27'47" | S50°07'42"E | 37.95'

C16 | 30.00' | 50.35' | 96°09'18" | N41°16'56"W | 44.64'

C17 | 30.00' | 41.08' | 78°27'47" | N51°24'31"E | 37.95'

C18 | 5.00' | 7.85' | 90°00'00" | N45°38'25"E | 7.07'

C19 | 5.00' | 7.85' | 90°00'00" | N44°21'35"W | 7.07'

C20 | 5.00' | 7.85' | 90°00'00" | S44°21'35"E | 7.07'

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C61 | 50.00' | 72.56' | 83'08'39" | N10'24'02"E | 66.36'

C62 | 50.00' | 64.35' | 73°44'23" | N88°50'33"E | 60.00'

C63 | 50.00' | 86.63' | 99'16'12" | S4'39'10"E | 76.19'

C64 | 20.00' | 15.50' | 44*24'55" | S22*46'28"W | 15.12'

C65 | 115.00' | 28.66' | 14*16'50" | S7*42'26"W | 28.59'

C66 | 30.00' | 2.98' | 5*41'38" | S12*00'02"W | 2.98'

C67 | 30.00' | 53.85' | 102°51'01" | S42°16'17"E | 46.91'

C68 | 30.00' | 49.36' | 9415'44" | N3910'20"E | 43.97'

C69 | 30.00' | 7.20' | 13*44'34" | N14*49'49"W | 7.18'

C70 | 65.00' | 24.76' | 21°49'42" | N32°36'58"W | 24.61'

C71 | 115.00' | 40.13' | 19*59'41" | S33*31'58"E | 39.93'

C72 | 115.00' | 31.23' | 15°33'36" | S15°45'20"E | 31.14'

C73 30.00' 44.88' 85*43'16" S50*50'10"E 40.81'

C74 | 65.00' | 8.44' | 7°26'15" | N82°35'05"E | 8.43'

C75 | 65.00' | 36.53' | 32°12'15" | N62°45'50"E | 36.06'

C76 | 115.00' | 5.36' | 2°40'18" | S84°58'03"W | 5.36'

C77 | 115.00' | 65.23' | 32°30'03" | S67°22'52"W | 64.36'

C78 | 115.00' | 8.97' | 4°28'08" | S48°53'46"W | 8.97'

C79 | 30.00' | 47.60' | 90°54'51" | N1°12'16"E | 42.76'

C80 | 30.00' | 25.23' | 48°11'23" | N68°20'51"W | 24.49'

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD C21 | 5.00' | 7.85' | 90°00'00" | S45°38'25"W | 7.07'

C22 | 30.00' | 41.08' | 78°27'47" | S50°07'42"E | 37.95'

C23 | 30.00' | 6.00' | 11°27'49" | S5°09'54"E | 5.99'

C24 | 30.00' | 47.16' | 90°04'24" | S45°36'13"W | 42.45'

C25 | 5.00' | 7.85' | 90°00'00" | N45°38'25"E | 7.07'

C26 | 5.00' | 7.85' | 90°00'00" | N44°21'35"W | 7.07'

C27 | 5.00' | 7.85' | 90°00'00" | S44°21'35"E | 7.07'

C28 | 5.00' | 7.85' | 90°00'00" | S45°38'25"W | 7.07'

C29 | 30.00' | 23.86' | 45°34'23" | S22°13'10"E | 23.24'

C30 | 30.00' | 23.22' | 44°21'13" | S67°10'59"E | 22.65' C31 | 30.00' | 25.23' | 48'11'23" | S66'32'43"W | 24.49'

C32 | 30.00' | 21.93' | 41°53'01" | S21°30'31"W | 21.45' C33 30.00' 21.94' 41°53'59" S20°22'59"E 21.45'

C34 | 30.00' | 25.17' | 48°04'45" | S65°22'21"E | 24.44'

C35 | 30.00' | 25.23' | 48°11'23" | S24°39'42"W | 24.49'

C36 30.00' 21.90' 41°49'52" S69°40'20"W 21.42'

C37 | 65.00' | 36.46' | 32°08'09" | N74°31'12"E | 35.98'

C38 | 65.00' | 20.65' | 18°11'56" | N49°21'09"E | 20.56'

C39 | 115.00' | 50.79' | 25°18'24" | S77°56'04"W | 50.38'

C40 | 115.00' | 50.23' | 25°01'41" | S52°46'02"W | 49.84'

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C81 | 30.00' | 21.41' | 40°53'46" | S67°06'35"W | 20.96'

C82 | 125.00' | 97.78' | 44°49'10" | N21°50'34"W | 95.31'

C83 | 75.00' | 58.67' | 44°49'10" | N21°50'34"W | 57.18'

C84 | 65.00' | 50.85' | 44°49'10" | N21°50'34"W | 49.56'

C85 | 30.00' | 25.23' | 48'11'23" | N24'39'42"E | 24.49'

C86 30.00' 21.94' 41*54'40" N69*42'44"E 21.46'

C87 | 30.00' | 21.84' | 41°42'34" | N68°28'39"W | 21.36'

C88 30.00' 25.23' 48'11'23" N23'31'41"W 24.49'

C89 | 30.00' | 47.16' | 90°04'24" | N45°36'13"E | 42.45'

C90 | 30.00' | 47.09' | 89°55'36" | S44°23'47"E | 42.40'

	CUR	VE TABLE	-				CUR	VE TABLE	-	
;	LENGTH	DELTA	BEARING	CHORD	CURVE	RADIUS	LENGTH	DELTA	BEARING	
	30.92'	59*03'37"	S22°26'38"W	29.57	C141	225.00'	42.86'	10*54'51"	S79°16'51"E	4
	11.86'	22*39'11"	S63*18'02"W	11.78'	C142	225.00'	18.15'	4 ° 37'19"	S87°02'56"E	
	49.72'	94*57'11"	N53°08'41"W	44.22'	C143	175.00'	47.45'	15 ° 32 ' 10"	S81°35'30"E	4
),	92.27	5 ° 15'57"	N77 ° 55'20"E	92.24'	C144	115.00'	46.40'	23°07'10"	N79°04'50"E	4
),	89.48'	5*06'24"	N83°06'30"E	89.45	C145	115.00'	42.25'	21°03'04"	N56*59'43"E	4
)'	172.61	9*23'00"	S84°04'14"W	172.42'	C146	65.00'	50.11'	44°10'14"	N68*33'18"E	4
)'	54.33'	3*06'02"	N87*12'43"E	54.33'	C147	115.00'	26.72'	13 ° 18'45"	N39°48'49"E	2
,	7.32'	3*38'43"	N86*56'23"E	7.32'	C148	115.00'	69.73'	34*44'25"	N15°47'14"E	e
,	85.94'	42°48'58"	N63°42'32"E	83.95'	C149	115.00'	18.40'	9*10'04"	N6°10'01"W	-
	36.53'	32*12'15"	S72*39'36"W	36.06	C150	65.00'	64.91'	57°13'14"	N17°51'34"E	6
	63.53'	55 ° 59'52"	S28°33'33"W	61.03'	C151	30.00'	24.11'	46°02'37"	N33°46'21"W	2
),	56.92'	3*03'55"	S87°13'47"W	56.92'	C152	30.00'	25.67'	49°01'49"	N81°18'35"W	2
,	19.90'	9*54'44"	N37*20'41"E	19.87	C153	475.00'	24.03'	2°53'54"	S72°43'34"W	2
,	63.88'	31°49'42"	N16°28'28"E	63.07	C154	30.00'	21.89'	41°48'37"	N10°09'16"E	2
	20.28'	58*05'28"	S28*29'07"E	19.42'	C155	30.00'	25.23'	48 ° 11'23"	N55*09'16"E	2
1	69.23'	79 ° 20'10"	S17*51'46"E	63.83'	C156	30.00'	21.89'	41°48'37"	S79°50'44"E	2
	60.00'	68 ° 45'18"	S56*10'58"W	56.46'	C157	30.00'	25.23'	48 ° 11'23"	S34*50'44"E	2
	62.53'	71°39'18"	N53°36'45"W	58.53	C158	30.00'	25.49'	48*40'46"	N13°35'20"E	2
	51.60'	59 ° 07'56"	N11*46'52"E	49.34	C159	30.00'	19.51'	37 ° 15'15"	N56°33'20"E	
	14.24'	40°47'13"	N20*57'13"E	13.94	C160	525.00'	35.79'	3 ° 54'21"	N73*13'48"E	-

		CUR	RVE TABLE	Ē	
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C161	250.00'	60.24	13*48'25"	S78°13'32"W	60.10'
C162	200.00'	77.06'	22*04'29"	N82°21'34"E	76.58
C163	250.00'	36.08'	8°16'04"	S89°15'47"W	36.04
C164	946.00'	44.70'	2*42'27"	N87°57'25"W	44.70'
C165	996.00'	81.72'	4°42'04"	S88°57'13"E	81.70'
C166	946.00'	77.23'	4°40'38"	S88°21'03"W	77.20'
C167	996.00'	100.95	5 ° 48'27"	N85°47'32"E	100.91
C168	946.00'	75.97'	4°36'05"	S83°42'41"W	75.95'
C169	996.00'	93.48'	5*22'38"	N80°11'59"E	93.44
C170	946.00'	75.25	4*33'28"	S79°07'55"W	75.23
C171	946.00'	36.75	2°13'33"	S75°44'24"W	36.75
C172	996.00'	50.13'	2*53'02"	N76°04'09"E	50.13'
C173	525.00'	104.63	11*25'06"	N5°02'30"W	104.45
C174	475.00'	72.74	8*46'27"	S6*21'50"E	72.67
C175	475.00'	21.92'	2*38'39"	S0*39'17"E	21.92'
C176	40.00'	28.91'	41°24'35"	S21°22'20"W	28.28'
C177	40.00'	33.92'	48*35'26"	S66°22'21"W	32.92'
C178	40.00'	47.46'	67 ° 58'32"	N33°19'13"W	44.72'
C179	40.00'	15.38'	22°01'27"	N78 * 19 ' 13"W	15.28'
C180	175.00'	0.67	0°13'07"	N79°21'31"E	0.67

''''	30.00	5.20	01342	142 33 14 W	3.20
120	115.00'	15.35'	7°38'47"	S3°15'47"E	15.34'
		CL	IRVE TAB	LE	
CURVE	RADIUS	LENGTH	H DELTA	BEARING	CHORE
C161	250.00	60.24	13°48'25	" S78°13'32"W	v 60.10
C162	200.00	77.06	22*04'29	" N82 ° 21'34"E	76.58
C163	250.00	36.08	8"16'04"	S89°15'47"W	y 36.04 ¹
C164	946.00	44.70	2*42'27"	N87*57'25"V	V 44.70
C165	996.00	81.72	4*42'04"	S88*57'13"E	81.70
C166	946.00	77.23	4*40'38"	S88°21'03"W	77.20
C167	996.00	100.95	' 5 ° 48'27"	N85°47'32"E	100.91
C168	946.00	75.97	4*36'05"	S83°42'41"W	75.95
C169	996.00	93.48	5*22'38"	N80°11'59"E	93.44
C170	946.00	75.25	4*33'28"	S79°07'55"V	V 75.23
C171	946.00	36.75	2°13'33"	S75°44'24"V	V 36.75
C172	996.00	50.13	2*53'02"	N76°04'09"E	50.13
C173	525.00	104.63	' 11°25'06'	" N5°02'30"W	104.45
C174	475.00	72.74	8*46'27"	S6°21'50"E	72.67
C175	475.00	21.92	2*38'39"	S0*39'17"E	21.92
C176	40.00'	28.91	41°24'35	" S21°22'20"W	V 28.28
C177	40.00'	33.92	48*35'26	" S66°22'21"W	V 32.92
C178	40.00	47.46	67*58'32	" N33*19'13"W	/ 44.72

C256	50.00'	60.00'	68 ° 45 ' 17"	S52°51'50"E	56.46'						
C257	30.00'	45.98'	87*48'29"	S43°20'15"E	41.61'						
C258	525.00'	11.93'	1°18'07"	N1°13'03"E	11.93'						
C259	525.00'	8.16'	0°53'24"	N2°18'49"E	8.16'						
C260	30.00'	42.12'	80°27'04"	S40°47'32"W	38.75'						
CURVE TABLE											
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD						
C301	50.00'	57.82'	66°15'37"	N36°59'14"W	54.65'						
C302	50.00'	47.49'	54 ° 25'07"	N23°21'08"E	45.72'						
C303	20.00'	17.45	49*59'41"	N25°33'51"E	16.90'						
C304	996.00'	87.40'	5*01'40"	S79*00'27"E	87.37						
C305	996.00'	142.71	8 ° 12'35"	S72*23'20"E	142.59						
C306	1020.00'	358.89	20'09'35"	S78°21'49"E	357.04						
C307	1080.00'	380.00'	20*09'35"	S78°21'49"E	378.04						
C308	5.00'	7.85'	90'00'00"	N66°42'58"E	7.07'						
C309	5.00'	7.85'	90'00'00"	N23°17'02"W	7.07'						
C310	5.00'	7.85'	90'00'00"	S23°17'02"E	7.07'						
C311	5.00'	7.85'	90'00'00"	S66°42'58"W	7.07'						
C312	30.00'	41.08'	78 ° 27'47"	S29*03'09"E	37.95'						
C313	30.00'	6.67'	12*44'00"	S16*32'45"W	6.65'						
C314	30.00'	46.35	88*31'01"	S68°06'25"W	41.87						
C315	30.00'	50.02'	95*31'27"	S20°31'19"E	44.42'						
C316	30.00'	44.23'	84°28'33"	N69°28'41"E	40.33'						

C317 | 5.00' | 7.83' | 89°43'25" | S64°32'48"W | 7.05'

C318 | 5.00' | 7.88' | 90°16'35" | S25°27'12"E | 7.09'

C319 | 1031.57' | 89.57' | 4*58'29" | N73*04'44"W | 89.54'

C320 | 1041.57' | 90.43' | 4*58'29" | \$73*04'44"E | 90.41'

CURVE TABLE									
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD				
C321	5.00'	7.83'	89°43'25"	N30°42'16"W	7.05'				
C322	5.00'	7.88'	90°16'35"	N59°17'44"E	7.09'				
C323	175.00'	48.43'	15 ° 51'23"	S15°55'13"W	48.28				
C324	175.00'	22.68'	7*25'31"	S4*16'46"W	22.66				
C325	225.00	53.33'	13*34'52"	S16°07'19"W	53.21				
C326	225.00	34.42'	8°45'53"	S4°56'56"W	34.39				
C327	115.00'	29.00'	14 ° 26'48"	S6*39'24"E	28.92'				
C328	30.00'	64.16'	122°32'02"	S60°42'01"E	52.61				
C329	30.00'	19.19'	36°38'56"	S4°26'40"W	18.86'				
C330	30.00'	24.20'	46°13'40"	S45°52'58"W	23.55				
C331	175.00'	117.80'	38°34'04"	S88*16'50"W	115.59				
C332	225.00	6.34'	1°36'55"	N73°14'36"W	6.34				
C333	225.00	81.27'	20*41'44"	N84°23'55"W	80.83				
C334	225.00'	78.08'	19 ° 52'57"	S75*18'45"W	77.69'				
C335	225.00'	11.96'	3°02'48"	S63°50'53"W	11.96'				
C336	175.00'	35.28'	11°32'59"	S68°05'58"W	35.22				
C337	175.00'	50.55	16 ° 33'02"	S82°08'59"W	50.38				
C338	225.00'	120.62	30°42'57"	N73°23'26"E	119.18				
C339	225.00	6.58'	1°40'36"	N89°35'12"E	6.58				

C340 | 115.00' | 4.83' | 2°24'26" | S89°13'17"W | 4.83' |

		CUF	RVE TABLE		
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C341	115.00'	28.84	14 ° 22'06"	S80°50'00"W	28.76
C342	20.00'	13.04'	37°20'50"	N87°40'38"W	12.81'
C343	50.00'	18.12'	20°46'07"	N79°23'16"W	18.03
C344	50.00'	60.00'	68 ° 45'18"	S55°51'01"W	56.46
C345	50.00'	36.20'	41°28'40"	S0°44'02"W	35.41
C346	20.00'	13.04'	37°20'50"	S1*19'53"E	12.81'
C347	115.00'	10.98'	5°28'18"	S14°36'23"W	10.98
C348	115.00'	22.69'	11°18'15"	S6°13'07"W	22.65
C349	65.00'	65.41'	57 ° 39'15"	N29°23'37"E	62.68
C350	65.00'	36.53'	32°12'15"	N74°19'22"E	36.06
C351	20.00'	22.56'	64°37'23"	N31°44'42"W	21.38'
C352	50.00'	41.10'	47°05'51"	N40°30'27"W	39.95
C353	50.00'	109.07	124 ° 58'59"	N45°31'58"E	88.69
C354	50.00'	67.92'	77°49'43"	S33°03'41"E	62.82
C355	50.00'	22.44'	25°43'00"	S18*42'40"W	22.25'
C356	20.00'	10.82	31°00'10"	S16°04'05"W	10.69
C357	1080.00	282.19	14°58'15"	N75°07'12"W	281.39
C358	1080.00	133.69'	7*05'33"	N86°09'06"W	133.61
C359	1020.00	381.22'	21°24'50"	S78*59'27"E	379.00
C360	5.00'	7.85'	90°00'00"	N44°41'52"W	7.07
	L	l			l

	30.00	47.03	09 33 30	344 23 47 L	42.40	L	0110	323.00	101.10	11 02 20	NITOSSIL	101.0
C91	30.00'	47.16'	90°04'24"	S45°36'13"W	42.45'		C111	475.00'	81.39'	9*49'02"	N11°42'13"E	81.29
C92	30.00'	47.09'	89*55'36"	N44°23'47"W	42.40'		C112	30.00'	25.23'	48°11'23"	N40°42'26"E	24.49
C93	5.00'	7.85'	90'00'00"	N45°38'25"E	7.07		C113	30.00'	21.66'	41°22'28"	N85°29'21"E	21.20
C94	5.00'	7.85'	90'00'00"	N44°21'35"W	7.07		C114	30.00'	5.75'	10°58'40"	S68°20'05"E	5.74
C95	5.00'	7.85'	90'00'00"	S45°38'25"W	7.07		C115	30.00'	38.98'	74°26'47"	S25°37'22"E	36.30
C96	5.00'	7.85'	90'00'00"	S44°21'35"E	7.07		C116	325.00'	62.62'	11°02'25"	S6°04'49"W	62.53
C97	5.00'	7.85'	90'00'00"	N44°21'35"W	7.07		C117	275.00'	38.03'	7*55'24"	N12*39'02"E	38.00
C98	5.00'	7.85'	90'00'00"	N45*38'25"E	7.07		C118	275.00'	39.01'	8°07'43"	N4°37'28"E	38.98
C99	5.00'	7.85'	90'00'00"	S44°21'35"E	7.07		C119	30.00'	3.26'	613'42"	N2°33'14"W	3.26
C100	5.00'	7.85'	90°00'00"	S45°38'25"W	7.07		C120	115.00'	15.35'	7°38'47"	S3°15'47"E	15.34
		CUF	RVE TABL	 E					CUF	RVE TABL	.E	
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD	_	CURVE	RADIUS	LENGTH	DELTA	BEARING	СНС
C141	225.00	42.86	10*54'51"	S79°16'51"E	42.80'		C161	250.00'	60.24	13*48'25"	S78°13'32"W	60.
C142	225.00	18.15'	4*37'19"	S87°02'56"E	18.15		C162	200.00'	77.06	22*04'29"	N82°21'34"E	76.
C143	175.00'	47.45	15*32'10"	S81°35'30"E	47.31		C163	250.00'	36.08	8"16'04"	S89°15'47"W	36.
C144	115.00'	46.40'	23°07'10"	N79°04'50"E	46.09		C164	946.00'	44.70'	2*42'27"	N87*57'25"W	44.
C145	115.00'	42.25'	21°03'04"	N56*59'43"E	42.02'		C165	996.00'	81.72	4*42'04"	S88°57'13"E	81.
C146	65.00'	50.11	44°10'14"	N68*33'18"E	48.88'		C166	946.00'	77.23	4*40'38"	S88°21'03"W	77.
C147	115.00'	26.72	13°18'45"	N39°48'49"E	26.66		C167	996.00'	100.95	5*48'27"	N85°47'32"E	100
C148	115.00'	69.73'	34*44'25"	N15°47'14"E	68.66		C168	946.00'	75.97'	4*36'05"	S83°42'41"W	75.
C149	115.00'	18.40'	9*10'04"	N6°10'01"W	18.38'		C169	996.00'	93.48'	5*22'38"	N80°11'59"E	93.
C150	65.00'	64.91	57°13'14"	N17°51'34"E	62.25		C170	946.00'	75.25	4*33'28"	S79°07'55"W	75.
C151	30.00'	24.11	46*02'37"	N33°46'21"W	23.46		C171	946.00'	36.75	2°13'33"	S75°44'24"W	36.
C152	30.00'	25.67	49 ° 01'49"	N81°18'35"W	24.90'		C172	996.00'	50.13	2*53'02"	N76°04'09"E	50.
C153	175 00'	24.03'	2.53,24,	S72°43'34"W	24 02,	1	C173	525.00	104 63	11*25'06"	N5°02'30"W	104

C00	50.00	20.43	23 24 42	N42 52 39 W	20.29					
CURVE TABLE										
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD					
C101	5.00'	7.85'	90°00'00"	S44°21'35"E	7.07					
C102	5.00'	7.85'	90'00'00"	S45*38'25"W	7.07					
C103	5.00'	7.85'	90°00'00"	N44°21'35"W	7.07					
C104	5.00'	7.85'	90°00'00"	N45*38'25"E	7.07					
C105	65.00'	51.99'	45°49'46"	N66°26'42"W	50.62					
C106	115.00'	11.36'	5*39'41"	S46°21'40"E	11.36'					
C107	115.00'	60.68	30°13'53"	S64°18'27"E	59.98					
C108	115.00'	19.94'	9*56'12"	S84°23'29"E	19.92					
C109	30.00'	3.46'	6 ° 36'19"	N8*52'28"E	3.46'					
C110	525.00'	101.16'	11°02'26"	N11°05'31"E	101.01					
C111	475.00'	81.39'	9*49'02"	N11°42'13"E	81.29					
C112	30.00'	25.23'	48 ° 11'23"	N40*42'26"E	24.49					
C113	30.00'	21.66'	41°22'28"	N85°29'21"E	21.20'					
C114	30.00'	5.75'	10°58'40"	S68°20'05"E	5.74					
C115	30.00'	38.98'	74 ° 26'47"	S25°37'22"E	36.30					
C116	325.00'	62.62'	11°02'25"	S6°04'49"W	62.53					
C117	275.00	38.03'	7*55'24"	N12*39'02"E	38.00'					
C118	275.00	39.01'	8°07'43"	N4°37'28"E	38.98					
C119	30.00'	3.26'	6 ° 13'42"	N2*33'14"W	3.26'					
		l								

CURVE TABLE										
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD					
C41	65.00'	45.02'	39°41'10"	N20°24'36"E	44.13'					
C42	115.00'	26.04	12°58'20"	S33°46'01"W	25.98					
C43	115.00'	53.62'	26°42'50"	S13°55'26"W	53.13'					
C44	30.00'	25.23'	48°11'23"	N65°15'54"W	24.49					
C45	30.00'	21.85'	41°44'13"	N20°18'06"W	21.37'					
C46	30.00'	25.65	48*59'11"	S66°08'49"W	24.88					
C47	30.00'	21.51'	41°05'13"	S21°06'37"W	21.06'					
C48	30.00'	25.23'	48°11'26"	N65°15'52"W	24.50'					
C49	30.00'	21.85	41°44'10"	N20°18'04"W	21.37'					
C50	30.00'	25.23'	48°11'27"	S66°32'41"W	24.50'					
C51	30.00'	21.93'	41°52'57"	S21°30'30"W	21.44'					
C52	115.00'	49.89'	24 ° 51 ' 17"	N11°51'38"W	49.50'					
C53	65.00'	12.99'	11°27'12"	S5*09'35"E	12.97'					
C54	65.00'	43.40'	38 ° 15'23"	S30°00'52"E	42.60'					
C55	115.00'	49.89'	24°51'17"	N36°42'55"W	49.50'					
C56	115.00'	44.71	22°16'35"	N60°16'51"W	44.43'					
C57	115.00'	44.71	22°16'39"	N82°33'28"W	44.43'					
C58	30.00'	68.22'	130 ° 17'25"	N65°42'43"E	54.44					
C59	20.00'	19.25'	55 ° 09'00"	N27°00'29"W	18.52'					
C60	50.00'	20.43'	23°24'42"	N42°52'39"W	20.29					

CURVE TABLE								
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD			
C181	175.00'	60.31'	19°44'49"	N89°20'29"E	60.02			
C182	175.00'	46.35'	15°10'35"	S73°11'49"E	46.22'			
C183	125.00'	76.67'	35°08'31"	S83°10'47"E	75.47'			
C184	30.00'	27.79'	53°04'23"	S39°04'20"E	26.81'			
C185	30.00'	19.33'	36°55'37"	S5*55'40"W	19.00'			
C186	30.00'	20.35'	38°51'38"	S85°02'21"E	19.96'			
C187	30.00'	26.78	51°08'22"	N49°57'39"E	25.90'			
C188	115.00'	23.84	11°52'32"	S18°27'12"W	23.79'			
C189	115.00'	23.84'	11°52'32"	S6°34'41"W	23.79'			
C190	65.00'	26.94'	23°45'03"	N12°30'56"E	26.75			
C191	115.00'	73.42'	36°34'51"	S17°39'01"E	72.18'			
C192	115.00'	42.19'	21°01'16"	S46°27'04"E	41.96'			
C193	115.00'	65.03	32°23'53"	S73°09'39"E	64.16'			
C194	65.00'	38.69'	34°06'06"	N16°24'38"W	38.12			
C195	65.00'	63.41'	55°53'54"	N61°24'38"W	60.93'			
C196	30.00'	21.85'	41°44'13"	S68*29'29"E	21.37			
C197	30.00'	25.23'	48°11'23"	S23°31'41"E	24.49			
C198	30.00'	25.23'	48°11'23"	S24°39'42"W	24.49			
C199	30.00'	22.04	42°05'45"	S69°48'16"W	21.55			
C200	996.00'	64.30'	3°41'56"	N88°47'27"E	64.29			

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C241 | 1020.00' | 272.47' | 15°18'20" | N77°31'46"E | 271.66'

C242 | 1080.00' | 408.65' | 21°40'47" | N80°43'00"E | 406.22'

C243 | 30.00' | 49.94' | 95°23'04" | S47°07'32"E | 44.37

C244 30.00' 41.53' 79°18'45" N51°54'01"E 38.29'

C245 | 30.00' | 6.11' | 11°40'39" | N6°24'19"E | 6.10'

C246 | 996.00' | 149.82' | 8*37'06" | S85*49'50"E | 149.67

C247 | 30.00' | 36.56' | 69°49'20" | S35°28'40"W | 34.34

C248 | 30.00' | 11.71' | 22°22'11" | S81°34'26"W | 11.64'

C249 | 996.00' | 79.11' | 4°33'03" | N84°00'28"E | 79.09'

C250 | 996.00' | 87.46' | 5°01'52" | N79°13'00"E | 87.43'

C251 | 996.00' | 118.63' | 6°49'28" | N73°17'20"E | 118.56'

C252 | 20.00' | 25.62' | 73°23'54" | N50°32'32"W | 23.90'

C253 | 50.00' | 18.58' | 21°17'37" | N24°29'23"W | 18.48'

C255 | 50.00' | 60.00' | 68°45'18" | S15°53'28"W | 56.46'

C254 | 50.00' | 82.55' | 94°35'41" | N82°26'03"W | 73.49' |

	CURVE TABLE									
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD					
C201	862.00'	68.21'	4 ° 32 ' 01"	S88*35'08"W	68.19'					
C202	812.00'	50.23'	3°32'39"	S88*52'05"W	50.22					
C203	996.00'	98.04'	5°38'24"	N84°07'17"E	98.00'					
C204	862.00	85.08	5*39'18"	S83*29'29"W	85.04					
C205	812.00'	105.07	7°24'50"	S83°23'21"W	105.00'					
C206	996.00'	99.02'	5*41'46"	N78°27'12"E	98.98'					
C207	862.00'	85.83'	5*42'18"	S77°48'41"W	85.80'					
C208	812.00'	94.92'	6°41'51"	S76°20'00"W	94.86'					
C209	996.00'	99.58'	5°43'42"	N72°44'28"E	99.54'					
C210	862.00	76.46'	5°04'55"	S72°25'04"W	76.43					
C211	812.00	44.04'	3°06'28"	S71°25'51"W	44.04'					
C212	115.00'	34.17'	17°01'36"	S61°21'48"W	34.05'					
C213	115.00'	46.03	22°56'05"	S41°22'58"W	45.73'					
C214	115.00'	38.81'	19 ° 20'11"	S20°14'50"W	38.63					
C215	115.00'	67.99'	33°52'21"	S6°21'26"E	67.00'					
C216	65.00'	69.16'	60°57'59"	S39°23'37"W	65.95'					
C217	65.00'	36.53	32°12'15"	S7°11'30"E	36.06					
C218	115.00'	12.30'	6°07'45"	S26°21'29"E	12.30'					
C219	115.00'	60.00'	29°53'36"	S44°22'10"E	59.32					
C220	115.00'	60.00'	29 ° 53'36"	S74°15'46"E	59.32					

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C261 30.00' 6.15' 11°44'27" S86°53'18"W 6.14'

C262 30.00' 21.89' 41'48'37" S66'20'11"E 21.41'

C263 30.00' 25.23' 48'11'23" S21'20'11"E 24.49'

C264 30.00' 8.28' 15*49'03" N5*09'00"W 8.26'

C265 | 30.00' | 39.81' | 76°02'25" | N51°04'44"W | 36.96'

C266 | 30.00' | 21.61' | 41°16'51" | S70°15'38"W | 21.15'

C267 | 30.00' | 23.90' | 45°39'12" | S26°47'36"W | 23.28'

C268 | 115.00' | 77.25' | 38*29'18" | S23*12'39"W | 75.81'

C269 | 20.00' | 27.66' | 79°15'03" | S2°49'46"W | 25.51'

C270 | 50.00' | 33.93' | 38°52'56" | S17°21'17"E | 33.28'

C271 | 50.00' | 60.00' | 68'45'18" | S36'27'50"W | 56.46'

C272 | 50.00' | 60.00' | 68'45'18" | N74'46'53"W | 56.46'

C273 | 50.00' | 34.67' | 39°43'33" | N20°32'27"W | 33.98' |

C274 | 20.00' | 30.22' | 86°33'48" | N43°57'35"W | 27.42' |

C275 | 65.00' | 36.53' | 32°12'15" | S18°51'39"W | 36.06'

C276 | 65.00' | 65.57' | 57°47'45" | S63°51'39"W | 62.82'

C277 | 195.00' | 17.99' | 5°17'06" | N89°53'02"W | 17.98'

C278 | 195.00' | 90.60' | 26'37'09" | S74'09'50"W | 89.78'

C279 | 195.00' | 48.30' | 14°11'34" | S53°45'29"W | 48.18'

C280 | 145.00' | 75.39' | 29°47'19" | S77°51'51"W | 74.54'

		CUR	VE TABLE	•	
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORE
C221	115.00'	26.88'	13°23'28"	N84°05'42"E	26.82
C222	65.00'	36.53'	32*12'15"	S39°23'45"E	36.06
C223	65.00'	53.44'	47°06'10"	S79*02'57"E	51.94
C224	525.00'	49.51	5°24'11"	N80°06'03"E	49.49
C225	525.00'	83.78	9*08'37"	N87°22'27"E	83.69
C226	525.00'	91.67	10°00'16"	S83°03'06"E	91.55
C227	525.00'	75.00'	8"11'06"	S73 ° 57'25"E	74.94
C228	525.00'	38.99'	4°15'20"	S67°44'12"E	38.98
C229	475.00'	22.04'	2*39'30"	N78°43'43"E	22.04
C230	475.00'	100.43	12°06'51"	N86°06'53"E	100.24
C231	475.00'	103.22	12°27'03"	S81°36'10"E	103.02
C232	475.00'	80.98	9*46'06"	S70°29'35"E	80.89
C233	5.00'	7.83'	89°43'38"	S43°47'36"W	7.05
C234	5.00'	7.88'	90°16'22"	S46°12'24"E	7.09'
C235	1045.00'	89.57	4°54'40"	S86°12'05"W	89.54
C236	1055.00'	90.43'	4*54'40"	N86°12'05"E	90.40
C237	5.00'	7.83'	89°43'38"	N51°23'26"W	7.05
C238	5.00'	7.88'	90°16'22"	N38°36'34"E	7.09
C239	1080.00'	391.38'	20°45'48"	N80°15'31"E	389.24
C240	1020.00'	369.64	20°45'48"	N80°15'31"E	367.62

CURVE TABLE

CURVE RADIUS LENGTH DELTA BEARING CHORD

C281 | 145.00' | 41.27' | 16°18'30" | S54°48'57"W | 41.13'

C282 | 475.00' | 17.33' | 2°05'27" | S88°17'13"E | 17.33'

C283 | 525.00' | 19.16' | 2°05'27" | N88°17'13"W | 19.16'

C284 | 1104.00' | 56.44' | 2°55'44" | N89°10'33"E | 56.43'

C285 | 1104.00' | 67.68' | 3*30'46" | N85*57'18"E | 67.67'

C286 | 225.00' | 19.21' | 4°53'31" | S88°27'17"W | 19.21'

C287 | 225.00' | 42.70' | 10°52'27" | S80°34'18"W | 42.64'

C288 | 175.00' | 48.16' | 15°45'58" | S83°01'04"W | 48.00'

C289 | 175.00' | 3.40' | 1°06'51" | S75°41'30"W | 3.40'

C290 | 175.00' | 84.83' | 27'46'24" | N89'51'52"W | 84.00'

C291 | 175.00' | 10.82' | 3'32'32" | N74*12'24"W | 10.82'

C292 | 225.00' | 106.19' | 27'02'30" | S88'39'20"W | 105.21'

C293 30.00' 36.63' 69°57'56" S67°11'37"W 34.40'

C294 | 30.00' | 16.57' | 31°38'40" | S16°23'20"W | 16.36'

C295 | 30.00' | 7.95' | 15°10'56" | N7°01'28"W | 7.93'

C296 30.00' 30.27' 57*49'12" N43*31'32"W 29.01'

C297 | 20.00' | 17.45' | 49*59'41" | S24*25'51"E | 16.90'

C299 | 50.00' | 60.00' | 68*45'18" | S6*45'00"W | 56.46'

C300 | 50.00' | 60.00' | 68°45'18" | \$75°30'18"W | 56.46'

C298 | 50.00' | 19.02' | 21'48'03" | S38'31'40"E |

	CUR	VE TABLE		
;	LENGTH	DELTA	BEARING	CHORD
	26.88	13°23'28"	N84°05'42"E	26.82'
	36.53'	32*12'15"	S39°23'45"E	36.06'
	53.44'	47°06'10"	S79*02'57"E	51.94'
,	49.51	5°24'11"	N80°06'03"E	49.49'
,	83.78	9*08'37"	N87°22'27"E	83.69'
,	91.67'	10 ° 00'16"	S83°03'06"E	91.55
,	75.00'	8°11'06"	S73°57'25"E	74.94
,	38.99'	4°15'20"	S67°44'12"E	38.98'
,	22.04'	2*39'30"	N78°43'43"E	22.04'
_	100.43'	12°06'51"	N86°06'53"E	100.24
,	103.22	12°27'03"	S81°36'10"E	103.02
,	80.98	9*46'06"	S70°29'35"E	80.89
	7.83'	89*43'38"	S43°47'36"W	7.05'
	7.88'	90°16'22"	S46°12'24"E	7.09'
)'	89.57	4*54'40"	S86°12'05"W	89.54
,	90.43'	4°54'40"	N86°12'05"E	90.40'
	7.83'	89°43'38"	N51°23'26"W	7.05'
	7.88'	90°16'22"	N38°36'34"E	7.09'
,	391.38'	20°45'48"	N80°15'31"E	389.24
,	369.64	20°45'48"	N80°15'31"E	367.62'

					<u> </u>				
BORDER SIZE	22"x34"	DESIGNED	J. LYLE	DRAWN	J. LYLE	CHECKED	Z. CRADIC	APPROVED	Z. CRADIC
	DATE								
REVISIONS	DESCRIPTION								
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PRELIMINARY ON HIL **ARMING**

SUBDIVISI

NOT TO SCALE

1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS

PROJECT:

P3.03

CURVE TABLE CURVE RADIUS LENGTH DELTA BEARING CHORD | C361 | 5.00' | 7.85' | 90°00'00" | N45°18'08"E | 7.07' C362 5.00' 7.85' 90°00'00" S44°41'52"E 7.07' C363 5.00' 7.85' 90°00'00" S45°18'08"W 7.07' C364 40.00' 62.75' 89°53'14" N45°21'31"E 56.51' C365 | 40.00' | 62.91' | 90°06'46" | N44°38'29"W | 56.62' C366 20.00' 7.61' 21°47'12" N79°10'38"W 7.56' C367 | 50.00' | 67.55' | 77°24'25" | N51°22'02"W | 62.53' C368 | 50.00' | 168.82' | 193°27'18" | N84°03'49"E | 99.31' C369 | 20.00' | 24.11' | 69°04'31" | S33°44'47"E | 22.68' | C370 | 30.00' | 18.07' | 34°30'15" | S85°32'10"E | 17.79' | C371 | 30.00' | 26.17' | 49°58'18" | N52°13'34"E | 25.34' | C372 30.00' 24.21' 46*14'11" N45*09'57"W 23.56' C373 30.00' 25.81' 49'17'16" N2'35'47"E 25.02' C374 30.00' 27.30' 52°08'19" S53°18'35"W 26.37' C375 30.00' 16.67' 31°50'05" N84°42'13"W 16.46' C376 30.00' 25.23' 48*11'23" S3*08'44"W 24.49' | C377 | 30.00' | 25.49' | 48'41'03" | S45'17'29"E | 24.73' | C378 996.00' 87.32' 5'01'24" N70'47'44"W 87.30' C379 866.00' 68.33' 4°31'15" N71°02'49"W 68.31' C380 816.00' 71.51' 5°01'16" S72°08'39"E 71.49'

CURVE TABLE CURVE RADIUS LENGTH DELTA BEARING CHORD C421 | 30.00' | 17.88' | 34°08'46" | S72°15'30"E | 17.62' C422 | 30.00' | 26.86' | 51*18'20" | S29*31'57"E | 25.98' C423 30.00' 42.79' 81°42'55" N37°43'32"E 39.25' C424 30.00' 6.31' 12°02'46" N84°36'22"E 6.30' C425 30.00' 40.21' 76°47'15" S50°58'37"E 37.26'

C426 30.00' 55.45' 105°54'06" N37°43'04"E 47.89' C427 | 645.00' | 96.62' | 8*34'58" | S16*52'29"E | 96.53' C428 | 645.00' | 85.22' | 7*34'11" | S24*57'04"E | 85.15' C429 | 595.00' | 343.17' | 33°02'45" | N31°45'22"W | 338.44' C430 30.00' 44.68' 85*19'35" S13*55'38"W 40.66' C431 30.00' 44.68' 85*19'35" N80*44'47"W 40.66' C432 | 65.00' | 38.62' | 34°02'20" | S73°36'35"W | 38.05'

C433 115.00' 68.32' 34°02'20" S73°36'35"W 67.32' C434 225.00' 71.66' 18'14'53" N80'14'49"W 71.36' C435 225.00' 70.83' 18°02'12" N62°06'16"W 70.54' C436 | 175.00' | 94.30' | 30*52'26" | N73*56'02"W | 93.16' C437 175.00' 16.53' 5*24'39" N55*47'29"W 16.52' C438 115.00' 37.22' 18*32'29" N43*48'55"W 37.05' C439 115.00' 59.79' 29*47'17" N19*39'02"W 59.12' C440 65.00' 34.98' 30°49'56" N37°40'12"W 34.56'

		CUF	RVE TABLE	-	
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C381	661.00'	63.00'	5 ° 27'39"	N71°55'27"W	62.98'
C382	996.00'	98.91'	5°41'24"	N76°09'08"W	98.87
C383	866.00'	86.00'	5°41'24"	N76°09'08"W	85.96
C384	816.00'	86.00'	6°02'19"	S77°40'26"E	85.96
C385	661.00'	69.66'	6°02'19"	N77°40'26"W	69.63
C386	996.00'	98.91'	5°41'24"	N81°50'32"W	98.87
C387	866.00	86.00'	5°41'24"	N81°50'32"W	85.96
C388	816.00'	86.00'	6°02'19"	S83°42'45"E	85.96
C389	661.00'	69.66'	6°02'19"	N83°42'45"W	69.63
C390	996.00'	87.11'	5*00'39"	N87°11'33"W	87.08
C391	866.00'	75.74'	5*00'39"	N87°11'33"W	75.71
C392	816.00'	42.24	2 ° 57'58"	S88°12'53"E	42.24
C393	661.00	34.22'	2 ° 57'58"	N88*12'53"W	34.22
C394	20.00'	2.12'	6°03'58"	N86°39'53"W	2.12'
C395	20.00'	15.33	43°55'43"	N61°40'03"W	14.96'
C396	50.00'	160.41	183°49'12"	S48°23'13"W	99.94
C397	50.00'	83.92'	96°10'11"	N88°23'32"E	74.41
C398	20.00'	17.45	49°59'41"	N65°18'17"E	16.90'
C399	225.00'	309.18	78 ° 44'00"	N12°07'35"W	285.43
C400	275.00'	306.96	63°57'15"	S4°44'13"E	291.27

		CUR	VE TABLE				
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORE		
C401	645.00'	150.96	13°24'35"	N44*47'17"W	150.61		
C402	30.00'	41.68	79*36'40"	S3°05'30"W	38.41		
C403	30.00'	25.82'	49°18'49"	N72°56'09"W	25.03		
C404	30.00'	20.69'	39 ° 30'36"	S62*39'08"W	20.28		
C405	115.00'	15.90'	7*55'26"	S46°51'33"W	15.89		
C406	115.00'	60.00'	29*53'36"	S65*46'04"W	59.32		
C407	115.00'	19.98'	9*57'15"	S85°41'30"W	19.95		
C408	65.00'	54.19'	47°46'17"	S66*46'59"W	52.64		
C409	115.00'	22.87	11°23'41"	S84°58'17"W	22.83		
C410	115.00'	60.00'	29*53'36"	S64°19'38"W	59.32		
C411	115.00'	60.00'	29*53'36"	S34°26'02"W	59.32		
C412	115.00'	37.99'	18 ° 55'37"	S10°01'25"W	37.82		
C413	65.00'	65.69'	57 ° 54 ' 16"	S61°43'00"W	62.93		
C414	65.00'	36.53'	32°12'15"	S16°39'44"W	36.06		
C415	65.00'	36.53'	32°12'15"	S15°32'31"E	36.06		
C416	65.00'	65.44	57°41'14"	S60°29'16"E	62.71		
C417	115.00'	32.82'	16°21'10"	S7°36'59"E	32.71		
C418	115.00'	60.00'	29 ° 53'36"	S30°44'22"E	59.32		
C419	115.00'	60.00'	29*53'36"	S60°37'59"E	59.32		
C420	115.00'	27.60'	13°45'06"	S82°27'20"E	27.54		

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C401	645.00'	150.96	13°24'35"	N44°47'17"W	150.61
C402	30.00'	41.68'	79*36'40"	S3°05'30"W	38.41
C403	30.00'	25.82'	49°18'49"	N72 ° 56'09"W	25.03
C404	30.00'	20.69'	39 ° 30'36"	S62°39'08"W	20.28
C405	115.00'	15.90'	7°55'26"	S46°51'33"W	15.89'
C406	115.00'	60.00'	29*53'36"	S65°46'04"W	59.32
C407	115.00'	19.98'	9 * 57 ' 15"	S85°41'30"W	19.95'
C408	65.00'	54.19'	47°46'17"	S66°46'59"W	52.64
C409	115.00'	22.87'	11°23'41"	S84°58'17"W	22.83
C410	115.00'	60.00'	29*53'36"	S64°19'38"W	59.32
C411	115.00'	60.00'	29*53'36"	S34°26'02"W	59.32
C412	115.00'	37.99'	18 ° 55'37"	S10°01'25"W	37.82
C413	65.00'	65.69'	57 ° 54 ' 16"	S61°43'00"W	62.93
C414	65.00'	36.53'	32°12'15"	S16°39'44"W	36.06
C415	65.00'	36.53'	32°12'15"	S15°32'31"E	36.06
C416	65.00'	65.44	57°41'14"	S60°29'16"E	62.71
C417	115.00'	32.82'	16°21'10"	S7°36'59"E	32.71
C418	115.00'	60.00'	29 ° 53'36"	S30°44'22"E	59.32
C419	115.00'	60.00'	29 ° 53'36"	S60°37'59"E	59.32
C420	115.00'	27.60'	13°45'06"	S82°27'20"E	27.54

LINE TABLE

LINE BEARING DISTANCE

L1 S89°30'11"E 30.10'

L2 S76°26'50"E 63.06'

L3 N79°12'52"E 63.39'

L4 N75°08'05"E 30.57'

		CUF	RVE TABLE	-
CURVE	RADIUS	LENGTH	DELTA	BEARING
C381	661.00'	63.00'	5 ° 27'39"	N71°55'27"\
C382	996.00'	98.91'	5°41'24"	N76°09'08"\
C383	866.00'	86.00'	5°41'24"	N76°09'08"\
C384	816.00'	86.00'	6°02'19"	S77°40'26"
C385	661.00'	69.66'	6°02'19"	N77°40'26"\
C386	996.00'	98.91'	5°41'24"	N81°50'32"\
C387	866.00'	86.00'	5°41'24"	N81°50'32"\
C388	816.00'	86.00'	6°02'19"	S83°42'45"
C389	661.00	69.66'	6°02'19"	N83°42'45"\
C390	996.00'	87.11'	5*00'39"	N87°11'33"\
C391	866.00'	75.74'	5*00'39"	N87°11'33"\
C392	816.00	42.24'	2 ° 57'58"	S88*12'53"
C393	661.00'	34.22'	2 ° 57'58"	N88°12'53"\
C394	20.00'	2.12'	6°03'58"	N86°39'53"
C395	20.00'	15.33'	43°55'43"	N61°40'03"\
C396	50.00'	160.41	183°49'12"	S48°23'13"\

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C441	30.00'	59.11	112°52'59"	N34°11'16"E	50.00'
C442	30.00'	44.30'	84*36'51"	N47°03'49"W	40.39
C443	175.00'	22.45	7*20'56"	S86*57'17"W	22.43'
C444	225.00	28.86	7*20'56"	N86°57'17"E	28.84
C445	20.00'	17.45'	49*59'41"	S58*16'58"W	16.90'
C446	50.00'	98.94	113°22'33"	S89°58'24"W	83.57
C447	50.00'	60.00'	68*45'18"	N1*02'20"E	56.46'
C448	50.00'	60.00'	68*45'18"	N69 * 47 ' 37 " E	56.46
C449	50.00'	25.40'	29°06'14"	S61*16'37"E	25.13
C450	20.00'	17.45'	49*59'41"	S71*43'21"E	16.90'
C451	645.00'	42.79	3*48'03"	N1°13'54"W	42.78
C452	595.00'	47.23'	4°32'54"	S1°36'20"E	47.22'
C453	40.00'	62.83'	90°00'00"	N44°19'53"W	56.57
C454	40.00'	62.83'	90*00'00"	S45°40'07"W	56.57

BORDER SIZE DATE 22'x34" J. LYLE DRAWN J. LYLE CHECKED CHECKED Z. CRADIC Z. CRADIC Z. CRADIC		(d	(it)	1 8/4/	7 E (17/E)	NSE 202	EN 0 223 1			
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		DATE								

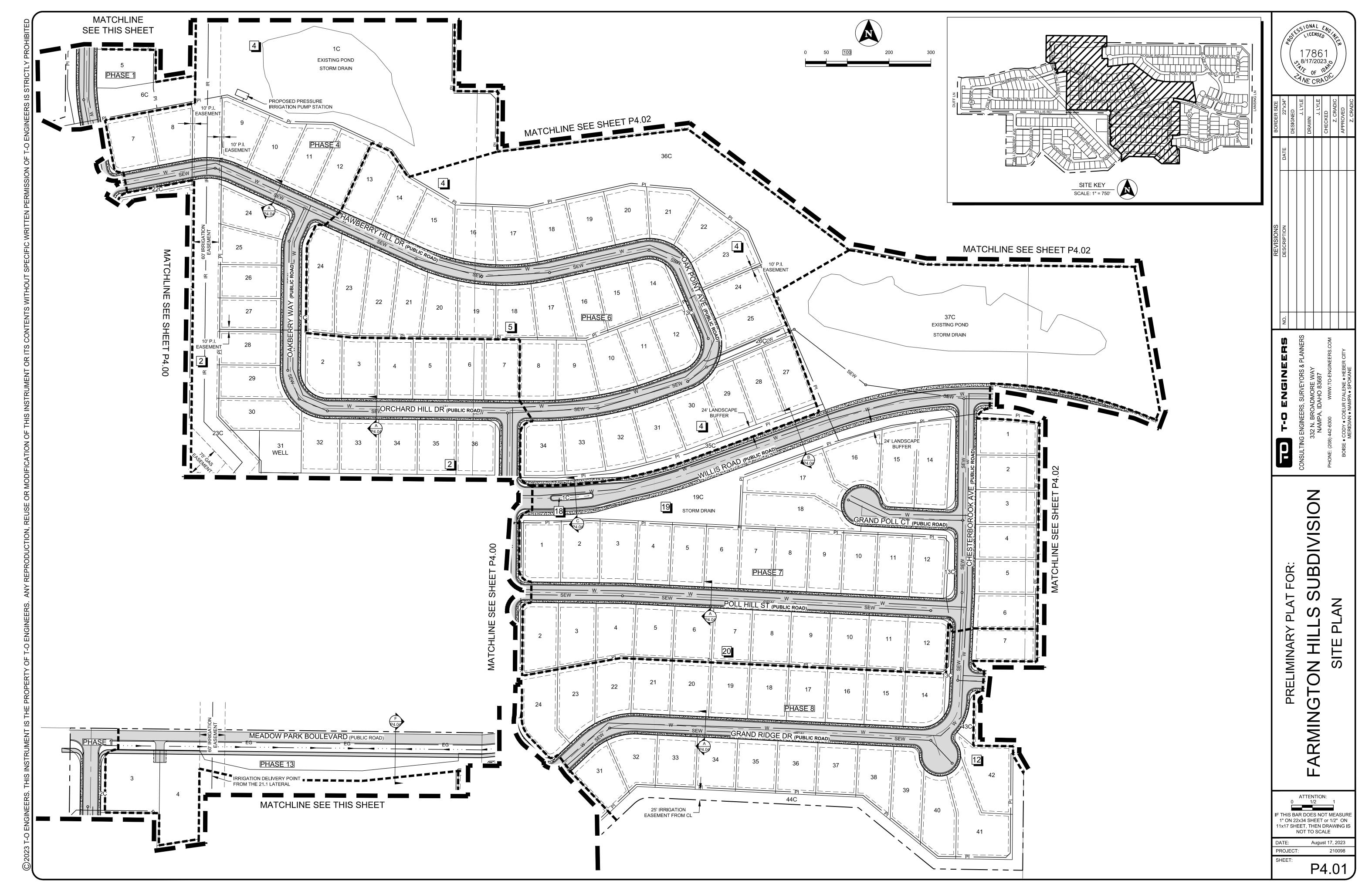
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SUBDIVISION

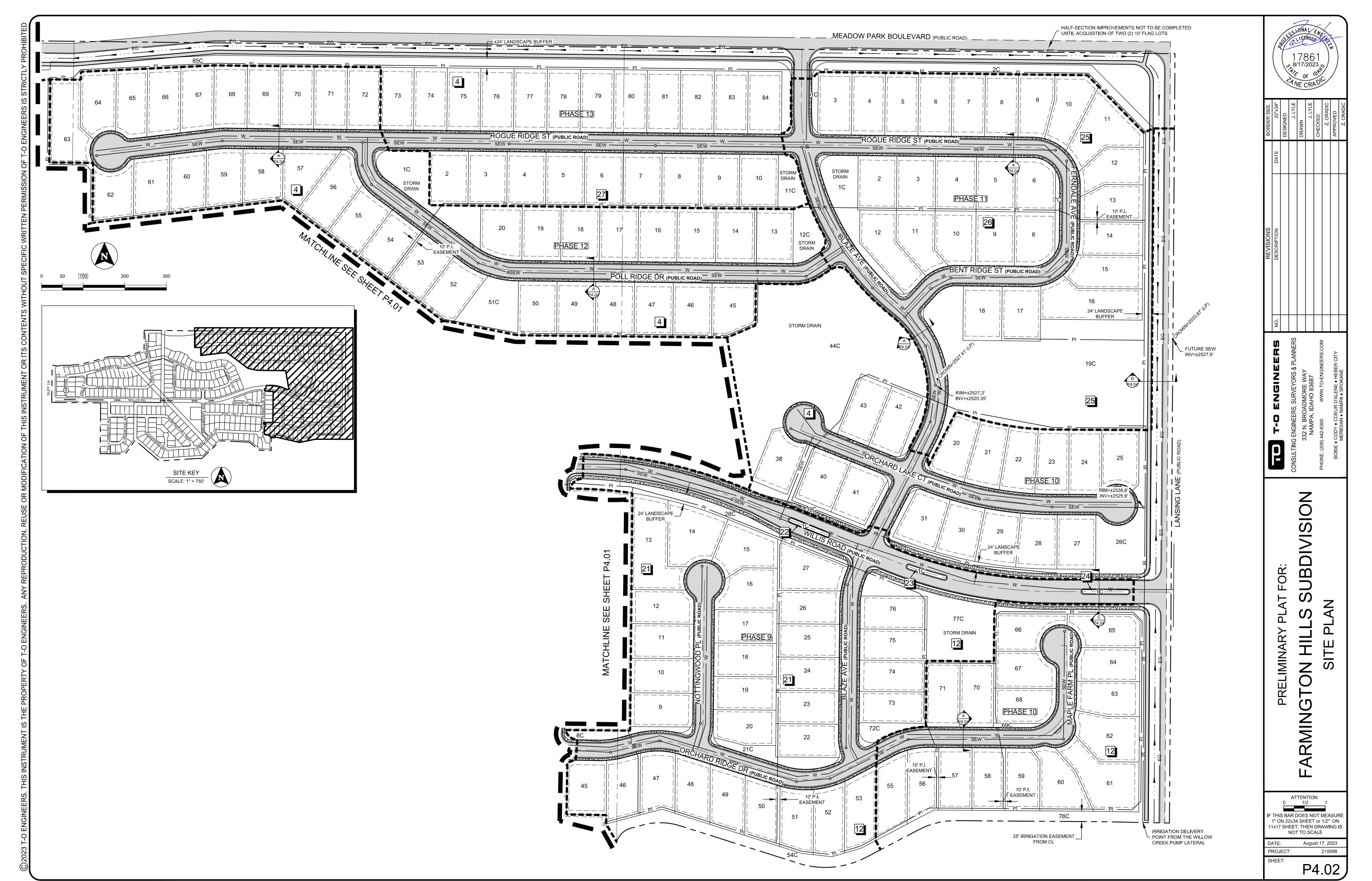
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P3.04

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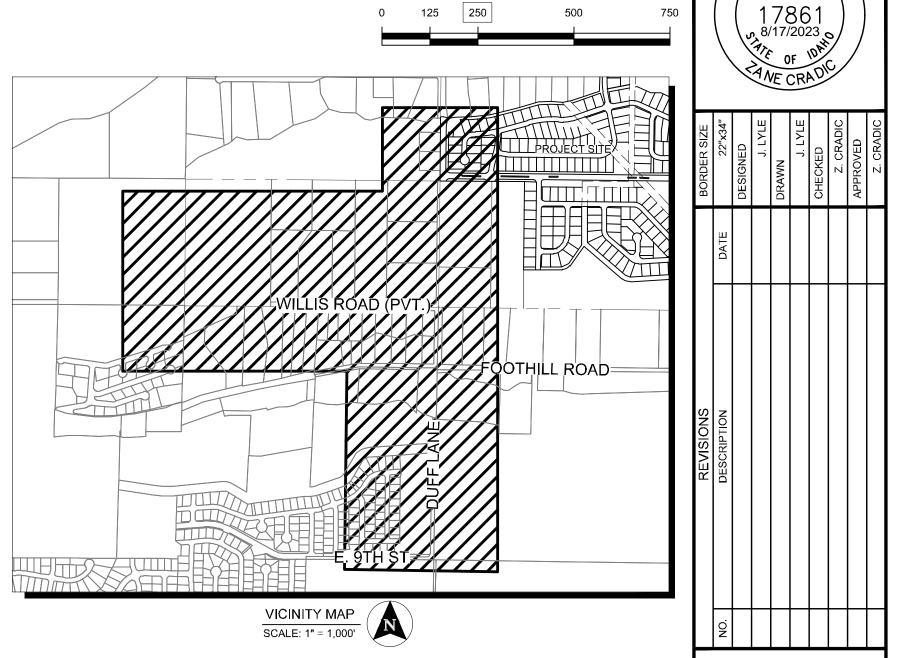


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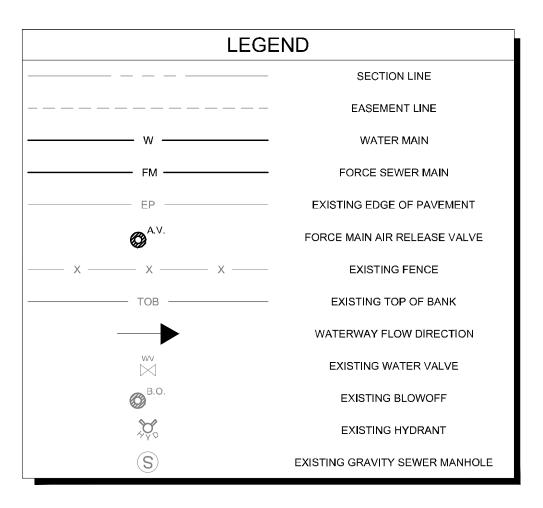
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NOTES

- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING UTILITIES AND PIPE CROSSINGS. CONTRACTOR TO COORDINATE RELOCATION OF ANY UTILITIES EFFECTED BY CONSTRUCTION.
- CONTRACTOR TO REPLACE ANY DAMAGED LANDSCAPING TO ORIGINAL CONDITION OR BETTER.
- 3. ALL TRENCH BACKFILL TO BE "TYPE A" PER ISPWC 306.3.3. ALL FILL MATERIAL TO BE PER ISPWC 306.2.



PRELIMINARY PLAT FOR: FARMINGTON HILLS SUBDIVISION

ATTENTION:

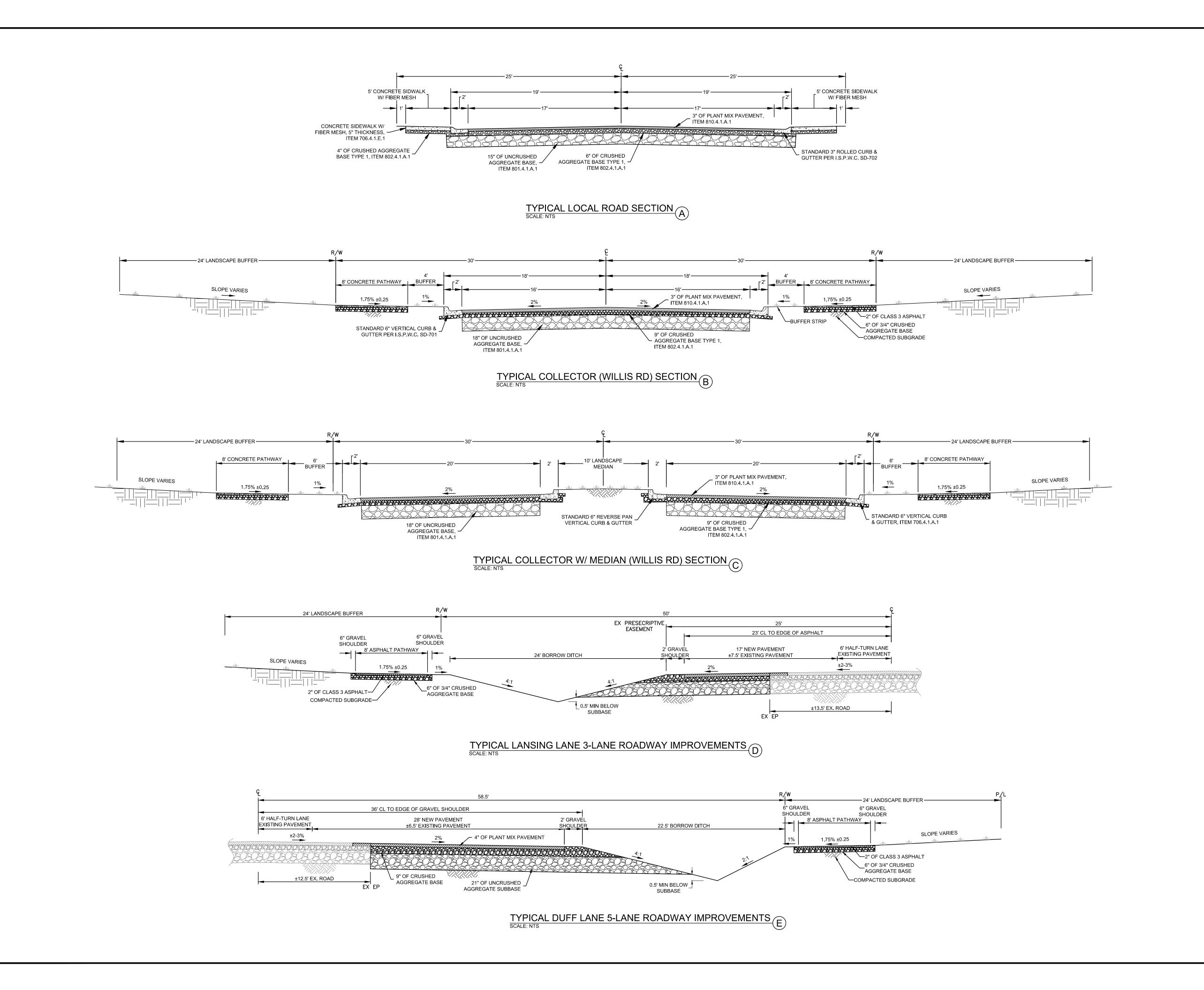
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DATE: August 17, 202
PROJECT: 21009
SHEET:

P4.03

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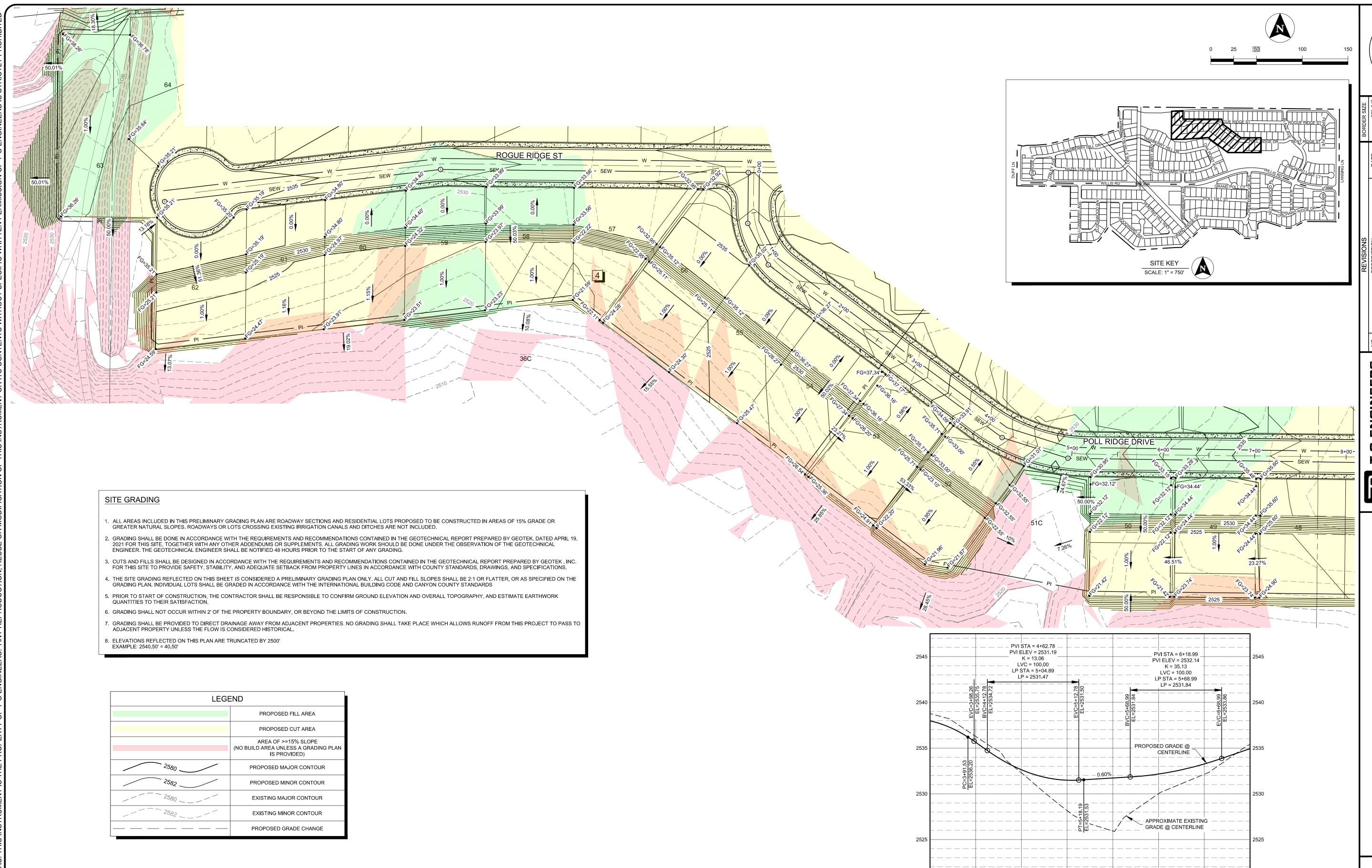
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PROJECT: 210098

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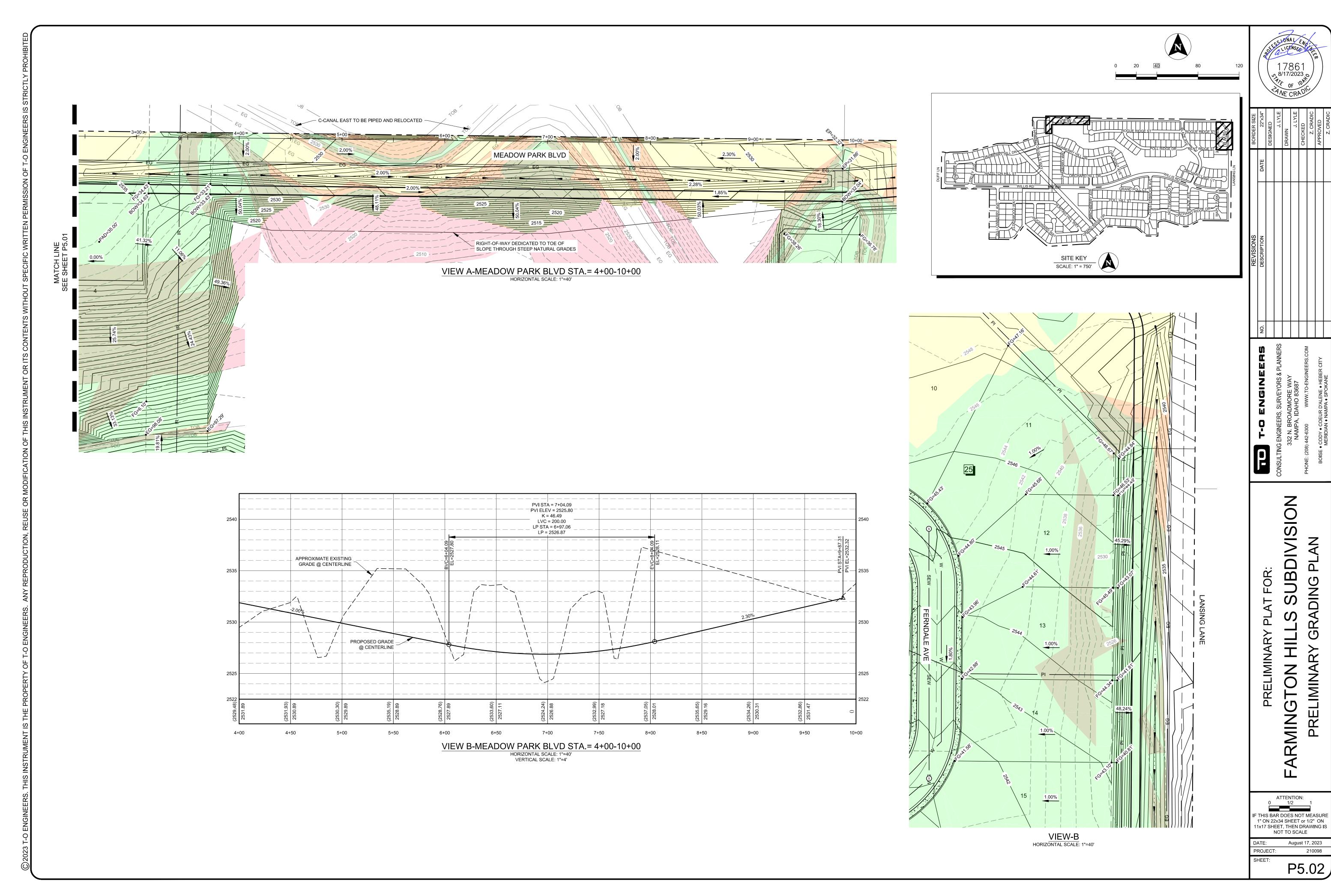
ATTENTION: 1/2 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

August 17, 2023 PROJECT: 210098

POLL RIDGE DRIVE STA.=3+50-7+00

HORIZONTAL SCALE: 1"=50' VERTICAL SCALE: 1"=5'

P5.00



PRELIMINARY

January 11, 2023

Canyon County Development Services Department 111 N 11th Ave Caldwell, ID 83605

RE: Farmington Hills Subdivision | Hillside Development, Conditional Zoning Amendment & Preliminary Plat

Dear Canyon County Development Services Department, Planning & Zoning Commission, and Board of County Commissioners,

This letter is to accommodate and describe the intent of Farmington Hills Subdivision, preliminary plat, and conditional rezone. Canyon Highway District No. 4 has provided comments with an initial review of the preliminary plat, and the design team is resubmitting to address such comments. Along with this letter, applications & materials have been submitted for hillside development, revegetation plan, zoning amendment & preliminary plat.

Project Overview

- Project Size: ±216.65
- Location: between Duff Ln and Lansing Ln, north of Foothill Rd, & south of Meadow Park Blvd.
- Total Number of Lots: 492
 - o 421 buildable, 71 Common
- Average lot size: 12,978 Sf.
- Density: 1.96 DUA
- Open Space: 22% or ±47.67 acres
- 13 Phases
- Parcel(s): R3759700000, R3760500000, R3760201000, & R3760501000

Current Zoning

- On site: Agricultural
- East: County zoned R-1 developments
- North: County zoned R-1 developments, Ag parcels
- West: County zoned Ag parcels
- South and Southwest: County R-R, Ag parcels & City of Middleton R-3 (med density residential)

Proposed Zoning

• R-1; Low Density Residential

EXHIBIT 4



Applicable Canvon County 2020 Comprehensive Plan Policies for Rezone

9. Transportation Component

Policy 7. Work with existing neighborhoods and highway district to manage traffic on local, neighborhood streets to promote safety through use of traffic calming and other measures.

The project team has worked closely with the City of Middleton, Canyon Highway District, Idaho Department of Transportation, and surrounding neighbors to create a site layout that best manages local traffic conditions. Willis Rd, the main east-west corridor on site, will have landscaped medians as a traffic calming measures, along with landscape buffers on either side. Landscape buffers will also be provided along Duff Ln and Lansing Ln adjacent to the project.

Policy 9. Promote the design of continuous collector streets that minimize impacts of traffic on local streets but aids internal circulation for new developments.

Willis Rd is a master planned continuous collector to provide access and circulation for all internal lots on site. Willis will connect the internal access streets to Duff Ln and Lansing Ln, which are major north-south corridors.

Policy 11. Promote connectivity through design of well-connected local street systems and pathways.

With the multi-jurisdictional aid in the design of Farmington Hills, several pathways and local street systems are provided to promote local & greater community connectivity as shown in the Landscape Plan.

Policy 12. Work with the highway districts and local jurisdictions to develop, implement, and apply minimum connectivity requirements to improve traffic flow, pedestrian connectivity, bicycle access, transit access and to minimize projected vehicle miles traveled from new development.

Farmington Hills is designed beyond minimum connectivity requirements as depicted on the site and landscape plans. The implemented design will improve traffic flow, pedestrian connectivity, bicycle access, and transit access to ultimately minimize projected vehicle miles in the local and greater community.

10. Special Areas, Sites, and Recreation Component

Policy 1. Encourage the continuation of existing and encourage the creation of new recreational areas and the opportunity for outdoor public recreation areas and activities.

The design team has created a product with ample, connective pathways throughout the entirety of the project to connect the public and residents to outdoor recreational activities. These are to include landscaped pathways, natural ponds, play field areas, sporting courts, and a private pool.

Policy 2. Encourage the development of new and the connection between parks, greenbelts, and walking paths.



Again, Farmington Hills provides and encourages connection between its walking paths, outdoor activities, and ponds, as highlighted in the Landscape Plan. These will be easily accessed from the greater community system.

12. Community Design Component

Policy 1. Consider community design features that promote the health, safety, and welfare of the citizens of the county.

Farmington Hills is designed with easy, safe access to outdoor activities and open space via on-foot, bike, or car. The overall design of roadways and roadway orientation of development will provide efficient and safe access for residents and emergency services.

Policy 4. Encourage innovation and excellence in design for all development.

This product goes above and beyond design minimums and will provide housing with family-oriented amenities. Landscaping and focal points on site will distinguish this community from others.

Policy 5. Encourage each development to address concerns regarding roads, lighting, drainage, stomwater runoff, landscaping, re-vegetation of disturbed areas, underground utilities, and weed control.

The design team has worked and continues to work & communicate closely with neighbors, the City of Middleton, Canyon County, Canyon Highway District, Idaho Department of Transportation, Black Canyon Irrigation District to address all listed concerns.

Policy 6. Encourage new or expanding subdivision to consider stub roads, pathways connecting to adjacent subdivision, and pathway connecting to schools.

A stub road has been provided to an adjacent property due to a lack of direct roadway access. Pathways and roadways of Farmington Hills connect the internal sites to the greater City of Middleton and Canyon County pathway, bikeway, and roadway systems.

Policy 9. Encourage pressurized irrigation systems using non-potable water where reasonably possible.

All landscaping on site is to be irrigated with a pressurized irrigation system from existing water rights on site.

Utilities

Water: Individual services provided by the City of Middleton. A municipal well will be provided in

Lot 1. Block 2.

Sewer: Individual services provided by the City of Middleton. Lot 13, Block 1 will be the location for

a new sewer lift station.



Irrigation: Individual services are provided with pressure irrigation from an irrigation pump located in

Lot 1, Block 4.

Roadways

Internal roadways on site are to be dedicated to the public and designed per City of Middleton standards with 50' ROW. Willis Rd will be a west-east corridor through the site connecting Lansing Ln & Duff Ln, major north-south corridors, as proposed in the City's Master Transportation Plan. Willis is to be constructed at 60' ROW with 24' landscape buffers and 8' detached walkways on either side with access to all internal streets. Landscaped islands will be strategically placed along this corridor for traffic calming & visual appeal. A local, north-south corridor, Blaze Ave, will be provided for connection and internal access between Willis Rd & Meadow Park Blvd, which forms the northern property boundary. Meadow Park Blvd is a proposed east-west corridor on Middleton's Master Transportation Plan. A 50' and 30' ROW has been given along Meadow Park Blvd for future build-out. The 30' ROW is adjacent to the two 20' flag lots between Farmington Hills Subdivision and Cascade Hills Subdivision. Beyond these flag lots, the full, 50' half-width ROW is provided. No residential lots are to the front, Wills Rd, Lansing Ln, and Duff Ln. Lansing and Duff have been given 50' ROW per request of Canyon Highway District with 8' detached, paved pathways once improved.

Local roadway spacing along Willis Rd was not in compliance with Canyon Highway District standards on the initially submitted preliminary plat. Also, internal local roadway alignments, intersections, and turning radii were also substandard per highway district and City of Middleton standards. The revised preliminary plat addresses comment provided by CHD and has brought all roadways to highway district standard. An additional approach off Meadow Park has been provided at Farmington Hills Way,

Traffic

Expected traffic counts & patterns are determined in the included Traffic Impact Study (TIS). The study has been performed and is under review with Canyon Highway District, City of Middleton, and Idaho Department of Transportation. Impacts of this study are to be assessed by each agency for proposed impacts and to inform any improvements and/or mitigation required.

Landscaping

Landscaping, park space, and other amenities have been provided within the development's open space areas as shown in the provided Landscape Plan. Lot 24 & 25, Block 10 will be the focal point of outdoor amenities, centrally located in the development with two 120' x 180' sports fields, a 75' x 125', and a tot lot. A private pool house will be in Lot 23, Block 10. Also, Lots 1, 36, 37, and 44, Block 4 are open spaces, park areas with ponds, pathways, and landscaping. Landscaped pathways are located throughout the entire project to provide pedestrian connectivity to the open space and amenities, homes, natural features, and the greater pathway system of Middleton. These will be publicly available. Trees and shrubs will line Willis Rd in a 24' landscape buffer throughout the entire project and an 8-foot planting median. Landscaping will be provided in a 25' landscape buffer along Duff, Lansing, Willis and most of Meadow Park Blvd.

Two entryway monuments are also proposed at the two main entrance points into the project at Willis Rd/Lansing Ln and Willis Rd/Duff Ln.

<u>Stormwater</u>

Internal site stormwater will be routed to future infiltration facilities, as well as to the existing ponds located in common areas. Storm drainage will be designed in accordance with the Catalog of Storm Water Best Management Practices for Idaho Cities and Counties and the City of Middleton.

Hillside Development

Where development is to impact areas with slopes at or greater than 15%, a preliminary grading plan has been included for the Hillside Development Application. Two specific areas of roadway development are applicable with included lots that are affected. A required revegetation plan has also been included in the landscape plan for areas impacted by the hillside development. Additionally, a preliminary hydrology report and geotechnical reports have been provided, as requested by Canyon County Engineering.

Easements

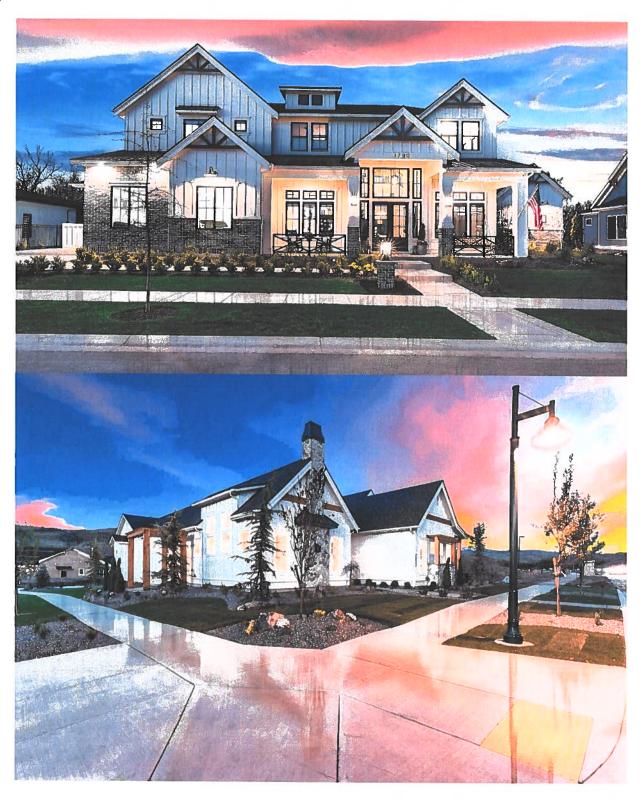
An existing 75' gas pipeline easement runs through the central portion of the site with a no build restriction. A landscaped concrete pathway travels with this easement, as shown in the Landscape Plan. Also, a 60' irrigation easement will run through the development for the current and future realignment and piping of the C-Line Canal East. This same irrigation line will run along the southwest property line with a 30' irrigation easement. The Willow Creek Pump Lateral currently runs along the southern boundary of the site and travels north to the C-Line Canal. The north-flowing portion will be realigned to run west along the south property line to meet the C-Line. The unaffected alignment along the property line will be in a 25' easement, while the realigned portion will be contained in a 50' easement per discussion with Black Canyon Irrigation District.

Fencing

Perimeter 6-foot vinyl fencing will be provided for the development. View lots will have 6-foot wrought-iron fencing to protect views and open space. See the Landscape plan.

Housing

The homes will be designed & constructed by Todd Campbell Custom Homes, LLC who is also the owner of the development. These custom homes feature high end finishes and customizations and will range from 1,800 square feet to 3,500 square feet in size. The customization of homes will provide to a range of homeowners and be visually appealing with façade variability. See the following examples:





332 N. Broadmore Way | Nampa. ID 83687 | P: 208.442.6300 | to-engineers.com



Conclusion

Thank you for your consideration for this project. We believe this will be a great, collaborative project for Canyon County, the City of Middleton, Canyon Highway District, and all other pertinent agencies. Our design team has worked diligently on this project to create a distinguishable, well-planned product. If you have any questions and/or comments pertaining to Farmington Hills, please contact me with the information below.

Sincerely,

T-O Engineers

Becky Yzaguirre Land Use Planner

Isely G

BYzaguirre@to-engineers.com

(208) 323-2288

15-370 OXCOUNTION 1892

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #140 ◆ Caldwell, Idaho ◆ 83605 ◆ Phone (208) 454-7458 Fax: (208) 454-6633 ◆ www.canyoncounty.org/dsd

APPLICATION FOR HILLSIDE DEVELOPMENT

(Canyon County Zoning Ordinance § 07-17-33)

Applic	ant(s):	Alec Egurrola -	T-O Engineers		(208) 44	2-6300
11	- (()	Name		W-7517 W-55	Daytime To	elephone Number
		332 N Broadm	ore Way	Nampa, ID		83687
		Street Address		City, State		Zip
Location	on of Subject	Property: SW	Lansing Ln & Mea	adow Park Ave	N	1iddleton
		I wo Ne	earest Cross Streets or 3759700000,	Property Address		City
Asses	sor's Account	Number(s): R_	· · · · · · · · · · · · · · · · · · ·	Section 33	Township 5N	_Range <u>2W</u>
			3760501000,			
Hillsid	e developme	nt is defined by th	ne Canyon County	Code of Ordinance	es 07-17-33 (1) as	s anv subdivision
			d in terrain having			
	•			•	•	. ,
maxim		of natural topogra	romote the existing aphic features and			
•	Tree and shru Rock outcrop Stream beds,	y land forms, inc ub masses, gras pings;	luding knolls, ridge s, wild flowers and nage swails, espec nic panoramas.	I topsoil;		ns occur; and
soil m	echanics, en		all take into accour gy, hydrology, ci [,] ure.			
Please	e answer the	following quest	tions:			
1.	Is any portion	of your property	within a flood way	y or flood zone?	☑ No ☐ Yes	
2.	Does any por ☐ No ✓ Ye		perty have slopes on at percentage		n percent (15%)?)
3.	What is the p	roposed name o	f your subdivision	? Farmington H	ills Subdivision	
4.	How many to Residential _	400	ıl and residential lo	ots is your proposi Non-residential	•	
						EXHIBIT

5

5.	Of the total lot	s you are red	questing, how many l	ots are aff	ected by the prop	osed hillside o	development?
	Residential _	20	Non-residential _	3	Road(s)	2	

REQUIRED SUBMISSION INFORMATION

The <u>subdivider shall retain professional expertise</u> to obtain the following information:

C. Grading and Drainage Plan (CCZO 07-17-33 (1)(C)

<u>Preliminary Grading Plan and Drainage Plan</u> shall be submitted with each hillside preliminary plat proposal and shall include the following information (CCZO 07-17-33(1)(C)):

- A. Approximately limiting dimensions, elevations or finish contours to be achieved by the grading, including all cut and fill slopes, proposed drainage channels and related construction;
- B. Preliminary plans and approximate locations of all surface and subsurface drainage devices, walls, dams, sediment basins, storage reservoirs and other protective devices to be constructed;
- C. A description of methods to be employed in disposing of soil and other material that is removed from the grading site, including the location of the disposal site.

<u>Final Grading Plan</u> shall be submitted with each final plat and include the following information (CCZO 07-17-33(1)(C)(2)):

- A. Limiting dimensions, elevations or finish contours to be achieved by the grading, including all proposed cut and fill slopes and proposed drainage channels and related construction;
- B. Detailed plans and locations of all surface and subsurface drainage devices, walls, dams, sediment basins, storage reservoirs and other protective devices to be constructed;
- C. A schedule showing when each stage of the project will be completed, including the total area of soil surface which is to be disturbed during each stage together with estimated starting and completion dates.

NOTE: In no event shall existing "natural" vegetative ground cover be destroyed, removed or disturbed more than fifteen (15) days prior to the grading.

D. Development Standards (CCZO 07-17-33(1)(D))

1. Soils:

- A. Fill areas shall be prepared by removing organic material, such as vegetation and rubbish and any other material which is determined by the soils engineer to be detrimental to proper compaction or otherwise not conducive to stability.
- B. Cuts and fills shall be designed to provide safety, stability, and adequate setback from

property lines in accordance with county standards drawings and specifications.

2. Roadways:

- A. Road alignments shall reasonably follow natural terrain and no unnecessary cuts or fills shall be allowed.
- B. One-way streets, in interior subdivision roads only, shall be permitted and encouraged where appropriate for terrain and when public safety would not be jeopardized. When approved by the county the one-way street may have a thirty foot (30') right-of-way instead of a sixty foot (60') right-of-way.
- C. The width if the graded section shall extend three feet (3') beyond the curb back or edge of pavement on both the cut and fill sides of the roadway. If sidewalks are to be installed parallel to the roadway, the graded section shall be increased by the width if the sidewalk plus one foot (1') beyond the curb back.
- D. Ribbon curbing and swales or concrete curb and gutter shall be installed along both sides of paved roadways, when required by the Board.
- E. A pedestrian walkway plan may be required.
- 3. **Driveways and Parking Areas:** Combinations of collective private driveways, cluster parking areas and on-street, parallel parking ways may be used to attempt to optimize the objectives of minimum soil disturbance, minimum impervious cover, and enhance the excellence of design and aesthetic sensitivity.

E. Vegetation and Revegetation Plan (CCCO 07-17-33(1)(E)(1-3))

The <u>Slope Stabilization and Re-Vegetation Plan</u> shall be submitted with the hillside application and include the following:

- A complete description of the existing vegetation, the description of the vegetation to be removed and the method of disposal, the vegetation to be planted and slope stabilization measures to be installed. The plan shall include an analysis of the environmental effects of such operations, including the effects it may have on slope stability, soil erosion, water quality and fish and wildlife.
- Vegetation sufficient to stabilize the soils shall be established on all disturbed areas as each stage of grading is completed. Areas not contained within lot boundaries shall be protected with perennial vegetal cover after all construction is completed. Efforts shall be made to plant those species that tend to recover from fire damage and do not contribute to a rapid rate of fire spread.
- 3. The developer shall be fully responsible for any destruction of native vegetation proposed and approved for retention. He shall carry the responsibility both for his own employees and for all subcontractors from the first day of construction until the notice of completion is filed. The developer shall be responsible for replacing such destroyed vegetation in kind or its equivalent.

F. Maintenance Plan (CCZO 07-17-33(1)(F))

The owner of any private property on which grading or other work has been performed pursuant to a grading plan approved or a building permit granted under the provisions of this ordinance shall continually maintain and repair all graded surfaces and erosion prevention devices, retaining walls, drainage structures or means, and other protective devices, plantings and ground cover installed or completed.

Hillside Development Requirements

The following checklist may be utilized by the Subdivision Review Team when reviewing your Hillside Development application to determine if you comply with Canyon County standards and ordinances. As the applicant, we welcome you to copy this form and use it for your own checklist.

YES	NO	Standard Assessed Planning of development to fit the topography, soils, geology, hydrology and other conditions existing on the proposed site.
V		Orienting development to the site so that grading and other site preparation is kept to a minimum.
V		Shaping essential grading to complement the natural landforms and to minimize padding and terracing of building sites.
V		Division of land tracts into smaller workable units on which construction can be completed within one construction season so that large areas are not left bare and exposed during the winter-spring runoff period.
V		Completion of paving as rapidly as possible after grading.
V		Allocation of areas not well suited for development because of soil, geology or hydrology limitations for open space and recreation uses.
V		Consideration of view from and of the hills.
V		Areas having soil, geology or hydrology hazards shall not be developed unless it is shown that their limitation can be overcome.

======================================							
I, the undersigned acknowledge that the required hillside development plans have been submitted according to the requirements outlined in Canyon County Code 07-17-33.							
I acknowledge that the Development Services Department may appropriate paperwork has been submitted and approvals obtain		processir	ng of my (olat until all			
Signed: Auc Egyphology Owner Applicant/Property Owner	Date:	10 / (Application	_ <mark>26 /_</mark> n Submitted	<u>21</u>)			
ACCEPTED BY THE DEVELOPMENT SERVICES DEPARTMENT							
Signed:	Date:		<i></i>	-			

Farmington Hills Subdivision

Canyon County, Idaho

Slope Stabilization & Re-vegetation Report

Prepared by:



Jaime Snyder, LA

332 N. Broadmore Way Nampa, ID 83687

P: 208-442-6300



October 21, 2021

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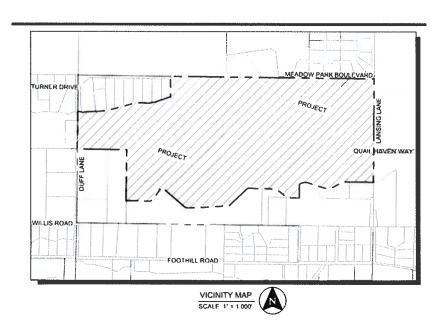
Overall Site Description	2
Area Revegetation and Slope Stabilization Treatments	
Site Preparation and Vegetation Removal	3
Materials	4
Amendments	4
Seed	4
Hydro-mulch (or Hydraulically Applied Erosion Control Products (HECPs))	
Execution	5
Site Preparation and Topsoiling	5
Seeding	5
Hydro-mulching	6
Erosion Control	6
Irrigation / Water	6
Maintenance	6

This report outlines the recommended slope stabilization and re-vegetation procedures for disturbed slopes within the Extent of Disturbance, as defined on the accompanying plan. The recommendations in this report are meant to prevent short and long term soil erosion, as well as to provide an aesthetic re-vegetation. The measures include applying Best Management Practices (BMP) for slope stabilization and re-vegetation with treatments tailored to the site's unique physical and land-use characteristics. The specific areas identified for re-vegetation consist of disturbed areas related to grading for road construction, isolated lots, and any immediately adjacent areas that have been disturbed during the construction process.

The objectives of the plan and subsequent work are to a) achieve at least 80% vegetative cover at the end of the first growing season; b) maintain public health safety and welfare; c) enhance the immediate environmental quality. Work prescribed in this report includes all necessary materials and workmanship to execute the following work: fine grading, soil preparation, seeding, mulching, soil stabilization, and all related landscape operations to satisfactorily stabilize and re-vegetate the areas designated.

Overall Site Description

The Farmington Hills Subdivision (Project Site) is being proposed on a +/-216 acre parcel that is bordered by Meadow Park Blvd to the north, Duff Lane to the west and Lansing Lane to the east in Canyon County, Idaho. See Vicinity Map. County zoned R-1 developments lie to the East and North of the Project Site. Agricultural zoned county parcels lie to the West. The South and Southwest border of the Project Site is adjacent to County R-R, Ag parcels, and City of Middleton R-3.



Recently, the Project Site has been used as agricultural land and farmed with row crops (mainly corn). Non native grasses and forbs also exist throughout the site.

Some spread fills are present and observed along the perimeter and throughout some internal areas of the site, and are generally associated with the construction of the adjacent roadways and irrigation laterals. This spread fill is identified as artificial fill in the Geotechnical Evaluation prepared on October 11, 2021 (GeoTek Report). The majority of the interior of the Project Site has been used as cultivated farmland, and the upper 12 inches of material has been consistently disturbed. This material is made up of silts with sand and clays with a moderate amount of organics and roots present. This soil profile is identified as artificial fill in the GeoTek Report.

Underlying soils generally consist of silts and lays with varying amounts of sand underlain by sandy silts, silty sands, poorly graded sand, poorly graded gravels and sand, and partially cemented sands, silts, and gravels. These soils are identified as Native Alluvial Soils by the GeoTek Report.

Area Revegetation and Slope Stabilization Treatments

Re-vegetation and slope stabilization techniques listed below have been tailored to the following site conditions:

1. Proposed Land Use: Naturalized Open Space

2. Soil Types: Sandy silts and silt with sand

3. Irrigation: Non or lightly irrigated

4. Slope Aspect: Largely south facing

5. Cut/Fill Slope Extents: As shown on accompanying plan

6. Existing Vegetation: Largely row crops with non native grasses and forbs

Erosion control methods shall be completed prior to seeding to prevent disturbance to the seed bed. Fiber wattles shall be installed per the provided plan detail at proposed grading changes within the disturbed area before re-vegetation occurs. See recommended location of straw waddles on the accompanying plan.

The recommended re-vegetation treatment is designed to establish a cover of drought tolerant, regionally appropriate grasses with dense, fibrous root systems to minimize soil erosion and increase slope stability. In addition, a sterile cover crop will be used to establish quickly and reduce erosion while protecting young seedlings from wind and temperature extremes. This cover crop will also aid in restoring soil health and provide forage for wildlife and pollinators. See accompanying plan.

Because the disturbed areas will not be irrigated, spring seeding followed by hydro-mulching is recommended technique for vegetation establishment and slope stabilization. The grass species will germinate relatively well with spring precipitation and will withstand summer heat and sparse precipitation. The hydro-mulch will temporarily limit sediment movement until roots are established. The hydro-mulch should be a moderate-term mulch, consisting of at least two layers, to aid in soil moisture retention and to provide soil stabilization into the second growing season. Dozer-tracking will also be employed on steeper slopes to create a firm sediment trap and a rough surface texture.

AREA SPECIFIC SUMMERY OF SLOPE STABILIZATION AND REVEGETATION TECHNIQUES:

- 1. Slopes Greater Than 4:1, Non-Irrigated
 - a. Slope Stabilization Dozer tracking, drill seeding, hydro-mulching, and fiber wattle.
 - b. Re-vegetation Restoration seeding with drought tolerant, regionally appropriate grass seed mix and sterile cover crop.
- 2. Slopes Flatter Than 4:1, Non-Irrigated
 - a. Slope Stabilization Drill seeding and hydro-mulching.
 - b. Re-vegetation Restoration seeding with drought tolerant, regionally appropriate grass seed mix and sterile cover crop.

Site Preparation and Vegetation Removal

Vegetation removal for the scope of this work shall be limited to the extent of disturbance. Minimal, if any, disturbance to the surrounding natural slope or vegetation. Woody stems and branches may be chipped on site to provide soil texture improvement or removed and legally disposed of. Associated topsoil shall be excavated

and stockpiled at designated storage areas prior to the proposed rough grading. In accordance with the GeoTek Report, it is recommended that this work occurs during dry weather seasons.

Materials

Amendments

If amendments are to be added to the surface soils to increase nutrients, amendments shall be tilled into the soil prior to seed application.

Fertilizer

Fertilizer is not recommended for use in reclamation seeding due to its promotion of weed competition.

Seed

All seed shall be furnished in sealed bags or containers showing the name and address of the supplier, the seed name, the lot number, net weight, the percent of weed seed content, and the guaranteed percentage of purity and germination. Use certified seed that meets or exceeds 85% germination. All seed furnished shall be free from such noxious weeds as Russian or Canadian Thistle, Bindweed, Johnson Grass, Knapweeds, and Leafy Spurge. Seed which has become wet, moldy, or otherwise damaged will not be accepted. The seed shall include a signed certification that the seed is from a lot that has been tested by a recognized laboratory within six (6) months of date of delivery to the job.

Seed Mix shall be Intermountain West Wildfire Resistant Blend by Nature's Seed, Lehi UT (or approved similar), applied at the manufacturer's suggested 20 lbs./acre.

SPECIES

Sandberg Bluegrass Western Wheatgrass Streambank Wheatgrass Indian Ricegrass Bottlebrush Squirreltail

SLOPE / SOIL/WATER/WILDLIFE/ECOLOCIAL BENEFIT

Early spring forage for wildlife Strong, dense rhizomes for slope stabilization Strong, dense rhizomes for slope stabilization Highly palatable and nutritious for wildlife Easy to establish, extremely fire tolerant

Sterile Cover Crop shall be *Quick Guard* by Granite Seed, Lehi UT, *applied at the manufacturer's suggested 15 lbs.* / acre.

SPECIES

Sterile Triticale (Triticum aestivum x Secale cereal)

SLOPE / SOIL/WATER/WILDLIFE/ECOLOCIAL BENEFIT

Annual, non- reseeding, fast germinating, dense fibrous root system, builds organic matter, aerates soil

Hydro-mulch (or Hydraulically Applied Erosion Control Products (HECPs))

All hydro-mulches shall be biodegradable and delivered in a dry condition, free of noxious weeds, seeds, chemical printing ink, germination inhibitors, herbicide residue, chlorine bleach, rock, metal, plastic, and other materials detrimental to plant life. Up to 5 percent by weight may be photodegradable material.

1. The HECP shall be suitable for spreading with a hydroseeder.

4 | Slope Stabilization and Re-vegetation Report

- 2. All HECPs shall be furnished premixed by the manufacturer with organic tackifier (ASTM D 2364).
- 3. Under no circumstances will field mixing of additives or components be acceptable.
- 4. The Contractor shall provide test results, dated within 3 years prior to the date of application, from an independent, accredited laboratory, as approved by the Engineer, showing that the product meets the standard requirements for a "Moderate Term Mulch"

Hydro-mulch will be a "Moderate Term Mulch" consisting of organic tackifier, slurry of dried organic fibrous material fiber, and water. Fibrous material may be any combination of wood paper, stray, hay cotton, coconut, jute, hemp and may contain poly fibers. Material must have 99.5% minimum slope protection effectiveness and 900% water holding capacity. Material must be premixed with manufacturer's labels. The advertised longevity of the product must exceed 12 months.

Execution

Site Preparation and Topsoiling

Once rough grading has been accomplished, stockpiled topsoil shall be redistributed over the extend of disturbance site to a minimum depth of 4 inches. Establish a reasonably even, loose, seed bed that is free of weeds, rocks over 4" diameter, clods, construction debris, and other foreign and/or deleterious matter. Fine grade all areas to eliminate all visible surface undulations, provide smooth transitions at tops and bottoms of all slopes, and provide positive drainage for all potential surface water runoff. Once topsoil has been distributed and graded, revegetation seeding shall immediately follow. To facilitate better root penetration, topsoil shall be tracked again prior to seeding if signs of surface crusting occur.

Seeding

On slopes steeper than 4:1, the surface shall be dozer-tracked up and down the side slope prior to seeding to create depressions to help hold seed and moisture.

For all slopes flatter than 4:1 (areas accessible by machinery), drill seed to ½" depth at the rates indicated for each seed mix. Any remaining area shall be seeded by hand broadcasting. Hand broadcasting using portable, hand operated mechanical spreaders or "by hand" is acceptable provided that the application rate is 150% of the PLS seeding rate and a minimum of two passes at 90 degrees to one another to ensure uniform coverage.

Optimal seeding time shall be early in the spring, as soon as soil is workable and non-muddy, typically mid-March to End of May. This planting time provides the optimum weather conditions for seed germination and seedling survival rate. Seeding shall not occur during windy conditions, during or after rainy conditions where there is visible puddling, when the ground surface is covered with snow/ice, or during otherwise unfavorable climatic conditions that would hinder correct placement or proper seed germination.

If seeding is delayed, the process shall take place between mid-November to mid-December. This 'dormant seeding' helps to ensure that the seed does not germinate prior to freezing winter temperatures and seed will be in place for germination during early spring rains.

Hydro-mulching

Mulch and water will be applied by hydraulic methods. Equipment must be capable of maintaining continuous agitation so that a homogeneous mixture can be sprayed through a nozzle. Pump pressure and hose length must be sufficient to extend from the roadbed.

Mulching shall occur within 48 hours of placing seed. If seeded area is disturbed prior to mulching, it shall be reseeded before the mulch is placed. Mulching activities shall not occur during windy weather or if the soil is frozen. Moderate Term Mulch needs to be applied in more than one layer, in addition to the seeding layer that is specified.

Erosion Control

See Fiber Wattle detail provided on accompanying plan. Under normal circumstances, adherence to the revegetation and construction practices herewithin shall provide a stabilized slope condition. To avoid breakthrough erosion, it is necessary that once seed and hydro-mulch are applied, the slopes remain undisturbed until adequate root growth is established.

Irrigation / Water

This project will rely primarily upon natural precipitation for seed germination and establishment. The natural precipitation shall provide the necessary moisture for successful germination. If site observations deem necessary, the contractor can provide supplemental water with water trucks to encourage germination.

Maintenance

Areas that are showing bare spots shall be reseeded immediately. A minimum of 80% coverage after one growing season shall be established. Quality checks for germination and establishment shall continue through the maintenance period. Typically, the seed will require approximately 90 days of favorable growing conditions to germinate and survive a normal summer with minimal precipitation.

Slope stabilization and revegetation areas shall be maintained for a period of 6 months after seeding. Maintenance procedures include:

- 1. Wattles shall be inspected on a regular basis and any split, torn, unraveling, dislodged, or slumping wattles shall be repaired or replaced.
- 2. Wattles shall be inspected following large precipitation events and maintenance shall be performed as needed. If water flows around wattle and creates rill or feeds gully erosion, fill and compact cuts, extend with additional wattle or rock mulch with slight uphill grade. If wattles must be removed, all stakes and plastic debris shall be removed, and trenches shall be filled and supplementary erosion control treatments shall be installed.
- 3. Remulching and reseeding disturbed hydro-mulch areas as necessary to establish 80% cover by end of growing season. If work is delayed and a Fall seeding is necessary, then remulching and reseeding shall be extended through June 15th of the following season.

If seeding occurs during an atypical season with excessive rainfall and runoff, the following procedures should occur:

1. Surface conditions should be monitored daily.

2.	If erosion to the slope and / or seeded areas is occurring or anticipated to occur and above mentioned measures are not producing satisfactory results, other methods shall be expolored, as recommended a Geotechnical Engineer.				

IRRIGATION PLAN APPLICATION

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #140, Caldwell, ID 83605

www.canvonco.org/dsd.aspx Phone: 208-454-7458 Fax: 208-454-6633



	Middleton 187 LLC (208) 941-86)7				
Applicant(s)	Name	Daytime Telephone i	Daytime Telephone Number				
	PO Box 140298	Boise, ID	83714				
	Street Address	City, State	Zip				
Representative Name	Alec Egurrola (08) 442-6300 / aegurrola@to-engineers.com					
	ne	Daytime Telephone Number / E-mail Address					
	332 N. Broadmore Way	Nampa, ID	83687				
	Street Address	City, State	Zip				
Location of Subject Property: Between Duff Ln & Lansing Ln, North of Foothill Rd Middleton							
Two Nearest Cross Streets or Property Address		City					
Assessor's Account Number(s): R <u>3759700000</u> , <u>3760201000</u> , Section <u>33</u> Township <u>5N</u> Range <u>2W</u> 3760501000, <u>37605000000</u>							
This land:							
⊻ Has	Has water rights available to it.						
	Is dry and has no water rights available to it. If dry, please sign this document and return to the Development Services Department representative from whom you received it						

Idaho Code 31-3805 states that when all or part of a subdivision is "located within the boundaries of an existing irrigation district or canal company, ditch association, or like irrigation water delivery entity ... no subdivision plat or amendment to a subdivision plat or any other plat or may recognized by the city or county for the division of land will be accepted, approved, and recorded unless:"

- a. The appropriate water rights and assessment of those water rights have been transferred from said lands or excluded from an irrigation entity by the owner; or
- b. The owner, person, firm, or corporation filing the subdivision plat or amendment to a subdivision plat or map has provided underground tile or conduit for lots of one (1) acre or less, or a suitable system for lots of more than one (1) acre which will deliver water to those land owners within the subdivision who are also within the irrigation entity with the appropriate approvals:
 - For proposed subdivisions located within negotiated area of city impact, both city and county zoning authorities must approve such irrigation system in accordance with Idaho Code Section 50-1306. In addition, the irrigation entity charged with the delivery of water to said lands must be advised regarding the irrigation system.

EXHIBIT 7

approved by the Planning and Zoning Commission and the Board of County Commissioners with the advice of the irrigation entity charged with the delivery of water to said lands. To better understand your irrigation request, we need to ask you a few questions. A list of the map requirements follows the short questionnaire. Any information missing information may result in the delay of your request before the Planning and Zoning Commission and ultimately the approval of your irrigation plan by the Board of County Commissioners. 1. Are you within an area of negotiated City Impact? _____ Yes _____ No If yes, please include a copy of approvals by the City Planning & Zoning Commission and City Council of your Irrigation Plan. 2. What is the name of the irrigation and drainage entities servicing the property? Irrigation: Black Canyon Irrigation District Drainage: Black Canyon Irrigation District 3. How many acres is the property being subdivided? ±216.65 4. What percentage of this property has water? ______ 88.9% 60 in 5. How many inches of water are available to the property? 6. How is the land <u>currently</u> irrigated? Surface Irrigation Well V Sprinkler **Above Ground Pipe Underground Pipe** 7. How is the land to be irrigated after it is subdivided? Surface Irrigation Well V Sprinkler **Above Ground Pipe Underground Pipe** 8. Please describe how the head gate/pump connects to the canal and irrigated land and where ditches and/or pipes go. C-Canal East enters site from North & siphoned across site before flowing South & West offsite. Willow Creek Pump Lateral enters in SE corner & generally flows along southern property line before splitting and flowing N & S offsite. Several headgates located on C-Line East & Willow Creek Pump Lateral that release into concrete v-ditches, which drains 2 ponds & ditch to NW. 9. Are there irrigation easement(s) on the property? Yes 10. How do you plan to retain storm and excess water on each lot? Lots will be graded to facilitate drainage to a roadway, which will then convey storm water to a storage facility, or directly to a common lot containing a facility.

11. How do you plan to remove the storm water /excess irrigation water prior to it entering the established drainage

Storm water & excess irrigation water will be treated by sand & grease traps and/or retention ponds

system? (i.e. oil, grease, contaminated aggregates)

w/ grassy or sand bottoms

2. For proposed subcinions outside of negotiated areas of city/ nact, the delivery system must be

Revised 1/7/2021

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l, the undersigned, agree that prior to the Development Services Dep to have all of the required information and site plans.	partment accepting this application I am responsible
I further acknowledge that the irrigation system, as approved by the Board of County Commissioners, must be bonded and/or install	
Signed: Property Owner	Date: 10 26 21 (Application Submitted)
Signed: 1 Equato Co Applicant/Representative (if not property owner)	Date: 10 / 26 / 21 (Application Submitted)
Accepted By:	Date:/

MASTER APPLICATION

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #140, Caldwell, ID 83605

www.canyonco.org/dsd.aspx Phone: 208-454-7458 Fax: 208-454-6633



		OWNER NAME: Middleton 187, LLC
	PROPERTY OWNER	MAILING ADDRESS: PO Box 140298 Boise, ID 83714
	OWNER	PHONE: (208) 941-8607 EMAIL: pm.tccinc@gmail.com
	I consent to this	application and allow DSD staff / Commissioners to enter the property for site inspections. If owner(s) are a business entity, please include business documents, including those that indicate the person(s) who are eligible to sign.
	Signature:	Date: 10/26/2/
L	(ACENT)	CONTACT NAME. Also Forests
	(AGENT) ARCHITECT	CONTACT NAME: Alec Egurrola COMPANY NAME: T-O Engineers
	ENGINEER	1 O Liigineers
	BUILDER	MAILING ADDRESS: 332 N. Broadmore Way Nampa,ID 83687
L		PHONE: (208) 442-6300 EMAIL: aegurrola@to-engineers.com
		STREET ADDRESS:
		PARCEL #: R3759700000, R3760500000 LOT SIZE/AREA: +/- 217 acres
	SITE INFO	LOT: BLOCK: SUBDIVISION:
		QUARTER: North 1/2 SECTION: 33 TOWNSHIP: 5N RANGE: 2W
		ZONING DISTRICT: AG FLOODZONE (YES/NO): NO
Γ	HEARING	CONDITIONAL USECOMP PLAN AMENDMENTCONDITIONAL REZONE
	LEVEL	ZONING AMENDMENT (REZONE)DEV. AGREEMENT MODIFICATIONVARIANCE > 33%
	APPS	MINOR REPLATVACATIONAPPEAL
		SHORT PLAT SUBDIVISION PRELIMINARY PLAT SUBDIVISION FINAL PLAT SUBDIVISION
Γ	DIRECTORS	ADMINISTRATIVE LAND DIVISIONEASEMENT REDUCTIONSIGN PERMIT
	DECISION	PROPERTY BOUNDARY ADJUSTMENT HOME BUSINESS VARIANCE 33% >
	APPS	PRIVATE ROAD NAMETEMPORARY USEDAY CARE
L		other Hillside Development
		ER: 22021 -0056 DATE RECEIVED: 11-10-21
	RECEIVED BY	Y: SD2021 - 0059 APPLICATION FEE: CK MO CC CA
	1	\$ 850.00
<0	vised	1000 Topact Revised 1/3/21 00 Topact & 4,820.00 Lots & 6360.00 1,440.00 Sub 1,440.00 Sub
'(londit	ional Rezone 94,820 Lots / 6360
	11 2	723 & DI "1,440 SWD/



July 23rd, 2021

RE: Notice of Neighborhood Meeting - Zoning Amendment and Preliminary Plat

Dear Neighbor,

I am writing to inform you of a proposed rezone and preliminary plat application for Farmington Hills Subdivision. There will be an <u>in-person meeting</u> for neighbors to present any questions or feedback upon presentation. This meeting will be held on site at the SW corner of Lansing Ln & Meadow Park St (see attached) on **Tuesday, August 3rd, 2021, at 5:30 PM.** Formal hearings will follow at the Canyon County Planning & Zoning Commission with such notices sent to you from Canyon County when the hearing date approaches.

Project Summary:

The preliminary plat application concerns parcels: R3759700000, R3760201000, R3760500000, and R376050100 (+/- 217 acres) in Middleton, Idaho located north of Foothill Rd, between Duff Ln & Lansing Ln. Zoning is proposed to change from agricultural (AG) to R-2 (medium-density residential). A preliminary plat is required for the development of the parcel, along with a rezone application.

The ± 217 -acre development is planned to be split into 434 buildable lots with ± 20 common lots, providing open space. The average single-family lot size will be $\pm 1/3$ (one-third) acre in size, with each lot supplied with pressure irrigation service and city sewer and water. Future annexation into City of Middleton is planned. A public park with the existing pond may be included with the development.

Please see the attached neighborhood meeting location and site plan for your reference. We look forward to your comments and questions at our meeting. Please feel free to contact me for additional information.

Sincerely,

T-O Engineers

Alex Equito

Alec Egurrola Land Use Planner (208) 442-6300

aegurrola@to-engineers.com

NEIGHBORHOOD MEETING SIGN-UP

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #140, Caldwell, ID 83605

Site Address:

City: Middleton

Notices Mailed Date: 07/23/2021

Description of the Request:

www.canyonco.org/dsd.aspx Phone: 208-454-7458 Fax: 208-454-6633

MYSTAFAIT



ZIP Code: 83644

Current Zoning: AG

Revised 11/25/20

NEIGHBORHOOD MEETING SIGN UP SHEET CANYON COUNTY ZONING ORDINANCE §07-01-15

SITE INFORMATION

State:

Number of Acres: ± 217

Parcel Number: R3759700000, R3760201000, R3760501000, R3760500000

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.

subdivision pre plat & zoning map amendment

APPL	TOWN! / KELKEDE	MINITAE TULOKWYI	TOM	
Contact Name: Alec Egurrola			1 (4) 2 (1) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	
Company Name: T-O Engineers				
Current address: 332 N. Broadmo	re Way			
City: Nampa		State: ID	ZIP Code: 83687	
Phone: (208) 442-6300		Cell:	Fax:	
Email: aegurrola@to-engineers.c	com			
MEETING START TIME: 5:30 PM ATTENDEES:	MEETING EN		W of Meadow Park & Lansi	
NAME (PLEASE PRINT)	SIGNATURE:	ADDF	RESS:	
1. FEGGY BAYNE	Leggy	Baine &	3936 View Crast n	midd.
2. BRUCE BAYNIZ	2/2		IL	
3. A Resident in the	Acea			
Ran Carl		(\		

MASIA

Todd Cond 11	
10. Todd Campbell	13864 W. Meadowdale St
11. Ilan Waite	483 Boise, ID 937 LI
ρ	1971 Vy 1012 20 83713
12. MARK GRAVIET 4	Porseit LAME CASCADE Falls Sub
13.	
14.	
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16.	
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20.	

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):

Alex Eguirola, T.O Engineers

APPLICANT/REPRESENTATIVE (Signature): Ale Equito Co

DATE: 10 / 07 / 21



July 23rd, 2021

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Sincerely,

T-O Engineers

Alec Egurrola Land Use Planner (208) 442-6300

Alex Equinolo

aegurrola@to-engineers.com





Farmington Hills Neighborhood Meeting Location: SW Corner of Lansing Ln. and Meadow Park St. Tuesday, September 28, 2021, 5:30 p.m.





Neighborhood Meeting Sign-In Sheet

Date: September 28th, 2021 Project: Farmington Hills Subdivision

Location: On site: SW Corner of Meadow Park Ave & Lansing Ln

Start Time: 5:30 PM End Time: 7:00 PM

DAIRYSINART INC EGMAIL. CON Email Tyler Ln 24590 Blaze AVE Address 1. Karen & Duane Brry 2. Lynda (avallo First & Last Name က 4 'n ó

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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):
Alec Egurrola
APPLICANT/REPRESENTATIVE (Signature): Ale Equipole

DATE: 10 / 07 / 21

Debbie Root

Subject:

FW: [External] RE: Farmington Ridge pp

From: Zane Cradic <zcradic@ardurra.com>

Sent: Friday, June 9, 2023 8:58 AM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Subject: [External] RE: Farmington Ridge pp

Deb,

The highway district only wanted access to the one on the left parcel because it doesn't have any other access. The topography on this site yields only a small portion of it buildable in the future. The 2 parcels in red have access from Foothill road according to the Highway District there is a stub at just about the common lot line on the south side. Also the main buildable area on the red parcels is encumbered with the gas line easement. Both the CHD4 and us concluded that 1 access point would be enough for any future development.

Thanks



Zane Cradic, PE (ID)
Project Manager

O: 208.442.6300 | M: 602.456.ZANE

From: Debbie Root < Debbie.Root@canyoncounty.id.gov >

Sent: Thursday, June 8, 2023 4:54 PM
To: Zane Cradic < zcradic@ardurra.com

Subject: Farmington Ridge pp

Zane,

Was there any thought given to providing an additional access to the Smyser property to the south of Farmington? Possibly there has been discussion on this and determined that it wasn't warranted? It seems that access to the two parcels in red maybe very inhibited by topography and development?



Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)

NEW <u>public</u> office hours

Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am – 5pm

Wednesday

1pm – 5pm

^{**}We will not be closed during lunch hour **

Debbie Root

From:

Zane Cradic < ZCradic@ardurra.com > Tuesday, December 12, 2023 8:53 AM

Sent: To:

Debbie Root

Subject:

[External] RE: Farmington phasing/fire access

Correct, the connection to Meadow Park will be in Phase 1 on the west side. Meadow Park does not connect Duff to Lansing yet and there are 2 proposed accesses to Meadow Park. The west connection will loop back to Duff in Phase 1.



Zane Cradic, PE (ID)

Project Manager

O: 208.442.6300 | M: 602.456.ZANE

From: Debbie Root <Debbie.Root@canyoncounty.id.gov>

Sent: Tuesday, December 12, 2023 8:50 AM
To: Zane Cradic <ZCradic@ardurra.com>
Subject: Farmington phasing/fire access

Zane,

Working through the staff report—Just clarifying so that I know that the fire district requirements are met--the intent is to build a connection to Meadow Park Blvd in Phase 1?

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)
NEW <u>public</u> office hours
Effective Jan. 3, 2023
Monday, Tuesday, Thursday and Friday
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FARMINGTON HILLS SUBDIVISION TRAFFIC IMPACT STUDY

SUBMITTED TO:

City of Middleton Idaho Transportation Department

November 2023

PREPARED BY:

William (Bill) White, Senior Transportation Planner Alex Jondal, P.E., Transportation Engineer





T-O ENGINEERS

332 N. Broadmore Way Nampa, Idaho 83687 Phone: 208-442-6300

T-O PROJECT #: 210098



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1 INTRODUCTION

This document summarizes the Traffic Impact Study (TIS) prepared for the Farmington Hills Subdivision proposed in Middleton, Idaho. The scope of this study was established in coordination with the City of Middleton, Canyon County Highway District No. 4 (CCHD 4), and the Idaho Transportation Department (ITD).

The City of Middleton is the lead review agency for this TIS as the project is to be annexed into the City and is within an urban growth area of the City. The roadways within the TIS study area are maintained by the City of Middleton, CCHD 4, and ITD. The TIS will be submitted to the City, ITD, and CCHD 4 for review, and other agencies can review the TIS per invite of the City.

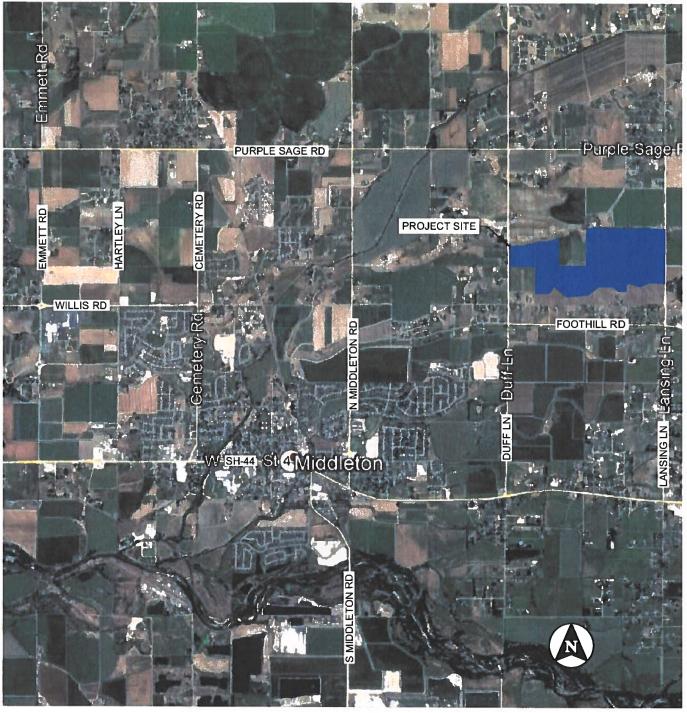
1.1 PROJECT DESCRIPTION

The Farmington Hills Subdivision is proposed on approximately 186.6 acres between Duff Lane and Lansing Lane and about 0.5 miles south of Purple Sage Road. The site is currently in unincorporated Canyon County but lies within the City of Middleton impact area boundary. The property will be developed as a residential subdivision with 414 single family homes with primary access provided by a collector roadway (Willis Road) extending between Duff Lane and Lansing Lane. The site would be developed in phases over 5 years with completion and full occupancy forecasted by year 2026.

The development will be accessed by a local street network that fronts individual lots. Access to the site is proposed via Duff Lane from the west and Lansing Lane from the east. The site is currently located within Canyon County, zoned AG (Agriculture). The project proponent will submit an annexation request to the City and seek R1 residential zoning, a designation that supports the land use proposal. This zoning is consistent with existing developments within the expanding urban growth area of the City.

Figure 1 shows the site vicinity and **Figure 2** provides a preliminary site plan. Note the site plan may evolve during design. The conclusions presented in this TIS should be sufficient so long as proposed land use densities and the access proposal do not vary substantially during the design process. Trip generation variations of approximately 10-percent is a typical threshold for readdressing the conclusion of a TIS.

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FARMINGTON HILLS SUBDIVISION TRAFFIC IMPACT STUDY



T-O ENGINEERS

332 N. BROADMORE WAY NAMPA, IDAHO 83687-5123

PHONE: (208) 442-6300

WWW.TO-ENGINEERS.COM

E-FILE: 210098-TIS_DLH.dwg

DATE: 8/26/21

JOB: 210098

2 SITE PLAN

332 N. BROADMORE WAY
NAMPA, IDAHO 83687
PHONE (208) 442 6300 WWW IO ENGINEERS COM

EFILE 21009FTB DUITON

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1.2 SCOPE AND METHODOLOGY

A TIS reviews the transportation impacts of development on roadways located within reasonable proximity (of a site) and recommends improvements to mitigate unacceptable impacts, as needed. This section describes the scope and methodologies used to evaluate transportation conditions and establish potential recommendations for the Farmington Hills Subdivision. The TIS was prepared in compliance with the Traffic Impact Study Requirements of City of Middleton, as shown with Middleton Supplement to the Idaho Standards for Public Works Construction (ISPWC) (Adopted December 4, 2019). The study was also developed per the "best" industry practices highlighted by resources such as *Traffic Impact Analyses for Site Development* (ITE, 2010).

Project Scope

A TIS evaluates capacity primarily through an examination of intersection operations. Congestion and vehicle delay are experienced more quickly at intersections versus road segments (between intersections) due to the frequency of vehicle conflicts (e.g., turning, slowing, and/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.

Scope details for this TIS were coordinated with engineers and planners from the City of Middleton, ITD, and CCHD 4. A year 2026 analysis horizon was used for this TIS, which addresses traffic activities following project construction and full occupancy. A year 2031 analysis horizon was also reviewed per the City's TIS requirements, a buildout plus 5-year condition. Through coordination with agencies, it was agreed that this TIS would address traffic operations and capacities for the project approach intersections on Duff Lane and Lansing Lane plus the offsite intersections of:

- Emmett Rd at Purple Sage Rd¹
- Hartley Ln at Purple Sage Rd¹
- Cemetery Rd at Purple Sage Rd¹
- Middleton Rd at Purple Sage Rd¹
- Duff Ln at Purple Sage Rd¹
- Lansing Ln at Purple Sage Rd¹

- Lansing Ln at Quail Haven Way¹
- Cemetery Rd at SH-44¹
- S Middleton Rd at SH-44²
- N Middleton Rd at SH-44¹
- Duff Ln at SH-44¹
- Lansing Lane at SH-44¹
- Turn movement counts were collected in January, March, June, and July 2021 by L2 Data Collection and TO Engineers.
- 2. Turn movement counts were adapted from ITD historical data resource.

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 (TRB, 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, but the LOS thresholds are associated with delays for unsignalized intersections. All-way stop LOS can also be reported for the worse approach as well, depending on local agency requirements.

Table 1 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.

Level of Service	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)			
Α	≤10	≤10			
В	>10 - 20	>10 - 15			
С	>20 - 35	>15 - 25			
D	>35 – 55	>25 - 35			
Е	>55 – 80	>35 - 50			
F	> 80	>50			

LOS was determined using Synchro Version 11 (Trafficware, 2020), a software tool that applies the methods of HCM 2016. The City of Middleton uses a LOS D standard as the capacity threshold for intersections in the City. CCHD 4 uses LOS C for rural roadways and intersections, and LOS D for suburban roadways and intersections. Street or intersection improvements may be necessary when existing or forecast LOS do not meet these standards.

Street Capacity

A secondary analysis was performed to quantify the overall capacity of adjacent street segments following the development of the proposed Farmington Hills Subdivision. Street capacity was adapted from the Quality/Level of Service Handbook (Florida DOT, 2020). This method predicts ADT capacity thresholds for various LOS categories, as based on daily traffic volume measures of the HCM versus roadway cross sections.

A LOS C capacity standard is typically used for local streets and LOS D for arterials. The higher standard was used for arterials because drivers expect increased traffic densities and delay along more primary commute/travel routes versus local streets. The thresholds for collectors are typically taken as the average threshold calculated between



the local and arterial street limits, as drivers expect a higher degree of congestion from these streets, but not to the level of an arterial.

Capacity thresholds were identified from generalized LOS-volume tables shown with the appendix of the above referenced Handbook, and then modified to reflect suburban routes with posted speeds of less than 35-mph and higher than 40 mph. The resulting capacity volume thresholds for locals, collectors, and arterials is shown with **Table 2** for two-way streets. These are the upper limits in daily traffic a street can support theoretically prior to experiencing an unsatisfactory LOS. These thresholds are not finite; rather, just an approximation of capacity limitations.

A volume-to-capacity (V/C) ratio is a metric used to represent capacity versus volume standards numerically. When a V/C of 1.0 is surpassed for a LOS standard, the practical capacity of the roadway is exceeded. A general practice is to start planning for roadway improvements when a V/C exceeds 0.80, as traffic is "approaching" standard.

	Ta	ble 2. Stre	et Capacity	y Threshol	ds	
		Class I	(35-MPH or 9	Slower)		1000000
Road Class	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes	7-Lanes
Local	5,500	5,900	10,900	11,800	17.500	18,900
Collector	8,300	9,000	17,600	19,000	27,500	29,700
Arterial	11,100	12,000	24,300	26,200	37,500	40,500
		Class II	(40-MPH or	Higher)		
Road Class	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes	7-Lanes
Local	12,600	13,600	28,400	30,700	43,800	47,300
Collector	13,000	14,000	29,200	31,500	44,400	47,900
Arterial	13,300	14,400	29,900	32,300	44,900	48,500
Source: Adapted	from Quality/Le	evel of Service H	łandbook (Florida	a DOT, 2020)		

The City does not formally review arterial capacity in assessing development impacts to the transportation network, but this analysis is provided as a planning tool to help the City and other agencies understand the overall performance of study roadways.

Collision Analysis

The purpose of collision analysis is to determine whether safety issues occur due to operational or design issues. Signal phase issues, sight distance limitation, channelization misalignment, etc. are examples of operations/design issues that could cause higher collision potentials. A location where numerous incidents occur could indicate a high collision location (HCL). A high number of collisions occurring along a street or street section may indicate a high collision corridor (HCC).

Collisions are reviewed based on severity rates to help determine whether some form of remediation may be needed to address persistent, reoccurring collision issues within the context of traffic densities. An intersection or corridor section may have a high number of collisions/incidents, but this is not as statistically significant if the high traffic volumes

City of Middleton Farmington Hills Subdivision Traffic Impact Study



are also significant. Collision rates are calculated to provide a statistical means for quantifying collision density.

An intersection (or driveway) collision rate (ICR) quantifies severity based on the number of average collisions occurring per year, as compared with average daily traffic (ADT) entering the intersection per the following equation:

Intersection Collision Rate (ICR) = <u>Average Collisions per Year * 1,000,000</u> (Collisions per million entering vehicles) = <u>365 * Total Entering Intersection ADT</u>

Typically, jurisdictions such as City of Middleton has no set thresholds for identifying an HCL or HCC. However, a typical industry practice is that further evaluation/analysis should be considered if crash rates exceed 1.0 collisions per million entering vehicles for an intersection (or driveway).

Similarly, the corridor collision rate (CCR) for a street or street section is based on the number of average crashes occurring per year compared with average daily traffic AND the length of the corridor, per the following equation:

Corridor Collision Rate (CCR) = Average Collisions per Year * 1,000,000 (Collisions per million miles of vehicle travel) 365 * Section ADT * Section Length

The Idaho Transportation Department provides collision statistics within annual summary reports. The "Idaho Traffic Crashes 2017", the most current report available, indicates that State Highways such as SH-44 experienced a collision rate of between 134.4 to 210.9 collisions per 100 million miles of travel between 2013 and 2017. This is averaged to 168.6 collisions per 100 million miles of travel or a CCR of 1.69 per million miles of travel. At the least, it is not desirable to have collisions experience a rate that surpasses the State average. However, as with intersections, a typical industry practice is to consider further evaluations for a corridor section with a CCR that surpasses 1.0.



2 EXISTING CONDITIONS

This section describes the study street network, traffic volumes, and capacity for TIS intersections. Existing conditions provide a basis for comparing forecast traffic conditions.

2.1 ROADWAY NETWORK

The TIS addresses traffic operations for intersections located in reasonable proximity of the site, per scope direction of agencies. A description of primary study streets is below.

- State Highway 44. A state highway that runs east to west extending from Boise to Caldwell. This is a two-lane roadway with turn pockets at major junctions. The arterial has various speed limits as it goes through the city. Working from west to east: west of Hartley Lane, the posted speed limit is 55 mph. At Hartley Lane, the speed limit changes to 40 mph. At Whiffin Lane, it changes to 35 mph. It then changes to 25 mph just west of Cemetery Road. The speed limit raises back up to 35 mph just east of S. Middleton Road, and to 45 mph east of N. Middleton Road/Murphy Road.
- Purple Sage Road. An east-west minor arterial that extends from Blessinger Road to Highway 26. This is a two-lane roadway with a posted speed limit of 50 mph between Freezeout Road and Blessinger Road.
- Emmett Road. This is a minor arterial from SH-44 to Willis Road and a major collector north of Willis Road running north from SH-44 to the county line. This is a two-lane street with a posted speed limit is 50 mph north of Purple Sage Road. T posted speed limit is 50 mph south of Purple Sage Road, 40 mph south Savary Lane, and 45 mph south of Greenwell Lane.
- Hartley Lane. A major collector that runs south to north and extends from SH-44 to Purple Sage Road. This is a two-lane street with turn lanes at major intersections. The posted speed limit is 35 mph south of Willis Road and 50 mph north of Willis Road.
- Cemetery Road. A north-south major collector street that extends from State
 Highway 44 to the north, where it dead ends shortly after C-Line Canal East.
 This two-lane roadway has turn lanes and at primary intersections. A posted
 speed limit of 25 mph is signed between SH-44 and Willis Road. 35 mph from
 Willis Road to Purple Sage Road and 45 mph north of Purple Sage Road.
- Middleton Road. A north-south minor arterial that extends from SH-44 to Goodson Road. This is two-lane roadway from Triumph Drive to Goodson Road, and three-lane roadway from State Highway 44 to Triumph Drive. The posted speed limit is 50 mph north of Old Middleton Road, 35 mph from Triumph Drive to Old Middleton Road, and 25 mph from SH-44 to Triumph Drive.
- Duff Lane. A major collector that extends from Landruff Lane to Galloway Road. This is a two-lane street with a posted speed limit of 35 mph south of SH-44, 50 mph north of SH-44 to 650 feet south of Foothill Road, 35 mph from south of Foothill Road to 400 feet north of Willis Road, 45 mph from



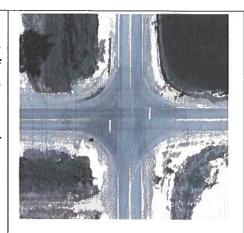
north of Willis Road to 200 feet north of Turner Drive, and 50 mph from north of Turner Drive to the T-intersection at Galloway Road.

• Lansing Lane. A major collector that runs south to north and extends from Landruff Lane and dead ends north of Galloway Road. This is a two-lane street a posted speed limit of 35 mph south of SH-44, 45 mph north of SH-44 to about 925 feet after New Castle Drive, 35 mph from north of New Castle Drive to 400 feet south of Quail Haven Way, 50 mph from south of Quail Haven Way to about 325 feet north of My Way, and 35 mph from north of My Way to the end of pavement.

Twelve existing intersections are addressed by this TIS. A description of the existing intersection geometrics and traffic controls are provided for these locations as follows.

Emmett Road at Purple Sage Road

This intersection is unsignalized with Purple Sage Road having stop-controls as the minor street of the intersection. Both Emmett Road and Purple Sage Road have a single, shared lane for through, left, and right-turn movements on each approach. This intersection does not have curb, gutter, or pedestrian crossings.



Harley Lane at Purple Sage Road

This is an unsignalized "T" intersection. The southbound approach is stop-controlled with left and right-turn movements shared within one lane. The eastbound approach has a single, shared lane for through and right-turn movements, and the westbound approach has a single, shared lane for through and left-turn movements. There is an unpaved driveway accessing private residential properties on north leg of the intersection. This intersection does not have curb, gutter, or pedestrian crossings.





Cemetery Road at Purple Sage Road

This intersection is unsignalized with Purple Sage Road having stop-controls as the minor street of the intersection. Both Cemetery Road and Purple Sage Road have a single, shared lane for through, left, and right-turn movements on each approach. This intersection does not have curb, gutter, or pedestrian crossings.



Middleton Road at Purple Sage Road

This intersection is unsignalized with Purple Sage Road having stop-controls as the minor street of the intersection. Both Middleton Road and Purple Sage Road have a single, shared lane for through, left, and right-turn movements on each approach. This intersection does not have curb, gutter, or pedestrian crossings.



Duff Lane at Purple Sage Road

This intersection is unsignalized with Duff Lane having stop-controls at the north and south legs of the intersection. Both Duff Lane Road and Purple Sage Road have a single, shared lane for through, left, and right-turn movements on each approach. This intersection does not have curb, gutter, or pedestrian crossings.





Lansing Lane at Purple Sage Road

This intersection is unsignalized with Lansing Lane having stop-controls as the minor street of the intersection. Both Lansing Lane and Purple Sage Road have a single, shared lane for through, left, and right-turn movements on each approach. This intersection does not have curb, gutter, or pedestrian crossings.



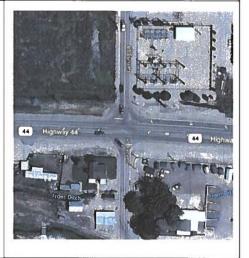
Lansing Lane at Quail Haven Way

This is an unsignalized "T" intersection. The westbound approach of Quail Haven Way is stop-controlled with left and right-turn movements shared with one lane. The northbound approach has a single, shared lane for through and right-turn movements, and the southbound approach has a single, shared lane for through and left-turn movements. This intersection does not have curb, gutter, or sidewalks on the approaches.



Lansing Lane at SH-44

This intersection is unsignalized with stop-controls on northbound and southbound approaches of Lansing Lane. The eastbound approach of SH-44 has a left-turn lane and a shared through/right-turn lane. The westbound approach has a left-turn lane, through lane, and right-turn lane. The northbound and southbound approaches have single lanes with shared left-turn, through, and right-turn movements. This intersection does not have curb, gutter, or sidewalks on the approaches. There are no bike lanes at the intersection.





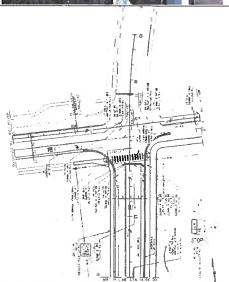
Duff Lane at SH-44

This intersection is unsignalized with stop-controls on northbound and southbound approaches of Duff Lane. The eastbound approach has a left-turn lane and a shared through/right-turn lane. The westbound approach has a left-turn lane, through lane, and right-turn lane. The northbound and southbound approaches have single lanes with shared left-turn, through, and right-turn movements. This intersection does not have curb, gutter, or sidewalks on the approaches. There are no bike lanes at the intersection.



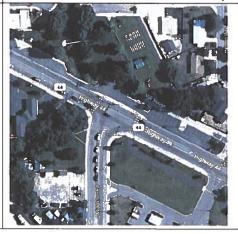
Cemetery Road at SH-44

This is an unsignalized "T" intersection with Cemetery Road having stop control as the minor street. The south leg of the intersection is currently under construction and the exhibit of the intersection shown to the right is from the final plan. The northbound and southbound approaches are planned to have one left-turn lane and one through/right-turn shared lane. The eastbound and westbound approaches are planned to have one left-turn lane (via the two-way left-turn lane), one through lane, and one right-turn lane. The intersection has curb, gutter, sidewalk, and pedestrian crossings on the north and south legs.



S Middleton Road at SH-44

This is a signalized "T" intersection. The eastbound approach has one through/right-turn shared lane, while the westbound approach has one left-turn lane and one through lane. The northbound leg of S Middleton Road has one left-turn lane and one right-turn lane. The intersection has curbs, gutters, and pedestrian crossings on all three legs.





N Middleton Road/Murphy Street at SH-44

This intersection is unsignalized with stop-controls on the northbound and southbound approaches of Middleton Road / Murphy Street. The eastbound approach has one left-turn lane and through/right-turn shared lane. The westbound approach includes one right-turn lane and one through/left-turn shared lane. The southbound approach has one left-turn lane, one through lane, and a channelized, yield-controlled right turn lane. The northbound approach has a single lane with shared left-turn, through, and right-turn movements. This intersection has curb, gutter, and sidewalk on the north leg of the intersection. Additionally, there is a marked crosswalk across the channelized southbound right-turn lane.



2.2 TRAFFIC COUNTS

Average daily traffic (ADT) and intersection turning movement traffic counts were secured to support this traffic study. Counts were used to help assess project trip distributions and to support the capacity analysis. Most ADT counts were secured from COMPASS through the Regional Traffic Volume GIS map. However, supplemental ADT counts were collected in June 2021 by T-O Engineers and L2 Data Collection to support this study. A summary of ADT volumes on study roadways is shown below with **Table 3**.

	Average Daily Traffic					
Roadway Segment	Volume	Source	Year			
Purple Sage Rd, W/of Middleton Rd	2,072 vpd	COMPASS	2017			
Purple Sage Rd, W/of Duff Ln	1,650 vpd	COMPASS	2017			
Duff Ln, S/of Purple Sage Rd	2,066 vpd	T-O/L2	2021			
Duff Ln, N/of SH-44	2,788 vpd	COMPASS	2018			
SH-44, W/of Duff Ln	9,482 vpd	COMPASS	2018			
SH-44, E/of Lansing Ln	9,531 vpd	COMPASS	2018			
Lansing Ln, N/of SH-44	2,434 vpd	COMPASS	2018			

Turning movement counts for nearly all study intersections were collected specifically in June and July 2021. For the intersection of N Middleton Road at SH-44, counts acquired through the ITD data resource from February 2020 for both the AM and the PM peak hours was utilized; however, no growth was applied. Counts were performed on a typical weekday between 7:00 and 9:00 AM in the morning and between 4:00 PM to 6:00 PM in the afternoon/evening. The peak "rush" hour of each intersection was

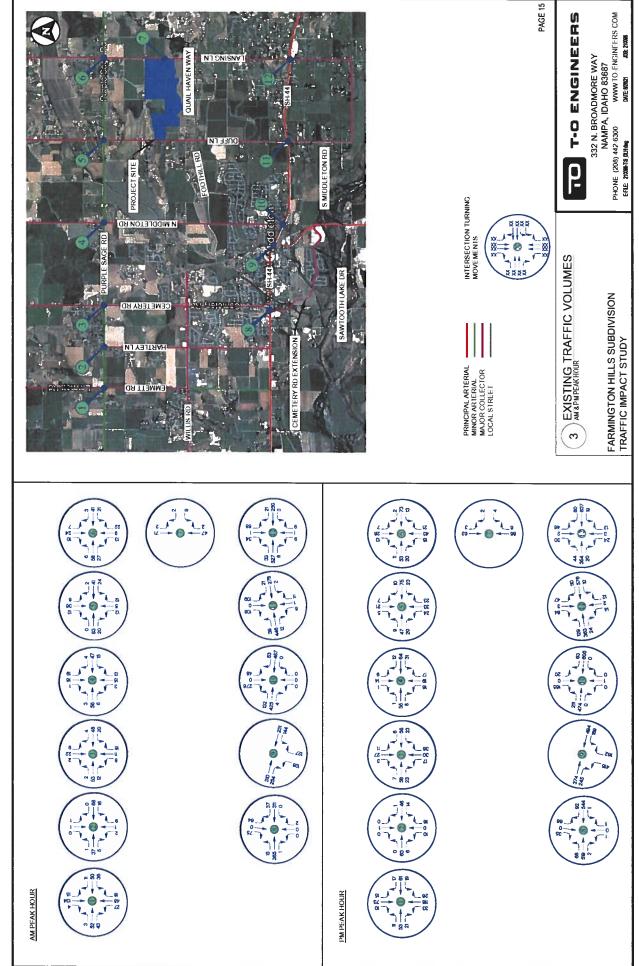
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reviewed, as opposed to a universal peak, to assure a conservative analysis of forecast capacity conditions.

COVID-19 has had an impact on travel demand within the region. With that said, counts were collected during a time when traffic volumes have nearly normalized. A review of the nearest automatic traffic recorder (ATR) sites (on I-84 between the SH-44 and US 20/26 interchanges and on SH-44 east of SH 16) indicate ADT volumes are 20-percent more from what was counted in May 2020. Given this information, no COVID-19 adjustment was applied. This study does use a 3-percent background growth rate and pipeline project trips to forecast traffic volumes, resulting in higher end future traffic volumes. This conservative growth more than addresses any minor discrepancies that remain from pandemic volume decreases.

Existing turning movement volumes are shown on **Figure 3** for the AM and PM peak hours. Unadjusted traffic count worksheets are provided with **Appendix B**.





2.3 TRAFFIC CAPACITY & OPERATIONS

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

Intersection Capacity/Operations

The LOS analysis was performed for study intersections based on a review of the traffic volumes summarized in Section 2.2 versus the geometric conditions described in Section 2.1. **Table 4** provides a summary of LOS for the AM and PM peak hours. Also shown are average control vehicle delays for each intersection. Again, LOS is the function of average control delay for the worse approach or movement for an unsignalized intersection.

		ak Hour	PM Peak Hour		
Signalized	LOS	Delay ²	LOS	Delay ²	
SH-44 at S. Middleton Road	В	18.7	С	32.7	
A CARLOW BACKSON STREET	AM Pe	ak Hour	PM Pe	ak Hour	
One or Two-Way Stop	LOS1	Delay ²	LOS	Delay ²	
Purple Sage Road at Emmet Road	В	14.3	В	13.3	
Purple Sage Road at Burton Lane / Hartley Lane	Α	9.9	В	10.0	
Purple Sage Road at Cemetery Road	В	10.0	В	10.6	
Purple Sage Road at Middleton Road	В	10.2	В	10.4	
Purple Sage Road at Duff Lane	В	10.4	В	10.6	
Purple Sage Road at Lansing Lane	В	10.3	В	10.5	
SH-44 at Lansing Lane	D	27.4	D	34.5	
SH-44 at Duff Lane	Е	35.5	Е	38.2	
SH-44 at N. Middleton Road	F	73.5	F	74.2	
SH-44 at Cemetery Road	С	18.9	F	68.6	
Lansing Lane at Quail Haven Way	Α	9.2	Α	9.3	

All intersections except for Duff Lane/SH-44, SH-44/N Middleton Road, and SH-44/Cemetery Road are currently functioning within the LOS A to D range, which is acceptable per local standards. However, the Duff Lane/SH-44 and N Middleton Road/SH-44 intersections currently function below the desirable LOS standard during both peak hours. Additionally, the SH-44/Cemetery Road intersection functions below LOS D standard during the PM peak hour. This is the result of high travel demands occurring along SH-44 throughout the weekday. LOS summary sheets are attached in **Technical Appendix C.**



Street Capacity

The street capacity analysis was performed using a comparison of current ADT versus the volume thresholds discussed in Section 1.2. A summary of the capacity analysis is shown in **Table 5** below. For average daily traffic volumes collected from COMPASS, a 3-percent annual growth rate was applied to approximate current 2021 volumes. Provided are the number of lanes, the volume capacity threshold, ADT volume, the V/C comparison, and an indication of whether the LOS volume threshold is exceeded. The notation of "No" means criteria is not exceeded and the street still falls within the capacity standard, whereas "yes" presents the opposite (a deficiency occurs). The V/C is provided to numerically represent capacity in relation to LOS volume standard.

Arterial Street Segment	Number of Lanes	Capacity Threshold	ADT Volume	Deficiency, V/C
Purple Sage Rd, W/of Middleton Rd	2	13,300	2,332	No, 0.18
Purple Sage Rd, W/of Duff Ln	2	13,300	1,857	No, 0.14
Duff Ln, S/of Purple Sage Rd	2	13,300	2,066	No, 0.16
Duff Ln, N/of SH-44	2	13,300	3,047	No, 0.23
SH-44, W/of Duff Ln	2	13,300	10,361	No, 0.78
SH-44, E/of Lansing Ln	2	13,300	10,415	No, 0.78
Collector Street Segment	Number of Lanes	Capacity Threshold	ADT Volume	Deficiency, V/C
Lansing Ln, N/of SH-44	2	13,000	2,660	No, 0.20

As shown, most streets have ADT counts that fall below LOS volume thresholds. It should be noted that the segments of SH-44, to the west of Duff Lane and to the east of Lansing Lane, are just below a V/C ratio of 0.8, which denotes the "approaching capacity" threshold. However, this analysis suggests that capacity is holistically available to accommodate increased traffic growth for all approaches of the intersections.

2.4 TRANSIT, PEDESTRIANS, AND BICYCLES

The Treasure Valley region is currently served by Valley Regional Transit (VRT). However, there currently is no fixed-route public transit service provided within Middleton. The typical scenario is that services would be extended by an agency such as VRT when the City of Middleton hits specific densities. Until then, alternative mobilities are provided in the City by private shuttles, rideshare, and web-based services such as Lyft and Uber.

The area is transitioning from rural/agricultural to suburban densities. As such, pedestrian and bicycle facilities are currently underdeveloped within the project area. However, bicycle facilities are developed along Cemetery Road between SH-44 and Huckleberry Street, and sidewalks are developed from SH-44 to Meadow Park Blvd. S Middleton Road, N Middleton Road from SH-44 to Triumph Dr, and SH-44 from Eaton Rd to S Skyline Dr have sidewalks along streets. The provision of additional sidewalk,



bike, and other multimodal facilities will occur as the area transitions into City suburbs, extended as frontage improvements of private development. Eventually there will be contiguous pedestrian and bike access to/from the City after developments are constructed.

2.5 COLLISION HISTORIES

The Local Highway Technical Assistance Council (LHTAC) maintains a GIS platform that provides visual and downloadable collision data for roads in Idaho. Collision histories were reviewed for Duff Lane, Lansing Lane, Middleton Road, Purple Sage Road, and SH-44. Both intersections and corridor segments (between intersections) were reviewed in this study. Histories were reviewed for 5-years ranging from January 1, 2015 to December 31, 2019, the most timeframe available from LHTAC.

Total collisions, collision averages, rates, and severities were determined for the study intersection summaries shown by **Table 6** on the following page. The final bolded row shows overall collision data for all four intersections. Other factors to note from this table include:

- 5-Year refers to total collisions collected for the 3-year analysis time frame.
- Average annual is the average yearly collisions over 3 years.
- ADT refers to entering intersection traffic.
- PDO is a property damage only collision without injuries. These were reviewed based on each incident, as to compare with other severity incidents. Each incident may have two or more vehicles with property damage.
- Inj. is an injury-incident. Property damage is likely and implied with this data, but the injury is noted as the prevailing statistic of the incident. Each incident may have two or more persons with injuries, as with PDO noted above, but it is only reported as one occurrence.
- Fat. refers to a fatality occurring within the TIS study area. Fatalities are long remembered by a community, which is often highlighted when a fatality seems absent from the TIS. This is typically due to timeframe emphases of the study, which in this case is again 2015 to 2019. Other fatalities may have occurred prior to this timeframe which are not noted.



		Traffic	Control		THE	Severity	
Intersection	5 Year Totals	Average Annual	ADT ¹	ICR ²	PDO4	inj.⁵	Fat.6
Purple Sage Rd/Middleton Rd	13	2.6	3,012	2.36	38%	62%	0%
Purple Sage Rd/Duff Ln	7	1.4	3,247	1.34	71%	29%	0%
Purple Sage Rd/Lansing Ln	3	0.6	2,903	0.57	100%	0%	0%
SH-44/Lansing Ln	15	3	8,655	0.95	60%	33%	7%
SH-44/Duff Ln	8	1.6	8,718	0.50	.37%	63%	0%
at the second three		Traffic Control			Severity		
Corridor	5 Year Totals	Average Annual	ADT	CCR ³	PDO4	lnj.⁵	Fat.6
Purple Sage Rd from: W/of N Middleton Rd, 1-mi	1	0.2	2,072	0.26	67%	33%	0%
Purple Sage Rd from: Duff Ln to N Middleton Rd, 1-mi	2	0.4	2,056	0.53	50%	50%	0%
Duff Ln from: Purple Sage Rd to SH-44, 1-mi	1	0.2	2,066	0.27	100%	0%	0%
Duff Ln from: SH-44 to Purple Sage Rd, 1-mi	1	0.2	2,788	0.79	75%	25%	0%
Lansing Ln from: SH-44 to Purple Sage Rd, 1-mi	6	1.2	2,434	0.23	67%	33%	0%
SH-44 from: E/of Lansing Ln, 1-mi	4	8.0	9,482	0.34	67%	33%	0%
SH-44 from: Duff Ln to N Middleton Rd, 1-mi	4	8.0	2,788	0.23	100%	0%	0%
		Traffic	Control			Severity	
Study Area Totals	5 Year Totals	Ave	erage Ann	ual	PDO4	Inj.5	Fat.6
Total Collisions	65		13		58%	40%	2%

As shown, 65 recorded collisions occurred at study intersections and corridors between the beginning of 2015 and end of 2019. Overall, 58% of collisions involved property damage while 24% involved injuries. One fatal accident occurred in the study timeframe. Contributing factors to the fatal accident were alcohol and the failure to yield right of way.

The prevailing collision types are as follows:

- 52% Angle Turning Collisions. A crash where two vehicles impact at an angle.
- 12% Rear End Collisions. A traffic collision where a vehicle crashes into the one in front of it.
- 11% Overturns. An accident where a car rolls over.
- **25% Varied.** The remaining 25% collision types varied between head-on turning, backed into, side swipe, another fixed object, utility/light pole, ditch, animal, bridge/parapet end, and vehicle failure.

Most intersections noted by Table 6 have collision/severity rates that fall below the 1.0 threshold for potential HCL review. However, the Purple Sage Road/Middleton Road and Purple Sage Road/Duff Lane intersections experience rates of 2.36 and 1.34 collisions per million entering vehicles, respectively, which exceeds the desired

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threshold. Traffic volumes are low at the intersection, which can result in inflated collision rates; however, these two intersections experience a similar number of total collisions as the intersections of SH-44 at Lansing Lane and SH-44 at Duff Lane, which have more than twice the average daily traffic volume. The conclusion is this intersection should be monitored to affirm whether collision potentials persist or even increase with time. If the rate persists, then improvements would likely be warranted to address design issues.

Note the histories/data reviewed reflects recorded collisions, as identified through evidentiary reports provided by LHTAC. Unreported collisions do occur throughout a community on roadways such as Purple Sage Road. However, safety studies can be performed only based on recorded data. Most typically, unreported collisions would involve minor property damage only (typically non-injury).



3 FUTURE TRAFFIC CONDITIONS

This section summarizes forecast year 2026 and year 2031 traffic conditions. Described are forecast network changes, traffic volumes, and operations/capacity for study area streets. Without and with project conditions are provided for gauging project impacts.

3.1 ROADWAY NETWORK

The City of Middleton, CCHD 4, COMPASS, and ITD capital programming documents were reviewed to help determine whether transportation improvements are planned or programmed throughout the project study area. The conclusion from the review of Comprehensive Plans, Transportation Plans, and improvement programs is there appears to be long-range improvements planned within the area, but only one identified project has yet been funded (in due-diligence phases).

Highlights include corridor improvements along State Highway 44 extending from Interstate-84 in Caldwell to the City of Eagle, Idaho. This project is being promoted by the Idaho Transportation Department. The project includes widening along the Highway with improvements to major intersections (https://itdprojects.org/projects/idaho44corridor/). ITD is currently working to complete improvements between Linder Road and Start Road, within a couple miles of either direction along State Highway 16. ITD will then work to improvement other sections of the Highway based on a priority program they are currently working to establish.

Improvements through Middleton are planned to include constructing an alternate route with a four-lane section, and with roundabouts or signals at major intersections such as Emmett Road, Cemetery Road, and Murphy Street. The timing for these improvements is relatively far into the future. As such, no alternate routing or widening was assumed for SH-44. Note ITD plans show the current corridor would be maintained to provide access to the City, just providing a bypass for commuter (cut-through) traffic.

The City noted signal improvements are currently planned for the Hartley Lane, Cemetery Road, and Middleton Road intersections with SH-44. These projects are also included in the current traffic impact fee (TIF) program for Middleton and staff indicates need will occur, with warrants met, even with alternative routes planned by ITD (described above). The TIF project list indicates the improvements would likely be developed by year 2026. However, the City requested this TIS review traffic conditions and affirm warrants for these controls. Thus, base future without and with-project traffic conditions assume existing geometrics and stop controls at these intersections, as compared with forecasts. An improvement analysis was then presented to support the need and timeline for these signals with Section 4.0. Hartley Lane/SH-44 intersection is funded to be signalized and will be built in 2022.

Sawtooth Lake Drive connection to S Cemetery Road is currently under construction for phase 1. The construction will be done by summer, 2021. Phase 1 is extending Cemetery Road from SH-44 to south of Middleton Middle School. This extension will have limited use as it will not fully extend to connect Sawtooth Lake Drive. This project



will add a stop-controlled south approach to Cemetery Rd/SH-44 intersection with a 98-foot dedicated left turn lane and a through lane with a shared right turn movement. The posted speed limit is 30 mph. Phase 2 is also planned to be built in summer 2021. Therefore, the future intersection configurations are coded in Synchro with a few trips on the south approach on Cemetery Rd/SH-44 due to limited usage of the partial extension.

3.2 TRAFFIC FORECASTS

Year 2026 and 2031 traffic forecasts are comprised of baseline growth, the trips generated by concurrent "pipeline" developments, and trips generated by the proposed Farmington Hills Subdivision development. This section describes the year 2026 and year 2031 traffic forecasts developed for streets and intersections in the study area.

Background Traffic Growth

Baseline growth refers to the 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.

From available City data, previous TIS documents, and COMPASS ADT data, an annual growth rate is documented in the 3-percent range in the study area. As such, a 3-percent growth rate was selected for this analysis to forecast baseline traffic, a 15.9-percent total adjustment by year 2026 and 34.4-percent adjustment by year 2031.

Pipeline Projects

The trips generated by five vested developments, known as pipeline projects, were addressed with this study. A pipeline project is one approved for development by the land use jurisdiction but has yet been constructed or is in the process of development. As such, the trips generated by the project are not yet recorded in counts and need to be addressed since roadway improvements will be designed based on cumulative traffic forecasts. The pipeline project is addressed because site-generated trips can impact turning forecasts differently than the application of a straight-line growth rate. The pipeline projects addressed with this TIS are described as follows.

West Highlands Subdivision. This pipeline project includes the development of 953 single-family dwelling units situated along Willis Road from Emmett Road to Cemetery Road in Middleton based on City approved Plat Plan on June 17, 2020. The trip assignments from this project were identified from the West Highlands Subdivision TIS (Six Mile Engineering, 2015). The TIS was based on 747 single family homes, with a 7.5-acre park and 600 student elementary school. This project was forecast to generate 7,728 weekday trips with 830 AM peak hour trips and 909 PM peak hour trips.

At the time of this study, 543 lots have been built in the West Highlands development, 314 lots are planned to be constructed by year 2026, and 96 lots are being built between year 2026 and year 2031. Through a proportionality review of the development TIS (Six Mile Engineering, 2015), the trip generation for the 314 lots is forecast at 2,964 weekday trips with 232 AM peak hour trips



(28-percent of total West Highlands Subdivision AM peak hour trips) and 311 PM peak hour trips (34-percent of total West Highlands Subdivision PM peak hour trips), assessed by year 2026. The balance of the development (314 lots + 96 lots) would include 3,870 weekday trips with 303 AM peak hour trips (37-percent of West Highlands Subdivision AM peak hour trips) and 406 PM peak hour trips (45-percent of West Highlands Subdivision PM peak hour trips), assessed by year 2031 for a total of 410 lots. These trips access Emmett Road, Hartley Lane, Purple Road, Willis Road, Cemetery Road, and SH-44 to travel within the study area of this TIS.

Estates at West Highlands. This project includes development of 81 single-family dwelling units with direct access to Cemetery Road and indirect access to Middleton Road via Meadow Creek Way and Meadow Park Drive. Build out of the project is anticipated by 2021. The trip assignments from this project were identified from the Estates at West Highlands TIS (JUB Engineers, 2020). The study indicates this project is forecast to generate 857 weekday trips with 63 AM peak hour trips and 83 PM peak hour trips. These trips also access N Middleton Road, Purple Road, Cemetery Road, and SH-44.

Creekside Terrace Subdivision. This project was mentioned being a pipeline project by the City Engineer. The project is planned to include 127 lots with single-family developments. This project is situated on north of SH-44, between Cemetery Road and N Middleton Road. The Traffic Impact Study is currently not available. Therefore, trips generated by project were assumed based on ITE Trip Generation Report for 127 single-family dwelling units. This development will generate a total of 1,199 weekday trips with 94 AM peak hour trips and 126 PM peak hour trips. Trips from this project were distributed to South Cemetery Road, South Middleton Road, East SH-44, and West SH-44.

Bridger Creek Subdivision. This project includes development of 44 single-family dwelling units with direct access to City streets through approach extending from the West Highland Ranch Subdivision aligned south of proposed site, ultimately connecting to Emmett Road (through the development). An emergency only access road would extend to Emmett Road. Build out of the project is anticipated by 2026. The trip assignments from this project were identified from the Bridger Creek Subdivision TIS (T-O Engineers, 2021). The study indicates this project is forecast to generate 415 weekday trips with 33 AM peak hour trips and 44 PM peak hour trips. These trips also access Purple Sage Road, Emmett Road, Willis Road, Hartley Lane, and SH-44.

River Ranch Crossing. This project is planned to include 80 single-family dwelling units anticipated to be completed in 2025 for Phase 1. Phase 2 includes 140-dwelling unit retirement community, 120-room hotel, 4,400 square-foot medical/dental office, approximately 44,000 square feet of commercial space, approximately 139,000 square feet of office space, and a convenience store with four pumps anticipated to be completed by 2030. The trip assignments from this project were identified from the River Ranch Crossing TIS (CR Engineering,



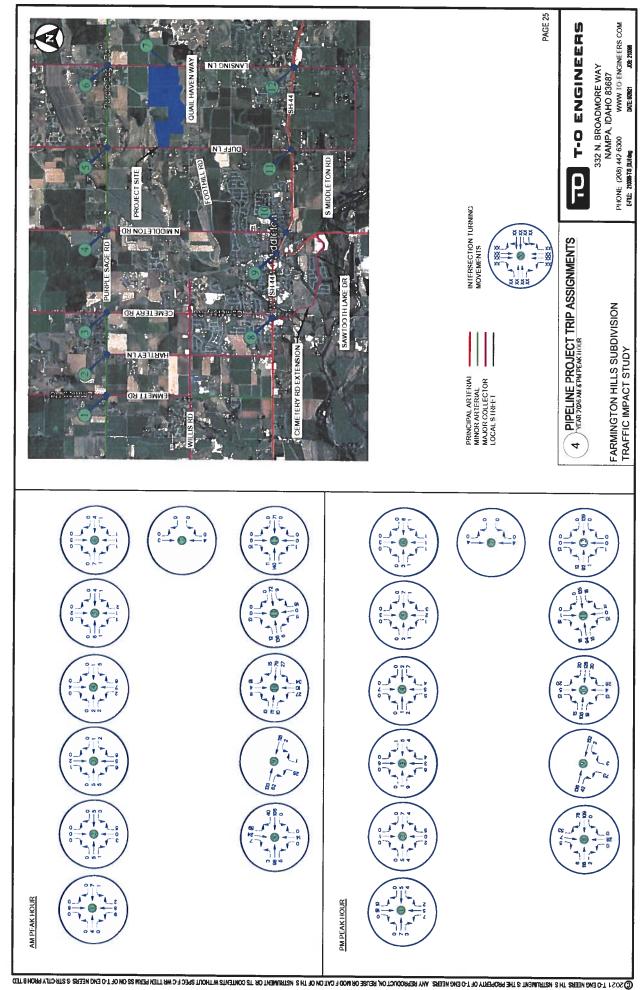
2020). Phase 1 will create 847 weekday trips with 62 AM peak hour trips and 82 PM peak hour trips. Phase 2 will create 5,795 weekday trips with 454 AM peak hour and 414 PM peak hour trips.

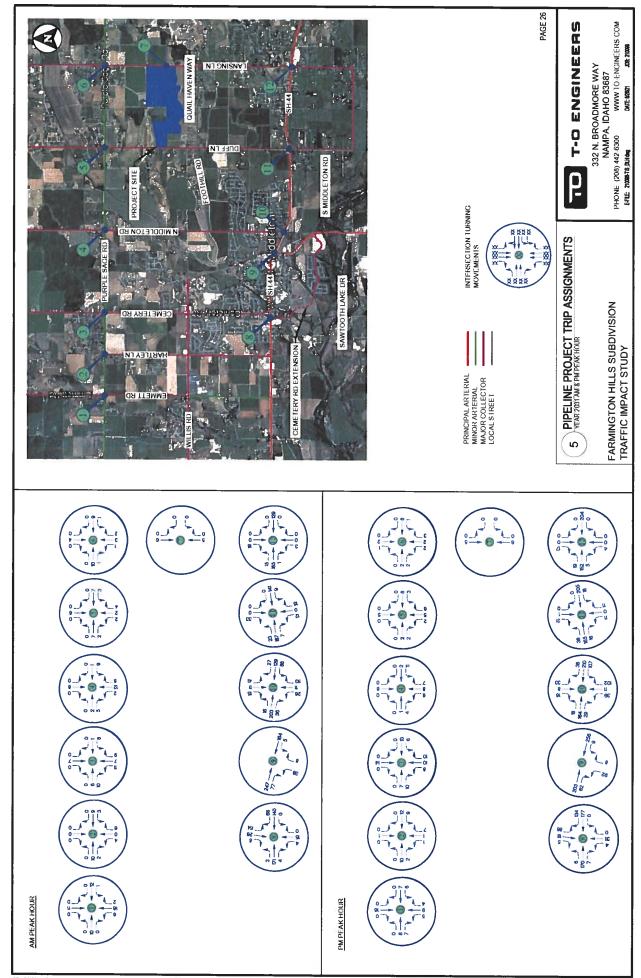
River Pointe Subdivision. This project includes 92 single-family houses, 115 townhouses, 67 senior adult housing units, and 80,000 square-feet commercial stores. This project will generate 6,433 weekday trips with 342 AM peak hour trips and 379 PM peak hour trips. The trip assignments from this project were identified from the River Pointe Subdivision Trip Generation Update (CR Engineering, 2021).

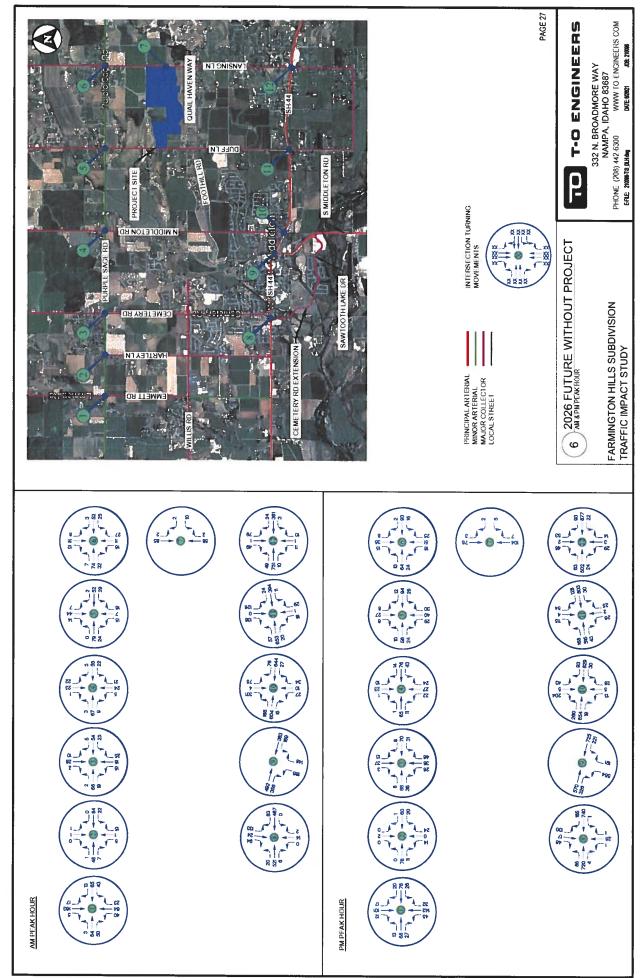
Quarry Residential Development. This project is developing a 779-unit active senior living residential development and an RV storage for approximately 300 storage units. The development is located directly west of Middleton Road and north of Lincoln Road. The development is planned to be fully built-out by the year 2030. The project will generate 3,526 weekday trips with 214 AM peak hour trips and 268 PM peak hour trips.

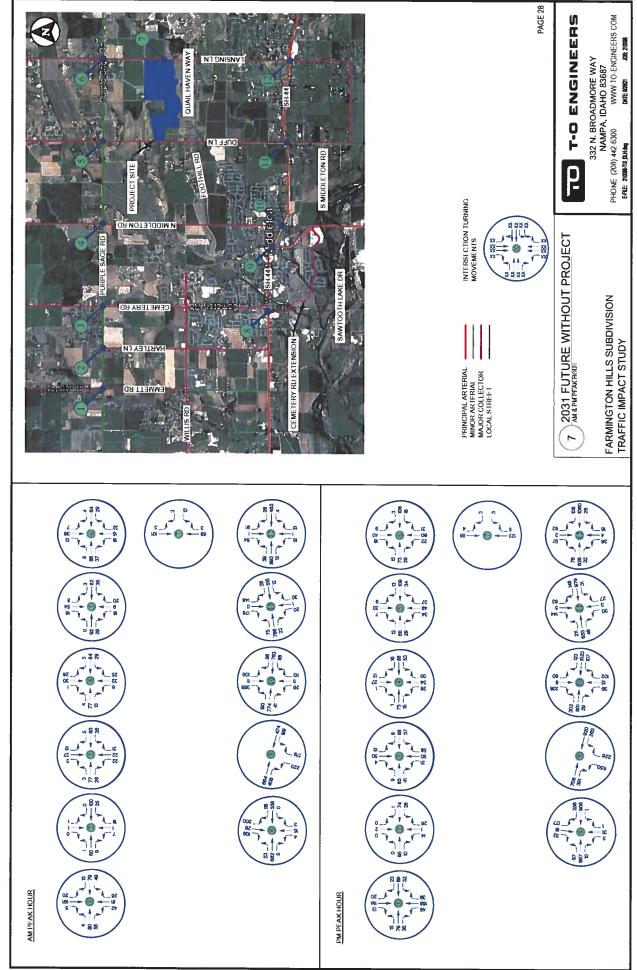
Sawtooth Lake Drive Connection to S Cemetery Road. This project is split into two phases. Phase 1, which connects Cemetery Road from SH-44 south to Willow Creek, has been completed as of summer 2021. Phase 2 will extend Cemetery Road from Willow Creek to Sawtooth Lake Drive and construction is currently underway. Therefore, the future intersection configuration of SH-44 at Cemetery Road has been coded in Synchro with the south leg of the intersection.

Project trip assignments and distributions from these pipeline projects were assigned to the study area for the Farmington Hills TIS. **Figures 4 and 5** provides a summary of resulting pipeline project trip assignments for the AM and PM peak hours by year 2026 and year 2031. These trips were combined with baseline forecasts to generate year 2026 and year 2031 without project traffic volumes, shown with **Figures 6 and 7** for the peak hours.











Trip Generation

Trip generation for the Farmington Hills Subdivision was forecast using the methods outlined by the Trip Generation Manual (ITE, 10th Edition, 2017). The Manual is a nationally recognized and locally accepted method for forecasting trip generation for a range of commercial, retail, and residential land uses. The forecasting methods were developed based on the survey of other land use developments located throughout the United States. This nationally practiced methodology is accepted by ITD and local agencies.

Trip generation was forecast using ITE Land Use Code 210 for Single-Family Detached Housing. A description of these uses/codes is as follows:

• Single-Family Detached Housing (ITE Code 210). Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

These trip types to not apply to a stand-alone residential development. Thus, total trips in this case equate to net new trips. Thus, the resulting trip totals for this project are shown with **Table 7** for the weekday and peak hours.

	Table 7. Summary	of Project	Trip G	enerati	on			
	马美国的	91	AN	l Peak H	our	PM	Peak H	our
Land Use	Size	Weekday	- In	Out	Total	In	Out	Total
Single-Family (ITE 210)	414 Dwellings	3,908	77	229	306	258	152	410

Trip Distribution and Assignment

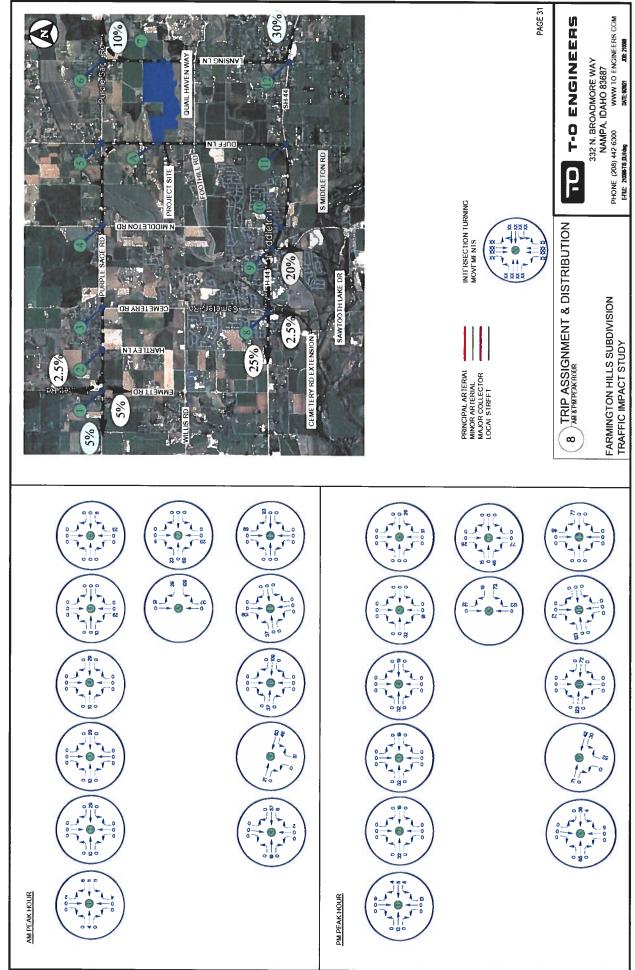
Trip distribution and assignment is the process of identifying the probable destinations, directions, and traffic routes that development related traffic will likely affect. The estimated traffic generated by the development must be distributed and assigned to analyze impacts on the roadway system within the study area. Various methods for estimating trip distribution include the analogy, trip distribution model, area of influence, origin-destination (O-D), and surrogate data methods.

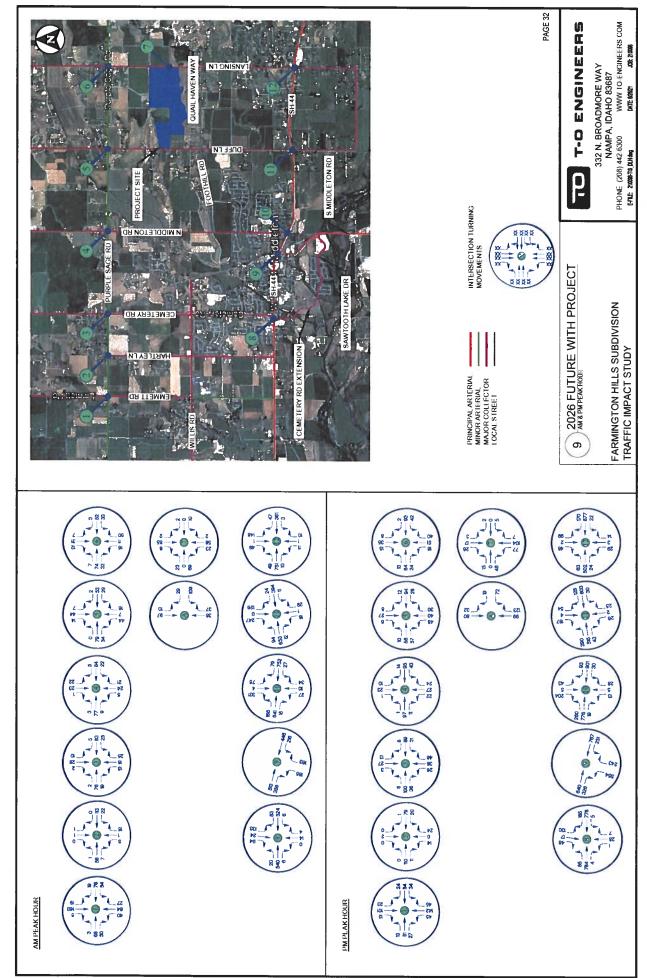
A COMPASS Area of Influence Report was used initially to determine off-site distributions for the project, per standard regional practice. This report provides conclusions derived from the regional travel demand model. The trip distribution assumptions from the COMPASS Area of Influence Report were compared with the existing distribution of traffic entering and exiting the study network based on existing intersection turning movement counts. A summary of the resulting trip distribution for traffic generated by the Farmington Hills development is summarized in **Table 8** on the following page.

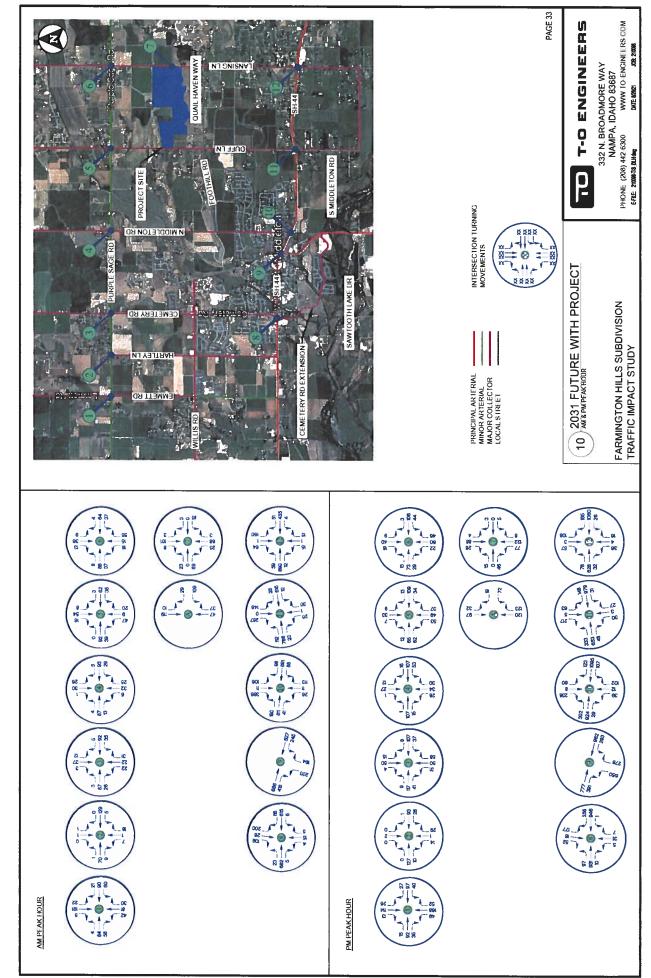


Location	Distribution	Weekday Assignments
North Emmett Road	2.5%	98
South Emmett Road	5%	195
South Cemetery Road	2.5%	98
South S Middleton Road	20%	782
East Purple Sage Road	10%	391
East SH-44	30%	1,172
West Purple Sage Road	5%	195
West SH-44	25%	977
Total	100%	3,908

Intersection trip assignments are shown in **Figure 8** for both the AM and PM peak hours. Note that non-project forecasts will change between years 2026 and 2031, but project trip assignments will remain the same between the two analysis years. Trip assignments and future without project traffic volumes are combined to generate year 2026 and year 2031 future with-project forecasts. These forecasts are shown with **Figures 9 and 10** for the 2026 and 2031 analysis years, respectively.







City of Middleton Farmington Hills Subdivision Traffic Impact Study



3.3 TRAFFIC OPERATIONS & CAPACITY

This section summarizes forecast traffic capacities and operations. Provided are a review of year 2026 and year 2031 LOS and control delays for study intersections and arterial capacity for adjacent streets.

Intersection Capacity/Operations

LOS were forecast for study intersections based on future without and with-project traffic volumes. LOS were modeled based on existing geometrics and traffic controls as there are no funded improvements in the area, even though there are agency plans to improve travel quality for this region. Timings were optimized in Synchro in response to changing demands. This sometime can result in performances that are improved between conditions given the rebalancing of phase splits.

A summary of year 2026 and year 2031 forecast LOS is provided in **Table 9** for the AM and PM peak hours. Without and with-project conditions are shown for the purpose of measuring project impacts.



T-O ENGINEERS

ď	Table 9. Year 2026 & Year 203	novel line	Without		A CONTRACTOR OF THE PARTY	Halland.		Project	
		AM Po	ak Hour		ak Hour	AM Do	ak Hour	ALLEY TO THE REAL PROPERTY.	eak Hour
	Signalized	LOS	Delay ²	LOS	Delay ²	LOSI	Delay ²	LOS	Delay
	SH-44 at S. Middleton Road	D	35.1	F	100.9	D	41.5	F	111.5
	OTTT at O. Mindiotof Modu	1381		-Project				Project	111.0
	the state of the state of the state of	AM Pe	ak Hour		ak Hour	AM Pe	ak Hour		ak Hou
	One or Two-Way	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS1	Delay
	Purple Sage Road at Emmet Road	С	18.4	С	16.3	С	20.9	С	18.4
•	Purple Sage Road at Burton Lane / Hartley Lane	В	10.3	В	10.4	В	10.6	В	10.8
	Purple Sage Road at Cemetery Road	В	10.5	В	11.5	В	10.8	В	11.9
5	Purple Sage Road at Middleton Road	В	10.8	В	11.1	В	11.2	В	11.6
	Purple Sage Road at Duff Lane	В	10.9	В	11.3	В	11.2	В	11.9
	Purple Sage Road at Lansing Lane	В	10.8	В	11.0	В	11.0	В	11.4
	SH-44 at Lansing Lane	F	126.1	F	161.9	F	>250	F	>250
	SH-44 at Duff Lane	F	>250	F	>250	F	>250	F	>250
	SH-44 at N. Middleton Road	F	>250	F	>250	F	>250	F	>250
	SH-44 at Cemetery Road	F	76.6	F	>250	F	117.6	F	>250
	Lansing Lane at Quail Haven Way ³	Α	9.4	Α	9.5	В	10.6	В	11.5
	Duff Lane at Willis Road					Α	10.3	В	11.2
			Withou	-Project	1		With	-Project	1
		AM Pe	ak Hour	PM Pe	ak Hour	AM Pe	ak Hour	PM P	eak Hou
	Signalized	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay
	SH-44 at S. Middleton Road	F	96.6	F	164.3	F	105.4	F	177.2
	A THE RESIDENCE OF THE PARTY OF		Withou	t-Project			With	-Project	
	THE WAR STREET	AM Pe	ak Hour	PM Pe	ak Hour	AM Pe	ak Hour	PM P	eak Hou
	One or Two-Way	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay
	Purple Sage Road at Emmet Road	D	25.2	С	20.3	D	31.3	С	24.2
		В	10.6	В	10.8	В	11.0	В	11.3
-	Purple Sage Road at Burton Lane / Hartley Lane						11.7	В	13.2
1007 1	Purple Sage Road at Burton Lane / Hartley Lane Purple Sage Road at Cemetery Road	В	11.3	В	12.7	В	11.7		
1 Cai 2001		B B	11.3 11.6	B B	12.7 12.0	В	12.0	В	12.6
1007 1001	Purple Sage Road at Cemetery Road							B B	
1007 1001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road	В	11.6	В	12.0	В	12.0		13.0
1007 1001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road Purple Sage Road at Duff Lane	B B	11.6 11.6	B B	12.0 12.1	ВВ	12.0 12.0	В	13.0 12.1
1007 1001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road Purple Sage Road at Duff Lane Purple Sage Road at Lansing Lane	B B	11.6 11.6 11.4	B B	12.0 12.1 11.6	B B B	12.0 12.0 11.7	B B	12.6 13.0 12.1 >250 >250
1007 1001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road Purple Sage Road at Duff Lane Purple Sage Road at Lansing Lane SH-44 at Lansing Lane	B B B	11.6 11.6 11.4 >250	B B B	12.0 12.1 11.6 >250	B B B	12.0 12.0 11.7 >250	B B F	13.0 12.1 >250 >250
1001 F001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road Purple Sage Road at Duff Lane Purple Sage Road at Lansing Lane SH-44 at Lansing Lane SH-44 at Duff Lane	B B B F	11.6 11.6 11.4 >250 >250	B B B F	12.0 12.1 11.6 >250 >250	B B B F	12.0 12.0 11.7 >250 >250	B B F	13.0 12.1 >250 >250 >250
1007 1001	Purple Sage Road at Cemetery Road Purple Sage Road at Middleton Road Purple Sage Road at Duff Lane Purple Sage Road at Lansing Lane SH-44 at Lansing Lane SH-44 at Duff Lane SH-44 at N. Middleton Road	B B B F F	11.6 11.6 11.4 >250 >250 >250	B B B F F	12.0 12.1 11.6 >250 >250 >250	B B B F F	12.0 12.0 11.7 >250 >250 >250	B B F F	13.0 12.1 >250



A summary of conclusions from the LOS analysis is provided with the following bullets:

- **S Middleton Rd/SH-44.** This signalized intersection operates at LOS F during PM peak hour for year 2026 and LOS F during both peak hours for year 2031, without consideration of the Farmington Hills site. Project impacts are measured in terms of the average delay changes during the buildout year and five years after the project, a differential of 6.4-12.9 seconds between the future without and with-project conditions. This represents marginal impact upon the intersection.
- Lansing Ln/SH-44. As shown with Section 2.3, the stop-controlled approaches
 of the intersection currently operate at LOS D during both peak hours, which is
 acceptable. However, under 2026 without project conditions, operations will
 degrade to LOS F during both peak hours. Operations worsen by the 2031
 analysis year, as well as with the addition of site traffic from Farmington Hills.
- Duff Ln/SH-44. A shown with Section 2.3, the stop-controlled approaches of the
 intersection currently operate at LOS E during both peak hours, which is
 unacceptable. Traffic operations are expected to degrade by year 2026 to LOS F
 during both peak hours and continue to worsen by year 2031 and with the
 addition of site traffic from the Farmington Hills site.
- N Middleton Rd/SH-44. As shown with Section 2.3, the stop-controlled approaches of the intersection currently operate at LOS F during both peak hours, which is unacceptable. Traffic operations are expected to degrade by year 2026 to LOS F during both peak hours and continue to worsen by year 2031 and with the addition of site traffic from the Farmington Hills site.
- SH-44/Cemetery Rd. A shown with Section 2.3, the stop-controlled approach of
 the intersection currently operates at LOS F during PM peak hour but operates
 acceptably during the AM peak hour. However, operates are expected to
 degrade to LOS F during both peak hours under 2026 without project conditions.
 Operations worsen by the 2031 analysis year, as well as with the addition of
 trips from the Farmington Hills site.

All other study intersections continue to operate within acceptable LOS standards through the year 2031, with and without consideration of the Farmington Hills site. Project impacts are measured in terms of the average delay changes during the buildout year and five years after the project, a differential of 0.2-6.1 seconds between the future without and with-project conditions. This represents marginal impact upon study area intersections.

Street Capacity

A street capacity analysis was performed based on a comparison of year 2026 and 2031 with-project ADT versus the LOS street capacity volume thresholds defined in Section 1.2. Forecast ADT were developed as previously described. A 3-percent annual growth rate was applied to counts to obtain baseline growth. Weekday pipeline trip assignments were estimated using the TIS studies referenced prior. The Farmington Hills Subdivision project trips were then combined with baseline forecasts and pipeline project trips to generate year with-project forecasts. Only with-project forecasts were reviewed for street capacity as project impact analyses is measured based on a review of the intersection LOS conditions shown in the prior section.



T-O ENGINEERS

A summary of the forecast street capacity analysis is provided in **Table 10**. This table shows the number of lanes, post speed limit, applicable volume threshold, existing ADT volume, baseline growth in ADT, pipeline project ADT, and Farmington Hills project volumes. Also shown is the forecast V/C ratio. Volumes exceeding the threshold and a V/C of greater than 1.0 indicates a deficiency, with a V/C exceeding 0.80 indicates "approaching standard".

		Speed	Number	Capacity		F	orecast A	DT		Deficiency,
	Arterial Street Segment	Limit	Lanes	Threshold	Exist.	Base.	Pipe	Project	Yr. 26	V/C
	Purple Sage Rd, W/of Middleton Rd	50	2-Lanes	13,300	2,332	371	44	489	3,236	No, 0.24
	Purple Sage Rd, W/of Duff Ln	50	2-Lanes	13,300	1,857	296	77	489	2,718	No, 0.20
326	Duff Ln, S/of Purple Sage Rd	50	2-Lanes	13,300	2,066	329	65	489	2,949	No, 0.22
Year 2026	Duff Ln, N/of SH-44	50	2-Lanes	13,300	3,047	485	200	1,856	5,588	No, 0.42
É	SH-44, W/of Duff Ln	55	2-Lanes	13,300	10,361	1,650	1,589	1,856	15,457	Yes, 1.16
	SH-44, E/of Lansing Ln	55	2-Lanes	13,300	10,415	1,659	1,271	1,172	14,517	Yes, 1.09
	THE RESERVE TO SERVE	Speed	Number	Capacity	TEST	F	orecast A	DT		Deficiency.
	Collector Street Segment	Limit	Lanes	Threshold	Exist.	Base.	Pipe	Project	Yr. 26	V/C
	Lansing Ln, N/of SH-44	45	2-Lanes	13,000	2,660	424	138	1,172	4,394	No, 0.34
	West Code Statements Co.	Speed	Number	Capacity		F	orecast A	DT		Deficiency
	Arterial Street Segment	Limit	Lanes	Threshold	Exist.	Base.	Pipe	Project	Yr. 31	V/C
	Purple Sage Rd, W/of Middleton Rd	50	2-Lanes	13,300	2,332	802	72	489	3,695	No, 0.28
	Purple Sage Rd, W/of Duff Ln	50	2-Lanes	13,300	1,857	639	116	489	3,100	No, 0.23
3	Duff Ln, S/of Purple Sage Rd	50	2-Lanes	13,300	2,066	711	129	489	3,394	No, 0.26
Year 2031	Duff Ln, N/of SH-44	50	2-Lanes	13,300	3,047	1,048	386	1,856	6,337	No, 0.48
ě	SH-44, W/of Duff Ln	55	2-Lanes	13,300	10,361	3,563	2,563	1,856	18,344	Yes, 1.38
	SH-44, E/of Lansing Ln	55	2-Lanes	13,300	10,415	3,582	1,956	1,172	17,125	Yes, 1.29
		Speed	Number	Capacity		F	orecast A	DT		Deficiency,
	Collector Street Segment	Limit	Lanes	Threshold	Exist.	Base.	Pipe	Project	Yr. 31	V/C
	Lansing Ln, N/of SH-44	45	2-Lanes	13,000	2,660	915	195	1,172	4.942	No. 0.38

As shown, all study streets segments except SH-44 to the west of Duff Lane and to the east of Lansing Lane are anticipated to support the forecast ADT under year 2026 and 2031 with project conditions. This suggests that capacity is holistically available to accommodate increased traffic on roadways through most of the TIS study area.

The street segments for SH-44 are forecast to have volumes that exceed the V/C standard by year 2026. It should be noted that even without the trips from the Farmington Hills site, V/C is expected to be greater than 1.0 by year 2026. This combined with the LOS F condition forecasted at study intersections confirms that SH-44 will eventually and holistically operate poorly, with congestion, in the future. This is the rationale behind the improvements noted by the City and ITD (alternate route) for the corridor.

City of Middleton Farmington Hills Subdivision Traffic Impact Study



3.4 TRANSIT, PEDESTRIANS, AND BICYCLES

Described by Section 2.4, this area is primarily and established as a rural area with minimal transit, pedestrian, and bicycle accommodations. Sidewalk, bike, and other multimodal facilities will be extended as the area transitions into City suburbs, extended as frontage improvements of private development.

The City's long-range comprehensive plan does identify a goal of supporting Valley Transit service in the future (or some comparable transit agency). Typically transit agencies need to see certain population/housing densities achieved prior to offering service. There is a rather substantial level of housing proposed within the City of Middleton over the next few years. While this TIS cannot assure services, it is surmised that this growth will warrant a review of future transit accommodations.



4 IMPROVEMENT ANALYSIS AND RECOMMENDATIONS

The conclusion from the operations/LOS analysis is that capacities do not meet agency standards at the intersections of S Middleton/SH-44, Lansing Ln/SH-44, Duff Ln/SH-44, N Middleton Rd/SH-44, and SH-44/Cemetery Rd intersections, as well as for the arterial sections reviewed along SH-44. Section 4 recommends or affirms improvements to help address these issues.

As indicated, ITD is planning an alternate route for SH-44 through Middleton. As discussed in detail previously, this would establish a new four-lane highway with roundabouts at major intersections. For the existing intersections along the current SH-44 alignment, traffic signals were chosen as the most feasible improvement alternative because they are more cost-effective at these existing intersections than roundabouts given right-of-way issues and restrictions of the built environment. However, it should be noted that two-lane roundabouts would provide a comparable level of mobility if this was the decision of City and ITD officials. A traffic signal warrant analysis is provided subsequently to affirm the need for this improvement.

Additionally, 2031 with project AM and PM peak hour traffic volumes were compared against the turn lane warrants provided in NCHRP Report 457. Traffic volumes are highest under these conditions, therefore, if warrants are not met under these conditions, they will not be met under any other analysis scenarios. Warrants for right-and left-turn lanes along Duff Lane and Lansing Lane at the site access points were examined. Based on this analysis, no turn lanes are warranted at the site approaches. Turn lane warrant worksheets are provided in **Appendix D** at the end of this report.

4.1 IMPROVEMENT PERFORMANCES

Intersection improvements were analyzed for the SH-44 intersections with Cemetery Road, S Middleton Rd, N Middleton Rd, Duff Ln, and Lansing Ln. Conditions were reviewed assuming installation of a traffic signal, addressing existing geometrics and affirming future conditions with lane improvements if necessary. Traffic signals were assumed with permitted/protected left-turn phasing along SH-44 and permitted left-turn phasing on the north-south roadways.

Table 11 on the following page provides summary LOS results for peak hours based on a review of year 2031 with project forecasts. Only the long-range analysis was reviewed as performances would be met in year 2026 given compliance with higher year 2031 volumes.



Table	11. Summary of LOS & Delay With-Impro	vemen	ts		
			2031 Wit	h Projec	t
		AM Pe	ak Hour	PM Pe	ak Hour
Intersection	Mitigation	LOS	Delay ²	LOS1	Delay
SH-44 at Lansing Lane	Construct a traffic signal	С	23.3	С	22.9
SH-44 at Duff Lane	Construct a traffic signal	С	30.4	D	35.3
N. Middleton Road at SH-44	Construct a traffic signal, restripe westbound approach to provide a left-turn lane	D	41.5	D	35.1
SH-44 & Cemetery Rd	Construct a traffic signal	В	16.8	С	24.1
S Middleton Rd & SH-44	Construct an eastbound right-turn lane*, restripe northbound approach to provide one left-turn lane and one left-turn/right-turn shared lane, and construct an additional westbound receiving lane on SH-44	В	17.7	D	50.1
LOS = level of service Average control delay * As of April 2023, this mitigation has be	en constructed				

As shown, all intersections function in the LOS A to D range with the proposed mitigation improvements. This analysis confirms that traffic signals would address intersection LOS performance issues, even given the minimal background improvements assumed through year 2031. For example, intersection operations would likely improve beyond what is shown in Table 11 if the SH-44 alternate route is constructed to the south of the current SH-44 alignment, as is currently planned by ITD.

Signal Warrants

The signal conclusion was confirmed per a review of signal warrants based on the methodologies outlined by the Manual of Uniform Traffic Control Devices (MUTCD), by the U.S. Department of Transportation, Federal Highway Administration (FHWA). The MUTCD indicates that a signal may be considered when any one of nine warrants is met.

- Warrant 1, Eight-Hour Volume
- Warrant 2, Four-Hour Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing

- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Railroad Grade Crossing

MUTCD warrants were reviewed to vet the need for a signal based on the eight-hour and four-hour volumes warrants. Establishing a signal based on the peak hour warrant is typically not good practice unless the device is being confirmed for a specialized trip generator such as a stadium. There currently is minimal pedestrian and bike activity to consider in the area. Signals are spaced such that network warrants are not pertinent and there is no railroad crossing to address. Thus, the two volume-based warrants are most applicable. Those were used to confirm whether the signal would be needed to facilitate safe and effective movements over longer durations of the weekday. A description of the applicable warrants is as follows:



- Warrant 1. Eight-Hour Vehicle Volume is intended for applications when a
 minor roadway approach suffers excessive delays because of consistently
 high traffic volumes on either the major or minor roadway. The warrant is
 satisfied when traffic thresholds are met for one out of the three conditions for
 an eight-hour period. The three conditions are described below.
- Warrant 2. Four-Hour Vehicular Volume is intended for application when traffic is very high for four hours of the weekday on intersecting approaches. This is different from Warrant 1 because it assesses high volumes over a shorter period versus lesser, but more consistent, volumes over a longer period. Thus, the thresholds for the four-hour warrant are higher than that of Warrant 1.

Eight and Four-Hour MUTCD warrants were reviewed using hourly traffic counts secured from COMPASS and ITD. ADT counts for SH-44 show a total of 10,000 vehicles per day (vpd) east of Cemetery Road. A count of 1,765 vpd was noted for the southbound approach of Cemetery Road. Counts for SH-44 indicate a total of 13,756 vpd west of N Middleton Road with 2,613 vpd counted on southbound approach on N Middleton Road. SH-44 west of Duff Lane has ADT of 9,482 vpd with 1,394 vpd on southbound approach of Duff Lane. Finally, SH-44 east of Lansing Lane has an ADT volume of 9,531 vpd with 1,217 vpd on southbound approach of Lansing Lane. The southbound approach ADTs were calculated by taking 50% of the bi-directional ADT.

Hourly counts/distributions were available for SH-44, Cemetery Road, N Middleton Road, Duff Lane, and Lansing Lane. As such, the hourly distributions identified from historical counts were used to forecast hourly volumes for current and future hourly traffic volume. Given LOS results, this planning level exercise (using distributions from one count) is sufficient to help establish signal need for the SH-44 intersections. The warrant results can be updated with current counts if more detailed analyses are desired.

The forecasting process described prior was repeated in generating year 2026 hourly volumes. A 3-percent annual growth rate was applied to counts to generate baseline forecasts, which results to total of 15.92% increase. Pipeline and project trips were combined with baseline forecasts to generate year 2026 forecasts. A summary of resulting hourly volumes is shown for the SH-44 intersections with Cemetery Road, N Middleton Road, Duff Lane, and Lansing Lane by **Table 12 through 15** for year 2026. There was no need to affirm year 2031 warrants as they were already met for the lessor volume condition.



		Historic	al ADT Data		Exist	ing ADT		ar 2026 cast ADT
Time/Hour	SH-44	Hourly%	Cemetery SB	Hourly%	SH-44	Cemetery SB	SH-44	Cemetery SB
12:00 AM	69	1%	0	0%	77	0	101	4
1:00 AM	25	0%	2	0%	28	5	37	7
2:00 AM	19	0%	3	0%	21	7	28	10
3:00 AM	24	0%	1	0%	27	2	35	4
4:00 AM	53	1%	6	1%	59	15	78	20
5:00 AM	181	2%	28	4%	203	68	266	89
6:00 AM	426	5%	63	9%	478	153	626	202
7:00 AM	588	7%	83	11%	660	201	864	267
8:00 AM	498	6%	25	3%	559	61	732	99
9:00 AM	492	6%	31	4%	552	75	723	116
10:00 AM	466	5%	26	4%	523	63	685	100
11:00 AM	487	5%	34	5%	547	82	715	124
12:00 PM	505	6%	29	4%	567	70	742	111
1:00 PM	498	6%	29	4%	559	70	732	110
2:00 PM	520	6%	33	5%	584	80	764	123
3:00 PM	581	7%	55	8%	652	133	854	188
4:00 PM	712	8%	61	8%	799	148	1,046	213
5:00 PM	787	9%	67	9%	883	162	1,156	234
6:00 PM	634	7%	64	9%	712	155	931	216
7:00 PM	444	5%	31	4%	498	75	652	113
8:00 PM	316	4%	30	4%	355	73	464	103
9:00 PM	295	3%	14	2%	331	34	433	56
10:00 PM	201	2%	11	2%	226	27	295	43
11:00 PM	89	1%	2	0%	100	5	131	11
ADT Totals	8,910	100%	728	100%	10,000	1,765	13,089	2,561



		Historic	al ADT Data		Exis	ting ADT		26 Forecast ADT
Time/Hour	SH-44	Hourly%	Middleton SB	Hourly%	SH-44	Middleton SB	SH-44	Middleton SB
12:00 AM	92	0%	6	0%	47	8	60	10
1:00 AM	58	0%	0	0%	29	0	38	1
2:00 AM	75	0%	3	0%	38	4	49	5
3:00 AM	54	0%	4	0%	27	5	35	7
4:00 AM	100	0%	18	1%	51	24	66	29
5:00 AM	456	2%	65	3%	231	88	300	106
6:00 AM	1,221	4%	148	8%	618	199	802	242
7:00 AM	1,966	7%	159	8%	996	214	1,292	266
8:00 AM	1,608	6%	151	8%	814	203	1,057	250
9:00 AM	1,383	5%	85	4%	700	114	909	145
10:00 AM	1,326	5%	81	4%	671	109	871	138
11:00 AM	1,455	5%	107	6%	737	144	956	180
12:00 PM	1,573	6%	81	4%	797	109	1,034	140
1:00 PM	1,516	6%	112	6%	768	151	996	188
2:00 PM	1,728	6%	129	7%	875	174	1,135	217
3:00 PM	1,944	7%	133	7%	984	179	1,277	225
4:00 PM	2,085	8%	117	6%	1,056	158	1,370	201
5:00 PM	2,292	8%	109	6%	1,161	147	1,506	190
6:00 PM	2,119	8%	144	7%	1,073	194	1,392	1,244
7:00 PM	1,359	5%	149	8%	688	201	893	245
8:00 PM	1,149	4%	74	4%	582	100	755	126
9:00 PM	865	3%	32	2%	438	43	568	58
10:00 PM	509	2%	22	1%	258	30	334	39
11:00 PM	232	1%	11	1%	117	15	152	19
ADT Totals	27,165	100%	1,940	100%	13,756	2,613	17,849	3,269



		Historic	al ADT Data		Exist	ting ADT	The State of the S	ar 2026 cast ADT
Time/Hour	SH-44	Hourly%	Duff Lane SB	Hourly%	SH-44	Duff Lane SB	SH-44	Duff Lane
12:00 AM	26	1%	2	0%	49	4	66	7
1:00 AM	12	0%	0	0%	23	0	30	1
2:00 AM	10	0%	1	0%	19	2	25	3
3:00 AM	7	0%	4	1%	13	8	18	10
4:00 AM	33	1%	2	0%	62	4	84	7
5:00 AM	124	2%	22	3%	233	44	315	60
6:00 AM	377	7%	55	8%	709	110	958	156
7:00 AM	429	9%	91	13%	807	182	1,090	244
8:00 AM	311	6%	55	8%	585	110	790	151
9:00 AM	280	6%	33	5%	526	66	711	98
10:00 AM	234	5%	37	5%	440	74	595	104
11:00 AM	305	6%	39	6%	573	78	775	114
12:00 PM	323	6%	29	4%	607	58	821	92
1:00 PM	296	6%	39	6%	557	78	852	113
2:00 PM	284	6%	35	5%	534	70	722	103
3:00 PM	316	6%	32	5%	594	64	803	98
4:00 PM	334	7%	47	7%	628	94	849	134
5:00 PM	362	7%	43	6%	981	86	920	127
6:00 PM	313	+%	43	6%	589	86	795	124
7:00 PM	229	6%	32	5%	431	64	582	92
8:00 PM	160	3%	25	4%	301	50	407	70
9:00 PM	148	3%	17	2%	278	34	376	51
10:00 PM	87	2%	10	1%	164	20	221	30
11:00 PM	43	1%	3	0%	81	6	109	10
ADT Totals	5,043	100%	696	100%	9,482	1,394	12,814	1,999



		Historica	al ADT Data		Exist	ing ADT		r 2026 cast ADT
Time/Hour	SH-44	Hourly%	Lansing Lane SB	Hourly%	SH-44	Lansing Lane SB	SH-44	Lansing Lane SE
12:00 AM	47	0%	1	0%	47	1	64	4
1:00 AM	29	0%	1	0%	29	1	39	3
2:00 AM	19	0%	1	0%	19	1	26	2
3:00 AM	22	0%	1	0%	22	1	30	2
4:00 AM	57	1%	12	1%	57	14	77	19
5:00 AM	220	2%	32	3%	221	37	297	54
6:00 AM	569	6%	71	7%	571	82	769	125
7:00 AM	710	7%	119	11%	712	138	960	197
8:00 AM	565	6%	87	8%	567	101	764	146
9:00 AM	509	5%	76	7%	511	88	688	129
10:00 AM	462	5%	56	5%	464	65	625	99
11:00 AM	518	5%	62	6%	520	72	700	110
12:00 PM	522	5%	55	5%	524	64	706	101
1:00 PM	503	5%	51	5%	505	59	680	95
2:00 PM	515	5%	70	7%	517	81	696	121
3:00 PM	615	6%	58	6%	617	67	832	110
4:00 PM	729	8%	62	6%	731	72	986	121
5:00 PM	840	9%	54	5%	843	63	1,136	116
6:00 PM	758	8%	57	5%	761	66	1,025	116
7:00 PM	418	4%	47	4%	419	55	565	82
8:00 PM	287	3%	35	3%	288	41	388	62
9:00 PM	300	3%	21	2%	301	24	406	44
10:00 PM	199	2%	17	2%	200	20	269	33
11:00 PM	86	1%	3	0%	86	3	116	8
ADT Totals	9,499	100%	1,049	100%	9,531	1,217	12,844	1,904

Warrant 1, Eight-Hour Vehicle Volume

The MUTCD Eight-Hour Vehicular Volume Warrant uses three sets of volume thresholds for evaluations, as dictated by basic geometry conditions (the number of approach lanes). Condition A is for Minimum Vehicular Volumes, Condition B for Interruption of Continuous Traffic, and Condition C includes a combined review of Condition A and Condition B. Because Middleton has a population of less 10,000, the MUTCD supports use of reduced, 70%-factor warrant thresholds. Thresholds need be met for any of these conditions for eight hours of the weekday for the warrant to be met overall. The thresholds were then reconciled to derive the conclusions provided after **Table 16** on the following page.



-		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
	Major Street	Minor Street	100%*	80%	70%°	56% ^d	100%*	80%	70%°	56%⁴
	2 or more	2 or more	600 (14)	480 (14)	420 (16)	336 (16)	200 (5)	160 (6)	140 (6)	112(10
3			Conc	lition B In	terruption o	of Continuou	s Traffic			, att
fudur and my furnament in		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
;	Major Street	Minor Street	100%	80%	70%°	56%d	100%*	80%	70%°	56%4
	2 or more	2 or more	900 (3)	720 (10)	630 (13)	504 (14)	100 (13)	80 (16)	70 (16)	56 (17)
		1110	C	ondition A	-Minimum 1	Vehicular Vo	lume			
		of Lanes roach)	Majo	r Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
-	Major Street	Minor Street	100%*	80%	70%°	56% ^d	100%*	80%b	70%°	56% ⁴
	2 or more	2 or more	600 (15)	480 (16)	420 (16)	336 (16)	200 (8)	160 (11)	140 (13)	112(15
	7		Conc	lition B -Ini	terruption o	f Continuou	s Traffic		Man I	
		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
	Major Street	Minor Street	100%*	80%	70%°	56%4	100%	80%b	70%°	56%4
i	2 or more	2 or more	900 (11)	720 (15)	630 (15)	504 (16)	100 (16)	80 (16)	70 (16)	56 (17
			C	ondition A	-Minimum \	Vehicular Vo	lume		- VE	the latest
		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
	Major Street	Minor Street	100%	80%b	70%°	56%4	100%*	80%b	70%°	56%4
	2 or more	1	600 (12)	480 (14)	420 (14)	336 (16)	150 (3)	120 (6)	105 (8)	84 (14)
1	STATE OF STATE		Conc	lition B -In	terruption o	f Continuou	s Traffic			
		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
	Major Street	Minor Street	100%*	80%	70%c	56% ⁴	100%*	80%b	70%°	56%4
	2 or more	1	900 (3)	720 (11)	630 (12)	504 (14)	75 (14)	60 (21)	53 (21)	42 (21)
			C	ondition A	-Minimum \	Vehicular Vo	lume			
1	Number (Appr	of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
2	Major Street	Minor Street	100%*	80%	70%°	56% ^d	100%*	80%b	70%°	56% ^d
Í	2 or more	1	600 (12)	480 (14)	420 (14)	336 (16)	150 (3)	120 (6)	105 (8)	84 (14)
3			C	ondition A	-Minimum \	Vehicular Vo	lume			
Street City (32 tipul)		of Lanes roach)	Majo	or Volume	(Both Direc	tions)	Minor	Volume (O	ne Direction	Only)
.,	Major Street	Minor Street	100%*	80%	70%°	56% ⁴	100%	80%	70%°	56%4
	2 or more	1	600 (12)	480 (14)	420 (14)	336 (16)	150 (3)	120 (6)	105 (8)	84 (14)

As shown, the eight-hour warrant is met based on a review of forecast volumes for the SH-44/Cemetery, SH-44/N Middleton Road, SH-44/Duff Lane, and SH-44/Lansing Lane intersections, as described below:

- SH-44 at Cemetery Road: met under Conditions B and C at 70% factor
- . SH-44 at N Middleton Road: met under Conditions A, B, and C at 70% factor
- SH-44 at Duff Lane: met under Conditions A, B, and C at 70% factor
- SH-44 at Lansing Lane: met under Conditions A, B, and C at 70% factor

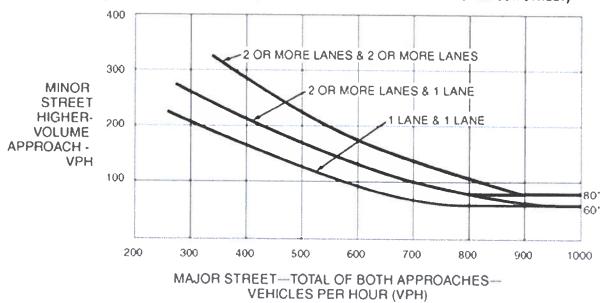
The conclusion for traffic signals is confirmed for all study intersections on SH-44. Again, two-lane roundabouts could be comparable improvements to fully signalized intersections, if ITD wanted to depart from the controls that are currently used along the corridor.



Warrant 2, Four-Hour Vehicle Volume

Criteria for Warrant 2 is met when the plotted volumes of the major road and minor road approach fall above the trend-line/thresholds provided in the MUTCD for four hours of the weekday. The volumes shown in Tables 12 through 15 are again compared with the graphical warrant shown to derive a conclusion for Warrant 2. For the intersections of SH-44 at Cemetery Road and N Middleton Road, volumes were compared against the curve for 2 or more lanes on both the major and minor street approaches. For the intersections of SH-44 at Duff Lane and Lansing Lane, the curve for 2 lanes on the major street and 1 lane on the minor street was used. Additionally, the 70-percent factor applies as this is an area with population less than 10,000 persons.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 2, Four-Hour Vehicular Volume (70% Factor)

A comparison of traffic forecasts against the warrant graphic above confirms thresholds would be met at least four times throughout the weekday for all study intersections. Again, the conclusion for traffic signals is confirmed for all intersections on SH-44.

MIDDLETON RURAL FIRE DISTRICT



STAR FIRE PROTECTION DISTRICT

FIRE DEPARTMENT PRELIMINARY PLAT APPLICATION

PLEASE PRINT			Date: 03/14/20
Applicant Name: Zane Cradic		Primary Contact: Applica	ant □Owner ⊠Representative
Address: 332 N. Broadmore Way		City: Nampa	Zip: 83687
Phone/Mobile: (208) 323-2288	En	nail Address:zcradic@ardurra.co	om
Owner(s): Middleton 187, LLC			
Address: P.O. Box 140298		City: Boise	Zip: 83714
Phone/Mobile: (208) 631-5052	En	nail Address: tddcampbell@gma	ail.com
Representative: tddcampbell@gmail.com		Contact Name: tddcampbell	@gmail.com
Phone/Mobile: (208) 442-6300	En	nail Address: zcradic@ardurr	a.com
Billing: Name and Email: Zane Cradic - zo	cradic@ardu	urra.com	
		JECT INFORMATION	
Subdivision Name: Farmington Hills Subd			
Site Location: Southeast corner of Meado	w Park Blvo		
Approved Zoning Designation of Site: R2			Section 33 Township 5 N, Range 2 W
Total Acreage of Site: 216.65		Dwelling Units Per	Gross Acre: 1.94 UNITS/AC
Minimum Lot Size: 12,000 SF	T	Minimum Lot Width: 7	0 FT
Total Number of Lots: 492	Residential	: 421	Commercial: 0
Industrial: 0	Common:	71	Other: 0
Total Number of Units: 0	Single-fam	ily: 492	Duplex: 0
Multi-family 0	Other: 0		Water Services: City of Middleton
Streets: Public Private	# Entrance:		Gated: □Yes ⊠No
REVIEW NOTES:	FIRE CO	ODE OFFICAL USE ONLY	
			: (Date/By) 3/14/2023 Via Email
See attached Fire District Development Rev	riew	Permit Fee: \$200.00 Paid	Cash Credit Card Check #
		Fire Authority Having Jurisdic	ction: Middleton Rural Fire District
		Fire District Permit # 23MS-0	71
		City/County Jurisdiction: Cany	yon County
		County/City Permit # File SD2	2021-0059 & RZ2021-0056
		FIRE DISTRIC	CT APPLICATION STATUS
		☐Approved	roved with Conditions
		Fire Code Official:	Date: 04/10/23

(208) 286-7772 11665 W. STATE ST., SUITE B STAR, IDAHO 83669

Middleton Rural Fire District



Star Fire Protection District

FIRE DISTRICT DEVELOPMENT REVIEW

Based on the 2018 International Fire Code, referenced standards for NFPA, and codes set forth by the City or County.

Review Date	April 10, 2023
Fire District (AHJ)	Midddleton Rural Fire District
Fire Code Official	Victor Islas, Deputy Chief
Fire District Permit #	23MS-071
Development Services	Canyon County
County/City Case #	RZ2021-0056 & SD2021-0059
Project Address	Southeast cornor of Meadow Park Blvd and Duff Lane
Description	Farmington Hills Subdivision
Parcel Number	Section 33 Township 5N, Range 2W
Contact	Zane Cradic (Ardura)
Phone Number	(208) 442-6300
Email	zcradic@ardurra.com
Nearest Fire Station	Middleton Rural Fire District / Star Fire Protection District - Station 52
Travel Distance	52, located at 22585 Kingsbury Rd., Middleton, Idaho. Station 52 is 3.7 miles with a travel time of 5 minutes under ideal driving conditions from this development.
Zoning/# of Lots/# of Phases	R2 421 Lots - Single Family 13 Phase(s)
Setbacks	Side setback as per County Code for R2 developments
E' D	
Fire Department Access	Access roads shall be provided and maintained following Appendix D and Section 503 of the IFC. Access shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus.
Fire Department Access	shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus. One-or two-family dwellings residential developments: Developments of one-or two-family dwellings where the number of dwellings units exceeds 30 shall be provided with at least two separate and approved fire apparatus access roads.
Fire Department Access	shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus. One-or two-family dwellings residential developments: Developments of one-or two-family dwellings where the number of dwellings units exceeds 30 shall be provided with at least two separate and approved fire apparatus access roads. The purposed access entrances to the development meet the entent of the fire code. Emergency access routes shall be protected from illegal entry by a gate or collapsible bollards as set forth in IFC 503.5. An example would be the MaxiForce Collapsible bollards that is hydrant wrench activated. Acess to be marked with "No Pakring Emergency Vehicles Only" See Exibit 1 Final inspection of the subdivison road and access will be requied for final sign off before building
Fire Flow Requirements	shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus. One-or two-family dwellings residential developments: Developments of one-or two-family dwellings where the number of dwellings units exceeds 30 shall be provided with at least two separate and approved fire apparatus access roads. The purposed access entrances to the development meet the entent of the fire code. Emergency access routes shall be protected from illegal entry by a gate or collapsible bollards as set forth in IFC 503.5. An example would be the MaxiForce Collapsible bollards that is hydrant wrench activated. Acess to be marked with "No Pakring Emergency Vehicles Only" See Exibit 1
	shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus. One-or two-family dwellings residential developments: Developments of one-or two-family dwellings where the number of dwellings units exceeds 30 shall be provided with at least two separate and approved fire apparatus access roads. The purposed access entrances to the development meet the entent of the fire code. Emergency access routes shall be protected from illegal entry by a gate or collapsible bollards as set forth in IFC 503.5. An example would be the MaxiForce Collapsible bollards that is hydrant wrench activated. Acess to be marked with "No Pakring Emergency Vehicles Only" See Exibit 1 Final inspection of the subdivison road and access will be requied for final sign off before building permits are issued by Canyon County. 1000 GPM for a duration of 1 hour for homes up to 3,600 Sq. Ft. Over 3,600 Sq.Ft. referance IFC 2018

Middleton Rural Fire District



Star Fire Protection District

Water Supply Cont.	Hydrants to be marked with temporary fencing creating a 3 ft clearance around the hydrant and shall remain in place until approved by fire district. See exabit 2 Fire hydrants shall have a locking Storz LDH connection in place of the 4 ½" outlet. The Storz connection may be integrated into the hydrant, or an approved adapter may be used on the 4 1/2" outlet
	Developer to review landscape plans to ensure landscaping will not obstruct hydrants.
Steet Sign/Address Markings	All buildings need to have a permanently posted address, which will be placed at each driveway entrance and be visible from both directions of travel along the road. In all cases, the address needs to be posted at the beginning of construction and maintained thereafter. The address need be visible and legible from the road on which the road on which the address is located. Address signs along one-way roads will be visible from both the intended direction of travel and the opposite direction. Where multiple addresses are required at a single driveway, they need to be mounted on a single post, and additional signs will be posted at locations where driveways divide. Upon commencement of initial construction of a new structure, a clear visible freestanding sign or post hall be erected and maintained in place until the permanent address numerals are attached or otherwise displaced upon the premises at completion.

Notice Any overlooked hazardous condition and/or violation of the International Building and/or Fire Code does not imply approval of such condition or violation.

Exibit 1

MaxiForce Collapsible bollards





Middleton Rural Fire District



Star Fire Protection District

Exibit 2

Hydrant marking during construction









Middleton School District #134

Every Child Learning Every DRECEIVED





Middleton School District #134--Public Hearing Notice Response **General Response for New Development**

Middleton School District is currently experiencing significant growth in its student population. Currently Middleton School District has 2 of our 3 elementary schools over capacity. Heights Elementary is at 144% of capacity with five (5) portable units totaling 10 classrooms. Mill Creek Elementary is at 118% of capacity with six (6) portable classroom units totaling 12 classrooms. We are nearing capacity, but have not superseded at this point, at our high school (91%) and middle school (85%). As it stands now there is an immediate need for additional facilities in our school district, primarily at the elementary grades. However, we have significant concerns of the continued growth and our ability to meet the future facility needs of our district at the secondary level (Middleton Middle School and Middleton High School).

We have completed demographic study performed for our school district boundaries and data suggests that for every new home we could expect between 0.5 and 0.7 (with an average of .569) students to come to our schools. That is the factor/rate we use to make our projection of student impact for each development.

The district, while making use of portable classrooms, in the interim, to fulfill its mandate to educate all students in the district, ultimately needs a new elementary school, or permanent facilities. The primary method for obtaining the needed funding is through the bonding process that must be passed by a supermajority vote of district patrons.

Farmington Hills, Canyon County

Elementary students living in the subdivision as planned would be in the attendance zone for Mill Creek Elementary School, which, as stated previously, is above capacity, as well as Middleton Middle School and Middleton High School. With the 421 proposed lots we anticipate approximately 210-294 students will need educational services provided by our district. This equates to roughly 8-11 new classrooms of students across elementary and secondary as a result of this development.

In addition to the increase in student population and its impact on facilities, bussing would be provided for all students. It is important that the developer include plans for appropriate spacing for bus stops. Typically busses do not enter subdivisions. The developer has met with the school district and has shown their plans to provide safe walking to bus stops for the students in the proposed subdivision which the district feels will meet those expectations.

The developer offered to voluntarily donate \$1500 per lot to the school district to assist with infrastructure costs associated with the increase in students. The district and developer have completed a Memorandum of Understanding (MOU) signed by both parties committing to this agreement. Details of the MOU can be made available by the developer or the school district upon request.

Additionally, we understand that there have been agreements made regarding road and signal improvements at the intersections of Duff and Lansing with Highway 44. While, as a district, we have not been a part of the details of these discussions, if improvements and signaling were added to those intersections we would see that as an improvement to safety of our students.

EXHIBIT 12



Middleton School District #134

As a school district we would ask that Canyon County Planning and Zoning and County Commissioners take all these factors into consideration as you make your decisions. Any questions regarding this response should be directed to Marc Gee at the contact information shared below.

Marc C. Gee, Superintendent

December 29, 2023

Phone: 208-585-3027

Alicia Krantz, Business Manager

akrantz@msd134.org



Middleton School District #134

Middleton School District #134--Public Hearing Notice Response

General Response for New Development

Middleton School District is currently experiencing significant growth in its student population. Currently Middleton School District has 2 of our 3 elementary schools over capacity. Heights Elementary is at 134% of capacity with three portable units. Mill Creek Elementary is at 123% of capacity with 4 portable classroom units totaling 8 classrooms. We are nearing capacity, but have not superseded at this point, at our high school (91%) and middle school (85%). As it stands now there is an immediate need for additional facilities in our school district, primarily at the elementary grades. However, we have significant concerns of the continued growth and our ability to meet the future facility needs of our district at the secondary level (Middleton Middle School and Middleton High School).

We have completed demographic study performed for our school district boundaries and data suggests that for every new home we could expect between 0.5 and 0.7 (with an average of .569) students to come to our schools. That is the factor/rate we use to make our projection of student impact for each development.

Farmington Hills Subdivision: Case No.: RZ2021-0056 & SD2021-0059

Elementary students living in the subdivision as planned would be in the attendance zone for Mill Creek Elementary School, which, as stated above, is already well above capacity. With the 421 proposed lots we anticipate approximately 210-294 students will need educational services provided by our district. This equates roughly to 8-11 new classrooms of students as a result of this development.

In addition to the increase in student population and its impact on facilities, bussing would be provided for all students. As such, it would be important that the developer include plans for appropriate spacing for bus stops. Typically busses do not enter subdivisions. As such, safe routes to planned stops would be an important consideration.

Representatives of the developer have made initial contact with the school district. The district has shared our demographic information as well as our evaluations of the impact real estate on the enrollment capacities at our schools. The developer has offered to voluntarily donate \$1500 per lot to the school district to assist with infrastructure costs associated with the increase in students.

As a school district we would ask that Canyon County Planning and Zoning commission take all of these factors into consideration as you make your decision. Any questions regarding this response should be directed to Marc Gee at the contact information shared below.

The CAu	
	March 13, 2023
Marc C. Gee, Superintendent	Date

Debbie Root

From:	
Sent:	

Marc Gee <mgee@msd134.org> Thursday, January 4, 2024 4:32 PM

To:

Debbie Root

Subject:

Re: [External] Re: Clarification--Dec. 30, 2021 Farmington agency response

Debbie,

We are not allowed to use the "potential" builds in our calculations. The capacity is determined by the size of the permanent structures and the use of the rooms in the building. We use that number and then compare it to the total number of students actually enrolled in our schools.

Right now, just based on what is going on in Middleton City, there are 2 to 3 thousand lots that are either approved when their phase comes up, or in the process to be approved. However, we can't use those numbers because they don't yet represent actual students. Recently passed legislation doesn't even let me take that into consideration when it comes to whether we allow out-of-district students enroll in our schools. It is a real concern we have, but as of right now it's a challenge to put the actual numbers to it because those in favor of the development argue that we're projecting and these may not develop for 10 to 15 years. Using that also confuses people because you start gettting multiple capacity calculations out there.

I hope that helps. Let me know if you need further clarification.

Marc

On Thu, Jan 4, 2024 at 11:50 AM Debbie Root < Debbie.Root@canyoncounty.id.gov > wrote:

Marc,

During a discussion with management regarding the Farmington Hills case and other development in the area the question arose:

When you are providing the capacity #'s in the agency response, do those #'s consider/include the other development that is in the "works" -- recently approved but not built out with homes? Essentially we are concerned that there may be multiple applications/developments that have not yet directly affected the school system but are already approved for development both in the City of Middleton and in the county and are these developments considered in your analysis/response? I guess we are looking to understand the cumulative impact as that could be a very different # if you are not tracking the approved developments not yet built out.

Appreciate you insight on this,

Canyon County Development Services

debbie.root@canyoncounty.id.gov

208-455-6034

Development Services Department (DSD)

NEW public office hours

Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am - 5pm

Wednesday

1pm - 5pm

**We will not be closed during lunch hour **

From: Marc Gee <mgee@msd134.org>
Sent: Wednesday, January 3, 2024 4:17 PM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Subject: [External] Re: Clarification--Dec. 30, 2021 Farmington agency response

Debbie,

The capacity of the building is based on the original permanent structure's capacity. We do not include portable classrooms in the base so your statement: "because the school is at 144% capacity you have had to employ 5 portable units to manage the student population" is the accurate interpretation. This stems primarily from the limitations of common areas (ie cafeteria, gymnasiums, restrooms, hallways, etc) which are not alleviated with the addition of a portable classroom.

At one point, prior to the arrival of additional portable classrooms we did have teachers teaching a class in the teacher's lounge, parts of the library, etc.. That is no longer the case with the addition of the portable classrooms, but the pressure on our common areas continue. Of the 11 portable units (22 classrooms) utilized for students between Mill Creek and Heights, only one unit (2 classrooms) has restroom facilities and that is because it was designed to house special education students and was located very near the existing building, making the plumbing costs minimal. For water, we provide drinking water dispensers to each classroom. But the students do have to go into the permanent building to use the restrooms and we do keep the doors locked and so with the younger students we send adults with

them and utilize breaks (lunch, recess, etc) as much as possible. For older students we have temporary badges that allow entrance into the building.
I hope that helps. Let me know if you need additional help.
Also, if the P&Z or commissioners would like, I would be happy to give both groups a short presentation about the state of our district in terms of growth. I have done so with both Middleton and Star city councils and that sometimes allows them to ask questions to firm up their perspective on the impact to schools. If that is something they would like at future meetings, I'd be happy to participate.
Thanks.
Marc
On Wed, Jan 3, 2024 at 10:12 AM Debbie Root < Debbie.Root@canyoncounty.id.gov > wrote: Mr. Gee,
Thank you for sending the updated letter regarding the Farmington Hills proposed development.
I am working through my staff report and findings and wanted to clarify information provided in the first paragraph—
You indicate that Heights Elementary is at 144% of capacity with five portable units (10 classrooms). To clarify, because the school is at 144% capacity you have had to employ 5 portable units to manage the student population? Or are you at 144% including the additional classroom space?
I am assuming the portable classrooms provide for the overage but wanted to make sure. Also, at one of the hearings a few people testified that due to overcrowding the student library and staff lounges had been turned into classrooms (essentially reducing services to students/teachers). The other testimony indicated that there are no services (water/restrooms) available to the portable units. The testimony was that of students having to wait for someone to "unlock" the building to access restrooms. Are all school buildings locked during the school hours? Such a challenging world for you and your staff to navigate.

Deb Root, MBA

Canyon County Development Services

debbie.root@canyoncounty.id.gov

208-455-6034

Development Services Department (DSD)

NEW public office hours

Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am – 5pm

Wednesday

Thank you for any clarity you can provide.

1pm - 5pm

MEMORANDUM OF UNDERSTANDING

(Voluntary Education Contribution - Farmington Hills Subdivision)

Parties:

Middleton 187 LLC, an Idaho limited liability company ("Middleton 187").

Middleton School District No. 134, a governmental subdivision of the State of Idaho and

body politic and corporate ("School District").

Property:

That certain real property, located in Canyon County, Idaho (the "Property"), legally

described on Exhibit A, attached hereto and made a part hereof.

Background:

Middleton 187 intends to develop the Property according to development approvals to be obtained from Canyon County, Idaho (the "County"), and in accordance with that certain Pre-Annexation Agreement with the City of Middleton, Idaho (the "City") dated In connection with and contingent upon approval of a preliminary plat application before the County, Middleton 187 wishes to make a voluntary donation of funds to the School District in order to proactively address potential impacts on the School District of new residents that will eventually occupy residences within the Property.

Contribution of Funds:

Contingent upon approval by the County of a preliminary plat for the Property, Middleton 187 shall make a voluntary contribution of \$1,500.00 per finally platted, buildable lot within each recorded phase of the Property, to be paid by Middleton 187 to the School District directly within ten (10) business days of recording of each final plat within the Property.

General Provisions:

All notices, demands, requests, and other communications under this Memorandum of Understanding shall be in writing and shall be properly served or delivered if delivered by hand to the party to whose attention it is directed, or when sent, three (3) days after deposit in the U.S. mail, postage prepaid, addressed as follows:

	lf	to	School	District	
--	----	----	--------	----------	--

Middleton School District No. 134

10004 W. Blate Street Stor, ID-99909-Attn: Kevin Commey

with a copy to:

If to Middleton 187:

Middleton 187 LLC 13864 Meadowdale Dr. Boise, ID 83713 Attn: Todd Campbell

with a copy to:

Hethe Clark Clark Wardle LLP

251 E. Front Street, Suite 310

PO Box 639 Boise, ID 83701

MEMORANDUM OF UNDERSTANDING -1 4871-4097-9582, v. 1

or to such other addresses as either Party hereto may from time to time designate in writing and delivery in a like manner.

<u>Successors</u>. This Memorandum of Understanding shall be construed as a covenant running with the land and shall be binding upon and shall inure to the benefit of the parties hereto and their successors and assigns. Any assignment of this Memorandum of Understanding shall not relieve the assigning party of its obligations hereunder.

<u>Time for Performance</u>. Wherever under the terms and provisions of this Memorandum of Understanding the time for performance falls upon a Saturday, Sunday, or legal holiday, such time for performance shall be extended to the next business day.

Entire Agreement. This Memorandum of Understanding embodies the entire agreement between the parties hereto with respect to the subject matter hereof. No modification or amendment to or of this Memorandum of Understanding of any kind whatsoever shall be made or claimed by a party shall have any force or effect whatsoever unless the same shall be endorsed in writing and be signed by the party against which the enforcement of such modification or amendment is sought, and then only to the extent set forth in such instrument.

Representation. All parties hereto have either been represented by separate legal counsel or have had the opportunity to be so represented. Thus, in all cases, the language herein shall be construed simply and in accordance with its fair meaning and not strictly for or against a party, regardless of which party prepared or caused the preparation of this Memorandum of Understanding.

<u>Captions</u>. The captions at the beginning of the several paragraphs, respectively, are for convenience in locating the context, but are not part of the text.

Governing Law. This Memorandum of Understanding shall be governed by the laws of the State of Idaho.

Prevailing Party. If either party shall default in the full and timely performance of this Memorandum of Understanding and said default is cured with the assistance of an attorney for the non-defaulting party and before the commencement of a suit thereon, as a part of curing said default, the reasonable attorneys' fees incurred by the non-defaulting party shall be reimbursed to the non-defaulting party upon demand. In the event that any party to this Memorandum of Understanding shall file suit or action at law or equity to interpret or enforce this Memorandum of Understanding hereof, the non-prevailing party to such litigation agrees to pay to the prevailing party all costs and expenses, including reasonable attorney's fees, incurred by the prevailing party, including the same with respect to an appeal.

No Third Party Beneficiaries. This Memorandum of Understanding shall not confer any rights or remedies upon any person other than the parties hereto and their respective successors and permitted assigns.

<u>Counterparts</u>. This Memorandum of Understanding may be executed in one or more counterparts each of which shall be deemed an original but all of which together will constitute one and the same instrument.

<u>Interpretation</u>. This Memorandum of Understanding is a binding contract between the parties hereto. In the event any term or provisions of this Memorandum of Understanding shall be held illegal, invalid, unenforceable or inoperative as a matter of law, the remaining terms and provisions of this Memorandum of Understanding shall not be

affected thereby but each such term and provision shall be valid and shall remain in full force and effect.

[end of text - signatures on following page]

Middleton 187 and School District are duly authorized to execute this Memorandum of Understanding to be effective as of the date first above written, and each party agrees to be bound by the terms and conditions set forth herein.

MIDDLETON 187:

MIDDLETON 187 LLC.

an Idaho limited liability company

Dated: _/0-//- 23

SCHOOL DISTRICT:

MIDDLETON SCHOOL DISTRICT NO. 134, a governmental subdivision of the State of Idaho

and body politic and corporate

Marc Gee, Superintendent

Dated: 10-10-23

Schedule of Exhibits:

Exhibit A - Legal Description of Property

Exhibit A Legal Description of Property



Project No: 210098 Date: July 26, 2023 Page 1 of 2

CITY OF MIDDLETON ANNEXATION DESCRIPTION

A parcel of land located in the \$1/2 of Section 33, Township 5 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

BEGINNING at an aluminum cap monument marking the East 1/4 corner of said Section 33; thence along the east boundary of said Section 33.

- \$.00°24'52'W., 1323.05 feet to an aluminum cap monument marking the south 1/16 corner between Sections 33 and 34; thence,
- \$.00°24'50"W., \$24.54 fret, from which point an aluminum cap monument marking the southeast corner of Section 33 bears \$.00°24'50"W., a distance of 798.17 feet; thence leaving the east boundary of said Section 33.
- 3. N.88°46'09"W, 144.40 feet; thence.
- 4. N.89°34'30"W., 368 01 feet to a curve to the left; thence,
- Along said curve to the left, having a radius of 188.50 feet, an arc length of 92.53 feet, through a central angle of 28°07'25" and a long chord which bears S.76°22'31"W., 91.60 feet; thence,
- 6. S.62°19'29"W., 143.19 feet to a curve to the right: thence.
- Along said curve to the right, having a radius of 211.50 feet, an arc length of 167.00 feet, through a central angle of 45°14′25° and a long chord which bears S.84°56′41°W., 162.69 feet; thence.
- 8. N.72°26'08"W., 298.58 feet to a tangent curve to the left; thence,
- Along said curve to the left, having a radius of 158.50 feet, an arc length of 89.71 feet, through a
 central angle of 32°25'48' and a long chord which bears N.88°39'02"W.. 88.52 feet; thence
 tangent from said curve.
- 10. 5.75°08'05"W., 30.57 feet to a curve to the left; thence,
- Along said curve to the left, having a radius of 48.50 (eet, an arc length of 49.61) feet, through a central angle of 58°36′30° and a long chord which bears \$.45°50′05°W., 47.48 feet; thence tangent from said curve.
- 12. 5.00°32'54"W., 232.10 feet; thence,
- 13. N.89°05'57"W., 213.08 feet; thence,
- 14. N.50°50'48"W., 232.01 feet; therico.
- 15. N.87°14'29"W., 498.84 feet to a curve to the left; thence,
- Along said curve to the lcft, having a radius of 50.00 feet, an arc length of 40.23 feet, through a central angle of 46°05'49" and a long chord which bears 5.69°42'36" W., 39.15 feet; thence,
- 17. 5.46°39'42"W., 443.51 feet; thence.
- 18. N.89°17'10"W., 78.50 feet; thence,
- 19. S.86°18'12"W., 640.13 feet to a tangent curve to the right; thence,

332 N. Braudmare Way Nett pa, ID 83697 208,442,6300 www.orduno.com



Project No: 210098 Date: July 26, 2023 Page 2 of 2

- Along said curve to the right, having a radius of 120,00 feet, an arc length of 93,31 feet, through a central angle of 44°33'24" and a long chord which bears N.71°25'11"W., 90,98 feet; thence tangent from said curve.
- 21. N.49°08'34"W., 523.30 feet; thence,
- 22. S.35"00'42"W., 251.95 faet to a curve to the right: thence,
- 23. Along said curve to the right, having a radius of 100.00 feet, an arc length of 97.00 feet, through a central angle of 55°34'34" and a long chord which bears 5.62°47'59" W., 93.24 feet; thence,
- 24. N.89°24'44"W., 403.37 feet; thence,
- 25. N.00°34'01"E., 915.32 feet; thence.
- N.89°21'51"W., 880.05 feet to the South 1/16 corner common to Sections 32 and 33, from which an aluminum cap monument marking the southwest corner of Section 33 bears 5.00°34'05"W., a distance of 1319.04 feet; thence along the west boundary of said Section 33,
- N.00°33'54"E., 667.94 feet, from which point a 5/8 inch rebar with plastic cap marking the west 1/4 corner of Section 33 bears N.00°33'54"E., a distance of 650.50 feet; thence leaving the west boundary of said Section 33.
- 28. 5.89°30'11"E., 30,04 feet; thence,
- 29. 5.76°26'50 E., 63.06 feet; thence,
- 30. N.79°12'52"E., 63.39 feet; thence,
- 31. N.88"44'46"E., 163.32 feet; thence.
- 32. N.85"04 11"E., 199.22 feet; thence,
- 33. N.75º16'33"E., 292.67 feet; thence.
- 34. N.73°49'53"L.. 228.37 feet; thence.
- 35. N.88°06'15 E., 130.51 feet; thence,
- 36. 5.86°36'11"E., 127.27 feet; thence,
- 37. N.79°01'05"F., 96.40 feet; thence.
 38. N.71°19'14"E., 301.60 feet; thence.
- 39. N.00°40'03"E., 363.99 feet to the north boundary of the southwest ¼ of Section33; thence along said north boundary,
- 40. 5.89°19'56'E., 984./3 feet to a brass cap monument marking the center 1/4 corner of said Section 33: thence,
- 41. \$.89°22'37"E., 1321.07 feet to the center east 1/16 corner of said Section 33: thence.
- 42. S.89°19'53'E., 1322.20 feet to the POINT OF BEGINNING.

CONTAINING: 216.65 acres

a&finished through the second section of the second second

Debbie Root

From:

Amy Woodruff <amy@civildynamics.net>

Sent:

Friday, March 24, 2023 3:31 PM

To:

Roberta Stewart; Debbie Root

Subject:

[External] RE: More City requirements for Farmington Hills

Thank you both for letting me get caught up here!

- 1. All the roads in the project are slated to have pedestrian facilities. Concrete sidewalk on interior roads, asphalt pedestrian pathway along Duff and Lansing frontage.
- 2. The City utilities are "preliminary" at this point but getting better defined.
- 3. Municipal water. The Farmington team will be meeting with the City this upcoming Tuesday afternoon to review the SPF study results and talk through next steps.
 - a. Farmington Hills will construct a booster pump station near the City's existing reservoir located off Foothill. This booster pump station will provide flow and pressure from the existing system to Farmington Hills.
 - b. A municipal well, fully equipped, will be required at a future (not yet identified) phase. Required for redundancy and fire flow.
 - c. A water main will be extended south down Lansing to intersect the City's existing 12" water main that extends east to Kingsbury.
- 4. Municipal sewer: A municipal lift station will be required near Duff. The sewer shed for the lift station may be expanded past Farmington Hills boundary. The ultimate size of the lift station will be driven by topography.
- 5. As Roberta noted the water facilities would be eligible for latecomer fees tbd. Oversize of the lift station would be eligible for latecomer fees tbd.

Hope that helps.

Thank you, Amy Woodruff 208-453-2028

From: Roberta Stewart <rstewart@middletoncity.com>

Sent: Friday, March 24, 2023 1:40 PM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Cc: Amy Woodruff <amy@civildynamics.net>

Subject: More City requirements for Farmington Hills

Debbie: I just found my notes of additional sewer and water improvements the City will require from Farmington. City will want a new water booster zone, which will be created by at least one new municipal well to be constructed by developer. If the single well proves to be insufficient, City may require a 2nd well or other mechanism to help with pressure. City will work on a latecomer fee with developer.

City will also need Developer to extend a water main down Lansing Road to a location Amy can describe in order to create redundancy or a loop. Amy knows more about this.

Finally, Developer will be required to construct a regional lift station near Duff Lane. We will include a latecomer agreement with that.

WHEN RECORDED, return to

City Administrator City of Middleton 1103 W. Main St. Middleton, ID 83644

INFRASTRUCTURE CONSTRUCTION AND PRE-ANNEXATION AGREEMENT

This Amended Infrastructure Construction and Pre-Annexation Agreement (this "Agreement") is entered into and effective as of the date last written below (the "Effective Date") by and between the City of Middleton, an Idaho municipal corporation located at 1103 W Main St., PO Box 487, Middleton, Idaho 83644 (the "City") and Middleton 187 LLC, an Idaho limited liability company located at 13684 Meadowdale Dr., Boise, Idaho 83713, and TBC Land Holding LLC, an Idaho limited liability company located at PO Box 140298, Boise, Idaho 83714 (collectively, the "Developer"). The City and the Developer are sometimes individually referred to herein as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the City is a municipal corporation created pursuant to the laws of the State of Idaho and has the power to enter into contracts and to provide public utilities as provided by Idaho Code Title 50, Chapter 3;

WHEREAS, the Developer owns that certain real property legally described in **Exhibit A** attached hereto and incorporated herein (the "Property"), that Developer is subdividing through Canyon County Development Services Department;

WHEREAS, the Property is situated in unincorporated Canyon County, Idaho (the "County"), is presently not contiguous to the City's corporate boundary, and is within the City's area of city impact;

WHEREAS, the Developer desires and intends the Property to be annexed into the City as soon as any part of the Property is contiguous to the City's corporate limits;

WHEREAS, the Developer desires and intends to subdivide and develop the Property as generally shown in the preliminary plat attached hereto as Exhibit "B" and incorporated herein by this reference (the "Preliminary Plat"), which Preliminary Plat includes approximately units at a density of 1.94 units per acre ("Farmington Hills Subdivision" or the "Project");

WHEREAS, applications for Farmington Hills Subdivision are currently pending before the County and Developer's obligations herein are subject to and contingent upon such approval; WHEREAS, subject to approval by Canyon County of the Preliminary Plat and Development Agreement, the City desires and intends to perpetually provide the Property with municipal water and sanitary sewer service. When the Property is contiguous to the City and eligible for annexation, the City will annex the Property pursuant to the commitments and consideration provided herein; and

WHEREAS, the City and Developer have agreed the City will be signatory to Project final plats and have negotiated the mutually acceptable terms and conditions to accomplish the parties' respective desire and intents.

TERMS AND CONDITIONS

NOW, THERFORE, pursuant to Idaho Code Section 50-222(4)(A), and for valuable consideration received by the parties, the sufficiency of which is hereby acknowledged, the City and Developer agree as follows.

Section One, Recitals Incorporated. The "Recitals" above are incorporated here as if restated in full.

Section Two, The Project.

- A. The Project is to be developed in accordance with that certain concept plan attached hereto as **Exhibit B** (the "Concept Plan"). The Concept Plan represents the current concept for completion of the Project; however, it is the intent of this Agreement to allow flexibility in accordance with the eventual approval of the Project by Canyon County. In the event the County denies the Project or if the Project is approved with conditions or requirements unacceptable to Developer, Developer may provide notice that it will not move forward with the Project, in which event this Agreement shall terminate and be of no further force or effect without further action of the Parties.
- B. Except as otherwise set forth below, Developer shall design, submit for City review and approval, and construct the following infrastructure and site improvements according to plans approved by agencies having jurisdiction:
 - 1. Intersection of Duff Lane and Highway 44. The intersection of Duff Lane and Highway 44 (the "Duff Intersection") shall be designed (by Developer or others) prior to approval by Canyon Highway District No. 4 ("CHD4") of Phase 1 construction drawings and shall be constructed (by Developer or others) prior to CHD4 signature on the final plat for Phase 1 of Farmington Hills Subdivision, with such construction to occur in accordance with that certain Duff Lane & Highway 44 Intersection and Roadway Improvement Agreement, dated April 17, 2023, and recorded in the records of Canyon County as Instrument #2023-012182, by and between Embassy Inc., Developer, and the City (the "Duff Intersection Agreement"). In the event Developer constructs the Duff Intersection, the City will contribute to Developer all funds actually collected for development of the Duff Intersection from any source, including City's

"pro-rata traffic fees" collected pursuant to Middleton City Code 5-4-3 (the "Pro-Rata Traffic Fee"), except Developer will not be entitled to any such funds collected after the intersection improvement is constructed and accepted by CHD4, the Idaho Transportation Department ("ITD"), or the City, as applicable. Payment of the funds shall be made no later than the acceptance of the Duff Intersection by CHD4, ITD, or the City, as applicable. Such funds may be released to Developer during the course of construction upon receipt of written invoices evidencing completed work. Reimbursement for the cost of designing the intersection improvement will not be reimbursed prior to the start of actual construction of the intersection improvements. Said design costs may be included in the first invoice for completed construction work. To the extent permitted by law, the City shall ensure that any approvals for other properties having an impact on the Duff Intersection shall be subject to the City's Pro-Rata Traffic Fee in order to ensure a proportionate contribution to the obligations set forth herein. To the extent City, rather than County, issues a building permit to Developer, Developer shall be entitled to additional reimbursement for the Duff Intersection construction costs by way of credits for transportation impact fees under the Mid-Star Traffic Impact Fee program as provided in the Idaho Development Impact Fee Act, specifically §67-8209. Such credits would reimburse Developer for costs over and above the Pro-Rata Traffic Fees City extended to Developer to help construct the Duff Intersection. Any such credits will be limited to only the amount of Duff Intersection construction costs included in the Mid-Star Capital Improvement Plan. Developer acknowledges that the funds released to Developer for reimbursement and any credits issued under the Mid-Star Transportation Impact Program may not cover the entire cost of the completed intersection improvements. In the event Duff Intersection is constructed by others prior to approval of construction drawings for Phase 1 of Farmington Hills Subdivision, the obligations set forth in this Section 2.B.1 shall be deemed satisfied without further action of Developer.

2. Intersection of Lansing Lane and Highway 44. The intersection of Lansing Lane and Highway 44 (the "Lansing Intersection") shall be constructed (by Developer or others) prior to permitting any new street from the Project access onto Lansing Lane. The Lansing Intersection shall be designed prior to CHD4 signature on the final plat containing the 360th lot and is anticipated to include a temporary traffic mitigation solution, such as a traffic signal or roundabout, in accordance with the requirements of the Farmington Hills traffic impact study and subject to the review and approval of the agencies having jurisdiction over the Lansing Intersection. In the event Developer constructs the Lansing Intersection, the City will contribute to Developer all funds actually collected for development of the Lansing Intersection from any source, including as a result of the City's Pro-Rata Traffic Fee, in the same manner, and to the same degree, as described in Section B.1 above. To the extent permitted by law, the City shall ensure that any approvals for other properties having an impact on the Lansing Intersection shall be subject to the City's Pro-Rata Traffic Fee in order to ensure a proportionate contribution to the obligations set forth herein. Developer shall not be entitled to reimbursement credits under the Mid-Star Traffic Impact Program for the improvements to the Lansing Intersection because no part of the intersection improvement is TIF Eligible under the Mid-Star program. In the event Lansing

Intersection is constructed by others prior to signature on the final plat containing the 360th lot, the obligations set forth in this Section 2.B.2 shall be deemed satisfied without further action of Developer.

3. Booster Station and Municipal Well Site.

- a. Prior to recording the Phase 1 final plat, Developer will construct and dedicate to the City a water booster station (a "Booster Station") on property owned by City on Willis Road or, otherwise, in a location to be mutually agreed by the City and Developer. The specifications for the Booster Station shall include capacity adequate to serve Farmington Hills Subdivision, including fire flow protection. Any excess capacity created by the Booster Station, beyond the requirements for the Project, shall be subject to reimbursement in accordance with Section C, below.
- b. The Developer agrees, at its sole expense, to design, construct and install a municipal well to standards and requirements of DEQ and IDAPA pertaining to municipal wells and municipal well sites (the "Well"). The Well shall be equipped with necessary controls, equipment, and sequenced with City control system to allow the Well to be monitored and controlled using the City SCADA system. The Developer agrees to dedicate the Well and well site within the project in a location acceptable to the City and the Developer. Said well site shall include a sufficient ingress and egress easement thereto by the City, and such access shall be a public right of way or dedicated easement with an all-weather surface.
 - i. Detailed construction design plans and standards shall be provided to the City Engineer for written concurrence prior to the Developer submitting the design and construction plans to DEQ and Department of Water Resources. Before the City will assume ownership, operation and maintenance of the Well, the Developer must establish that the water quality meets the Primary Drinking Water Standards, as established by EPA. The water must also meet National Secondary Drinking Water Regulations (i.e. hydrogen sulfide, iron, manganese, and iron producing bacteria) and the levels of said secondary contaminants must be at, or below, a level that can be treated.
 - ii. The Well shall be constructed no later than such time as Phase 3 final plat for Farmington Hills Subdivision is recorded.
 - iii. The City shall be responsible for obtaining any and all water rights from the Idaho Department of Water Resources. The City acknowledges this obligation and the fact that it must occur in a manner that does not delay the ongoing construction of the Project and will commence such applications upon written notification by Developer that it has received approvals from Canyon County and is moving forward with the Project. In the event the City for any reason does not provide confirmation of water right permit in order to construct the Well by final plat of Phase 3, the deadline shall be extended six (6) months or such other amount of time agreed upon by

Developer and City and Developer shall be entitled to record Phase 3 and obtain building permits for construction within the same. Developer may continue to plat beyond Phase 3 so long as there is reasonable capacity within the City's system to serve such phases while City continues its efforts to confirm water right permits. However, once City confirms the approval of water right permits, Developer's finalization of the Well construction and dedication of the Well to City will be a condition of approval for the final plat phase under construction at that time of City's confirmation. Developer shall be eligible for reimbursement of any portion of the cost of the Well (including real property associated therewith) that is oversized to service any other properties or that creates capacity in excess of that required to accommodate the Project. Prior to construction and after Developer has received bids to construct the Well, the City and Developer shall document the final amount to be reimbursed. Said reimbursements shall be made in accordance with MCC 1-17-1.

4. Additional Improvements.

- a. <u>Local Street Requirements</u>. External roadways are to be constructed to the requirements of CHD4. Internal, local streets shall be constructed to the requirements of City. The Duff and Lansing Intersections shall be constructed according to the requirements of CHD4 and ITD. All road rights-of-way shall be public and dedicated to CHD4 or ITD.
- b. Water & Sewer Facilities. Design, construction, inspection, and testing of water facilities to be dedicated to the City shall be the responsibility of the Developer and shall be in full conformance with IDAPA, ISPWC and City standards and specifications, including the City's Supplement to the ISPWC. The location of water facilities, sizing of mains, and offsite construction is subject to review and approval by the City's engineer. Construction plans shall be submitted to the City and DEQ and shall be subject to the City's review and approval. Developer shall extend potable water and sewer distribution and carrier lines to and through the Project, including the following:
 - i. 16-inch diameter water pipe from the City's existing storage tank, through the Booster and to the Property using Duff Lane right of way.
 - ii. A 16 inch water main connection from the Project to the City's existing 12inch water main (east pressure zone) located at Lansing Lane, south of Foothill Road (redundant loop). All such pipe is oversized beyond the size needed to serve the Property and the oversize portion is eligible for reimbursement in accordance with Section C, below, with the only exception being 12-inch water main backbone to be installed in Willis Lane right of way that is not eligible for reimbursement.

- iii. Pressure reducing and pressure sustaining valves at the connection in Lansing Lane per sub-section ii, above.
- iv. Pressurized sewer pipe of appropriate diameter, fittings, etc. extended from the City identified existing sewer receiving manhole in Duff Lane south of Foothill Road to the Lift Station (defined below) on the Property. The foregoing shall be installed and accepted by the City prior to recording the Phase 1 final plat. Upsized portions of such sewer pipe shall be eligible for reimbursement in accordance with Middleton City Code. The diameter of such pressurized sewer pipe shall be identified by the City within sixty (60) days of written request by Developer.
- v. Developer agrees, at its sole expense, to construct and install a Lift Station (the "Lift Station"), to standards and requirements of DEQ, IDAPA and City, including the City's Supplement to the ISPWC, as pertaining to lift station design and construction. The Lift Station shall be equipped with backup generator and necessary control equipment and sequenced with City control system to allow the Lift Station to be monitored and controlled using the City SCADA system. Developer agrees to dedicate the Lift Station and Lift Station site within the Project acceptable to City and Developer. Said Lift Station site shall include a sufficient ingress and egress easement thereto by the City, and such access shall be a public right of way or dedicated easement with an all-weather surface.
- vi. Detailed construction design plans and standards shall be provided to the City Engineer for written concurrence prior to the Developer submitting the design and construction plans to DEQ. The Lift Station shall be considered eligible for reimbursement from sewer connection fees for any other property that takes service from the Lift Station, as further set forth in Middleton City Code. The Lift Station shall be installed and accepted by the City prior to recording the Phase 1 final plat and shall allow for phased construction of the Lift Station (including phased installation of facilities, including pumps) to accommodate future growth outside the Project where possible.
- vii. The Parties agree that the capacity and sizing of the Booster Station, Well, and Lift Station shall be identified by the Parties in good faith and shall be consistent with the actual needs of the City. The capacity and sizing of the Booster Station, Well and Lift Station shall not be less than that required to serve the Project, including peak flows. In the event that capacity and sizing over and above the Project needs are identified by the City that are deemed by Developer to be beyond the requirements of the City or the capacity of Developer to reasonably bear or the proportionate impact of the Project on such systems, the Parties agree to meet and evaluate any other alternatives that might be available, including but not limited to phased construction of improvements or alternative designs, layouts, or systems. In the event the

Parties identify alternative requirements that are mutually acceptable to the City and the Developer, the Parties may modify this Agreement via mutually executed written amendment approved by City Council.

- c. <u>Pressurized Irrigation</u>. Developer to design and construct a pressurized irrigation system in accordance with Black Canyon Irrigation and Boise Project Board of Control, which system must be fully functional at the time Phase 1 final plat is recorded. Lots are prohibited from using the City municipal water system for irrigation of any kind. Language prohibiting irrigation from the municipal system shall be added to CCRs.
- C. If the Project involves constructing off-site infrastructure or oversized infrastructure over and above the Developer's proportionate share of the infrastructure, the Developer shall be entitled to a Latecomer's Agreement and/or Oversize Agreement as provided in Middleton City Code 1-17-1. Given the size and scope of the infrastructure improvements contemplated by this Agreement, the term of such Latecomer's Agreement and/or Oversize Agreement shall be twenty years with no requirement of extension requests as set forth in MCC 1-17-1.K.2.
- D. In light of the contributions offered herein by Developer, so long as Developer's obligations under this Agreement are satisfied, City shall upon recording of the Phase 1 final plat reserve capacity in its water system and sewer collection and sewer treatment systems adequate to complete the build-out of the Project and shall ensure such capacity is not devoted to third-party projects in a manner that would in any way impede the timely completion of the Project. However, if development stops for any reason, or if development stalls to the degree that more than five (5) years pass between final plat approval for any two (2) phases, then City will no longer be required to reserve wastewater treatment plant (WWTP) capacity for the remainder of the Project. The foregoing shall include providing "will serve" confirmation at the approval of construction drawings per phase to agencies with jurisdiction over such facilities, including, without limitation, Idaho Department of Environmental Quality.
- E. Developer shall pay a review fee to cover the review time of the City Engineer. City Engineer will invoice the City for the actual expense of the Engineering review time, and Developer shall reimburse the cost to the City upon receipt of the invoice. Additionally, Developer shall pay any City inspection fees pertaining to facilities to be dedicated to the City.
- F. <u>Final Plat.</u> City Engineer shall be a signatory to the final plat for each phase of the Project. Additionally, notice of the recorded Agreement shall be stated on all final plats using the following language:

"The	lots	shown	on	this	final	plat	are	subject	to	an	In	frastruct	ure
Constr	uctio	n and P	re-A	Annex	ation	Agre	emei	nt record	led	in 1	he	Records	of
Canyo	n Co	unty on			as l	Instru	ment	: #				39	

G.	The	recorded	covenant,	conditions	and	restrictions	for	the	Project	shall	contain	the
						e pre-annexa						

"All lots in the Farmington Hills Subdivision are subject to an Infrastructure Construction and Pre-Annexation Agreement recorded in the Records of Canyon County, #_______. When the City of Middleton's corporate limits extend to the Subdivision boundary, City will annex the entire subdivision into the City of Middleton. By purchasing a lot in the Farmington Hills Subdivision, Purchaser agrees and consents to said annexation of his or her lot."

- I. Upon each lot closing, Developer shall notify the new property owner in writing of the new property owner's responsibility to call the City within five (5) days of closing to make application for a utility account. The City will install the appropriate utility meter at the water service connection.

Section Three. Dedicate Public Systems to the Public For Future Maintenance. When construction of infrastructure is complete, as indicated by the City's delivery to the Developer of a City-signed Notice of Completion, Developer shall dedicate the sewer and water improvements to the City and the transportation improvements to CHD4 or ITD, as applicable, on a signed and recorded final plat, or a separate conveyance instrument as required by the applicable agencies having jurisdiction. An easement to cover the City's reasonable access to the sewer and water facilities shall be noted on the Preliminary Plat and each final plat. The foregoing dedications and conveyances shall be at no cost to the City.

Upon such dedication, the City shall be the municipal water and sewer provider for the Project. The City shall provide such services at the same usage rates as City residents, subject to normal increases or decreases as may from time to time be set by the City Council. City agrees to provide all necessary groundwater rights to serve the Property in accordance with City standards, as well as all other wells, storage tanks, sewer treatment capacity, and other facilities necessary to serve the development of the Property, except as otherwise set forth herein. The foregoing commitment to serve the Property is a material consideration of this Agreement without which Developer would not have committed to construct the improvements identified herein.

Section Four. Representations. Warranties. The Parties represent and warrant to each other as follows:

A. Developer will construct Project infrastructure improvements according to approved plans based on the Middleton City Code, Idaho Standards for Public Works

Construction (ISPWC) and Middleton Supplement to the ISPWC. Transportation improvements shall be constructed in accordance with the requirements of CHD4 and ITD, as applicable. Per ISPWC 7.17 Contractor's General Warranty and Guarantee, Developer warrants for the construction for a period of one (1) year following the City's acceptance of infrastructure improvements into the City's system.

- B. When all or any portion of the Property becomes contiguous to City limits, the City will have the right to annex the Property into the City of Middleton.
- C. Time is of the essence for party-performance of each obligation in this Agreement, and the City and the Developer agree to cooperate with each other implementing the provisions of this Agreement.
- D. Developer agrees not to annex into any city other than the City of Middleton. Within thirty (30) calendar days of the Property becoming contiguous to the City's corporate limits, and using the stamped legal description and boundary sketch attached hereto as Exhibit "A", the City may begin the annexation process and adopt an annexation and zoning ordinance that preserves residential zoning and land use and preserves Developer's development rights, including development plans previously approved by Canyon County, Idaho. To the extent that Developer continues to have an ownership interest in the Property, Developer, at its own cost, shall provide the City with a legal description of the Property to be annexed into the City. The City will bear all other costs for the annexation of the Property into the City.

This Agreement and the Developer's construction of municipal infrastructure, as well as connection to the City's municipal sewer and water systems, is deemed consent to annex to the City as described in Idaho Code Section 50-222.

E. The City represents that its mayor is authorized to sign this Agreement pursuant to Idaho Code Section 50-607, and the Council is authorized to approve the Agreement. Developer represents that meetings and votes required by its organization have occurred and the signor below is authorized to sign for Developer.

Section Five, Binding Effect. This Agreement is binding upon, and benefits, the Parties and their respective successors and assigns and also burdens the Property for the Project.

Section Six, Notices. Unless otherwise notified in writing, all notices, requests and demands shall be in writing and personally delivered or mailed by United States certified mail, postage prepaid and return receipt requested to:

For the City:

City of Middleton

1103 W. Main Street

P.O. Box 487 Middleton ID 83644

For the Developer:

Middleton 187 LLC

13864 Meadowdale Dr.

Boise, Idaho 83713

TBC Land Holdings LLC PO Box 140298 Boise, ID 83713

Section Seven. No Third-party Beneficiaries. This Agreement involves only the Parties and shall not be construed to create any rights in any person who is not a signing party. No person or entity may claim the status of a third-party beneficiary of this Agreement.

Section Eight, Waiver. Waiver of required performance on one or more occasions by one or more of the Parties shall not constitute a course of dealing to be relied, or a waiver or relinquishment of a Party's right to subsequently enforce the obligation, but the obligation shall continue in full force and effect.

Section Nine, Headings. All headings in this Agreement are for organization and not substantive, so they shall not be used to interpret the Agreement's content.

Section Ten. Recording. A copy of this Agreement and any amendment to this Agreement shall be recorded in the Recorder's office for Canyon County, Idaho within thirty (30) days of approval by the County of the Preliminary Plat.

Section Eleven. Entire Agreement and Amendments in Writing. This Agreement sets forth all the promises, inducements, agreements, conditions and understandings between the Developer and the City relative to the subject matter of this Agreement, and there are no promises, agreements, conditions or understandings, either oral or written, express or implied, between them, other than those that are set out in this Agreement. All amendments to or termination of this Agreement must be in writing signed by the parties and filed at the Recorder's Office, Canyon County, Idaho.

Section Twelve. Curing Default. The Parties to this Agreement reserve a right to cure any default under this Agreement within thirty (30) calendar days from the date of written notice of the default (the "Cure Period"); provided, however, that if the failure or delay is such that more than thirty (30) days would reasonably be required to perform such action or comply with any term or provision hereof, then such party shall have such additional time as may be reasonably necessary to perform or comply so long as such party commences performance or compliance within such thirty (30)-day period and diligently proceeds to complete such performance or fulfill such obligation (the "Extended Cure Period").

The written notice provided for above shall specify the nature of the alleged default and the manner in which said default may be satisfactorily cured, if possible. In the event a default of Applicant is not cured within the Cure Period or the Extended Cure Period, if applicable, the zoning of that portion of the Property related to such default shall convert to Agricultural (AG) if the Property is under the jurisdiction of Canyon County and to the R-3 (Single Family Residential) zoning designation if the Property is under the jurisdiction of the City and no future development of the Property shall be permitted unless and until the City and Developer (or Developer's successors or

assigns) enter into a development agreement governing development of the Property in compliance with any and all applicable ordinances then adopted by the City.

Notwithstanding anything to the contrary herein, if an event of default is not cured within the Cure Period or the Extended Cure Period, if applicable, the non-defaulting party may initiate the mediation process by providing written notice initiating the process to the alleged defaulting party. Within fifteen (15) days after delivery of such notice, each party shall appoint one person to act as mediator on behalf of such party and notify the other party. Within fifteen (15) days after delivery of such notice, the persons appointed shall themselves appoint one person to serve as the sole mediator. The mediator shall set the time and place of the mediation hearing and shall give reasonable notice of the mediation to the parties. The parties may agree to hold the mediation session(s) by telephone. Each party shall pay one-half of all fees and costs associated with the mediation process.

Section Thirteen, Prevailing Party. In the event that either party to this Agreement shall file suit or action at law or equity to interpret or enforce this Agreement, the unsuccessful party to such litigation agrees to pay to the prevailing party all costs and expenses including reasonable attorneys' fees incurred by the prevailing party. Similarly, all fees and costs associated with an appeal to any appellate court thereafter, including, without limitation, the prevailing party's attorneys' fees, shall be paid by the non-prevailing party.

Section Fourteen, Severability. If any provision of this Agreement is held invalid by a court of a competent jurisdiction, the provision shall be deemed to be excised from this Agreement and the other provisions remain valid.

Section Fifteen, Termination Upon Sale to Public. Except for the provisions regarding consent to annexation and otherwise provided herein, this Agreement is not intended to and shall not create conditions or exceptions to title or covenants running with the Property beyond the development of the Property. Therefore, in order to alleviate any concern as to the effect of this Agreement on the status of title to any portion of the Property, this Agreement shall terminate without the necessity of any notice, agreement or recording by and/or between the Parties in connection with any lot that has been finally subdivided and individually leased (for a period of longer than one year) or sold to the end-purchasers or end-users thereof (each, an "End-User Lot") and thereupon such End-User Lot shall be released from and no longer be subject to or burdened by the provisions of this Agreement.

Section Sixteen. Termination upon Completion of Development and Annexation. The City shall, upon written request of Developer, execute appropriate and recordable evidence of termination of this Agreement if the City has determined reasonably that Developer has fully performed Developer's obligations, including annexation of all properties subject to this Agreement, under this Agreement. Upon City approval and acceptance of improvements for any portion of the Property, upon recordation of the final plat and completion and acceptance of improvements in connection therewith, and upon annexation of all properties subject to this Agreement, City shall, as soon as practicable, execute and record an appropriate instrument of release of the Agreement. Notwithstanding the foregoing, the Termination Upon Completion of Development and/or Termination Upon Sale to Public shall not have any effect on the obligations of City or Developer

with respect to any Reimbursement Agreements or obligations of City to reimburse any fee or costs to Developer in accordance with this Agreement.

Section Seventeen, Contingent on County Approvals. This Agreement and each of the obligations contained herein is contingent upon County approval of the Preliminary Plat in a manner that substantially conforms to the Concept Plan and is acceptable to the Developer. In the event the Developer does not accept the County approval of the Preliminary Plat and/or does not proceed with the development of Farmington Hills Subdivision (for any reason), Developer shall provide the City with written notice of the same and, in such event, this Agreement: (1) shall be deemed terminated and of no further force or effect; and (2) shall not be recorded in the records of Canyon County, Idaho.

MIDDLETON		$\Gamma \mathbf{Y}$	
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ATTEST

Steven J/Rule, Mayor

Dated: December 29

Becky Crofts

STATE of IDAHO

s.s.

County of Canyon

)

On the QQ day of Queen, 2003 before me a Notary Public in and for said County and State personally appeared Steven J. Rule known or identified to me to be the individual whose name is subscribed to the within instrument and acknowledged to me that he is the Mayor of the City of Middleton and signed above as Mayor of the City of Middleton.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

AMBER M. DAY COMMISSION #20210257 NOTARY PUBLIC STATE OF IDAHO

OTARY PUBLIC FOR IDA

DEV	/RT	O	PF.	R.
DEI		M.	I L	Æ.

MIDDLETO	N 187 LLC,
an Idaho lim	ited liability company
	71
Todd Campb	ell, Manager

TBC LAND HOLDINGS LLC
An Idaho limited liability company

Todd Cambell, Manager
Dated: 12.79.23

Dated: 12. 29. 23

ACKNOWLEDGEMENT

STATE of IDAHO) s.s.
County of County)

On the 20th day of December, 2023 before me a Notary Public in and for said County and State personally appeared Todd Campbell, known or identified to me to be the individual whose name is subscribed to the within instrument and acknowledged to me that he is the manager of Middleton 187 LLC, an Idaho limited liability company, and of TBC Land Holdings LLC, an Idaho limited liability company.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

A NO

Debbie Root

From: Hethe Clark <hclark@clarkwardle.com>
Sent: Friday, December 29, 2023 8:51 AM

To: Roberta Stewart; Debbie Root; Jason VanGilder; 'Amy Woodruff'; Becky Crofts

Cc: Todd Campbell; Dean Waite (pm.tccinc@gmail.com)

Subject: [External] RE: Farmington Hills/Middleton 187 LLC Pre-Annexation Agreement

Hi, everyone. The applicant is comfortable with either approach. We included language in the agreement indicating that it would be ineffective in the event the County doesn't approve our project. We're happy to follow the City's lead and approach it either way.

Hethe Clark, Partner

251 E Front Street, Suite 310 | PO Box 639 | Boise, Idaho 83701 hclark@clarkwardle.com | Direct 208.388.3327 | Fax 208.388.1001

From: Roberta Stewart <rstewart@middletoncity.com>

Sent: Friday, December 29, 2023 8:41 AM

To: Debbie Root <Debbie.Root@canyoncounty.id.gov>; Jason VanGilder <jvangilder@middletoncity.com>; 'Amy

Woodruff' <amy@civildynamics.net>; Becky Crofts <bcrofts@middletoncity.com>

Cc: Hethe Clark <hclark@clarkwardle.com>; Todd Campbell <tddcampbell@gmail.com>; Dean Waite

(pm.tccinc@gmail.com) <pm.tccinc@gmail.com>

Subject: RE: Farmington Hills/Middleton 187 LLC Pre-Annexation Agreement

Hi Debbie: It is true, City Council approved the attached Pre-Annexation and Utility Extension Agreement on December 6, 2023. We were going to wait until the Farmington Project is approved by your Commissioners before signing the Pre-Annexation, mostly because I did not want to "baby-sit" the original signatures for an unknown period of time. (Just being honest.) The Applicant may also be a little hesitant to sign the Pre-Annexation before the County approves the project. It may be a little uncomfortable for them to have a fully executed document sitting in my office when the ultimate outcome may not be determined for a period of time.

I'm hoping my email combined with the attached document will suffice, but if it does not, I can get the Mayor's signature today or next Tuesday. Thanks,

Roberta L. Stewart

PLANNING & ZONING OFFICIAL City of Middleton, Planning & Zoning 1103 W. Main St. P.O. Box 487 Middleton, ID 83644

Tele - (208) 585-3133 Fax - (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov

Canyon Highway District No. 4

Staff Report:

Duff Lane and Lansing Lane Farmington Hills Subdivision

Preliminary Plat

Approved by Board with add't conditions us shown

DISTRICT DISTRICT

April 26, 2023

Attachments:

Vicinity Map

• Preliminary Plat (separate file)

Staff is recommending Board review of preliminary plats for several reasons:

Provide opportunity for the Board to review and comment on proposed developments
prior to final plat approval. Current CHD4 policy requires that any public road
improvements be designed, constructed, and approved prior to final plat approval. This
preliminary plat review allows the Board opportunity to review compliance with adopted
transportation plans and provide input on required public improvements and other public
interests before final design.

EAMY Riccio

- Provide the applicant assurance that the preliminary layout and proposed transportation improvements meet the District's standards and requirements prior to funding design and construction.
- Provides staff the opportunity to seek Board approval for certain portions of current policy that use language such a "may require...", or "unless otherwise determined by the District..." related to the adoption of adjacent city standards, or requirements for arterial or collector roadway improvements.

In this specific case, <u>staff</u> is requesting review and <u>consideration</u> of a preliminary plat for Farmington Hills Subdivision said plat is dated 1/26/2023.

Project Background

The subject parcels, R3759700000, R3760201000, R3760500000, R3760501000, are generally located 1,975° north of Foothill Road and extend for 1 mile (in between Duff Lane and Lansing Lane). More specifically located in SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, of Canyon County and consists of approximately 217 acres. Subject parcels are seeking a zoning designation from Canyon County of CR-R1 (Conditional Rezone to R-1). Per future agreement with Middleton City, the applicant will extend Middleton City sewer and water. As a result, minimum lot sizes of 12,000 SF are allowed by Canyon County.

EXHIBIT 16 HD4 BOARD

Proposal

Land Use

- Requesting CR-R1 Zone from Canyon County
- 421 buildable lots and 71 common lots on 216.65 acres
- Proposed density of 1.94 units/acre
- Average lot size of 12,809 SF minimum allowed of 12,000 SF

<u>Utilities</u>

- Water and sewer provided from Middleton City
 - o Sewer to extend north from the Duff/9th Street intersection (3,950' extension)
 - Force main
 - Water extended from City water reservoir located at the west terminus of existing open public right of way Willis Road (3,790' extension)

Roads

- Willis Road (minor collector)
 - o Approach located 1,975' north of Foothill Road onto Duff Lane
 - Intersection sight distance meets standards
 - Road approach at Duff is consistent with the District's neighborhood transportation plan
 - o Road extends and connects to Quail Haven Way
 - Road section utilizes curb, gutter, sidewalk, splitter islands, and is generally consistent with Middleton City's local collector road section
- Meadow Park Boulevard (collector)
 - Extends existing Meadow Park Boulevard from stub provided by Meadow Bluff Subdivision
 - Meadow Park Road section to be consistent with the previously constructed rural improvements of Meadow Bluff Subdivision
 - o 50' ROW, 22' pavement, 3' gravel shoulder, borrow, and 8' wide pathway located in common lot (where applicable)
 - Subdivision will ultimately connect a full width road to Lansing Lane
 - Development will be required to construct Meadow Park across the Cascade Hills frontage (approximately 760 LF)
 - CHD4 collected a cash deposit of \$73,150.00 for these improvements and will provide to the developer who constructs these improvements after road is accepted for maintenance.
- Duff Lane (minor arterial)
 - Staff recommends cash deposit in lieu of improvements shown in the 5-lane typical section (Existing road grade makes it undesirable to widen at this time)
 - Typical section provided is consistent with staff discussion and asphalt width desired by Middleton City
 - o Deposit is due prior to Phase 1 Final Plat signature from CHD4
- Interior Roads
 - Conforms to Middleton Standards
 - Horizontal curvature, curb, gutter, and sidewalk

Traffic Impacts

Hi	ghway 44/D	uff Intersection (PM)	Highway 44/Lansing Intersection (PM)			
Pe	ak hour Dela	y SB Lane in Seconds	Peak hour Delay SB Lane in Seconds			
Backgro	und Traffic	Background + Farmington	Backgro	und Traffic	Background + Farmington	
2021	2026	2026	2021	2026	2026	
38.2	353	933.3	34.5	161.9	455.6	

A portion of the traffic signal at the Highway 44/Duff intersection is impact fee eligible up to \$742,750. If the applicant constructs the signal, a credit can be applied at time of individual approach permits for a total credit of \$742,750 (equivalent to approximately 147 lots

 $\frac{\$/42,/50}{\$5,050\,(transportation\,impact\,fee\,per\,lot)}\big).$

For the Commissioner's information, incremental failure of the <u>Duff/Highway 44 intersection</u> was caused by City development, the density of Farmington is allowed due to extension of City services, and the City controls a portion of the Highway 44/Duff intersection staff will coordinate with Middleton City to share in the expenditure of the impact fee credit.

Proportionate Share Analysis									
All Vehicles V	Vithin Inters	section (La	nsing and H	[wy 44)					
		No Build xisting)							
	AM	PM	ΛM	PM					
	92	123	1349	1730					
% Increase	7%	7%							
Average	7%								

Mid-Star CIP Estimated Intersection Cost Farmington proportionate share cost

\$1,262,500 \$88,375

The Highway 44/Lansing intersection is an existing deficiency and is not impact fee eligible. There are no other means to fund construction of a traffic signal at the Lansing/Highway 44 intersection other than by assessing proportionate impacts. As shown in the above chart, Farmington Hills proportional share of the increased trips is 7%. The Mid-Star CIP Estimated Intersection cost is \$1,262.500. Resultant cost and cash deposit from the applicant is \$88,375. Said cash deposit shall be due prior to phase 10 final plat signature.

Staff does not recommend accepting improvement drawings for phase 1 until:

- The Duff Lane/Highway 44 signal/roundabout is funded and ready for construction; or
- An agreement for construction of the signal/roundabout is in place

Final plat will not be considered until the signal is constructed.

Due to the delay increase at Lansing/Highway 44, staff does not recommend accepting improvement drawings for phase 10 until:

- The Lansing Lane/Highway 44 signal is funded and ready for construction; or
- An agreement for construction of the signal is in place

Final plat of phase 10 will not be considered until the signal is constructed

CHD4 staff recommends the Board approve the preliminary plat dated 1/26/23 including the following conditions:

- 1. Prior to acceptance of improvement drawings for phase 1
 - a. The Duff Lane/Highway 44 signal/roundabout is funded and ready for construction; and
 - b. An agreement for construction of the signal/roundabout is in place
- 2. Phase 1 final plat shall not be signed until the traffic signal is constructed and accepted
- 3. Prior to acceptance of improvement drawings for phase 10
 - a. The Lansing Lane/Highway 44 signal is funded and ready for construction; and
 - b. An agreement for construction of the signal is in place
- 4. Phase 10 final plat shall not be signed until the <u>Lansing/Highway 44</u> traffic signal is constructed and accepted
 - a. Prior to phase 10 final plat signature, applicant shall provide a cash deposit to CHD4 for their proportionate impact at the Lansing/Hwy 44 intersection. Total is \$88,375
 - i. At the developer's option, the developer may construct the signal at Highway 44/Lansing.
 - 1. This is subject to a reimbursement agreement. The proportionate share amount of \$88,375 is not eligible for reimbursement consideration. The details of agreement will be reviewed at time of improvement drawings phase 10
- 5. Meadow Park
 - a. 22' pavement, 3' gravel shoulder, borrow, and 8' wide pathway (where applicable)
 - b. ROW 50' when applicable
 - i. Due to flag lots it is acceptable to dedicate 30' ROW from Lansing to center quarter corner (approximately 2,634' from west of Lansing Lane)
 - 1. 50° half-width (100° full width) where applicable
 - ii. Additional ROW as needed for toe of slope
 - c. Construct full width of Meadow Park Boulevard from Blaze extending 770' west. CHD4 will transfer funds of \$73,150.00 received from Cascade Hills to developer after road acceptance
 - d. At phase 13, if the obstructing 20' strip of land is still in place and CHD4 is unable to acquire, cash in lieu of construction can be considered. This applies for the segment from Lansing Lane extending west approximately 2,634' (to the center quarter corner).
 - i. Cash in lieu of construction due prior to phase 13 final plat signature
- 6. At time of improvement drawings:
 - a. Review "no parking" signs each side of applicable roads

- i. Willis Road, applies near common lots (24C, 23C, 36C, 37C, 44C)
- ii. Meadow Park Boulevard near common lot 1C
- b. Consider adding parking for the park/pathway system.
 - i. Could consider a driveway approach from Willis
- 7. Irrigation Plan
 - a. Realign C-line canal east 21.1 Lateral with Phase 4
 - b. Piping Willow Creek Pump Lateral to be done at each separate phase
- 8. Phasing Plan
 - a. Phase 9--stop Willis Road improvements at east property line of parcel 77C Block 12. Construct this portion and the balance with phase 10.
- 9. Pavement Design
 - a. Meadow Park
 - i. Utilize CHD4 policy
 - b. Willis and Interior Roads
 - i. Utilize Middleton City street sections
- 10. Consider narrowing asphalt width to 16'. Additional pavement is not necessary. See proposed Willis approach, creates 54' lip to lip, narrowing to 16' lip to lip creates (5', 11', 14', 11', 5'=46') ← preferred
- 11. Duff Lane
 - a. Existing profile grade is not ideal—defer improvements with cash deposit
 - i. Cash deposit at time of final plat signature for Phase 1.
- 12. At time of improvement drawings confirm vertical curves (sag and crest curves) meet AASHTO standards (particularly rate of curvature).
- 13. Construct with Phase 1 a right turn taper for north bound traffic turning onto Willis Road
 - a. Work may be completed within the existing 25' prescriptive easement
 - i. If additional ROW is acquired a right turn lane shall be constructed per the Idaho supplement to the MUTCD

Farmington Hills Subdivision- Vicinity Map



Debbie Root

From:

Lenny Riccio <LRiccio@canyonhd4.org>

Sent:

Thursday, June 8, 2023 11:18 AM

To:

Debbie Root

Subject:

RE: [External] RZ2021-0056 & SD2021-0059

Attachments:

FINAL-CHD4 Commissioners Duff.Lansing.Farmington.4.26.23.pdf

Shared access. See attached conditions of approval.

Lenny Riccio, P.E.
Transportation Planner
Assistant District Engineer
Canyon Highway District No. 4
canyonhd4.org
15435 Hwy 44
Caldwell, ID 83607

Phone: (208) 454-8135 Fax: (208) 454-2008

From: Debbie Root <Debbie.Root@canyoncounty.id.gov>

Sent: Thursday, June 8, 2023 11:15 AM **To:** Lenny Riccio <LRiccio@canyonhd4.org>

Subject: RE: [External] RZ2021-0056 & SD2021-0059

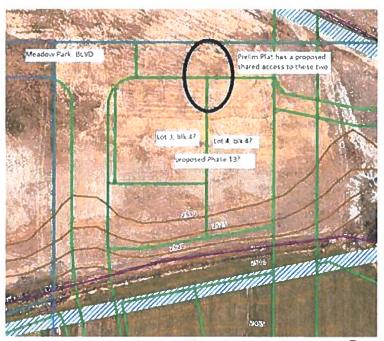
Lenny,

I am working on this file again and wanted to follow up on this question: Did the Highway District give the applicant/engineer approval to have a shared access point to the two proposed residential lots just east of the Farmington Hills Way/Meadow Park intersection? The plat notes indicate NO DIRECT ACCESS consistent with standards but Zane indicated to me that he had worked with you to allow the shared driveway (approx. 160 feet east of the center point of Farmington Hills and Meadow Park).

Please confirm that these lots will be allowed direct access to Meadow Park Boulevard.

Specifically confirm that Shared access/approach to Lots 3:4 Block will be permitted direct access to Meadow Park Blod via shared approaches Consistent with allowances in development to the west, Meadow Bluff Estates. dr.

[EXHIBIT 17]



ASSOCIATION LOT 32, BLOCK 2 TO BE A PRIVATE DRIVEWAY FOR USE BY LOTS 30 AND 31, BLOCK 1 LOT 26, BLOCK 4 TO BE A PRIVATE DRIVEWAY FOR USE BY LOTS 27 AND 28, BLOCK 4

- 4 THERE ARE NO KNOWN FLOOD PLAINS OR FLOODWAYS IN THE PROJECT AREA
- 5 DIRECT LOT ACCESS TO DUFF LANE, LANSING LANE, WILLIS ROAD, AND MEADOW PARK BOULEVARD IS PROHIBITED
- 6 STORM DRAINAGE WILL BE ROUTED TO FUTURE RETENTION FACILITES, AS WELL AS THE EXISTING PONDS LOCATED IN COMMON AREAS STORM DRAINAGE WILL BE DESIGNED IN ACCORDANCE WITH THE CATALOG OF STORM WATER BEST MANAGEMENT PRACTICES FOR IDAHO CITIES AND COUNTIES AND THE CITY OF MIDDLETON



Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD) NEW <u>public</u> office hours Effective Jan. 3, 2023 Monday, Tuesday, Thursday and Friday 8am – 5pm



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

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

March 23, 2023

Canyon County Development Services Planning & Zoning Commission 111 N 11th Ave Suite 140 Caldwell, Idaho 83605 Attention: Debbie Root, Planner

RE: Farmington Hills Subdivision

Preliminary Plat Submittal RZ2021-0056 & SD2021-0059 T-O Engineers 332 N. Broadmore Way Nampa, Idaho 83687 Attn: Zane Cradic, P.E.

Dear Zane:

Canyon Highway District No. 4 (CHD4) has reviewed the preliminary plat application materials for Farmington Hills Subdivision. The subject parcel is located in the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, of Canyon County. The subject property fronts the east half of Duff Lane and the west half of Lansing Lane. Proposal consists of the following:

- 1. Approximately 217 acres
- 2. 421 residential lots
- 3. Approach onto Duff Lane adjacent to quarter-section line and approach onto Lansing Lane at the Quail Hollow intersection

CHD4 is in receipt of the preliminary plat for Farmington Hills Subdivision, dated January 26, 2023.

CHD4 recommends approval of the preliminary plat subject to the conditions detailed below, and requests the County make these conditions a requirement for approval of the proposed subdivision.

General

- 1. At time of improvement drawings add no parking signs each side of Willis Road.
 - a. Park/Pathway users are likely to park along Willis Road, consider adding parking for the park/pathway system.
 - i. Could consider a driveway approach from Willis

Phase Plan

- 1. Please stipulate when the canal is being piped. This appears to occur at phase 4?
- 2. Phase 9—stop Willis Road improvements at east property line of parcel 77C Block 12. Construct this portion and the balance with phase 10.

Right-of-Way

- 1. 50-foot half width dedication for Lansing Lane, Duff Lane, and Meadow Park per City of Middleton standards as shown.
 - a. Meadow Park
 - i. From Lansing to 2,635 west (quarter section line) 30' ROW dedication is acceptable

Traffic Impact Study

For further details please see TIS comment letter dated 2/24/22 (attached). In summary:

CHD4 does not recommend approval of improvement drawings for any phases until the Duff Lane/Highway 44 signal/roundabout is funded and ready for construction or an agreement for construction of the signal/roundabout is in place. Furthermore, CHD4 does not recommend approval of improvement drawings for phase 9 10 nor any subsequent phase until the Lansing Lane/Highway 44 signal is funded and ready for construction or an agreement for construction of the signal is in place.

As an alternative to constructing the Duff Lane/Highway 44 signal, the applicant may consider pausing development until a traffic signal is constructed by others. At this time, this alternative does not appear available for the Lansing/Highway 44 signal.

Roadway Improvements

HSDP 2010.060 frontage improvements for arterial and collector roadways within or adjacent to proposed development.

The following applies:

General

- 1. Please review typical section depths against Middleton standards
 - a. Willis road asphalt depth does not match Middleton standard drawings.
 - b. Check other roads

Meadow Park

1. For the typical section on sheet P4.04 include, "Typical Lansing Lane and Meadow Park Boulevard 3-lane Roadway Improvements"

If the obstructing 20' strip of land is in place at time of phase 13 and CHD4 is unable to acquire, cash in lieu of construction can be considered. This applies for the segment from Lansing Lane extending west approximately 2,637' (to the quarter-section line). Half of Meadow Park shall be constructed west of the aforementioned properties.

As an aside, CHD4 received cash in lieu of construction from Cascade Hills. These improvements include road improvements and pathway (north half of the road). These improvements applied from Blaze extending 770' west. CHD4 will transfer these funds to Farmington should constructing Meadow Park become feasible at time of Phase 13. As a result

Farmington will be required to construct the full width of Meadow Park from Blaze extending west 770'.

Willis Road with Median

1. Consider narrowing asphalt width to 16'. Additional pavement is not necessary. See proposed Willis approach, creates 54' lip to lip, narrowing to 16' lip to lip creates (5', 11', 14', 11', 5'=46')← preferred

Duff Lane

- 1. Existing profile grade is not ideal—defer improvements with cash deposit.
 - a. This will require Board approval
 - i. Cash deposit at time of final plat signature for Phase 1.

Next Milestone

1. Coordinate reimbursement agreement for the Duff Lane signal (current reimbursement is \$742,750) with CHD4, Middleton, and Middleton 187, LLC.

All other platting and improvement requirements to be in accordance with the current edition of the Highway Standards and Development Procedures Manual in effect at the time of improvement drawing submittal.

Please feel free to contact me at any time with questions on these comments.

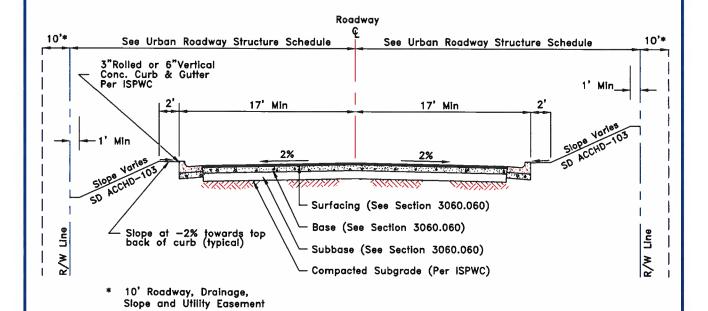
Respectfully,

Lenny Riccio, P.E.

Assistant Engineer

Transportation Planner

fflects-



TWO LANE URBAN (CURB & GUTTER) ROADWAY SECTION N.T.S.

URBAN ROADWAY STRUCTURE SCHEDULE

Class of	T:	Mini	Right of Way		
Road	TI	Pavement	Base	Subbase	Width (ft)
Collector (under 4,000 ADT)	8	3"	6"	19"	80
Local Road (1,500 or More ADT)	8	3"	6"	19"	56
Local Road (under 1,500 ADT)	7	3"	6"	16"	56
Low Volume Local Road (under 400 ADT)	6	3"	4"	14"	50

NOTES:

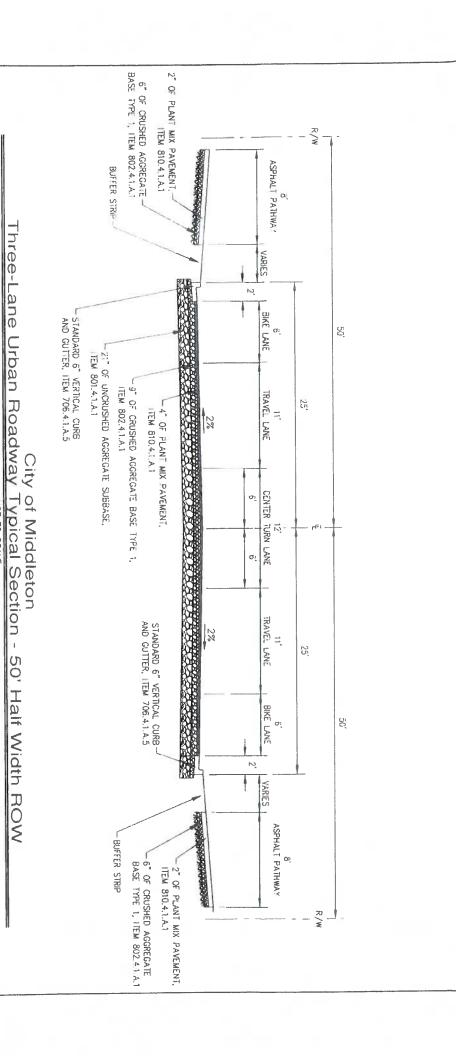
- 1. District may use City Standards for New Roadways within Area of City Impact, see Section 2100.
- 2. Above Roadway Structure Sections are based on worst case soil subgrade conditions. Roadway Structure Sections may vary with better soil conditions. Changes to these Section requirements will be based on a Geotechnical Report prepared by a Registered Professional Engineer.
- 3. Road Structure Schedule is based on ITD Method, as modified in Section 3060.060, using an R-value of 5. If the subgrade has an R-value greater than 5, applicant may submit an alternate section design prepared by a Registered Professional Engineer.
- 4. For Collector (4,000 ADT or more), Arterial or Expressway, see Sections 3030.010 and 3060.060.

REVISED 01/22

ASSOCIATION OF
CANYON COUNTY
HIGHWAY DISTRICTS
CANYON COUNTY, IDAHO

TWO LANE URBAN (CURB AND GUTTER) ROADWAY SECTION

STANDARD DRAWING ACCHD-102





NOT TO SCALE



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

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

TO Engineers 332 N Broadmore Way Nampa, ID 83687 Attention: Garrett Scott, P.E.

Canyon County Development Services 111 N. 11th Ave Suite 140 Caldwell, Idaho 83605 Attention: Dan Lister, Planning Official

February 24, 2022

RE: Farmington Hills—Traffic Impact Study

Canyon Highway District No. 4 (CHD4) has reviewed the traffic impact study dated October 2021 and the preliminary plat dated November, 16 2021 for the above referenced project, and provides the following comments:

Transportation Impacts and Access

The subject property has frontage on Lansing Lane, Duff Lane, and Meadow Park Boulevard. Furthermore, the subdivision is proposing to extend Willis Road east from the revised alignment. The revised alignment as approved by the CHD4 Board locates Willis Road 1,320' north of the current Willis/Duff intersection.

Duff Lane is designated by Middleton as an arterial; Lansing Lane and Meadow Park are designated as collectors, and Willis Road as a Middleton City local collector. All roads are under the jurisdiction of CHD4.

Public road access into the subdivision is proposed via Willis Road. No direct driveway approaches are proposed onto Willis, Lansing, Meadow Park, and Duff, nor are allowed per policy. Driveways will be served by interior subdivision roads. Approaches to the existing road system are proposed at Willis/Duff and Quail Haven (Willis)/Lansing.

Historically, when Middleton City extends City services outside of City Limits, the City has required collection of impact fees for water, sewer, parks, and transportation (see Black Acres Subdivision). Furthermore, per agreement between ITD and Middleton City, traffic mitigation fees are collected by Middleton City on behalf of ITD. CHD4 will request Middleton City as condition of extending City services to collect transportation impact fees and traffic mitigation fees on behalf of ITD.

Meadow Park Blvd

Per the neighborhood transportation plan map adopted by Middleton City and CHD4, Meadow Park Boulevard (collector) is to continue along the existing alignment between Lansing/Duff and connect to Kingsbury. The same map shows Willis Road as a collector (Middleton City's Local Collector section appears more applicable) and is shown to align at the existing Quail Haven intersection.

Aligning Willis Road with Quail Haven meets CHD4 urban standards (collector road offset of 1,320'); however, creating a 4-way intersection with Quail Haven may not be desirable.

Quail Haven Road east of Lansing is a local road not designed for pass through traffic. Quail Haven design speeds are 25 mph or less (see Sitting Bull and Hollow Way and other horizontal curves), profile grades greater than 6%, pavement narrower than a collector road, and allows direct driveway access. Due to these constraints, it is not desirable to facilitate Willis Road traffic east; however, if this alignment is approved by the CHD4 Board it is likely this intersection may be converted to a RIRO at a future date.

Meadow Park is planned to extend to at least Kingsbury Road. This extension is desirable, as minimum design speeds are 35 mph and minimal to no direct driveway access is allowed. Due to higher design speeds 35 mph vs 25 mph (Quail Haven), Meadow Park will attract larger traffic volumes and be a safer option for pass through traffic.

The applicant requested CHD4 staff to consider a revision of the neighborhood transportation map to construct only Willis Road. Staff considered the request, but given the above information, staff recommends continuing forward with the adopted plan, construct Willis and Meadow Park, with a minor revision to Willis Road—terminate Willis Road within Farmington Hills Subdivision as opposed to intersect Lansing as suggested in the pre-application meeting.

CHD4 will recommend Middleton City reaffirm the adopted neighborhood transportation and as condition of City services require construction of Meadow Park.

To note, since Willis Road will initially serve the subdivision, construction of Meadow Park can be considered at future phases. If the applicant desires to place a cash deposit in lieu of constructing Meadow Park improvements, this direction requires CHD4 Board review.

While the TIS does not show the Meadow Park connection, there is no need to revise the TIS as the main impacts of the subdivision are located along the Highway 44 corridor.

Traffic Impact Study October 2021

Willis Road

- 1. Add auxiliary turn lanes for 35 mph traffic at the intersections of Duff and Lansing
- 2. Locate interior road intersections a minimum of 500' from Lansing and Duff centerlines.
 - a. Could consider 440' per HSDP 3061.020.C
- 3. Locate islands on Willis Road a minimum of 75'-100' outside of the centerline of interior roads
 - a. This should allow enough room for turning traffic to vacate the through lane

Meadow Park

- 1. Extend and connect on quarter-section line.
- 2. Road section per Meadow Bluff Subdivision.

Highway 44/Duff

1. Per TIS, 2021 delay in the PM peak hour for SB traffic is 38.2 seconds, in 2026 is 353 seconds and with Farmington in 2026 is 933.3 seconds

Highway 44/Lansing

1. Per TIS, 2021 delay in the PM peak hour for SB traffic is 34.5 seconds, in 2026 is 113 seconds and with Farmington in 2026 is 455.6 seconds

Per the TIS:

There are improvements ultimately programmed by ITD and local agencies to address congestion impacts. Technically, these improvements should normally be in place, or at the least funded, prior to the permitting of new residential projects. With that said, given moderate project impacts combined with the conservative (high-end) nature of the traffic forecasts developed for this project, there really is no need to make provisions prior to approving this project. Project impacts can be addressed with City impact fees or proportionate share contributions towards improvements.

There is no additional capacity at Duff/Highway 44 and Lansing/Highway 44 intersections to serve Farmington Hills.

CHD4 does not recommend approval of improvement drawings for any phases until the Duff Lane/Highway 44 signal is funded and ready for construction or an agreement for construction of the signal is in place. Furthermore, CHD4 does not recommend approval of improvement drawings for phase 9 nor any subsequent phase until the Lansing Lane/Highway 44 signal is funded and ready for construction or an agreement for construction of the signal is in place.

As an alternative to constructing the Duff Lane/Highway 44 signal, the applicant may consider pausing development until a traffic signal is constructed by others. At this time, this alternative does not appear available for the Lansing/Highway 44 signal.

If a development agreement is entered into as part of the rezone process, CHD4 requests the conditions of approval include the traffic mitigation measures as identified in this comment letter.

Please feel free to contact me with any questions on these comments or the recommended conditions of approval.

Sincerely,

Lenny Riccio, E.I.T.

Assistant Engineer

Transportation Planner

Plices

Your Safety • Your Mobility Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

November 17, 2023

Ardurra Zane Cradic, PE 2471 South Titanium Place Meridian, ID 83642

RE: Farmington Hills Traffic Impact Study Staff Report

Dear Mr. Cradic,

Idaho Transportation Department (ITD) has completed our review of the Farmington Hill's Traffic Impact Study (TIS). The proposed development will be located approximately 1,975 feet north of Foothill Road and extend for one (1) mile between Duff Lane and Lansing Lane in Canyon County, Idaho.

Development Summary

Farmington Hills will consist of approximately 186.6 acres, with a proposed 414 single family residential units
located approximately 1,975 feet north of Foothill Road and extend for one (1) mile between Duff Lane and
Lansing Lane in Middleton, Idaho. The site is currently in unincorporated Canyon County but lies within the City
of Middleton impact area boundary. Primary access will be provided by a collector roadway (Willis Road)
extending between Duff Lane and Lansing Lane. The site would be developed in phases over 5 years with
completion and full occupancy forecasted by year 2026.

TIS Mitigation Recommendations

- Construct a traffic signal at the intersection of SH 44 at Lansing Lane
- Construct a traffic signal at the intersection of SH 44 at Duff Lane
- Construct a traffic signal and restripe the westbound approach to provide a left turn lane at the intersection of SH 44 at N Middleton Road
- Construct a traffic signal at the intersection of SH 44 at Cemetery Road
- Construct an eastbound right-turn lane and restripe the northbound approach to provide one left-turn lane and one left-turn/right-turn shared lane at the intersection of SH 44 at S Middleton Road
- (Ultimately) promote the SH 44 alternate route or develop additional through lanes on SH 44 through
 Middleton

Department Recommendations/Requirements

- Construct a traffic signal at the intersection of SH 44 at Duff Lane
- Lansing Lane/SH-44 signal shall be constructed and operational prior to the construction of phase 10 for the development



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

Right-of-Way (ROW) Dedications

No ROW dedications are required by ITD at this time.

Permit Requirements

- Access and Utility Permits
 - Both Access and Utility Permits for work being done in ITD ROW will need to be submitted for reviewed and approved by ITD staff prior to work beginning.

Mitigation Funding

- Proportionate Share
 - ITD has determined that the developments proportionate share requirements have been met through the \$88,375 share cost required by CHD4 recommendations and construction costs associated with the future construction of a traffic signal at the intersection of SH 44 at Duff Lane.
 - No additional proportionate share contributions are required by ITD at this time.

TIS Expiration

Recommendations included in ITD's Staff Report are only valid for the period of one year from the date of the TIS report. ITD reserves the right to request an updated TIS to reflect current traffic conditions if an approved encroachment application and/or proportionate share contribution are not obtained/provided within one year.

This report does not supersede or nullify any legal easements, access agreements, deed restrictions or plat restrictions. Removing, modifying, or establishing any easements, agreements, or restrictions is the responsibility of the developer.

ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Middleton, Idaho as we want all residents to travel safely and efficiently around the Treasure Valley. If you have any questions, feel free to contact me at Brian.Duran@itd.idaho.gov or Niki Benyakhlef, Development Services Coordinator, at Niki.Benyakhlef@itd.idaho.gov.

Sincerely,

Brian Duran

Development Services Planning Manager, ITD - District 3

cc: Roberta Stewart, City of Middleton, Planning Official Chris Hopper, Highway District 4, District Engineer Deb Root, Canyon County Development Services

Debbie Root

From: Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>

Sent: Friday, November 17, 2023 9:51 AM

To: Zane Cradic

Cc: Debbie Root; Brian Duran; Roberta Stewart; Chris Hopper

Subject: [External] RE: Farmington Hills ITD Staff Report

Hi Zane!

There are always exceptions to that 1-year timeline. This is a huge project and being done in one year is asking a lot. However, we are adding that verbiage to our reports now just in the event that a project goes dormant for a few years and expects to pick back up where they left off. It gives us the ability to request additional traffic generation numbers or trip distributions.

I am confident with the current drive and momentum of this development, that it will not go dormant and work will be continually moving forward. With continued forward progression, the 1 year timeline will not apply to Farmington Hills.



Niki Benyakhlef Development Services Coordinator

District 3 Development Services
0: 208.334.8337 | C: 208.296.9750
Email: niki.benyakhlef@itd.idaho.gov
Website: itd.idaho.gov

From: Zane Cradic < ZCradic@ardurra.com > Sent: Friday, November 17, 2023 8:54 AM

To: Niki Benyakhlef < Niki.Benyakhlef@itd.idaho.gov>

Cc: Debbie Root < Debbie.Root@canyoncounty.id.gov>; Roberta Stewart < rstewart@middletoncity.com>; Chris Hopper

<CHopper@canyonhd4.org>

Subject: RE: Farmington Hills ITD Staff Report

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Niki,

Thanks for sending this letter over. I believe this reflects what Brian, Luke and I discussed.

However, I am concerned about the 1 year expiration requirement and the requirement to construct an entire intersection as our mitigation / proportionate share cost. We have been working on this project for several years already to get everything lined up. IF we were to get approvals in the next 4 months through the county, I don't think we could have plans approved by ITD / CHD4 for the signal in a year from the TIS date, let alone construction completed. Can you explain how this 1 year expiration works with the signal requirement, are there extensions available? Are there alternatives to this 1 year? Could we tie this to the expiration of the preliminary plat or Phase 1 Final plat? I really don't want to be deep in the intersection design and ITD change their requirements on our project.

Debbie Root

From: Zane Cradic < ZCradic@ardurra.com>

Sent: Friday, November 17, 2023 8:54 AM

To: Niki Benyakhlef

Cc: Debbie Root; Roberta Stewart; Chris Hopper

Subject: [External] RE: Farmington Hills ITD Staff Report

Niki,

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However, I am concerned about the 1 year expiration requirement and the requirement to construct an entire intersection as our mitigation / proportionate share cost. We have been working on this project for several years already to get everything lined up. IF we were to get approvals in the next 4 months through the county, I don't think we could have plans approved by ITD / CHD4 for the signal in a year from the TIS date, let alone construction completed. Can you explain how this 1 year expiration works with the signal requirement, are there extensions available? Are there alternatives to this 1 year? Could we tie this to the expiration of the preliminary plat or Phase 1 Final plat? I really don't want to be deep in the intersection design and ITD change their requirements on our project.

Thanks,



Zane Cradic, PE (ID)

Project Manager

O: 208.442.6300 | M: 602.456.ZANE

From: Niki Benyakhlef < Niki.Benyakhlef@itd.idaho.gov>

Sent: Friday, November 17, 2023 7:54 AM To: Zane Cradic < ZCradic@ardurra.com>

Cc: Debbie Root < Debbie.Root@canyoncounty.id.gov>; Roberta Stewart < rstewart@middletoncity.com>; Chris Hopper

<CHopper@canyonhd4.org>

Subject: Farmington Hills ITD Staff Report

Good Morning,

Please see attached document. We have changed the name from Conditions Memo or Acceptance Letter to Staff Report. Please let me know if you have any further questions.



Niki Benyakhlef Development Services Coordinator

District 3 Development Services
O: 208.334.8337 | C: 208.296.9750
Email: niki.benyakhlef@itd.idaho.gov

Website: itd.idaho.gov

From: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Sent: Tuesday, November 14, 2023 10:48 AM

To: Niki Benyakhlef < Niki.Benyakhlef@itd.idaho.gov >; Brian Duran < Brian.Duran@itd.idaho.gov >

Subject: Farmington Hills revised letter

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

ITD,

Per our last conversation with Brian Duran we were anticipating receiving a revised letter for Farmington Hills Subdivision required improvements (or agreement for Duff and Lansing intersection participation) resulting from a meeting ITD conducted with Ardurra and applicant. My understanding is that applicant will design/build the Duff Lane intersection at Hwy 44 prior to any building permits being issued to the development and that prior to Phase 10 (hwy district letter) or possibly that got pushed prior to phase 13? in the discussions with applicant. Again, Canyon Highway indicates Phase 10 which is when the development will make connection with Willis Road to Duff Lane. (see attached August 2023 development phasing plan)

We are currently attempting to get this scheduled for hearing on January 4, 2023 and need the updated letter for our hearing documents and staff report construction. Is there an ETA on when we may receive the revised letter from ITD on this project.

Respectfully,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)
NEW <u>public</u> office hours
Effective Jan. 3, 2023
Monday, Tuesday, Thursday and Friday
8am - 5pm
Wednesday
1pm - 5pm
**We will not be closed during lunch hour **

RE: Conditional Rezone R37605, R37605010, R37602010, R37597

Case No. RZ2021-0056 & SD2021-0059

Applicant: Middleton 187, LLC (Ardurra - Zane Cradic, P.E.)

Planner: Deb Root

(208) 454-7458

The Black Canyon Irrigation District (District) provided conditional <u>APPROVAL</u> of the pre-plat document for the Farmington Hills Subdivision on August 22, 2023. The pre-plat document reviewed, pages 1-18, by Ardurra (formally T-O Engineers) is stamped and dated 8.17.2023 and is included as an attachment to this letter.

Several supporting documents are included with this letter for additional background and are requested to be attached to this conditional approval and made part of the development's file. Same documents were also included with the conditional approval letter provided on August 22, 2023. Items in red were updated on 8.22.2023. We are providing this letter again to make sure that these comments are received and added to the projects file as significant irrigation improvements are required for this Development.

Pre-Plat Comments - Site Specific

 The proposed District easement along Willis does not appear to be unencumbered per the verbiage on Application sheet 4. A 60' ROW is called out with 24' landscape buffer and 8' detached walkway. Please verify that no encumbrances will be allowed on existing or newly proposed District ROW's. Overlapping easements are considered an encumbrance.

[Ardurra 5.18.2023] The landscape buffer and 8' detached walkway will not be in an easement. All maintenance will be provided by the HOA within this common lot. Where the realigned lateral runs N-S across Willis, a license agreement will have to be obtained for landscaping and sidewalk within the easement for the crossing.

[RH2 – 8.22.2023] – Developer has clarified this issue with providing additional notation on the pre-plat that the 24' landscape buffer called out will overlap the District's easement. 14' of the buffer will overlap, however the District's easement will supersede the landscape buffer requirements. No trees or other vegetation will be allowed without a licensing agreement.

2. Phasing does not appear to work as shown for irrigation relocation. A plan needs to be submitted before approval of the pre-plat will be granted by the District showing complete phasing of irrigation relocation.

[Ardurra 5.18.2023] Portions of the irrigation piping/realignment for the 21.1 Lateral and Willow Creek Pump Lateral will be completed outside of phase boundaries as shown in the preplat. See the attached Sheet P2.01 - Irrigation Phasing Plan.

[RH2 – 8.22.2023] - Per discussion on site with the Developer, phasing was discussed and a general overview has been added to the pre-plat plans as sheet P2.01. Specifically required is that the entire revised C.E. 21.1 lateral alignment will be constructed prior to demolition of the existing C.E. 21.1 alignment. The revised C.E. 21.1 will be tested and run successfully through one irrigation season. This is to ensure the

successful operation of the new siphon infrastructure. Phase 1 and Phase 2 are the only phases that were assumed to be constructed prior to irrigation infrastructure being installed.

EXHIBIT 20

Not shown on the phasing plan is the re-routing of the W.C.P. 1.1. This will need to be added but is minor in nature and can be taken care of during design drawing review.

Significant balancing of materials on site has been proposed. Specifically moving material from the south side of the existing C.E. 21.1 lateral to the north side of the existing C.E. 21.1 lateral. A crossing agreement will need to be in place to cross the lateral with heavy equipment prior to operating heavy equipment over the lateral. Crossing the lateral during irrigation season is not possible without significant infrastructure installation and an agreement. Phasing of the grading work will need to be coordinated with the District prior to approving construction drawings or providing a NTP.

3. Previous pre-plat comments (2-10-2022) required Bureau of Reclamation ROW's to be shown on preliminary plat. These do not appear to be completed as requested. These are important to be shown, as they need to be removed as part of the final platting process.

[Ardurra 5.18.2023] - The Bureau of Reclamation ROWs have been added to the P1.00 and P1.01 Existing Conditions sheets of the pre-plat.

[RH2 – 8.22.2023] No further comments or action needed - thank you.

4. The applicant needs to provide a proposed irrigation routing plan with a profile shown. The applicant is planning to remove a siphon on the C.E. 21.1 and critical drainage for the W.C.P. 1.1. Prior to approving this pre-plat, it needs to be shown that the proposed irrigation routing will physically flow water as it could greatly affects the layout of this subdivision, including whether a new siphon is being proposed. A pipeline schematic and hydraulic grade line need to be provided prior to the District approving pre-plat.

[Ardurra 5.18.2023] The proposed irrigation routing sheet and profile are included as Sheets C2.0, C3.0, and C4.0. The hydraulic grade line and flows shown in the profile sheets were generated by model in Autodesk Storm and Sanitary software for a capacity of 21 CFS in the C.E. 21.1. The flow required for a minimum flushing velocity of 2 ft/s is 6.75 cfs for the realigned C.E. 21.1 lateral.

[RH2 – 8.22.2023] This has been provided. Further finite tuning of the design including sizing will occur during final design and review of the infrastructure. No further comments or action needed – thank you.

5. An easement (or pre-approval) to cross the existing gas pipeline easement by the District needs to be provided by the applicant prior to the District's pre-plat approval as this may greatly affect the layout of the subdivision and irrigation routing. It is assumed that all previous conditions held by the District when crossing the gas line easement will be reinstated at the new crossing location.

[Ardurra 5.18.2023] We are currently working with Williams Pipeline to procure preapproval for an easement for the proposed crossing of the gas line. Initial conversations indicate that this should not be an issue.

[RH2 - 8.22.2023] The gas crossing has been relocated to be in the same location as it currently is. No additional action required.

6. Current rerouting of the C.E. 21.1 at the north edge occurs off the applicant's property. Permission and an easement will be required prior to approving this pre-plat as it could greatly affect the layout of the proposed modifications.

[Ardurra 5.18.2023] We are currently working with Tamara Sloviaczek, who owns Parcel # 376060000 to obtain a written agreement and easement for the portion of the C.E. 21.1 rerouting within that property. This location was chosen to begin piping outside of the full future right of way of Meadow Park Boulevard. This agreement won't be completed until we are working through final design to make sure it is the proper size and in the correct location.

[RH2 - 8.22.2023] Pre-plat approval by the District is conditionally granted on the proponent's ability to secure these easements. The proponent has indicated that these will be secured upon approval. If the proponent is unable to secure these easements, significant redesign will likely be required.

7. Easement on the Southwest portion of the property needs to be the same width as existing which shows as 35'. Verification of this easement width if shown less than 35' will be required prior to pre-plat approval.

[Ardurra 5.18.2023] We are waiting for further discussion of the board on what easement width will be required. We are proposing to continue providing the same width, 30' from property line, as is currently encumbering our parcels.

[RH2 – 8.22.2023] — District is acceptable of the 30'eaesment width. Piping wall thickness may need to be increased as shown in the District's standards for travelled ways, given the tight corridor and reluctance to provide additional easement.

8. Easement along the Southeastern portion of the property where the W.C.P lateral is proposed to be piped (Lansing Rd. to Phase 5) is currently proposed as a 25' easement. This easement is requested to be 30' to allow for the required buried pipeline and all weather road necessary for maintaining this facility.

[Ardurra 5.18.2023] We are agreeable to the increase from 25' to 30' if we can also reduce the new waste alignment to 30' from the existing 50', as it will be piped.

[RH2 – 8.22.2023] – District is acceptable of the 25*, as this is the historic width on this parcel. Piping wall thickness may need to be increased as shown in the District's standards for travelled ways, given the tight corridor and reluctance to provide additional easement.

9. Wastewater from the W.C.P. 1.1 needs to be provided by the developer with a route to drain. By relocating the C.E. 21.1, the developer is eliminating the drainage lateral for the W.C.P. 1.1. This needs to be resolved prior to pre-platting as it may significantly affect the layout of the pre-plat.

[Ardurra 5.18.2023] WCP 1.1 waste will be designed to flow directly into our pond and waste system.

[RH2 – 8.22.2023] No additional action required for pre-plat. A formal easement will need to be shown.

10. Significant fill @ 50% slope is being shown on the proposed easement (see sheet 5.02). This grading and encroachment does not work for the District as it restricts the ability to use over half the width of this easement. A profile of the pipeline needs to be provided prior to approving the preliminary plat that includes existing and proposed finished grades. This area is where a siphon was generally located to the east as discussed above.

[Ardurra 5.18.2023] Grading has been adjusted to provide a maximum cross slope of 10% within the easement. The maximum running slope is 25%. The road near the existing siphon has a maximum running slope of 17%. There will be no structures within this slope and access for daily ditch riding can be maintained on public roads to cross the drain.

[RH2 – 8.22.2023] – As discussed on site, opportunities to bring the siphon low point up may assist with lessening the running slope of 25%. District is reserving the right to request grading changes to allow for typical ditch riding activities once construction plans are being reviewed.

11. An irrigation delivery point for the pump station needs to be shown to verify easements are in place for the proposed delivery.

[Ardurra 5.18.2023] The existing delivery point on the WCP will be maintained for the eastern half of the property. The delivery point for the western half of the property, if not available from the WCP delivery would likely be requested to come off where the siphon starts and delivered to the west pond.

[RH2 - 8.22.2023] – The District will review this request during construction review. The goal is typically to provide irrigation water from the C.E. 21.1 where possible, as this flow is gravity fed, versus WCP is pumped and costs more to operate. A more detailed look at the distribution of water sources will need to occur during design.

Design Plans Comments

1. The District and Reclamation will require a signed agreement be in place <u>prior</u> to any changes being made to the sections of the W.C.P. Lateral, C.E. 21.1 Lateral, and any appurtenant irrigation facilities that are affected by the proposed land changes not listed in this letter.

[Ardurra 5.18.2023] Noted.

[RH2 - 8.22.2023] - Great - Thank you.

2. A crossing agreement with the City or Highway District will be required for any rerouted lateral that crosses a roadway.

[Ardurra 5.18.2023] This will be procured during the construction phase of the crossing.

[RH2 – 8.22.2023] – Great – Thank you.

3. A crossing agreement will be needed for any utilities crossing the District's easement. (Pressurized Irrigation, Domestic Water, Sewer, Power, Gas, etc.)

[Ardurra 5.18.2023] A crossing agreement for all utilities encroaching within the District's easement will be procured during construction document preparation for each phase of the development where applicable.

[RH2 - 8.22.2023] - Great - Thank you.

4. The WCP Lateral will need to be piped in its entirety along the south edge of the project, and will need to include a 12' all weather roadway.

[Ardurra 5.18.2023] The W.C.P. will be piped along the entire south edge of the property and include a 12' all weather roadway.

[RH2 - 8.22.2023] - Great - Thank you.

5. The C.E. 21.1 lateral will need to be piped throughout the entirety of the development.

[Ardurra 5.18.2023] The C.E. 21.1 will be piped within the entire development with a new alignment.

[RH2 - 8.22.2023] - Great - Thank you.

6. No trees, shrubs, or landscaping (including irrigation) will be allowed over the relocated pipelines or in any Reclamation easement. Where the pipelines cross medians, no trees or shrubs will be allowed.

[Ardurra 5.18.2023] We would like to request having grass within the District's easement through a license agreement. This would be maintained by the HOA and irrigation would be kept outside of the easement.

[RH2 – 8.22.2023] We can work on negotiating a license agreement regarding landscaping during construction document review but provide no guarantees of landscaping approval within the easement at this time.

7. Common spaces, including stormwater facilities shall not be located on District easements.

[Ardurra 5.18.2023] Stormwater facilities will be kept outside of the District's easements. The irrigation easements will be primarily contained within common lots for the subdivision, owned and maintained by

BLACK

the HOA. Beyond the landscaping mentioned in the above comment, no community features will be included in these spaces.

[RH2 - 8.22.2023] - Great - Thank you.

 Recorded easements for all irrigation facilities will need to be provided prior to final plat approval with a recorded instrument number on the final plat.

[Ardurra 5.18.2023] Easements for each phase will be provided prior to final plat.

[RH2 - 8.22.2023] - Great - Thank you.

9. Water re-allocation for each phase will need be completed prior to final plat approval by the District and developer.

[Ardurra 5.18.2023] Noted.

[RH2 - 8.22.2023] - Great - Thank you.

District General Comments

1. Any and all <u>maintenance road right-of ways</u>, <u>lateral right-of ways and drainage right-of ways</u> will need to be protected (including the restriction of all encroachments). Also, any crossing agreement(s) and/or piping agreement(s) will need to be acquired from the Bureau of Reclamation (Reclamation), once approved by the District, to cross over or under any existing lateral, pipe any lateral or encroach in any way the right-of ways of the District or the Reclamation.

[Ardurra 5.18.2023] Noted.

[RH2 – 8.22.2023] – Great – Thank you.

The District will require that the laterals affected by this proposed land change be piped and structures built to ensure the delivery of irrigation water to our patrons.

[Ardurra 5.18.2023] The entirety of the C.E. 21.1 and W.C.P. within the subject properties will be piped.

[RH2 - 8.22.2023] - Great - Thank you.

3. This property has irrigation water attached to it. An irrigation system with an adequate overflow needs to be installed to ensure the delivery of irrigation water to each lot and/or parcel of land entitled to receive irrigation water.

[Ardurra 5.18.2023] A pump station for the development will be designed to provide irrigation to each lot.

Overflow will be discharged to the existing unnamed drain from the ponds, as it has been historically.

[RH2 - 8.22.2023] - Great - Thank you.

4. Runoff and drainage from the proposed land splits should be addressed as well to ensure downstream users are not adversely affected by the proposed land use changes.

[Ardurra 5.18.2023] All stormwater will be contained onsite per Canyon County and City of Middleton requirements.

[RH2 - 8.22.2023] - Great - Thank you.

5. New Comment [RH2 – 8.22.2023] – The District has adopted new standard details that will be required to be used for this subdivision. Specifically, please note, the requirement for fencing along the District's laterals. Review of these standards will be completed during construction drawing review.

BLACK, CA

6. New Comment [RH2 - 8.22.2023] he District has enacted a \$106 per lot fee (rate reviewed yearly) for account set-up and historical water right review. Each phase of this project will be assessed this fee prior to final plat concurrence from the District.

All of the above requirements need to be met, including any others that arise during future review.

Thank You

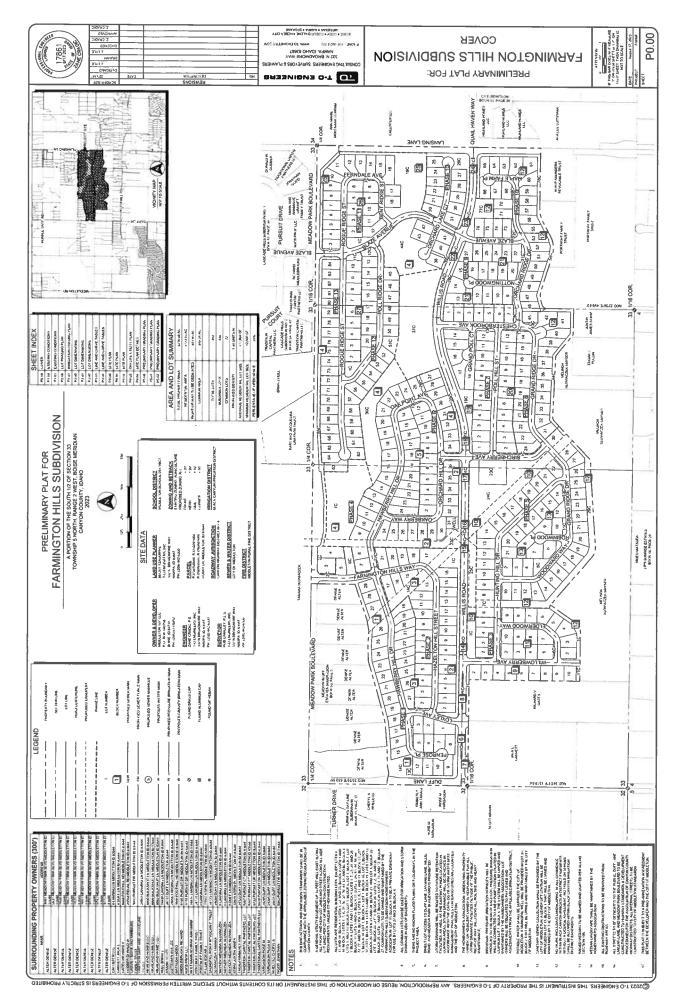
Donald Popoll

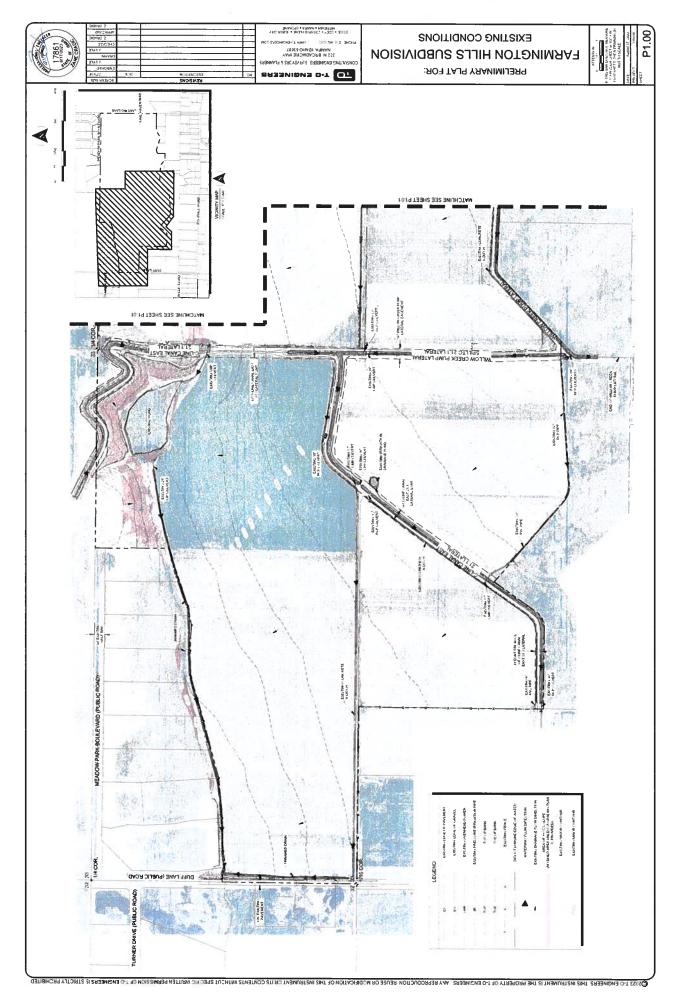
Donald Popoff P.E. District Engineer Black Canyon Irrigation District

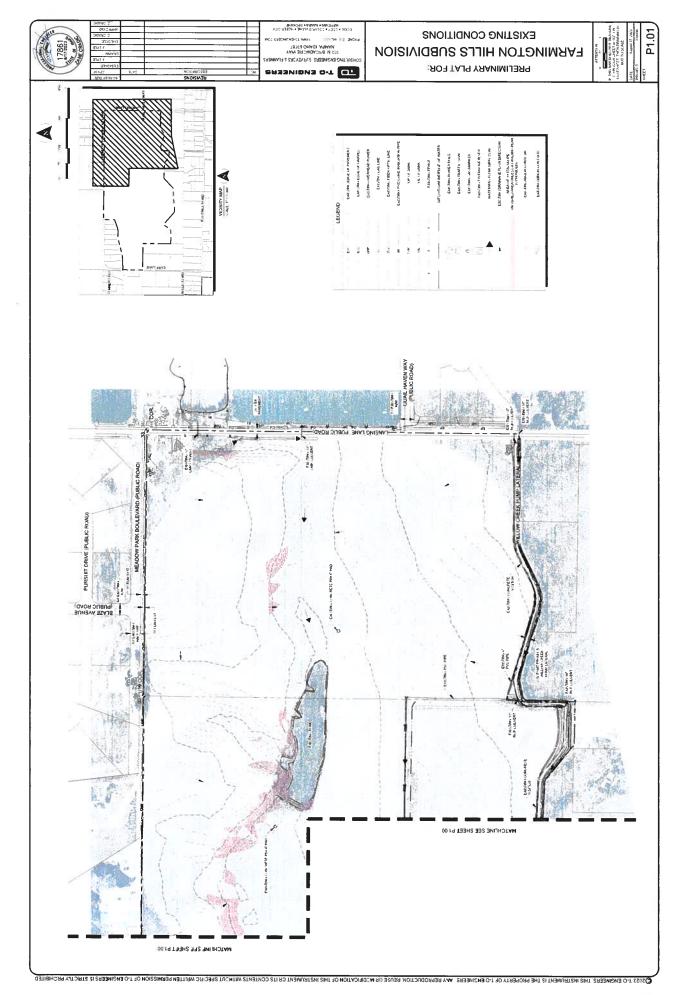
Cc: Carl Hayes – BCID Manager
Tyler Chamberlain - BCID Asst. Manager
Roberta Stewart – City of Middelton
Dean Waite – TCC
Zane Cradic - Ardurra

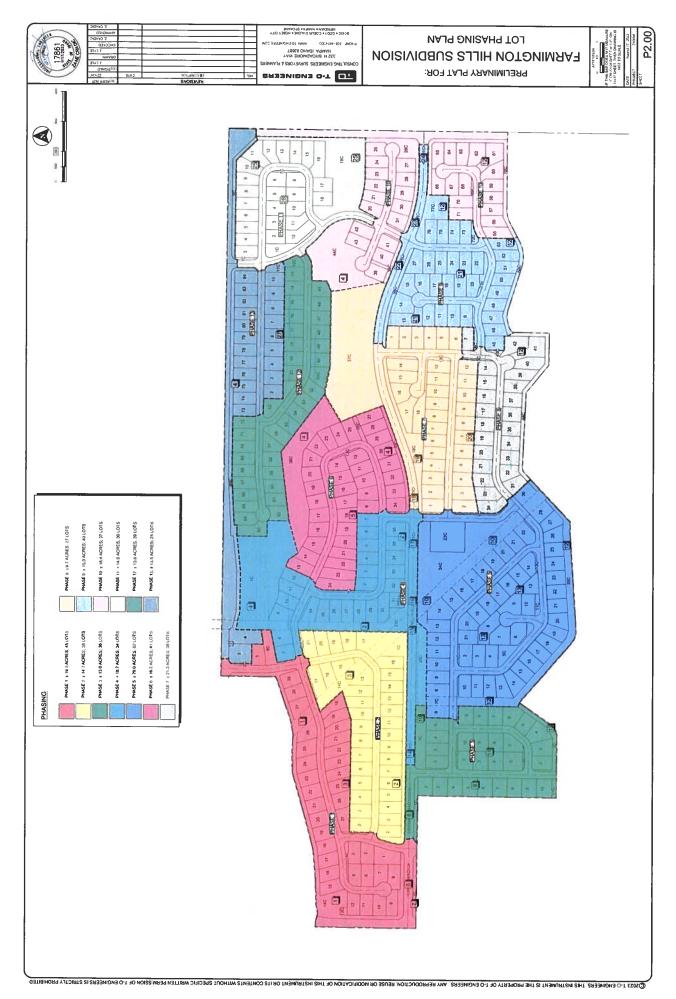
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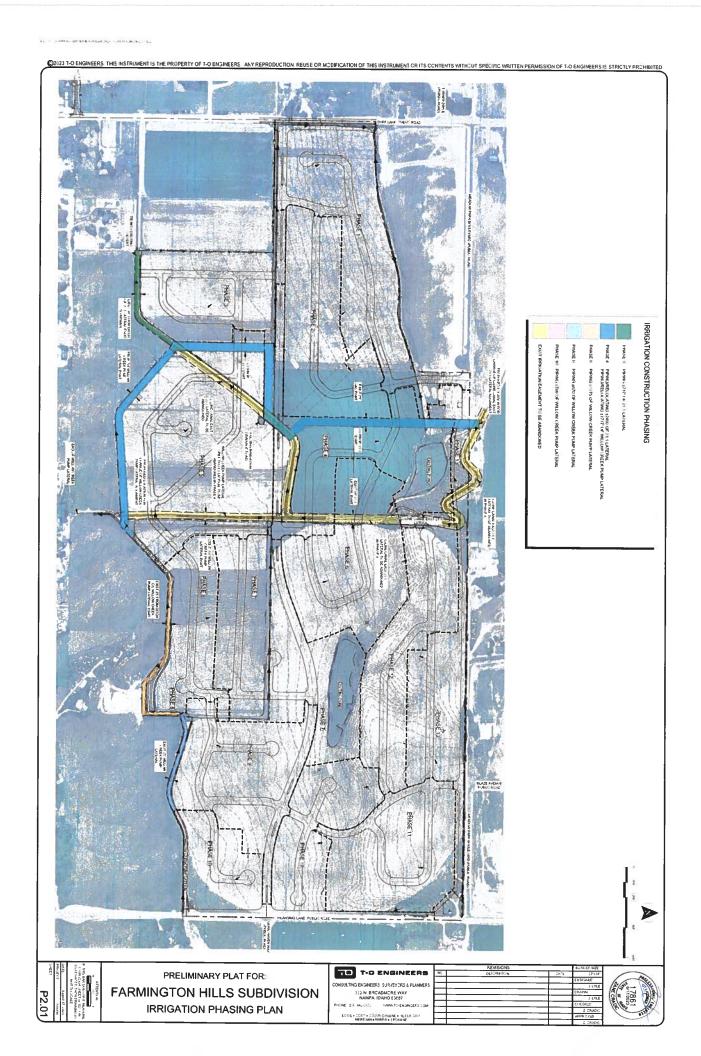
- a. Preliminary Plat Document Reviewed (Signed 8.17.2023 Pages 1-18, Ardurra)
- b. Hydraulic Grade Line Model (1 Sheet Ardurra)
- c. Preliminary Concept Plans (DRAFT) Pages C2.0, C3.0, C4.0, Ardurra)

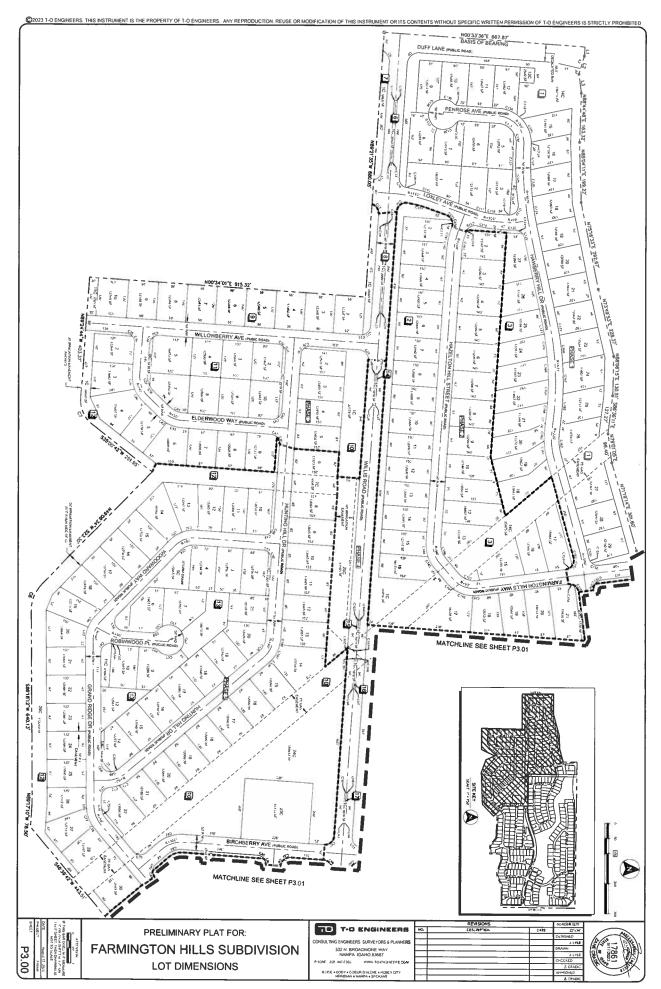


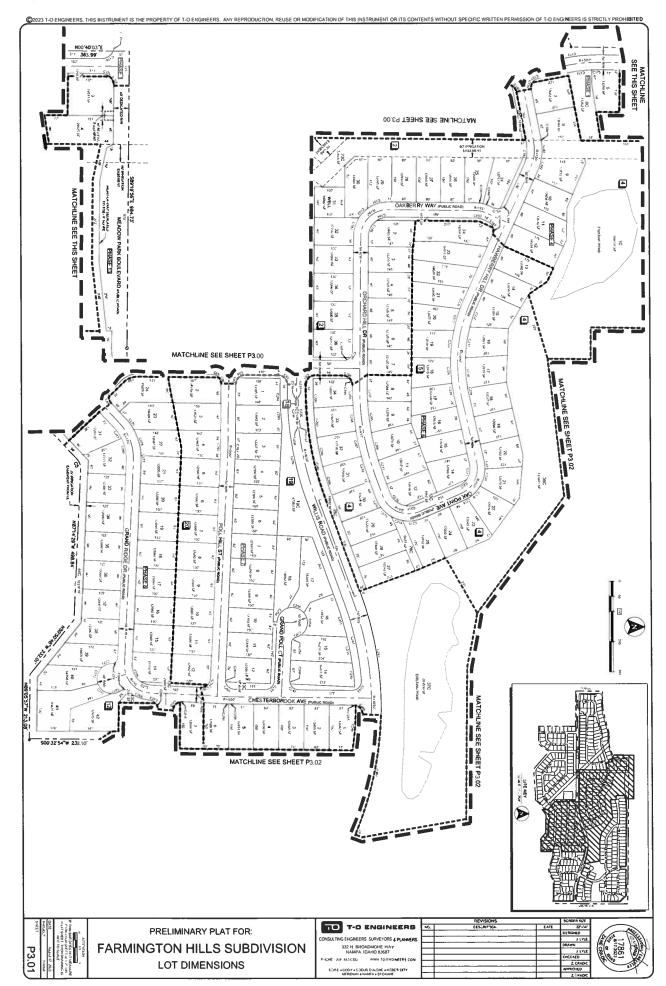






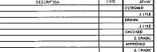






FARMINGTON HILLS SUBDIVISION LOT DIMENSIONS

TO ENGINEERS
CONSULTING ENGINEERS SURVEYORS & PLANKERS
332 N BROADMORE WAY NAMPA IDAHO 83687
P-IONE AND 447-CROS. WWW TO PROMETES LOW

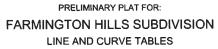




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C425	30 00'	40.21*	76'47'15"	371,95,055	37.26
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C431	70 00,	98 99	8519'35"	H80'44'47'W	40 66'
C432	65 00'	38 62"	34'02'20"	\$73'36'39"W	38 05
C433	115.00	68 32"	202,20.vc	\$75'36'35°W	67 32"
C434	225 00"	71.86	1874'53"	MG0.14,46_M	71.36
CaJS	225 00"	70 85	18'02'12"	N62'06'16"W	70 54"
C436	175.00	94.30	30'32'26"	W75'56'02"W	93,16"
C437	175.00	16.53	3"24"39"	N22,41,55M	16.32"
C436	115,00	37.77	18'32'29"	8443'48'55"W	37.05
C439	115.00	59.79	29'47'17"	M18.38,02,m	21.86
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2.49.	H84'36'22°€	6.30	0444	225.00	20.00	7-20"56"	
4715"	370,96,065	37.26	0445	20.00	17.45	49"50"41"	
34'05"	37'45'04°E	47.69	C448	90.00	98 94*	11372735	
4.98.	3.62,25,915	576.948	C447	50.00	60 00'	68'45'16"	
M.11.	\$24'57'04"[83.15	C448	50.00	60 00'	68'65'18*	
02'45"	M.22,59.15M	338 44"	C449	50.00'	23.40"	29'06'14"	
19.35	S13'95'38'W	40 66°	0690	20.00	17.45	49'99'41"	
19'35"	M90.44,41,8	40 66'	C451	845.00	42.79	3"48"03"	
02'20"	S73'36'35"W	30 05	C452	585 00"	4725	4132'54"	
02,200	\$73'36'35'W	67 32	C453	40.00	62 BJ*	90'00'00"	
14.93"	M_89,94,0824	71.36	C454	40.00	62.83	90'00'00"	

_					
CURVE	SAMOVE	придл	DCLTA	BEARWG	CHORD
C361	5.00'	7.85	90'00'00"	3,80,91,5×N	7.07
C362	5.00	7 85	.00,00,00	S44'41'52"E	707
C363	2 00'	7.85	,00,00,00	\$45"8"08"W	7.07
C304	40 00'	62.75	**1.55.68	3,15,42,5910	56 51
C365	40 00'	82.91	,99,90,08	244'36'29"W	36.62"
C366	20 00'	7.61	21'47'12"	M_95,01.62M	7.56
C367	50.00	67.55	7774725"	M20,22,16N	92.53
C368	90.00	168.82	19327'18"	1694.03,48 E	99 31*
C369	20.00	24.11	15.90.69	\$33'44'47'E	22.68
C370	30.00	18.07	34:30'15"	305'32'10"E	17.79
CUM	30.00	26.17	49"58"18"	N32737347E	25.34
C372	30.00	24.21	4674'11"	M42.60.21,8	23.56
C373	30.00	25.81	497716	N2'35'47'E	25.02
C374	30.00	27.30"	52'06'19"	553'18'35"W	26.37
C375	30.00'	16.67	31 30'05"	M84742713*W	18.46
C376	30.00	25.23	48'11'23"	\$3'08'44"W	24.49
C377	30.00	25.49	48'41'03"	5457729°E	24.73
C378	996 00'	67.32	5'01'24"	N70'47'44"W	67.30
C379	866 00	SE 20.	4'31'15"	M.105.48,8	68 31
0300	816.00	71 51			

87.30	24.75		24.48"	18.46	26.37	25.02	23.56	25.34	17.79	22.68	99 31"	92.53	7.56"	36.62"	36 51	7.07	707	7.07	CHORD	Ĺ
				_	_	_	_	_	_	_		_		_	_	_	_	_	_	
000	C398	C397	C396	C305	C394	C39.1	C302	C391	C390	C389	C388	C387	C300	0365	C384	C363	C362	CJB1	CURVE	
300.00	20 00	50.00	\$0.00	20.00	20.00	661.00	816.00	866.00	996,00	861,00	616 00	866.00	996.00	661 00'	816 00	886.00	996 00'	661.00	RADIUS	
309 16	1745	83.92"	160.41	15.33	2.12"	34.22	42.24"	75,74"	87.11	89.68	88.00	80.00	18.86	89.56	86,00	86.00	98 91	63.00"	приз	
76"44"00"	49799.41*	9670'11"	185'49'12"	43'35'43"	6703756*	23736	75756"	-90,00.6	*00'30°	6,203,18,	.61,20.9	3'41'24"	5'41'24"	602'19"	-61,20.9	5'41"24"	5'41'24"	52730"	0CLTA	
M120735"W	7,41,81,994	M8873732°E	S4025'13'W	M91,40,03,4	M96'39'53"W	H8872"53"W	30072'53"8	- NB7'11'33"W	M0711,33,4	N83'42'45"#	S83'42'49"E	мет "50",32" м	NB1"50"32" W	N77'40'26"8	57740'26'E	N76'09'08"#	M7679'08"W	M7125'27'W	BEARMG	
285 43	10.90	74.41	99.94	14.96	2.12"	34.27	42.24	75.71	87.06	69 63	85.96	65.96	98.87	69 63'	85 96	85 96	98.87	62.98	CHORD	
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			CURVE	WE TABLE		
8	3A land	RADIUS	пемал	0ELTA	@EARNG	CHORD
98'	C401	645.00	150.96	13'24'35"	M44.43.12.M	150 61
87"	C402	,00 00,	4) 68	79'36'40"	83'05'30'W	38 41
8.	C403	30.00	25.62	49"18"49"	M_60,96.22N	25.03
8,	C404	30 00'	20.69	39:30'36"	M,90,65.295	20 26
83'	C405	115.00"	15 90"	795'26"	546'51'33"W	13.89
87'	C408	115.00	60.00	29'35'36"	265'66'Q4"W	59 32"
8,	C407	115.00	19 96'	9'37'15"	S85'41'30"w	19.95
8	C408	85.00	34.19	47'40'17"	266,49,38,A	32.64"
83.	C409	115,00	22.87	1173'41"	584'58'17"8	22.83
8	C410	115,00	60.00"	28"53"36"	56419'38"W	50.32
71,	C411	115,00°	00.00	20"33"36"	\$34'20'02"W	99.32
24.	C+12	115.00'	37.99	18'35'37	\$1001.72,4	37.62
27	C413	85.00	65.69	57'54'16"	561'43'00"W	62.93
2"	C414	65.00	36.53	3277'15"	518'39'44"W	36.06
8.	C415	85 OO	38.53	32"77"5"	\$15'32'31"E	36,06
2.	C418	65.00	65.44	57'41'14"	3,01,62,095	62.71
÷.	C417	115,00	32.82	1071100	57'36'59°E	32.71
Š,	C418	115.00	90.00	29"33"36"	3,22,11.055	59 32"
ŝ,	C419	115.00	90.00	29"33"36"	300'37'99"E	99 32"
27	C420	115.00	27 60'	13'45'06"	582"27"20"E	27.56

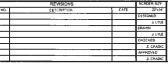
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PRELIMINARY PLAT FOR:

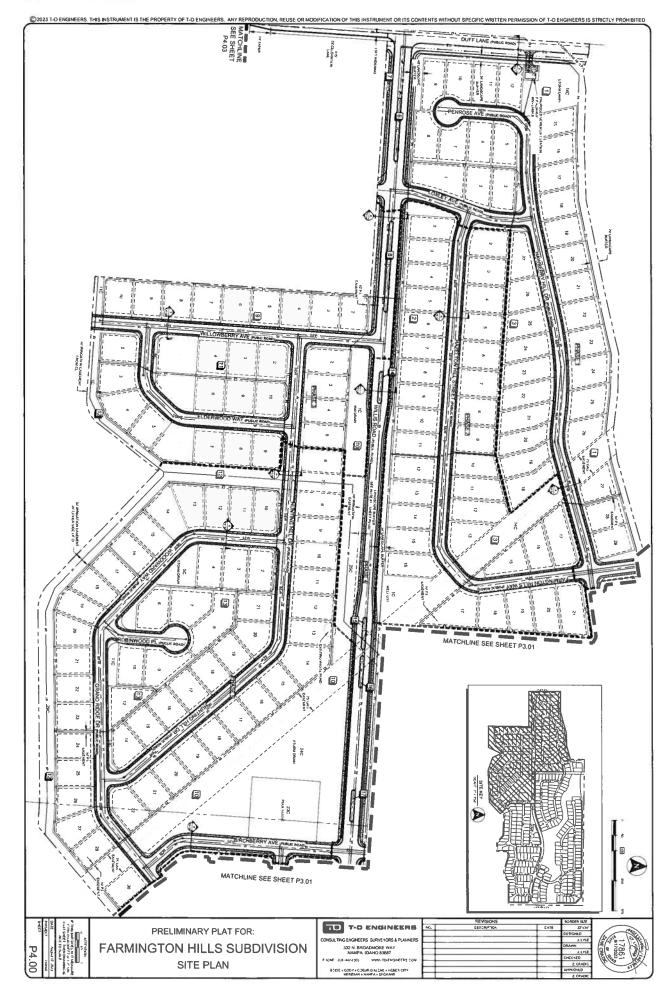
FARMINGTON HILLS SUBDIVISION

LINE AND CURVE TABLES









6055E + CODY + CORUM D'ALENE + HOBER CITY MERIDIAN + HAMPA + SPCKANE

ATTYSTAN ATT

PRELIMINARY PLAT FOR:
FARMINGTON HILLS SUBDIVISION
SITE PLAN

T-D ENGINEERS

CONSULTING ENGINEERS SURVEYORS & PLANVERS

3321 N BROODWORS WAY

NAMPA IDJAHO 85657

F-OME FRE MAZESS

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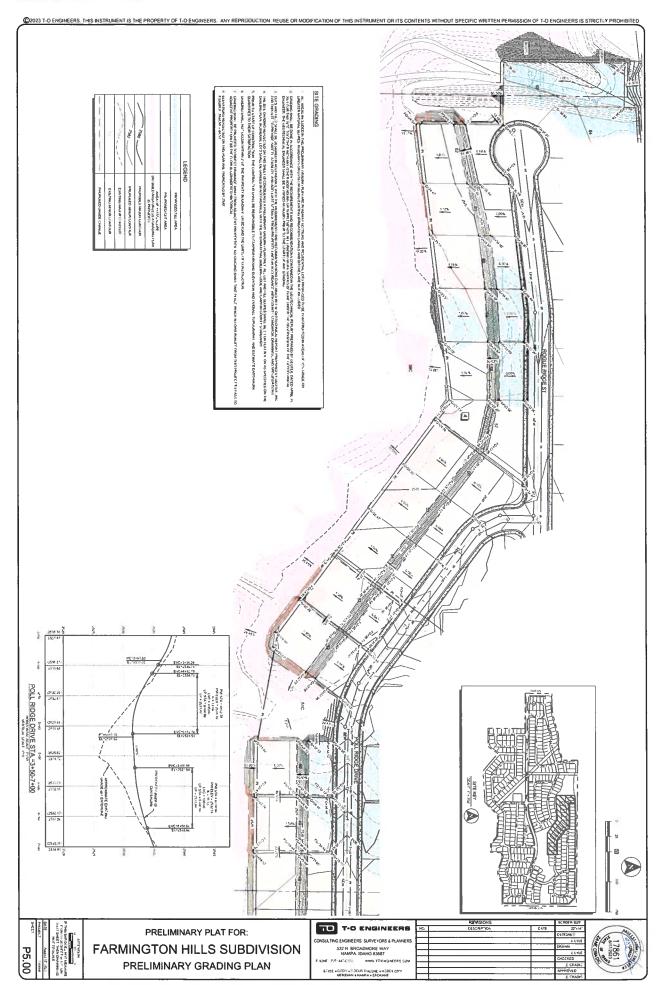


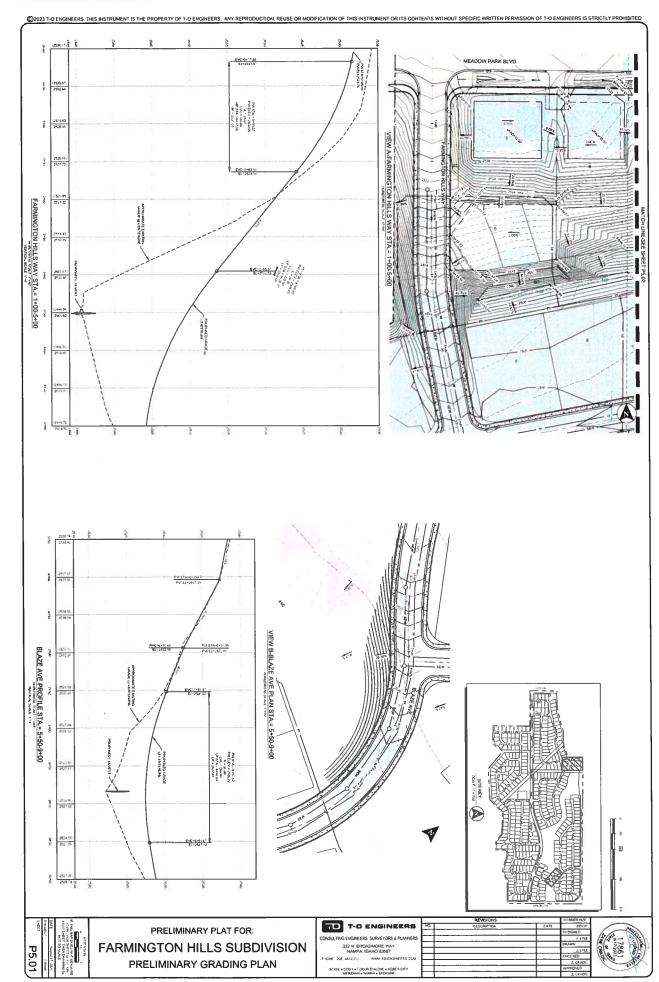
PRELIMINARY PLAT FOR: FARMINGTON HILLS SUBDIVISION OFFSITE UTILITY PLAN

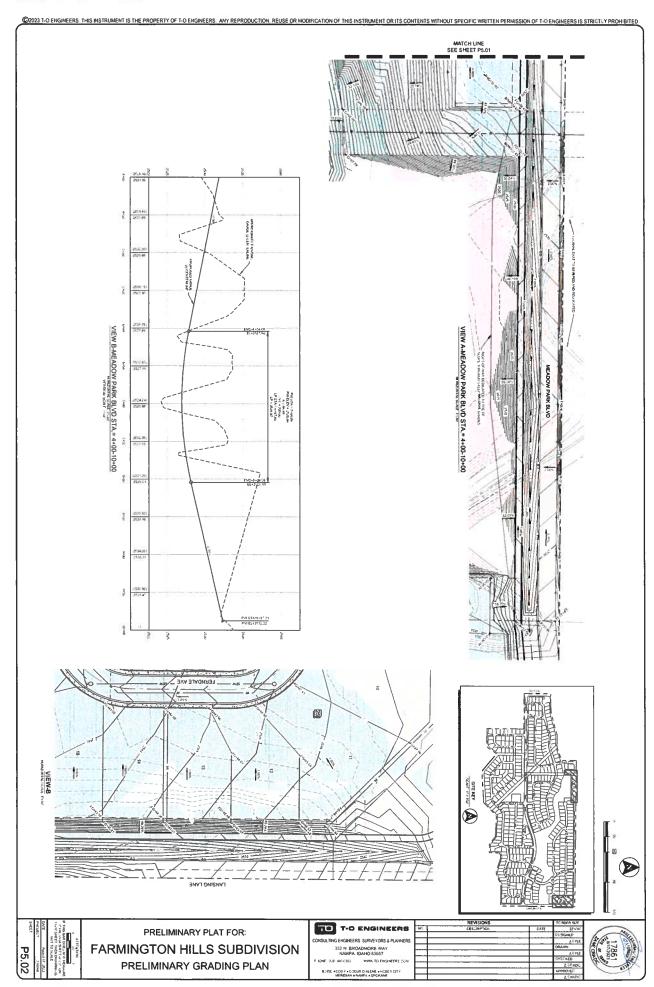






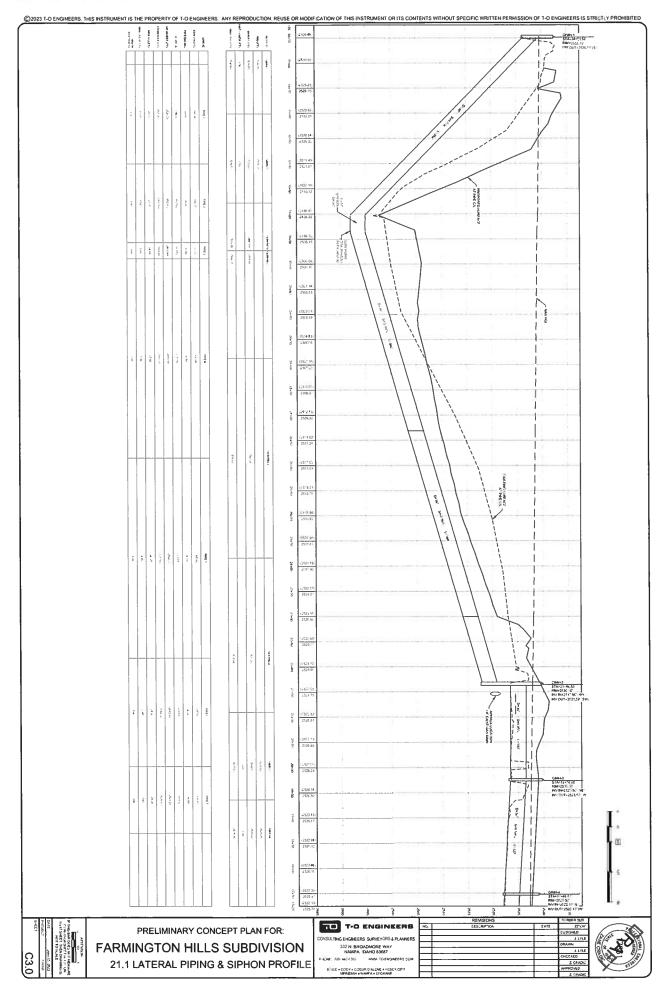






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FARMINGTON HILLS SUBDIVISION 21.1 LATERAL PIPING & SIPHON PROFILE FAME AND ADDRESSED SHIP ADDRESS AND ADDRE

T-O ENGINEERS
CONSULTING ENGINEERS SURVEYORS & PLANNER
332 N. BROADMORE WAY NAMPA IDAHO 83687
WIND AND AND CONTRACTOR BY THOSE BY





Debbie Root

From: Zane Cradic < ZCradic@ardurra.com>

Sent: Tuesday, July 18, 2023 7:41 AM

To: Debbie Root
Cc: Becky Yzaguirre

Subject: [External] Farmington Subdivision

Deb,

See below from Williams Pipeline. We met onsite and went over the preliminary plat. I believe the last piece to the puzzle is BCID and they should be responding any day now with approval.

Thanks,



Zane Cradic, PE (ID)

Project Manager

O: 208.442.6300 | M: 602.456.ZANE

From: Dagley, Tim <Tim.Dagley@Williams.com>

Sent: Tuesday, July 18, 2023 5:16 AM

To: Zane Cradic <ZCradic@ardurra.com>; Brooke Rhodes <BRhodes@ardurra.com>; Encroachments

<Encroachments@williams.com>
Cc: JD Lyle <JLyle@ardurra.com>

Subject: Re: Subdivision

Hey Zane. Everything we looked at looks good for acknowledgement to move forward. Official and final approval can be granted once we have the rock solid plan etc.

Get Outlook for iOS

From: Zane Cradic < ZCradic@ardurra.com Sent: Monday, July 17, 2023 10:35:38 AM

To: Brooke Rhodes < BRhodes@ardurra.com >; Encroachments < Encroachments@williams.com >; Dagley, Tim

<<u>Tim.Dagley@Williams.com</u>>
Cc: JD Lyle <<u>JLyle@ardurra.com</u>>
Subject: [EXTERNAL] RE: Subdivision

CAUTION! EXTERNAL SENDER STOP. ASSESS. VERIFY!! If suspicious, STOP and click the Phish Alert Button

Tim / Matt,

Can we get an acknowledgement on this plan? The county is requiring us to have some preliminary approval from your team to move forward with our preliminary plat. This is just for preliminary stuff, no final design no final approval.

Thanks,

EXHIBIT 21 WILLIAMS GAS PIPELINE

Communities in Motion (CIM) Development Review Checklist

Farmington Hills **Development Name:**

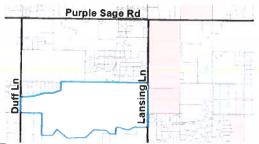
CIM Vision Category: Future Neighborhood

Consistent with CIM

Vision?

YES

New Households: 421 **New Jobs:** 0





Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.



Pedestrian level of stress N/A

Bicycle level of stress



Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

> **Economic Activity Center** Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact







Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

N/A

Nearest public school

Nearest public park







Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Sent: 3/22/23

This location is still in a predominately farmland area. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle and there are no plans for public transportation to this location. Consider adding a bike lane along Meadow Park Boulevard as shown in *Middleton Connects*. Since Willis Road is longer than 0.5 miles long, consider adding traffic calming measures to discourage speeding and improve safety.

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a quidance document. Past checklists are available online. See the **Development Review User Guide** for more information on the red, yellow, and green checklist thresholds.



www.compassidaho.org



info@compassidaho.org



Complete Network Appendix

Checkmarks (\checkmark) below indicate suggested changes to a site plan, based on the <u>COMPASS</u> <u>Complete Network Policy (No. 2022-01)</u>. Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network <u>map</u> for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name: N/A
Primary Use: N/A
Secondary Use: N/A

Bicycle and Pedestrian Infrastructure

- ✓ Provide sidewalks, crosswalks, and micropaths to connect destinations
- ✓ Apply traffic calming measures to discourage speeding on local roads

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

Purple Sage Road (Old Highway 30 to Can Ada Road)

Widening Purple Sage Road (Old Highway 30 to Can Ada Road) to three lanes is an unfunded state and local project in *Communities in Motion 2050* and is unfunded.

More information on transportation needs and projects based on forecasted future growth is available at:

https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.



Additional Information:

• Capital improvements to Purple Sage Road are not included in the fiscal impact analysis as the project is currently unfunded.

Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Debbie Root

From: Flack, Brandon < brandon.flack@idfg.idaho.gov>

Sent: Thursday, March 9, 2023 3:07 PM

To: Debbie Root

Subject: [External] Legal Notice RZ2021-0056 & SD2021-0059 /Farmington Hills

Hi Deb,

The Idaho Department of Fish and Game (IDFG) has received Canyon County's request for information related to a conditional rezone of approximately 217 acres subject to a pre-annexation agreement and development agreement. The proposed development contains 421 residential lots for a single family housing subdivision located north of Foothill Rd. between Lansing lane and Duff Lane in Middleton. This email serves as an IDFG letter addressing fish, wildlife, and plant resources as a component of the natural features of the property, including any sensitive plant and wildlife species recorded in the project vicinity. It also provides recommendations for residential developments for consideration by the County Commission.

IDFG has not conducted specific wildlife surveys on the property. The Idaho Fish and Wildlife Information System (IFWIS) database contains no records of special-status plant or animal species on or within 0.5 miles of the project property. Aerial imagery indicates the parcel is currently disturbed, being used for agricultural production. Considering the footprint of the project overlays an area that has already been disturbed and little intact native habitat exists on the project property or on the adjacent properties, IDFG would not anticipate effects of the proposed activities on native plant or terrestrial wildlife populations. However, the aerial imagery also indicates the presence of large deciduous trees which can provide nesting and perching locations for many bird species. According to the Migratory Bird Treaty Act of 1918 (MBTA), if birds are actively using those trees for nesting and chicks are present, the nests may not be disturbed (i.e., the trees may not be removed) until after the chicks have fledged and permanently left the nest. Questions related to the MBTA and it's rules and regulations should be directed to the Idaho U.S. Fish and Wildlife Service Office at (208) 378-5243.

In addition, IDFG recommends the following practices for residential subdivisions:

- Residents should control pets, including cats, at all times (fenced yard, keep indoors, kenneled, leashed, etc.).
 Pets, at-large, dramatically increase a residential subdivision's negative effects on wildlife.
- Prohibit the feeding of wildlife and require that potential wildlife attractants (pet food, garbage, gardens, etc.)
 be maintained in a way to reduce wildlife conflicts (skunks, foxes, raccoons, magpies, etc.). Eliminating or minimizing the potential for wildlife depredations is the responsibility of the property owner.
- Native vegetation should be retained to the extent possible during project implementation to support birds, small mammals, and pollinator species.
- Retain buffers of riparian vegetation that surround any wetland resources, including ponds, on the property.
- All fencing within and around the subdivision should be wildlife friendly. IDFG can provide additional details upon request.

Thank you for your interest in the state's fish, wildlife, and plant resources. Please feel free to contact me with additional information needs or other questions.

Regards,

Brandon Flack

Regional Technical Assistance Manager Idaho Dept. of Fish and Game

Southwest Region 15950 N. Gate Blvd. Nampa, ID 83687 Ph: (208) 854-8947



CANYON SOIL CONSERVATION DISTRICT



2208 E. Chicago, Suite A Caldwell, ID 83605 Phone 208-779-3443 Fax 1-877-504-6752

SUPERVISORS: Mike Swartz, Chairman; Robert McKellip Vice Chairman;
Dave Dixon, Secretary/Treasurer; Mike Somerville, Supervisor; & Rex Runkle, Supervisor
ASSOCIATE SUPERVISORS: Tom Johnston, Rich Sims & Matt Livengood
SOIL CONSERVATION DISTRICT STAFF: Lori Kent; Administrative Assistant & Stan Haye, Soil Conservation Technician

March 13, 2023

To: Dan Lister Planner of Record Canyon County Development Services

From: Canyon Soil Conservation District (Canyon SCD)

Subject: Notification to Canyon pursuant to the local use Planning Act

Thank you for sending Canyon Soil Conservation District (SCD) several zoning requests. They are: CR2023-0003/Pruett, CR2022-0027 &SD2022-0043/Dave Hess, CR2022-0029/Gross Trust, RZ2021-0056 & SD2021-0059/Ardurra, CR2022-0025/ Molenaar-Schram, CR2022-0003/LWD Development Inc., CR2021-0006 & SD2021-0032/Dembi Estates Subdivision, CR2022-0032/Virgil Iovu, OR2022-0010 & CR2022-0031/Werhane.

They are: CR2023-0003/Pruett, CR2022-0027 &SD2022-0043/Dave Hess, CR2022-0029/Gross Trust, RZ2021-0056 & SD2021-0059/Ardurra, CR2022-0025/ Molenaar-Schram, CR2022-0003/LWD Development Inc., CR2021-0006 & SD2021-0032/Dembi Estates Subdivision, CR2022-0032/Virgil Iovu, OR2022-0010 & CR2022-0031/Werhane

Continued Partnership and Conservation.

Sincerely,

Mike Swartz, Canyon SCD Chairman

All programs and services of the Canyon Soil Conservation District are offered on a nondiscriminatory basis without regard to race, color, national origin, religion, sex, age, disability, marital or familial status, and political beliefs.



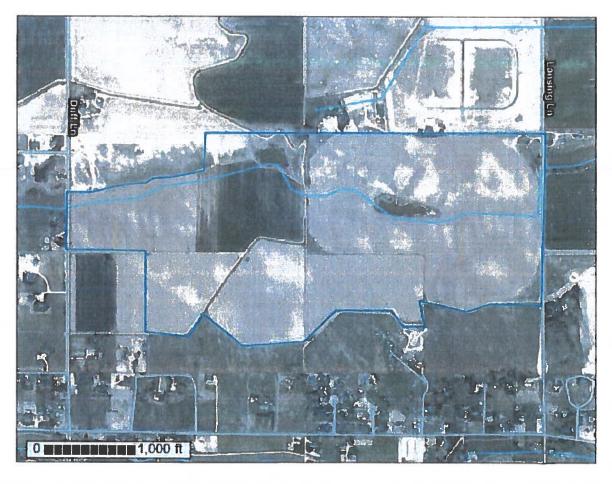
NRCS

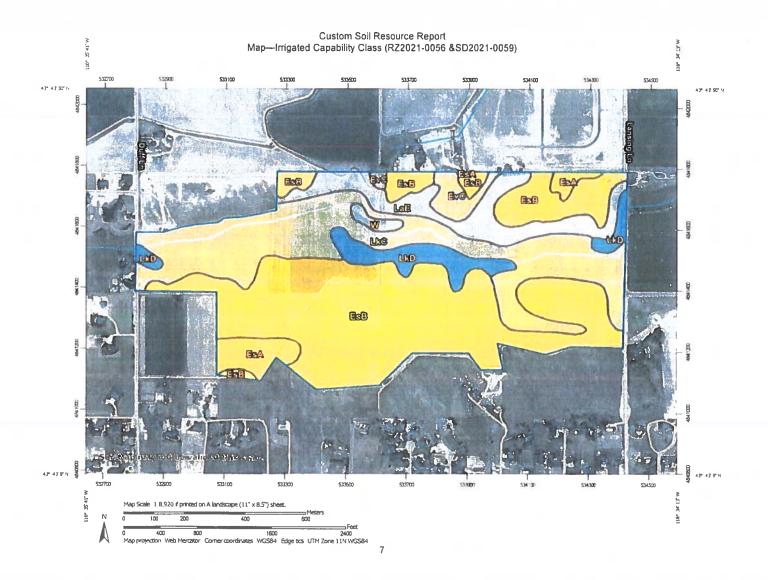
Natural Resources Conservation Service A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Canvon Area.

Canyon Area, Idaho

RZ2021-0056 &SD2021-0059 Ardurra





Custom Soil Resource Report

Table—Irrigated Capability Class (RZ2021-0056 &SD2021-0059)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
EsA	Elijah-Chilcott silt loams, 0 to 1 percent slopes	3	8.7	4.0%
EsB	Elijah-Chilcott silt loams, 1 to 3 percent slopes	3	108.6	49.8%
EvC	Elijah-Vickery silt loams, 3 to 7 percent slopes	4	5.3	2.4%
_aE	Lankbush sandy loam, 12 to 30 percent slopes		20.4	9.3%
_kC	Lankbush-Elijah-Vickery silt loams, 3 to 7 percent slopes	4	60.4	27.7%
_kD	Lankbush-Elijah-Vickery silt loams, 7 to 12 percent slopes	6	12.8	5.9%
N	Water		1.8	0.8%
Totals for Area of Inter	est		217.9	100.0%

Rating Options—Irrigated Capability Class (RZ2021-0056 &SD2021-0059)

Aggregation Method: Dominant Condition
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Custom Soil Resource Report

MAP LEGEND MAP INFORMATION Capabildy Class - II Area of Interest (AOI) The soil surveys that comprise your AOI were mapped at 1 20 COO Area of Interest (AOI) Capability Class - IV Solls Capability Class - V Warning Soil Map may not be valid at this scale Soil Rating Polygons Capability Class - VI Capability Class - I Enlargement of maps beyond the scale of mapping can cause Capability Class - II Capability Class - VII misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of Capability Class - III Capability Class - VIII contrasting soils that could have been shown at a more detailed Capability Class - IV Not rated or not available scale Water Features Capability Class - V Streams and Canals Please rely on the bar scale on each map sheet for map Capability Class - VI measurements Transportation Capability Class - VII +++ Rais Source of Map Natural Resources Conservation Service Capability Class - VIII Interstate Highways Web Soil Survey URL Coordinate System Web Mercator (EPSG 3857) Not rated or not available US Routes Soil Rating Lines Major Reads Maps from the Web Soil Survey are based on the Web Mercator. Capability Class - I projection, which preserves direction and shape but distorts Local Reads distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more Capability Class - II Background Capability Class - III accurate calculations of distance or area are required Aenal Photography Capability Class - IV This product is generated from the USDA-NRCS certified data as of the version date(s) listed below Capability Class · V Capability Class - V Soil Survey Area Canyon Area Idaho Capability Class - VII Survey Area Data Version 19 Sep 2 2022 Capability Class - VIII Soil map units are labeled (as space allows) for map scales 1 50 000 or larger Not rated or not available Soil Rating Points Date(s) aerial images were photographed Apr 19 2021-Apr Capability Class - I 21, 2021 Capability Class - II The orthophoto or other base map on which the soil lines were compiled and digit zed probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident



December 18, 2023

Debbie Root, Planner 111 North 11th Ave. Ste. 310 Caldwell, Idaho, 83605 debbie.root@canyoncounty.id.gov

Subject: RZ2021-0056 & SD2021-0059

Dear Ms. Root:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at:

https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).
 - For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.
- IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality
 permit to construct prior to the commencement of construction or modification of any
 facility that will be a source of air pollution in quantities above established levels. DEQ
 asks that cities and counties require a proposed facility to contact DEQ for an applicability
 determination on their proposal to ensure they remain in compliance with the rules.

For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

2. WASTEWATER AND RECYCLED WATER

 DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.

- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater
 and recycled water. Please review these rules to determine whether this or future
 projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding
 subsurface disposal of wastewater. Please review this rule to determine whether this or
 future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
 - For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems.
 Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: https://www.deq.idaho.gov/water-quality/drinking-water/. For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
 - For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant
 Discharge Elimination System (IPDES) Permit. A Construction General Permit from DEQ
 may be required if this project will disturb one or more acres of land, or will disturb less
 than one acre of land but are part of a common plan of development or sale that will
 ultimately disturb one or more acres of land.
- For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.
- If this project is near a source of surface water, DEQ requests that projects incorporate
 construction best management practices (BMPs) to assist in the protection of Idaho's
 water resources. Additionally, please contact DEQ to identify BMP alternatives and to
 determine whether this project is in an area with Total Maximum Daily Load stormwater
 permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.
 - For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- Solid Waste. No trash or other solid waste shall be buried, burned, or otherwise disposed of
 at the project site. These disposal methods are regulated by various state regulations
 including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06),
 Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for
 the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are
 also defined in the Solid Waste Management Regulations and Standards
- Hazardous Waste. The types and number of requirements that must be complied with
 under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and
 Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of
 waste generated. Every business in Idaho is required to track the volume of waste
 generated, determine whether each type of waste is hazardous, and ensure that all wastes
 are properly disposed of according to federal, state, and local requirements.

- Water Quality Standards. Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.
- Ground Water Contamination. DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

For questions, contact Rebecca Blankenau, Waste & Remediation Manager, at (208) 373-0550.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at
 the site, the site should be evaluated to determine whether the UST is regulated by DEQ.
 EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is
 potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit
 the DEQ website https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/ for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the
 following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal
 facilities, composted waste, and ponds. Please contact DEQ for more information on any of
 these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,

Aaron Scheff

Regional Administrator

c:

2021AEK



August 12, 2022

Mr. Devin Krasowski
Associate Engineer
Development Services Department
111 North 11th Ave. #140
Caldwell, Idaho 83605

Re: Farmington Hills Preliminary Plat Application

Dear Mr. Krasowski.

Keller Associates, Inc. has reviewed the Preliminary Plat for the Farmington Hills dated June 21, 2022. We reviewed the applicant's package for conformance with the Canyon County Code Ordinance Article 17.

- 1. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
- 2. Finish grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
- 3. Easements for sewer / water facilities will be required where placed outside of public right of way.
- 4. Plat shall comply with requirements of the local highway district.
- 5. Plat shall comply with irrigation district requirements.
- 6. Plat shall comply with Southwest District Health requirements.

We recommend that the **Preliminary Plat be APPROVED**. Any variance or waivers to the Canyon County standards, ordinances, or policies must be specifically approved in writing by the County. Approval of the above-referenced Preliminary Plat, when granted, does not relieve the Registered Professional Land Surveyor or the Registered Professional Engineer of those responsibilities.

If you have any questions, please do not hesitate to call Keller Associates at (208) 244-5065.

Sincerely,

KELLER ASSOCIATES, INC.

Justin Walker, P.E. County Engineer

EXHIBIT 26



May 31, 2022

Ms. Juli McCoy
Canyon County Planner
Development Services Department
111 North 11th Ave. #140
Caldwell, Idaho 83605

Re: Farmington Hills Preliminary Plat Application

Dear Ms. McCoy,

Keller Associates, Inc. has reviewed the Preliminary Plat for the Farmington Hills dated November 9, 2021. We reviewed the applicant's package for conformance with the Canyon County Code Ordinance Article 17. We have the following comments in order for the applicant to satisfy the County's requirements:

- 1. Please update the year in the title block to 2022.
- 2. The Residential Area, Right-of-Way Area and Common Area don't equal the Total Property Area in the Area and Lot Summary table. Please update.
- 3. Update parcel R3759541100 ownership to Michael & Jake Conklin. It appears ownership transferred after the plat was drafted.
- 4. Update parcel R3759540900 to Jonathan & Kristen Wood.
- 5. Update parcel R3759540700 to Robert Collins, 24564 Regal Rd, Middleton, ID 83644.
- 6. Update Parcel R37617010A0 to Callister LLC., 174 S Kestrel Place No. 204, Eagle, ID 83616.
- It appears parcel R3761500000 'Callister LLC.' Has since been subdivided according to the Canyon County GIS. Please update the plat to depict the parcels and include ownership/addresses.
- 8. Update parcel R2739900000 'Marilyn A. Branch Trust' to Cheryl A. Wheless.
- 9. Provide easement dimensions for private driveway ingress/egress to lots 52 & 53. Ultimately, an easement and road users agreement will be required prior to approval of final plat mylar and private driveway will be required to be constructed to County standards.
- 10. Why isn't Meadow Park Boulevard being constructed all along north property line to be connected on both east and west ends to existing portions of this roadway?
- Please provide the Geotechnical report that is referenced in the Slope Stabilization & Revegetation report.
- 12. Sheet 3.0 (Preliminary Grading Plan) shows locations that have slopes greater than 15%. It appears these areas extend beyond the view window. Please provide a proposed grading

- and drainage plan for all areas shaded with slopes greater than 15% with the proposed lot lines overlayed that includes the information required in the Hillside code (07-17-33).
- 13. Please provide a Geology and Hydrology report for all areas shaded with slopes greater than 15% that includes the information required in the Hillside code (07-17-33).
- 14. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
- 15. Finish grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
- 16. Easements for sewer / water facilities will be required where placed outside of public right of way.
- 17. Plat shall comply with requirements of the local highway district.
- 18. Plat shall comply with irrigation district requirements.
- 19. Plat shall comply with Southwest District Health requirements.

We recommend that conditions 1 through 13 listed above be addressed prior to approval of the Preliminary Plat. Any variance or waivers to the Canyon County standards, ordinances, or policies must be specifically approved in writing by the County. Approval of the above-referenced Preliminary Plat, when granted, does not relieve the Registered Professional Land Surveyor or the Registered Professional Engineer of those responsibilities.

If you have any questions, please do not hesitate to call Keller Associates at (208) 244-5065.

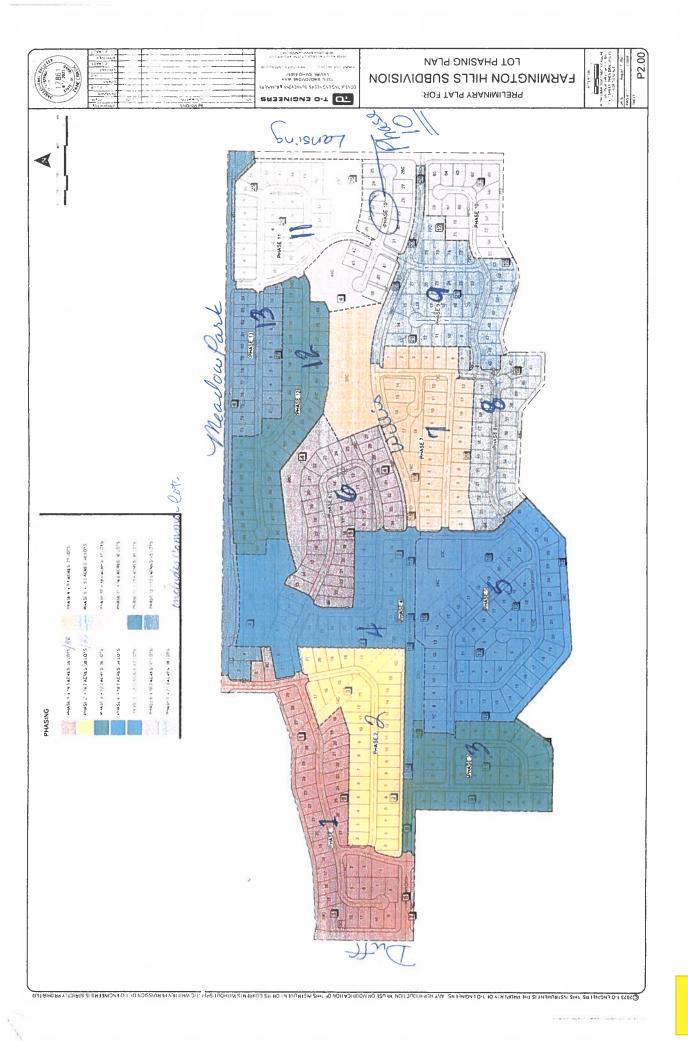
Sincerely,

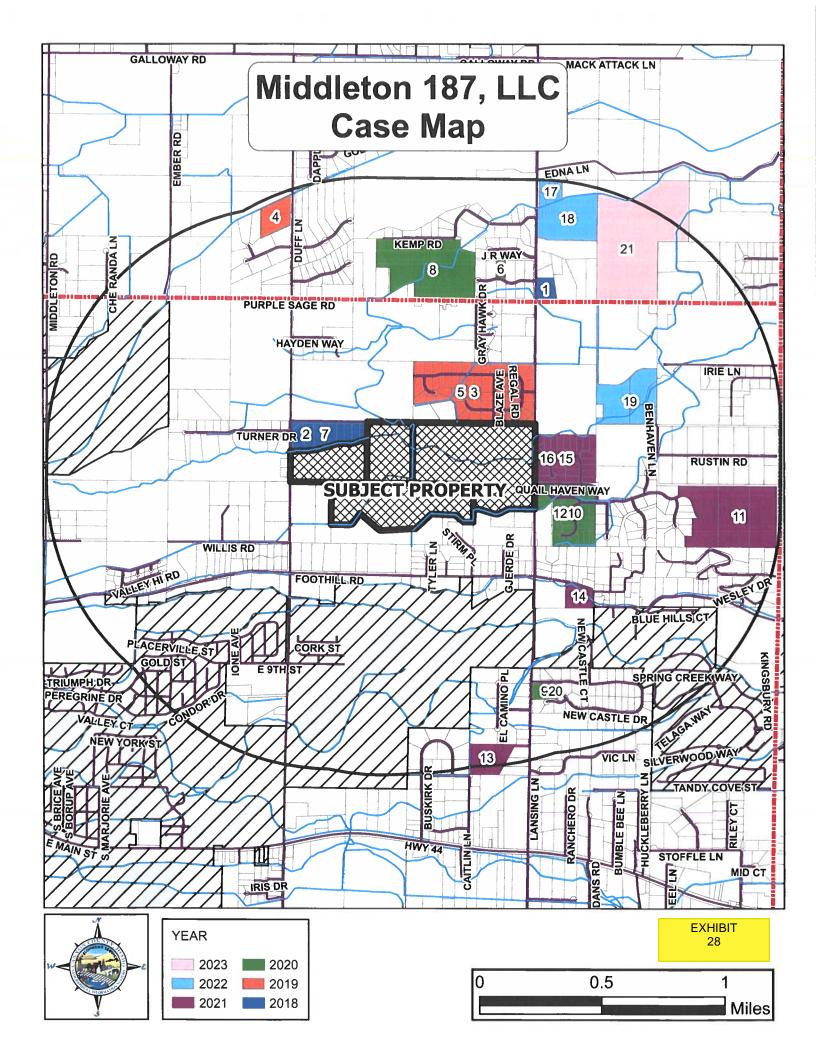
KELLER ASSOCIATES, INC.

Justin Walker, P.E. County Engineer

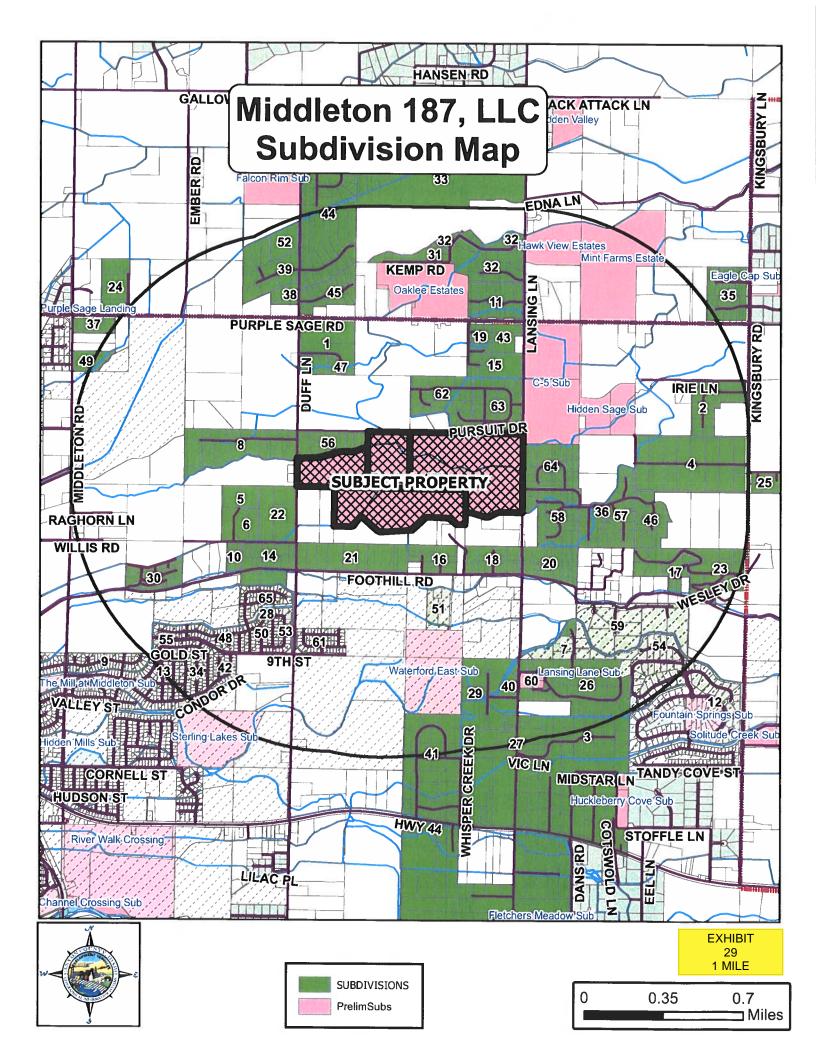
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	CAVE VUMINIARY	MAKY	
CASENUM	REQUEST	CASENAME	FINALDECIS
Rz2018-0006	AG to RR	Edward Vence	APPROVED
RZ2018-0016	AG to R1	Tucker, Julie	APPROVED
RZ2018-0026	Rezone RR to R1	Lansing Investments Partners, LLC	APPROVED
CR2018-0010	AG to CR-RR	White, Matthew	APPROVED
SD2019-0025	Cascade Hill Sub	Cascase Hills Sub	APPROVED
CU2019-0025	CUP Special Events Facility	CU2019-0025	APPROVED
SD2020-0007	Meadow Bluff Estates	Meadow Bluff Estates	APPROVED
SD2020-0003	Oaklee Estates Sub	Oaklee Estates Sub	APPROVED
RZ2020-0014	Rezone AG to R1	Biggins	APPROVED
SD2020-0011	Preliminary Plat - C3	3	APPROVED
SD2019-0039	Plat - Watt's Hollow Sub	Watt's Hollow Sub	APPROVED
RZ0020-0006	Rezone AG to R1	Callister LLC	APPROVED
RZ2020-0027	Rezone AG to R1	Schatzei	APRPOVED
RZ2021-0017	Rezone AG to RR	Terry Bruce	APPROVED
SD2021-0008	Plat - C4 sub	C4 Callister, LLC	APPROVED
CR2021-0010	Rezone AG to R1	Callister, LLC	APPROVED
RZ2021-0012	Rezone AG to R1	Reynolds Brothers, LLC	DENIED
RZ2021-0034	Rezone A to RR	Cotner John	APPROVED
RZ2021-0036	Rezone AG to CR-R1	Richards/ Larsen	APPROVED
SD2021-0046	Short Plat 3 Res Lots - Lansing Lane Sub	Lansing Lane Sub	APPROVED
RZ2022-0011	Rezone AG to RR	Sierra Vista PRoperties	DENIED

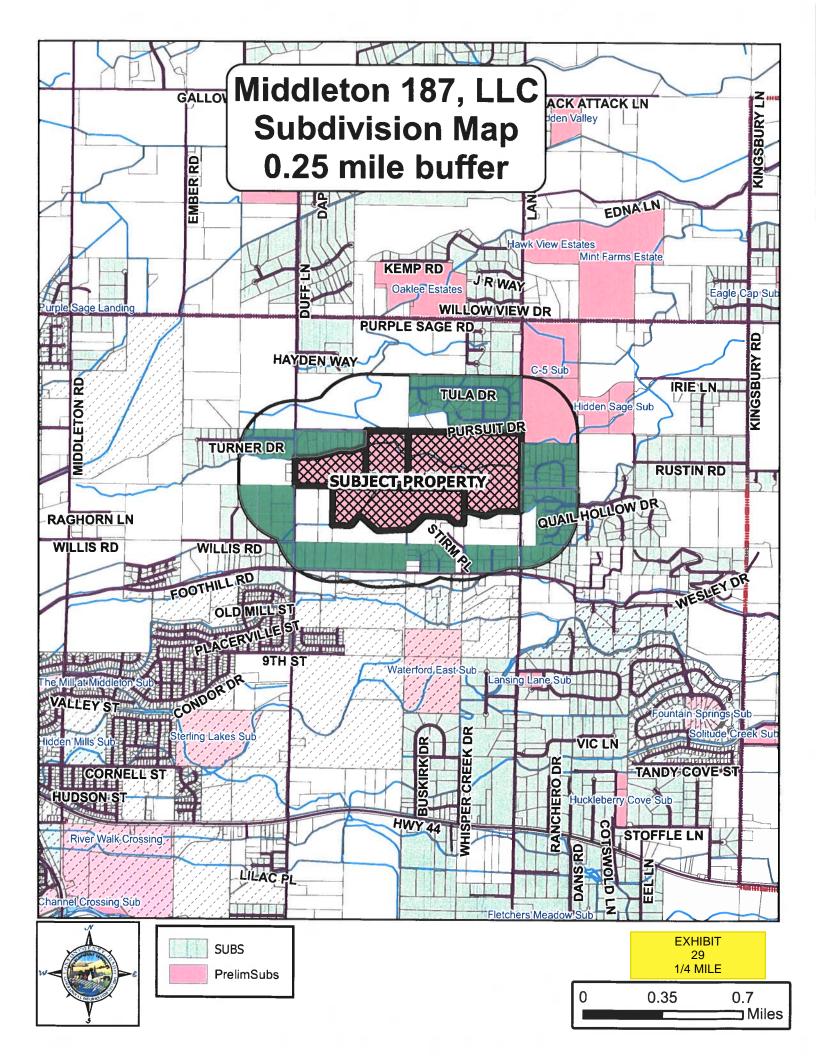


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	20	BDIVISIO	SUBDIVISION & LOI REPORT	JOKI
NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE	
65	2663.59	1378	1.93	
NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBEROFIOTS	AVERAGE LOT SIZE	
6	594.42	777	77.0	
103	6.04	1.41	0.39	97.15
NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	ACRES IN MHP NUMBER OF SITES AVG HOMES PER ACRE	MAXIMUM
0	0	0	0	0

SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF	Year
			:				
PORT OF CHANCE SUBDIVISION	-	5N2W33	35.01	9	5.83	COUNTY (Canyon)	2001
SAGE KUN ESTATES	2 6	5NZW34	26.02	21	3.47	COUNTY (Canyon)	100
SLOV(ACZEK SUB	0 4	5N2W34	80.08	17	4.71	0	197
SMITH RIDGE ESTATES	2	5N2W32	16.52	4	4.13	0	2002
SMITH RIDGE ESTATES #2	9	5N2W32	10.02	2	5.01	0	2005
SQUIRES SUB	7	4N2W03	13.02	9	2.17	0	2003
TURNER'S SKY LINE SUB	80	5N2W32	47.52	23	2.07	0	1972
VICTORY HEIGHTS (MI)	o :	4N2W05	18.90	28	0.33	MIDDLE TON (CITY)	7007
VIEW POINTE SUB	10	4N2W05	5.75	2	1.92	0 24	7007
WILLOW CRK RCH ESTATES#1	- 5	SNZWZ8	26.90	10	1.68	COUNTY (Canyon)	25.00
LANGO AL IELAGA PIRADE I	71	COANZAND	47.00	149	15.0		2007
MIDDLE ION HEIGHTS #2	5 2	SOWCIAN	17.20	93	200		107
E ESTATES	4 4	CONTONS	10.02	,1	2 2 2 7	O LINITO	1000
DLACKWON ACKES	15	PUMCNA	15.33	C PF	1.10	COON T (Carlyon)	1997
ELK BINGE ESTATE	12	ANOMOS	9.00	7 0	105		1001
GIERDE VIEW SUB	200	ANSWOA	18 59	13	143	0	197
GRAY HAWK SUB	19	5N2W33	10.01	? o	111	COUNTY (Canvon)	2003
HUNTER'S RIDGE SUB	20	4N2W03	23.64	16	1.48	0	1986
J P'S SUNRISE ESTATES	21	4N2W04	39.29	6	4.37	0	1997
KILLDEER MEADOW	22	5N2W32	26.55	8	8.85	0	2000
KINGSBURY ESTATES	23	4N2W03	46.32	17	2.72	0	1972
KY-ODY ACRES	24	5N2W32	19.94	2	3.99	COUNTY (Canyon)	1997
LANKTREE ESTATES	25	5N2W35	15.01	7	2.14	0	1998
LANSING MEADOWS SUB	26	4N2W03	65.02	50	1.30	COUNTY (Canyon)	2002
LEMP PARK URBAN TRACTS	27	4N2W09	916.60	-	916.60	COUNTY (Canyon)	1913
LITTLE CREEK ESTATES	28	4N2W05	57.10	m	19.03	MIDDLE TON (CITY)	2007
MEADOW CREEK SUB	62	4N2W04	43.93	6	4.88	COUNTY (Canyon)	7007
NORTH RIDGE ESTATES	8	4N2W05	19.20	34	0.56	0	1973
WILLOW CRY RCH ESTATES #2	37	87MZNC	26.92	33	1.8/	COUNTY (Canyon)	2000
WILL DWATEN CLD #3	32	SAVANIS	112.75	27	7.11	COUNTY (Camon)	2006
FALCON VALLEY #1	34	4N2W05	25.27	96	0.27	MIDDLETON (CITY)	2007
KINGSBURY MEADOWS SUBDIVISION	35	5N2W27	30.00	25	1.20	COUNTY (Canyon)	2007
RE-PLAT OF LOT 14, THE RIDGE AT QUAIL HOLLOW	36	5N2W34	1.00	1	1.00	0	2019
SUMMERSAGE ESTATES SUBDIVISION	37	5N2W32	9.71	4	2.43	COUNTY (Canyon)	2008
TATONKA BISON SUB	38	5N2W29	6.81	2	3.40	COUNTY (Canyon)	2007
STONY BROOK SUB	39	5N2W29	31.30	0	3.48	COUNTY (Canyon)	5003
WUISDED CDEEK SETATES DU 2 AND 3	4	4020004	4.65	2 8	2.41	COUNTY (Carryon)	1005
FALCON VALLEY #2	42	ANSWOS	831	37	0.22	MIDDI ETON (CITY)	2014
MEADOW SUBDIVISION	43	5N2W33	9.26	2	4.63	COUNTY (Canvon)	2021
THOROUGHBRED ESTATES SUBDIVISION	4	5N2W28	91.62	40	2.29	COUNTY (Canyon)	2014
MOON SHADOW ESTATES	45	5N2W33	21.33	18	1.18	COUNTY (Canyon)	2007
WYATT'S HOLLOW SUBDIVISION NO. 1	46	5N2W34	20.77	13	1.60	COUNTY (Canyon)	2017
RE-PLAT OF PORT OF CHANCE SUBDIVISION	47	5N2W33	4.99	2	2.49	COUNTY (Canyon)	2016
FALCON VALLEY SUBDIVISION NO. 3	848	4N2W05	17.13	57	0.30	MIDDLETON	2016
JUBILEE PARADISE SUBDIVISION	49	5N2W32	8.77	2	4.38	COUNTY (Canyon)	2018
PALCON VALLEY SUBDIVISION NO. 4	50	4N2W05	10.49	60	3 13	MIDDLETON	2019
WHITE RANCH ESTATES	52	5N2W29	9.77	-	72.6	COLINTY (Capyon)	2019
	!						1

BLUE MEADOWS SUBDIVISION NO. 1	54	4N2W03	25.81	18	1.43	MIDDLETON	2020
FALCON VALLEY SUBDIVISION NO. 6	55	4N2W05	9.64	33	0.29	MIDDLETON	2020
MEADOW BLUFF ESTATES SUBDIVISION	99	5N2W33	20.62	10	2.06	COUNTY (Canyon)	2021
THE RIDGE AT QUAIL HOLLOW	57	5N2W34	41.58	26	1.60	COUNTY (Canyon)	2007
C-3 SUBDIVISION	58	5N2W34	33.03	30	1.10	COUNTY (Canyon)	2021
BLUE MEADOWS SUBDIVISION NO. 2	59	4N2W03	54.38	12	4.53	MIDDLETON	2022
LANSING LANE SUBDIVISION	09	4N2W03	4.73	3	1.58	CANYON COUNTY	2022
WATERFORD SUBDIVISION NO. 1	61	4N2W04	17.53	25	0.31	MIDDLETON	2022
CASCADE HILLS SUBDIVISION NO. 2	62	5N2W33	33.20	56	1.28	COUNTY (Canyon)	2022
CASCADE HILLS SUBDIVISION NO. 1	63	5N2W33	36.67	56	1.41	COUNTY (Canyon)	2021
C-4 SUBDIVISION	64	5N2W34	31.43	25	1.26	COUNTY (Canyon)	2023
FALCON VALLEY SUBDIVISION NO. 7	65	4N2W05	19.08	61	0.31	MIDDLETON	2023
SUBDIVISION NAME		ACRES	NO. OF LOTS	AVERAGE LOT SIZE			
Hawk View Estates		26.75	12	2.23			
Sterling Lakes Sub		51.42	114	0.45			
Farmington Hills		186.65	339	0.55			
Mint Farms Estates		90.57	19	1.59			
Lansing Lane Sub		4.76	3	1.59			
Oaklee Estates		54.90	98	1.53			
C-5 Sub		86.41	34	2.54			
Waterford East Sub		61.08	165	0.37			
Hidden Sage Sub		31.88	41	1.88			

	CITY OF	
	UNITS PER ACRE CI	
ARKS	NO. OF SPACES	
ME & RV P	ACRES	
OBILE HOM	SITE ADDRESS	
M	SUBDIVISION NAME	

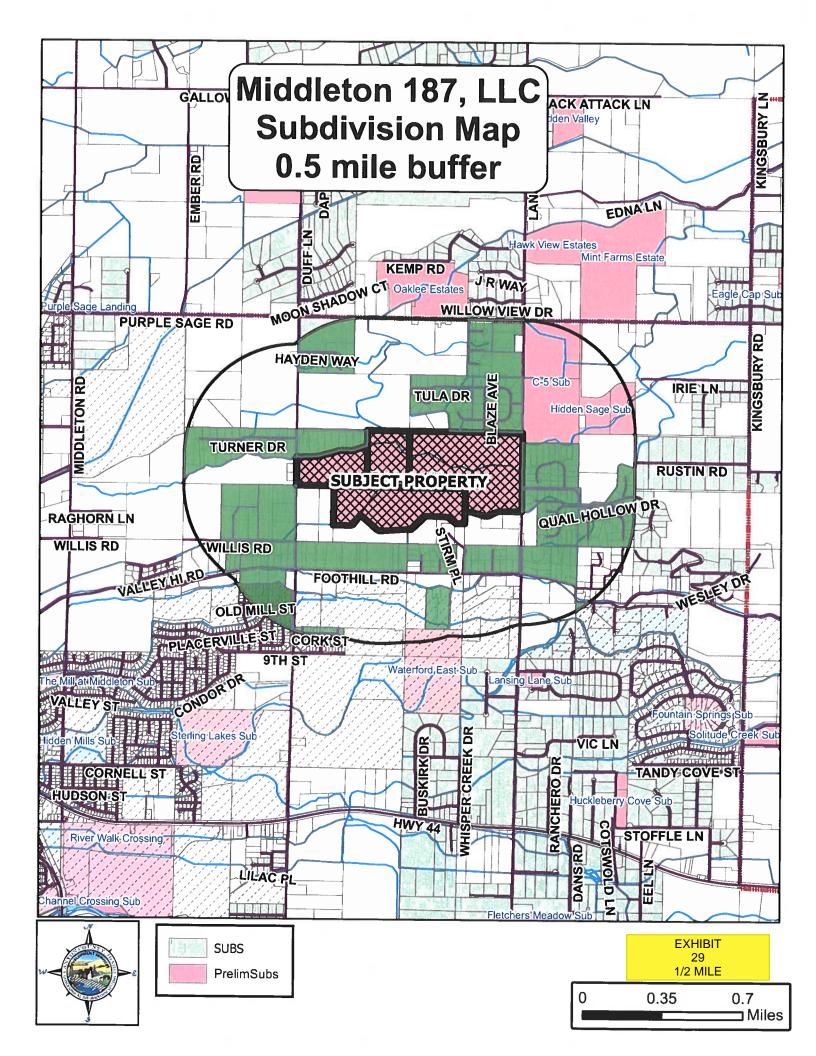


The state of the s	S	UBDIVISIO	N & LOT R	EPORT	
NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE		
16	429.65	250	1.72	J	
NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE		- 1-7/17 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
3	86	34	2.54		
ALUMENT OF LOSS AND SERVICES.					
0	0	0	0	0	
NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE	MAXIMUM	
0	0	0	0	0	

SUBDIVISION NAME	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF	Year
MITH RIDGE ESTATES	5N2W32	16.515282	4	4.13	<null></null>	200
SMITH RIDGE ESTATES #2	5N2W32	10.016446	2	5.01	<null></null>	200
URNER'S SKY LINE SUB	5N2W32	47.51761	23	2.07	37,022,0	197
BERNIC E ESTATES	4N2W05	18.816171	17	1.11		197
BLACKMON ACRES	5N2W33	16.857842	5	3.37	COUNTY (Canyon)	200
OUNTRY FOOTHILLS	4N2W04	15.333818	14	1.10	7	199
SIERDE VIEW SUB	4N2W04	18.585944	13	1.43	7	197
IUNTER'S RIDGE SUB	4N2W03	23.642614	16	1.48	7	198
P'S SUNRISE ESTATES	4N2W04	39.288615	9	4.37		199
KILLDEER MEADOW	5N2W32	26.547288	4	6.64	7	200
MEADOW BLUFF ESTATES SUBDIVISION	5N2W33	20.623577	10	2.06	COUNTY (Canyon)	202
THE RIDGE AT QUAIL HOLLOW	5N2W34	41.577332	26	1.60	COUNTY (Canyon)	200
3 SUBDIVISION	5N2W34	33.029178	30	1.10	COUNTY (Canyon)	202
ASCADE HILLS SUBDIVISION NO. 2	5N2W33	33.19987	56	1.28	COUNTY (Canyon)	202
ASCADE HILLS SUBDIVISION NO. 1	5N2W33	36.67163	26	1.41	COUNTY (Canyon)	505
-4 SUBDIVISION	5N2W34	31.429078	25	1.26	COUNTY (Canyon)	202

	18. 种产工学程10.3美元。18	SUBDIVISI	ONS IN PLA	TTING	
	SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	
- 1	C-5 Sub	86.41	34.00	2.54	

	MOBILE HOM	ME & RV	PARKS		
SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF

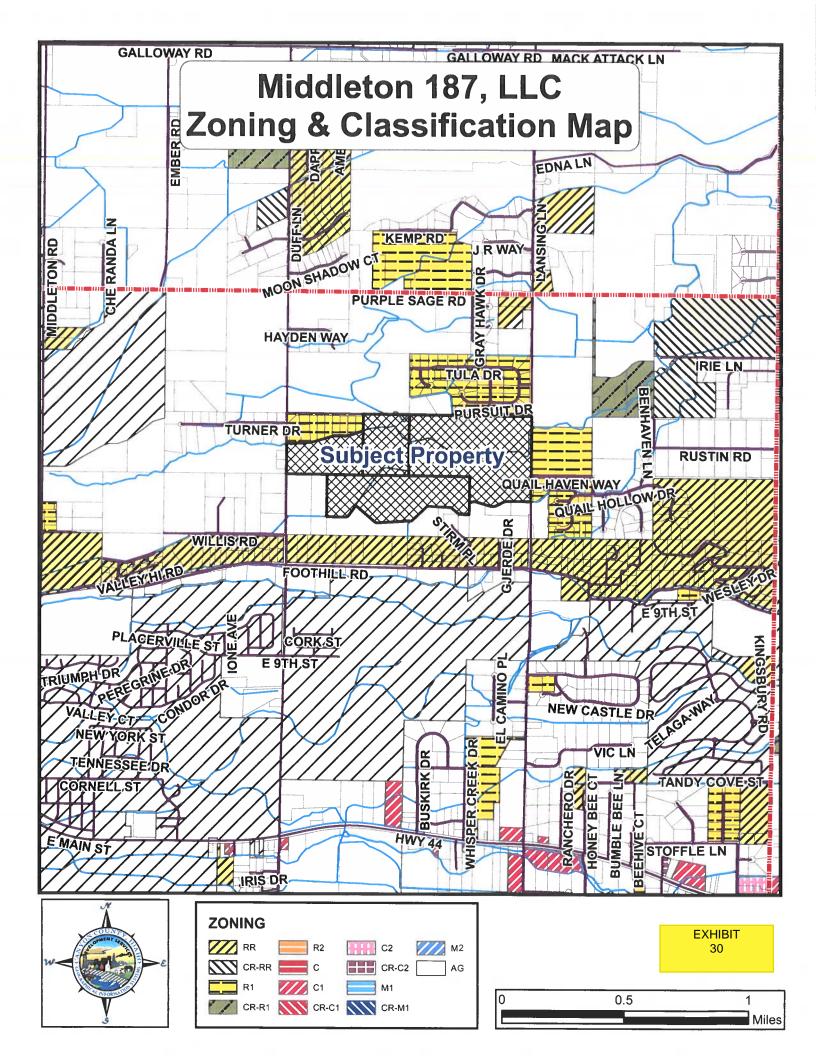


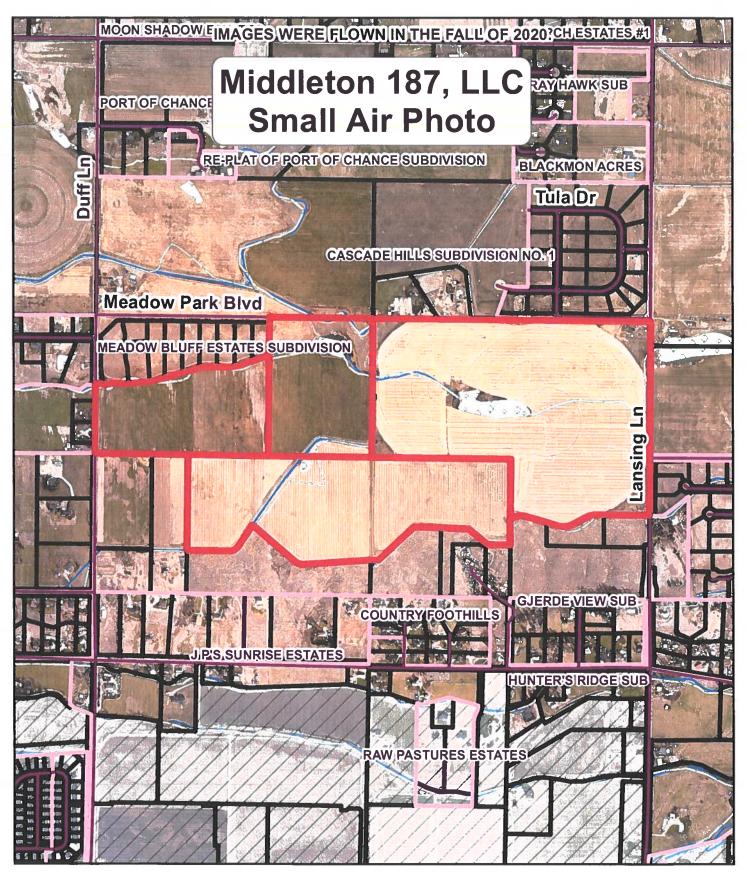
ORT			WANTER	0	MAXIMUM	0
SUBDIVISION & LOT REPORT	AVERAGE LOT SIZE	AVERAGE LOT SIZE		0	ACRES IN MHP NUMBER OF SITES AVG HOMES PER ACRE	0
IBDIVISION	NUMBER OF LOTS 558	NUMBER OF LOTS		0	NUMBER OF SITES	0
าร	ACRES IN SUB 863.04	ACRES IN SUB	6.1	0	ACRES IN MHP	0
	NUMBER OF SUBS	NUMBER OF SUBS IN PLATTING		0	NUMBER OF MOBILE HOME PARKS	0

	Ы	PLATTED SUBDIVISIONS	BDINISIC	SNO			
SUBDIVISION NAME		LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF	Year
					3	3	
PORT OF CHANCE SUBDIVISION		5N2W33	35.01	9	5.83	COUNTY (Canyon)	2001
SLOVIACZEK SUB		5N2W34	90.08	17	4.71		1971
SMITH RIDGE ESTATES		5N2W32	16.52	4	4.13		2002
SMITH RIDGE ESTATES #2		5N2W32	10.02	2	5.01		2005
TURNER'S SKY LINE SUB		5N2W32	47.52	23	2.07		1972
VIEW POINTE SUB		4N2W05	5.75	ო	1.92		2002
WILLOW CRK RCH ESTATES #1		5N2W28	26.90	16	1.68	COUNTY (Canyon)	1993
BERNICE ESTATES		4N2W05	18.82	17	1.11		1973
BLACKMON ACRES		5N2W33	16.86	S	3.37	COUNTY (Canyon)	2004
COUNTRY FOOTHILLS		4N2W04	15.33	14	1.10		1994
GJERDE VIEW SUB		4N2W04	18.59	13	1.43		1971
GRAY HAWK SUB		5N2W33	10.01	თ	1.11	COUNTY (Canyon)	2003
HUNTER'S RIDGE SUB		4N2W03	23.64	16	1.48		1986
J P'S SUNRISE ESTATES		4N2W04	39.29	თ	4.37		1997
KILLDEER MEADOW		5N2W32	26.55	4	6.64		2000
LITTLE CREEK ESTATES		4N2W05	57.10	ო	19.03	MIDDLETON (CITY	2000
RE-PLAT OF LOT 14, THE RIDGE AT QUAIL HOLLOW		5N2W34	1.00	-	1.00		2019
REPLAT OF PONY MEADOW SUBDIVISION		5N2W33	9.26	2	4.63	COUNTY (Canyon)	2021
WYATT'S HOLLOW SUBDIVISION NO. 1		5N2W34	20.77	13	1.60	COUNTY (Canyon)	2014
RE-PLAT OF PORT OF CHANCE SUBDIVISION		5N2W33	4.99	2	2.49	COUNTY (Canyon)	2016
RAW PASTURES ESTATES		4N2W04	12.52	4	3.13	MIDDLETON	2019
MEADOW BLUFF ESTATES SUBDIVISION		5N2W33	20.62	10	2.06	COUNTY (Canyon)	2021
THE RIDGE AT QUAIL HOLLOW		5N2W34	41.58	26	1.60	COUNTY (Canyon)	2002
C-3 SUBDIVISION		5N2W34	33.03	30	1.10	COUNTY (Canyon)	2021
BLUE MEADOWS SUBDIVISION NO. 2		4N2W03	54.38	12	4.53	MIDDLETON	2022
WATERFORD SUBDIVISION NO. 1		4N2W04	17.53	57	0.31	MIDDLETON	2022
CASCADE HILLS SUBDIVISION NO. 2		5N2W33	33.20	26	1.28	COUNTY (Canyon)	2022
CASCADE HILLS SUBDIVISION NO. 1		5N2W33	36.67	26	1.41	COUNTY (Canyon)	2021
C-4 SUBDIVISION		5N2W34	31.43	25	1.26	COUNTY (Canyon)	2023
FALCON VALLEY SUBDIVISION NO. 7		4N2W05	19.08	61	0.31	MIDDLETON	2023
BLUE MEADOWS SUBDIVISION NO. 2		4N2W03	54.38	12	4.53	MIDDLETON	2022
FALCON VALLEY SUBDIVISION NO. 4		4N2W05	16.49	65	0.25	MIDDLETON (CITY	2019
FALCON VALLEY SUBDIVISION NO. 5	200	4N2W05	8.17	25	0.33	MIDDLETON (CITY	2020
		1000			THE STATE OF THE S		

	SUBDIVISIONS IN PLATTING	ONS IN PLA	TTING	
SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	
Hidden Sage Sub	3188	17.00	1.88	
Waterford East Sub	61.08	165,00	0.37	
C-5 Sub	86.41	34.00	2.54	

MOBILE HOME & RV PARKS



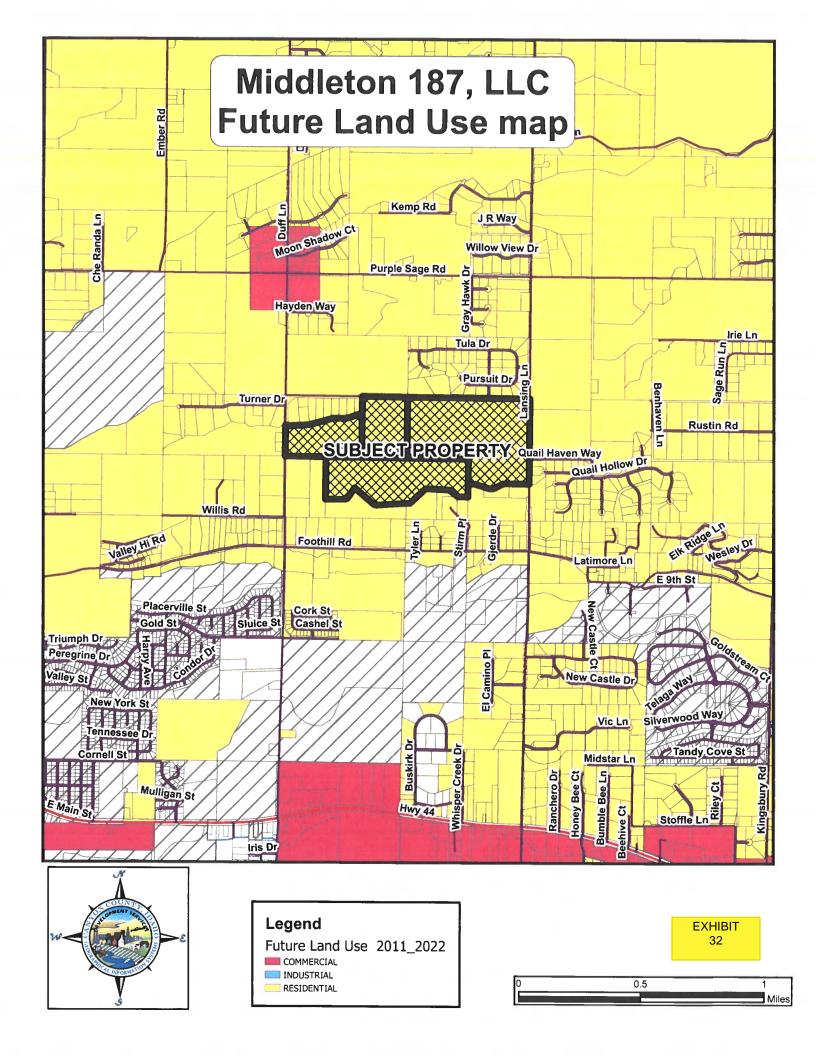


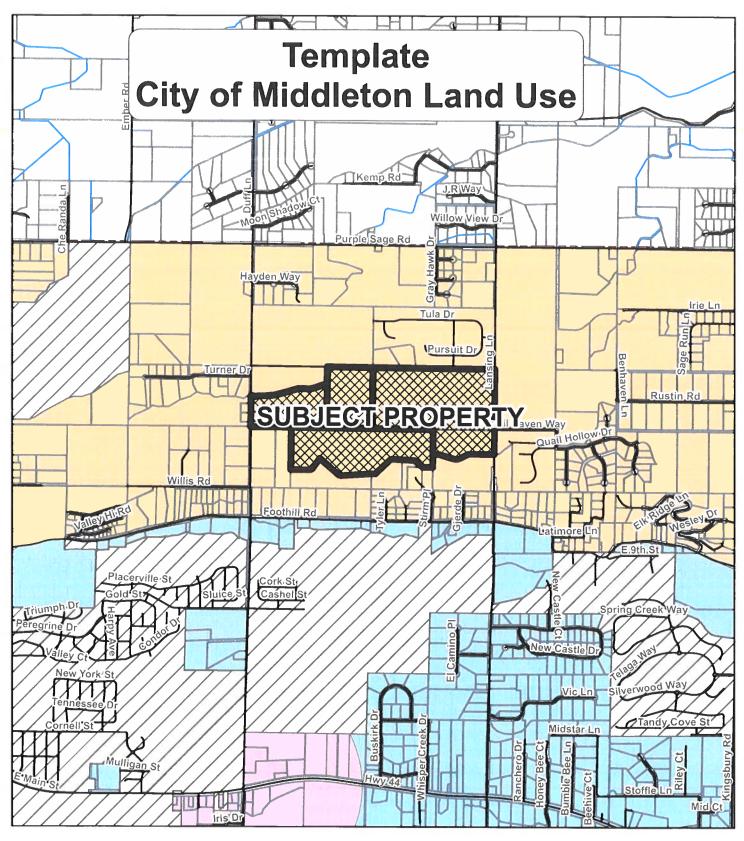


Wetlands
City_Limits



EXHIBIT 31





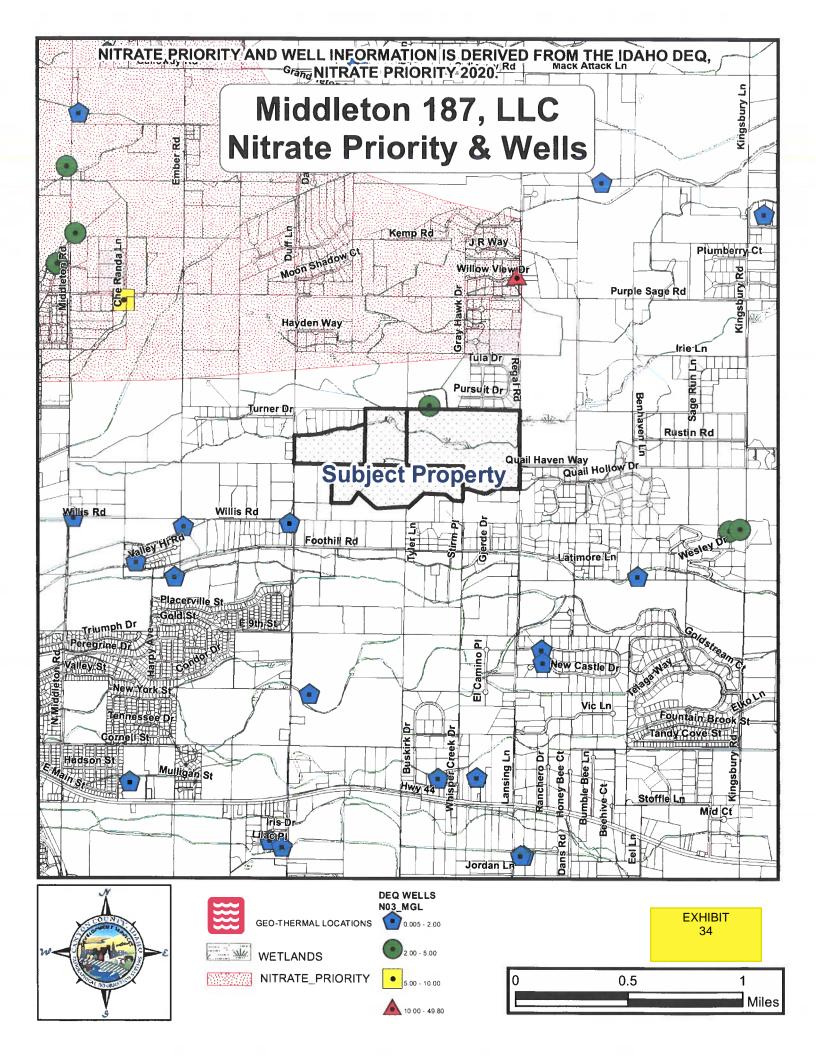


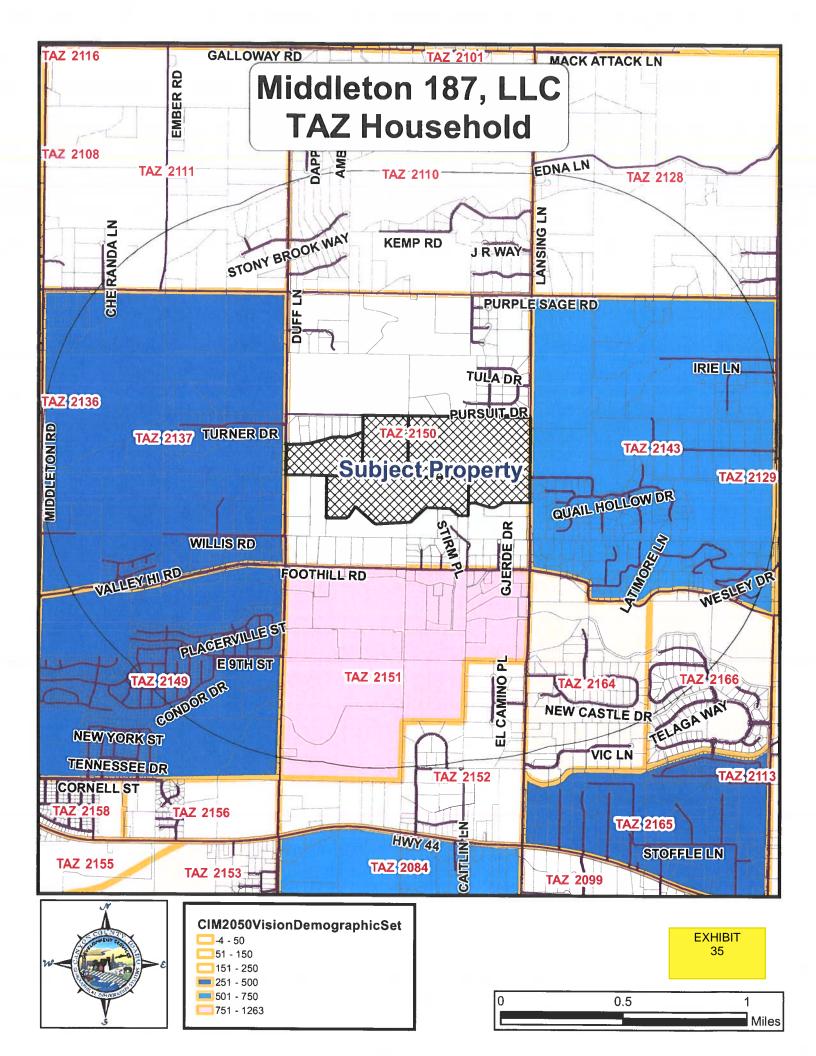
MiddletonCompPlan

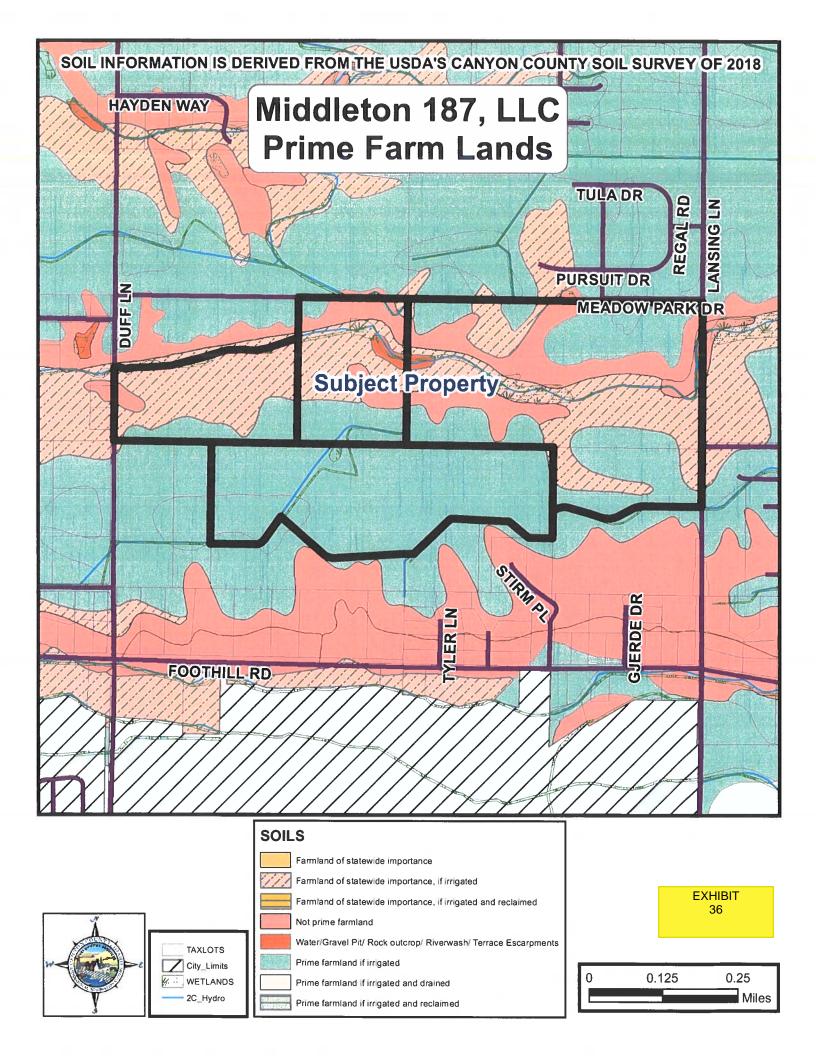
- Commercial
- Industrial
- Mixed Use
- = Public
- Residential
- Residential Special Areas
- Transit Oriented

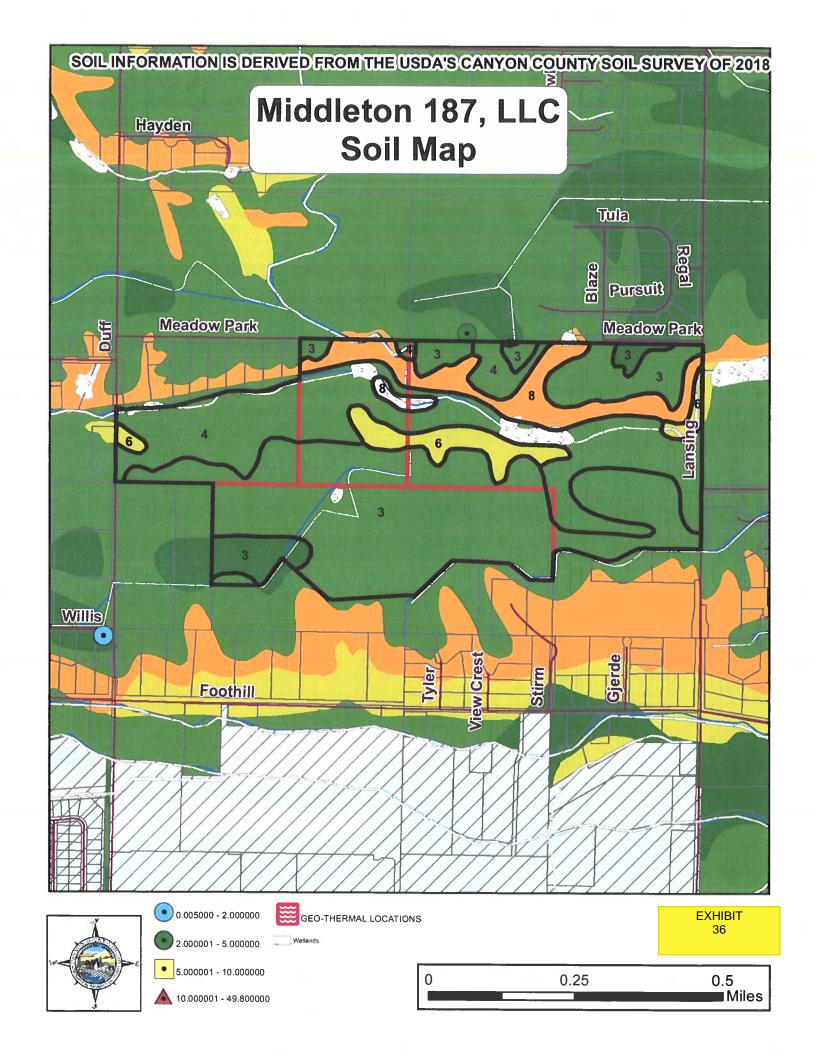
EXHIBIT 33











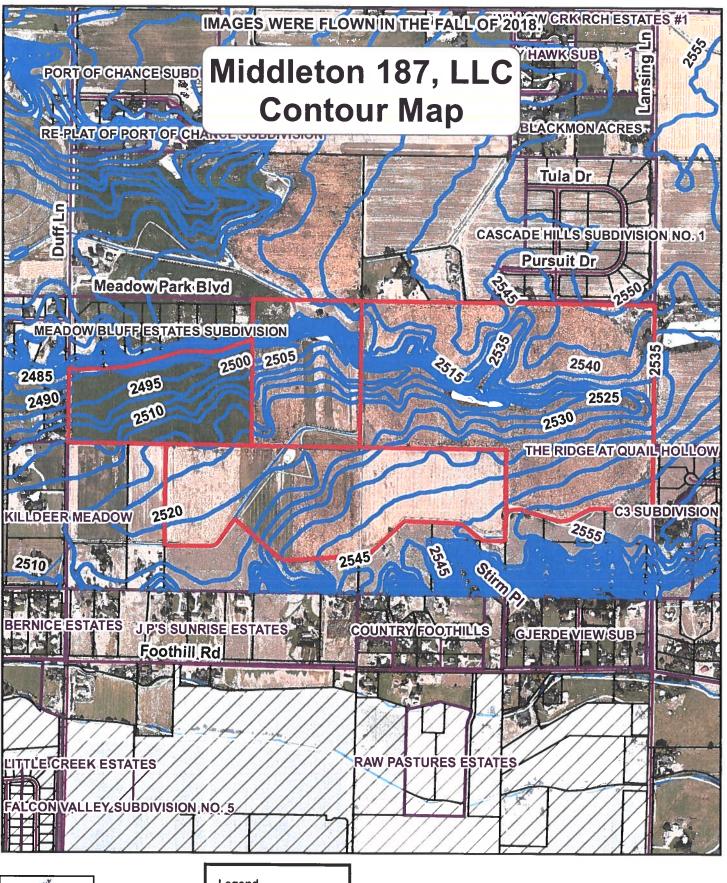
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SOIL CAPABILITY CLASS	SOIL CAPABILITY	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
9	LEAST SUITED SOIL	43647.12	1.00	0.46%
3	MODERATELY SUITED SOIL	4014315.36	92.16	42.61%
3	MODERATELY SUITED SOIL	73747.08	1.69	0.78%
4	MODERATELY SUITED SOIL	2604844.44	59.80	27.65%
9	LEAST SUITED SOIL	416912.76	9.57	4.42%
3	MODERATELY SUITED SOIL	119441.52	2.74	1.27%
8	LEAST SUITED SOIL	76752.72	1.76	0.81%
3	MODERATELY SUITED SOIL	280352.16	6.44	2.98%
3	MODERATELY SUITED SOIL	4094.64	60.0	0.04%
8	LEAST SUITED SOIL	865624.32	19.87	9.19%
4	MODERATELY SUITED SOIL	26136.00	09:0	0.28%
9	LEAST SUITED SOIL	83112.48	1.91	0.88%
4	MODERATELY SUITED SOIL	196237.80	4.51	2.08%
3	MODERATELY SUITED SOIL	616940.28	14.16	6.55%
	The minds			
		9422158.68	216.30	100%

FARMLAND REPORT

SOIL NAME	FARMLAND TYPE	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
LkD	Not prime farmland	43647.12	1.00	0.46%
EsB	Prime farmland if irrigated	4014315.36	92.16	42.61%
EsA	Prime farmland if irrigated	73747.08	1.69	0.78%
LkC	Farmland of statewide importance, if irrigated	2604844.44	59.80	27.65%
LkD	Not prime farmland	416912.76	9.57	4.42%
EsB	Prime farmland if irrigated	119441.52	2.74	1.27%
W	0	76752.72	1.76	0.81%
EsA	Prime farmland if irrigated	280352.16	6.44	2.98%
EsA	Prime farmland if irrigated	4094.64	60.0	0.04%
LaE	Not prime farmland	865624.32	19.87	9.19%
EvC	Farmland of statewide importance, if irrigated	26136.00	09:0	0.28%
LKD	Not prime farmland	83112.48	1.91	0.88%
EvC	Farmland of statewide importance, if irrigated	196237.80	4.51	2.08%
EsB	Prime farmland if irrigated	616940.28	14.16	6.55%
		9422158.68	216.30	100%

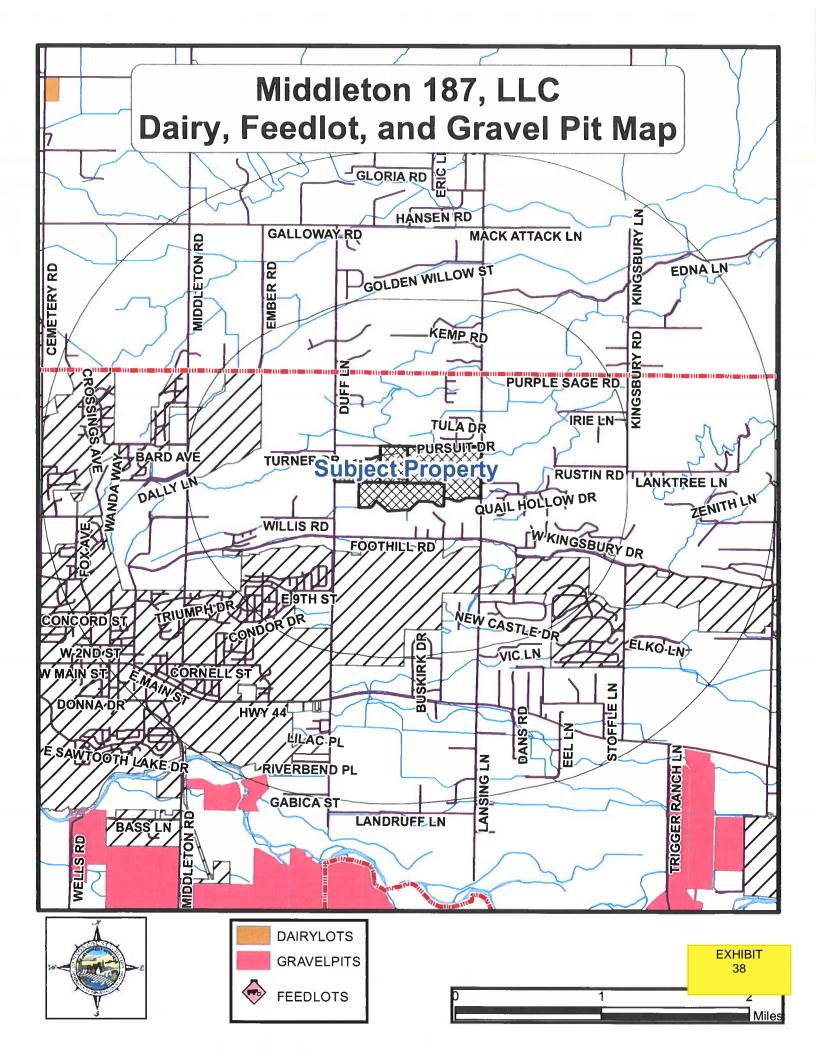
SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018

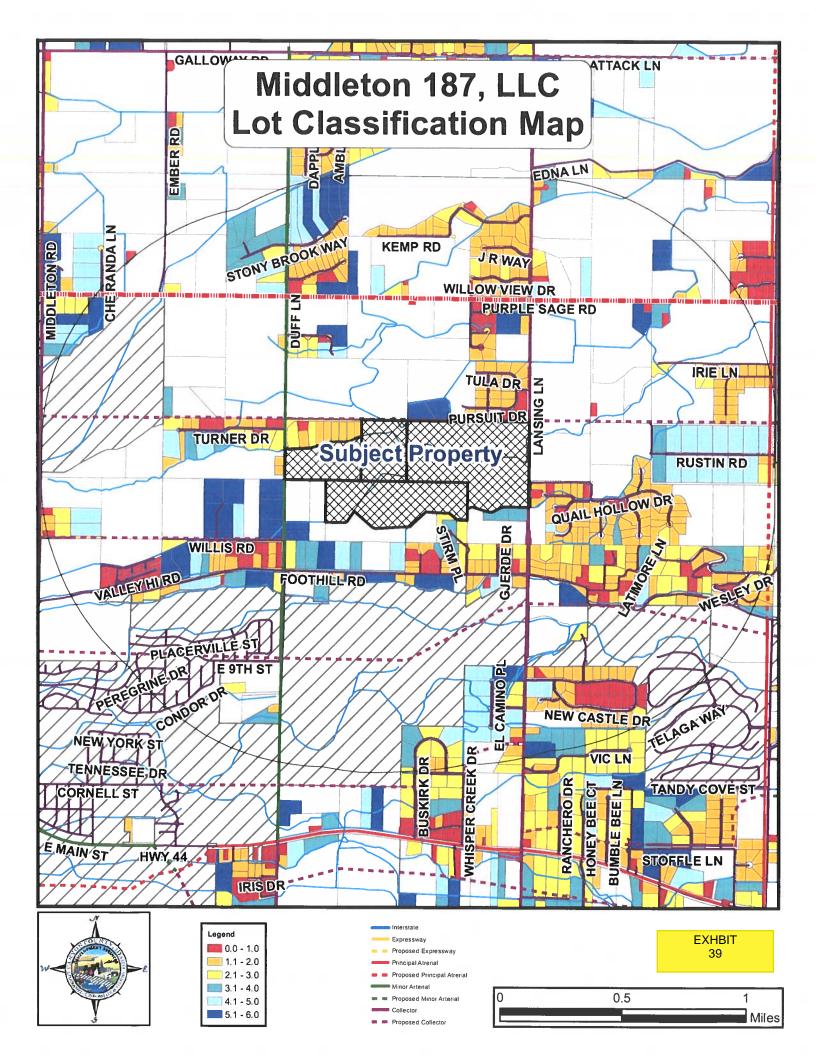


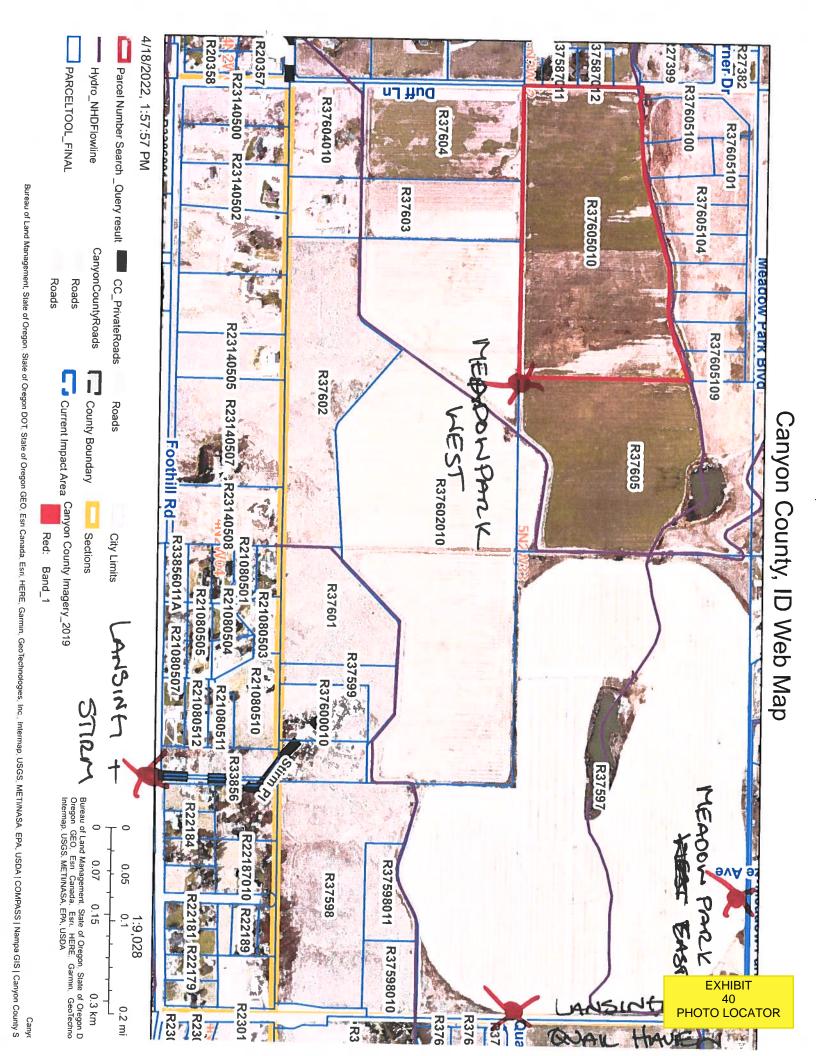




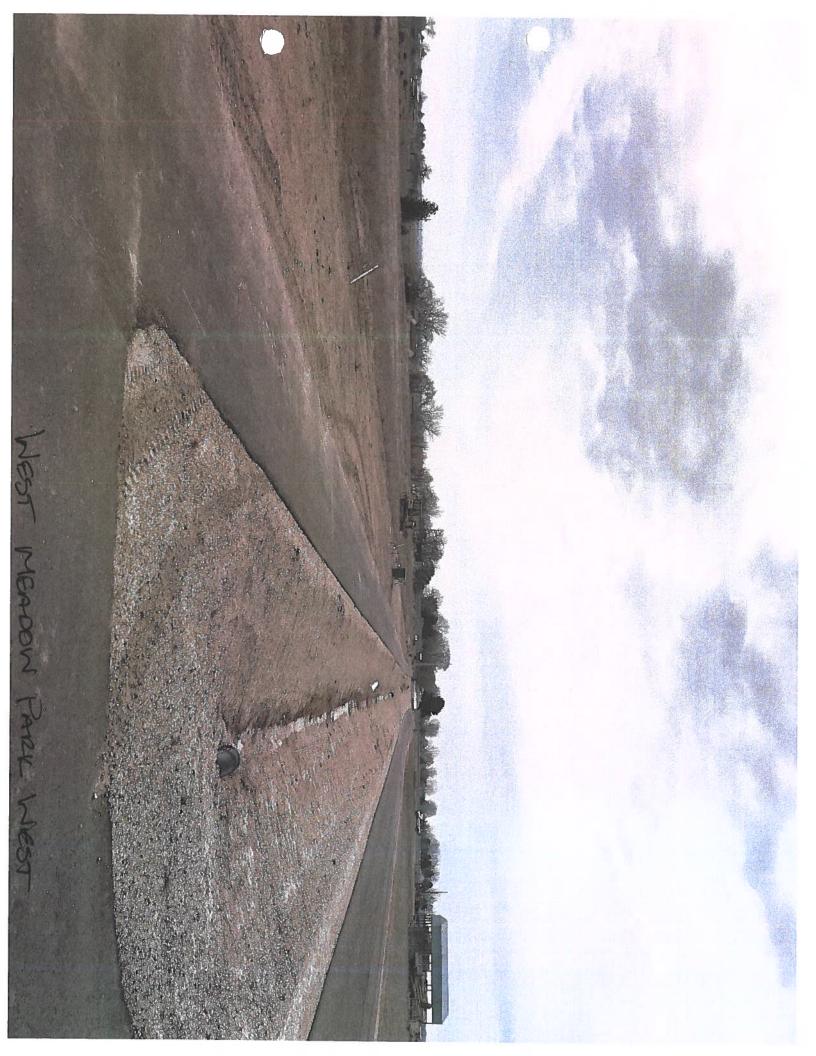


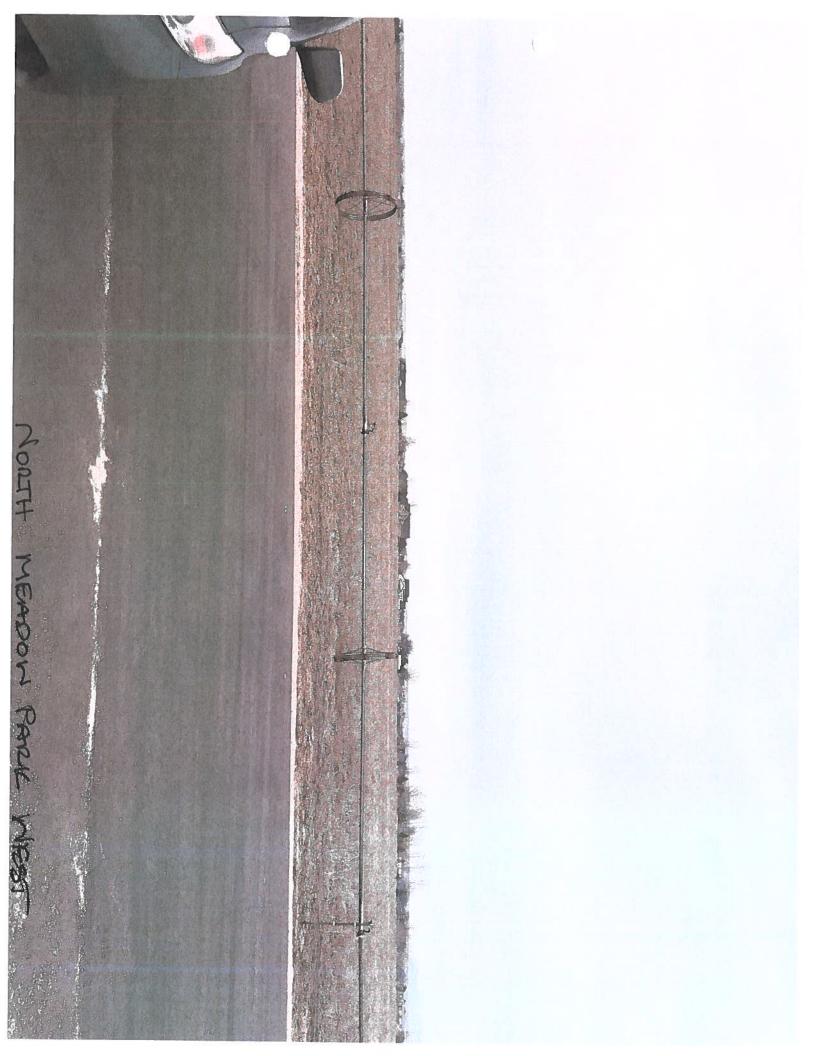








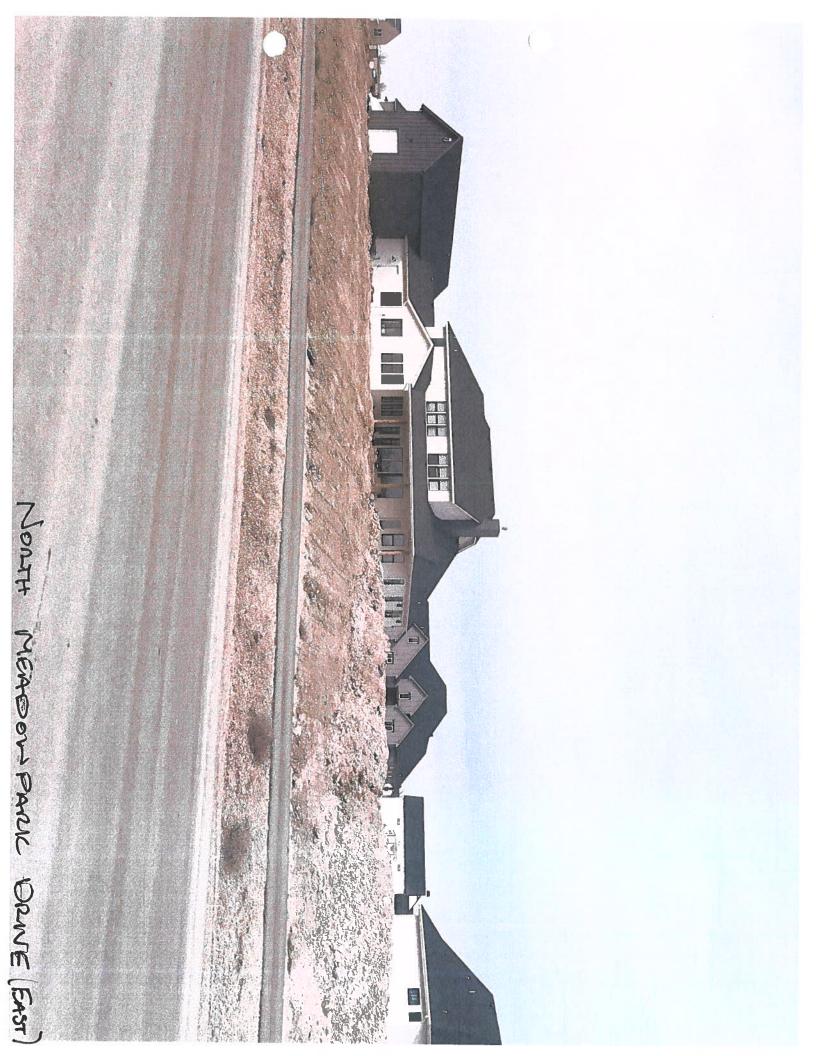


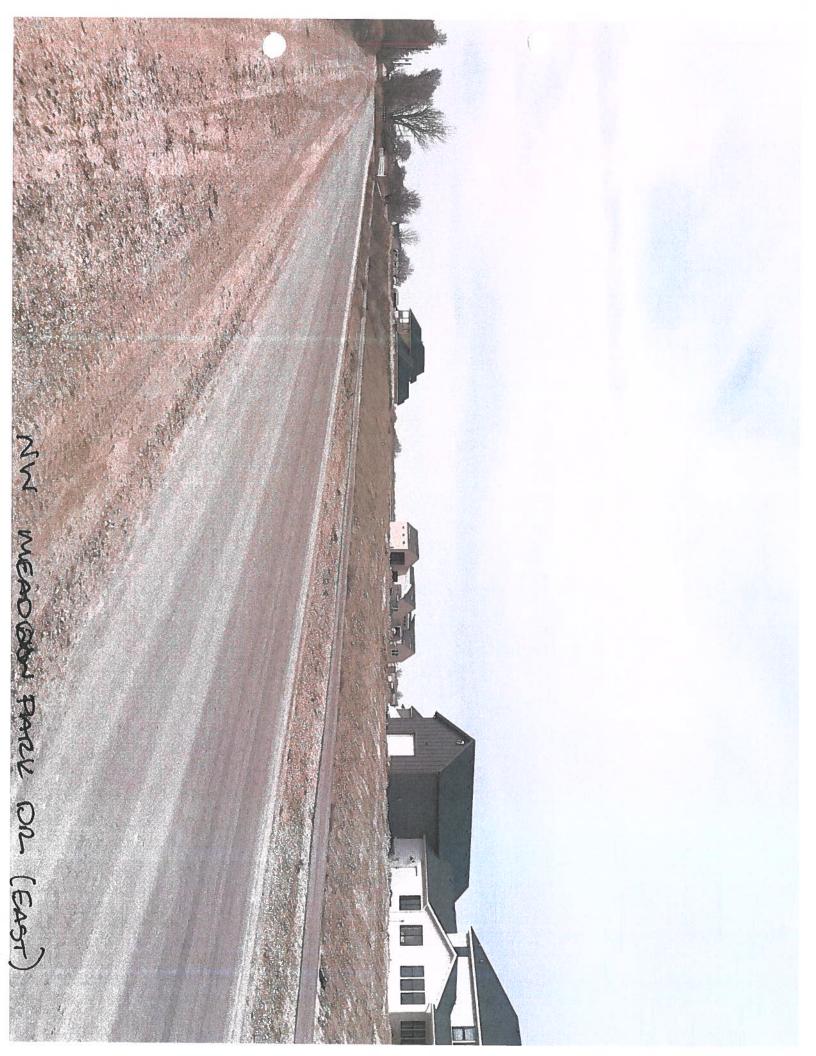






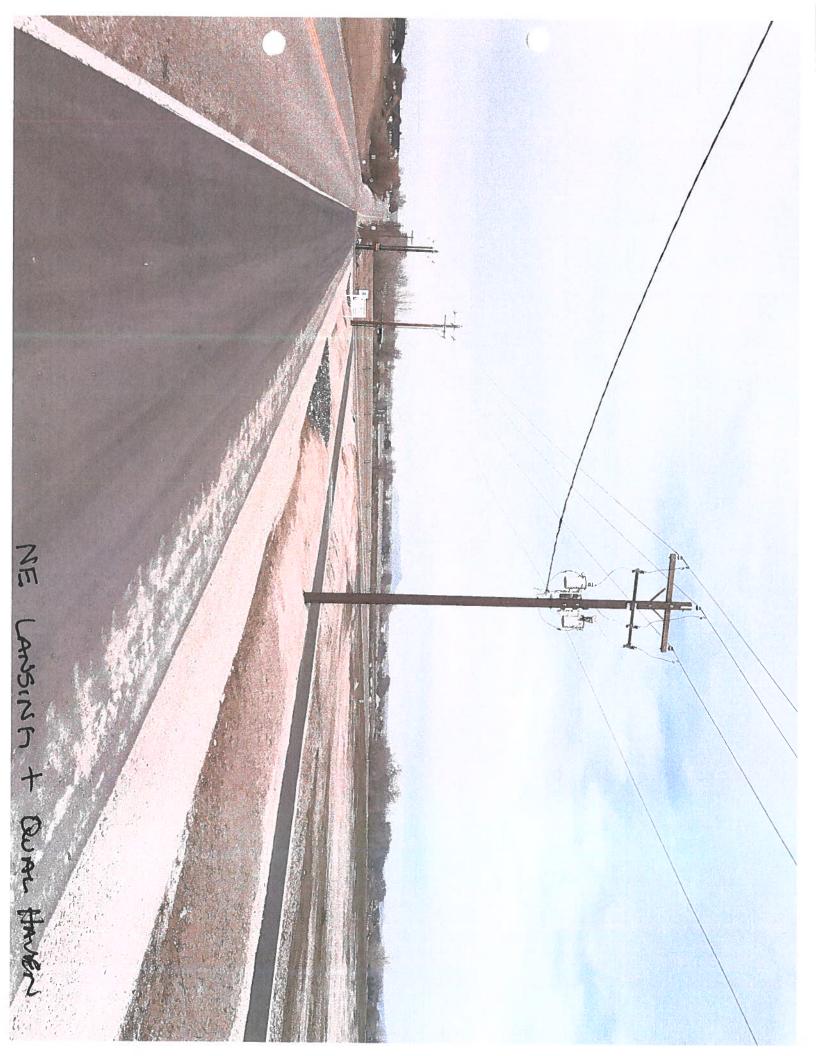




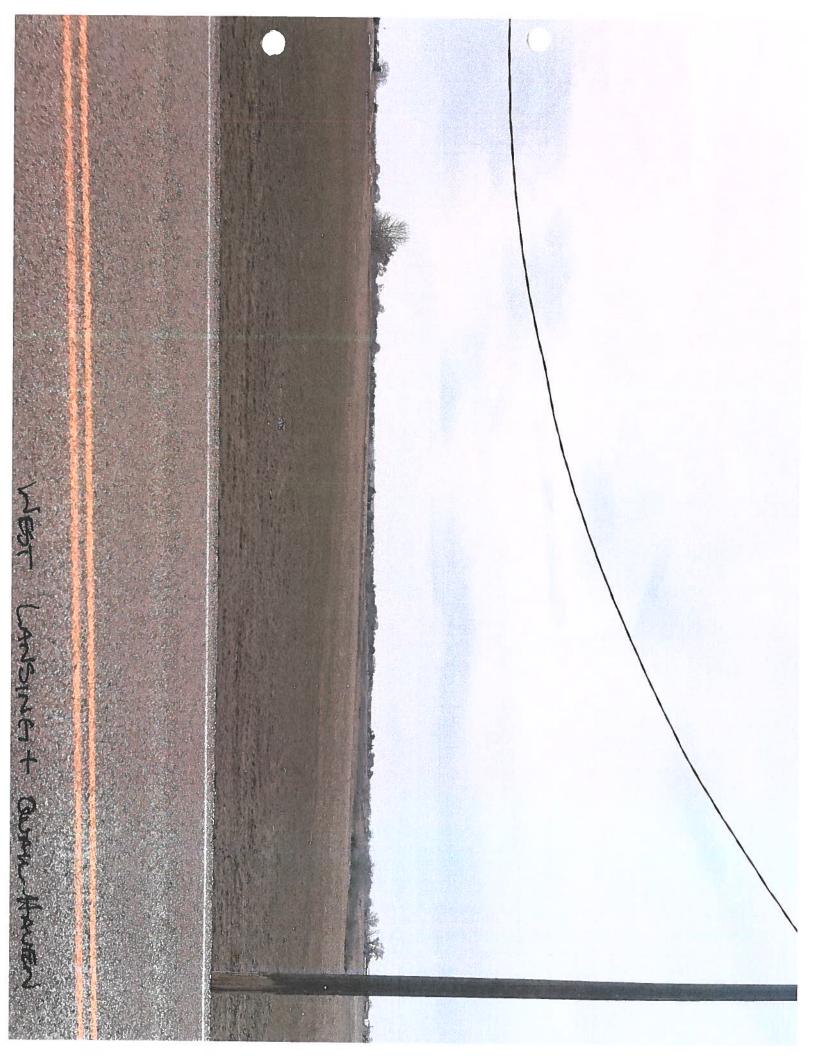


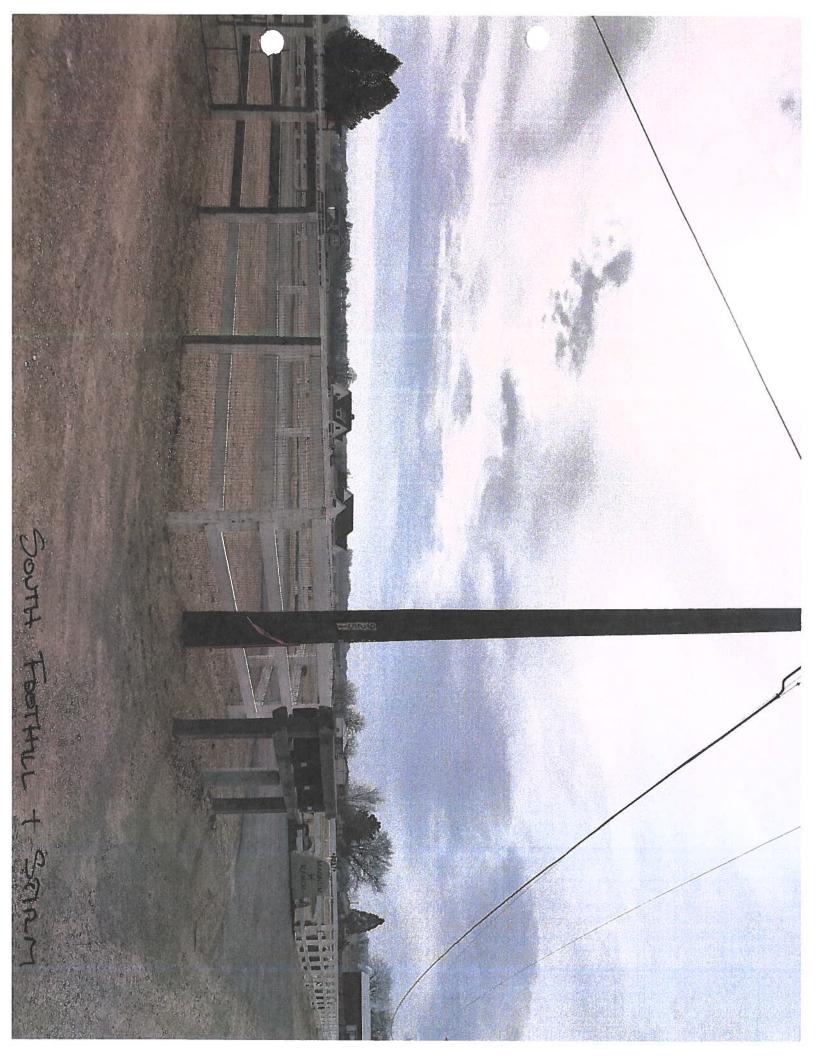








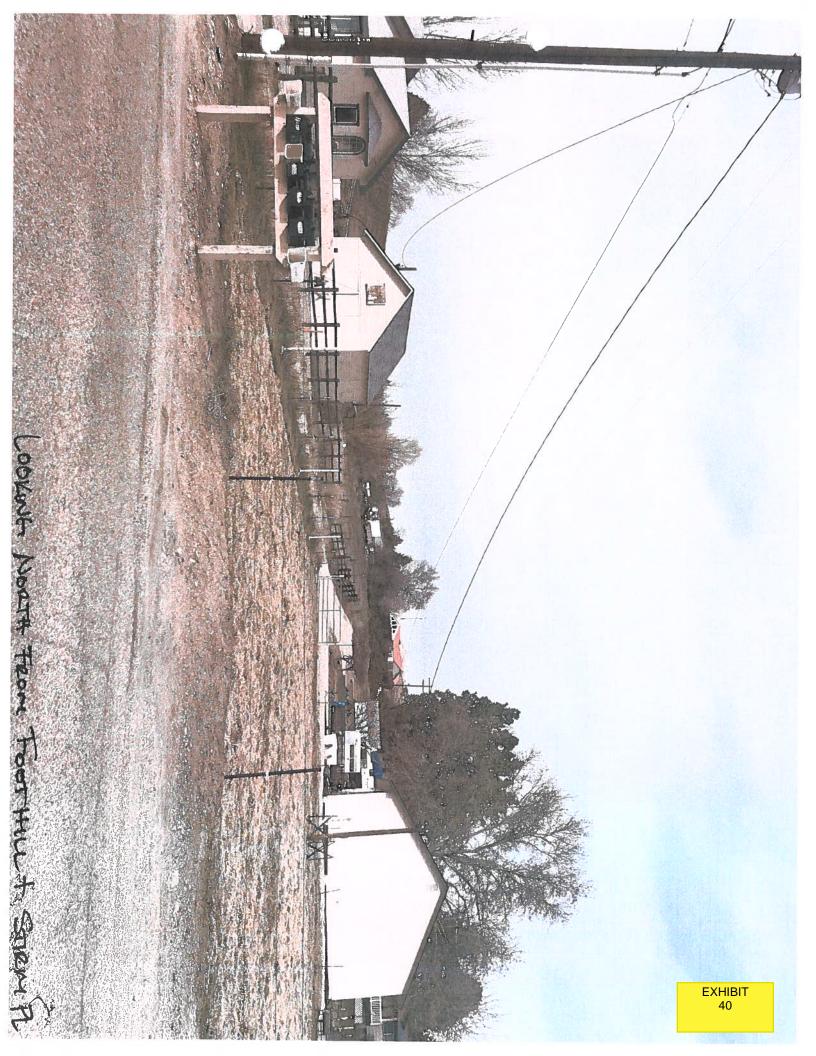












From:

Greg Baker <grbtowing@gmail.com>

Sent:

Friday, December 29, 2023 9:53 AM

To:

Debbie Root

Subject:

Re: [External] Fwd: Banner, petition and zoning

Thank you for getting back to me.

I will pass on this information to everyone.

Greg Baker

On Dec 29, 2023, at 9:43 AM, Debbie Root < Debbie.Root@canyoncounty.id.gov> wrote:

Mr. Baker.

Maddy has forwarded your email to me regarding your submittal question on Farmington Hills applications.

The petition must be submitted by Sunday, December 31, 2023 by midnight. The petition can be submitted electronically to my email at debbie.root@canyoncounty.id.gov

As I read down through your email chain I wanted to ensure that you have the correct information regarding testimony, the plans for the development with regards to water and sewer, and also to encourage you to provide specific evidence in support of your testimony or opposition claims.

Testimony: Any person signing the petition can still testify at the hearing and is encouraged to participate in the public process. Public turnout to both the planning and zoning hearings and the Board of County Commissioner hearings speaks volumes to the decision makers. It is important to support any claims with evidence that is verifiable. Providing letters from the school district, seeking out actual traffic incident reports etc. that provide specific evidence supporting the claims. The hearing bodies are being very thoughtful but must consider the decision criteria in the ordinance to make their findings and ultimately make a decision.

Decision Criteria that I must consider as I complete the staff report for the commissions consideration: (6) Conditional Rezone Approval:

- A. 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;
- 2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;
 - 3. Is the proposed conditional rezone compatible with surrounding land uses;
- 4. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?
- 5. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone;

- 6. 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?
- 7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development; and
- 8. 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? (Ord. 16-007, 6-20-2016)

Additionally, I wanted to address the water and sewer services proposed by the applicants:

The applicant has entered (not fully executed yet but approved by City Council on December 6, 2023) into a pre-annexation agreement with the City of Middleton to provide municipal water and wastewater (sewer) services to this development and once the development has adjacency to city limits the properties will be required to annex. Services will be connected to the City along Duff Lane inclusive of a water booster station and municipal well and sewer lift station.

The developer must also design and build a traffic signal and intersection at Duff and Hwy 44 prior to Phase 1 of the final plat if the development is approved by the County hearing bodies. At such time as the development reaches phase 10 of the project the intersection at Hwy 44 and Lansing must be completed.

Respectfully,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)
NEW <u>public</u> office hours
Effective Jan. 3, 2023
Monday, Tuesday, Thursday and Friday
8am - 5pm
Wednesday
1pm - 5pm
**We will not be closed during lunch hour **

From: Madelyn Vander Veen < Madelyn. Vander Veen@canyoncounty.id.gov>

Sent: Friday, December 29, 2023 8:28 AM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov > **Subject:** FW: [External] Fwd: Banner, petition and zoning

From: Greg Baker <grbtowing@gmail.com > Sent: Thursday, December 28, 2023 1:00 PM

To: Madelyn Vander Veen < Madelyn. Vander Veen@canyoncounty.id.gov>

Subject: Re: [External] Fwd: Banner, petition and zoning

Hi Madelyn,

Question came up: Dealing with Official notices and due dates. If the date due falls on a Sunday then it is moved to the next day (Monday) but then when Monday is a Holiday it would be moved to Tuesday. Does this apply to letters and petition.

Greg

On Dec 28, 2023, at 11:05 AM, Greg Baker <grbtowing@gmail.com> wrote:

Ok thank you I will pass it on

Greg

On Thu, Dec 28, 2023 at 11:04 AM Madelyn Vander Veen < Madelyn. Vander Veen@canyoncounty.id.gov > wrote:

Hi Gregory,

Just one quick correction: To have your petition (or any comments) entered as an exhibit to the staff report, it must be submitted by December 31st, 2023, the date in the hearing notice letter. If you have anything to submit after that date, you can bring it to the hearing and see if the Planning & Zoning Commission will accept it. I apologize for any confusion.

Best,

Madelyn Vander Veen

Associate Planner, <u>Canyon County Development Services</u>
madelyn.vanderveen@canyoncounty.id.gov | Direct: 208-455-6035

DSD public office hours:

Monday, Tuesday, Thursday and Friday: 8am - 5pm

Wednesday: 1pm - 5pm

PUBLIC RECORD NOTICE: All communications transmitted within the Canyon County email system may be a public record and may be subject to disclosure under the Idaho Public Records Act and as such may be copied and reproduced by members of the public.

From: Greg Baker < grbtowing@gmail.com > Sent: Thursday, December 28, 2023 10:51 AM

To: Madelyn Vander Veen < Madelyn. Vander Veen@canyoncounty.id.gov>

Subject: [External] Fwd: Banner, petition and zoning

Begin forwarded message:

From: Greg Baker <<u>grbtowing@gmail.com</u>>
Subject: Banner, petition and zoning

Date: December 28, 2023 at 10:48:56 AM MST **To:** madelyn.vanderveen@cayoncounty.id.gov

Hello Madelyn,

Thank you for taking time and speaking with me today.

So now I know I can do temporary banners (signage) on my back hill, I will take them down after 1-18 hearing.

Also if someone signs the petition they can speak at the hearing. The petition needs to be in 10 days prior to hearing or we can take a chance to see if Commissioners will accept at hearing.

I will reach out to Southwest District Health about what they require of size of lot to have well and septic.

On a side note, I have been down to Administration Building at least 3 times. They are always been very helpful, kind and quick. I appreciate your professional service to the community.

Thank you again

Gregory Baker

Farming ton

From:

Ron Saunders < ronmeister@gmail.com>

Sent:

Tuesday, December 12, 2023 5:27 PM

To: Cc: Debbie Root Steve Portnoff

Subject:

[External] Case No. RZ2021-0056 and SD2021-0059

Dear Debbie,

I am writing in regards to the above referenced case numbers. This is a proposal for 421 homes in Middleton.

I have reviewed the information and must strongly object to this development. I have also talked with more than a dozen neighbors in the area and they are all opposed to such a dense development.

Based on these conversations, the concerns are numerous. This entire area consists of homes with at least 1/2 acre lots, and many over one acre. Allowing this development to proceed would change the entire nature and quality of the area. We all purchased and/or built homes in this area because we did not want to live in a suburban environment. Allowing this project to proceed at it's proposed density would change that completely.

Additionally, our quality of life would be significantly diminished. The roads surrounding this project are becoming congested already and adding over 400 homes would make the traffic, noise, and potential crime rise to levels beyond what we all want. The infrastructure in the area does not justify such density.

The only reason for the density of this project is for the profit of the developer. Balancing the profitability of the developer with the wants, needs, and desires of the population should be paramount. There are already a number of large developments occurring within the area.

Everyone I have talked with would be okay with a development that consisted of a minimum of 1/2 acre lots. We propose that you not allow this to proceed at the current density. It will destroy the area.

I do not know how this process works, and would appreciate some feedback. I would be happy to start a petition and have all of these neighbors sign it if you think that would help.

Thank you,

Ron Saunders 24123 Lansing Lane, Middleton, ID 83644

Ron

Ron Saunders (541) 771-2417

Farmington

From:

denise rhodes <denise.rhodes@icloud.com>

Sent:

Sunday, December 17, 2023 9:12 AM

To:

Debbie Root

Subject:

[External] Case No. RZ2021-0056 & SD2021-0059:- Farmington Hills

I have read the proposed plan and am very much against this or any development being annexed into the City of Middleton.

The residents impacted received notice last week, during the busy holidays, with only 3 weeks to research and respond to you. Was this by design??? At minimum, this deadline and meeting should be postponed by 1 month to allow residents the time to return from the holidays and collect the information needed to decide.

I see no plan to address the irrigation problems noted by Black Canyon Irrigation. There is also a large hill to the North of the development, behind Meadow Park Blvd. I see no engineering plan to address the possible deterioration of the slope or flooding from the downslope into the development.

In addition, I feel the infrastructure should be in place, paid for by the developer PRIOR to the start of building. Not after, as indicated in one of the emails.

There is no mention of the impact this will have on the already crowded school system. The schools are already having problems recruiting good teachers. Not to mention, the school busses and bus drivers needed as they are already short staffed and cannot find enough drivers.

Middleton has 1 grocery store and 1 gas station. The ratio of businesses to residents it 2% business, 98% residents. This is unsustainable and unthinkable. Our roads cannot handle the traffic now.

It was my belief that Canyon County was going to try to keep agriculture a large plan of the community. People did not move to here for the county to sell out to big developers, not did they vote for a board that would. They moved to Canyon County because it is a conservative area with conservative values. The continuous rezoning will negatively impact the community, the land values and the city of Middleton.

Thanks you for hearing my concerns. I hope to meet you at the meeting on January 18th

Denise and Jon Rhodes

23940 Stirm Pl. Middleton, ID 83644 December 16, 2023



Canyon Co. Development Services Dept. 111 N. 11th Ave. – Suite 310 Caldwell, ID 83605

RE: Farmington Hills, Case No. RZ2021-0056 & SD2021-0059

I am writing in response to the proposed 421 residential homes to be built directly to the north of our property. My husband and I have concerns regarding the impact on the water table and infrastructure.

We built our home on Foothill Rd. in 1990. Our well was dug deeper than necessary at the time in hopes we would never have to do it again; but five years ago we had to. I would like to know what studies have been done to prove that this area can sustain this many homes on the existing water table for the next 20 years.

Duff and Lansing are narrow streets with steep inclines at Foothill Rd. I have seen multiple accidents involving cars and animals at these intersections. Are there any plans to increase the flow and safety at these crucial points? The present traffic is especially bad at rush hour and in winter snow and ice. Back-ups at Duff and Lansing are already occurring with people trying to make left hand turns onto highway 44. Add another 400 + cars to this scenario.

We have attended public hearings in the past opposing developers and realtors who are looking at the profits, but they don't live here. I'm feeling our voices have been lost. Please reconsider the density of this housing proposal and perform the necessary studies for sustainability.

Respectfully,

Connie M. Hanson

From: Katie Westhora <katie@topidahohomes.com>

Sent: Friday, December 22, 2023 11:37 AM

To: Debbie Root

Subject: [External] Case No. RZ2021-0056 & SD2021-0059

Hi Debbie and Canyon County Development Services team!

I would like to express my concerns with the above case...this area is known for being a rural area with lot sizes of 1+ acres with private wells and septics and located in county limits but not city limits. Those of us who already live in this area bought here because we liked the rural feeling and the large lots within the county, and not within city limits. To approve the above application would undermine all of the other properties surrounding the property in question and would impact the property values and potentially the property taxes of all of us who choose to live outside city limits. More importantly, Lansing Ln is an unsafe road to add high density housing on. There have been casualty collisions on Lansing at the 44 and Purple Sage intersections and adding over 400 new households would increase the risk.

There is a place for 1/4 acre lots and city services and that is next to other areas with 1/4 acre lots and city services. The people already living on 1/4 lots with city services sought that out and paid for that. Throwing that kind of subdivision in a sea of 1+ acre lots with private wells and septics is irresponsible. I recognize growth will come, but responsible growth is necessary and that means keeping the lot sizes to 1+ acre.

Thank you for your consideration!

Katie Westhora



www.TopIdahoHomes.com

What's my home worth? Search the MLS for Homes

Youtube Channel: Tips for Buyers and Sellers

Facebook

IMPORTANT NOTICE: Never trust wiring instructions sent via email. Always independently confirm wiring instructions in person or via a telephone call to a trusted and verified phone number. Never wire money without double-checking that the wiring instructions are correct.

From:

greg Sexton < gesexton 04@gmail.com>

Sent:

Tuesday, December 26, 2023 8:59 PM

To:

Debbie Root

Subject:

[External] Case No. RZ2021-0056 & SD2021-0059 (Middleton 187)

Debbie Root,

In reference to the hearing for the above case number(s) on Jan 18, 2024, can you tell me if traffic studies have been done by the county, of the traffic on Lansing and Duff Lanes at Hwy 44 and whether such studies will be discussed at the hearing? Specifically, will there be discussions at this hearing as to whether the county and/or the developer will do something to alleviate congestion and dangerous conditions at these two locations, given the inevitable and drastic increase in traffic at these already congested intersections?

Thank you for your help.

Sincerely, Greg Sexton 9848 Foothill Rd. Middleton, ID 83644 (Foothill and Duff Ln.) 208-703-6967 December 28, 2023

Debbie Root

Canyon County Development Services

Debbie.root@canyoncounty.id.gov

Ms. Root.

We are in <u>firm opposition</u> to the proposed Farmington Hills Subdivision and we would like to provide the following information to the P&Z board for consideration.

In order for a Conditional Rezone to be approved the following standards should be considered.

Conditional Rezone Approval:

- A. 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;

Statement of Purpose from the 2020 Comprehensive Plan

The plan is based on the foundation that if the citizens of Canyon County know where they want to go, it possesses better prospects of getting there. (Page 4)

Idaho State Code Section 50-222 2) in regards to annexation states ... Provided further, that said city council shall not have the power to declare such land, lots or blocks a part of said city if they will be connected to such city only by a shoestring or strip of land which comprises a railroad or highway right-of-way.

Allowing a City style subdivision within the County with an agreement for future annexation is a way to circumvent state law and should not be condoned.

Vision Statement from the 2030 Comprehensive Plan

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. (Page 6)

Although this project is looking to follow the 2020 plan we should not disregard the vision of the newly adopted plan.

2. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;

The Current Zoning designation of the adject parcels is RR to the South, R1 to the North and the East and AG to the West with an average lot size in the Residential zoning of over 1.2 Acres.

3. Is the proposed conditional rezone compatible with surrounding land uses:

As mentioned in the point above, the average residential lot size in the adjacent residential areas is over 1.2 Acres. The proposed development is offering lot sizes of 12,000 SF or 0.27 Acres which is not compatible with the surrounding areas.

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

The character of the area is Agricultural in character, with ranchettes on 1 acre plus lots. The proposed subdivision does not fit within the area and no measures can mitigate the impact of the higher density development.

 Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone;

There are no available public facilities within the vicinity of the project.

6. 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?

Public street improvements will be constructed to manage the significant increase in population. ITD and Canyon County Highway District 4 acknowledged the substantial increase in traffic by requiring road widening, streetlights not only on Duff Lane and Lansing Lane, but also on Middleton Road Northbound and Southbound and Cemetery road. This is a tangible demonstration of how great of an impact this project will have on our area.

7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development; and

Legal access will exist, adding substantial impact to the surrounding areas as noted above.

8. 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? (Ord. 16-007, 6-20-2016)

The Middleton Elementary Schools are already above capacity. Middleton Heights has 541 Student Enrolled with 396 Capacity, Mill Creek Elementary has 730 students with a 616 capacity. The developer is proposing to donate to the school \$1,500 per lot. The average cost for a new elementary school is roughly \$50,000 per student. The current Canyon County residents will have to bear the cost for the excessive development while not gaining any benefit from the overcrowding of the land.

I would like to point out that this project is a typical example of Leapfrog development.

Leapfrog development occurs when developers skip over land to obtain cheaper land further away from cities, thus, leaving huge areas empty between the city and the new development that may or may not develop. Common issues associated with this type of development include undeveloped land left between cities and developments, inefficient land distribution, increased pollution due to an increase in traffic and congestion. Idaho State Legislator saw the downside and the problem associated with Leapfrog development and developed standards to prevent it i.e. Section 50-222 2).

The developer and its engineer/planner have found a creative way to circumvent the intent of Idaho's legislation and such approach should not be condoned.

Respectfully submitted

anuc.

Antonio M. Conti, PE, PLS

From:

Antonio Conti < Antonio.Conti@ackerman-estvold.com>

Sent:

Thursday, December 28, 2023 7:03 PM

To:

Debbie Root

Subject:

Re: [External] Farmington Hills Subdivision

Attachments:

FarmingtonHillsSubdivision.pdf

Ms. Root,

Please find enclosed letter of opposition to the proposed Farmington Hills Subdivision to be included in the packet to the commissioners.

Will I be allowed to have a power point presentation at the public hearing? It will be not more than 4 slides, but there are some exhibits that would help present my case.

Thank you again for all your work and patience.

Antonio Conti

Ackerman-Estvold

From: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Sent: Wednesday, December 13, 2023 11:36 AM

To: Antonio Conti < Antonio. Conti@ackerman-estvold.com>

Subject: RE: [External] Farmington Hills Subdivision

You don't often get email from debbie.root@canyoncounty.id.gov. Learn why this is important

Mr. Conti,

Thank you for reaching back out. You not receiving a letter is my oversight for not informing the administrative staff to add you to the mailing list. I have attached a copy of the letter that went out to property owners.

See below for answers to your questions....

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD) NEW <u>public</u> office hours Effective Jan. 3, 2023 Monday, Tuesday, Thursday and Friday



Stop the development of FARMINGTON HILLS, Middleton, ID

Started December 20, 2023

Why this petition matters

We, the undersigned, strongly object and protest the rezoning and proposed development referred to as Farmington Hills, Case No. RZ2021-0056 and SD2021-0059. As residents of Middleton, ID and Canyon County, ID, we are going to be adversely affected by the addition of 421 homes, thus creating a suburban environment in a rural area. We believe that this high-density development is in violation of the spirit of the comprehensive plan and the planning and zoning commission should deny this application. The planning and zoning commission should take into consideration the following, per the comprehensive plan and Zoning Ordinance section 6 of the code:

- 1. Rezoning is not appropriate considering the zoning that exists in the area. Rezoning will convert the current land from agricultural and homes with large parcels of land more than one acre to a suburban, high-density environment. This is incompatible with the current surrounding land uses.
- 2. Rezoning will negatively affect the character of the area. A high-density development in an agricultural/rural environment will completely change that character, regardless of the proposed measures to mitigate the impacts (which we consider to be insufficient).
- 3. Currently, there are over 1,000 new homes approved for development in the area. Notwithstanding these new homes, public services are already stretched beyond their normal abilities to provide services. The school system at full capacity of 4,138 students. Adding the existing and proposed projects will add approximately 1,500 homes, 4,000 to 6,000 residents, and over 800 additional students will overwhelm the already beyond capacity school system and will further negatively impact all public services. The developer's offer of \$,1500 per lot is a significant shortfall of the estimated cost of \$50,000 per student. Farmington Hills will add an estimated 240 students to our overwhelmed school system.
- 4. Adding stop lights will not help the traffic of the neighborhoods and traffic patterns will be adversely affected by this proposed development. The area of proposed development consists of one lane roads and are already experiencing significant traffic.
- 5. Suburban environments have a greater degree of vandalism and crime than rural environments, again creating a dangerous environment where none exists.

In summary, this proposed rezoning and planned development will absolutely change the nature of the area in detrimental ways. We, the undersigned, urge the appropriate parties to deny this application. . (IF YOU ARE PLANNING ON SPEAKING AT THE PLANNING AND ZONING MEETING JANUAY 19TH, PLEASE DO NOT SIGN THE PETITION AS YOU MAY NOT BE ABLE TO SPEAK)

petition_signatures_jobs_37802297_20231228034814

Name	City	State	Postal Code	Country	Signed On
Ron Saunders	Deschutes	OR		US	2023-12-21
Sandra Seufert	Boise	ID	83709	US	2023-12-21
Candyce Moss	Middleton	ID	83644	US	2023-12-21
Skeeter Meyers	Salt Lake City	UT	84189	US .	2023-12-21
Carol Watkins	Caldwell	ID	83607	US	2023-12-21
Lisa Mayerhofer	Nampa	ID	83686	US	2023-12-21
Laura Clawson	Nampa	ID	83686	US	2023-12-21
Ed Carson	Middleton	ID	83644	US	2023-12-21
Kim Carson	Middleton	ID	83644	US	2023-12-21
Susan Lowe	Star	ID	83669	US	2023-12-21
Sylvan Banes	Middleton	1D	83644	US	2023-12-21
Wendy Pohl	Seattle	ID	83644	US	2023-12-21
Sarah Medina	Middleton	ID	83644	US	2023-12-21
Alexia Ancheta	Middleton	ID	83644	US	2023-12-21
Nicole Cherry	Middleton	ID	83644	US	2023-12-21
Nicole Shackelford	Middleton	ID	83644	US	2023-12-21
Susie Conger	Middleton	ID	83644	US	2023-12-21
Emily Medina	Middleton	ID	83644	US	2023-12-21
Josef Smith	Middleton	ID	83644	US	2023-12-21
Mitchell Melissa	Middleton	ID	83644	US	2023-12-21
Jabe Tattersali	Meridian	ID	83646	US	2023-12-21
Shannon Colson	Middleton	ID	83644	US	2023-12-21
Sharlene Hinshaw	Nampa	ID	83686	us	2023-12-21
jill angelichio	charlotte	NC	28204	us	2023-12-21
Edward Jerome	Middleton	ID	83644	US	2023-12-21
Estela McClelland	Middleton	ID	83644	US	2023-12-21
Sandra Hansen	Star	ID	83669	US	2023-12-21
Robert Evans	Erie	PA	16507	US	2023-12-21
Chris Pohl	Seattle	WA	98160	US	2023-12-21

Katie Gregory	Boise	ID	83704 U	JS	2023-12-21
William Mueller	Salt Lake City	UT	84107 U	JS	2023-12-21
Gina Henley	Federal Way	WA	98003 (JS	2023-12-21
Jennifer Cartier	Middleton	ID	83644 U	JS	2023-12-21
Can Keys	Middleton	ID	83644 l	JS	2023-12-2
Melissa Terry	Sandy	UT	84094 l	JS	2023-12-2
steven portnoff	Middleton	ID	83644 U	JS	2023-12-2
Gregory Jones	Middleton	ID	83644 (JS	2023-12-2
Hailey Nelson	Middleton	ID	83644 l	JS	2023-12-2
Randal Hettema	Middleton	CA	83644 U	JS	2023-12-2
Cindy Conti	Middleton	ID	83644 l	JS	2023-12-2
Kaden Pohl	West Valley City	UT	84120 l	JS	2023-12-2
Simone Elison	Caldwell	ID	83607 U	JS	2023-12-2
Cindy Haynes	Middleton	ID	83644	JS	2023-12-2
Jennifer Poirier	Middleton	ID	83644	JS	2023-12-2
Jon Inwood	Brooklyn	NY	11226	JS	2023-12-2
Brian Stringfellow	Middleton	ID	83664	JS	2023-12-2
Makayla Dealy	Middleton	ID	83644 (JS	2023-12-2
Levi Pidjeon	Middleton	ID	83644 U	JS	2023-12-2
Joshua Adams	Middleton	ID	83644 l	JS	2023-12-2
Caroline Fenton	Middleton	ID	83644 U	JS	2023-12-2
Emily McIntyre	Seattle	WA	98155 U	US	2023-12-2
Kaylie King	Sandy	UT	84070 l	US	2023-12-2
Danielle Pollock	Middleton	ID	83644	JS	2023-12-2
Ruth Maggs	middleton	ID	83644 U	US	2023-12-2
Tristann Mclaughlin	Meridian	ID	83646	US	2023-12-2
Charity Brooks	Middleton	ID	83644	US	2023-12-2
Elizabeth Marshall	Seattle	WA	98160	US	2023-12-2
Carrie Lynn Cimperman	Draper	ID	83644	US	2023-12-2
Ana Ivanov	Middleton	ID	83644	US	2023-12-2
yvonne Paladino	Middleton	ID	83644	US	2023-12-2
Paula Caster	Middleton	ID	83644	US	2023-12-22

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Leslie cliche	Middleton	ID	83644	US	2023-12-22
Melinda Kotko	Eagle	1D	83616	US	2023-12-22
Eric Flores	Caldwell	ID	83607	US	2023-12-22
Michelle Alvarez	Middleton	ID	83644	US	2023-12-22
Kristin Erskine	Middleton	ID	83644	US	2023-12-22
Jessica Perryman	Middleton	ID	83644	US	2023-12-22
Destiny Taylor	Meridian	ID	83646	US	2023-12-22
Tina Miller	Caldwell	ID	83607	US	2023-12-22
Sarah Takagi	Middleton	ID	83644	US	2023-12-22
Amy Gabica	Middleton	ID	83644	US	2023-12-22
Christine Couture	Caldwell	ID	83607	US	2023-12-22
Jacqueline Takagi	Middleton	ID	83644	US	2023-12-22
Kim Takagi	Middleton	ID	83644	US	2023-12-22
Betsy Radford	Middleton	ID	83644	US	2023-12-22
Rose Vargason	Middleton	ID	83644	US	2023-12-22
Rick Williams	Middleton	ID	83644	US	2023-12-22
Kay Burkett	Middleton	ID	83644	US	2023-12-22
David Richard	Middleton	ID	83644	US	2023-12-22
Brian Guinotte	Middleton	ID	83644	US	2023-12-22
Michael Richard	Middleton	UT	83644	US	2023-12-22
Amanda Thomas	Middleton	ID	83644	US	2023-12-22
ashley Whitlow	Middleton	ID	83644	US	2023-12-22
Kelly O'Neal	Middleton	ID	83644	US	2023-12-22
MELINDA MCALISTER	Caldwell	ID	83607	US	2023-12-22
Christopher Whitlow	Middleton	ID	83644	US	2023-12-22
Camille Thomas	Middleton	ID	83644	US	2023-12-22
wesley majors	Meridian	ID	83642	US	2023-12-22
Marion Manwill	Star	ID	83669	US	2023-12-22
Adam Kaluba	Burleson		76028	US	2023-12-22
Dawn Alverson	Middleton	ID	83644	US	2023-12-22
Sean Cluff	Middleton	ID	83644	US	2023-12-22
Kelly Simmons	Middleton	ID	83644	US	2023-12-22

Martine Stephenson	Middleton	ID	83644	US	2023-12-22
Janet Gibson	West Covina	CA	91791	US	2023-12-22
William Stephenson	Middleton	ID	83644	US	2023-12-22
Rory Hendricks	Middleton	ID	83644	US	2023-12-22
Charles Wahl	Middleton	ID	83644	US	2023-12-22
Paula Gillespie	Middleton	ID	83644	US	2023-12-22
Adam Plugge	Middleton	ID	83644	US	2023-12-22
Cynthia Brooke				US	2023-12-22
Richard Simmons	Middleton	ID	83644	US	2023-12-22
Kimberly Silver	Middleton	ID	83644	US	2023-12-22
Patricia Nelson	Nampa	ID	83687	US	2023-12-23
Robert Hendricks	Middleton	ID	83644	US	2023-12-23
Michael Shrode	Middleton	ID	83644	US	2023-12-23
jamie Michaelis	Caldwell	ID	83607	US	2023-12-23
Madison Boyd	Middleton	ID	83644	US	2023-12-23
Kimbre Christopher	Caldwell	ID	83607	US	2023-12-23
Megan Daltow	Meridian	ID	83642	US	2023-12-23
Diane Rice	Middleton	ID	83644	US	2023-12-23
Andrew Vincent	Middleton	ID	83644	US	2023-12-23
Jennifer Barr	Middleton	ID	83644	US	2023-12-23
Isaias Schopp-salas	Merced		95348	US	2023-12-23
Clayton Cramer	middleton	ID	83664	US	2023-12-23
Sam Layton	Middleton	ID	83644	US	2023-12-23
Tamie Kauk	Middleton	ID	80202	US	2023-12-23
Ernest Burkett	Middleton	ID	83644	US	2023-12-23
Bert Dobbs	Middleton	ID	83644-5461	US	2023-12-23
Dan De Yo	Yorba Linda		92886	US	2023-12-23
Katharine McCloud	Middleton	ID	83644	US	2023-12-24
Cheryl A Wheless	Eagle	ID	83616	US	2023-12-24
Rhonda Cramer	Middleton	ID	83644	US	2023-12-24
Erika Rikhiram	Clermont		34711	US	2023-12-24
Renton McGowan	Middleton	ID	83644	US	2023-12-24

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Vickie Parker	Wimberley	TX	78676	US	2023-12-24
Ginger Osmus	Middleton	ID	83644	US	2023-12-25
David Davidson	Dallas		75243	US	2023-12-25
Austin Ward	Corvallis	OR	97330	US	2023-12-25
Kelli Keyes	Middleton	ID	83644	US	2023-12-25
S. Kinnamon	Greenville	SC		US	2023-12-26
saadia mohsin	Flushing		11355	US	2023-12-26
Yazmin Lopez	San Antonio		78250	US	2023-12-26
Guy Hollands	Middleton	ID	83644	US	2023-12-26
Jonathan Turner	Middleton	ID	83644	US	2023-12-26
Cynthia Foote	Middleton	ID	83644	US	2023-12-26
Gabby Schelthoff	Lisle		60532	US	2023-12-27
Steven Allstead	Middleton	ID	83644	US	2023-12-27
Steve Yerger	Middleton	ID	83644	US	2023-12-27
Kristin Denver	Middleton	ID	83644	US	2023-12-27
Mara Raddatz	Amherst Jct		54407	US	2023-12-28
Melanie Mihm	Middleton	ID	83644	US	2023-12-28
Krystyna Meyer	Middleton	ID	83644	US	2023-12-28

The Takagi family 24323 Duff Lane Middleton, ID 83644

This letter is regarding the proposed development. I am strongly urging the committee not to allow the development to proceed for the following reasons.

My family lives across Duff Lane from the proposed development. We are a family of farmers using this land to feed communities and their livestock since the 1970s. We have livestock that will be negatively affected by the influx of noise, traffic, and activity that a huge subdivision will bring. The livestock bring a number flies that will negatively affect the residents of the proposed subdivision. Additionally, we have a necessity to bale hay at night which will bother the families that live in the proposed subdivision, possibly causing conflict. Our lifestyles are not compatible with the lifestyles of a neighboring subdivision.

We use well water to sustain ourselves and our animals. Building a subdivision directly across the street is likely to pollute our water and our crops, which will degrade the quality of our livestock. This will negatively affect our community as a whole.

Our road is often dangerous, with drivers speeding up to 100mph down our street at night. This road is already seeing the negative affects of the influx of traffic. The asphalt is breaking apart from the constant traffic. In short, the existing infrastructure cannot sustain the additional traffic.

Removing agricultural land and replacing it with asphalt is proven to significantly increase the temperature of surrounding areas during the summer months, when the sun is at it's hottest. Without open earth to absorb the heat, the temperature increases. This will impact our quality of life, the quality of life for our livestock, and the yield of our crops.

There are already large subdivisions much farther along in development just down the street. There is no need for more houses to sit empty when there are still many empty homes in Middleton to fill.

Our land and the land where developments have been proposed is used to feed our communities. Our land feeds and is home to 30+ cattle during the summer. The land across the street holds up to 150 cattle. The rest of the year, each of these parcels of land to be developed grow enough hay to feed almost 1,000 cows. Those cows feed us and feed Idaho families. Farm land is too important to continue to bulldoze and pave over.

The character of the property we've lived on for so long is now being threatened by these developments. We are a family farm without the funds to influence opinions and decisions like these developers do. All we have is our words. We don't want to lose the beautiful views that we and our neighbors enjoy so much. The land could be used to help our current community in so many ways as it is, as farm land that feeds us all. Please, do not allow this development to ruin our way of life.

Sincerely, The Takagi family



From: JACKIE GRAYSON < jackiegrayson@msn.com>

Sent: Sunday, December 31, 2023 5:30 PM

To: Debbie Root

Subject: [External] case RZ2021-0056 & SD2021-0059

I'm writing to contest the conditional rezone of approx. 217 acres from Ag A to CR_R!, high density housing with pre-annexation agreement with city of Middleton.

Middleton has never had a public meeting regarding this annexation.

We live on a property that is next to the proposed rezone.

My understanding of the Canyon County comprehensive land use plan is that new development must blend in with the surrounding properties. The smallest property between Foothill and purple sage off Lansing lane is .08 acres. most are at least 1 acre. People who purchased these homes did so because they wanted a more rural place to call home. The proposed 4 houses per acre is too high of density for this area. It doesn't meet the "need to blend in with current properties".

Putting in a few stop lights won't alleviate the increased traffic on Lansing lane of up to 800+ new cars/drivers. The Middleton water treatment plant has already had some issues with raw sewage getting into the river. What will the cost be to the city of Middleton to upgrade our sewer treatment facility to handle this type of high-density development?

I have strong concerns a rezone to a high-density "CR-R1 zoning with city sewer and water isn't a good idea for future growth according to canyon county comprehensive land use plan and our current available amenities and infrastructure..

I appreciate growth will happen; I just ask that developers are required to build in a manner that suits our current neighborhoods. Most all current properties are 1 acre or more.

Thank you in advance for giving this re zone full consideration.

Jackie Grayson 24503 Lansing Lane Middleton Idaho

From: Bart Grayson <BartGrayson1400@outlook.com>

Sent: Sunday, December 31, 2023 4:13 PM

To: Debbie Root

Subject: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Hello Debbie,

I am e-mailing you in regards to the case in the subject line. When I go this link: (https://www.canyoncounty.id.gov/elected-officials/commissioners/dsd)) I get a message that says the page is under maintenance or does not exist. So I am sending this note to you directly.

My wife and I have a 5 acre property (24503 Lansing Ln) that borders this proposed subdivision on the North side. We are strongly opposed to a development with .25 acre lots being built adjacent to our property.

This is a rural area and there have been a multitude of 1 to 2 acre subdivisions built around us over the last few years. Cascade Hills borders our property on the north and it is still a work in progress with one acre lots. We are not opposed to progress, but, in the interest of keeping this area a rural setting and Farmington Hills fitting in with the existing subdivisions; we would prefer Farmington Hills be zoned for lots no smaller than 1 acre to fit in with all the neighborhood's that border the property.

I am also very concerned about a huge well being drilled in this area. There have been lots of new wells drilled here lately and it's my understanding the water supply is somewhat limited.

Thank you for your consideration.

Bart Grayson

From:

DMG DMG <donnag2011@gmail.com>

Sent:

Sunday, December 31, 2023 1:53 PM

To:

Debbie Root

Subject:

[External] Case No. RZ2021-0056 & SD2021-0059

Please forward to the appropriate party, as I am having difficulty discerning where to direct this.

Regarding the proposed development of the Farmington Hills Subdivision...

As a homeowner, I reside near the intersection of Purple Sage and Lansing. As a longtime resident of Middleton, I am increasingly concerned over the flood of new development taking place in our area. New homes are coming in at a pace, and in a volume for which our infrastructure is not equipped to handle.

The addition of 421 residential homes between Lansing Lane and Duff Lane is not only irresponsible, but reckless. As it is, with the influx of residents we have already experienced, navigating traffic in the area has become extremely difficult, if not dangerous. Often, it is all but impossible to pull out onto Highway 44 from either Lansing or Duff Lanes - and that's in good weather! Tragically, during the past several years, the number of serious and fatal accidents have skyrocketed at the intersections of Lansing/Purple Sage; Lansing/Highway 44; Duff/Purple Sage; Duff/Highway 44. Our roads are no longer safe!

With the proposed addition of 421 residential homes, it is easy to foresee the increase of area traffic will not only negatively impact the safety of our roads, but also create harm to the quality of life within our community. For most (if not all) households will add multiple drivers and vehicles to the existing traffic on the roads. The charm and quiet beauty of the small-town life will be forever lost.

Please note that, when appropriate, I understand and support smart growth. However, I can not understand nor support the addition of a subdivision so egregious that it is incompatible with the rural lifestyle, and will completely overwhelm the existing infrastructure. To support such a development threatens to destroy everything that the town of Middleton is known to be - "a great place to live."

Thank you for the opportunity to express my opposition and for considering my concerns.

Donna Goelz 9142 Willowview Drive Middleton, ID 83644

From:

Phil Goelz <goelzphil@gmail.com>

Sent:

Sunday, December 31, 2023 11:28 AM

To:

Debbie Root

Subject:

[External] Case No. RZ2021-0056 & SD2021-0059

Hello,

I am in opposition of this development and I can not figure out how to submit on-line.

I live in the area of impact (Purple Sage & Lansing). Our infrastructure cannot handle the homes we already have, adding another 400+ is very irresponsible. Getting onto HW44 from either Langsing or Duff is already a nightmare and hazardous. The amount of accidents & fatalities on Langsing & Purple Sage / Duff & Purple Sage / Langsing & HW44 / Duff & HW44 are already way too high, adding even more traffic to the area will make things much worse.

Growth will happen, but this is not responsible growth. Please consider the impact on safety for those of us who already live in the area.

Thank you, Philip Goelz 9142 Willowview Drive Middleton, Idaho 83644

GEOTECHNICAL EVALUATION FOR "FARMINGTON SUBDIVISION" – A 207± ACRE RESIDENTIAL DEVELOPMENT LOCATED NORTH OF FOOTHILL ROAD BETWEEN DUFF LANE AND LANSING LANE, MIDDLETON, IDAHO

October 11, 2021

GTI-Project No. 2353-ID

Prepared For:

TODD CAMPBELL CONSTRUCTION, INC.

2560 North Stokesberry Place Meridian, Idaho 83646

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October 11, 2021 Project No. 2353-ID

TODD CAMPBELL CONSTRUCTION, INC.

2560 N. Stokesberry Pl. Meridian, Idaho 83646

Attention: Mr. Dean Waite

Subject: Geotechnical Evaluation for "Farmington Subdivision" - a 207± Acre Residential

Development Located North of Foothill Road Between Duff Lane and Lansing Lane,

Middleton, Idaho

Dear Mr. Waite.

In accordance with your request, GeoTek, Inc. (GTI) has completed a geotechnical evaluation of the subject property for the construction of a single-family residential development with associated improvements. The purpose of our study was to evaluate the soils underlying the site and to provide recommendations for project design and construction based on our findings. This report outlines the geologic and geotechnical conditions of the site based on current data and provides earthwork and construction recommendations with respect to those conditions.

SCOPE OF SERVICES

The scope of our services has included the following:

- 1. Review of soils and geologic reports and maps for the site (Appendix A).
- 2. Site reconnaissance.
- 3. Review of aerial photographs.
- 4. Excavating and logging of forty-six (46) exploratory test pits (Appendix B).
- 5. Obtaining samples of representative soils, as the exploratory test pits were advanced.
- 6. Performing laboratory testing on representative soil samples (Appendix D).
- 7. Assessment of potential geologic constraints.
- 8. Engineering analysis regarding foundation design/construction, foundation settlement, and site preparation.
- 9. Preparation of this report.

SITE DESCRIPTION

The project site consists of irregularly shaped parcels totaling approximately 207± acres that is generally bound by agricultural land and single-family residences to the north, Lansing Lane to the east, agricultural land and single-family residences to the south, and Duff Lane to the west, in the City of Middleton, in Canyon County, Idaho (Figure 2). Access to the Site is possible from Lansing Lane and Duff Lane. The majority of the property consists of vacant agricultural land that has been corrugated/irrigated and cultivated for crop farming purposes over many years. Various irrigation laterals run adjacent to crops and access roads used for agriculture throughout the site. There are two ponds in the northern portion of the site which assists in irrigation operations. From topographic maps, the site's elevation is approximately 2,480± to 2,560± feet above mean sea level. Natural drainage at the Site is interpreted to be downward to the northwest, conforming to the natural topography in the area.

PROPOSED DEVELOPMENT

It is our understanding that site development would consist of performing typical cut and fill earthwork to attain the desired graded configuration(s) for the construction of a residential subdivision consisting of multiple one- to two-story detached single-family residential structures with associated improvements. It is further assumed that final site grade will be within 5 feet of existing site grade.

FIELD STUDIES

Subsurface conditions at the site were explored by using a rubber-tired backhoe. Forty-six (46) test pits were advanced onsite. A log of each exploration is included within this report in Appendix B. Fifteen (15) percolation tests were also performed on the subject site, as well as fifteen (15) initial ground water measurements (Appendix C). Field studies were completed during March and April, then again in September of 2021 by GTI field personnel who conducted field excavation location mapping, logged the excavations, and obtained samples of representative soils for laboratory testing. The approximate locations of the explorations are indicated on the enclosed Site Exploration Plan (Figure 2). The Unified Soil Classification System (USCS) Classification was used to visually classify the subgrade soils during the field evaluation.

REGIONAL GEOLOGY

The subject site is situated within the western portion of the Boise River Valley, which comprises the northwestern portion of the Snake River Plain physiographic province. The western portion of the Snake River Plain is aligned in a northwest-southeast direction and generally divides the Owyhee mountains to the south from the Central Idaho mountains toward the north (Wood and Clemens, 2004). The headwaters of the Boise River are located in the Central Idaho mountains east of Boise, Idaho. The river leaves the central mountains and enters the Snake River Plain near Barber and drains toward the west into the Snake River near Parma.

The Owyhee mountains and the Central Idaho Mountains are composed predominantly of volcanic and igneous rocks. The western portion of the Snake River Plain is a northwest trending complex graben formed by extension and regional uplift along the northern boundary of the basin and range province (Wood and Clemens, 2004). The graben generally forms a basin which has been partially filled with younger sedimentary and volcanic rocks (Malde, 1991).

The Boise River Valley is bounded on the northeast by the Boise Front, which is a northwest trending topographic high extending generally from Boise to Emmett, Idaho. The Boise Front consists of Cretaceous aged granitic and metamorphic rocks cut by Tertiary aged rhyolite and overlain with Miocene aged lake sediments (Wood and Clemens, 2004). These units have been cut by northwest trending faults which down drop these units toward the southwest. The faults also provide conduits for Quaternary aged basalt intrusions and flows (Malde, 1991).

The depositional environment for the valley floor is dominantly lake laid deposits of sand, silt and clay. These materials were deposited during two periods of lake activity, one during the Miocene and the other during the Pleistocene. This valley infilling process has been subsequently truncated by down faulting within the valley ranging in height from a few feet to over 50 feet. Younger alluvium has been, and continues to be, transported dominantly by water and deposited on the basins gently sloping valley floor and within low-level flood plains. Portions of the alluvial deposits are being down cut by intermittent streams to the flood plain, and as a result stream terraces are being formed.

SITE SOILS

Artificial Fill

Based on our field studies, some spread fills were observed along the perimeter and throughout the interior of the site. This fill is generally associated with the construction of the adjacent roadways and irrigation laterals. This spread fill shall be considered artificial fill. The majority of the property has been cultivated for agricultural use, the upper 12 inches of material has been disturbed and consists of a silts with sand and clays with sand and a moderate amount of organics and roots, this shall be considered artificial fill. Deeper fills may be encountered onsite. The "Artificial Fills" are soft and contain organics/roots and are not considered suitable for support of foundations in their current condition. All artificial fill material should be removed as described in the "Removals" section of this report.

Native Alluvial Soils

Alluvial soils encountered generally consisted of surficial layers of silts and clays with varying amounts of sand underlain by sandy silts, silty sands, poorly graded sands with varying amounts of gravel, silt and clay, poorly graded gravels with sand and varying amounts of silt and clay, and partially cemented sands, silts, and gravels. The moisture content within the alluvial materials was generally slightly moist to moist near surface and moist to saturated at depth. The consistency of these soils were generally soft/loose to firm/dense near surface and dense to moderately hard at depth. Partially cemented layers were encountered in the majority of the excavations; however, we anticipate that the onsite soils can be excavated with conventional earthwork equipment equivalent to CAT D9R dozers and CAT 235 excavators. Special excavation equipment and techniques may be necessary dependent upon if harder materials are encountered during construction.

SURFACE & GROUND WATER

Ground water was encountered in one of our excavations (8.8', TP-43 on 9/21/21). According to the State of Idaho Department of Water Resources Well Drillers' logs, ground water in the vicinity is approximately 75 to 150 feet below the existing ground surface. Irrigation ditches exist adjacent to and within the site and they transmit water on a periodic basis. Generally, irrigation ditches and canals will locally influence ground water during the irrigation season (i.e., April through October). If encountered, wet materials should be spread out and air-dried or mixed with drier soils to reduce their moisture content as appropriate for fill placement. Ground water is not anticipated to adversely affect planned development, provided that earthwork construction methods comply with recommendations contained in this report or those made subsequent to review of the improvement plan(s). GTI assumes that the design civil engineer of record will evaluate the site for potential flooding and set grades such that the improvements are adequately protected. These observations reflect conditions at the time of this investigation and do not preclude changes in local ground water conditions in the future from natural causes, damaged structures (lines, pipes etc.), or heavy irrigation.

TECTONIC FAULTING AND REGIONAL SEISMICITY

The site is situated in an area of active as well as potentially active tectonic faults, however no faults were observed during our field evaluation. There are a number of faults in the regional area, which are considered active and would have an affect on the site in the form of ground shaking, should they be the source of an earthquake. It is reasonable to assume that structures built in this area will be subject to at least one seismic event during their life, therefore, it is recommended that all structures be designed and constructed in accordance with the International Building Code (IBC). Based on our experience in the general vicinity, references in our library, field evaluation of the site, a Seismic Design Site Class Designation of 'D' may be used for seismic design.

Secondary Seismic Constraints

The following list includes other potential seismic related hazards that have been evaluated with respect to the site, but in our opinion, the potential for these seismically related constraints to affect the site is considered negligible.

- * Liquefaction
- * Dynamic Settlements
- * Surface Fault Rupture
- * Ground Lurching or Shallow Ground Rupture

Summary:

It is important to keep in perspective that if a seismic event were to occur on any major fault, intense ground shaking could be induced to this general area. Potential damage to any settlement sensitive structures would likely be greatest from the vibrations and impelling force caused by the inertia of the structures mass than that created from secondary seismic constraints. Considering the subsurface soil conditions and local seismicity, it is estimated that the site has a low risk associated with the potential for these phenomenon to occur and adversely affect surface improvements. These potential risks are no greater at this site than they are for other structures and improvements developed on the alluvial materials in this vicinity.

RESULTS OF LABORATORY TESTING

Laboratory tests were performed on representative samples of the onsite earth materials in order to evaluate their physical and chemical characteristics. The tests performed and the results obtained are presented in Appendix D.

CONCLUSIONS

Based on our field exploration, laboratory testing and engineering analyses, it is our opinion that the subject site is suited for development from a geotechnical engineering viewpoint. The recommendations presented herein should be incorporated into the final design, grading, and construction phases of development. The engineering analyses performed concerning site preparation and the recommendations presented below, have been completed using the information provided to us regarding site development. In the event that the information concerning proposed development is not correct, the conclusion and recommendations contained in this report shall not be considered valid unless the changes are reviewed, and conclusions of this report are modified or approved in writing by this office.

RECOMMENDATIONS - EARTHWORK CONSTRUCTION

General

All grading should conform to the International Building Code (IBC) and the requirements of the City of Middleton except where specifically superseded in the text of this report. During earthwork construction, all removals, drain systems, slopes, and the general grading procedures of the contractor should be observed and the fill selectively tested.

Based on the classification of the site soils encountered, we recommend that site construction be undertaken during the dry weather seasons. If grading is undertaken during the wet periods of the year, pumping and rutting of the site soils is anticipated. If pumping and rutting conditions occur, and loose saturated disturbed areas are created, the soils shall be removed to undisturbed soil or be replaced/recompacted to structural fill requirements. If further soil stabilization techniques are required during future grading activities, GTI can provide further recommendations at that time. If unusual or unexpected conditions are exposed in the field, they should be reviewed by this office and if warranted, modified and/or additional recommendations will be offered. It is recommended that the earthwork contractor(s) perform their own independent reconnaissance of the site to observe field conditions first hand. If the contractor(s) should have any questions regarding site conditions, site preparation, or the remedial recommendations provided, they should contact an engineer at GeoTek for any necessary clarifications prior to submitting earthwork bids. All applicable requirements of local and national construction and general industry safety orders, the Occupational Safety and Health Act, and the Construction Safety Act should be met.

Demolition

The following recommendations are provided as guidelines in the event a structure is encountered that are not intended to remain.

- 1. All existing surface or subsurface structures (not intended to remain), within the area to be developed, should be razed and moved off site.
- 2. If a septic tank (to be abandoned or below a proposed improvement) is located within the project site, it is recommended that it be pumped out and with few exceptions likely removed. Any leach lines, seepage pits, or other pipes associated with this structure should also be removed or properly abandoned.
- 3. If any wells are encountered, an attempt should be made to identify the owner and purpose of the well. Well abandonment should adhere to the recommendations provided by the Idaho Department of Water Resources, the Public Health Department, or any other government agencies. If the well is located in the area of a proposed structure, these recommendations should be reviewed by GTI and if warranted, additional geotechnical recommendations will be offered.

Removals/Processing - General

Presented below are removal/processing recommendations for the various soils encountered on the project. Debris, vegetation, and other deleterious material should be stripped/removed from areas proposed for structural improvements.

Based on a review of the exploratory logs and our site reconnaissance, after the artificial fill is removed (upper 12 inches), a minimum removal/processing depth of 12 inches into alluvial materials should be accomplished across the site. If the left in place soils can be scarified to encounter a competent layer below; they may be processed in place; otherwise, they should be removed to competent material. Locally deeper removals/processing may be necessary based on the field conditions exposed.

We recommend that all surficial clays and elastic silts (as observed in TP-2, TP-4, TP-20, TP-29, TP-31, and TP-34) be removed from within 24 inches of bottom of foundations. Beneath foundations and slab areas, the exposed ground surface should be moisture conditioned and compacted a minimum of 12 inches to provide a more uniform foundation support. A minimum relative compaction of 90 percent of the laboratory maximum modified density (ASTM D 1557) at moisture content of optimum or above is necessary to generate any near surface settlements. Locally deeper removals/processing may be necessary based on the conditions exposed. Removal bottoms should be checked by a representative of GeoTek, Inc. to see if deeper removals are necessary.

Care should be taken by the contractor during filling of any down cut, seasonal drainages. These drainages are often a collection area for uncontrolled fill and the removal bottom must be observed and approved by a representative of GeoTek prior to placing fill. Deeper removals (i.e., 2 feet or more) may be required in the drainage bottoms to encounter competent soils. If the sides of the drainages are steeper than a 5 to 1 to slope, the contractor should bench the contact between the native material and the fill (Figure 3) for better stability and more uniform support. Benches should be no more than 3 feet vertical and be at least 6 feet wide.

If very hard cemented materials are encountered during over-excavation, excavation may potentially be terminated, but this will need to be determined on a case-by-case basis by a representative of GTI.

Foundations for the proposed structures may be founded on cemented material; however, in order to avoid the potential for differential settlement, the entire foundation would need to be supported entirely on the cemented material. If this is not possible, cemented materials should be removed to a minimum depth of 12 inches below the bottom of the footing and replaced with compacted structural fill. This can best be determined in the field based upon the conditions exposed. Termination of any excavation on cemented soils will need to be reviewed by GTI and the owner.

If existing improvements or property line restrictions limit removals, condition specific recommendations would be provided on a case-by-case basis. During earthwork construction, care should be taken by the contractor so that adverse ground movements or settlements are not generated affecting existing improvements.

Transitional Pads

Transitional pads are defined in this report as pads which are partially cut and partially fill. To mitigate some of the differential settlement which will occur on transitional pads, the cut side should be over-excavated/processed to a minimum depth equal to 2 feet below the bottom of the footings or to the depth of the fill, whichever is less. On transitional pads with more than 7.5 feet of fill, plans need to be reviewed by GTI and site-specific recommendations will be provided.

Excavation Difficulty

Partially cemented layers were encountered in the majority of the excavations; however, we anticipate that the onsite soils can be excavated with conventional earthwork equipment equivalent to CAT D9R dozers and CAT 235 excavators. Special excavation equipment and techniques may be necessary dependent upon if harder materials are encountered during construction.

Seasonal conditions could cause wet soil conditions to occur onsite. Depending on the depth of cuts, it should be expected that special excavation and fill placement measures may be necessary. Wet materials should be spread out and air-dried or mixed with drier soils to reduce their moisture content to the appropriate level for fill placement. Frozen soils, if encountered, should be removed and allowed to thaw prior to any fill placement or construction. Removal bottoms should be checked by a representative of GTI to see if deeper removals are necessary.

Fill Placement

Subsequent to completing removals/processing and ground preparation, the excavated onsite and/or imported soils may be placed in relatively thin lifts (less than 8 inches thick), cleaned of vegetation and debris, brought to at least optimum moisture content, and compacted to a minimum relative compaction of 90 percent of the laboratory standard (ASTM D 1557). For fills deeper than 5 feet, a minimum relative compaction of 95 percent of the laboratory maximum should be achieved.

Structural Fill and Import Soils

Potentially, soils will be imported to the site for earthwork construction purposes. A sample of any intended import material should first be submitted to GTI so that, if necessary, additional laboratory or chemical testing can be performed to verify that the intended import material is compatible with onsite soils. In general, structural fill and import soils should be within the following minimum guidelines:

- * Free of organic matter and debris
- * Maintain less than 0.2 percent sulfate content
- * Maintain less than 3.0 percent soluble material
- * Maintain less than 0.02 percent soluble chlorides
- * Maintain less than 0.2 percent sodium sulfate content
- * Maintain a Plasticity Index less than 12 (i.e., low expansive)
- * One hundred percent passing the six-inch screen
- * At least seventy-five percent passing a three-inch screen
- * Maintain at least 20 percent on No. 4 screen
- * Maintain between 5 and 30 percent passing the No. 200 screen

Observation and Testing

During earthwork construction all removal/processing and the general grading procedures should be observed, and the fill selectively tested by a representative(s) of GTI. If unusual or unexpected conditions are exposed in the field, they should be reviewed by GTI and if warranted, modified and/or additional recommendations will be offered.

Ground Water

Ground water was encountered in one of our excavations (8.8', TP-43 on 9/21/21). According to the State of Idaho Department of Water Resources Well Drillers' logs, ground water in the vicinity is approximately 75 to 150 feet below the existing ground surface. Based on site conditions in the future, a transient high ground water condition could develop over a clay or less permeable layer and this condition could generate down gradient seepage. The possible effect these layers could have on this and adjacent sites should be considered and can best be evaluated in the field during grading. If warranted by exposed field conditions, it may be recommended that a drainage system be established to collect and convey any subsurface water to an appropriate location for drainage. Typically, potential areas of seepage are difficult to identify prior to their occurrence; therefore, it is often best to adopt a "wait and see" approach to determine if any seepage conditions do develop, at which time specific recommendation to mitigate an identified condition can be provided.

Earthwork Settlements

Ground settlement should be anticipated due to primary consolidation and secondary compression. The total amount of settlement and time over which it occurs is dependent upon various factors, including material type, depth of fill, depth of removals, initial and final moisture content, and in-place density of subsurface materials. Compacted fills, to the heights anticipated, are not generally prone to excessive settlement. However, some settlement of the native alluvium is expected, and the majority of this settlement is anticipated to occur during grading.

Slope Stability

No significantly high (greater than ten feet) slopes are anticipated to be constructed onsite. All slopes should be designed at gradients of 2 to 1 (Horizontal to Vertical) or flatter. All slopes should be constructed in accordance with the minimum requirements of the City of Middleton and the International Building Code. Cut and fill slopes are anticipated to perform adequately in the future with respect to gross and surficial stability if the soil materials are maintained in a solid to semi-solid state (as defined by the soils Atterberg Limits) and are limited to the heights prescribed herein.

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The importance of proper compaction to the face of a slope cannot be overemphasized. In order to achieve proper compaction, one or more of the three following methods should be employed by the contractor following implementation of typical slope construction guidelines: I) track walk the slopes at grade, 2) use a combination of sheepsfoot roller and track walking, or 3) overfill the slope 3 to 5 feet laterally and cut it back to grade.

Random testing will be performed to verify compaction to the face of the slope. If the tests do not meet the minimum recommendation of 90 percent relative compaction, the contractor will be informed, and additional compaction efforts recommended. A final evaluation of cut slopes during grading will be necessary in order to identify any areas of adverse conditions.

The need for remedial stabilization measures should be based on observations made during grading by a representative of this office. Based on our observations, and if warranted, specific remedial recommendations will be offered for stabilization.

RECOMMENDATIONS - FOUNDATIONS

General

Foundation design and construction recommendations are based on preliminary laboratory testing and engineering analysis performed on near surface soils. The proposed foundation systems should be designed and constructed in accordance with the guidelines contained herein and in the International Building Code.

Based on our experience in the area, the soils onsite should have a negligible corrosive potential to concrete and metal, materials selected for construction purposes should be resistant to corrosion. Where permitted by building code, PVC pipe should be utilized. All concrete should be designed, mixed, placed, finished, and cured in accordance with the guidelines presented by the Portland Cement Association (PCA) and the American Concrete Institute (ACI).

Based on our grading recommendations, the soils beneath the foundations are anticipated to have low expansion potential. Therefore, foundation recommendations for low expansive soil conditions are provided below. If more expansive soils are encountered, the pad(s) will either need to be regraded and the more expansive soils removed by the contractor or increased foundation recommendations will need to be provided.

Conventional Foundation Recommendations

Column loads are anticipated to be 50 kips or less while wall loads are expected to be 3 kips per lineal foot or less. The conventional recommendations provided are from a geotechnical engineering perspective (i.e., for expansive conditions) and are not meant to supersede the design by the project's structural engineer.

Preliminary recommendations for foundation design and construction are presented below. The specific criteria to be used should be verified on evaluation of the proposed buildings, structural loads, and expansion and chemical testing performed after grading is complete.

The bearing values indicated are for the total dead plus frequently applied live loads and may be increased by one third for short duration loading which includes the effects of wind or seismic forces. When combining passive pressure and friction for lateral resistance, the passive component should be reduced by one third. A grade beam, reinforced as below and at least 12 inches wide, should be utilized across all large entrances. The base of the grade beam should be at the same elevation as the bottom of the adjacent footings. Footings should be founded at a minimum depth of 24 inches below lowest adjacent ground surface as required by local codes to extend below the frost line. Reinforcement for spread footings should be designed by the project's structural engineer.

For foundations systems including a crawl space, it is recommended that it be designed so that water is not allowed to penetrate the crawl space. Proper grading and backfill for the foundations is critical and should adhere to the "fill placement" and "drainage" recommendations of this evaluation as well as local building codes.

Footing Type	Minimum Footing Depth (inches)	Allowable Bearing Pressure (psf)	Coefficient of Friction	Passive Earth Pressure (psf/ft)	Maximum Earth Pressure (psf)
Strip or Spread	24	1,500	0.35	250	3,000

The coefficient of friction and passive earth pressure values recommended are working values. Strip footings should have a minimum width of one foot and spread footings should have a minimum soil to concrete area of four-square feet. Increases are allowed for the bearing capacity of the footings at a rate of 250 pounds per square foot for each additional foot of width and 250 pounds per square foot for each additional foot of depth into the recommended bearing material, up to a maximum outlined. If the bearing value exceeds 3,000 psf, an additional review by GTI is recommended. As mentioned earlier, the exposed ground surface should be moisture conditioned and compacted a minimum of 12 inches below bottom of footings.

Seepage Bed Foundation Setback

Structural foundations should be designed with a minimum horizontal separation of 25 feet from seepage beds or other storm water infiltration facilities to mitigate the migration of storm drainage into buildings and potential structural foundation damage.

Foundation Settlement

Provided that the recommendations contained in this report are incorporated into final design and construction phase of development, total settlement is estimated to be less than one inch and differential settlement is estimated to be less than 0.75 inches for a 25-foot span. Two-way angular distortions due to settlements are not estimated to exceed 1/400. The structures should be loaded uniformly so as to avoid any localized settlements.

PAVEMENT SECTIONS

Pavement sections presented in the following table are based on an estimated R-value of <5, assumed traffic index(s) for development and estimated traffic index(s) for development. These pavement sections are presented for planning purposes only and should be verified based on specific laboratory testing performed subsequent to rough grading of the site.

Pavement Construction and Maintenance

All section changes should be properly transitioned. If adverse conditions are encountered during the preparation of subgrade materials, special construction methods may need to be employed. All subgrade materials should be processed to a minimum depth of 12 inches and compacted to a minimum relative compaction of 90 percent near optimum moisture content. All aggregate bases should be compacted to a minimum relative compaction of 95 percent at optimum moisture content. The recommended pavement sections provided are meant as minimums. If thinner or highly variable pavement sections are constructed, increased maintenance and repair should be expected. If the ADT (average daily traffic) or ADTT (average daily truck traffic) increases beyond that intended, as reflected by the traffic index(s) used for design, increased maintenance and repair could be required for the pavement section.

Positive site drainage should be maintained at all times. Water should not be allowed to pond or seep into the ground. If planters or landscaping are adjacent to paved areas, measures should be taken to minimize the potential for water to enter the pavement section.

ASSUMED TRAFFIC	SUBGRADE	MINIMUM ASPHALT	MINIMUM AGGREGATE THICKNESS (in.)		
RIGHT-OF-AWAY	R-VALUE	CONCRETE THICKNESS (in.)	Aggregate Base* (3/4" minus)	Subbase* (Uncrushed Aggregate)	
Parking and Drives No Truck Access TI = 6.0	<5	2.5	4.0	13.0	
Truck Access TI = 8.0	<5	3.0	6.0	17.0	

^{*}Aggregate Base and Subbase gradation specification requirement per the current edition of the Idaho Standards for Public Works Construction (ISPWC) Manual. Asphalt mix design shall meet the requirements of ISPWC, Section 810 Class III Plant mix. Materials shall be placed in accordance with ISPWC Standard Specifications for Highway Construction.

OTHER RECOMMENDATIONS

Site Improvements

As is commonly known, expansive soils are problematic with respect to the design, construction, and long-term performance of concrete flatwork. Due to the nature of concrete flatwork, it is essentially impossible to totally mitigate the effects of soil expansion.

Typical measures to control soil expansion for structures include; low expansive soil caps, deepened foundation system, increased structural design, and soil pre-saturation. As they are generally not cost effective, these measures are very seldom utilized for flatwork because it is less costly to simply replace any damaged or distressed sections than to "structurally" design them.

Even if "structural" design parameters are applied to flatwork construction, there would still be relative movements between adjoining types of structures and other improvements (e.g., curb and sidewalk). This is particularly true as the level of care during construction of flatwork is often not as meticulous as that for structures. Unfortunately, it is fairly common practice for flatwork to be poured on subgrade soils, which have been allowed to dry out since site grading. Generally, after flatwork construction is completed, landscape irrigation begins, utility lines are pressurized, and drainage systems are utilized; presenting the potential for water to enter the dry subgrade soils, causing the soil to expand. Recommendations for exterior concrete flatwork design and construction can be provided upon request.

If, in the future, any additional improvements are planned for the site, recommendations concerning the geological or geotechnical aspects of design and construction of said improvements could be provided upon request. This office should be notified in advance of any fill placement, grading, or trench backfilling after rough grading has been completed. This includes any grading, utility trench and retaining wall backfills.

Landscape Maintenance and Planting

Water has been shown to weaken the inherent strength of all earth materials. Slope stability is significantly reduced by overly wet conditions. Graded slopes constructed within and utilizing onsite materials would be erosive. Eroded debris may be minimized and surficial slope stability enhanced by establishing and maintaining a suitable vegetation cover as soon as possible after construction. Compaction to the face of fill slopes would tend to minimize short-term erosion until vegetation is established. Plants selected for landscaping should be lightweight, deep-rooted types, which require little water and are capable of surviving the prevailing climate. From a geotechnical standpoint leaching is not recommended for establishing landscaping. If the surface soils are processed for the purpose of adding amendments, they should be recompacted to 90 percent compaction.

Only the amount of irrigation necessary to sustain plant life should be provided. Over watering the landscape areas could adversely affect proposed site improvements. We recommend that any proposed open bottom planter areas adjacent to proposed structures, be eliminated for a minimum distance of 5 feet and desert landscape using xeriscape technology be used outside of this buffer zone. As an alternative, closed bottom type planters could be utilized. An outlet, placed in the bottom of the planter, could be installed to direct drainage away from structures or any exterior concrete flatwork. Irrigation timers should be adjusted on a monthly basis.

Soil Corrosion

Based on our experience in the area, the soils onsite should have a negligible corrosive potential to concrete and metal, materials selected for construction purposes should be resistant to corrosion. Where permitted by building code PVC pipe should be utilized. All concrete should be designed, mixed, placed, finished, and cured in accordance with the guidelines presented by the Portland Cement Association (PCA) and the American Concrete Institute (ACI).

Trench Excavation

All footing trench excavations should be observed by a representative of this office prior to placing reinforcement. Footing trench spoil and any excess soils generated from utility trench excavations should be compacted to a minimum relative compaction of 90 percent if not removed from the site. Considering the nature of the onsite soils, it should be anticipated that caving or sloughing could be a factor in excavations. Shoring or excavating the trench walls and slopes to the angle of repose (typically 25 to 45 degrees) may be necessary and should be anticipated in non-cemented soils. All excavations should be observed by one of our representatives and conform to national and local safety codes.

Utility Trench Backfill

Considering the overall nature of the soil encountered onsite, it should be anticipated that materials will need to be imported to the site for use as pipe bedding and pipe zone material. Onsite utility trench backfill should be brought to near optimum moisture content and then compacted to obtain a minimum relative compaction of 90 percent of the laboratory standard. Sand backfill, unless excavated from the trench, should not be used adjacent to perimeter footings or in trenches on slopes. Offsite utility trenches should also be compacted to a minimum relative compaction of 90 percent. Compaction testing and observation, along with probing should be performed to verify the desired results.

Drainage

Positive site drainage should be maintained at all times in accordance with the IBC. Drainage should not flow uncontrolled down any descending slope. Water should be directed away from foundations and not allowed to pond and/or seep into the ground. Pad drainage should be directed toward the street or other approved area. The ground immediately adjacent to the foundation shall be sloped away from the building at a minimum of 5-percent for a minimum distance of 10 feet measured perpendicularly to the face of the wall. If physical obstructions prohibit 10 feet of horizontal distance, a 5-percent slope shall be provided to an approved alternate method of diverting water away from the foundation. Swales used for this purpose shall be sloped a minimum of 2-percent where located within 10 feet of the building foundation. Impervious surfaces within 10 feet of the building foundation shall be sloped a minimum of 2-percent away from the building. Roof gutters and down spouts should be utilized to control roof drainage. Down spouts should outlet onto paved areas or a minimum of five feet from proposed structures or into a subsurface drainage system. Areas of seepage may develop due to irrigation or heavy rainfall. Minimizing irrigation will lessen this potential. If areas of seepage develop, recommendations for minimizing this effect could be provided upon request.

PLAN REVIEW

Final grading, foundation, and improvement plans should be submitted to this office for review and comment as they become available, to minimize any misunderstandings between the plans and recommendations presented herein. In addition, foundation excavations and earthwork construction performed on the site should be observed and tested by this office. If conditions are found to differ substantially from those stated, appropriate recommendations would be offered at that time.

LIMITATIONS

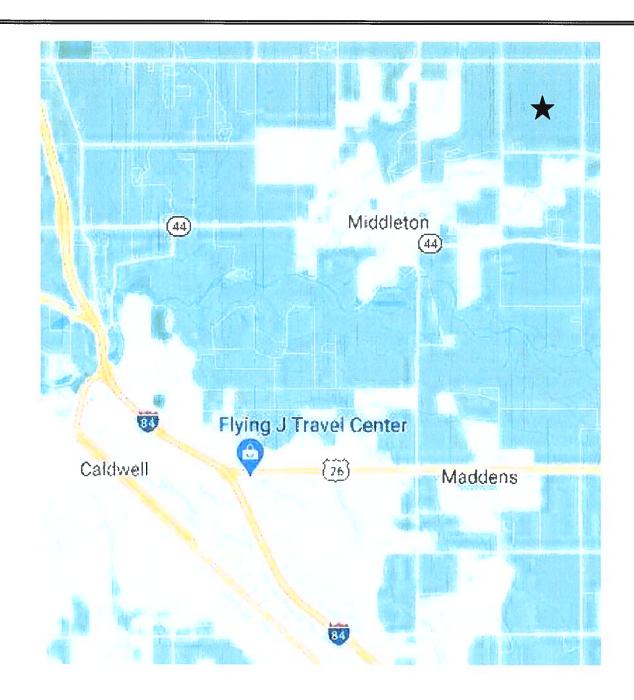
The materials encountered on the project site and utilized in our laboratory study are believed representative of the area; however, soil materials vary in character between excavations and conditions exposed during mass grading. Site conditions may vary due to seasonal changes or other factors. GeoTek, Inc. assumes no responsibility or liability for work, testing, or recommendations performed or provided by others.

Since our study is based upon the site materials observed, selective laboratory testing and engineering analysis, the conclusions and recommendations are professional opinions. These opinions have been derived in accordance with current standards of practice and no warranty is expressed or implied. Standards of practice are subject to change with time.

The opportunity to be of service is greatly appreciated. If you have any questions concerning this report or if we may be of further assistance, please do not hesitate to contact the undersigned.

Respectfully submitted, **GeoTek, Inc.**

Taylor Hedrick, El Staff Professional David C. Waite, PE Senior Engineer





APPROXIMATE SITE LOCATION

Source: Google Maps, 2020. GeoTek Field Observations, 2020. Not to Scale





GEOTECHNICAL | ENVIRONMENTAL | MATERIALS

320 E. Corporate Dr, Suite 300, Meridian, ID 83642 (208) 888-7010 (phone) / (208) 888-7924 (FAX)

FIGURE I SITEVICINITY MAP

Farmington Subdivision

North of Foothill Rd. Between Duff Ln. and Lansing Ln. Middleton, Idaho

Prepared for: Todd Campbell Construction Inc.

Project No.:

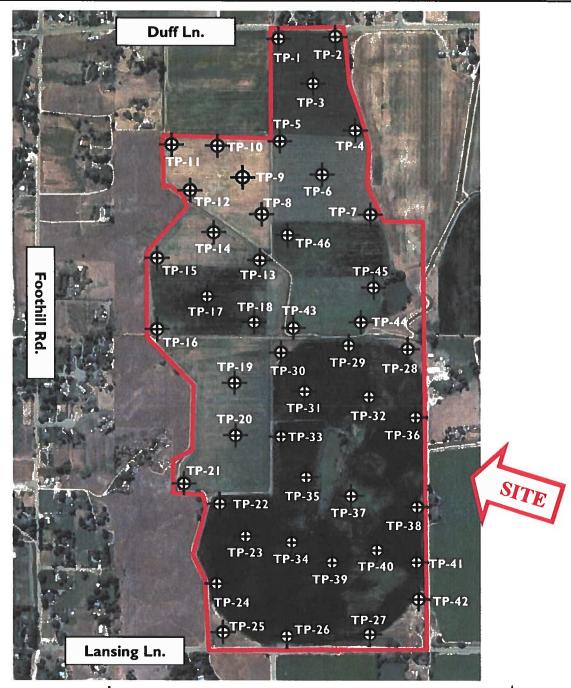
2353-ID

Report Date:

October 2021

Drawn By:

TSH



- APPROXIMATE TEST PIT LOCATIONS

Source: Google Earth 2018, GeoTek Field Observations, 2020. Not to Scale



GEOTECHNICAL | ENVIRONMENTAL | MATERIALS

320 E. Corporate Dr., Suite 300, Meridian, ID 83642 (208) 888-7010 (phone) / (208) 888-7924 (FAX)

FIGURE 2 SITE EXPLORATION PLAN

Farmington Subdivision

North of Foothill Rd. Between Duff Ln. and Lansing Ln. Middleton, Idaho

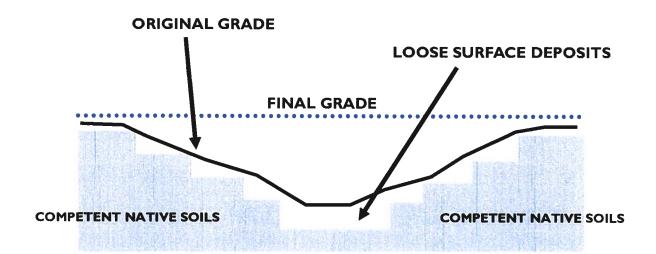
Prepared for: Todd Campbell Construction Inc. Report Date:

Project No.:

2353-ID

Drawn By: **TSH**

October 2021



BENCH WHERE SLOPE EXCEEDS 5:1 (H:V)
BENCHES SHOULD NOT EXCEED 3 FEET IN HEIGHT
AND SHOULD BE A MINIMUM OF 6 FEET IN WIDTH

NOT TO SCALE



GEOTECHNICAL | ENVIRONMENTAL | MATERIALS

320 E. Corporate Dr, Suite 300, Meridian, ID 83642 (208) 888-7010 (phone) / (208) 888-7924 (FAX)

FIGURE 3

BENCHING DETAIL

Farmington Subdivision

North of Foohill Rd. Between Duff Ln. and Lansing Ln.

Middleton, Idaho

Prepared for: Todd Campbell Construction, Inc.

Project No.:

2353-ID

Report Date:

October 2021

Drawn By:

TSH

PRELIMINARY HYDROLOGY REPORT

for

FARMINGTON HILLS SUBDIVISION

CANYON COUNTY, IDAHO

Prepared for:

Middleton 187, LLC P.O. BOX 140298 Boise, ID 83714 (208) 631-5052

Prepared By:



332 N. Broadmore Way, Suite 101 Nampa, ID 83687 208-442-6300

Date Prepared: 6/21/2022

Table of Contents

Introduction	2
Existing Hydrology	2
Proposed Hydrology and Storm Water Design	2
Conclusion and Preliminary Reccomendations	4

Appendices

Appendix A: Site Vicinity Map

Appendix B: Drainage Basin Maps

Appendix C: USGS Soil Map and Soil Description

Introduction

The proposed Farmington Hills Subdivision is in Canyon County, near Middleton, north of Foothill Road between Duff Lane and Lansing Lane (see Appendix A - Site Vicinity Map). This preliminary hydrology report is being prepared in conjunction with a hillside development application and preliminary plat for a 493-lot single-family residential subdivision with 426 buildable lots.

Existing Hydrology

The existing site is currently undeveloped and consists of undulating hills covered in areas of native shrubs and grasses, cultivated agricultural ground, and multiple irrigation supplies and drainages. Two large ponds exist onsite at general low points of the site. Duff Lane right-of-way forms the western property boundary along; Agricultural ground, two single family residences, and two separate single-family subdivisions form the northern property boundary; Lansing Lane right-of-way forms the eastern property boundary; and the Willow Creek Pump Lateral and the C-Canal East forms the southern boundary.

Topographically, the western portion of the site (west of the existing C-Canal East) has historically been farmed and is still being farmed. This area slopes generally from south to north. There is an existing pond towards the north end of this area, along with a drainage ditch that runs along the northern property boundary from east to west before reaching the ultimate low point of the site at the northwest corner and crossing Duff Lane. The area north of this pond contains slopes ranging from moderate up to over 15% natural grade. The eastern half of the site has also historically been farmed and is still being farmed. There is an existing pond generally in the center of this area, with the surrounding areas generally sloping up and away from this pond towards the property boundary. Slopes range from moderate up to and over 15% natural grade. This area generally slopes from the property boundaries on the east, north, and south and the C-Canal East to the west towards the pond, which sits in a low point. Slopes across the site appear stable with low indication of erosion largely due to well established vegetative cover. Existing storm water runoff from the project site is currently routed to these ponds. Any overflow drains from east to west towards the northwest corner of the site at Duff Lane before crossing under the road.

There is a pond to the east of the site, on the east side of Lansing Lane, that provides an overflow culvert onto this site towards the northeast corner of the site. Any overflow that comes across Lansing onto this site is then directed south through a low drainage ditch adjacent to Lansing Lane. It then flows through the general low area of the site before discharging into the eastern pond. A separate culvert at the low point of the Lansing Lane borrow ditch on the east side of the road conveys drainage across the street onto this site. This runoff is also directed through the general low area of the site to the eastern pond.

According to the USGS Web Soil Survey, most of the site consists of hydrologic soils B; see Appendix C – USGS Soil Map and Soil Description.

A review of the FEMA flood maps indicate that the site is not within a flood plain.

Proposed Hydrology and Storm Water Design

The existing hydrology and topography of this site will remain unchanged with this plat until plans are submitted and approved for developments on the individual lots. Individual lot grading at the time of development will account for runoff being maintained onsite by drainage being directed away from adjacent properties.

Finished grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on the subdivision property unless otherwise approved.

Basins C, D, E, and R will contribute stormwater to the existing pond in the western area of the site. Basins L, M, N, O, and P will contribute stormwater to the existing pond in the eastern area of the site. Where possible, culverts will be designed to bypass portions of the historical runoff through these areas of the site. Existing drainage patterns will be maintained, and flow spreaders will be used at outlets to reduce velocity and erosion at discharge points. Flows will not exceed pre-development rates at these discharge points. Efforts will be made to limit the impacts to the downstream drainage system and to conserve existing drainage patterns.

All remaining basins will be conveyed to storm facilities located within the site and will be maintained onsite. Various methods of treatment, including sand filters, bioswales, and treatment structures will be installed to treat the water quality event.

Proposed drainage basins are shown in Appendix "B." Runoff calculations for proposed drainage basins were made using the Rational Method and are summarized in Table 1 below.

Table 1: Proposed Basin Characteristics

Basin No.	Drainage Area (AC)	Runoff Coefficient	T _c (min.)	100-year Peak Flow (cfs)
А	24.44	0.5	64.2	14.18
В	4.95	0.5	48.4	3.49
С	4.21	0.3	27.8	2.14
D	26.67	0.5	52.5	17.60
E	11.12	0.31	29.3	6.41
F	19.32	0.5	38.8	15.75
G	4.48	0.5	39.8	3.58
Н	5.26	0.5	48.4	3.71
ı	40.63	0.5	54.1	26.00
J	2.95	0.5	22.8	3.25

К	6.87	0.5	35.9	5.81
L	16.82	0.5	13.8	23.04
М	10.73	0.24	69.8	2.76
N	5.74	0.37	22.9	4.67
0	4.10	0.5	10	6.38
Р	11.67	0.5	38.3	9.51
Q	13.42	0.5	39.2	10.80
R	3.76	0.74	41.76	3.76

Conclusion and Preliminary Recommendations

Due to the steep slopes and nature of the soils, care should be taken to minimize erosion during land disturbing activities. Erosion control measures should be installed to limit sediment leaving the site during construction. Final stabilization measure in accordance with the re-vegetation plan should be installed as soon as grading operations are complete. Efforts should be made to re-establish vegetation as quickly as possible following site grading to limit erosion of slopes.

Preliminary storm drainage basin maps are included in Appendix "B" of this report. Runoff volumes for the 100-year storm events are summarized in Table 1 above. The proposed storm drainage layout is depicted on the preliminary grading plan included in the Hillside development application for the subdivision. USGS Soil Survey information used in this report is included in Appendix "C."

APPENDIX A

SITE VICINITY MAP



DATE: 6/21/22 JOB: 210098

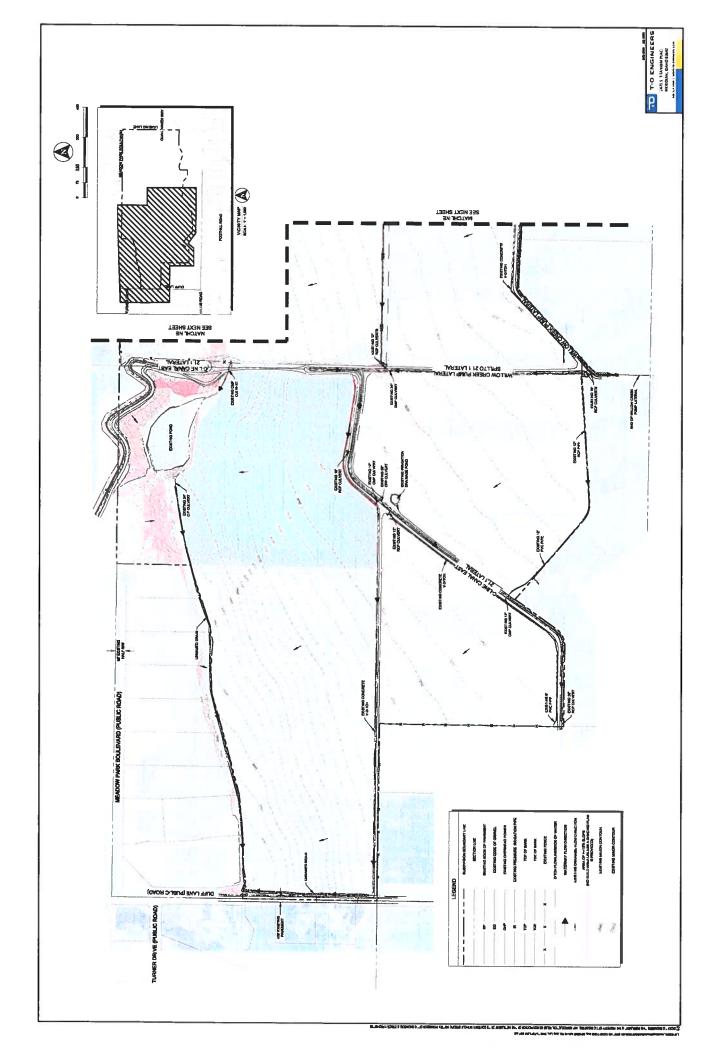


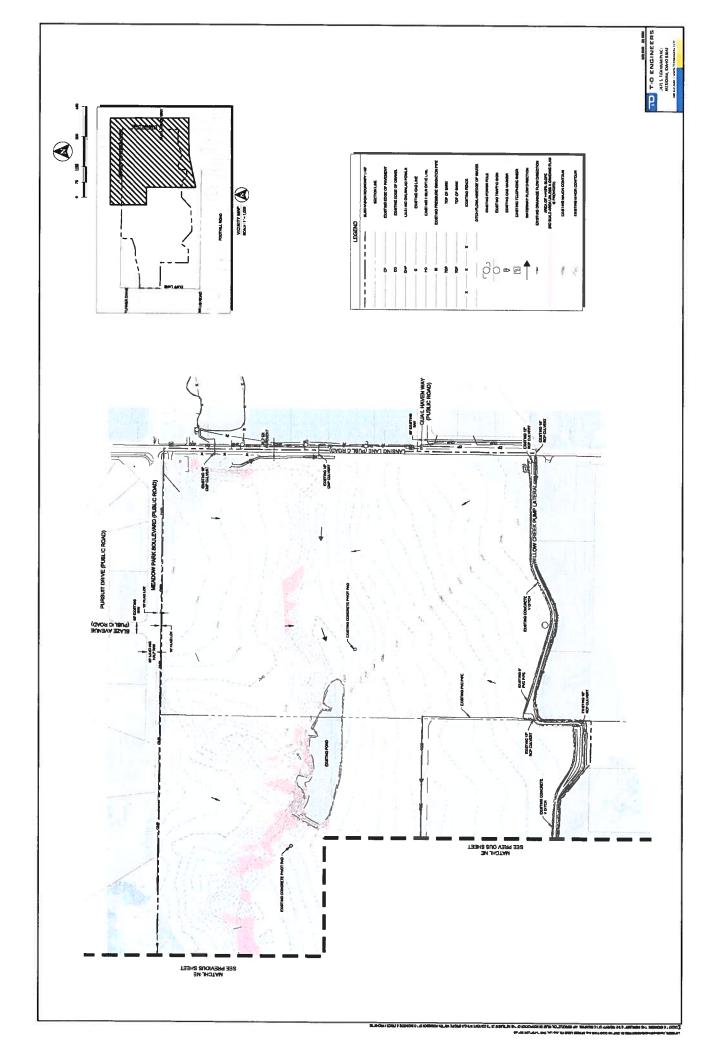
T-O ENGINEERS

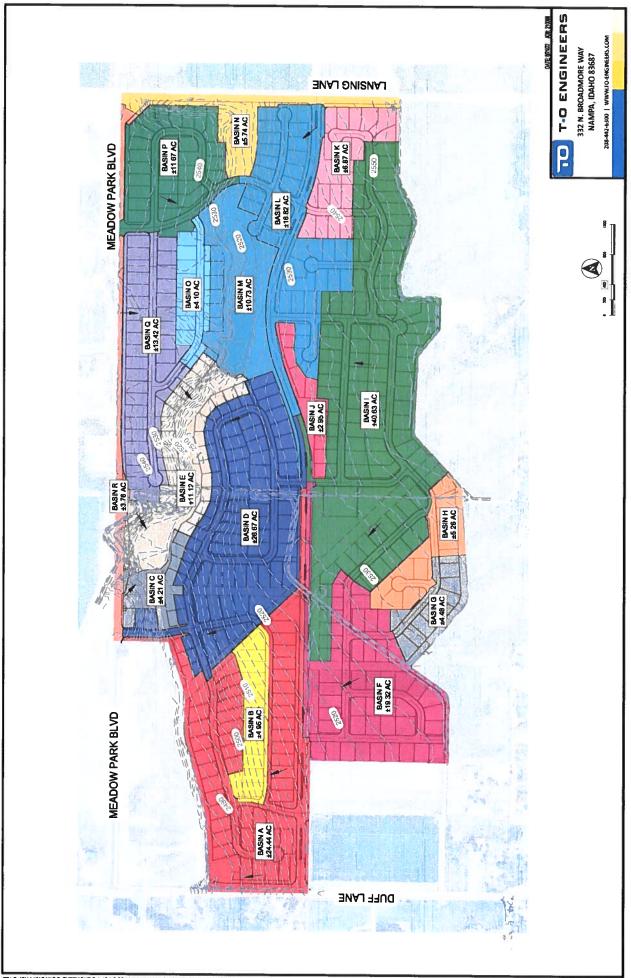
332 N. BROADMORE WAY NAMPA, IDAHO 83687 208-442-6300 | WWW.TO-ENGINEERS.COM

APPENDIX B

DRAINAGE BASIN MAPS







APPENDIX C

USGS SOIL MAP AND SOIL DESCRIPTION

Web Soil Survey National Cooperative Soil Survey

6/21/2022 Page 1 of 3

MAP LEGEND

Special Line Features Very Stony Spot Stony Spot Spoil Area Wet Spot Other Water Features H 9 4 Soil Map Unit Polygons Area of Interest (AOI) Soil Map Unit Points Soil Map Unit Lines Special Point Features Area of Interest (AOI) Blowout 9 Soils

Streams and Canals	tation	Rails	Interstate Highways	US Routes	Major Roads
1	Transportation	ŧ	}	}	

Closed Depression

Borrow Pit

M

Clay Spot

Gravelly Spot

Gravel Pit

Local Roads

Background

Aerial Photography

Marsh or swamp

-1

Lava Flow

Landfill

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at

Warning: Soil Map may not be valid at this scale.

line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed misunderstanding of the detail of mapping and accuracy of soil Enlargement of maps beyond the scale of mapping can cause

Please rely on the bar scale on each map sheet for map measurements. Source of Map: Natural Resources Conservation Service Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

distance and area. A projection that preserves area, such as the Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required. This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Canyon Area, Idaho Survey Area Data: Version 18, Sep 9, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger. Date(s) aerial images were photographed: Apr 19, 2021—Apr

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Severely Eroded Spot

1

Slide or Slip

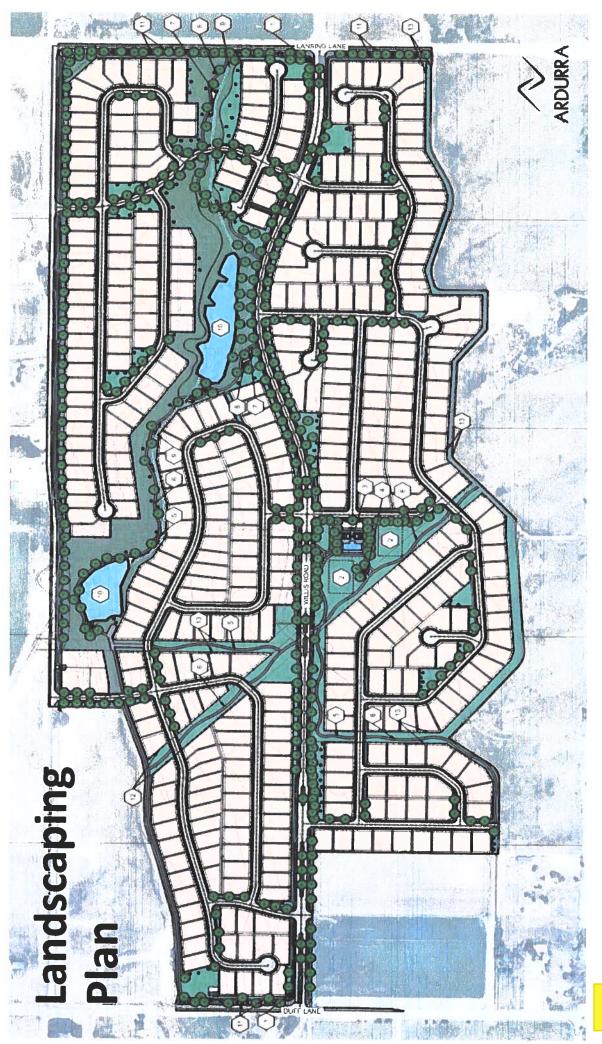
Sinkhole

Sodic Spot

Sandy Spot Saline Spot

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
EsA	Elijah-Chilcott silt loams, 0 to 1 percent slopes	8.5	3.9%
EsB	Elijah-Chilcott silt loams, 1 to 3 percent slopes	108.6	50.1%
EvC	Elijah-Vickery silt loams, 3 to 7 percent slopes	5.3	2.5%
LaE	Lankbush sandy loam, 12 to 30 percent slopes	20.2	9.3%
LkC	Lankbush-Elijah-Vickery silt loams, 3 to 7 percent slopes	59.8	27.6%
LkD	Lankbush-Elijah-Vickery silt loams, 7 to 12 percent slopes	12.5	5.8%
w	Water	1.8	0.8%
Totals for Area of Interest		216.7	100.0%



Farmington Hills

Middleton 187 LLC - Rezone & Preliminary Plat

Existing Conditions



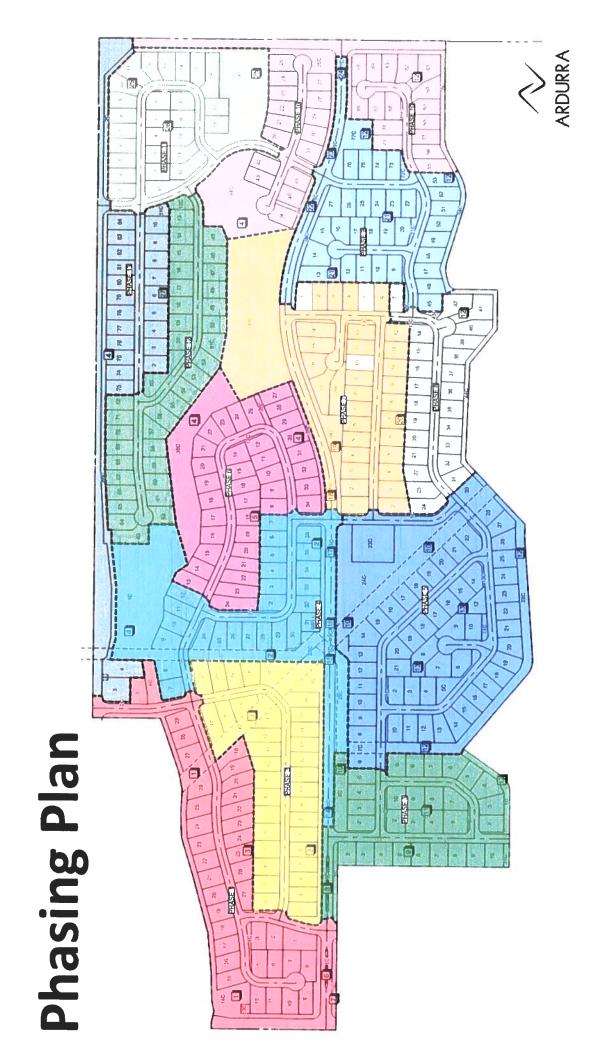
Surrounding Area

Surrounding Area



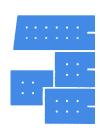
DOLL LANE

33





Pre-Annexation Agreement



Middleton has reviewed <u>and</u> <u>approved</u> a pre-annexation agreement



Highlights:

Utilities will be provided by the City of Middleton

The property will annex once an annexation path is available

The developer will provide significant infrastructure improvements to serve existing and future Middleton growth

Required Improvements Middleton Agreement –











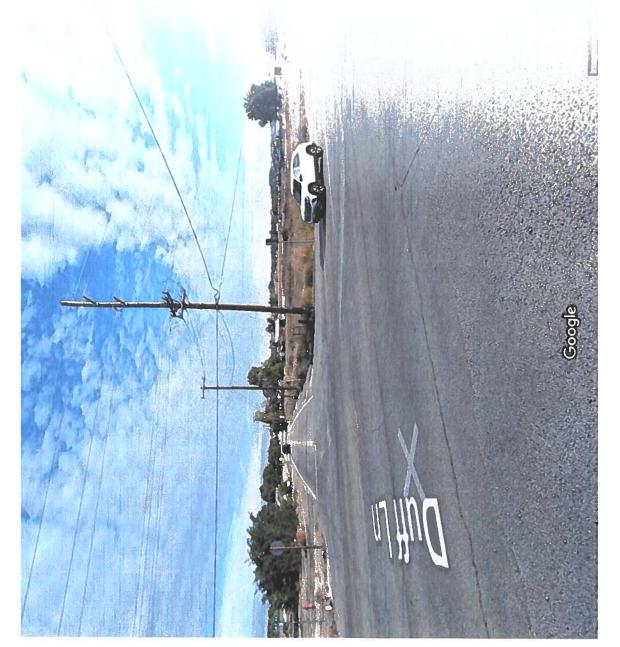
SEWER LIFT REGIONAL STATION

PRESSURE ZONE NEW WATER STATION FOR **ENTIRE NEW BOOSTER**

SIGNAL AT DUFF & HWY 44 (PHASE 1) **NEW MUNICIPAL**

WELL

LANSING & HWY 44 (PHASE 10) **SIGNAL AT**



Middleton Agreement Benefits

- Provides infrastructure that is needed for City's growth in this area
- Density is below what is called for in City comprehensive plan
- Signals at Duff and Lansing cannot be built by ITD for at least 7-10 years but have existing safety deficiencies

Middleton Agreement

WHEN REC ORDED, return to City Administrator City of Middleton 1103 W. Main St. Middleton ID 83644

INFRASTRUCTURE CONSTRUCTION AND PRE-ANNEXATION AGREEMENT

This Amended Infiastructure Construction and Pre-Amensation Agreement (this Agreement) is entered into and effective as of the date 1sts vintein below (the Effective Date) by and between the City of Middleton, an Idaho municipal corporation located at 1103 W. Main St. PO Box 187 Middleton. Indiaho 83641 (the "City") and Middleton 187 LLC, an Idaho limited liability company forcated at 13684 Mendowvidale Middleton 871 LLC, an Idaho limited liability company policity of the Middleton 187 LLC, an Idaho limited liability company located at PO Box 140.98 Boxte Idaho 83714 (collectively the "Developer"). The City and the Developer are sometimes individually referred to betein as a "Party" and collectively as the "Partys" and collectively as the "Partys".

RECITALS

WHEREAS the City is a numeropal corporation created pursuant to the laws of the State of Idaho and has the power to enter into contracts and to provide public utilities as provided by Idaho Code Title 50. Chapter 3.

WHEREAS the Developer owns that certain real property legally described in Exhibit A standard bereio and incorporated berein (the "Property"), that Developer is subdividing through Canyon Connry Development Services Department.

WHEREAS the Property is situated in innincorporated Comyon County, Idaho (the County), is presently not combinous to the City's corporate boundary, and is within the City's area of city impact.

WHEREAS, the Developer degrees and intends the Property to be annexed into the City as soon as any part of the Property is configuous to the City's corporate limits:

WHEREAS the Developer desires and untends to subdavide and develop the Property as generally drown in the prehimmary plant and-the develop therein B and interporated therein by this reference (the "Prelimmary Plat"), which Prelimmary Plat includes approximately units at a density of 1.94 units per acre ("Farmington Hills'subdavision" or the "Project").

WHEREAS, applications for Farmington Hills Subdivision are currently pending before the County and Developer's obligations herein are subject to and contingent upon such approval.

Infrastructure Construction and Pre-Annexation Agreement (Farmington Hills) – Page 1 of 1.3 4802-403-54 m.y.41

Pathway Systems

Schools

- Detailed conversations with Superintendent Marc Gee
- Costs to serve students have been identified (\$1,114.60)
- Developer voluntarily chose to pursue higher mitigation (\$1,500)

Step 3: Calculation of Cost per New Lot

Using this factor and the cost per student shown in Step 1, we can calculate a cost per lot with the following calculation:

of new lots in development X Student Generation Factor X Cost per Student # of new lots in development

This can be simplified to the following

Student Generation Factor X Cost per Student = Cost per new lot in development

With an elementary student generation factor of 0.219 and a cost per student of \$5,089.52 we can calculate a cost per lot of \$1114.60 per lot.

Schools

District confirming **Middleton School** Memorandum of Agreement with \$1,500 payment Executed

MEMORANDUM OF UNDERSTANDING (Voluntary Education Contribution – Farmington Hills Subdivision)

Middleton 187 LLC, an idaho Imited Iabiity company ('Middleton 187')

Middleton School District No. 134, a governmental subdivision of the State of Idanic and body politic and corporate if School District!;

"hat certain real property located in Caryon County, Idaho (the "**Property**"), legally described on Exhan A, attached hereto and made a part hereof Property

Background

Middleton: 187 intends to develop the Property according to development approvals to be sourced from Cardyon County, Lafer (in County), and in accordance with that Langua Performantion. Agreement with the City of Middleton islands the "City" class or connection with and contrapent upon approval of a preuminary plan application. Perfor the County, Medicand in 87 weather to make a working system of the County in Middleton in the City of Middleton in the County in Middleton in the City of the County in Middleton in the City of the County in Middleton in the City of the County in the City of

Contribution of Funds:

Contingent upon approva by the County of a preliminary plat for the Property Middleton 181 shall make a voluntary orderboard of \$1.500 ftp. Fringly, palietic buildable at white lack expending hospital plated by the School Political plated by the Sc

General

Notices All notices demands requests, and other communications under this Memoramon of Undembrands shall be no miniting and shall be properly served of Memoramon of Undembrands shall be partly to whose attention it admicities, or when sent three (3) cays, after deposit in the U.S. mail, postage prepaid, addressed as follows

to School District

Modern School Defreine 134
Addition To Back-1
Addition To Back-1
Addition To Back-1 Middleton 187 LLC 13854 Meadowdale Dr Borse ID 83.713 Attn Todd Campbell 14 to Middleton 197 with a copy to

Hethe Clark Clark Wardle LLP 251 E. Front Street Surte 310 PO Box 639 Boise ID 83701

with a copy to

MENORANDUM OF UNDERSTANDING 11 4271 4252 9152 v. 1

affected thereby but each such form and provision shall be valid and shall tensian in fall orders.

Moddelbn 18; and School District are duly authorized to evecute this Memorandum of Understanding to be effective as of the date first above written, and each party agrees to be bound by the terms and conductors as of oth begin.

MIDDLETON 187

MIDDLETON 187 LLC unitdaho limited liaburity opergany

MIDDLETON SCHOOL DISTRICT NO 134 a governmental subcivision of ti and body politic and corporate

SCHOOL DISTRICT

Br Tout Lingsell 52 - 1/ 1/ Dated

Jalec 10-10-23

Schedule of Exhands Exhibit A - Legal Description of Property

MEMORANDUM OF UNDERSTANDING -1



Thank You & Questions

CHAPTER 4

FOUNDATIONS

User note:

About this chapter: Chapter 4 provides requirements for constructing footings and walls for foundations of wood, masonry, concrete and precast concrete. In addition to a foundation's ability to support the required design loads, this chapter addresses several other factors that can affect foundation performance. These include controlling surface water and subsurface drainage, requiring soil tests where conditions warrant and evaluating proximity to slopes and minimum depth requirements. This chapter also provides requirements to minimize adverse effects of moisture, decay and pests in basements and crawl spaces.

SECTION R401 GENERAL

R401.1 Application. The provisions of this chapter shall control the design and construction of the foundation and foundation spaces for buildings. In addition to the provisions of this chapter, the design and construction of foundations in flood hazard areas as established by Table R301.2(1) shall meet the provisions of Section R322. Wood foundations shall be designed and installed in accordance with AWC PWF.

Exception: The provisions of this chapter shall be permitted to be used for wood foundations only in the following situations:

- In buildings that have not more than two floors and a roof.
- Where interior basement and foundation walls are constructed at intervals not exceeding 50 feet (15 240 mm).

Wood foundations in Seismic Design Category D_0 , D_1 or D_2 shall be designed in accordance with accepted engineering practice.

R401.2 Requirements. Foundation construction shall be capable of accommodating all loads in accordance with Section R301 and of transmitting the resulting loads to the supporting soil. Fill soils that support footings and foundations shall be designed, installed and tested in accordance with accepted engineering practice.

R401.3 Drainage. Surface drainage shall be diverted to a storm sewer conveyance or other *approved* point of collection that does not create a hazard. *Lots* shall be graded to drain surface water away from foundation walls. The *grade* shall fall not fewer than 6 inches (152 mm) within the first 10 feet (3048 mm).

Exception: Where *lot lines*, walls, slopes or other physical barriers prohibit 6 inches (152 mm) of fall within 10 feet (3048 mm), drains or swales shall be constructed to ensure drainage away from the structure. Impervious surfaces within 10 feet (3048 mm) of the building foundation shall be sloped not less than 2 percent away from the building.

R401.4 Soil tests. Where quantifiable data created by accepted soil science methodologies indicate *expansive soils*, *compressible soils*, shifting soils or other questionable soil characteristics are likely to be present, the *building official*

shall determine whether to require a soil test to determine the soil's characteristics at a particular location. This test shall be done by an *approved agency* using an *approved* method.

R401.4.1 Geotechnical evaluation. In lieu of a complete geotechnical evaluation, the load-bearing values in Table R401.4.1 shall be assumed.

TABLE R401.4.1 PRESUMPTIVE LOAD-BEARING VALUES OF FOUNDATION MATERIALS^a

CLASS OF MATERIAL	LOAD-BEARING PRESSURE (pounds per square foot)
Crystalline bedrock	12,000
Sedimentary and foliated rock	4,000
Sandy gravel and/or gravel (GW and GP)	3,000
Sand, silty sand, clayey sand, silty gravel and clayey gravel (SW, SP, SM, SC, GM and GC)	2,000
Clay, sandy, silty clay, clayey silt, silt and sandy siltclay (CL, ML, MH and CH)	1,500 ^b

For SI: 1 pound per square foot = 0.0479 kPa.

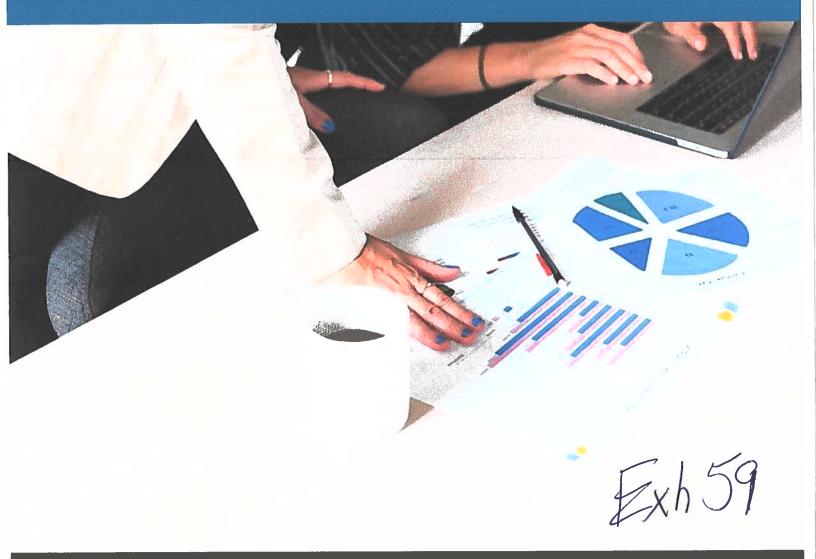
- a. Where soil tests are required by Section R401.4, the allowable bearing capacities of the soil shall be part of the recommendations.
- b. Where the building official determines that in-place soils with an allowable bearing capacity of less than 1,500 psf are likely to be present at the site, the allowable bearing capacity shall be determined by a soils investigation.

R401.4.2 Compressible or shifting soil. Instead of a complete geotechnical evaluation, where top or subsoils are compressible or shifting, they shall be removed to a depth and width sufficient to ensure stable moisture content in each active zone and shall not be used as fill or stabilized within each active zone by chemical, dewatering or presaturation.

SECTION R402 MATERIALS

R402.1 Wood foundations. Wood foundation systems shall be designed and installed in accordance with the provisions of this code.

2024 | By: Concerned Canyon County Citizen Mike Wedman



Report: Lot Classification

The STAGGERING Change in the Region's Demographics which will occur with the potential addition of the Farmington Hills Subdivision



Lot Classifications

Sections 27, 28, 29, 32, 33, 34 in T5N R2W

Introduction

The purpose for this report is to show how the demographics will change so drastically with the potential addition of the Farmington Hills Subdivision proposed in Section 33 T5N R2W of Canyon County, Idaho, that it will be realized the subdivision is not suitable for this area and should be denied approval as it is currently presented. An approximate 217 acre project with 492 lots: 421 Buildable, 71 Common with an average lot size of 12,978 sq ft. does not fit with the Canyon County Comprehensive Plan 2030 Chapter 4: "Land Use and Community Design".

G4.01.00	Support livability and high quality of life as the community changes over t
P4.01.01	Maintain a balance between residential growth and agriculture that protects the character.
G4.02.00	Ensure that growth maintains and enhances the unique character through the County.
P4.02.01	Consider site capability and characteristics when determining the approp locations and intensities of various land uses.
P4.03.02	Encourage the development of individual parcels and subdivisions that do fragment existing land use patterns.

→	A4.04.02c	Align zoning districts with communities, corridors, and landscapes to achieve consistency in the development pattern while protecting natural resources and farmland.
→	G4.06.00	Development design should improve the area's character and be compatible with the community's visual appearance and the natural environment.
	P4.06.02	Encourage development design that accommodates topography and promotes conservation of agricultural land.
	G4.07.00	Protect rural qualities that make the County distinct and conserve and enhance the elements contributing to a good quality of life.
	P4.07.01	Plan land uses that are compatible with the surrounding community.
•	G4.08.00	Maintain and enhance the aesthetic beauty of the County. Protect and enhance the rural landscape as an essential scenic feature of the

I never found a map which showed the details of the parcels located in the proposed Farmington Hills Subdivision AND the surrounding land parcels. I found one with details but it was a close up with no surrounding land. When maps were shown of the area, the subdivision was simply marked with no internal detail.

I created a map showing the surrounding area's parcels and imposed the subdivision details over the top and the results were disturbing and immediately showed that this was not of the character of the surrounding community, not even by any stretch of the imagination.

This led me to start gathering parcel data in the surrounding area especially the characteristic of individual lot size. I clicked on each lot and obtained the parcel size. I only included land with improvements which had residential structure(s) or were obviously intended to develop a residential structure. I did not include agricultural farming and related. The data was collected by Section, each parcel counted and listed on paper with parcel size. So as to not appear to influence with large numbers, in most all of the presentations in the data following, I removed any parcel that was greater than 10 acres in size. There are not that many and the details are in the data.

Data Sources

The data sources used to create this report are from the following:

Canyon County Assessor's Webpage - Web Map

https://maps.canyoncounty.id.gov/arcgisportal/apps/webappviewer/index.html?id=d8d464f3b19f485bb9d4d9136aba0ee5&find=62355&ref=publicaccessnow

T O Engineers letter dated 1/11/23 (found on pdf page 478 on the large file downloaded from City of Middleton website re: public hearing for this subdivision which is titled PHM-PZ-RZ2021-0056-SD2021-0059-Farmington-12012023.pdf)

For the lot sizes of Wyatt's Hollow subdivision Phase 2 in Section 34, the plat map and lot sizes were found at https://www.weknowboise.com/wyatts-hollow.php

Data Area

The data set chosen was for a very large area with the proposed subdivision in the lower center of the data set. I used a total of 6 Sections of land with 640 acres per section for a total lot classification of 3,840 acres. The sections are 27, 28, 29, 32, 33 & 34 of Township 5N and Ranch 2W. The proposed Farmington Hills Subdivision is located in Section 33. The land is bordered by Middleton Road to the West, Galloway Road / Mack Attack Lane to the North, Kingsbury Road on the East and the Willis Road Line to the South. This area is on elevated land and is generally the same rural setting throughout all 6 sections where the subdivision is proposed. Section 34 recently had the road infrastructure installed for Phase 2 of the Wyatt's Hollow Subdivision and this parcel data was using another source (listed above) as the Canyon County Assessor's Web Map did not show these parcels boundaries

I tried to be very meticulous so as to not have any errors. If any errors are found, they are mine and mine alone. It is my belief any possible errors would be minor, and they would not be significant enough to skew the results or alter the basic perspective of the hard data facts.

Data Sets

I have the raw data of each Section in 6 tables. I then summarized the entire 6 Sections for the overall perspective of the surround 3,840 acres. I then added the proposed subdivision data to Section 33 and the resulting overall combined data and furnished those results in 2 additional data tables. The following charts and tables are a representation of the raw data and highlight how this proposed subdivision does not even remotely come close to fitting in this area. It is amazing how the inclusion of an inappropriate data set in a very small percentage of the overall area can alter the entire 3,840 acres in regard to the staggering demographic changes it creates. The data sets speak very loudly and very clearly indicate the proper direction this decision should take. There is a Summary after the data sets are presented



Willis Road



	Section 27 T5N R2W						
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot		
27	Total # of Lots	74	640.00	100.00%			
27	Largest parcel		148.88				
27	Smallest Parcel		1.00				
27	Total # of Residential Lots	58	386.14	60.33%	6.66		
27	# Residential Lots >10 acres	4	231.13	36.11%	57.78		
27	# Residential Lots < 10 acres	54	155.01	24.22%	2.		
27	# Residential Lots < 1 acre	0	0.00	0.00%	0.00		

/	Section 28 T5N R2W						
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lo		
28	Total # of Lots	164	640.00	100.00%			
28	Largest parcel		84.75				
28	Smallest Parcel		0.99				
28	Total # of Residential Lots	156	441.15	68.93%	2.83		
28	# Residential Lots >10 acres	1	84.75	13.24%	84.75		
28	# Residential Lots < 10 acres	155	356.40	55.69%	2.		
28	# Residential Lots < 1 acre	1	0.99	0.15%	0.99		

	Section 29 T5N R2W							
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot			
29	Total # of Lots	57	640.00	100.00%				
29	Largest parcel		32.27					
29	Smallest Parcel		0.41					
29	Total # of Residential Lots	42	208.84	32.63%	4.97			
29	# Residential Lots >10 acres	5	82.89	12.95%	16.58			
29	# Residential Lots < 10 acres	37	125.95	19.68%	3.40			
29	# Residential Lots < 1 acre	5	3.25	0.51%	0.65			

	Section 32 T5N R2W							
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot			
32	Total # of Lots	64	640.00	100.00%				
32	Largest parcel		79.08					
32	Smallest Parcel		0.73					
32	Total # of Residential Lots	54	341.15	53.30%	6.32			
32	# Residential Lots >10 acres	5	186.28	29.11%	37.26			
32	# Residential Lots < 10 acres	49	154.87	24.20%	3.10			
32	# Residential Lots < 1 acre	6	5.22	0.82%	0.87			

Section 34 T5N R2W (includes Wyatt Hollow #2)						
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot	
34	Total # of Lots	175	640.00	100.00%		
34	Largest parcel		45.75			
34	Smallest Parcel		0.90			
34	Total # of Residential Lots	165	432.86	67.63%	2.62	
34	# Residential Lots >10 acres	7	155.53	24.30%	22.22	
34	# Residential Lots < 10 acres	158	277.33	43.33%	1.7	
34	# Residential Lots < 1 acre	11	10.27	1.60%	0.93	

	Section 33 T5N R2W (Existing)						
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot		
33	Total # of Lots	111	640.00	100.00%			
33	Largest parcel		18.45				
33	Smallest Parcel		0.54				
33	Total # of Residential Lots	95	194.32	30.36%	2.05		
33	# Residential Lots >10 acres	3	42.75	6.68%	14.25		
	# Residential Lots < 10 acres	92	151.57	23.68%	1.65		
33	# Residential Lots < 1 acre	21	17.16	2.68%	0.82		

-11, -	Total of All 6 Sections (Existing)										
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage / lot						
All	Total # of Lots	645	3840.00	100.00%							
All	Largest parcel		148.88								
All	Smallest Parcel		0.41								
All	Total # of Residential Lots	570	2004.46	52.20%	3.52						
All	# Residential Lots >10 acres	25	783.33	20.40%	31.33						
All	# Residential Lots < 10 acres	545	1221.13	31.80%	2.24						
All	# Residential Lots < 1 acre	44	36.89	0.96%	0.84						

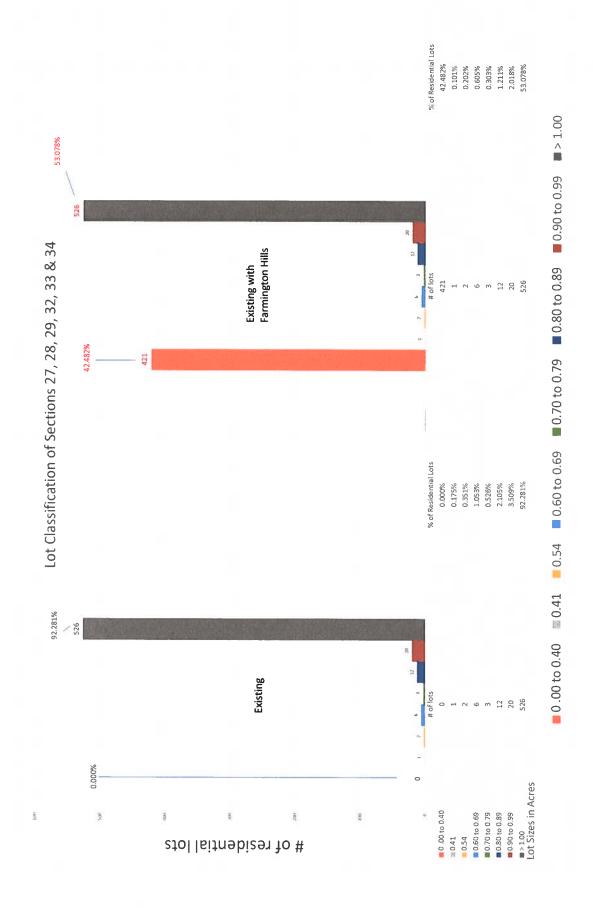
	Section	33 T5N R2W	(with Fa	rmington Hills)		
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage	/ lot
33	Total # of Lots	603	640.00	100.00%		
33	Largest parcel		18.45			
33	Smallest Parcel	j	0.30			
22	Total # of Decidential Late	F1C	240.75	40.050/	T 0.50	
33	Total # of Residential Lots # Residential Lots >10 acres	516	319.75 42.75		0.62	
	# Residential Lots < 10 acres	513	277.00	43.28%		0.54
33	# Residential Lots < 1 acre	442	142.54	22.27%	0.32	

11/15/00	Total of	All 6 Section	ns (with Fa	rmington Hills)		
Sect	Description	# of Lots	Acres	% of Section Acreage	Avg acreage	/ lot
All	Total # of Lots	1137	3840.00	100.00%		
All	Largest parcel		148.88			
All	Smallest Parcel		0.41			
All	Total # of Residential Lots	991	2129.89	55.47%	2.15	
All	# Residential Lots >10 acres	25	783.33	20.40%	31.33	
All	# Residential Lots < 10 acres	966	1346.56	35.07%		1.39
All	# Residential Lots < 1 acre	465	162.27	4.23%	0.35	

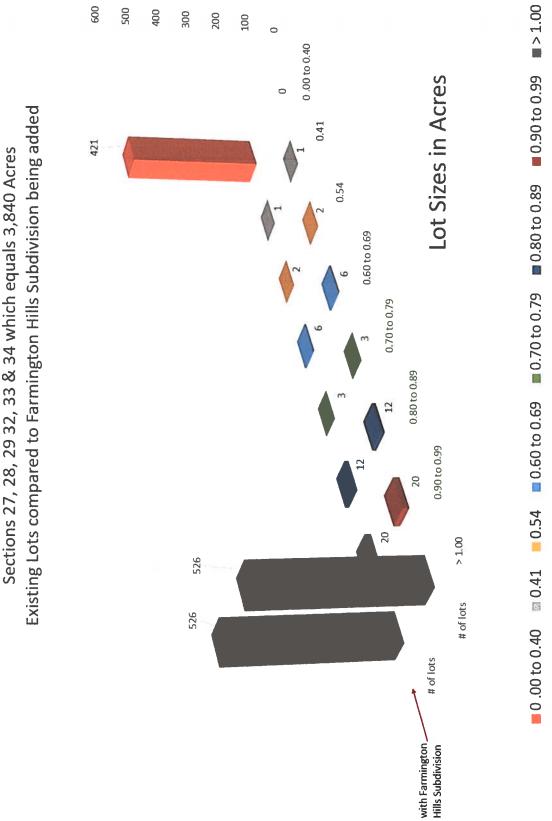
Total Acres	3840		Sections	Sections 27, 28, 29, 32, 33, & 34	2, 33, & 34		% increase or decrease with	30%
	Ex	Existing		FH	Com	Combined	Farmington Hills	Domographic
# residential lots		570	7	421	6	991	73.860%	Dellingi aprilic
Acreage (residential)	70	2004.46	12	125.43	212	2129.89	6.258%	cnange
% of section total	52	52.199%	3.5	3.266%	'99	55.466%	3.266%	
		% of		% of		% of	70 035020ai /0	70 03c023ai 70
Lot Size in acres	# of lots	Residential	# of lots	Residential	# of lots	Residential	decrease	decrease of
		Lots		Lots		Lots	decrease	מברובמאב
				HISTORY HISTORY				
0.00 to 0.40	0	0.000%	421	100.000%	421	42.482%	42100.000% *	42100.000%
0.41	1	0.175%	0	0.000%	1	0.101%	%000.0	-0.075%
0.54	2	0.351%	0	0.000%	2	0.202%	0.000%	-0.149%
0.60 to 0.69	9	1.053%	0	0.000%	9	0.605%	0.000%	-0.447%
0.70 to 0.79	m	0.526%	0	0.000%	က	0.303%	%000.0	-0.224%
0.80 to 0.89	12	2.105%	0	0.000%	12	1.211%	0.000%	-0.894%
0.90 to 0.99	20	3.509%	0	0.000%	20	2.018%	0.000%	-1.491%
> 1.00	526	92.281%	0	0.000%	526	53.078%	%000.0	-39.203%
Total Lots		570	7	421	6	991	73.860%	173.860%

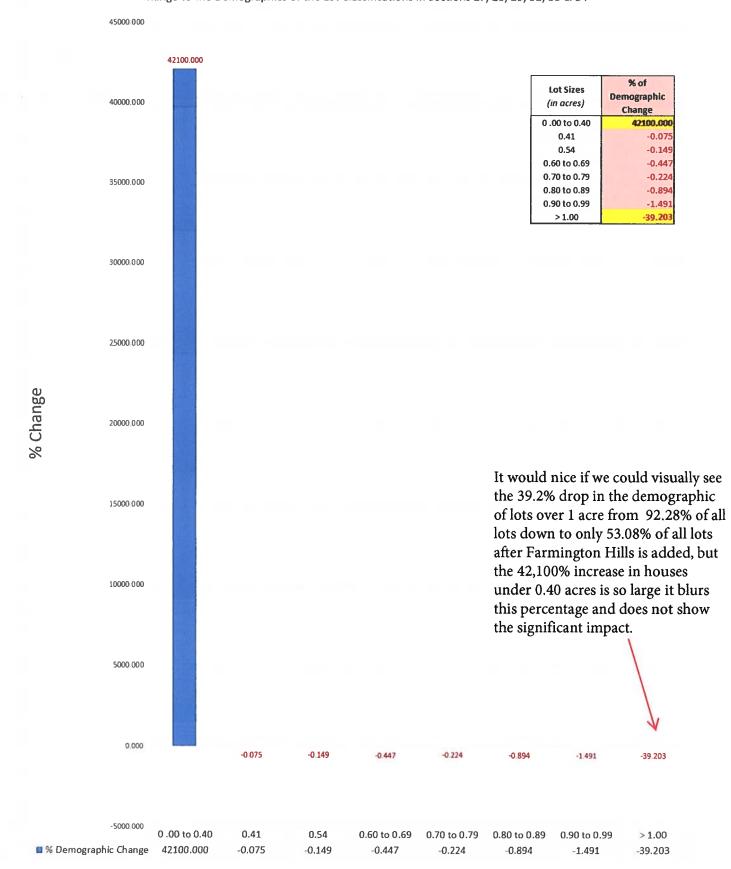
l used 1 lot as under 0.40 acres (Cell D14) in the formula in order to get results, which is a 42,100% increase Actual lots under 0.40 acres is (Cell D14). Excel can't divide by zero so to obtain the % increase

The data uses the average acreage of 12,978 sq ft per 421 building lots to come up with the 125.43 residential acres. 421 lots @ average size of 12,978 sq ft per lot = 5,463,738 sq ft divided by 43,560 sq ft per acre = 125.43 acres) Even if you used the entire 217 acres for the new project, the # of lots, nor lot sizes change, the only changes would be the % of residentia acreage and the % ratio to the entire section [which would be from 3.266% (using 125.43 acres) to 5.651%].

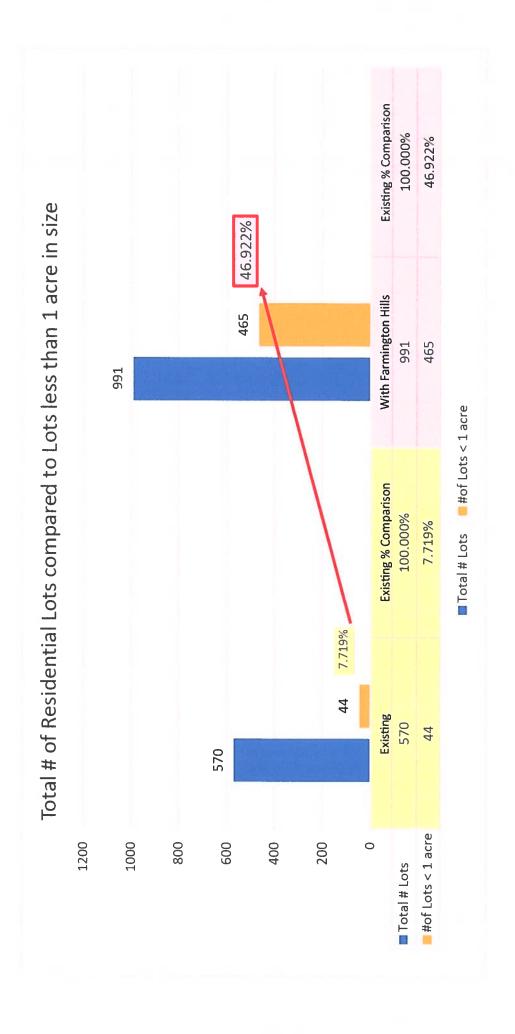


The Number of Residential Lots (less than 10 acres in size) grouped by Lot Size Sections 27, 28, 29 32, 33 & 34 which equals 3,840 Acres





Lot Sizes in Acres



This Page is a Demographic of ONLY Lots less than 1 acre in size

% make up	0 0.00%	1 2.27%	2 4.55%	6 13.64%	3 6.82%	12 27.27%	20 45.45%
Existing							
	0.00 to 0.40	0.41	0.54	0.60 to 0.69	0.70 to 0.79	0.80 to 0.89	0.90 to 0.99
Lot Size							

0.00 to 0.40	0	0.00%
0.41	1	2.27%
0.54	7	4.55%
0.60 to 0.69	9	13.64%
0.70 to 0.79	3	6.82%
0.80 to 0.89	12	27.27%
0.90 to 0.99	20	45.45%
total # of lots	44	

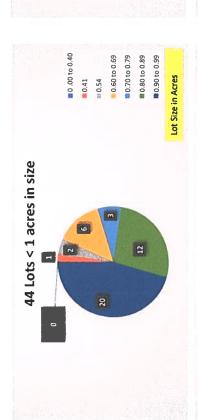
With Farmington Hills Added
465 Lots less than 1 acre in size
465 lots of 991 lots total represent 46.92% of all lots
Represents 162.27 acres total with average lot size 0.32 acres
162.27acres is 4.23% of all 6 sections (3.840 acres)

% makeup

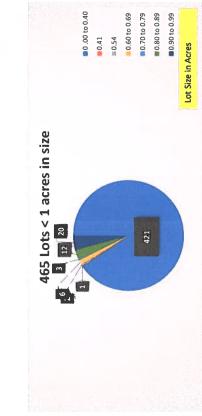
Lot Size

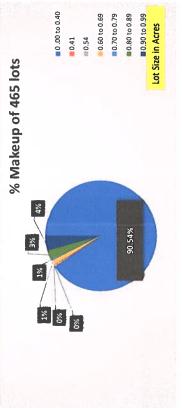
0.00 to 0.40 421 90.54%	0.41 0.22%	0.54 2 0.43%	0.60 to 0.69 6 1.29%	0.70 to 0.79 3 0.65%	0.80 to 0.89 12 2.58%	0.90 to 0.99 4.30%
0 .00 to 0	0.41	0.54	0.60 to 0	0.70 to 0	0.80 to 0	0.90 to 0

total # of lots



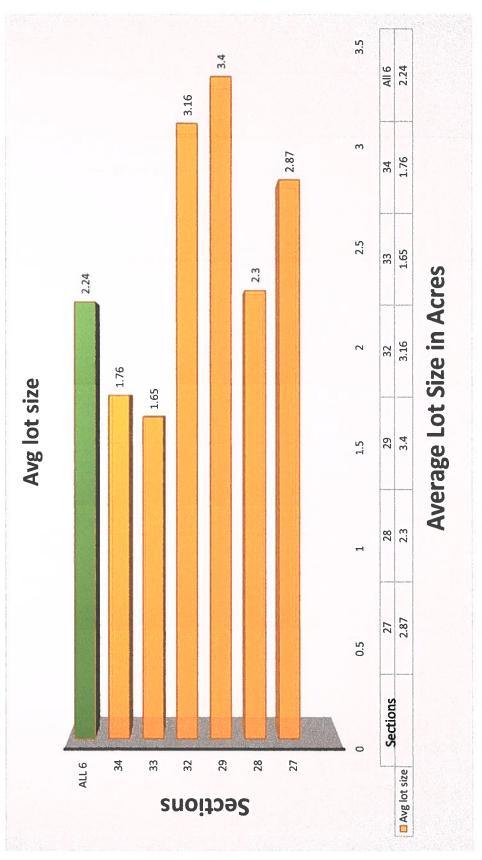






Existing Average Lot Size ONLY Using Residential lots less than 10 acres in size (545 out of 570 total)

Existing lots	Avg lot size	2.87	2.3	3.4	3.16	1.65	1.76	2.24
Exist	Section	27	28	53	32	33	34	All 6



Summary

It was obvious by looking at the first map, this subdivision does not even come close to looking like it fits in the surrounding area. Just this picture alone is indicative the proposed subdivisions violates many of the Goals, Policies and Actions listed in the Canyon County Comprehensive Plan 2030 Chapter 4: "Land Use and Community Design". On this basis alone, the subdivision should be rejected as it is presented. This would justify the same denial as mentioned in document titled "11-13-2023 P & Z Minutes & Exhibits.pdf" downloaded from the website re: the Middleton City Planning and Zoning Commission Meeting Minutes November 13, 2003, when the Pheasant Heights Subdivision located at Emmett Road was shown to be denied in the past and again. "City Council denied the applications on Oct 19, 2022 finding that high density subdivisions have an undue impact on City streets, two elementary schools are over capacity, and R-3 zoning is incompatible with the County neighborhoods to the north, west and south. Council stated that the applicant may be able to gain approval by requesting R-1 zoning rather than R-3."

By packing 421 new residential lots into 125.43 acres of the 6 sections total of 3,840 acres which is only 3.266% of the land, you change the following:

- A change in a 3.266% of the total 6 section area of 3,840 acres increases the number of lots in the entire 3,840 acres by 173.86%
- The number of lots under 0.40 acres changes from 0 lots to to 421 lots changing from the
 existing 0% to representing 42.48% of all residential lots which is a 42,100% increase in the # of
 residential lots under 0.40 acre/acreage. This DRASTICALLY changes the demographic of 6
 sections 3,840 acres and is a staggering # that does not fit this area
- The number of lots over 1 acre in size (526 of 570) currently represents 92.28% of all residential lots being over 1.0 acres. This demographic changes to 526 of 991 lots to now only representing 53.08% of all residential lots over 1 acre. This DRASTICALLY changes the demographic of 6 sections 3,840 acres to a 39.20% decline from 92.28% to 53.08%
- This proposed subdivision does not fit this area not even close. The average lot size of all
 existing lots less than 10 acres is 2.24 acres (3.52 acres per residential lot if you count the 25
 lots larger than 10 acres)

I noticed the T.O. Engineers letter dated 1/11/23 states (found on pdf page 478 on the large file downloaded from City of Middleton website re: public hearing for this subdivision which is titled PHM-PZ-RZ2021-0056-SD2021-0059-Farmington-12012023.pdf) 1.96 DUA density (which I am interpreting to be Dwelling Units per Acre density. 1.96 DUA = .51 acres per dwelling. Using the 421 building lots with average size of 12978 sq ft per lot and then take 1 acre divided by 12978 sq ft for average lot size, then the density calculates to 3.356 dwelling units per acre. The only way I can get close to the 1.96 DUA as stated in that letter is to divide 421 building lots into the entire 216.65 project acreage which = 1.94 DUA.

For this subdivision to match the surrounding 3,840 acres with 2.24 acres as average lot size of all residential lots that are less than 10 acres in size and NO lots less than 0.40 acres, the maximum size lot of 2.00 acres/residential lot would be an appropriate size, regardless if municipal sewer or water is eventually provided to the location.

Final Summary is to deny the application for the subdivision and rezoning as presented and consider resubmitting for RR or R1 so the Canyon County Comprehensive Plan 2030 Chapter 4: "Land Use and Community Design" Goals can be achieved.

RZ2021-0056 MIDDLETON 187, LLC/TBC LAND HOLDINGS, LLC SD2021-0059 FARMINGTON HILLS SUBDIVISION

EXHIBITS RECEIVED AFTER THE PZ HEARING COMMENT DEADLINE OR PRIOR TO THE BOARD OF COUNTY COMMISSIONER'S HEARING DEADLINE AND PZ HEARING DOCUMENTS

From: Roberta Stewart <rstewart@middletoncity.com>

Sent: Thursday, January 18, 2024 12:03 PM

To: Debbie Root Cc: Becky Crofts

Subject: [External] Farmington Hills - Comments from City of Middleton

Hello Debbie and Planning and Zoning Commission:

The Middleton City Council considered the Farmington Hills Pre-Annexation and Utility Extension Agreement on December 6, 2023, in a regularly scheduled public meeting. During the meeting, Staff represented to Council that Farmington's 421 residential lots are contemplated in the City's planned sewer capacity analysis. City Council approved the Agreement; however, City Council also motioned that the Agreement is effective only if Canyon County approves the Farmington Hills project.

As to your question about approved and anticipated residential lots, see below:

- 1. City currently has 3,684 entitled <u>residential</u> lots, meaning that City Council has approved a preliminary plat for each project.
- 2. Of the 3,684 entitled lots, 880 lots have been final platted, and 2,804 lots are awaiting final plat approval.
- 3. Of that 880 platted lots, 514 building permits have already been issued, and the homes are already constructed or are under construction.
- 4. The other 366 platted lots are building permit eligible, available for builders to apply for building permits.

On average during the past 5 years, the City issued about 225 building permits per year. For the current fiscal year, City has issued approximately 84 building permits since October 1, 2023.

Thanks,

Roberta L. Stewart

PLANNING & ZONING OFFICIAL City of Middleton, Planning & Zoning 1103 W. Main St. P.O. Box 487 Middleton, ID 83644

Tele - (208) 585-3133 Fax - (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov



Middleton 187, LLC C/O Zane Cradic PO Box 140298 Boise, ID 83714

RE: Farmington Hills Sub. Phase 1-5 - Letter of No Objection

Dear Mr. Cradic,

This letter is in response to your request of permission for Middleton 187, LLC to construct the proposed Farmington Hills Subdivision in Middleton Idaho, (four public roadways, domestic water, public gravity sewer, irrigation (owned by Black Canyon Irrigation District), Private pressurized irrigation and dry utilities.), hereinafter referred to as the "Encroachment Facilities", subject to the standards and specifications of the Williams Developers Handbook, "over and under" an existing gas pipeline easement ("Williams's Easement"), including all appurtenant equipment and facilities associated therewith (together, the "Williams Facilities") owned by Williams Northwest Pipeline ("Williams") in Ada County, ID ("Encroachment Project"). Please be advised that Williams hereby grants to Middleton 187, LLC, hereinafter referred to as "Company", permission to construct said Encroachment Project, subject to the standards and specifications of the Williams Developers Handbook, "over and under" the Williams Facility in consideration of Company acknowledgement and compliance with the following:

- 1. Company must provide notice to Williams in compliance with State One call laws (excluding weekends and holidays) prior to commencing the Encroachment Project construction or operations near the Williams Facility, Company shall notify and/or be responsible for their contractors, agents and subcontractors notifying the State One-Call System (dial 811) of the construction so that a Williams representative(s) or other designated person(s) can be present during the construction or operations.
- 2. Company has provided Williams with the stamped Preliminary Plat for the Farmington Hills Subdivision dated 8/17/2023 and crossing plan for the Encroachment Project "over or under" the Williams Facility and agrees to provide Williams advance notice in writing, such notice to be provided not less than [2 weeks], before materially deviating from such proposed design and crossing plan.
- 3. Williams reserves the right to have a representative stationed along Williams's Easement during the subject construction or other operations near the Williams Facilities or other property or equipment owned or leased by Williams.
- **4.** If applicable, wherever Company should encroach upon Williams's Easement with heavy steel tracked equipment, Company shall place matting or other suitable material over the Williams Facility as determined by Williams's representative.
- 5. The Encroachment Project will "cross or be on" Williams's Easement within the larger tract of land known as County Assessor Parcel Number RPT00107204800, owned by Middleton 187 LLC ("Landowner"), as represented by Company in the proposed design and crossing plan or as depicted in site plans known as "Property Exhibit for Farmington Hills Subdivision, Middleton Idaho" with a revision date of 8/17/2023. Company shall have obtained any required permission or grants from Landowners and any governmental permits or authorizations necessary for Company to begin or engage in activities related to the Encroachment Project near the Williams Facility.
- 6. Company does hereby agree to release, protect, defend, indemnify and hold harmless Williams, its associated and affiliated companies and partners and their agents, representatives, employees, officers, directors, insurers, successors and assigns from and against all claims,



We make energy happen.

charges, fees, causes of action, demands, suits and actions or payment for damages to, or loss of property or injury to or death of, any legal entity, person or persons (including the Landowner(s), Contractors, third parties, and Williams) that may be caused by, arise out of or result from Farmington Hills Subdivision construction, operation or maintenance of the Encroachment Project, Encroachment Facilities, and related equipment and facilities, except for such damage or injury resulting from the sole negligence or willful misconduct of Williams. The rights granted under this Section are in addition to any and all other remedies available under law or equity.

- 7. Williams has the right to stop the Company and its agents, contractors, or other representatives from continuing Encroachment Project work if Williams personnel determine, in their sole discretion, that there is a safety issue or risk to the integrity to the Williams Facility. This right to stop work is not an obligation to inspect or supervise the Encroachment Project installation activities and doesn't waive or release any claims Williams may have related to the Encroachment Project.
- 8. Should it become necessary for Williams to perform future maintenance, repairs, or replacement of Williams Facility that may result in damage or removal of the Encroachment Facilities or portion thereof "over, under, or parallel to" Williams Facility, Company agrees that any costs associated or related to the removal, repair, or reconstruction of the Encroachment Facilities, or any portion thereof, will be at the sole expense of Company and Company waives any claim it may have against Williams for such cost.

Please indicate Middleton 187 LLC, acceptance of the above by having one of the originals of this letter signed and dated by a Middleton 187 LLC's representative, then return to:

Brenda.marshall@williams.com

Should you have any questions regarding operation procedures, please call me at 208-870-0149.

Sincerely,

Brenda Marshall Land Representative

ACCEPTED AND AGREED TO BY Middleton 187, LLC ON THIS	19 day of	February	, 2024.
	Name:	750 ber	Todd Campbell

Farmington 2/2/2/4

From:

Zane Cradic < ZCradic@ardurra.com> Monday, February 19, 2024 2:30 PM

Sent: To:

Debbie Root Hethe Clark

Cc: Subject:

[External] Farmington Hills - Williams Pipeline

Attachments:

Williams Letter of No Objection_Farmington Hill Sub_CG comments.docx - Google

Docs.pdf

Deb,

After our hearing in January, Williams Pipeline reached out because they had several questions. They have since provided us with a letter acknowledging our project and our impact on their facilities. Please see attached. I don't recall if P&Z opened back up public submittals or not but this should be a late exhibit if not.

Thanks,



Zane Cradic, PE (ID)

Project Manager

O: 208.442.6300 | M: 602.456.ZANE 332 N. Broadmore Way, Nampa, ID 83687

zcradic@ardurra.com | www.ardurra.com









United States Department of the Interior BUREAU OF LAND MANAGEMENT Four Rivers Field Office 3948 Development Avenue Boise, Idaho 83705



In Reply Refer To: 2800 (ID110)

Canyon County Development Services Department 111 North 11th Avenue, Suite 310 Caldwell, ID 83605

MAR 12 2024 RECEIVED

Dear Debbie Root,

We have received and reviewed your correspondence regarding the proposed development located at the following locations:

Boise Meridian, Idaho T. 5 N. R. 2 W., sec. 5, S1/2SW1/4, S1/2SE1/4; sec. 6, S1/2SW1/4, S1/2SE1/4.

Currently, we do not have any questions; however, your proposal is in close proximity to Public Land. Consistent with the Federal Land Policy and Management Act of 1976, as amended and 43 CFR 2800, any proposed use or encumbrance of Public Land requires prior application and evaluation to determine whether a Public Land right-of-way (ROW) or permit is appropriate. Use or encumbrance of Public Land, without prior authorization, is subject to Unauthorized Use procedures, which can include fines, removal, and reclamation. We would like to avoid unauthorized uses, therefore, if potential use of Public Land, as a result of your proposed development becomes a consideration, then you should contact us at your earliest awareness.

In addition, BLM fire suppression resources and personnel are responsible for wildland fire suppression activities on Public Land and are not trained, qualified or responsible to provide structure protection in the event of wildfire.

If you have any questions or concerns, please contact the BLM, Four Rivers Field Office Realty Specialist, TJ Meeks, via email tmeeks@blm.gov or at (208) 384-3357.

Respectfully,

Digitally signed by AMY KENNY

AMY KENNY KENNY Date: 2024.03.06

Acting for:

Natalie Cooper Acting Field Manager Four Rivers Field Office

From: Bart Grayson <BartGrayson1400@outlook.com>

Sent: Thursday, March 7, 2024 10:23 AM

To: Debbie Root

Subject: RE: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Hello Deb.

I realize the development won't get down to my road until the later phases but is there a plan for Meadow Park to go around my property? It has to cross my property even to go around and the Canyon Highway district is saying they need to acquire that 20 foot strip of land by phase 13. That is not the developer. Why not figure this out before houses are built and Meadow Park has to go through my property?

Maybe I'm missing something and if I am please tell me. My experience with Cascade Hills was not good. The developer had little respect for our property rights and I really don't want to have to go through that again.

From: Debbie Root <Debbie.Root@canyoncounty.id.gov>

Sent: Wednesday, March 6, 2024 3:24 PM

To: 'Bart Grayson' <BartGrayson1400@outlook.com>

Subject: RE: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Mr. Grayson,

I believe that the highway districts' letter speaks to that location and easements in their requirements. The developer will be required to build out their half width or provide monies in lieu of construction of that portion of Meadow Park Boulevard if the development is approved and those easements have not been acquired. That is proposed to be one of the final phases of the development 7-10 years out. Currently that negotiation will be between you and the developer and potentially the highway district. That is a planned collector roadway that will eventually be completed.

Respectfully,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)

NEW <u>public</u> office hours

Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am – 5pm

Wednesday

1pm – 5pm

**We will not be closed during lunch hour **

From: Bart Grayson < BartGrayson1400@outlook.com >

Sent: Wednesday, March 6, 2024 2:19 PM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov >

Subject: RE: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Hello Deb,

I am probably to late but I would like to discuss Meadow Park drive at the meeting tomorrow. The two 20 ft flag lots these folks are discussing belong to me and my neighbor. What they are calling flag lots are actually our road to our 5 acre properties and the ground is part of the 5 acres. Meadow Park is projected to go right through our properties. I am going to respectfully ask that Meadow Park's location is determined before any sub division is approved.

Other people will already bring up my points below.

From: Debbie Root < Debbie.Root@canyoncounty.id.gov>

Sent: Monday, January 1, 2024 10:19 AM

To: 'Bart Grayson' < BartGrayson1400@outlook.com>

Subject: RE: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Mr. Grayson,

Thank You for reaching out and providing your concerns regarding the proposed development and I will include it in the hearing packet. I encourage you to attend the public hearing and provide your testimony to the Planning and Zoning Commission to consider in the decision making process. The Planning and Zoning Commission will make a recommendation to the Board of County Commissioners on the rezone and preliminary plat.

Sincerely,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

Development Services Department (DSD)

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8am – 5pm

Wednesday

1pm – 5pm

**We will not be closed during lunch hour **

From: Bart Grayson < BartGrayson1400@outlook.com>

Sent: Sunday, December 31, 2023 4:13 PM

To: Debbie Root < Debbie.Root@canyoncounty.id.gov >

Subject: [External] Farmington Hills Subdivision RZ2021-0056 & SD2021-0059

Hello Debbie.

I am e-mailing you in regards to the case in the subject line. When I go this link: (https://www.canyoncounty.id.gov/elected-officials/commissioners/dsd)) I get a message that says the page is under maintenance or does not exist. So I am sending this note to you directly.



My wife and I have a 5 acre property (24503 Lansing Ln) that borders this proposed subdivision on the North side. We are strongly opposed to a development with .25 acre lots being built adjacent to our property.

This is a rural area and there have been a multitude of 1 to 2 acre subdivisions built around us over the last few years. Cascade Hills borders our property on the north and it is still a work in progress with one acre lots. We are not opposed to progress, but, in the interest of keeping this area a rural setting and Farmington Hills fitting in with the existing subdivisions; we would prefer Farmington Hills be zoned for lots no smaller than 1 acre to fit in with all the neighborhood's that border the property.

I am also very concerned about a huge well being drilled in this area. There have been lots of new wells drilled here lately and it's my understanding the water supply is somewhat limited.

Thank you for your consideration.

Bart Grayson

Cheryl Palange

9155 Pursuit Drive | Middleton, ID 83644 | cherylpalange@gmail.com | 925.989.6452

March 20, 2024

Emily Kiester
Canyon County Development Services Department
111 N. 11th Ave., #310
Caldwell, ID 83605

Re: Farmington Hills application RZ2021-0056 & SD2021-0059

Dear Emily,

Please add my comments to the above-referenced file.

I provided this evidence during my testimony at the Farmington Hills continuation hearing on Thursday, March 7, 2024. My concern and reason for this comment is the importance of the truth in testimony without any apparent consequences. Planning and Zoning hearings include an oath for all participants to tell the truth. That was not the case with this applicant.

During the initial hearing on January 18, 2024, in response to the Commissioner's repeated question, "Why now," the applicant, Todd Campbell said, "There is a need now." "We don't have any homes for sale. They sell as fast as we build them." You can see this at timestamp: ~3 h 36 min in the P&Z video on you YouTube channel: https://www.youtube.com/live/WR5VyRgx1ZQ?si=f-4x99zZN2OzcJX3.

An MLS report I obtained on March 4, 2024 indicates Mr. Campbell had 2 homes for sale in Quail Haven, Middleton with an on-market of >140 days PLUS 23 other homes in the Treasure Valley with an average on-market of 80 days. The time in between the two hearings was ~50 days, indicating Mr. Campbell did indeed have homes for sale when he went before the commission stating the contrary and they were not selling "as fast as he could build them."

Both the number of homes and the on-market length exceed the boundaries of well-intended puffery of a passionate applicant. Mr. Campbell's statements were blatantly false. The mission of Canyon County Commissioners is to "serve the public with honesty and integrity." The acronym "TRUST" represents your guiding principles. Shouldn't you expect the same from your applicants?

Respectfully,

Cheryl Palange

PLANNING & ZONING OFFICIAL City of Middleton, Planning & Zoning 1103 W. Main St. P.O. Box 487 Middleton, ID 83644

Tele - (208) 585-3133 Fax – (208) 585-9601 rstewart@middletoncity.com

www.middleton.id.gov



From: Utilities < utilities@middletoncity.com Sent: Wednesday, January 10, 2024 8:06 AM

To: Roberta Stewart < rstewart@middletoncity.com >; Jackie Hutchison < ihutchison@middletoncity.com >; Becky Crofts

bcrofts@middletoncity.com>

Subject: FW: Farmington Hills and other proposed subdivisions

From: Sylvan Banes <banesfamily13@yahoo.com>

Sent: Tuesday, January 9, 2024 9:23 PM **To:** CITMID < citmid@middletoncity.com >

Subject: Farmington Hills and other proposed subdivisions

Hello,

I am writing to express my strong opposition to the proposed construction of the subdivision in our community. While growth and development are important, I am deeply concerned about the impact this subdivision will have on our already overcrowded schools.

The current state of our educational facilities reflects a situation of strain and overpopulation. Our students are already facing challenges due to overcrowded classrooms, limited resources, and a compromised learning environment. Introducing a new subdivision will only exacerbate these issues, causing further detriment to the education and well-being of our children.

As a member of this community, I believe it is our responsibility to prioritize the quality of education for our youth. Instead of focusing solely on expansion, I urge the council to consider alternative solutions to alleviate the strain on our schools before allowing further development. This could include investing in additional educational infrastructure or exploring alternative locations for residential projects that wouldn't impact our schools as significantly.



I implore you to take into account the well-being and educational needs of our students before proceeding with the approval of this subdivision. I respectfully request a reconsideration of this proposal in light of the pressing concerns regarding our already overcrowded schools.

Thank you for considering my perspective on this matter.

Sylvan Banes

Sent from my iPhone

From:

Jenen Ross

Sent:

Thursday, January 18, 2024 10:03 AM

To:

Sabrina Minshall; Jay Gibbons; Jennifer Almeida; Pam Dilbeck; Debbie Root

Subject:

FW: [External] Farmington Hills Subdivision Middleton - Rejection

----Original Message----

From: bj danley <bjdanley@live.com>
Sent: Thursday, January 18, 2024 10:00 AM
To: BOCC <BOCC@canyoncounty.id.gov>

Subject: [External] Farmington Hills Subdivision Middleton - Rejection

To Canyon County Commissioner's,

District 1, Middleton area. Leslie Van Beek specifically, and the Farmington Hills - Middleton subdivision committee along with the other involved county officials.

This subdivision is not wanted in Middleton. It does nothing for us but raise the towns population and increase the schools population that already have too many students in each school. This annexed subdivision will create more property tax, more over crowded schools, city streets, and anyone that lives here will tell you we don't need any more people without having addressed the infrastructure of roads, amenities etc. And even then it will still be rejected. This is the wrong kind of productive growth. As Leslie's about me states she is a dairy family, I couldn't imagine she would want to see more AG property be developed on in her home town/area more specifically right across the street from her and be the first thing seen on a daily basis. It is a county zoned plot that should not be approved for a 421 home build by a greedy developer. Let the developer complete the quail haven subdivision in Middleton they already have and be on his way to another town that doesn't want his/her huge subdivisions. Middleton cannot handle another build like this. Just surf the Middleton Facebook page, you will see that this is unwanted. Please consider the vast majority of Middleton residents reject this subdivision.

Thank you. Bernon Danley



BUSHORE CONSULTING INC.

January 14, 2024

Canyon County Commissioners 111 North 11th Ave. Caldwell, Idaho

Re:

Proposed Farmington Hills Développent

Middleton, Idaho

To Whom It May Concern:

It has come to our attention that the County is considering the approval of the reference development.

My wife and I along with the majority of our entire neighborhood are adamantly against this type of development. It was our understanding when we purchased in January 2021 this entire area of Middleton was zoned agricultural and only lots of one or more (1+ acre) could be developed.

We do NOT want any type of medium to high density residential project in this area of Canyon County.

If the county is to consider any type of residential development, lots should be a minimum of one plus (1.0+) acres.

Anything less would be a detriment to those current property owners and would have a negative impact on the value of our homes. The county has fiscal responsibility and fiscal accountability to maintain the values of properties of current county residents.

Please do NOT approve this project.

Bruce and Lynne Bushore 24053 Pheasant Ridge Court Middleton, Idaho 83644 (760) 285-8380 Dear Commissioners Vanbeek, Holton & Brooks,

I am writing to express my deep concern and opposition regarding the proposed housing development, Farmington Hills that will run from Duff Lane to Lansing Ln and north of Foothill to Meadow Park. (image attached)

As a resident of Canyon County/Middleton, I strongly believe that this development will have detrimental effects on our neighborhood and community as a whole.

As a native Idahoan born in Boise in 1971, I have a deep connection to our State and moved to Middleton to be part of a strong community that valued the way Idaho used to be. While growth is inevitable, and as a small business owner I can understand and support it, the growth we are experiencing here in the Middleton area is out of control.

Simply put, we do not have the infrastructure to support more homes and more people. Our schools are full, our roads cannot support the daily traffic that would be generated by this development, we do not have the services to support the incoming families, and it will destroy acres of the agricultural landscape that we all moved to Middleton to admire and enjoy. It's killing our way of life.

As I am drafting this email, hundreds of homes are already being built around us. We need time to absorb the growth we have already seen. We need the paint to dry on the homes already in construction before you let them build more.

I urge you, as a representative of our community's interests, to carefully consider the concerns raised by myself and other residents regarding this development. I believe it is crucial to prioritize sustainable and responsible growth that aligns with the values and needs of the community. Please do not sit back as the housing developers get rich and your community suffers for it. You have the power to stop it.

Thank you for your time and attention to this matter. I am hopeful that, with your support, we can work together to find solutions that benefit our community while preserving its integrity.

Sincerely,

Laura Hallenberger

24126 B Bar S LN Middleton, ID 83644 slpromo@hotmail.com 208-871-2826



Hello Neighbors,

I am writing to you regarding the proposed housing development known as Farmington Hills.

This project is planned to go from Duff Ln. to Lansing and north of Foothill to Meadow Park and is planned to be 421 homes on 217 acres. However, there are several major problems with this project:



OUR MIDDLETON SCHOOL DISTRICT IS FULL

If Farmington Hills is permitted, Middleton School District will be severly overwhelmed

There are 4,400 students currently enrolled in the area

> Elementary schools 118% to 144% full - portable trailers in use as classrooms currently

> Middle & High school are currently at 83% and 91% capacity

> Farmington Hills Project will create 421 homes which equates to 239 more students

> There are 3 additional permitted developments on Duff and East 9th in addition to

Farmington Hill, which would equal 1,759 new houses, 1,048 students

> The number of students in Middleton School District will increase by 23% if this project is allowed.

Takeaways: How is this effecting our kids education? Where will these kid go? How will their educational experience be altered by such a steep rise in classroom size?



ZONING

The permission of this project will create a precident for high density zoning in the area. The location of the project is in the heart of rural agricultural country, in the Canyon County jurisdiction. All but a few surrounding properties are at least 1 acre parcel and some with multiple acreage. This proposed development is high density with lot sizes of 12,000 SF (over 3 houses per acre). Projects like this are taking away our way of life in the county. This property is currently zoned for agriculture and if it is going to be changed to residential, it should be no less than 1 acre lots per the County Comprehensive Plan.

Takeaway: If Farmington Hills gets a green light, it will set a precident for all developers to apply to rezone AG to high density.



TRAFFIC

This project will create a huge traffic problem for the surorunding area. If all developments in the area are approved (1,759 new homes), and each household averages 2 cars per house, with 2.25 trips a day, that will equal 7,915 cars on the road. This will have a significant impact surrounding streets - Lansing Ln, Kingsbury Rd, Middleton Rd, Cemetery Rd, Purple Sage Rd, Foothill Rd and Willis Rd. Takeaway: Thousands of cars at peak hours.

Middleton county is such a community-focused place. We need to come together preserve the way of life for students in the district, integrous zoning practices, and safe traffic patterns. Tell Canyon County Commissioners how much you are against this plan. Please be at the hearing to help support, and speak if you would like to.

Hearing Information: Jan 18th, 2024 | 111 North 11th Ave, Caldwell | 6.30 pm

From:

Jennifer Almeida

Sent:

Monday, January 8, 2024 8:26 AM

To:

Debbie Root

Subject:

FW: [External] Canyon County / Middleton Resident Opposed to Proposed Farmington

Hills Housing Development

Attachments:

IMG_3204 (1).JPG



Jennifer Almeida

Office Manager

Canyon County Development Services Department 111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-5957

Fax: 208-454-6633

Email: Jennifer.Almeida@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Development Services Department (DSD)

NEW <u>public</u> office hours Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am – 5pm Wednesday 1pm – 5pm

**We will not be closed during lunch hour **

PUBLIC RECORD NOTICE: All communications transmitted within the Canyon County email system may be a public record and may be subject to disclosure under the Idaho Public Records Act and as such may be copied and reproduced by members of the public.

From: Monica Reeves

Sent: Monday, January 8, 2024 8:02 AM

To: Jennifer Almeida < Jennifer. Almeida@canyoncounty.id.gov>

Subject: FW: [External] Canyon County / Middleton Resident Opposed to Proposed Farmington Hills Housing

Development

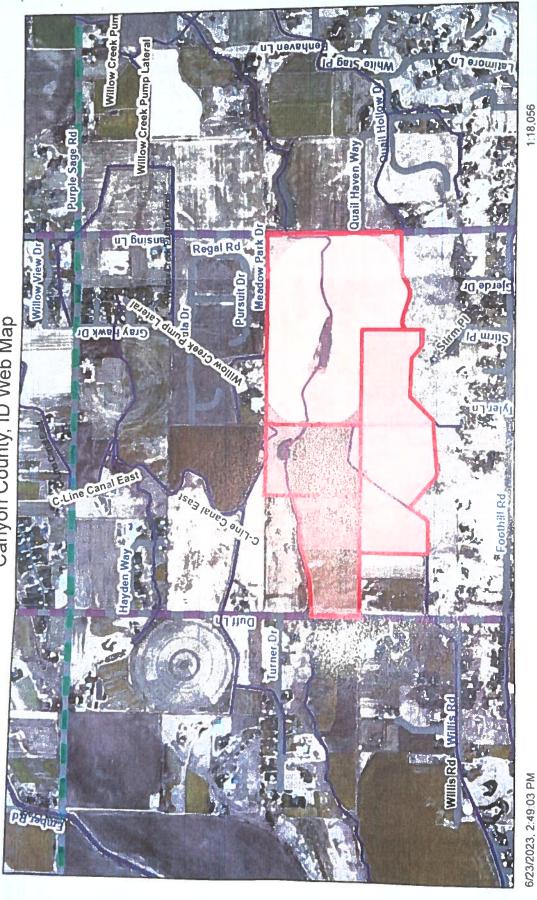
From: Laura Hallenberger < slpromo@hotmail.com >

Sent: Sunday, January 07, 2024 5:21 PM **To:** BOCC < <u>BOCC@canyoncounty.id.gov</u>>

Cc: Laura Hallenberger <slpromo@hotmail.com>

Subject: [External] Canyon County / Middleton Resident Opposed to Proposed Farmington Hills Housing Development

Canyon County, ID Web Map



6/23/2023, 2:49:03 PM

Minor Artenal **ITDFunctionalClassification** Multiple Parcel Search _Query result CanyonCountyRoads Roads Hydro_NHDFlowline Hydro_NHDFlowline CC_PrivateRoads

Canyon County Imagery_2019 Red Band_1 Green: Band_2 Major Collector

Bureau of Land Management, State of Oregon, Oregon GEO, Esn Canada, Esn. HERE, German, NASA, EPA, USDA 0 17 0

Bureau of Land Management, State of Oregon State of Oregon DOT State of Oregon GEO. Esn Canada. Esn HERE, Garmin, INCREMENT P. USGS. METINASA. EPA. USDA | COMPASS | Nampa GIS | Cary of Nampa.

Late Exhibit/Submittal

From:

Dan Lister

Sent:

Friday, January 19, 2024 2:25 PM

To:

Debbie Root

Subject:

FW: [External] Farmington hills development

Deb, For you

From: Paulgt3 < Paulgt3@protonmail.com> Sent: Friday, January 19, 2024 1:02 PM

To: Canyon County Zoning Info <ZoningInfo@canyoncounty.id.gov>

Subject: [External] Farmington hills development

I'm writing because I was at the meeting the evening of the 18th. What really shocked me was at the end the commissioner on the far left end as we face the board asked "if we have all these problems and we don't allow this development what then?" I think he was implying that we already have overcrowded schools terrible traffic and waters a problem why not go ahead?

My answer would be to slow down growth, moderate growth UNTIL our infrastructure can catch up!!! I left Nampa because they were just allowing growth EVERYWHERE and traffic was unreal. It took 45 minutes to cross from Caldwell blvd to Sportsmen across I84. To go 1/10 mile. We were beating one development near our house until the CITY called the \ to advise him to beat the citizens by going around the city council! Unreal!

I didn't want to move into another city because of what Nampa did. So I found a house in the county. I'm a cyclist and no where in Nampa is safe to ride my bike so I found a nice place off Lansing near Purple Sage. In 2018 it was very safe to cycle around my area. But it's getting worse VERY QUICKLY. It's dangerous to cross Purple Sage be of the dramatic increase in traffic since 2020. It takes 5-10 minutes to cross SH44 especially turning left off Lansing. This development will take it from bearable to terrible. I won't be able to cycle safely with this development. Our quality of life here deteriorates with every new house and every new development. I thought the county commissioners were charged to protect our way of life and the quality of that life?

I grew up in Texas, and when I was very young they were building 4 and 6 lane roads out in the country in 1960. They ANTICIPATED growth. The military sent me to the Mojave Desert and I lived near Southern California from 1978-2015. Everywhere in SoCal they were building highways and thoroughfares everywhere ANTICIPATING growth, until they went one party rule and started blowing their budget.

I married a girl from Idaho and I've been coming here a month every year since 1984. In 2000 my in laws moved from Idaho Falls to Nampa. I could see THEN the growth was coming and that the Nampa area was already 5-7 years behind in roads and infrastructure. Nothing really has been done since then except band aid fixes, and growth has tripled or more. As an engineer (I'm not a civil but I can see and plan) I can see now we're 15-20 years behind in infrastructure because of the exponential growth. The way this is going we're headed to another California disaster.

The best answer is a complete ban on housing for at least 5 years to give the infrastructure a chance to get to 10-15 years behind the growth. That's not feasible, but you can use MANAGED growth to avoid complete disaster in Southwest Idaho. I'm thinking in 5-10 years people will start leaving this area and going to the Dakotas Wyoming and Montana. But it doesn't have to be this way. SLOW down growth. Manage the growth. Stop letting people from Utah form LLCs come up here rape and pillage then leave and dissolve the LLC so they don't have to fulfill promises made to communities and homeowners. You can't keep people from developing their property, but you can control zoning and stop huge

developments in rural areas. Not every piece of farmland has to be turned into townhouses. P,ease let's keep Idaho Idaho, not California.

I have land in Eastsrn Idaho and I can move but many probably can't. We need to protect people that are here NOW not care about people who aren't here.

With great Respect

Paul Guggenbuehl 24103 Painted Horse Ct Middleton Idaho 83644

Sent from Proton Mail for iOS



Name

Eric Abrego

Email

abrego ei@mtnhomesd.org

Message

Hello Commissioners!

I am emailing you since I cannot attend the public hearing tomorrow evening. I wanted to provide my support for the Farmington Hills development in Middleton that has been proposed by Todd Campbell Construction. From what I can tell through research, it appears their team has gone above and beyond the required solutions developers need to provide for issues such as traffic, school, and other community infrastructure items. With their commitment of two new intersections, a new city well, a new regional lift station, and donation of self-imposed impact fees to the Middleton School District, along with other items various agencies have asked them to provide, Farmington Hills will greatly add to the wonderful Middleton community. This development will be a beautiful residential addition to the community of Middleton as well as the county. It will also have a significant positive impact regarding employment for the construction industry.

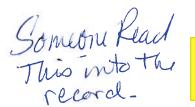
My background for reference is I am the Senior Vice President of Signature Roofing and I have twenty eight years of experience in the residential building industry through supply, manufacturing, and contracting roles. Over those twenty eight years, I have been involved with many builders/developers and their developments and I have no doubt Farmington Hills will be one of the finest residential developments in the area. This will continue to add value to the surrounding areas to this development.

I am also the Board Chairman for the Mountain Home School District. I hope that provides you with credibility when I let you know that the community of Mountain Home would be lucky to have a development like this in Elmore County. The Mountain Home School District would love to reap the benefits of a project like this in our community. I am a little jealous if I am being honest!

I hope that this helps you guys approve this development for the good of all in Middleton as well as Canyon County.

Thank you,

Eric Abrego MHSD 193 School Board Chairman Senior Vice President of Signature Roofing 208-830-3373



STOP THE DEVELOPMENT OF FARMINGTON HILLS SUBDIVISION

Case No. RZ2021-0056 and SD2021-0059

Farmington Hills, Middleton, ID

We, the undersigned, strongly object and protest the rezoning and proposed development referred to as Farmington Hills. As residents of Middleton, ID and Canyon County, ID, we are going to be adversely affected by the addition of 421 homes, thus creating a suburban environment in a rural area. We believe that this high-density development is in violation of the spirit of the comprehensive plan and the planning and zoning commission should deny this application. The planning and zoning commission should take into consideration the following, per the comprehensive plan and Zoning Ordinance section 6 of the code:

- 1. Rezoning is not appropriate considering the zoning that exists in the area. Rezoning will convert the current land from agricultural and homes with large parcels of land more than one acre to a suburban, high-density environment. This is incompatible with the current surrounding land uses.
- 2. Rezoning will negatively affect the character of the area. A high-density development in an agricultural/rural environment will completely change that character, regardless of the proposed measures to mitigate the impacts (which we consider to be insufficient).
- 3. Currently, there are over 1,000 new homes approved for development in the area. Notwithstanding these new homes, public services are already stretched beyond their normal abilities to provide services. The school system at full capacity of 4,138 students. Adding the existing and proposed projects will add approximately 1,500 homes, 4,000 to 6,000 residents, and over 800 additional students will overwhelm the already beyond capacity school system and will further negatively impact all public services. The developer's offer of \$,1500 per student is a significant shortfall of the estimated cost of \$50,000 per student. Farmington Hills will add an estimated 240 students to our overwhelmed school system.
- 4. Adding stop lights will not help the traffic of the neighborhoods and traffic patterns will be adversely affected by this proposed development. The area of proposed development consists of one lane roads and are already experiencing significant traffic.
- 5. Suburban environments have a greater degree of vandalism and crime than rural environments, again creating a dangerous environment where none exists.

In summary, this proposed rezoning and planned development will absolutely change the nature of the area in detrimental ways. We, the undersigned, urge the appropriate parties to deny this application. (IF YOU ARE PLANNING ON SPEAKING AT THE PLANNING AND ZONING MEETING JANUAY 19TH, PLEASE DO NOT SIGN THE PETITION AS YOU MAY NOT BE ABLE TO SPEAK)

EXHIBIT O

petition_signatures_jobs_37802297_20240307155924

Name	City	State	Postal Code	Country	Signed On
Ron Saunders	Deschutes	OR		US	2023-12-21
Sandra Seufert	Boise	ID	83709	US	2023-12-21
Candyce Moss	Middleton	ID	83644	US	2023-12-21
Skeeter Meyers	Salt Lake City	UT	84189	US	2023-12-21
Carol Watkins	Caldwell	ID	83607	US	2023-12-21
Lisa Mayerhofer	Nampa	ID	83686	US	2023-12-21
Laura Clawson	Nampa	ID	83686	US	2023-12-21
Ed Carson	Middleton	ID	83644	US	2023-12-21
Kim Carson	Middleton	ID	83644	US	2023-12-21
Susan Lowe	Star	ID	83669	US	2023-12-21
Sylvan Banes	Middleton	ID	83644	US	2023-12-21
Wendy Pohl	Seattle	ID	83644	US	2023-12-21
Sarah Medina	Middleton	ID	83644	US	2023-12-21
Alexia Ancheta	Middleton	ID	83644	US	2023-12-21
Nicole Cherry	Middleton	ID	83644	US	2023-12-21
Nicole Shackelford	Middleton	ID	83644	US	2023-12-21
Susie Conger	Middleton	ID	83644	US	2023-12-21
Emily Medina	Middleton	ID	83644	US	2023-12-21
Josef Smith	Middleton	ID	83644	US	2023-12-21
Mitchell Melissa	Middleton	ID	83644	US	2023-12-21
Jabe Tattersall	Meridian	ID	83646	US	2023-12-21
Shannon Colson	Middleton	ID	83644	US	2023-12-21
Sharlene Hinshaw	Nampa	ID	83686	US	2023-12-21
jill angelichio	charlotte	NC	28204	US	2023-12-21
Edward Jerome	Middleton	ID	83644	US	2023-12-21
Estela McClelland	Middleton	ID	83644	US	2023-12-21
Sandra Hansen	Star	ID	83669	US	2023-12-21
Robert Evans	Erie	PA	16507	US	2023-12-21
Chris Pohl	Seattle	WA	98160	US	2023-12-21

Name	City	State	Postal Code	Country	Signed On
Katie Gregory	Boise	ID	83704	US	2023-12-21
William Mueller	Salt Lake City	UT	84107	US	2023-12-21
Gina Henley	Federal Way	WA	98003	US	2023-12-21
Jennifer Cartier	Middleton	ID	83644	US	2023-12-21
Can Keys	Middleton	ID	83644	US	2023-12-21
Melissa Terry	Sandy	UT	84094	US	2023-12-21
steven portnoff	Middleton	ID	83644	US	2023-12-21
Gregory Jones	Middleton	ID	83644	US	2023-12-21
Hailey Nelson	Middleton	ID	83644	US	2023-12-21
Randal Hettema	Middleton	CA	83644	us	2023-12-21
Cindy Conti	Middleton	ID	83644	US	2023-12-21
Kaden Pohl	West Valley City	UT	84120	US	2023-12-21
Simone Elison	Caldwell	ID	83607	US	2023-12-21
Cindy Haynes	Middleton	ID	83644	US	2023-12-21
Jennifer Poirier	Middleton	ID	83644	us	2023-12-21
Jon Inwood	Brooklyn	NY	11226	US	2023-12-21
Brian Stringfellow	Middleton	ID	83664	US	2023-12-21
Makayla Dealy	Middleton	ID	83644	US	2023-12-21
Levi Pidjeon	Middleton	ID	83644	US	2023-12-21
Joshua Adams	Middleton	ID	83644	US	2023-12-21
Caroline Fenton	Middleton	ID	83644	US	2023-12-21
Emily McIntyre	Seattle	WA	98155	US	2023-12-21
Kaylie King	Sandy	UT	84070	US	2023-12-21
Danielle Pollock	Middleton	ID	83644	US	2023-12-21
Ruth Maggs	middleton	ID	83644	US	2023-12-22
Tristann Mclaughlin	Meridian	ID	83646	US	2023-12-22
Charity Brooks	Middleton	ID	83644	US	2023-12-22
Elizabeth Marshall	Seattle	WA	98160	US	2023-12-22
Carrie Lynn Cimperman	Draper	ID	83644	US	2023-12-22
Ana Ivanov	Middleton	ID	83644	US	2023-12-22
yvonne Paladino	Middleton	ID	83644	US	2023-12-22

Name	City	State	Postal Code	Country	Signed On
Paula Caster	Middleton	ID	83644	US	2023-12-22
Leslie cliche	Middleton	ID	83644	US	2023-12-22
Melinda Kotko	Eagle	ID	83616	US	2023-12-22
Eric Flores	Caldwell	ID	83607	US	2023-12-22
Michelle Alvarez	Middleton	ID	83644	US	2023-12-22
Kristin Erskine	Middleton	ID	83644	US	2023-12-22
Jessica Perryman	Middleton	ID	83644	US	2023-12-22
Destiny Taylor	Meridian	ID	83646	US	2023-12-22
Tina Miller	Caldwell	ID	83607	US	2023-12-22
Sarah Takagi	Middleton	ID	83644	US	2023-12-22
Amy Gabica	Middleton	ID	83644	US	2023-12-22
Christine Couture	Caldwell	ID	83607	US	2023-12-22
Jacqueline Takagi	Middleton	ID	83644	US	2023-12-22
Kim Takagi	Middleton	ID	83644	US	2023-12-22
Betsy Radford	Middleton	ID	83644	US	2023-12-22
Rose Vargason	Middleton	ID	83644	US	2023-12-22
Rick Williams	Middleton	ID	83644	US	2023-12-22
Kay Burkett	Middleton	ID	83644	US	2023-12-22
David Richard	Middleton	ID	83644	US	2023-12-22
Brian Guinotte	Middleton	ID	83644	US	2023-12-22
Michael Richard	Middleton	UT	83644	US	2023-12-22
Amanda Thomas	Middleton	ID	83644	US	2023-12-22
ashley Whitlow	Middleton	ID	83644	US	2023-12-22
Kelly O'Neal	Middleton	ID	83644	US	2023-12-22
MELINDA MCALISTER	Caldwell	ID	83607	US	2023-12-22
Christopher Whitlow	Middleton	ID	83644	US	2023-12-22
Camille Thomas	Middleton	ID	83644	US	2023-12-22
wesley majors	Meridian	ID	83642	US	2023-12-22
Marlon Manwill	Star	ID	83669	US	2023-12-22
Adam Kaluba	Burleson	111-4	76028	US	2023-12-22
Dawn Alverson	Middleton	ID	83644	US	2023-12-22

Name	City	State	Postal Code	Country	Signed On
Sean Cluff	Middleton	ID	83644	US	2023-12-22
Kelly Simmons	Middleton	ID	83644	US	2023-12-22
Martine Stephenson	Middleton	ID	83644	US	2023-12-22
Janet Gibson	West Covina	CA	91791	US	2023-12-22
William Stephenson	Middleton	ID	83644	US	2023-12-22
Rory Hendricks	Middleton	ID	83644	US	2023-12-22
Charles Wahl	Middleton	ID	83644	US	2023-12-22
Paula Gillespie	Middleton	ID	83644	US	2023-12-22
Adam Plugge	Middleton	ID	83644	US	2023-12-22
Cynthia Brooke				US	2023-12-22
Richard Simmons	Middleton	ID	83644	US	2023-12-22
Kimberly Silver	Middleton	ID	83644	US	2023-12-22
Patricia Nelson	Nampa	ID	83687	US	2023-12-23
Robert Hendricks	Middleton	ID	83644	US	2023-12-23
Michael Shrode	Middleton	ID	83644	US	2023-12-23
jamie Michaelis	Caldwell	ID	83607	US	2023-12-23
Madison Boyd	Middleton	ID	83644	US	2023-12-23
Kimbre Christopher	Caldwell	ID	83607	US	2023-12-23
Megan Daltow	Meridian	ID	83642	US	2023-12-23
Diane Rice	Middleton	ID	83644	US	2023-12-23
Andrew Vincent	Middleton	ID	83644	US	2023-12-23
Jennifer Barr	Middleton	ID	83644	US	2023-12-23
Isaias Schopp-salas	Merced		95348	US	2023-12-23
Clayton Cramer	middleton	ID	83664	US	2023-12-23
Sam Layton	Middleton	ID	83644	US	2023-12-23
Tamie Kauk	Middleton	ID	80202	US	2023-12-23
Ernest Burkett	Middleton	ID	83644	US	2023-12-23
Bert Dobbs	Middleton	ID	83644-5461	US	2023-12-23
Dan De Yo	Yorba Linda		92886	US	2023-12-23
Katharine McCloud	Middleton	ID	83644	US	2023-12-24
Cheryl A Wheless	Eagle	ID	83616	US	2023-12-24

Name	City	State	Postal Code	Country	Signed On
Rhonda Cramer	Middleton	ID	83644	US	2023-12-24
Erika Rikhiram	Clermont		34711	US	2023-12-24
Renton McGowan	Middleton	ID	83644	US	2023-12-24
Vickie Parker	Wimberley	TX	78676	US	2023-12-24
Ginger Osmus	Middleton	ID	83644	US	2023-12-25
David Davidson	Dallas		75243	US	2023-12-25
Austin Ward	Corvallis	OR	97330	US	2023-12-25
Kelli Keyes	Middleton	ID	83644	US	2023-12-25
S. Kinnamon	Greenville	SC		US	2023-12-26
saadia mohsin	Flushing		11355	US	2023-12-26
Yazmin Lopez	San Antonio		78250	US	2023-12-26
Guy Hollands	Middleton	ID	83644	US	2023-12-26
Jonathan Turner	Middleton	ID	83644	US	2023-12-26
Cynthia Foote	Middleton	ID	83644	US	2023-12-26
Gabby Schelthoff	Lisle		60532	US	2023-12-27
Steven Alistead	Middleton	ID	83644	US	2023-12-27
Steve Yerger	Middleton	ID	83644	US	2023-12-27
Kristin Denver	Middleton	ID	83644	US	2023-12-27
Mara Raddatz	Amherst Jct		54407	US	2023-12-28
Melanie Mihm	Middleton	ID	83644	US	2023-12-28
Krystyna Meyer	Middleton	ID	83644	US	2023-12-28
Liang Yuan	Westwood		2090	US	2023-12-28
Susan Sonnenberg	Middleton	ID	83644	us	2023-12-28
Bo Pang	Fremont		94536	US	2023-12-28
Joshua Curphey	Peterborough		PE7	US	2023-12-28
Beth Phillips	Middleton	ID	83644	US	2023-12-28
John Gilmore	Middleton	ID	83644	US	2023-12-28
Brandi Mitchell	MIDDLETON	ID	83644	US	2023-12-28
Carley Hawker	Middleton	ID	83644	US	2023-12-28
Jackie Grayson	Middleton	ID	83644	US	2023-12-28
Shannon Russell	Salt Lake City	UT	84118	US	2023-12-28

Name	City	State	Postal Code	Country	Signed On
Marita Hawker	Star	ID	83669	US	2023-12-29
Erlinda Stringfellow	Seal Beach	CA	90740	US	2023-12-29
Lin Moore	Meridian	ID	83642	US	2023-12-29
Melanie Elkins	Boise	ID	83713	US	2023-12-29
Laura Higgins	Bothell		98011	US	2023-12-29
Barbe Dingeldein	Middleton	ID	83644	US	2023-12-29
Opal Farnham	Middleton	ID	83644	US	2023-12-29
Kayla Runyan	Middleton	ID	83644	US	2023-12-29
Jennifer Wann	Scottsdale		85260	US	2023-12-29
Tarra Metsker	Middleton	ID	83644	US	2023-12-29
Alana Preziosi	Swedesboro		8085	US	2023-12-29
Josh Standiford	Lake Zurich		60047	US	2023-12-30
Craig Stanson	Wyckoff	NJ	7481	US	2023-12-30
Babzee Vee	NYC	NY	10450	US	2023-12-30
Stefani Dykstra	Middleton	ID	83644	US	2023-12-30
Brandon Baird	Middleton	ID	83644	US	2023-12-31
Cristal garner	Seattle	WA	98160	US	2024-01-01
Amber Ross	Middleton	ID	83644	US	2024-01-02
Paul Ross	West Jordan	UT	84088	US	2024-01-02
Shannon Ready	Middleton	ID	83644	US	2024-01-02
Sarah Scully	Middleton	ID	83644	US	2024-01-02
Stephen Wells	Middleton	ID	83644	US	2024-01-03
joe strongone	middleton	ID	83644	US	2024-01-03
Diana Robinson	Middleton	ID	83644	US	2024-01-03
Alisha Hunt	Middleton	ID	83644	US	2024-01-03
dan caruso	Middleton	ID	83644	US	2024-01-03
Jade Neely	Middleton	ID	83644	US	2024-01-04
Nelson sales	Miami		33167	US	2024-01-04
Wilian Fernandez	Central islip		11722	US	2024-01-04
Jeff Weber	Salt Lake City	UT	84107	US	2024-01-04
Victoria Woodward	Middleton	ID	83644	US	2024-01-04

Name 15 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	City	State	Postal Code	Country	Signed On
Juan Gutierrez	Chelsea		2125	US	2024-01-04
Byron Recinos	Silver Spring		20901	US	2024-01-04
Erika Salgado	Omaha		68107	US	2024-01-04
Leonardo Antonio	Hampton		23666	US	2024-01-04
Nicole Egerer	Middleton	ID	83644	US	2024-01-04
Gabriel Gonzalez	Watsonville		95076	US	2024-01-04
Eric Nelson	Nampa	ID	83687	US	2024-01-04
Kalene Bales	Nampa	ID	83686	US	2024-01-04
Sarah Cole	Meridian	ID	83642	US	2024-01-04
Tylene Aldrich	Nampa	ID	83686	US	2024-01-04
tricia ramos	Boise	ID	83705	US	2024-01-04
Timothy+Yvonna Stypins	Meridian	ID	83642	US	2024-01-04
Kendra Baker	Middleton	ID	83644	US	2024-01-05
Glen Rager	MIDDLETON	ID	83644	US	2024-01-05
lan Cole	Meridian	ID	83642	US	2024-01-05
Amy Scott	Middleton	ID	83644	US	2024-01-05
Nicole Marsters	Nampa	ID	83686	US	2024-01-05
Holly Winn	Middleton	ID	83644	US	2024-01-05
sandra essing	Clifton		7011	US	2024-01-05
Caroline Gamst				US	2024-01-05
Lisa Wells	Carrollton		30117	US	2024-01-05
Gary Vanderstraeten	Middleton	ID	83644	US	2024-01-05
Jacob Perez	Harlingen		78552	US	2024-01-05
Jill Jenkins	Middleton	ID	83644	US	2024-01-05
Jordin Jenkins	Middleton	ID	83644	US	2024-01-05
sandra hofferber	Middleton	ID	83340	US	2024-01-05
Susan Drayton	Star	ID	83669	US	2024-01-05
Curt Bentzinger	Middleton	ID	83644	US	2024-01-05
Jeremiah Hansen	Middleton	ID	83644	US	2024-01-05
Tiffany Frisa-Farrahkon	Nampa	ID	83686	US	2024-01-05
Joanne Miller	Middleton	ID	83644	US	2024-01-05

Name	City	State	Postal Code	Country	Signed On
Lorraine Hunter	Middleton	ID	83644	US	2024-01-05
Ingrid Dunckel	Boise	ID	83705	US	2024-01-05
Sandra Fontana	Middleton	ID	83644	US	2024-01-06
Neal Bryson	Middleton	ID	83644	US	2024-01-06
Kathy Good	Middleton	ID	83644	US	2024-01-06
Felisha Fadely	Middleton	ID	83644	US	2024-01-06
Brian Salum	Middleton	ID	83644	US	2024-01-06
Joe Dino	Gastonia		28052	US	2024-01-06
Linda Holmes	Sacramento	CA	95821	US	2024-01-06
Melissa Hoffman	Star	ID	83669	US	2024-01-06
Jody Baker	Middleton	ID	83644	US	2024-01-06
Bruce Lee	Middleton	ID	83644	US	2024-01-06
Caitlyn Annas	Middleton	ID	83644	US	2024-01-06
Kyle Albert	Middleton	ID	83644	US	2024-01-06
Patricia Lewis	Middleton	ID	83644	US	2024-01-06
Ashley Hansen	Middleton	ID	83644	US	2024-01-06
Andrew Floyd	41016			US	2024-01-06
Jordyn Santiago	Staten Island		10301	US	2024-01-06
Daphne Sosa	Star	ID	83669	US	2024-01-07
Ron Silva	Nampa	ID	83686	US	2024-01-07
Brian Eichler	MIDDLETON	ID	83644	US	2024-01-07
Kia Romano	Middleton	ID	83644	US	2024-01-07
Laurie988@yahoo.com Li	Brooklyn		11209	US	2024-01-07
Jada Best	Jacksonville		28546	US	2024-01-07
Jenille Addis	Emmett	ID	83644	US	2024-01-07
Gamefan128 JCSaves	yes			US	2024-01-07
Tricia Winters	Middleton	ID	83644	US	2024-01-07
Elizabeth McClung	Middleton	ID	83644	US	2024-01-07
Keith Romano	Nampa	ID	83687	US	2024-01-07
Grace Teichert	Middleton	ID	83644	US	2024-01-07
Maora Estes	Middleton	ID	83644	US	2024-01-07

Name	City	State	Postal Gode	Country	Signed On
Marcie Ellis	Seattle	WA	98160	US	2024-01-07
Lisa Eichler	Middleton	ID	83644	US	2024-01-08
Linda INFANTE	West Granby		6090	US	2024-01-08
Haley Hartigan	Vincennes		47591	US	2024-01-08
Monica Lorenzana	Katy		77450	US	2024-01-08
amanda albright	Keenesburg	CO	80643	US	2024-01-08
Brandi Fielding	Middleton	ID	83644	US	2024-01-08
Anabella Hernandez	The Bronx		10456	US	2024-01-08
Jessica McCurdy	Middleton	ID	83644	US	2024-01-08
Kristin Vass	New York		10080	US	2024-01-08
Pamela Grubbs	Danville		24540	US	2024-01-08
Yazmin Huerta	Staten Island		10309	US	2024-01-08
brody reiber	Pittsburgh		15212	US	2024-01-08
Dean Compton	Middleton	ID	83644	US	2024-01-08
Betty Rodriguez	Salt Lake City	ID	83687	US	2024-01-08
Pauline Rodriguez	Irving		75060	US	2024-01-08
Krista Abrahamian	Middleton	ID	83644	US	2024-01-08
Fabian Arizmendi	Middleton	ID	83644	US	2024-01-08
Brooke Brink	Middleton	WA	83644	US	2024-01-08
Larry Wilkerson	Star	ID	83669	US	2024-01-08
Vanessa Lombardo	Meridian	ID	83642	US	2024-01-08
Janet Gregory	Star	ID	83669	US	2024-01-08
Brittany Burdine	Middleton	ID	83644	US	2024-01-08
Robert Mathiasen	Middleton	ID	83644	US	2024-01-08
Karen Ruscheinsky	Star	ID	83669	US	2024-01-09
Tammy Bailey	Middleton	ID	83644	US	2024-01-09
Patrick Clark	Caldwell	ID	83607	US	2024-01-09
Maria Loyola	New Milford		6776	US	2024-01-09
Christopher Tittle	Nampa	ID	83651	US	2024-01-09
Colleen Matosich	Middleton	ID	83644	US	2024-01-09
Paul Markillie	Grand Blanc Tov	wnship	48439	US	2024-01-09

Name	City	State	Postal Code	Country	Signed On
Heather Guardiola	West Valley City	UT	84120	US	2024-01-09
Trina Snyder	Glendale	AZ	85310	US	2024-01-09
Whitney Strickland	Middleton	ID	83644	US	2024-01-09
Jenice Gonzales	Middleton	ID	83644	US	2024-01-09
Arnie Steiner	Middleton	ID	83644	US	2024-01-09
Jamie Hanson	Middleton	ID	83644	US	2024-01-09
Sharon Jensen	Middleton	ID	83644	US	2024-01-09
Gail Giguiere	Salt Lake City	UT	84123	us	2024-01-09
Allison Jakubiak	Middleton	ID	83644	US	2024-01-09
Linda Blanchard	Middleton	ID	83644	US	2024-01-09
Kenneth Leytem Jr	Middleton	ID	83644	US	2024-01-10
Brian Sack	Emmett	ID	83617	US	2024-01-10
Karen Meredith	Middleton	ID	83644	US	2024-01-10
Trevor Buracchio	Middleton	ID	83644	US	2024-01-11
Betiel Neiru	Oakland		94610	US	2024-01-11
Jeanette Hartwig	Meridian	ID	83644	US	2024-01-11
Azadeh Movagher	Concord		94518	US	2024-01-11
Melissa Akin	Middleton	ID	83644	US	2024-01-11
April contreras	Middleton	ID	83644	US	2024-01-11
Ronald Dale	Middleton	ID	83644	US	2024-01-11
Michelle Gardner	Middleton	ID	83660	US	2024-01-11
Carlos Contreras	Middleton	ID	83644	US	2024-01-11
Christal Alonzo	Middleton	ID	83644	US	2024-01-11
Lucy DeVera	Miami		33128	US	2024-01-11
Kenneth Everett	Middleton	ID	83644	US	2024-01-1
Janice Thatcher	Middleton	ID	83644	US	2024-01-1
Rosenda garcia	Rialto		92376	US	2024-01-1
Sarah Costa	Salt Lake City	UT	84106	US	2024-01-1
Bryan Boyle	Middleton	ID	83644	US	2024-01-1
Emily Schook	middleton	ID	83644	US	2024-01-12
Christi Smith	Middleton	ID	83644	US	2024-01-12

Name	City	State	Postal Code	Country	Signed On
Denise Klapper	Middleton	ID	83646	US	2024-01-12
Glenn Chiarolanza	Middleton	ID	83644	US	2024-01-12
Lee Ann Chiarolanza	Middleton	ID	83644	US	2024-01-12
Ace Kechi	Staten Island		10305	US	2024-01-13
Samiyah Semprit	The Bronx		10467	US	2024-01-13
Wyatt King	Petersburg		99833	US	2024-01-13
Sue Todd	Middleton	ID	83644	US	2024-01-15
Becky Siino	Middleton	ID	83644	US	2024-01-15
Jamie Sharpe	South Jordan	UT	84095	US	2024-01-16
Mark Cushman	Meridian	ID	83646	US	2024-01-17
Jack Alvord	Middleton	ID	83644	US	2024-01-17
tiffany neely	Caldwell	ID	83607	US	2024-01-17
Rena McKean	Meridian	1D	83642	US	2024-01-17
Patsy Phelan	Nampa	ID	83651	US	2024-01-17
Hunter Gaspar	Middleton	ID	83644	US	2024-01-17
Joseph Jakubiak	Middleton	ID	83644	US	2024-01-17
Alexis Gaspar	Middleton	ID	83644	US	2024-01-17
Rachel Maygra	Caldwell	ID	83607	US	2024-01-17
Paul Morris	middleton	ID	83644	US	2024-01-17
Carol Haywood	Nampa	ID	83686	US	2024-01-17
Diana Haywood	Middleton	ID	83644	US	2024-01-17
CHAD SULLIVAN	Middleton	ID	83644	US	2024-01-17
Stephanie Sanders	Star	ID	83669	US	2024-01-17
Kristine Skiff	Middleton	ID	83644-4711	US	2024-01-17
Jeanette Levandowski	Middleton	ID	83644	US	2024-01-18
Malissa Ostler	Middleton	ID	83607	US	2024-01-18
Howard Ronkin	Middleton	ID	83644	US	2024-01-18
Edgar Escalante	Star	ID	83669	US	2024-01-18
Nic Jones	Middleton	ID	83644	US	2024-01-18
Angela Riccardelli	Middleton	ID	83644	US	2024-01-18
Susan Mackiewicz	Caldwell	ID	83607	US	2024-01-18

Name () () () () () () () () () (City	State	Postal Code	Country	Signed On
Brenda Halbert	Middleton	ID	83644	US	2024-01-18
Jennifer Tillinger	Los Angeles	CA	90060	US	2024-01-18
Marissa Simpson	Middleton	ID	83644	us	2024-01-18
Kristin Rogers	Middleton	ID	83644	US	2024-01-18
Brittney Ketcherside	Caldwell	ID	83607	US	2024-01-18
Thomas Rogers	Middleton	ID	83644	US	2024-01-18
Robin Tomasi	Middleton	ID	83644	US	2024-01-18
Chrystle Fuentes	Middleton	ID	83644	US	2024-01-18
Lily VanDerWiele	Caldwell	ID	83605	US	2024-01-18
Shirley Hoffman	Middleton	ID	83646	US	2024-01-18
Marina Peters	Caldwell	ID	83607	US	2024-01-18
Betsy Byerly	Salt Lake City	ID	83607	US	2024-01-18
Tasha Roach	Middleton	ID	83617	US	2024-01-18
Michael Lombardo	Middleton	ID	83644	US	2024-01-18
Larry Foote	Middleton	ID	83644	US	2024-01-18
Tessia White	Caldwell	ID	83607	US	2024-01-18
Lynette Freitas	Middleton	ID	83644	US	2024-01-18
juli woods	caldwell	ID	83607	US	2024-01-18
Shelley Arnold	Middleton	ID	83644	US	2024-01-18
Donielle Grimm	Middleton	ID	83644	US	2024-01-18
Catherine Stephens	Caldwell	ID	83607	US	2024-01-18
Ly da Cavallo	Middleton	ID	83644	US	2024-01-18
Yoko Saburo	Middleton	ID	83644	US	2024-01-18
Martha Mendez	Coconut Creek		33073	US	2024-01-18
Lindsay Giampietro	Star	ID	83669	US	2024-01-18
Debbie Kelly	Middleton	ID	83644	US	2024-01-18
Kim St. Ours	Caldwell	ID	83607	US	2024-01-18
Veronika Garcia	Meridian	ID	83642	US	2024-01-18
Debbie Maney	Boise	ID	83704	US	2024-01-18
Julian Holcomb	San Antonio		78225	US	2024-01-18
Jenniffer Odom	Middleton	ID	83644	US	2024-01-18

Name	City	State	Postal Code	Country	Signed On
Billie Suder	Boise	ID	83709	US	2024-01-18
Nicholas Wade	Middleton	ID	83644	US	2024-01-18
Eleanor Payne	Middleton	ID	83644	US	2024-01-18
Kendahi Caster	Middleton	ID	83644	US	2024-01-18
Jennifer Wadsworth	Middleton	ID	83644	US	2024-01-18
Andrew P	Bellevue		98006	US	2024-01-18
Steven Caster	Middleton	ID	83644	US	2024-01-18
Tharon Ghrist	Middleton	ID	83644	US	2024-01-18
Brook Keith	Caldwell	ID	83607	US	2024-01-18
Wendi Adams	Caldwell	ID	83607	US	2024-01-18
Debra Claus	Middleton	ID	83644	US	2024-01-18
brandon gregory	Middleton	ID	83644	US	2024-01-18
Suzan Dean	Middleton	ID	83644	US	2024-01-18
Amber Gray	Middleton	ID	83644	US	2024-01-18
Todd Gray	Middleton	ID	83644	US	2024-01-18
Carol Murphy	Middleton	ID	83644	US	2024-01-18
Wanda Schroeder	Middleton	ID	83644	US	2024-01-18
Catherine Nethers	Middleton	ID	83644	US	2024-01-18
Jennifer Wade	Middleton	ID	83644	US	2024-01-18
Bernon Danley	Middleton	ID	83466	US	2024-01-18
Philip Goelz	Middleton	ID	83644	US	2024-01-18
Donna Robertson	Emmett	ID	83617	US	2024-01-18
Don Godber	Middelton	ID	83644	US	2024-01-18
Carrie Godber	Middleton	ID	83644	US	2024-01-18
Lisa Knowiton	Boise	ID	83709	US	2024-01-18
Mary Peterson	Middleton	ID	83644	US	2024-01-18
Denise Daniels	Caldwell	ID	83607	US	2024-01-18
David Niemeier	Meridian	ID	83644	US	2024-01-18
Shanon Niemeier	Middleton	ID	83644	US	2024-01-18
Tammy Ryan	Middleton	ID	83644	US	2024-01-18
Brandy Miller	Caldwell	ID	83605	US	2024-01-19

Name	City	State	Postal Code	Country	Signed On
Joseph Robinson	Salt Lake City	UT	84129	US	2024-01-19
Joy Hansen	Middleton	ID	83644	US	2024-01-19
Deanna Munoz	Seattle	WA	98160	US	2024-01-19
Aliyah Cukaj	Hampton Bays		11946	US	2024-01-19
Holly Pine	Middleton	ID	83644	US	2024-01-19
Janiko Bzhalava	Brooklyn		11214	US	2024-01-19
Roger Pine	Middleton	ID	83644	US.	2024-01-19
Rulon Phillips	Middleton	ID	83644	US	2024-01-19
Mary Hawker	Middleton	ID	83644	US	2024-01-19
Annabelle Sanderson	Kennett Square		19348	US	2024-01-19
Nicoletta Carlone	Los Angeles	CA	90022	US	2024-01-19
Erika Blickem	Salt Lake City	UT	84121	US	2024-01-19
Kip blickem	Middleton	ID	83644-2001	US	2024-01-19
Jansen Wilson	Middleton	ID	83644	US	2024-01-19
Charlene Woodward	Middleton	ID	83644	US	2024-01-19
Kirsten Higginson	Star	ID	83669	US	2024-01-19
Angela Ayala	Lake Park		31636	US	2024-01-19
Krystal McCutcheon	Caldwell	ID	83607	US	2024-01-19
Emily Reda	Middleton	ID	83644	US	2024-01-19
Monica Morton	Sweet	ID	83670	US	2024-01-19
Kerri Robertson	San Bernardino	CA	92410	US	2024-01-19
Stephanie Stevens	Middleton	ID	83644	US	2024-01-19
Corianne Bates	Meridian	ID	83642	US	2024-01-19
Anthony Contino	Lady Lake		32159	US	2024-01-19
Ashley Ramirez	Caldwell	ID	83607	US	2024-01-19
justice turner	Oak Park		48237	US	2024-01-19
Stephanie Squires	Middleton	ID	83644	US	2024-01-19
Suzanne Ubry	Meridian	ID	83646	US	2024-01-20
Dianne Fereday	Middleton	ID	83644	US	2024-01-20
Anastasia McIntosh	Bennington		5201	US	2024-01-20
Rebecca Parry	Middleton	ID	83644	US	2024-01-20

Name	City	State	Postal Code	Country	Signed On
Lauran Fereday	Albuquerque	NM	87198	US	2024-01-20
Terry Jensen	Murphy	ID	83650	US	2024-01-20
Robert Ubry	Middleton	ID	83644	US	2024-01-20
Vanessa Foster Foster	Middleton	ID	83644	US	2024-01-20
Ingrid Young	Temecula	CA	92592	US	2024-01-20
Carson Foster	Meridian	ID	83646	US	2024-01-20
Brad Wellman	Middleton	ID	83644	US	2024-01-20
Jack Givens	Middleton	ID	83644	US	2024-01-20
Micahel Wedman	Middleton	ID	83644	US	2024-01-20
Edward Todd	middleton	ID	83644	US	2024-01-20
Owen Ciprioni	Philadelphia		19128	US	2024-01-20
Savi Myer	Old Saybrook		6475	US	2024-01-20
Tamara Otley	Meridian	ID	83646	US	2024-01-21
Michael Hofferber	Middleton	ID	83644	US	2024-01-21
Tamara Murdoch	Livermore	CA	94550	US	2024-01-21
Bruce Bushore	Middleton	ID	83644	US	2024-01-21
karla cortes	sugar gill		30518	US	2024-01-21
shane suddeth	easley		29640	US	2024-01-21
Dominic Scotti	Middleton	ID	83644	US	2024-01-21
Carter Saul	Grove City		43123	US	2024-01-22
Lauren Amick	New York		10011	US	2024-01-22
Yazmin Diaz	amarillo		79107	US	2024-01-22
Soren Walker			CTOVE BALVES /	US	2024-01-22
Ayden Lewis	Baltimore		21230	US	2024-01-22
Joe Corbo	Marshfield		2050	US	2024-01-23
Brenda Bell	MIDDLETON	ID	8364r	US	2024-01-24
Lesley Mertz-Lambright	Milton		17847	US	2024-01-24
Jeanine Rock	Middleton	ID	83644	US	2024-01-24
Katie Randolph	Oak Brook		60523	US	2024-01-25
Sophia Nguyen	Lancaster		17601	US	2024-01-25
naya kay	Cass Lake		56633	US	2024-01-26

Name	City	State	Postal Code	Country	Signed On
Sarah Esparza	Meridian	ID	83646	US	2024-01-26
Shanequa Holloman	Alexandria		22303	US	2024-01-27
john wortman	Boise	ID	83704	US	2024-01-27
Geraldine Reeves	Minneapolis		55111	US	2024-01-28
Julianna Quinn	Nashville		37211	us	2024-01-28
Joe Colley	Boise	ID	83706	US	2024-01-29
Evan Hajda				US	2024-01-29
Jacquelyn St John	Hibbing		55746	US	2024-01-30
Hawrah Aljbory	Parker		80134	US	2024-01-30
Ryan Browder	Slidell		70458	US	2024-01-31
CG				US	2024-01-31
Jackie Ocampo	Spartanburg		29306	US	2024-02-01
Weak Moon	Philadelphia		19126	US	2024-02-01
Jayla Mosleey	Anderson		46012	US	2024-02-01
maddie barott	Minneapolis		55413	US	2024-02-02
Traci Pool	Caldwell	ID	83607	US	2024-02-02
Scott Pool	Caldwell	ID	83605	US	2024-02-02
Julie Freeman	Middleton	ID	83644	US	2024-02-02
Sondra Buzzeli	Middleton	ID	83644	US	2024-02-02
Fate Ryan	Spring		77379	US	2024-02-02
Bradley Freeman	Middleton	ID	83644	US	2024-02-02
Jennifer Sweeney	Middleton	ID	83644	US	2024-02-02
Joe Sweeney	Middleton	ID	83644	US	2024-02-02
Anthony Carbone	Middleton	ID	83646	US	2024-02-02
Emilie Hobbs	Murrieta		92562	US	2024-02-02
Gloria Navan	Lawrenceville	GA	30042	US	2024-02-02
Jodie Winthrop	Middleton	ID	83644	US	2024-02-02
Tytus Breitfeld	Batavia		45103	US	2024-02-03
Sharon Perreault	Conroe		77303	US	2024-02-03
Andres Campoy	Hesperia		92345	US	2024-02-03
Cynthia Allen	Lawrenceville	GA	30043	US	2024-02-03

Name	City	State	Postal Code	Country	Signed On
Daniel O'Brien	MILTON		12547	US	2024-02-06
Rocio Velazco	Burbank		91503	US	2024-02-06
Aiden Popowich	Perry		31088	US	2024-02-07
Stephanie Gonzalez Mendez			1	US	2024-02-07
David Dusseault	Taunton		2780	US	2024-02-07
Christian Rodriguez	Miami		33134	US	2024-02-07
Christine Manzano	PALMETTO		34221	US	2024-02-09
Rose Waycrest	Sebring		33872	US	2024-02-09
jessica woodruff	West palm bea	West palm beach		US	2024-02-09
Grant Sawyers	Panama City	FL	32417	US	2024-02-09
Aaron cvetichan	Mentor	ОН	44060	US	2024-02-10
David Houk	Middleton	ID	83644	US	2024-02-17
Paul Schubert	Caldwell	ID	83607	US	2024-02-22
Jack Alvord	Middleton	ID	83644	US	2024-02-22
Robin Card	Middleton	ID	83644	US	2024-02-22
Brian Gray	Middleton	ID	83644	US	2024-02-22
April Holland	Middleton	ID	83644	US	2024-02-22
David Stanfield	Meridian	ID	83646	US	2024-02-22
Cheryl Neumann	Middleton	ID	83644	US	2024-02-22
Kassandra Doramus	Middleton	ID	83644	US	2024-02-22
Krissy Hirsch	Middleton	ID	83644	US	2024-02-22
Rebecca Bryson	Middleton	ID	83644	US	2024-02-22
Kalye Obendorf	Payette	ID	83661	US	2024-02-22
Celeste Marshall	Middleton	ID	83644	US	2024-02-23
Penny McManus	Middleton	ID	83644	US	2024-02-23
Kirsten Clouse	Middleton	ID	83644	US	2024-02-23
Samii Johnston	Middleton	ID	83644	US	2024-02-23
Christin Green	Middleton	ID	83644	US	2024-02-24
Kathleen Park	Middleton	ID	83644	US	2024-02-24
Jennifer Green	Middleton	ID	83644	US	2024-02-24
Kathy Winter	Middleton	ID	83644	US	2024-02-24

Name	City ·	State	Postal Code	Country	Signed On
Sarah Chambers	Star	ID	83669	US	2024-02-24
Delynn Gruver	Caldwell	ID	83607	US	2024-02-24
Carol Watkins	Meridian	ID	83642	US	2024-02-24
Judith Isgar	Middleton	ID	83644	us	2024-02-26
Mary Anderson	Boise	ID	83709	US	2024-02-26
Kimberly Hendryx	Sonoma	CA	95476	US	2024-02-26
Gayle Simmons	Middleton	ID	83644	US	2024-02-26
Debra Barton	Middleton	ID	83644	US	2024-02-29
Patty Dougal	Middleton	ID	83644	US	2024-03-01
Rosa D House	Middleton	ID	83644	US	2024-03-02
Lynn House	Middleton	ID	83644	US	2024-03-02
Robert Bregante	Middleton	ID	83644	US	2024-03-02
Marc Aguilar	Meridian	ID	83646	US	2024-03-02
June Tae	Harrisburg	PA	17110	US	2024-03-02
Benjamin Bingaman	Fair Oaks	CA	95628	US	2024-03-03
Nataliya Yakovleva	Largo	FL	33771	US	2024-03-03
Mark Cook	Middleton	ID	83644	US	2024-03-03
Greciel Hampas	New York	NY	10118	US	2024-03-04
Kamel Hosaini	Hillsboro	OR	97129	US	2024-03-04
Mike Joelson	Middleton	ID	83644	US	2024-03-07
Jenna Van Vleck	Middleton	ID	83644	US	2024-03-07
Rena Wymore	Middleton	ID	83644	US	2024-03-07
Tobe Mayer	Middleton, ID	ID	83642	US	2024-03-07
John McGaughy	Middleton	ID	83644	US	2024-03-07
Julia Vanburen	Boise	ID	83704	US	2024-03-0
Julie Albers	Star	ID	83669	US	2024-03-07
Leanne Hunt	Meridian	ID	83642	US	2024-03-07
Regina Hallam	Caldwell	ID	83607	US	2024-03-0
Kelley Stone	Middleton	ID	83644	US	2024-03-0
Rebecca Schmidt	Middleton	ID	83644	US	2024-03-0
steve cummings	Boise	ID	83716	US	2024-03-0

Name	City	State	Postal Code	Country	Signed On
Bret Cartier	Placentia	CA	92870	US	2024-03-07
Melissa Tucker	Middleton	ID	83644	US	2024-03-07
Bonnie Hamlett	Middleton	ID	83644	US	2024-03-07
Charles Costa	Middleton	ID	83644	US	2024-03-07
Shawnna Gee	Middleton	ID	83644	US	2024-03-07
Kim Romero	Middleton	ID	83644	US	2024-03-07
Rosemarie Rehberger	Middleton	ID	83644	US	2024-03-07
Michelle Ransom	Caldwell	ID	83607	US	2024-03-07
Dawn Haney	Middleton	ID	83644	US	2024-03-07
Doug Oldham	Star	ID	83669	US	2024-03-07
Mitchell Melissa	MIDDLETON	ID	83644	US	2024-03-07
D'Jhoanna Kelley Kelley	Middleton	ID	83644	US	2024-03-07
Shari Kuzman	Middleton	ID	83644	US	2024-03-07
Casey Campbell	Boise	ID	83709	US	2024-03-07

STOP THE DEVELOPMENT OF FARMINGTON HILLS SUBDIVISION

Case No. RZ2021-0056 and SD2021-0059

Farmington Hills, Middleton, ID

In summary, this proposed rezoning and planned development will absolutely change the nature of the area in detrimental ways. We, the undersigned, urge the appropriate parties to deny this application.

Sology	Name: Sean (Wff
	Address: 844 Johnson Dr Middleton 8364
Christin Exten	Name: Christin Licen
	Address: 236 Pacific Ave Middleton, IO
Satricia a Cluff	Name: Patricia Cluff
	Address: 23725 Lansing Middleton 8369
Spar Strasser	Name: Jody Strasser
\circ	Address: 23725 Lansing Middleton 83649
Dwold Menser	Name: RONALD A. LENSEN
	Address: 23979 Gjerde Dr. Middlew 83644
Jim Ottens	Name: Jim Attanton
	Address: 23910 Greede
Elaine & Clothenson	Name: Elaine H. Atkinson
	Name: Elaine H. Atkinson 83644 Address: 23910 Gjerdi Dr. Middleton, ID
Lynnelte Burg	Name: Lynnette Branny
	Address: 23795 Lanem La midleton

Jenna Van Vieck	Middleton	ID	83644	US	2024-03-
Rena Wymore	Middleton	ID	83644	US	2024-03-
Tobe Mayer	Middleton, ID	ID	83642	US	07
Tobe mayer	IVIIddietori, ID	JID .	83042	US	2024-03- 07
John McGaughy	Middleton	ID	83644	US	2024-03- 07
Julia Vanburen	Boise	ID	83704	US	2024-03- 07
Julie Albers	Star	ID	83669	US	2024-03- 07
Leanne Hunt	Meridian	ΙD	83642	US	2024-03- 07
Regina Hailam	Caldwell	ID	83607	US	2024-03- 07
Kelley Stone	Middleton	ID	83644	us	2024-03- 07
Rebecca Schmidt	Middleton	ID	83644	US	2024-03- 07
steve cummings	Boise	ID	83716	US	2024-03- 07
Bret Cartier	Placentia	CA	92870	US	2024-03- 07
Melissa Tucker	Middleton	ID	83644	US	2024-03- 07
Bonnie Hamlett	Middleton	ID	83644	US	2024-03- 07
Charles Costa	Middleton	ID	83644	US	2024-03- 07
Shawnna Gee	Middleton	ID	83644	US	2024-03- 07
Kim Romero	Middleton	ID	83644	US	2024-03- 07
Rosemarie Rehberger	Middleton	ID	83644	US	2024-03- 07
Michelle Ransom	Caldwell	ID	83607	US	2024-03- 07
Dawn Haney	Middleton	ID	83644	US	2024-03- 07
Doug Oldham	Star	ID	83669	US	2024-03- 07
Mitchell Melissa	MIDDLETON	ID	83644	US	2024-03- 07
D'Jhoanna Kelley Kelley	Middleton	ID	83644	us	2024-03- 07
Shari Kuzman	Middleton	ID	83644	US	2024-03- 07
Casey Campbell	Boise	ID	83709	US	2024-03- 07
Orpha Blanchat	New castle dr	ID	83644	US	2024-03-

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Kelii Bayless	Middleton	ID	83644	US	2024-03- 07
Joyce Charlton	Caldwell	ID	83607	US	2024-03- 07
Faughn Tami	Middleton	ID	83644	US	2024-03- 07
Dala Oldham	Caldwell/Middleton	ID	83607	US	2024-03- 07
Vestal Marilyn	Middleton	ID	83644	US	2024-03- 07
David Buck	Meridian	ID	83642	US	2024-03- 07
Laura McCormick	Meridian	ID	83646	US	2024-03- 07
Stephanie Teachman	Caldwell	ID	83605	us	2024-03- 07
Katherine Butts	Middleton	ID	83644	US	2024-03- 07
LARRY KORNZE	Middleton	ID	83644	US	2024-03- 07
Taylor Elshof	Middleton	ID	83644	US	2024-03- 07
Teresa addicott	Middleton	ID	83644	US	2024-03- 07
Wendell Archer	Middleton	ID	83644	US	2024-03- 07
Peter Conlon	Middleton	ID	83644	US	2024-03- 07
Lillian Moore	Middleton	ID	83644	US	2024-03- 07
Amy Olson	Middleton	ID	83644	us	2024-03- 07
Laura Beck	Middleton	ID	83644	US	2024-03- 07
Adrienne Peterson	Middleton	ID	83644	US	2024-03- 07
Karen Herz	Middleton	ID	83644	US	2024-03- 07
Brandi Fielding	Middleton	ID	83644	US	2024-03- 07
Lisa Bomben	Middleton	ID	83644	US	2024-03- 07
Julie McInelly	Middleton	ID	83644	US	2024-03- 07
John Bomben	Middleton	ID	83644	us	2024-03- 07
Robert McInelly	Middleton	ID	83644	us	2024-03- 07
Susan Gudmundson	Denver	со	80252	US	2024-03- 07
Robert Collins	Seattle	WA	98160	US	2024-03- 07

Liza Jo Sayler	Sagle	ID	83860	US	2024-03- 07
Alma Moy	Middleton	ID	83644	US	2024-03- 07
Tyler Bailey	Middleton	ID	83644	US	2024-03- 07
Kim Boguslawski	Middleton	ID	83644	us	2024-03- 07
Sara Bartlett	Middleton	ID	83644	us	2024-03- 07
Elizabeth Wilcox	Middleton	ID	83644	us	2024-03- 07
Bertina Jones	Middleton	ID	83644	US	2024-03- 07
Kristine Oswald	Middleton	ID	83644	US	2024-03- 07
Jeff Wilcox	Stanford	CA	94305	us	2024-03- 07
Richard Gudmundson	Star	ID	83669	US	2024-03- 07
Mary Easter	Star	ID	83669	US	2024-03- 07
Karen Matthews	Boise	ID	83702	US	2024-03- 07
Randy Walt e	Middleton	ID	83644	US	2024-03- 07
Christi Anderson	Emmett	ID	83644	US	2024-03- 07
Mike Messenger	Emmett	ID	83617	US	2024-03- 07
William Moy	Middleton	ID	83644	US	2024-03- 07
Rebecca Martin	Middleton	ID	83644	US	2024-03- 07
Patricia Stainbrook	Middleton	ID	83644	US	2024-03- 07
Sean Holland	Middleton	ID	83644	US	2024-03- 07

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CANYON COUNTY PLANNING & ZONING COMMISSION MINUTES OF REGULAR MEETING HELD Thursday, January 18, 2024 6:30 P.M.

1ST FLOOR PUBLIC MEETING ROOM SUITE 130, CANYON COUNTY ADMINISTRATION BUILDING

Commissioners Present:

Robert Sturgill, Chairman Brian Sheets, Commissioner Miguel Villafana, Commissioner Patrick Williamson, Commissioner Harold Nevill, Commissioner Geoff Mathews, Commissioner Matt Dorsey, Commissioner

Staff Members Present:

Sabrina Minshall, Director of Development Services

Carl Anderson, Planning Supervisor Michelle Barron, Principal Planner Debbie Root, Principal Planner Hether Hill, Principal Planner Amber Lewter, Hearing Specialist

Chairman Sturgill called the meeting to order at 6:32 p.m.

Commissioner Villafana read the testimony guidelines and proceeded to the first business item on the agenda.

Chairman Sturgill advised that the hearing is being broadcast live on the Canyon County YouTube page. There had been requests made for the second case RZ2021-0056 & SD2021-0059- Farmington Hills to be postponed. A request was made by the applicant as well as several of the public. Chairman Sturgill advised there is a letter from the applicant asking for the case to be postponed. Chairman Sturgill explained with how many people signed in for testimony the case will more than likely get continued. Director of Development Services Sabrina Minshall asked for the letter from the applicant to be read into the record. Secretary Commissioner Villafana read the letter requesting the hearing to be postponed to a date certain due to the representative being ill and is not able to make it to the hearing. Commissioner Nevill asked if he is able to ask questions to the applicant without starting the case. Chairman Sturgill stated the case would need to be started to get the applicant on the stand. Commissioner Nevill asked if they should proceed with the hearing and when it is time for that case make a motion for the case to be continued. Chairman Sturgill explained he is having the discussion now so that if the Commissioners decide to continue the case the people don't have to sit and wait for the first case. Commissioner Nevill stated he is not comfortable tabling the case without knowing who is present for the hearing that can represent and answer questions. Commissioner Sheets stated they can open the case and table it at anytime but he is comfortable moving forward with the case because they have the staff reports and the case will more than likely get continued to another date. Commissioner Williamson asked staff which date would the case get tabled to. Director of Development Services Sabrina Minshall stated March 7th would be the next available date. Chairman Sturgill asked if there was a motion to table case RZ2021-0056 & SD2021-0059. No motion was made, the case will continue as planned.

Item 1A:

Case No. SD2020-0023 – Kelly Ridge - Approval of revised FCO's.



MOTION: Commissioner Nevill moved to approve & sign the revised Findings of Facts, Conclusions of Law and Order. Motion seconded by Commissioner Sheets. Voice vote, motion carried.

Item 1B:

Case No. CU2023-0014 – York – Approval of revised FCO's.

MOTION: Commissioner Mathews moved to approve & sign the revised Findings of Facts, Conclusions of Law and Order. Motion seconded by Commissioner Williamson. Voice vote, motion carried.

Commissioner Nevill abstained.

Item 2A:

Case No. CU2023-0002-APL- Jimenez: The applicant, Bristlecone Land Use Consulting, representing JC Excavation, is appealing a Planning & Zoning Commission's decision regarding the denial of Case CU2023-0002 a conditional use permit to allow a Staging Area use within an "A" (Agricultural) Zoning District. The subject property is located 80 S. Robinson Rd. Nampa, ID. on Parcel R30624010; also referenced as a portion of NW ¼ of Section 29, Township 3N, Range 1W; BM; Canyon County, Idaho. On September 21, 2023, the Board of County Commissioners remanded this application back to the Planning and Zoning Commission.

Planner Michelle Barron reviewed the Staff report for the record.

Chairman Sturgill stated the County received a letter from Ms. Harris on December 29, 2023 exhibit 5, attachment B which were photos showing activity on site. Three of the photos appeared to show active work. In the staff report, it states that no work can be conducted on site. Chairman Sturgill asked for clarification on what work can or cannot be conducted onsite with a staging area CUP. Planner Michelle Barron stated the images are of them loading the supplies into their dump truck, that is considered supplies and falls within the staging area boundaries.

Chairman Sturgill affirmed the witnesses to testify.

Testimony:

Elizabeth Allen (Representative) - IN FAVOR - 1830 Williams Lane, Nampa, ID 83686

Ms. Allen advised the applicant has had an Idaho business since 2017 providing services in construction to sites around the valley. Ms. Allen stated the staging area is for storing of equipment and materials including two bulldozers, excavators, skid steers, loaders, dump trucks, trailers, flat bed trailers, pickup trucks, hydraulic hammers, equipment buckets and dirt storage. All work is conducted off site but in order to get the material to the site you have to use the equipment, that is why there are pictures showing equipment moving dirt. Ms. Allen went over pictures showing the location of the equipment. Ms. Allen went over the background of the CUP with the neighborhood meeting, the first P&Z hearing and the appeal. Ms. Allen went over criteria 4, stating the proposed use will not negatively change the area. The character of the area is an agricultural zone, with a future land use of agriculture, primarily farm land. Ms. Allen stated there are staging areas that have been approved and staging areas that have not gone through the CUP process in the area. Ms. Allen showed pictures of the area showing other staging areas on the other properties. Ms. Allen went over criteria 7, stating the proposed use will not affect traffic patterns. Ms. Allen stated there is no evidence showing traffic will be impacted but there is evidence indicating it won't affect the traffic. For example, the Highway District responded that they had no



concerns, having a paved apron which the applicant has agreed upon and no traffic impact study is required. A traffic impact study is required if it meets their threshold of where the traffic could be impacted and this use doesn't meet the threshold. Ms. Allen stated the proposed use is almost a mile from Nampa City limits and by the time the city gets to this location, the use wouldn't be feasible. There is a proposed mitigation that the operation will cease once the City hits two sides of the property. Ms. Allen stated at the first hearing the applicant didn't get the opportunity to flush through the conditions because it was late. At this hearing they have proposed conditions. They are proposing a berm and a site obscuring fence along Robinson Rd and stockpiles of dust will be watered to prevent dust. Those are in addition to what staff is recommending and they are open to exploring other conditions as well to mitigate any concerns.

Commissioner Nevill asked if the applicant owns the parcel. Ms. Allen advised the applicant does not own the parcel but the property owner has agreed to allow the use and the conditions that are proposed. The owner was not able to make it to the hearing. Commissioner Nevill asked what proof there was that the owner is ok with the use and conditions. Ms. Allen stated the owner signed the document for the conditional use permit. Commissioner Nevill stated in the presentation there was mention of the statement he made that it was late and they shouldn't be asked to craft conditions at that time of night. He stands by that statement. Commissioner Nevill stated this is a much better application and asked why they didn't see the best application the first time. Ms. Allen stated a lot of the time it is a property owner or business owner who is told they need a CUP and they do not have the experience as a Planner or an Attorney, they don't have the knowledge of the code.

Commissioner Williamson asked about a letter from one of the neighbors made a comment about wanting fencing on the southern boundary would the client be ok with doing that. Ms. Allen stated they have discussed that and the applicant is open to putting a site obscuring fence along that boundary. Commissioner Williamson asked if there is residence on the property. Ms. Allen stated there is a house with residence on the eastern side of the property and they are a family member of the applicant. Commissioner Williamson asked if there will be fencing to separate the work area and the residential area. Ms. Allen stated they are not proposing fencing there and there is some landscaping in between. Commissioner Williamson asked how much dust the gravel driveway creates. Ms. Allen stated it is dirt and could explore some mitigation.

Commissioner Mathews asked how many equipment on the property has backup warning beepers. Ms. Allen deferred to the client.

Commissioner Sheets stated there is two grounds for appeal stating it isn't supportive or have substantial evidence and that they had an unfair hearing. In regards to the unfair hearing portion on page 5, section 2C references a statement Commissioner Sheets made in a separate case referencing to the City of Middleton. Commissioner Sheets reviewed the minutes and he didn't see anything related to the City of Nampa that he may have made to the particular case in question. Commissioner Sheets asked for clarification how a statement he made during another case impacts this case. Ms. Allen stated in the recording for the same hearing there was a case in Middleton where Commissioner Sheets made that comment. It was not brought up during this hearing because it is irrelevant. Ms. Allen stated she put it in the record knowingly and takes accountability. Commissioner Sheets clarified he did not contribute to an unfair hearing and that the statement in the report is irrelevant and unfair to him. Commissioner Sheets stated he will not be basing his decision on the statement he just wanted to clear up the record. Chairman Sturgill asked if the comment in the report was indicated that it was for a different case. Commissioner Sheets confirmed. Ms. Allen apologized.

Juan Carlos Nieves - IN FAVOR - 3812 E Clear Springs Dr, Nampa, ID 83686

Mr. Nieves stated Ms. Allen covered everything. The staging area Mr. Nieves is willing to add any conditions the Commissioners need. Mr. Nieves clarified the house behind the staging area is 100 ft away plus the house has 40 ft of yard that is fenced all around, another driveway, and another fence. The house and the staging area has a large separation. There is a shared driveway between the two that is all gravel. Mr. Nieves stated no work is done on site and they are not there every day, times they are there to load up varies from once a month, once a week or twice a week. Mr. Nieves stated he is willing to add any conditions such as fencing.

Commissioner Mathews asked how much of the equipment that is kept on site have backup beepers. Mr. Nieves stated they have five skid steers, two excavators, and two dozers. Most of them are on the trailer and not being used and rarely used in the mornings. Commissioner Mathews asked what they use to load the trucks. Mr. Nieves advised they use the skid steers or excavators and it takes about 3 minutes of time to load.

Commissioner Williamson asked if the campers that are on the property are the residence or if they will be moved. Mr. Nieves stated the campers are for his employees but is willing to have them take them elsewhere. Mr. Nieves clarified no one lives in the campers.

Commissioner Villafana asked how the hours change depending on the season. Mr. Nieves stated in the winter they hardly work and work mostly in the summer time.

Barbara Harris - IN OPPOSITION - 73 S Robinson Rd, Nampa, ID 83687

Ms. Harris stated the pictures that she submitted compared to staff's and the applicants look significantly different. Mr. Harris stated it isn't uncommon for trash to be on the ground, some of the trucks haven't been moved for nearly two years. Her front window is about 150 ft from this property. Ms. Harris advised that it is more than once or twice a week that the trucks are loaded with the backup alarms and creating dust. The issue is the noise, the dust and the large trucks. Ms. Harris stated that in the winter it is less but during the summer it is several times a week, occasionally as late as 7 or 8 pm. Ms. Harris stated they got evidence showing the disruption, she sent a picture on Thanksgiving morning from her window. There are seven homes that surround the subject property. Ms. Harris doesn't agree with the statement from the Highway District because it isn't just the frequency it is the size of the trucks.

Commissioner Nevill asked if the new conditions are an improvement. Ms. Harris stated they are, she see's what they will do but she would like to see what happens if they don't do what they say. Commissioner Nevill stated they lose their conditional use permit. Ms. Harris stated they don't have a CUP right now yet they are operating and have done so for the past two years. Commissioner Nevill asked if there are similar operations nearby. Ms. Harris stated there isn't any that is as busy, loud or dusty as the subject property.

Harry Robinson - IN OPPOSITION - 73 S Robinson Rd, Nampa, ID 83687

Mr. Robinson provided his background, he has over 50 years of construction experience and managing projects. In his opinion the subject property is 50% junk yard and 50% working construction yard, he wouldn't describe it as a staging area. Mr. Robinson stated for the conditions he would suggest an eightfoot berm in 16 layers. The berm should be evergreen, planted on both sides of the berm, staggered. The fence on the north side Mr. Robinson suggests to be eight feet high and completely screen off the property. Mr. Robinson believes the conditions need to be installed, inspected and approved before the conditional use permit is approved.

Commissioner Nevill asked if the conditions were crafted to include Mr. Robinson's words if that would be more of a mitigation. Mr. Robinson stated yes, he would work with them.

Commissioner Williamson asked where Mr. Robinson is getting his definition of a staging area. Mr. Robinson stated from his experience and codes through the United States.

Elizabeth Allen (Representative) - REBUTTAL - 1830 Williams Lane, Nampa, ID 83686

Ms. Allen advised she has already presented all the evidence and the neighbors have been nothing but hostile to her client. They have added the condition of the site obscuring fence and they have proposed the dust mitigation. Ms. Allen stated staging areas are common in this area.

Commissioner Sheets asked if there are any mitigations for noise making. Ms. Allen stated she isn't sure if the backup alarms can be turned off. The berms and fence will help somewhat for the noise but landscaping would help more.

Commissioner Mathews stated the equipment is all confined into a small two-acre lot and the shown areas nearby have larger lots with a larger setback from the road. His concern is the size of the property, the noise and the dust all compact on a small piece of property. Ms. Allen stated she is happy to explore any mitigations.

MOTION: Commissioner Nevill moved to close public testimony on Case CU2023-0002-APL, seconded by Commissioner Sheets, voice vote, motion carried.

DELIBERATION:

Planner Michelle Barron advised she has some possible conditions written down to explore such as adding removing the campers from the staging area and a site obscuring fence on the south property line if the Commissioners are headed towards approval.

Commissioner Nevill stated the application is better but could be even better with crafted conditions. Commissioner Nevill is uncomfortable crafting conditions themselves and asked if it would be appropriate to postpone the hearing and direct staff and the applicant to create conditions together.

Commissioner Mathews stated he agrees with Commissioner Nevill, he would also ask getting together with Mr. Robinson and Ms. Harris to craft conditions.

Commissioner Williamson stated for the condition of removing the RV's off the property he would take it further and condition they must remove all equipment that isn't used for the business.

Commissioner Nevill asked what date would be available to postpone the case to. Planner Michelle Barron stated the date certain could be February 15, 2024 but all the conditions would need to be in place by the 5th of February. Otherwise March 7th.

Planner Michelle Barron stated there is a County Engineer on staff to help with conditions.

MOTION: Commissioner Nevill moved to continue Case CU2023-0002-APL to a date certain of March 7, 2024 and direct staff, applicant and opposition to craft conditions. Seconded by Commissioner Mathews.

Discussion on the Motion:

Commissioner Sheets is concerned with the lot size, there is no room for buffering between the properties.

Commissioner Dorsey doesn't agree that they need to get with opposition to craft conditions as well as removing the backup alarms isn't possible due to them going to offsite work areas were the backup alarms are mandated. Commissioner Dorsey is not in favor with continuing the case.

Commissioner Villafana agreed with Commissioner Dorsey. Condition 5 already mitigates the dust. The area is an agricultural area so the noise is warranted. Commissioner Villafana agrees with the added condition of removing the campers. Commissioner Villafana is not in favor of continuing the case and is ready to decide.

Commissioner Mathews stated the residents in opposition were in their homes before the applicant and backup beepers are a different noise than you get from farm equipment.

Chairman Sturgill stated he is not going to support a continuance he isn't convinced that this request can be conditioned properly to be appropriate and not negatively impact the area. As long as there is loading or unloading he believes it will negatively impact the area.

Roll call vote: 2 in favor, 5 opposed, motion failed.

DELIBERATION:

Commissioner Williamson asked Commissioner Villafana if there was a motion to approve he would want to add the conditions from Mr. Robinson. Commissioner Villafana confirmed that to be correct.

MOTION: Commissioner Williamson moved to approve Case CU2023-0002-APL with amended condition no. 4 adding a fence to the southern border and adding a condition no. 12 to remove campers, equipment and machinery not related to the business. Seconded by Commissioner Villafana.

Discussion on the Motion:

Commissioner Nevill asked if there will be any specifics on the motion about the berm. Commissioner Williamson stated no because of spacing. Commissioner Nevill asked if there will be any conditions on noise mitigation. Commissioner Williamson stated that is in the realm of OSHA and he doesn't believe we can get the backup beepers to be shutoff, farming uses a lot of the same equipment and it is zoned ag.

Commissioner Nevill stated he is not in favor of crafting conditions he believes the case should be continued or denied.

Commissioner Mathews stated due to the size of the property and noise of the backup beepers within close proximity, he doesn't believe they can improve the quality of life.

Roll call vote: 3 in favor, 4 opposed, motion failed.

MOTION: Commissioner Nevill moved to deny Case CU2023-0002-APL and amending finding of facts 4 and 7 based on the Findings of Fact and Conclusions of Law and conditions of approval. Seconded by Commissioner Mathews.

Discussion on the Motion:

Commissioner Sheets stated one of the reasons the case got remanded was because they didn't say what the applicant could do to gain approval. They would need to identify what hearing criteria they are using to change and what the applicant could do to gain approval.

Commissioner Nevill stated the denial is based on findings of facts 4 and 7. Due to pictures, testimony and exhibits that indicate that this is a use that will impact negatively the surrounding properties. Number 7 there is evidence provided that Robinson is already a disaster of a road and this would make it worse. To gain approval they could work on all the conditions that were mentioned in the hearing that they didn't have time to work on.

Commissioner Sheets stated to gain approval they could have a less intense use, different equipment that could be used on the property as well as a guarantee of how many fewer trips will be generated.

Commissioner Nevill stated he accepts Commissioner Sheets suggestion of approval.

Planner Michelle Barron asked for clarification. Commissioner Sheets stated the applicant could modify the operation to reduce the equipment impact of the area as well as identify a buffer area between the properties where activity is conducted.

Commissioner Mathews stated he isn't sure if they want to request lowering the equipment fleet because that could impact the applicant's ability to stay in business. Commissioner Mathews stated the applicant needs a bigger piece of property.

Chairman Sturgill asked staff if they could bullet point the ideas for approval for the Board of County Commissioners. Planner Michelle Barron stated it would be good to have that but if they don't feel like there is anyway to get approval on this particular property that can be stated. Planner Michelle Barron stated it is a conditional use permit and will not be going in front of the board unless it is appealed. Chairman Sturgill stated that is what they are preparing for. Planner Michelle Barron stated the FCO's will be drafted and they can look over them to ensure everyone is on the same page.

Planner Michelle Barron asked if Commissioner Nevill wanted to use the same FCO's as the original hearing. Commissioner Nevill stated the original answers to the FCO's are adequate for questions 4 and 7.

Roll call vote: 5 in favor, 2 opposed, motion passed.

Chairman Sturgill set expectations for the next case. They will go through staff report, testimony in favor and then will see where they are at with time and if they have time to start opposition, they will.

Item 2B:

Case No. RZ2021-0056 & SD2021-0059- Farmington Hills: Middleton 187, LLC and TBC Land Holding, LLC are requesting a Conditional Rezone of approximately 217 acres from an "A" (Agricultural) zone to "CR-R1" (Single Family Residential) zone with municipal sewer and water subject to a pre-annexation agreement with the City of Middleton and development agreement with Canyon County. Also requested is approval of a preliminary plat, phasing plan, landscape, irrigation, drainage, and hillside development plans for Farmington Hills Subdivision. The proposed development contains 492 total lots: 421 residential lots with an average lot size of 12,780 sq. ft. and 71 common lots. The properties are designated "Residential" in the Canyon County 2020 Comprehensive Plan. The subject parcels R37605, R37605010,

R37602010, R37597 are located north of Foothill Road between Lansing Lane and Duff Lane, Middleton, in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.

Planner Debbie Root viewed the Staff report for the record.

Commissioner Williamson asked for clarification about the bus stops in the subdivision. Planner Debbie Root stated as this development unfolds they will be providing collector roadways in the subdivision which the buses will be driving and bus stops will need to be provided. Commissioner Williamson asked if the density is as dense as it can get even if annexed into the city. Planner Debbie Root stated if it was annexed to the city the development could be proposed at a denser rate, the proposed subdivision is as dense as the county can provide for. Commissioner Williamson asked if there is an R2 zone. Planner Debbie Root stated the original application requested R2 zoning, she had them consider R1 zoning.

Commissioner Mathews asked for clarification for the numbers within a mile for the schools. Planner Debbie Root stated that is counting development that was platted from the 30's to now, the lots are already calculated into the capacity number for the schools. Planner Debbie Root advised the Superintendent of the school and City of Middleton were not able to come to the hearing. The Planning Director for the City of Middleton wrote a letter that provided numbers that are consistent with the numbers from the Superintendent from the school.

Commissioner Nevill asked how much an elementary school costs to build. Planner Debbie Root advised she doesn't have that information.

Chairman Sturgill asked for clarification on the wells. Planner Debbie Root explained the developer will construct the well but eventually will be owned by the City of Middleton. Chairman Sturgill asked if the \$1500 per lot to the school is intended to address buildings or operating expenses. Planner Debbie Root stated it provides for additional infrastructure.

Commissioner Mathews asked if the developer will be required to bond their obligation for the road construction. Planner Debbie Root advised all the roads within the development will be public roads and the Highway District will not bond for road construction, there is plans in place to get the roads completed and an agreement with the developer, Highway District 4 and the City of Middleton.

Commissioner Williamson asked where the nearest city water and sewer services from the subject property. Planner Debbie Root advised they are currently three-quarter mile south on Duff.

Chairman Sturgill affirmed the witnesses to testify.

Testimony:

Zane Cradic (Representative) - IN FAVOR - 24715 Titanium Place, Meridian, ID, 83642

Mr. Cradic introduced himself as the engineer for the project. Mr. Cradic stated the property is in compliance with the comprehensive plan for 2020 and 2030. The area is trending towards residential development with the City of Middleton 1200 feet away of the property boundary. Mr. Cradic went over the details of density for the project as well as the amenities the subdivision will have. They will have collector size roads. The phasing plan is having 13 phases for 30-60 lots. The intent is to have 1-2 phases a year over 7-10 years. Mr. Cradic explained they cannot sell the lots without building the stop light, the municipal well, etc. The homes will be semi to customizable homes that fit the area. Mr. Cradic's testimony time ended. An additional 5 minutes was requested.

Motion: Commissioner Nevill moved to provide an additional 2 minutes of testimony time. Seconded by Commissioner Sheets. Voice vote, motioned passed.

Mr. Cradic continued his testimony stating they will be bringing city services to the project and will annex as soon as it can be annexed. Mr. Cradic stated the project is below the density the City would be asking for. Mr. Cradic explained when he spoke to the school district he was told there a \$1100 impact fee per lot, they are exceeding that amount and providing \$1500 to the school district per lot. The project will provide high quality housing to Canyon County with roadway improvements, and infrastructure improvements.

Commissioner Sheets asked for clarification for who on the team will be answering which questions. Mr. Cradic provided that information. Commissioner Sheets asked why they are proceeding with the development now. Mr. Cradic explained we are at a record low lot backlog. Commissioner Sheets asked about the Traffic Impact Study being done during school breaks and COVID. Mr. Cradic stated that is why they went back and re-issued a study and believes it to be realistic now. Commissioner Sheets asked what the mitigation is for 7-10 years of construction noise. Mr. Cradic stated that is why they are doing phases for the construction.

Commissioner Nevill asked if the land is rented or if the owner is farming. Mr. Cradic advised the land is currently leased to farmers. Commissioner Nevill asked what is being produced. Mr. Cradic stated corn on the eastern half and on the western half they rotate crops. Commissioner Nevill asked how many lots are available to split. Mr. Cradic stated he believes they can do four splits using Administrative Decision. Commissioner Nevill asked why take the property out of ag land and into production right now when 87% of the county that is saying to preserve ag land. Mr. Cradic stated the city is moving into that direction and they are not far from the city and residential properties are on all 5 sides of the property.

Commissioner Williamson asked if there will be any changes from the pipeline folks that will change what is shown. Mr. Cradic stated the pipeline gave their approval with no red flags. Commissioner Williamson asked for clarification of the number of homes. Mr. Cradic advised the project is 420 lots with 72 common lots. Commissioner Williamson asked if Mr. Cradic sat down with Black Canyon Irrigation District and explain the proposed changes will work. Mr. Cradic stated he has done extensive work and explanation.

Commissioner Mathews asked about the gas pipe. Mr. Cradic advised that William's Pipeline has certain requirements and have to update pipes based on development. They are working on updating the pipes prior to the development.

Chairman Sturgill asked how deep the pipeline is buried. Mr. Cradic stated it varies but typically has 6 feet of cover.

Commissioner Villafana asked why not to wait to annex through the city. Mr. Cradic advised initially they were planning on doing larger lots with private wells and sewer, as they went through the process they realized the needs for transportation, water, fire suppression outweighed what was feasible with the larger lot sizes. That is why they lowered the lot size so they had the funds to help the community as well.

Josh Leonard – IN FAVOR – 251 E Front #310, Boise, ID, 83701

Mr. Leonard introduced himself as the attorney. Mr. Leonard addressed the question of why now stating over the course of 10 years with 420 lots phased starting the process now they won't be selling any infrastructure for at least a year. The property is large and the construction will be contained and nobody

will be next to the construction for 10 years where it would impact them. Mr. Leonard stated he doesn't believe the neighbors would want them to wait to annex with the city because lot sizes would be smaller. Mr. Leonard stated the project is not causing deficiencies into the schools, deficiencies are already exist. The applicant worked with the school district for about a year to get the cost of per student and then exceeded the contribution amount. In the school's letter they mentioned the appreciation of the contribution as well as making the intersection safer before development occurred.

Commissioner Nevill asked if the school would ask for more money if they could. Mr. Leonard stated he is sure that is the case and it isn't the school's fault that they can't it is the failure of bonds.

Commissioner Sheets asked for clarification of the per student cost. Mr. Leonard stated Mr. Heath would have that information, he does know that was a number provided by the school district. Commissioner Sheets asked if they waited for the city if they would do the smaller density. Mr. Leonard stated he can't speak for the applicant but the applicant has proven he isn't just for the cash with the 75 feet of easement which isn't required.

Chairman Sturgill asked for clarification on the legality with the school deficiencies. Mr. Leonard provided information and explained that legally they need to take all infrastructure into account not just the schools.

Commissioner Williamson asked if Purple Sage and North Middleton Rd will be improved before infrastructure. Mr. Leonard stated Mr. Cradic would be best to answer that.

Todd Campbell - IN FAVOR - 13852 Meadow Lane, Boise, ID 83704

Mr. Campbell introduced himself as the land owner. Mr. Campbell stated the project that is before them includes three years of meetings with ITD, Canyon County Highway District, Canyon County Staff, and City of Middleton working diligently with them asking what they want. The project is improving the intersections, providing easements, roads, and mitigations of many things trying to be an asset to the community. The need for homes is present, they are sold as fast as they are built.

Commissioner Sheets asked if there are any conditions that Mr. Campbell would like removed. Mr. Campbell stated he is happy to do any and all of them.

Commissioner Nevill asked what is being raised on the land. Mr. Campbell stated his partner Mr. Dean works directly with the farmers and the leasing but he understands it is mostly corn.

Chairman Sturgill asked if everyone should get approved for development. Mr. Campbell stated he believes there is a comprehensive plan and codes for a reason and if everything is complied with then development should be approved.

Commissioner Dorsey asked if this isn't approved where would the 420 lots be put. Mr. Campbell stated he isn't sure.

Dean Waite - IN FAVOR - 2154 E Timber Trail St, Kuna, ID 83634

Mr. Waite introduced himself as an employee of the owner. Mr. Waite believes that Farmington Hills is providing many benefits to the community such as assisting financially to the schools for the students. Mr. Waite advised the price that was given to them by the school district is the price to temporarily house students. Another benefit is taking pressure of state street and having the Willis Rd collector, this helps with traffic and bussing for students. The intersections at Duff and 44 and Lansing and 44 are huge

problems and will not happen publicly for 10 years, the applicant is providing a private solution to the public problem. Mr. Waite advised he isn't sure of the current productivity of the farming on the land. He does know the rates paid by the farmers are significantly lower than other farm land and when asking them to get caught up to other rates, the farmer stated it isn't feasible for him to pay the rates and farm this land.

Commissioner Sheets confirmed the price per student is the cost to build temporary infrastructure.

Commissioner Nevill confirmed the temporary infrastructures is a modular.

Commissioner Williamson asked what the speed limit will be for the collector roads. Mr. Waite stated the speed will be determined by Highway District 4.

Joe Roth - IN FAVOR - 223 W Grandean Way, Eagle, ID, 83616

Mr. Roth stated he is in favor of the project because he has children starting to drive and the applicant is doing something about the dangerous roads. In his opinion they should already have traffic lights.

Commissioner Williamson asked why this location is important for his kids driving. Mr. Roth stated his children go to school in the area.

Chase Rowley - IN FAVOR - 1525 N Sea St, Middleton, ID, 83644

Mr. Rowley stated he is in favor of the project because of Mr. Campbells willingness to help the safety of the roads. His wife got into an accident and it was due to the infrastructure.

Chairman Sturgill advised the case is going to be continued. He entertained re-opening the public comment period. No motion followed.

Theresa Denham - IN OPPOSITION - 25381 Kimpton, Middleton, ID, 83644

Ms. Denham stated that the comprehensive plan speaks on behalf of preservation of agriculture and the map shows the area as agriculture or rural residential. Ms. Denham believes this is the beginning of an R3 zone stretching into agricultural land. Ms. Denham stated the project is violating many Canyon County Codes and is violating the Constitution. Ms. Denham's 3-minute testimony time ended, she requested an additional 6 minutes of testimony time.

Motion: Commissioner Nevill moved to provide an additional 3 minutes of testimony time. Seconded by Commissioner Sheets. Voice vote, motioned passed.

Ms. Denham continued testimony stating the project is in conflict with public interest primarily because of pipeline safety and violating 67.65.12 designated agricultural use in the comprehensive plan. Ms. Denham stated the contract that was created started some of the land use changes, this property is not contiguous to the City of Middleton and it is not in compliance with the AOI map. Ms. Denham stated the builder and the City of Middleton have a pre-agreement to annex through the city and change the land to R3.

Commissioner Nevill clarified the County does not have a R3 zone. Ms. Denham stated that is once the land gets annexed through the City it will be rezoned to R3. Commissioner Nevill asked for R3 definition. Ms. Denham stated lots as low as 8,000 sq. feet.

Commissioner Williamson asked if the codes Ms. Denham was listing off were based on the 2020 comp

plan or the 2030 comp plan. Ms. Denham stated she included both comp plans.

Antonio Conti - IN OPPOSITION - Middleton, ID, 83644

Mr. Conti stated he is in opposition because of the pre-annexation agreement, the size of the lots isn't compatible, and the water lines are more than they need which proves there are plans to grow further north.

Commissioner Dorsey asked if Mr. Conti is more in favor of having 1 acre lots with individual well and septic. Mr. Conti confirmed he is.

Marty Denham - IN OPPOSITION - 25381 Kimton, Middleton, ID, 83644

Mr. Denham is against the development because it states it will annex, an annex requires an ordinance which there hasn't been one. He believes they made an annex agreement without following the legal guidelines. Mr. Dunham is concerned about the depletion of the aquafer. The City of Middleton is asking for a well to help with water problems but it is out of the same aquafer. Mr. Denham stated the development is inconsistent with the comprehensive plan. Mr. Denham believes the project is stealth R3 zone. Mr. Denham states there are no underground waters, rivers or lakes, the aquafer is sand and gravel and having to many rooftops will dry out the aquafer.

Bob Ubry - IN OPPOSITION - 24106 Painted Horse Ct, Middleton, ID 83644

Mr. Ubry stated the development is violating several codes to the comprehensive plan for 2020 and 2030. Mr. Ubry doesn't believe adding a traffic light is going to mitigate the traffic. Mr. Ubry doesn't agree with the pre-annexation.

Suzanne Ubry - IN OPPOSITION - 24106 Painted Horse Ct, Middleton, ID, 83644

Ms. Ubry states the development is violating 1,2,3,4,5,6, and 8 of the findings. The properties in the impact area are agricultural or rural residential, the proposed project doesn't fit the area. There is no evidence that the impact studies were different from 2021 to 2023. Ms. Ubry's 3-minute testimony time ended, she requested an additional 2 minutes.

Motion: Commissioner Williamson moved to provide an additional 2 minutes of testimony time. Seconded by Commissioner Nevill. Voice vote, motioned passed.

Ms. Ubry continues testimony stating that roadways are getting built to Star which is not supporting agriculture and heading towards high density residential instead of following the comprehensive plan.

Kim Takagi - IN OPPOSITION - 24323 Duff Lane, Middleton, ID, 83644

Ms. Takagi stated the land produces about 40 tons of hay in a cutting and have about 150 cows in the under crop within the same year. Ms. Takagi stated it is prime farm land and state-wide importance. Ms. Takagi stated people go 60 down the road during the day and 100 at night, there is cows out all the time, that it is a rural area, this project will suck up the agricultural land.

Michael Wedman - IN OPPOSITION - 24085 Pheasant Ridge Ct, Middleton, ID, 83644

Mr. Wedman presented a late exhibit. No motion was made at this time to put the late exhibit into evidence.

Mr. Wedman stated he made a map because all the maps available didn't have the details of the subdivision inside. Mr. Wedman described how he made the map and where he got his information. The ending result is showing a demographic change in the area of 42,100% in the category of lots less than .4

acres. Mr. Wedman stated the proposed development doesn't meet the area.

Commissioner Sheets asked to preliminarily review the late exhibit. Commissioner Williamson asked for a copy as well.

Motion: Commissioner Sheets moved to approve the late exhibit as exhibit 59. Seconded by Commissioner Williamson. Voice vote, motioned passed.

Bret Cartier - IN OPPOSITION - 24602 Blaze Ave, Middleton, ID, 83644

Mr. Cartier stated the proposed development is inconsistent with the 2020 comp plan in relation to public schools in page 11 paragraph 2, it is also inconsistent with population section 2, goal 1 and 3 and policy 2, 3, 4, and 9. Mr. Cartier finds it troubling that the school district hasn't had a chance to speak to County officials. Mr. Cartier stated the schools are over capacity and provided information on growth. Mr. Cartier believes this is irresponsible growth.

Commissioner Dorsey asked the price tag of the portables for the schools. Mr. Cartier stated the portables are \$ 250,000 a piece and you get two classrooms per portable. Commissioner Dorsey stated the schools and roads are over capacity and asked what got us to this point and what will get us out. Mr. Cartier stated over development got us to this point and believes letting the infrastructure catch up is what will get us out.

Planner Deb Root stated they took Mr. Gee's offer seriously and it must be noticed on an agenda like a workshop presentation. He was going to come testify to the specific questions for this case but wasn't able to make it. Chairman Sturgill asked to extend the invitation for the March 7th continuation. Planner Debbie Root stated she would extend the invitation.

Greg Baker - IN OPPOSITION - 9863 Meadow Park Blvd, Middleton, ID, 83644

Mr. Baker stated the road in the immediate area of the development are all farm land roads. Both Lansing and Duff have blind hills, there are blind spots. Mr. Baker stated in July 2023 Highway District 4 measured the average speed was 69 mph and 85% of the drivers where exceeding the speed limit downhill. Mr. Baker believes that this development will add 2,526 trips every week day out of Farmington Hills. All the surrounding properties will decrease in value. Mr. Baker wishes the property to stay agricultural or changed to rural residential.

Jamie Sharpe - IN OPPOSITION - 9221 Willow View Dr, Middleton, ID, 83644

Ms. Sharpe stated it is heartbreaking to see how much of the farm land has disappeared because you can't get it back. Ms. Sharpe stated her quality of life will be impacted because her family is involved in 4H, and they moved out there to live in the country, not the city. Ms. Sharpe stated she has felt the effects of the overcrowded school district with her children in the school district. Ms. Sharpe if concerned if the temporary infrastructures are safe for the kids. Ms. Sharpe stated Canyon County is one of five major global seed producer regions in the world and if development continues at the rate it is going agriculture will be gone.

MOTION: Commissioner Sheets moved to continue Case RZ2021-0056 & SD2021-0059 to a date certain of March 7, 2024, seconded by Commissioner Williamson, voice vote, motion carried.

APPROVAL OF MINUTES:

Commissioner Villafana and Chairman Sturgill was not present for the December 21, 2023 hearing and abstained voting.

MOTION: Commissioner Nevill moved to approve the minutes from December 21, 2023 with the approved revisions done via email, seconded by Commissioner Mathews. Voice vote, motion carried.

DIRECTOR, PLANNER, COMMISSION COMMENTS:

No Comments at this time due to the late hour.

ADJOURNMENT:

MOTION: Commissioner Williamson moved to adjourn, seconded by Commissioner Mathews. Voice vote, motion carried. Hearing adjourned at 11:59 PM.

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

Approved this 15th day of February, 2024

Robert Sturgill, Chairman

Amber Lewter – Hearing Specialist



CANYON COUNTY PLANNING & ZONING COMMISSION MINUTES OF REGULAR MEETING HELD Thursday, March 7, 2024 6:30 P.M.

1ST FLOOR PUBLIC MEETING ROOM SUITE 130, CANYON COUNTY ADMINISTRATION BUILDING

Commissioners Present : Robert Sturgill, Chairman

Brian Sheets, Commissioner Harold Nevill, Commissioner Geoff Mathews, Commissioner Matt Dorsey, Commissioner Patrick Williamson, Commissioner Miguel Villafana, Commissioner

Staff Members Present: Sabrina Minshall, Director of Development Services

Jay Gibbons, Assistant Director of Development Services

Carl Anderson, Planning Supervisor Debbie Root, Principal Planner Amber Lewter, Hearing Specialist

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

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

Item 1A:

<u>Case No. RZ2021-0056 & SD2021-0059 - Farmington Hills:</u> Continuance of January 18, 2024 hearing

Middleton 187, LLC and TBC Land Holding, LLC are requesting a Conditional Rezone of approximately 217 acres from an "A" (Agricultural) zone to "CR-R1" (Single Family Residential) zone with municipal sewer and water subject to a pre-annexation agreement with the City of Middleton and development agreement with Canyon County. Also requested is approval of a preliminary plat, phasing plan, landscape, irrigation, drainage, and hillside development plans for Farmington Hills Subdivision. The proposed development contains 492 total lots: 421 residential lots with an average lot size of 12,780 sq. ft. and 71 common lots. The properties are designated "Residential" in the Canyon County 2020 Comprehensive Plan. The subject parcels R37605, R37605010, R37602010, R37597 are located north of Foothill Road between Lansing Lane and Duff Lane, Middleton, in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.

Planner Debbie Root reviewed the Staff report updates for the record.

Commissioner Nevill asked if the pre-annexation through a city is something that needs to be reviewed by the county. Director of Development Services Sabrina Minshall advised that pre-annexations are legal and how the Commissioners need to view them is if essential services are available.

Commissioner Sheets asked about exhibit 15 if they have a copy of the fully executed pre-annexation agreement. Planner Debbie Root advised they do not have the fully executed one, the mayor has signed





it and now the developer needs to sign it before she receives the fully executed version. Commissioner Sheets asked about once the pre-annexation takes place who will have jurisdiction over the roads. Planner Debbie Root advised the City of Middleton would have jurisdiction if the annexation occurs.

Chairman Sturgill affirmed the witnesses to testify.

Testimony:

Hethe Clark (Representative) - IN FAVOR - 251 E Front St, Boise, ID 83702

Mr. Clark began by reviewing the area that is in transition to residential. The site has already been designated as residential in the County and City Comprehensive Plans. Middleton has prepared sewer and water plans that go along with their Comprehensive Plan for the area, which is more preferable than doing well and septic. Mr. Clark stated the pre-annexation agreement with Middleton doesn't authorize the subdivision and they still have to go through all of the requirements with Canyon County. The project is helping with things that the area needs, that includes two intersections at Duff and Lansing, a new municipal well, a water booster station and a new lift station. The City didn't have to approve the preannexation agreement but with them approving it, that shows the project is in line with the area.

Commissioner Sheets asked if the applicant has entered into the pre-annexation agreement. Mr. Clark stated they have signed and delivered their signature.

Chairman Sturgill asked what the background is with the \$1500 a lot figure for the school. Mr. Clark stated a bond will address the issue that Middleton already has which is capacity. With working with the school district to identify mitigation that they need to accommodate students in the meantime, that is where the cost came from. Improving the intersections at Duff and Lansing will also help the safety of the students. Those are both voluntarily contributions.

Commissioner Williamson stated as the applicant team, they are required to show the proof for the need of the project. Commissioner Williamson asked what the housing inventory looks like to prove the need. Mr. Clark stated there is a historic need for lots in the valley and doesn't have the exact numbers but isn't aware of a code that states they need to prove the market. Mr. Clark stated there is a lot of talk about preservation of Ag ground and it is important to remember if they built the whole community as one-acre homes that will eat up all the Ag ground. For example, the proposed project is on 219 acres proposing 400 lots on one-acre parcels, that would be about 650 acres. Mr. Clark stated that density is appropriate where City services are available and where the County and City have planned for it. This project checks those boxes.

Commissioner Mathews asked the estimated student impact per home. Mr. Clark advised it is .4 or .5 per home and the number makes sense because each residence may not have children. Commissioner Mathews asked how many temporary modulars the \$1500 per lot would build. Mr. Clark stated he doesn't have those exact numbers, he is aware that the number Middleton School District came up with as a per student to put them into a modular was the approximately \$1200 and they offered to go above that amount at the \$1500.

Commissioner Nevill asked why do they need to do the project now instead of waiting to take the land out of productive Ag land that is still producing. Mr. Clark stated his team isn't the one that came up with the Comprehensive Plan that states this is going to be residential in both the 2020 and 2030 plan with the County and an even higher density residential in Middleton. The area already has residential lots so really

do you do it now or wait and then it will be even higher density lots. Also, the soil levels prove that it isn't prime farm soils on the North piece of the property. The only prime irrigated areas are in the South and it is difficult to farm this area because it is already developed. Due to the access to facilities and existing residential development, this is where you would want density to be that way other locations that can be farmed can stay in productive agriculture.

Commissioner Dorsey asked clarification on the \$1500 amount that it is just meant to be a stop gap until the property tax and bond are collected. Mr. Clark explained the \$1500 is a slush fund so if the bond doesn't pass they can help keep students in the modular. Commissioner Dorsey asked the difference in property tax from Ag ground to residential ground. Mr. Clark stated he doesn't have those numbers.

Commissioner Williamson addressed the code he mentioned previously about the applicant having the Burden to prove the need. Mr. Clark stated his understanding is that isn't a code but a summary for the other eight factors that do apply. Director of Development Services Sabrina Minshall explained the applicant has the burden of proof to address all these eight factors. Commissioner Williamson asked how deep the Williams pipeline is currently. Mr. Clark stated about 6 ft of clearance and has been in contact with them to handle the procedures. Commissioner Williamson asked if the boundary easement is standard guidelines. Mr. Clark stated it is the boundary easement and then standard setbacks.

Sharon Urrutia - IN FAVOR - 27773 Cemetery Rd, Middleton, ID 83644

Ms. Urrutia introduced herself as a Middleton resident for 19 years. She loved the welcoming nature she received and has seen a lot of growth. Ms. Urrutia is in favor of the project because of the road improvements because they are currently dangerous with accidents occurring. The agriculture and land in the area is not great. Ms. Urrutia doesn't believe welcoming more people is a bad thing, having growth is going to happen and it should be controlled. The developer is helping pay for the growth.

Chairman Sturgill asked what Ms. Urrutia's profession is. Ms. Urrutia advised she is a CFO.

<u>Jaime Snyder – IN FAVOR – 332 N Broadmore Way, Nampa, ID 83687</u>

Ms. Snyder had a presentation that walked through what the neighborhood at Farmington Hills would look like. The presentation began on Duff lane, showing buffers with landscaping, the clubhouse, a park area with a pool, lawn area with soccer fields, walking pathways, play areas, and showed architectural views of the houses.

Chairman Sturgill asked about fencing in between the houses. Ms. Snyder stated she believes the fencing will be the responsibility of the property owner.

Frank Aragona - IN FAVOR - 5022 N Decatur Dr, Boise, ID 83704

Mr. Aragona read a letter from a trade partner in support of the development. Stating the benefits of the highway improvements, the school contribution, and the residential project will be one of the finest developments in the area, adding value to the community.

<u>Tamara Rowley – IN FAVOR – 585 S Winthrop, Boise, ID 83707</u>

Ms. Rowley is in favor of the project for the improvements of roads, the smaller lots to easier maintain, enhancing the schools, and the water being available.

<u>Tracy Conklin – IN FAVOR – 6046 S Wayland, Meridian, ID 83642</u>

Ms. Conklin introduced herself as a real estate agent in the treasure valley. Ms. Conklin stated affordable housing is needed and believes Agriculture is important but growth isn't a matter of if but when and

having a developer willing to invest in the community and the infrastructure is why she is on board with the project.

Commissioner Sheets asked for clarification for the not if but when statement. Ms. Conklin explained she has seen growth in the area her entire life and see's the benefits of growth such as job opportunities and amenities.

Commissioner Villafana asked what they can do to provide more affordable housing instead of high-end homes. Ms. Conklin stated having homes without all the upgrades, having different options in different price points is what can make them affordable.

Jim Grey - IN FAVOR - 23557 Duff Ln, Middleton, ID 83644

Mr. Grey stated he is in favor because the project addresses the intersection of Duff Lane and Highway 44. He has been asking since 2020 to get that intersection improved. Mr. Grey expressed concern if the development is going to affect his well water and asked the engineer to address that.

Robert Mickelsen – IN FAVOR – 9502 Ustick Rd, Nampa, ID 83687

Mr. Mickelsen stated he works for the developer and that he has worked for many developers and thinks this area is fortunate to have this developer working on the project. Mr. Mickelsen stated if this was affordable housing it would be multi-family housing. Mr. Mickelsen believes this project is good for the community.

Marc Gee - IN NEUTRAL - 18213 N Orchid Way, Nampa, ID 83687

Mr. Gee advised the general rule as the school district when working with other public agencies is presenting the impact the project will have on the school district and any other pertinent facts. Mr. Gee stood for questions.

Chairman Sturgill asked what the current capacity of the schools are. Mr. Gee provided the capacity numbers as of December 11, 2023 of the schools in the area of impact. The elementary is currently over capacity. Chairman Sturgill asked the average number of children per home. Mr. Gee advised .569 is the number that is used and explained how they get that number. Chairman Sturgill asked if there are any funds from bonds to build a new school. Mr. Gee advised there isn't.

Commissioner Sheets asked why the bonds are failing. Mr. Gee explained it is the conditions at the time, most recently he believes it is the assessed values of homes and the public being unsure of how those values would affect their taxes.

Commissioner Dorsey asked the tax base one the Ag land vs the Residential land. Mr. Gee stated he knows the tax base typically increases and offered to research more. Commissioner Dorsey asked if there was no increase of development how would that affect the school district. Mr. Gee addressed that question to the elementary school. The need was clear in 2015 that an elementary school was needed and the need keeps growing, if a bond was passed today it would be about two years before they put students into the school. Commissioner Dorsey asked where the \$1500 came from. Mr. Gee explained the \$1149 price they gave the developers. Commissioner Dorsey asked if the \$1500 is a good contribution. Mr. Gee stated no other developer has offered funding.

Commissioner Williamson asked if it would be possible to have bathroom facilities in the portable. Mr. Gee explained it isn't the cost it is the location to make it work with the exception of one that was placed right next to the building for special need students.

Commissioner Villafana asked how long until the middle school and high school are over capacity. Mr. Gee stated the middle school they anticipate will reach full capacity in 2030 and the high school this year but it didn't because it leveled off some.

Lyle Zufelt - IN OPPOSITION - 9965 Grand Targitee Dr, Middleton, ID 83644

Mr. Zufelt stated his main concern is on page 510 of the developer's information packet. Mr. Zufelt stated the City of Middleton needs two municipal wells and is concerned his residential well won't have a chance to pull water.

Allen Colson - IN OPPOSITION - 8802 Purple Sage Rd, Middleton, ID 83641

Mr. Colson stated he hasn't heard anything about the intersection of Duff and Purple Sage and the intersection of Lansing and Purple Sage, stating they are both dangerous. Mr. Colson wants to know what Ag land will be saved. He is also concerned with Emergency Services being able to handle the increase of calls that would happen with more residents.

Commissioner Nevill asked where the emergency services are coming from. Mr. Colson stated from Middleton and Kingsbury and the only way up there right now is up Lansing Rd. Commissioner Nevill asked if having a Fire station or EMS station in the development would help. Mr. Colson stated it would.

Austin Colson - IN OPPOSITION - 8802 Purple Sage Rd, Middleton, ID 83644

Mr. Colson introduced himself as a member of FFA and 4H club. Mr. Colson explained his concern is the quality of the school system if the project is built due to the overcrowding. Classes are over capacity and electives are filling up quickly where you may not get the classes you want. His other concern is Ag classes falling out of favor and not being available.

Ron Saunders - IN OPPOSITION - 24123 Lansing Lane, Middleton, ID 83644

Mr. Saunders stated he represents 626 people who object to the proposed development. Mr. Saunders stated with being 70 years old if the plan is approved he will be faced with construction for the rest of his life. Mr. Saunders stated the plan creates high density and they live in a rural agricultural area which makes this project incompatibl. Mr. Saunders three minutes of testimony time ended, he requested an additional two minutes.

MOTION:Commissioner Sheets moved to give an additional two minutes of testimony time, seconded by Commissioner Nevill, voice vote, motion carried.

Mr. Saunders stated there needs to be a balance of the builders' profits and the quality of life for the citizens. The pre-annexation was completed with the previous mayor and the new mayor, in his opinion, is not supportive of this development.

Commissioner Williamson asked what conditions Mr. Saunders and the people he represents would suggest, if any. Mr. Saunders stated he isn't opposed to growth, he would suggest 2-5 acre lots like most of the surrounding properties.

Commissioner Nevill asked if the people he represents would be ok with the 2-5 acre lots. Mr. Saunders stated they didn't discuss that but there is a working group of about 30 and they are ok with the 2-5 acres. Commissioner Nevill asked how Mr. Saunders feels about everyone having their own well if they went to 2-5 acre lots. Mr. Saunders stated he is fine with that and has no concerns.

Angela Kehrer - IN OPPOSITION - 23487 Tombstone Ridge Ct, Middleton, ID 83644

Ms. Kehrer stated traffic from all of the homes would increase on Purple Sage where the farmers often have heavy farm equipment, and haul large loads. Often times there are stray cows in that area. The lands in this area is agricultural. Ms. Kehrer went over the definitions of low-density housing in the City of Middleton. Ms. Kehrer stated the character of the area would change with the traffic, smaller lots and loss of agriculture land.

Commissioner Williamson asked if the definitions of low-density was found on the City of Middleton's website. Ms. Kehrer confirmed that to be true.

Mark Cook - IN OPPOSITION - 24387 Tombstone Ridge Ct, Middleton, ID 83644

Mr. Cook finds it interesting that the one person in favor of the development that lives in the area is in favor because of the betterment of the intersection. Mr. Cook stated the past comprehensive plan has the area as agriculture and the current comprehensive plan is rural residential. Mr. Cook believes once the city annexes the project will convert to R3 which is not compatible with the area.

<u>Greg Jones - IN OPPOSITION - 8850 Buckshot, Middleton, ID 83644</u>

Mr. Jones lives adjacent to the property. Mr. Jones stated when reviewing need, the only people saying the development is needed is the ones that don't live in the area. Mr. Jones stated the roads have trailers in the middle of the road and reduced the road to one lane. Mr. Jones stated to if the development gets approved the area's property tax will increase.

Matthew Watkins - IN OPPOSITION - 10038 Turner Drive, Middleton, ID 83644

Mr. Watkins stated the land has been farmed his entire life and has always produced a good yield. He is aware growth is inevitable but doesn't believe this development is good for the area with the smaller lots and would recommend larger lots of 2-5 acre lots if it has to go through. Mr. Watkins is concerned with the pre-annexation.

Philip Goelz - IN OPPOSITION - 9142 Willow View Dr, Middleton, ID 83644

Mr. Goelz stated he agrees with those before him in opposition, the area is agriculture with large lots. If you drive down Middleton there is tons of construction happening so Mr. Goelz doesn't agree that the need for more housing is there. The development is a beautiful development but does not match what is in the area.

Commission Villafana asked if there are active large farming parcels of 30-80 acres between this development and the City of Middleton. Mr. Goelz stated he believes there is some but cannot say for sure.

Mike Sharpe - IN OPPOSITION - 9221 Willow View Dr, Middleton, ID 83644

Mr. Sharpe stated he has kids that ride horses and can't anymore because of traffic. Mr. Sharpe stated his child is already on the bus for an hour each day to go to school. His concern is quality of life.

Commissioner Williamson asked if the hour is round trip or one way. Mr. Sharpe stated it is one way.

<u>Denise Rhodes – IN OPPOSITION – 24750 N Gray Hawk, Middleton, ID 83644</u>

Ms. Rhodes stated she is opposed to the project because it fails on all the facts and conclusions. She agrees with everything everyone else has said before her. Ms. Rhodes is also concerned with Williams pipeline being 3ft down and the traffic study being outdated because it was done during a COVID year. Ms. Rhodes stated on January 30th the City of Middleton's council meeting they discovered the sewer system is not

sufficient for the growth and is an eight-year project, it was recommended by the City Engineer to stop annexing until the project is complete.

Chairman Sturgill asked if Ms. Rhodes is anticipating people will cut through from Duff to Lansing at high speeds. Ms. Rhodes confirmed that is correct.

Kim Carson - IN OPPOSITION - 9895 Meadow Park Blvd, Middleton, ID 83644

Ms. Carson stated the application is not consistent with the comprehensive plan, not more appropriate that the current zoning, not compatible with surrounding land uses, it will negatively impact the area, it will negatively impact essential services. Ms. Carson stated the land is on County land and is concerned with the pre-annexation with the City of Middleton. Ms. Carson stated the two large wells will deplete the aquafer and when addressing this with a City official the response was to join the City and get services. Ms. Carson expressed her and her neighbors do not want to be on City services.

Janet Gibson - IN OPPOSITION - 945 Harvest Way, Middleton, ID 83644

Ms. Gibson stated late last year a development came forward and offered \$1500 per property to the school, offered most of the same things and was in pre-annexation, it was denied because it didn't fit the density and land use of the area.

Sam Thomas - IN OPPOSITION - 23687 Lansing Lane, Middleton, ID 83644

Mr. Thomas stated he doesn't believe the project is appropriate for the area because the soils of the subject property have 85% of the land being considered prime farm land and 1/3 of it is listed as state importance. Mr. Thomas cited parts of the Comprehensive plan addressed protection of agricultural land. Mr. Thomas provided Commissioner Villafana with the farming lots within the area.

Josef Smith - IN OPPOSITION - 24667 Blaze Ave, Middleton, ID 83644

Mr. Smith stated his well would be affected by the project and his children go to the already overcrowded school. Mr. Smith cited parts of the Comprehensive Plan for smart growth in areas that make sense. Mr. Smith had a diagram for a new plan for the community with larger lots to have a compromise.

Commissioner Nevill asked what the lot size is Mr. Smith used on the diagram. Mr. Smith stated the lot sizes are maximum 1 house per acre.

Cheryl Palange - IN OPPOSITION - 9155 Pursuit Dr, Middleton, ID 83644

Ms. Palange stated there was corn being farmed on the subject property. She read the marketing language from a development nearby pointing out the scenic farmland nearby. Ms. Palange addressed the need, pointing out that Mr. Campbell has two homes for sale nearby and twenty-five active listings in the valley, showing availability. Another concern is having construction in phases and associated construction traffic.

Julie Thomas - IN OPPOSITION - 23687 Lansing Lane, Middleton, ID 83644

Ms. Thomas stated Canyon County produces 65% of the countries' sweet corn seed market that represents 60% of the seeds state income. Ms. Thomas addressed the lands water stating there is ditch irrigation on the south end and on the north side there is pivot irrigation. Ms. Thomas stated the project is not compatible to the area and gave examples for lot sizes and agriculture.

Commissioner Nevill asked what her farm is raising. Ms. Thomas stated they farm grass hay and then they run cattle on it.

Kassie Strohmeyer - IN OPPOSITION - 26525 Middleton Rd, Middleton, ID 83644

Ms. Strohmeyer stated she runs cattle and has almost been hit on her tractor, side by side and four-wheeler from traffic coming down Lansing. There is also concern about Foothill.

Commissioner Williamson asked how wide the bridges on Duff are and the weight capacity. Ms. Strohmeyer stated she doesn't know the specifications but you cannot drive a combine and vehicle at the same time on them and provided the weight restrictions found online.

Bart Grayson - IN OPPOSITION - 24503 Lansing Ln, Middleton, ID 83644

Mr. Grayson agreed with everything that was said previously with the addition of having a concern that Meadow Park Rd is planned to be expanded from Duff to Lansing and that will go through his five acres. At this time the subdivision doesn't have any access to it without going through his property.

Commissioner Nevill asked Mr. Grayson to use the pointer to give a visual. Mr. Grayson gave the explanation with the visual.

Planner Debbie Root advised in the Highway District 4 document it states there is monies in lieu of if the developer is not able to obtain the property for that section of Meadow Park Rd. there is a figure within the development document. Chairman Sturgill asked if there is no legal access than the road is stubbed. Planner Debbie Root stated that Meadow Park Rd. is part of the master transportation plan. Chairman Sturgill asked they would require access through eminent domain. Planner Debbie Root stated that is possible. Chairman Sturgill stated part of the criteria is if there is access to the property and asked Planner Debbie Root for comment. Planner Debbie Root advised the developer could reconfigure but there is a master transportation plan that is to be implemented in this area.

Rodger Hawker - IN OPPOSITION - 9542 Purple Sage Rd, Middleton, ID 83644

Mr. Hawker stated he is opposed to the development because the density of the homes do not match the surrounding area. Mr. Hawker believes Purple Sage has become a bypass for the City of Middleton, the speed limit being 50 mph seems like a suggestion. Mr. Hawker is concerned about his well because his static level has already dropped.

Commissioner Nevill asked if Mr. Hawker has had to re-drill his well. Mr. Hawker stated he has had to drop his pump but not re-drill.

Donna Goelz - IN OPPOSITION - 9142 Willow View Dr, Middleton, ID 83644

Ms. Goelz stated the project will negatively affect the area and quality of life of the nearby residents. Ms. Goelz stated one of her concerns is the impact to Purple Sage. There have been more than 18 car accidents in the past 5 years, one of those accidents was fatal and with the proposed project that would create more traffic. Ms. Goelz other concerns have to do with the already crowded school, the draw down of water resources and the impact to essential services. Ms. Goelz stated having construction in stages could be the rest of a lifetime for many in the area.

Kim Takugi / Rose Varguson - IN OPPOSITION - 24295 Duff Lane, Middleton, ID 83644

Ms. Takugi spoke on behalf of Rose Varguson. Ms. Takugi provided pictures of the area. One of the pictures showed an area for homes ready to be built and Ms. Takugi stated it is to show there is housing availability.

Marc Rehberger - IN OPPOSITION - 9992 Story Brook Way, Middleton, ID 83644

Mr. Rehberger stated he agrees with everything that has been said before him. Mr. Rehberger believes the letter from the County attorney was clouded and didn't directly answer the question. Mr. Rehberger stated there are vacant lots south of Foothill Rd. Then going up Foothill, the road cannot be widened and

is private property. Mr. Rehberger stated most that testified in favor do not live in the area with the exception of those in favor due to the traffic lights being put in. He agrees they need to be there but believes that should be the Idaho Transportation Department's job to put those in. Mr. Rehberger stated the land is active farm land that is producing.

Clayton Cramel - IN OPPOSITION - 24408 Tombstone Ridge, Middleton, ID 83644

Mr. Cramel stated the proposed development will negative affect the area. When he moved into the area be could see the sky at night.

Rick Francis - IN OPPOSITION - 24654 Blaze Ave, Middleton, ID 83644

Mr. Francis stated the issues with wells drying up is not hypothetical it happened a few years ago in the South Nampa in the Lake Lowell area, he wants to see the County be preventive.

<u>Kirsten Higginson – IN OPPOSITION – 9047 Kemp Rd, Middleton, ID 83644</u>

Ms. Higginson stated that the proposed project that would add more than a thousand cars on the road. She is a substitute teacher and the overcrowded schools are a concern. With large classroom sizes of 38, kids sitting on tables because there are not enough seats, this has evened out with adding portables but with adding more students she is concerned of the outcome.

Richard Trudeau - IN OPPOSITION - 9810 Ground Teton Trail, Middleton, ID 83644

Mr. Trudeau is concerned about water because his well has dropped down 14 feet in the past 20 years. When he spoke with Department of Water Resources, they informed him the plateau above the foothills has been dropping about a half a foot a year for the last 20 years. Mr. Trudeau's three-minute testimony time ended, Mr. Trudeau state he wanted to go over a constitution issue he has. No motion for more time was given.

Commissioner Sheets asked Mr. Trudeau what his constitutional issue is. Mr. Trudeau stated the State Constitution obligates the Department of Water Resources to utilize the water resources of the state of Idaho for economic development at the same time obligates the Department of Water Resources to protect his water rights. Mr. Trudeau stated that is a conflict.

Richard Beery - IN OPPOSITION - 8088 Rustin Road, Middleton, ID 83644

Mr. Beery stated he agrees with everything that has been said previously. Mr. Beery stated he was at a community meeting in Star and there will be a proposal for 917 houses within a mile of this proposed project, next to that one there will be another 900 houses. On the north side they are talking about 4400 houses. All of those are in the Middleton School District.

Commissioner Dorsey asked the density of the projects. Mr. Beery stated within two 296 acre lots there will be 455 single family homes, 250 town homes, and 112 fourplexes.

Brett Eversmann - IN OPPOSITION - 23319 Duff Lane, Middleton, ID 83644

Mr. Eversmann stated he agrees with everything everyone has said. He looks at the developer who is trying to help the traffic and the schools in this area but they are from Ada County, Mr. Eversmann believes they should work on bettering the area in Ada County where they are located.

Randy Hettema - IN OPPOSITION - 8639 Quail Hollow, Middleton, ID 83644

Mr. Hettema stated he moved in the area for the rural atmosphere and that would change if the project gets approved. He is concerned about the school buses stopping on Lansing and Duff to pick up kids. Mr. Hettema expressed his concern about the wells in the area. Mr. Hettema stated he sees the financial gain

for the City of Middleton to annex the project.

Commissioner Williamson asked what Mr. Hettema would want for a condition of approval. Mr. Hettema stated he would hate to lose agriculture land but if he had to keeping the rural atmosphere and requiring 2-5 acre lots.

Brad Wellman - IN OPPOSITION - 24058 Pheasant Ridge Ct, Middleton, ID 83644

Mr. Wellman doesn't believe the traffic area in the Lansing area is up to date because there are other developments coming in and should consider the construction traffic.

Christine Hitchner - IN OPPOSITION - 9308 Kemp Rd, Middleton, ID 83644

Ms. Hitchner stated she can recognize when developments are carefully planned for the area, she doesn't want to see agriculture land go but if growth has to happen she is happy to see thoughtful developments. Ms. Hitchner believes with the density of this project it doesn't fit in the area and isn't thoughtful.

Commissioner Dorsey asked what she means by thoughtful. Ms. Hitchner stated when the developer looks at the area around the development and makes it blend in to the area.

<u>Lillian Moore - IN OPPOSITION - 9056 Kemp Road, Middleton, ID 83644</u>

Ms. Moore stated she is on the HOA board for Willow Creek Ranch Estates, the board and HOA members are opposed to the project for the same reasons everyone has already testified.

Chairman Sturgill asked how many homes are in the HOA and lot sizes. Ms. Moore stated there are 28 homes on two streets with lot sizes over an acre.

Chris Pohl - IN OPPOSITION - 9104 Tula Dr, Middleton, ID 83644

Mr. Pohl stated he lives in Cascade Hills on over two acre lots and with individual wells. Mr. Pohl is concerned about traffic, he emailed the new Mayor of Middleton to get some facts for the light on Duff. He read her letter into record stating there are studies occurring now on the intersection of 44 and Duff and will take about 2 years.

<u>Todd Ognibene – IN OPPOSITION – 1973 Scotch Pine Dr. Middleton, ID 83644</u>

Mr. Ognibene stated he agrees with everything that has been said. He presented a map showing developments that have been approved in the area. Mr. Ognibene stated he is concerned about the water as well as the development getting re-platted through the city and becoming even lower density.

Mike McDougall -- IN OPPOSITION - 13037 Greenwell, Caldwell, ID 83607

Mr. McDougall stated the meeting on January 30th with Middleton Sewer System stating they are at capacity and it will cost 80 million dollars to make it work. The document for the pre-annexation was signed on December 29th when the Mayor's last day was on January 3rd.

Chairman Sturgill asked where the information is for the overcapacity. Mr. McDougall stated it is on the City website on YouTube.

Gary Brown - IN OPPOSITION - 23593 Lansing Lane, Middleton, ID 83644

Mr. Brown stated if you try to cross on Foothill Rd it is terrifying and even with traffic lights that will create a new hazard going down the steep hills. Mr. Brown believes it is not compatible for the area because it is high density housing put in the middle of rural housing. He doesn't believe that County should be dealing with high density housing and the Cities should do that.

<u>Tamara Sloviaczek – IN OPPOSITION – 11741 Bullock Rd, Middleton, ID 83644</u>

Ms. Sloviaczek stated the Comprehensive Plan is to protect agriculture lands and this development does not support that. Small acreage farms have been forced to sell their land and 20 million of farm land has been lost since 2017. Ms. Sloviaczek stated the Farmington Hills project is not compatible with the area or the Comprehensive Plan.

Hethe Clark – REBUTTAL – 251 E Front St, Boise & Zane Cradic – 332 N Broadmore way, Nampa Mr. Clark suggested a continuance and completing the rebuttal at the continuance. Chairman Sturgill advised unless there is a motion to continue they are moving forward.

Mr. Clark stated the Comprehensive Plan for the County and the City has deemed this area residential. Mr. Clark touched on a few things that had been mentioned during testimony stating each lot will have vinyl fencing, pathways will be available to the public, the clubhouse will be HOA only. The Fire District in their letter noted a 5-minute response time, they also met with the Fire District and offered property to them, they indicated that they weren't interested in that. Mr. Clark addressed Meadow Park Lane stating Meadow Park Lane continues on the west side of the neighbor's property, they worked with Highway District 4 to go around his property, they have legal access on Duff, they are not going through the neighbor's property and they are paying into the funds for the frontage improvements if that goes through in the future. In regards to the Duff and Lansing traffic lights, he understands the two years that was quoted is for study alone, that is why they are saying it is going to take a decade. Mr. Clarks five minutes testimony time ended, he requested an additional five to ten minutes.

MOTION: Commissioner Sheets moved to give an additional three minutes of testimony time, seconded by Commissioner Mathews, voice vote, motion carried.

Mr. Clark continued testimony stating the reason for the density they have is because they are going to be conducting 15 million in repairs. The code states you can do 12,000 sq. foot lots in R1 if you have access to urban services. The intersections have been placed where it is required by the Highway District. The contributions for Duff and Lansing were so high that additional mitigation was not required. The other intersections have impact fees so those weren't of focus. Mr. Clark went over the rezone criteria showing how he thinks this project is compatible for the area. Additional testimony time ended.

Commissioner Sheets asked if Mr. Clark needed additional time. Mr. Clark stated he will stand for questions.

Commissioner Williamson asked about the City of Middleton's sewage capacity. Mr. Clark had Mr. Cradic come up to answer the question. Mr. Cradic stated they were locked into allocated units for the sewage plant and have set aside those EDU's for this development. Commissioner Williamson asked what would happen if they gave to many EDU's. Mr. Cradic stated he isn't directly involved but they know they track very well with what EDU's are out there. Mr. Clark advised the pre-annexation was not approved by the Mayor but unanimously by the City Council. Commissioner Williamson asked best guess for annexation. Mr. Clark stated he isn't aware of a timeframe. Commissioner Williamson asked about the testimony in regards to saying the area should be low density and Mr. Clark saying the area should be residential. Mr. Clark stated the Middleton Comprehensive plan shows the area as residential, they don't have a high density or low-density residential distinction. Commissioner Williamson asked if Mr. Clark believes the Comprehensive Plan is set in stone. Mr. Clark stated the Comprehensive Plan promotes preservation of Ag but it also puts this area as residential, it is basically saying to preserve Ag where you can that are intended to be Ag.

Commissioner Sheets asked about exhibit 15 if it is accurate or if it has been revised. Mr. Clark stated it is his understanding that the EDU's have been set aside but it will be confirmed upon recording of phase one of final plat.

Commissioner Dorsey asked why they are oversizing the water lines. Mr. Clark stated it is only one well and the oversizing is fairly standard when Cities do pre-annexation to accommodate the future development the City foresees in that area.

Commissioner Williamson asked about a redundant backup. Mr. Clark stated it would be in a network of wells for the City of Middleton.

Commissioner Dorsey asked if the irrigation water will be separate than the surface water rights. Mr. Clark had Mr. Cradic come up to answer the question. Mr. Cradic stated that is correct. It will be pressurized irrigation system based on surface water rights. The shares of the un-irrigatable acre shares will be redistributed to the irrigation district to be redirected elsewhere.

Planner Debbie Root advised that Staff conducted a meeting with the City of Middleton to verify that the waste treatment would be able support this project and that it is part of the allocated units, which they verified that to be true.

MOTION: Commissioner Nevill moved to close public testimony on Case RZ2021-0056 & SD2021-0059, seconded by Commissioner Mathews, voice vote, motion carried.

DELIBERATION:

Commissioner Nevill stated they are charged with reviewing the questions the County asks and do what is best for the County residents and he is concerned that the City of Middleton has overreached in the past and is over reaching now, he doesn't know when an annexation will occur and thinks the density size is not appropriate for County land. He stated the intersection infrastructure needs to be improved but if the roads don't support the already existing traffic. There is evidence that the land is productive agriculture and land of state-wide importance that needs protected. The Comprehensive Plan doesn't say it has to be residential right now.

Commissioner Villafana agrees with what Commissioner Nevill said in regards that the Comprehensive Plan says it is residential, that doesn't mean it is residential right now and needs to be compatible with what is going on. The lot sizes are to small for the area. The schools will be impacted and that is one of the criteria. Commissioner Villafana doesn't believe it is compatible and the negative impacts outweigh the positive impacts.

Commissioner Dorsey stated Ag is important to him and for him he feels like it is a waste of County resources to have 2-5-acre lot sizes and if you want to save agricultural ground then they should follow the comprehensive plan and in order to get the City services it needs to have higher density. He understands the infrastructure need to be caught up first.

Commissioner Mathews agrees with Commissioner Dorsey to save Ag you need to start going denser but when you look at the big picture in this area, there are large parcels, and it doesn't fit with the area. The schools are already overcrowded.

Commissioner Sheets commended the applicant and team for their hard work and effort. But this is a City project that is ahead of its time in the County, appropriate for the City and out of place for this area at this time. Criteria number 4 he believes it will negatively impact the area because it is to dense, it isn't compatible with the surrounding land use, he is concerned with the exporting of local ground water and having testimony of well draws, based upon those questions findings 3 and 4 he would change.

MOTION: Commissioner Nevill moved to recommend denial of Case RZ2021-0056 based on the Revised Findings of Fact and Conclusions of Law and conditions of approval with the modification to findings 2, 3, 4 and 8. Seconded by Commissioner Mathews.

Discussion on the Motion:

Chairman, Commissioners and Planner Debbie Root wordsmithed the modifications to findings 2, 3, 4 and 8. Also discussed, were the actions the applicant could take to try to obtain approval being lower density and/ or time to wait for the City to get to that area.

Roll call vote: 6 in favor, 1 opposed, motion passed.

MOTION: Commissioner Sheets moved to recommend denial of Case SD2021-0059 based on the Revised Findings of Fact and Conclusions of Law and conditions of approval. Seconded by Commissioner Mathews.

Roll call vote: 7 in favor, 0 opposed, motion passed.

<u>ACTION ITEM – APPROVAL OF MINUTES</u>

MOTION: Commissioner Nevill moved to approve February 15, 2024 minutes. Seconded by Commissioner Sheets. Voice vote, motion carried.

DIRECTOR, PLANNER, COMMISSION COMMENTS:

Due to the late hour no comments were made.

ADJOURNMENT:

MOTION: Commissioner Williamson moved to adjourn, seconded by Commissioner Sheets. Voice vote, motion carried. Hearing adjourned at 12:32 AM.

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

Approved this 4th day of April, 2024

Brian Sheets, Vice Chairman

Amber Lewter - Hearing Specialist



CANYON COUNTY PLANNING & ZONING COMMISSION MINUTES OF REGULAR MEETING HELD Thursday, March 21, 2024 6:30 P.M.

1ST FLOOR PUBLIC MEETING ROOM SUITE 130, CANYON COUNTY ADMINISTRATION BUILDING

Commissioners Present : Robert Sturgill, Chairman

Brian Sheets, Commissioner Miguel Villafana, Commissioner Patrick Williamson, Commissioner Harold Nevill, Commissioner Geoff Mathews, Commissioner Matt Dorsey, Commissioner

Staff Members Present: Jay Gibbons, Assistant Director of Development Services

Carl Anderson, Planning Supervisor Dan Lister, Principal Planner Debbie Root, Principal Planner Amber Lewter, Hearing Specialist

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

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

Item 1A:

Case No. RZ2021-0056 & SD2021-0059 - Farmington Hills - Approve revised FCO's.

MOTION: Commissioner Nevill moved to approve & sign the revised Findings of Facts, Conclusions of Law and Order. Motion seconded by Commissioner Sheets. Voice vote, motion carried.

Item 2A:

Case No. CU2023-0008 – Nampa Paving: The applicant, Quadrant Consulting, Inc., representing Nampa Paving, is requesting a conditional use permit modification to Case No. CU2022-0033 regarding a long-term mineral extraction use on parcels R34061 & R34144. The modification updates the site plan increasing the footprint of gravel extraction areas. The subject properties, approximately 138.9 acres, is located at 9016 Lincoln Road, Caldwell, also referenced as a portion of the SE¼ of Section 16, T4N, R2W and a portion of the NE¼ of Section 21, T4N, R2W, BM, Canyon County, Idaho.

On January 4, 2024, the Planning and Zoning Commission tabled the hearing to a date uncertain requesting the applicant to return once wetland mitigation approval was received.

Continued hearing scheduled for March 21, 2024 recommended by Staff to table again to April 4, 2024.

MOTION: Commissioner Nevill moved to table case number CU2023-0008 to a date certain of April 4, 2024. Motion seconded by Commissioner Mathews. Voice vote, motion carried.

Item 2B:

Case No. CU2023-0004 – AgEquity: The applicant, Jeff Bower/Kristen McNeill representing AgEquity





PLANNING AND ZONING COMMISSION



FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER

In the matter of the application of:

[CR) RZ2021-0056] - [Middleton 187 LLC]

The Canyon County Planning and Zoning Commission considers the following:

1) Conditional Rezone [The applicant is requesting to conditionally rezone 217 ± acres from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) for the purpose of developing a residential subdivision, Farmington Hills Subdivision, proposed to have municipal water and sewer services supporting the development of 492 total lots with 421 residential lots subject to a Middleton City preannexation agreement approved December 6, 2023 and a development agreement with Canyon County. The subject properties, R37605, R37605010, R37602010, and R37597 comprising 217 ± acres, are located between Duff Lane and Lansing Lane north of Foothill Road in a portion of the SW 4 and the SE 4 of Section 33, T5N, R2W, BM, Canyon County, Idaho.]

Summary of the Record

- 1. The record is comprised of the following:
 - A. The record includes all testimony, the staff report, exhibits, and documents in Case File (CR) RZ2021-0056 and SD2021-0059.

Applicable Law

- 1. The following laws and ordinances apply to this decision: Canyon County Code §01-17 (Land Use/Land Division Hearing Procedures), Canyon County Code §07-05 (Notice, Hearing and Appeal Procedures), Canyon County Code §07-06-01 (Initiation of Proceedings), Canyon County Code §07-06-07 (Conditional Rezones), Canyon County Code §07-10-27 (Land Use Regulations (Matrix)), Idaho Code §67-6511 (Zoning Map Amendments and Procedures), and Canyon County Code §09-09-17 (Area of City Impact Agreement).
 - a. Notice of the public hearing was provided per CCZO §07-05-01 and Idaho Code §67-6509. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2023 and December 4, 2023. The property was posted on December 15, 2023. On January 8, 2024 nine (9) property owners within 600 feet not included in the original mailing were mailed a property owner notification of the meeting date and provided an additional comment period to January 17, 2024.
 - b. The presiding party may establish conditions, stipulations, restrictions, or limitations which restrict and limit the use of the rezoned property to less than the full use allowed under the requested zone, and which impose specific property improvement and maintenance requirements upon the requested land use. Such conditions, stipulations, restrictions, or limitations may be imposed to promote the public health, safety, and welfare, or to reduce any potential damage, hazard, nuisance, or other detriment to persons or property in the vicinity to make the land use more compatible with neighboring land uses. See CCZO §07-06-07(1).

- c. All conditional rezones for land use shall commence within two (2) years of the approval of the board. If the conditional rezone has not commenced within the stated time requirement, the application for a conditional rezone shall lapse and become void. See CCZO §07-05-01
- 2. The commission has the authority to exercise powers granted to it by the Idaho Local Land Use and Planning Act ("LLUPA") and can establish its own ordinances regarding land use, including subdivision permits. See I.C. §67-6504, §67-6511.
- 3. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCZO §07-03-01, 07-06-05. **Or** Any hearing examiner appointed by the board shall perform such duties as assigned by the board pursuant to Idaho Code section 67-6520. See CCZO §07-03-07.
- 4. The burden of persuasion is upon the applicant to prove that all criteria, including whether the proposed use is essential or desirable to the public welfare, are satisfied. CCZO §07-05-03.
- 5. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCZO 07-05-03(1)(I).

The application RZ2021-0056 was presented at a public hearing before the Canyon County Planning and Zoning Commission on January 18, 2024 and March 7, 2024. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Planning and Zoning Commission decides as follows:

CONDITIONAL REZONE CRITERIA - CCZO §07-06-07(6)

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

Conclusion: The Commission concludes that as proposed the conditional rezone from "A" (Agricultural) to CR-R1 (conditionally zoned-Single Family Residential) is generally consistent with the 2020 Comprehensive Plan subject to the conditions of approval, the memorandum of understanding with the Middleton School District, and the pre-annexation agreement with the City of Middleton. The Commission need not examine each goal and policy but consider the Plan as a whole. The applicable plan, the 2020 Comprehensive Plan, designates the proposed application area as Residential. The Commission when reviewing the Plan as a whole, finds and concludes that the use and application are consistent with the Plan based on the evidence and review of the Plan components. The Plan directs the hearing body to utilize measures, like the conditional use permit and/or a development agreement, to mitigate potential interference with existing residential uses and potential impacts on agricultural resources, ground and surface water, transportation system and services, and school facilities which the Commission believes is accomplished here.

- Findings: (1) The 2020 Comprehensive Plan designates this area as 'Residential" on the Future Land Use Map.
 - (2) The parcel lies within the Area of Impact for the City of Middleton. Pursuant to 09-09-17 of the Canyon County Code, the County recognizes that the City of Middleton has also developed a comprehensive plan that addresses this area of impact. The City of Middleton Future Land Use Map has this area of designated as 'Residential' (Section 09-05-19 Canyon County Code). The property does not currently lie adjacent to Middleton City limits but is in proximity (1/4 mile) whereby the City and the Developer have entered into a pre-annexation agreement to provide municipal services including sewer and water to the development

- reducing the potential environmental impact in the immediate area and extending services for future growth.
- (3) "For the county at large, the Plan (if properly implemented) assures that land use conflicts will be resolved if not avoided, that misuses of land will not occur, that traffic congestion will be minimized, that facilities will be located in areas where people can best use them, and that the county's growth will take place in an orderly, rational manner." (page 4, 2020 Comprehensive Plan)
- (4) The Plan indicates that the residential designation is a zone specifically set aside for residential development. "Residential development should be within areas that demonstrate a development pattern of residential land uses." This development is surrounded by residential development that has occurred through conditional use permits, administrative land divisions, and residential zoning entitlements and subdivisions. There are currently 65 platted subdivisions and additional subdivisions in platting within one mile of the subject properties as noted on the Subdivision Map and Lot Report (Exhibit 29). The Middleton city limits are located within ¼ mile to the south and a ½ mile west of the subject property as evidenced by the aerial map (see Exhibit 31) and municipal services will be provided to the property for the proposed development. (Exhibit 15-Pre-Annexation Agreement)
- (5) Chapter 2: Population Component: The plan is generally consistent with the goals and policies of the population component including the goal of guiding future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to county residents. City municipal services will be extended and enhanced at the location including water and sewer to serve this development and the surrounding area. Roadways and intersections are proposed to be improved in areas of significant concern including a signalized intersection at Duff Lane and Highway 44 prior to the first phase of the development as indicated in the Pre-Annexation agreement, ITD requirements, and Canyon Highway District 4 requirements (see Exhibits 15, 16, 19). A second signalized intersection at Lansing and State Highway 44 will be required prior to development of Phase 10 (prior to making a through connection from the development to Lansing Lane) if not previously constructed.
- (6) Chapter 1: Property Rights Component: The Property Rights Component of the Plan is intended to ensure that land use hearing procedures do not violate individual property rights and that individual property rights are not burdened by unnecessary technical limitation (see Goal no. 1 in this component). The Commission places conditions that aim to protect the life, health and safety of the property owners and citizens of Canyon County in compliance with state, federal, and county regulations as appropriate and as provided for in the Development Agreement and Preliminary Platting process of the Canyon County Ordinances. The Commission finds that the hearing and notifications were consistent with the requirements of the law and that the applicant and property owners were provided due process of law by the nature of these proceedings.
- (7) Chapters 5 Land Use Component and Chapter 6 Natural Resources Component: Although the overall guidance of the plan is to protect agriculture inclusive of agricultural land as a limited natural resource, the Plan also recognizes the challenge of balancing natural resources against the impacts of population growth. The subject property is located in an area that has for many years been trending toward residential growth and development. The character of the area is residential. The subject property is currently in irrigated agricultural production but it is nearly surrounded by developed residential subdivision lots. There are 16 platted subdivisions within 1/4 mile and 33 platted developments within a 1/2 mile of the property (See Subdivision Maps Exhibit 29). The area south and east is primarily residential with residential zoning (see Zoning Map Exhibit 30). The property lies within the Middleton

- impact area. The Commission finds that the predominant character of the area is residential. The 2020 Canyon County Comprehensive Plan Future Land Use Map and the City of Middleton Future Land Use Maps have this area designated as 'Residential' (Exhibits 32 and 33).
- (8) Chapter 8: Public Services, Facilities and Utilities Component indicates that adequate public services and facilities are vital to the future of Canyon County and that these services are essential to the health, safety and welfare of its residents. This development will provide the extension of critical services to this transitioning area including municipal sewer and water services. The development as proposed and conditioned generally complies with this component of the Plan.
- (9) Chapter 9: Transportation Component states, "the responsibility for maintenance, operational improvements and capacity expansion of local roadways resides with four rural highway districts and eight cities in Canyon County." The proposed development is in general compliance with the goals and policies and more specifically with Goal 2, "Promote and improve traffic safety in the design and development of local and regional transportation facilities, particularly for local and neighborhood facilities." Goal 4, "Collaborate with highway districts, the Idaho Transportation Department (ITD), VRT, cities, and others in planning for, designing, developing and permitting new and/or expanding transportation facilities." The proposed development as conditioned will provide for additional traffic safety improvements through the design and build of the interim signalized intersection at State Highway 44 and Duff Lane prior to the first phase of development completion (Exhibits 15,16, & 19). The development will also at full buildout provide connection of two collector roadway segments between Duff and Lansing Lanes including Willis Road and Meadow Park Boulevard. The completion of these roadway segments will provide much needed access for the public and emergency services alleviating pressure on Purple Sage Road and Foothill Road (Exhibit 3). COMPASS (Exhibit 22) indicates that bicycle lanes should be considered for Meadow Park Boulevard and traffic calming measures for Willis Road.
- Chapter 3: School Facilities and Transportation Component indicates that new residential development brings new students into a district and eventually requires new school facilities. In recent years population growth and development have outpaced the ability of the affected school districts to provide new facilities. Middleton School District has not been successful in obtaining funding through school bond elections to build required school facilities. The goals and policies of this component focus primarily on the siting of schools in the land use planning process and providing opportunity for the school districts to participate in the planning processes. The District has been provided the opportunity to review and comment on the proposed applications and to provide clarification and additional information regarding the affected schools. The applicant was also encouraged to work with the District to understand and potentially mitigate their development's impact to the District's facilities. Currently the district is over capacity in two of the three elementary schools and nearing capacity in the middle and high school facilities as evidenced by information provided by Superintendent Marc Gee in Exhibit 12. It is important to note that through further discussion with Mr. Gee that the information provided does not include cumulative development approvals but rather current school population and the impact that the current development could present to the existing system (see Exhibit 12A). The District is currently providing required classroom space through the use of modular classrooms at the elementary schools. It is important to note that Mr. Gee in Exhibit 12A indicates that while the modular units provide for classroom space they do not provide for the "limitations of the common areas inclusive of the cafeteria, gymnasiums, restrooms, hallways, etc." The applicant has, consistent with Policy 4, worked with the District to provide for some funding to mitigate a portion of the cost burden created by the proposed development. Policy 4 indicates that the

developer should work with the District to "provide land or funding toward the purchases of land for school sites..." The agreement between the developer and Middleton School District does not provide for land or the purchase of land but can provide for additional infrastructure costs associated with the increased student enrollment as indicated in the memorandum of understanding (MOU) between the District and the developer (see Exhibit 13). The developer voluntarily agreed to provide \$1500 per buildable residential lot at the time of approval of the final plat for each phase of development which would result in \$630,500 (\$1500 x 421 residential lots) over the next 7-10 years if the development is approved.

- (11) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 & SD2021-059.
- (12) Evidence includes associated findings and evidence supported within this document.

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

Conclusion: The Commission concludes that when considering the surrounding land uses which are primarily Agricultural in character, the conditional rezone from Agricultural to CR-R1 (CR-Single Family Residential) is NOT more appropriate than the current Agricultural zoning designation.

- **Findings:** (1) The Future Land Use Maps for both the County and the City of Middleton designate the expected and planned land use to be residential. (See maps 32 and 33)
 - (2) The Commission finds that the area and the subject property is primarily agricultural with larger lot (2-3 acre average) development as evidenced by testimony, site photos, and Exhibit 59 submitted by Mike Wedman, concerned Canyon County citizen.
 - (3) The Commission finds that the proposed density of the project in not consistent with the area and surrounding properties as evidenced by public testimony, site photos and Exhibit 59.
 - (4) The Commission finds that the subject property is in productive agriculture with class three and four soils consisting of primarily farmland of statewide importance as evidenced by case maps Soils, Farmland and Reports (Exhibit 36).
 - (5) The Commission finds that there is development in the area but that the character of the area remains agricultural with many large agricultural parcels in the immediate vicinity as evidenced by public testimony and photos.
 - (6) There are 65 platted subdivisions and additional developments in the platting process within one mile of the proposed development (Exhibit 29). The lot sizes of the platted county developments range from 0.80 acres to 5.0 acres per lot. The average lot size of the recent platted developments immediately adjacent to the subject property is 1.32 acres with no provisions for community open space. The Commission finds that as proposed the development with an "CR-R1" zoning designation is NOT consistent with the density and zoning in the surrounding area and that rural residential zoning is more appropriate.
 - (7) The Commission acknowledges that the public participated in the process and provided many comments and concerns regarding the proposed development of the 217 acres of currently productive agricultural properties (Exhibits 41-53). The written and oral testimony indicates that the agricultural lands should remain in agricultural production which is compatible with the surrounding 'ranchettes' on 1.3 acre average parcels or that the development should contain lots consistent with the one (1) acre lots in the vicinity. The written testimony indicates opposition to the density of the development not being consistent with the surrounding lot sizes of one acre or more in the area and significant concerns regarding the

transportation system and impacts to schools. There is concern regarding the development of 421 lots on the existing wells in the vicinity. Some of the concerns were regarding the impact to the Black Canyon Irrigation structures and facilities on the property. The Commission finds that the property is currently in agricultural production and that the average lot size in the immediate vicinity of the property is 1.3 acres. The Commission finds that the character of the area is agricultural, the proposal is not consistent with the requirements of the zoning ordinance and Comprehensive Plan, and that the requested conditional rezone and proposed density is NOT as appropriate as the current zone.

- (8) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (9) Evidence includes associated findings and evidence supported within this document.

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

impacts to adjacent agricultural operations.

Conclusion: The Commission concludes that the conditional rezone to "R1" (Single Family Residential) is NOT compatible with the surrounding land uses of agricultural, rural residential, and single-family residential.

- Findings: (1) The Commission finds that the proposed conditional rezone and development is NOT consistent with surrounding land uses as evidenced by public testimony, photos, and Exhibit 59. Surrounding properties remain in agricultural production requiring application of chemicals and other customary farming activities. The proposed development will have
 - (2) The Commission finds that the proposed development contains a higher lot density than the existing residential development in the area. The development is proposing average 12,804 square foot lots versus the current average lot size of 1.3 acres for the platted lots adjacent to the development. The Commission finds that the proposed density is NOT compatible with the ongoing farming activities and residential development in the area as evidenced by public testimony, site photos and Exhibit 59.
 - (3) The Commission finds that "exporting" of the local ground water to the City of Middleton is not compatible with the surrounding area (Exhibit 15 Pre-Annexation Agreement-municipal well).
 - (4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (5) Evidence includes associated findings and evidence supported within this document.

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

Conclusion: The Commission concludes that the conditional rezone and proposed development will change the use of the subject property from agricultural to residential. The Commission concludes that the character of the area is Agricultural and that with the proposed density, the applicant cannot mitigate the negative affects of the development on the agricultural area at this time.

Findings: (1) The subject properties, 217± acres, are currently in irrigated agricultural production and contain several irrigation supply and drainage facilities within the boundaries of the properties. The Commission finds that the character of the area Agricultural and the proposed development is not consistent with surrounding property development as evidenced by public testimony and site photos.

- (2) The character of the area is agricultural and rural residential with average lot sizes of one acre or greater. The Commission finds that as proposed the density of the development is not consistent with development in the area at this time. The property is not adjacent to city limits and city density is not appropriate for this property as evidenced by public testimony, site photos, and Exhibit 31 Small Aerial.
- (3) Several of the letters in opposition inclusive of the petition electronically signed by 143 individuals (Exhibits 41-53), indicate that traffic in the area on the local roads is of concern and are opposed to adding additional residential traffic until the infrastructure is improved. The highway district having jurisdiction of the roads in the area has provided a review of the initial and revised traffic impact studies for the proposed development and indicated the required improvements to existing critical infrastructure and the proportionate share costs for future improvements of local infrastructure. The developer must design and build the interim intersection at State Highway 44 and Duff Lane prior to the approval of the Phase 1 Final Plat and the signalized intersection at State Highway 44 and Lansing Lane if not built out before Farmington Hills Subdivision Phase 10 (through connection to Lansing at either Meadow Park Boulevard or Willis Road) in accordance with ITD, City of Middleton and HD4 agency requirements (Exhibits 15, 16,19). The Commission finds that the impact of the development at the proposed density is too great and cannot be mitigated effectively for this area.
- (4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (5) Evidence includes associated findings and evidence supported within this document.
- 5. Will adequate facilities and services including sewer, water, drainage, irrigation, and utilities be provided to accommodate proposed conditional rezone?

Conclusion: The Commission concludes that adequate facilities and services including sewer, water, drainage, irrigation, and utilities will be provided to accommodate the use.

- Findings: (1) The development will be served by municipal sewer and water as evidenced by the preannexation agreement with the City of Middleton (Exhibit 15). The development has surface irrigation rights and will be installing pressurized irrigation to serve the development along with relocating and improving multiple irrigation facilities on the property in coordination with Black Canyon Irrigation District (Exhibit 20). The developer has provided a preliminary grading and drainage plan for the proposed development that will be finalized during the construction drawing review and build process at the time of development. Stormwater must be retained onsite in accordance with CCZO §07-17.
 - (2) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2024 and December 4, 2023. The property was posted on December 15, 2023. Agency comments were received from the ITD, BCID, HD4, Williams Northwest Pipeline, COMPASS, DEQ, Middleton City, Idaho Fish and Game, Canyon Soil Conservation District, Middleton Fire District and the Middleton School District. Staff did not receive comments from Idaho Power or Intermountain Gas for this development proposal.
 - (3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.

- (4) Evidence includes associated findings and evidence supported within this document.
- 6. 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?

Conclusion: The Commission concludes that public street improvements are required at an offsite location, State Highway 44 and Duff Lane intersection, to improve and mitigate the impacts of the proposed development on the transportation system. Street improvements are required for access and internal development in accordance with the Highway District 4 (HD4) requirements and the City of Middleton pre-annexation agreement.

- Findings: (1) The Commission finds that ITD, HD4 and the City of Middleton based on the applicable standards of development and the results of the traffic impact studies (2020 & revised 2023) require mitigation of multiple intersections at State Highway 44. Other street improvements require a contribution of proportionate share fees as indicated in the HD4, City of Middleton, and ITD exhibits as conditioned to meet agency requirements (see Exhibits 15, 16, 19).
 - (2) The Commission finds that the developer has provided a phasing plan for the development that restricts internal site traffic to a primary access to Duff Lane until Phase 10 (approx. 340 lots) at which time the intersection at State Highway 44 and Lansing Lane shall be improved and signalized prior to the development traffic taking direct access to Lansing Lane. The Commission finds that the developer has agreed to construct the Lansing intersection prior to signature on the final plat of Phase 10 (prior to direct access to Lansing Lane from the development) if not in service at the time of development.
 - (3) The Commission finds that cumulative impacts of development in the area has created congested areas as identified in the traffic impact studies. The agencies having expertise and primary jurisdiction of the roadways and for determining service levels have provided sufficient comments, conditions and mitigation for the proposed development. The Commission acknowledges that the public is concerned with the additional trips on the roadways and the potential safety impacts at other intersections impacted by the cumulative development. The jurisdictions having authority over the transportation systems are and will continue to make improvements as the level of service and safety dictate (Exhibits 15, 16, 19).
 - (4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (5) Evidence includes associated findings and evidence supported within this document.
- 7. Does legal access to the subject property for the conditional rezone exist or will it exist at time of development?

Conclusion: The Commission concludes that the subject property has frontage on Duff Lane, Lansing Lane, Meadow Park Boulevard (existing and future) and that legal access exists and will be improved at time of development.

- Findings: (1) The applicant shall be conditioned to comply with Canyon Highway District #4 (HD4) to improve the frontage, future roadways, and access to existing roadways. HD4 has reviewed and provided comments and preliminary approval of the roadways and access points in Exhibit 3 & 16.
 - (2) HD4 also provided clarification that two lots proposed in Phase 13, Lots 3 & 4, Block 4 will take access directly to Meadow Park Boulevard via a shared access to the collector roadway.

- Meadow Park Boulevard shall be constructed by the developer of Farmington Hills in accordance with HD4 requirements as indicated in Exhibits 16 &17.
- (3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
- (4) Evidence includes associated findings and evidence supported within this document.
- 8. 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?

Conclusion: The Commission concludes that the Middleton School District and emergency services will be impacted as a result of the conditional rezone entitlement to the subject property and eventual development on the property as proposed.

- **Findings:** (1) The Middleton Rural Fire District provided a review of the proposed project and provided comments and conditions to be executed during the development phases of the project (Exhibit 11).
 - (2) The Commission finds that the proposed development will contribute to the capacity concerns of the school district. The Middleton School District provided information on the current status of the District's affected schools with capacity as follows: Mill Creek Elementary, 500 N. Middleton Road, is at 118 % of capacity with six (6) portable classroom units totaling 12 classrooms. The middle school is at 85% capacity and the high school is nearing capacity at 91%. The school district indicates, "there is an immediate need for additional facilities in our school district, primarily at the elementary grades. However, we have significant concerns of the continued growth and our ability to meet the future facility needs of our district at the secondary level..." (Exhibit 12)
 - (3) The Commission finds that the development, if approved, will be developed in thirteen proposed phases with an expected buildout of 7-10 years dependent upon market demands as stated by the developer. The District indicates that with each new home they can expect [0.5 0.7 students] with an average of 0.569 students (210-294 total) attending schools in the district (421 residential lots x 0.569 =239 students). If on the upper end of the predicted number of students it equates to approximately 23 students per phase of the proposed development. The typical number of students per standard classroom is 26.72 students. The Commission finds that as proposed the development could contribute between 23-46 students per year to the school system (Exhibits 12 and 13) and that the developer has voluntarily entered into an agreement to contribute \$1500 dollars per buildable lot to help to mitigate interim infrastructure costs of students entering the system (Exhibit 12 and 13). The Commission finds that although the developer has voluntarily agreed to provide a source of mitigation, that mitigation will not alleviate the impact on the schools that are presently overcrowded.
 - (4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.
 - (5) Evidence includes associated findings and evidence supported within this document.

Canyon County Code §09-09-17 (Area of City Impact Agreement) - AREA OF CITY IMPACT AGREEMENT ORDINANCE

Conclusion: The property is located within the Middleton Area of City Impact. A notice was sent to the City of Middleton per Canyon County Code Section 09-09-17. The Pre-Annexation Agreement and Conditions applied require future development to work with the City of Middleton.

- **Findings:** (1) Pursuant to the pre-annexation agreement with the City of Middleton the developer is required to work with the City to connect to municipal infrastructure, complete improvements and meet the requirements of the plan as proposed in the application.
 - (2) The properties, 217± acres, are located within the Middleton area of city impact and are located within a quarter mile of the city limits to the south at Foothill Road as evidenced herein and on the aerial map (Exhibit 31).
 - (3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. RZ2021-0056 and SD2021-0059.

Order

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission <u>recommends DENIAL</u> of Case # RZ2021-0056, a conditional rezone from an "A" (Agricultural) zone to "CR-R1" (CR-Single Family Residential) zone for parcels R37605, R37605010, R37602010, and R37597 comprised of approximately 217 ± acres.

The Commission further states that if the applicant wishes to gain approval they may consider larger lot sizes and/or to wait for the right time, which is when the City of Middleton is ready to annex the property.

DATED this day of	, 2024.
AMBER LEWTER COMMISSION #20234371 NOTARY PUBLIC STATE OF IDAHO MY COMMISSION EXPIRES 10/20/2029	PLANNING AND ZONING COMMISSION CANYON COUNTY, IDAHO Robert Sturgill, Chairman
State of Idaho)	
SS	
County of Canyon County)	
	fore me Amber Lewter, a notary public, personally appeared wn to me to be the person whose name is subscribed to the within instrument,
N	My Commission Expires: 1020/2029

Planning & Zoning Commission Farmington Hills Subdivision Preliminary Plat – SD2021-0059

Development Services Department



FINDINGS OF FACT, CONCLUSIONS OF LAW, & ORDER

Findings

- 1. Middleton 187, LLC and TBC Land Holding, LLC, represented by Ardurra (formerly T-O Engineering), is requesting approval for a Preliminary Plat, Phasing Plan, Irrigation Plan, Hillside Development Plan, and Grading and Drainage Plan (Exhibits 3-7, Staff Report) subject to approval of a request, RZ2021-0056, to conditionally rezone the subject property from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) with conditions enumerated in a Development Agreement between the applicant and the County. The development is also subject to a pre-annexation agreement with the City of Middleton (Exhibit 15, Draft Agreement). The proposed development, Farmington Hills Subdivision, encompasses approximately 217 acres. The proposed development consists of 421 residential lots with an average lot size of 12,804 square feet and seventy-one (71) common lots for a total of 492 lots. The development shall be served by the City of Middleton municipal water and sewer (wastewater) infrastructure. The properties are designated "Residential" in the Canyon County 2020 Comprehensive Plan. The subject parcels R37605, R37605010, R37602010, R37597 are located north of Foothill Road between Lansing Lane and Duff Lane, Middleton, in a portion of the SW ¼ and the SE ¼ of Section 33, T5N, R2W, BM, Canyon County, Idaho.
- 2. Parcels R37605, R37605010, R37602010, R37597, containing 217± acres, are proposed to be conditionally zoned "CR-R-R" (Conditional Rezone Rural Residential) per case file RZ2021-0056 subject to a development agreement. Developer and future property owners shall be subject to the conditions of the development agreement and preliminary plat.
- 3. There are 421 residential lots with an average residential lot size of 12,804 square feet in compliance with CCZO §07-10-21(2) Table 2 footnote #1; "For parcels within he Area of City Impact with central sewer and /or water services, the parcel or lot size may be reduced to 12,000 square feet."
- 4. The property is located within the Middleton area of city impact.
- 5. A pre-annexation agreement with the City of Middleton indicates the development will be served by municipal services including water and sewer (wastewater) systems (Exhibit 15).
- 6. The property has surface irrigation water rights. The developer shall provide irrigation water to each residential lot in compliance with Idaho Code 31-3805.
- 7. The property is located within the Black Canyon Irrigation District and the developer shall work with the irrigation district to meet development requirements impacting the district's facilities. (Exhibit 20)
- 8. Subdivision runoff will be maintained within the subdivision. Lots will be graded to facilitate drainage to a roadway, which will then convey storm water to a storage facility or directly to a common lot containing a facility. Storm water & excess irrigation water will be treated by sand & grease traps and/or retention ponds with grassy or sand bottoms (Exhibit 7).
- 9. The development will have paved public roads with curb, gutter and sidewalks throughout. (Exhibit 14)
- 10. Canyon Highway District #4 (HD4) is a signatory on the final plat and the developer must comply with the requirements of the highway district (Exhibit 16).
- 11. The development is located within the Middleton Rural Fire District and the developer shall work with the fire district to meet the requirements of the International Fire Code (Exhibit 11).

- 12. The development is located in an area that contains slopes greater than 15%. The applicant submitted a Hillside Development application in accordance with CCZO §07-17-33 (1) and provided the required engineering report submissions for the project site inclusive of Soil and Geology Report, Hydrology Report, and a Slope Stabilization and Revegetation Report. (Exhibits 5, 6, 54, and 55)
- 13. The developer has voluntarily entered into an agreement with the Middleton School District to provide a sum of \$1500 per buildable final platted lot per phase as described in Exhibit 13 "...to proactively address potential impacts on the School District of new residents that will eventually occupy residences with the property."
- 14. The record includes all testimony, the staff report, exhibits, and documents in Case File Nos. RZ2021-0056 & SD2021-0059.
- 15. Notice of the public hearing was provided in accordance with CCZO §07-05-01. Affected agencies were noticed on February 24, 2023 and December 4, 2023. JEPA Notice to the City of Middleton was provided on February 24, 2023 and December 6, 2023. Newspaper notice was published on December 7, 2023. Property owners within 600' were notified by mail on December 4, 2023. Full political notice was provided on February 24, 2023 and December 4, 2023. The property was posted on December 15, 2023. On January 8, 2024 nine (9) property owners within 600 feet not included in the original mailing were mailed a property owner notification of the meeting date and provided an additional comment period to January 17, 2024.
- 16. On January 18, 2023 and March 7, 2024 the Planning and Zoning Commission heard case file RZ2021-0056 considering all testimony, the staff report and exhibits. The Planning and Zoning Commission forwarded a recommendation of DENIAL of the proposed rezone to the Board of County Commissioners with revised findings.
- 17. On March 7, 2024 the Planning and Zoning Commission forwarded case SD2021-0059 with a recommendation of DENIAL to the Board of County Commissioners citing failure to obtain residential zoning approval.

Conclusions of Law

Section 07-17-09(4)A of the Canyon County Zoning Ordinance (CCZO) states, "The commission or hearing examiner shall hold a noticed public hearing on the preliminary plat. The hearing body shall recommend that the board approve, approve conditionally, modify, or deny the preliminary plat. The reasons for such action will be shown in the commission's minutes. The reasons for action taken shall specify:

- 1. The ordinance and standards used in evaluating the application;
- 2. Recommendations for conditions of approval that would minimize adverse conditions, if any;
- 3. The reasons for recommending the approval, conditional approval, modification, or denial; and
- 4. If denied, the actions, if any, that the applicant could take to gain approval of the proposed subdivision."

This application is subject to the review and approval of the proposed Conditional Rezone from "A" (Agricultural) to "CR-R1" (CR-Single Family Residential) zoning district. On March 7, 2024 the Commission did not recommend approval of the zoning district change.

Upon review of the preliminary plat application and submittals, the Planning and Zoning Commission finds that the preliminary plat, irrigation plan, grading and drainage plan, the hillside development plan are consistent with the following subject to conditions of approval:

- Idaho Code, Sections 67-6509 and 67-6513 (Subdivisions, Hearings, Decisions);
- Idaho Code, Sections 50-1301 through 50-1329 (Platting);
- Idaho Code, Section 31-3805 (Irrigation); and
- Canyon County Zoning Ordinance, Chapter 7, Article 17 (Subdivision Regulations).
- Canyon County Zoning Ordinance, Chapter 7, Article 10 (Minimum Parcel or Lot Size)

The preliminary plat application was found to be consistent with the standards of review, as conditioned (Staff Report Exhibits 3, 4, 5-7, 10, 15, 16, 19, 20, 26, 54 and 55).

Order

Based upon the Findings of Fact, Conclusions of Law contained herein for Case No. SD2021-0058, the Planning & Zoning Commission <u>recommends DENIAL</u> of the Preliminary Plat, Phasing Plan, Irrigation Plan, Hillside Development Plan, and Grading and Drainage Plan for Farmington Hills Subdivision to the Board of County Commissioners due to recommendation of denial of the proposed rezone of the subject properties, case file RZ2021-0056.

If the applicant wishes to obtain approval they may consider increasing the lot sizes and wait for the right time, which is when the City of Middleton is ready to annex the subject properties.

DATED this 21 day of Mach	_, 2024.
AMBER LEWTER COMMISSION #20234371 NOTARY PUBLIC STATE OF IDAHO MY COMMISSION EXPIRES 10/20/2029	PLANNING AND ZONING COMMISSION CANYON COUNTY, IDAHO Rob Sturgill, Chairman
State of Idaho) SS	
County of Canyon County)	