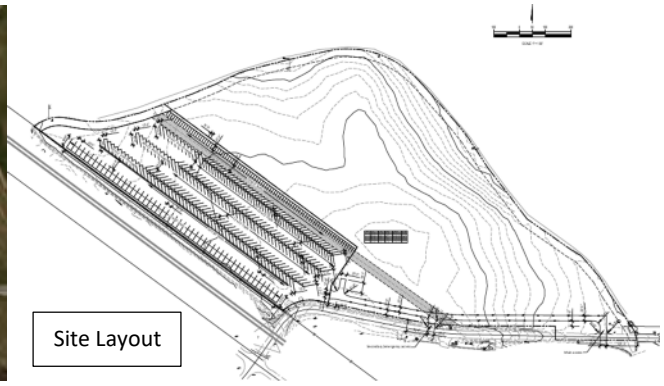
Planning and Zoning Commission
Hearing Date: August 7, 2025
Canyon County Development Services Department

PLANNING DIVISION STAFF REPORT

CASE NUMBER:	**CR2025-0005**
APPLICANT/REPRESENTATIVE:	**Riley Planning Services, LLC**
PROPERTY OWNER:	**Deschutes Investments, LLC**
APPLICATION:	**Conditional Rezone a portion of Parcel R28836 from "A" to "CR-C-2".**
LOCATION:	**0 Locust Lane (north of 7519 E. Locust Lane) R28836, approx. 32.28 acres**
ANALYST:	**Dan Lister, Planning Supervisor**

REQUEST:
The applicant, Riley Planning Services, LLC, representing Deschutes Investments, LLC, requests an amendment to the official zoning map to conditionally rezone a portion of Parcel R28836 from "A" (Agricultural) to "CR-C-2" (Conditional Rezone – Service Commercial). The request includes a development restriction that limits the rezoned area to approximately 9 acres to establish an RV/outdoor storage facility. The remaining acreage will remain zoned "A".



PUBLIC NOTIFICATION (CCCO §07-05-01):

Full political notice:	**July 3, 2025**
Affected agency notice:	**July 3, 2025**
Property owner notification (1,000 feet):	**July 3, 2025**
Newspaper notice:	**July 8, 2025**
Notice posted on site:	**July 8, 2025**

BACKGROUND:
Per PI2024-0088 (Exhibit B.3), the parcel is considered original (in existence September 6, 1979, CCCO §07-02-03). In 2007, a conditional use permit was approved, allowing the development of 20 residential lots. However, the conditional use permit approval expired (CU2006-175, Exhibit B.4).

- The geotechnical report for the 20-lot development identified some fill areas with old tractor debris and tires that required improvements (Exhibit A.10).

Currently, the parcel has no structures and is in agricultural production. The parcel is not located in a floodplain (Exhibits A.9 & D.8).

2. HEARING BODY ACTION:
Per Canyon County Code of Ordinance (CCCO) §07-06-01(3), requests for comprehensive plan changes and ordinance amendments may be consolidated for notice and hearing purposes. Although these procedures can be considered in tandem, pursuant to Idaho Code section 67-6511(b), the commission, and subsequently the board, shall deliberate first on the proposed amendment to the comprehensive plan; then, once the commission, and subsequently the board, has made that determination, the commission, and the board, should decide the appropriateness of a rezone within that area. This procedure provides that the commission, and subsequently the board, considers the overall development scheme of the county prior to consideration of individual requests for amendments to zoning ordinances. The commission, and subsequently the board, should make clear which of its findings relate to the proposed amendment to the comprehensive plan and which of its findings relate to the request for an amendment to the zoning ordinance.

Per CCCO §07-06-07(1) Restrictions: In approving a conditional rezone application, 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. When the presiding party finds that such conditions, stipulations, restrictions, or limitations are necessary, land may be rezoned upon condition that if the land is not used as approved, or if an approved use ends, the land use will revert to the zone applicable to the land immediately prior to the conditional rezone action.

Additionally, pursuant to CCCO §07-06-07(3), Conditional Rezoning Designation: Such restricted land shall be designated by a CR (conditional rezoning) on the official zoning map upon approval of a resolution by the board for an "order of intent to rezone". An "order of intent to rezone" shall be submitted to the board for approval once the specific use has commenced on the property and all required conditions of approval have been met and any required improvements are in place. Land uses that require approval of a subdivision shall have an approved final plat in accordance with this chapter before the "order of intent to rezone" is submitted for approval by the board. Designation of a parcel as CR shall not constitute "spot" zoning and shall not be presumptive proof that the zoning of other property adjacent to or in the vicinity of the conditionally rezoned property should be rezoned the same.

Should the Commission wish to approve the subject conditional rezone, all applicable Canyon County standards pertaining to the required development agreement shall be strictly adhered to.

The commission should consider the procedures outlined above within CCCO §07-06-01(3).

OPTIONAL MOTIONS:
Approval of the Application: "I move to approve CR2025-0005, Deschutes Investment, LLC, finding the application **does** meet the criteria for approval under Section 07-06-07(6)A of Canyon County Code of Ordinances, **with the conditions listed in the staff report, finding that**; [*Cite reasons for approval & Insert any additional conditions of approval*].

Denial of the Application: "I move to deny CR2025-0005, Deschutes Investment, LLC, finding the application **does not** meet the criteria for approval under Section 07-06-07(6)A of Canyon County Code of

Ordinances, **finding that** [*cite findings for denial based on the express standards outlined in the criteria & the actions, if any, the applicant could take to obtain approval (ref.ID.67-6519(5)*].

Table the Application: "I move to continue CR2025-0005, Deschutes Investment, LLC, to a [*date certain or uncertain*]

3. HEARING CRITERIA

Table 1. Conditional Rezone Standards of Evaluation Analysis

Standards of Evaluation (CCCO §07-06-07(6)A): 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:				
Compliant			**County Ordinance and Staff Review**	
Yes	**No**	**N/A**	**Code Section**	**Analysis**
			A1	**Is the proposed conditional rezone generally consistent with the comprehensive plan?**
☒	☐	☐	***Staff Analysis***	The proposed conditional rezone is generally consistent with the 2030 Comprehensive Plan because the request includes conditions to ensure agricultural uses and character are maintained while restricting the commercial use to ensure the area and future county and city plans are not significantly impacted. The 2030 Canyon County Comprehensive Plan designates the future land use as "agriculture" (Exhibit B.2c). The parcel is located approximately a mile from an industrial designation. *The agricultural designation is the base designation throughout the County. It contains areas of productive irrigated croplands, grazing lands, feedlots, dairies, seed production, and ground of lesser agricultural value* (Page 25, 2030 Canyon County Comprehensive Plan). • The applicant proposes limitations on the commercial use to only an RV storage facility and proposes to retain approximately 21 acres in agricultural production (Exhibit A.2/A.12). The property is located in the Nampa Area of City Impact, where the city's future land use plan designates the property for commercial use. Some residential growth is planned to the west of the railroad tracks (Exhibit B.2d). The city does not oppose the request, subject to no further expansion to the storage facility use and adequate landscaping and fencing are installed to reduce the impacts to existing residential uses to the south (Exhibit D.1). • The applicant states the commercial use will be a benefit to existing and future residents of Nampa and Kuna (Exhibit A.2/A.12). The request includes landscaping along Locust Road and sight-obscuring fencing along the perimeter as requested by the City of Nampa requirements. Additionally, the applicant proposes storage to be uncovered; no structures (Exhibits A.2 & A.3). The proposal allows redevelopment at the time of annexation to match city plans. As conditioned, the request aligns with the following goals and policies: o G1.01.00: Protect the integrity of individual property rights while safeguarding public health, safety, and welfare.

				o P4.01.02: Planning, zoning, and land-use decisions should balance the community's interests and protect private property rights. o P4.02.01: Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses. o P4.03.03: Recognize that each land use application is unique and that agricultural and non-agricultural uses may be compatible and co-exist in the same area and, in some instances, may require conditions of approval to promote compatibility. o P4.04.05: Encourage buffering and/or transitional uses between residential and more impactful uses to promote the health and well-being of existing and future residents. o P4.05.01: Promote future development and land-use decisions that do not create hardship for farmers and agricultural operators. o P12.04.01: Encourage new development adjacent to agricultural areas to be designed to minimize conflicts with adjacent agricultural uses. o P12.04.02: Protect agricultural operations from conflicts by providing buffers between proposed non-agricultural uses and adjacent farming operations. o G1.02.00: Acknowledge the responsibilities of each property owner as a steward of the land, use their property wisely, maintain it in good condition, and preserve it for future generations without becoming a public nuisance. o G2.02.00: Promote housing, business, and service types needed to meet the demand of the future and existing population. ▪ The Traffic Analysis Zones (TAZ) for the area forecast household and job growth in the area (Exhibit B.2m). TAZ is delineated by the state and/or local transportation officials for tabulating traffic-related data. COMPASS (Community Planning Association of Southwest Idaho) uses the data as part of the 2040 Communities in Motion Regional Transportation Plan. The data forecasts population, jobs, and households to identify regional growth, traffic improvements, and funding needs. o G3.01.00: Promote a healthy and sustainable regional economy by retaining, expanding, and recruiting businesses to favorable locations. o P3.01.02: Support suitable sites for economic growth and expansion compatible with the surrounding area. o P4.04.01: Support development in locations where services, utilities, and amenities are or can be provided. o P4.04.02: Align planning efforts in areas of city impact. o P12.01.02: Encourage non-agricultural related development in the cities, areas of city impact, and other clearly defined and planned development areas. *See preceding findings and evidence for further support. See Section 6 of this report for recommended development agreement conditions.*
☒	☐	☐	**A2**	**When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?**

			Staff Analysis	In consideration of the surrounding land uses, the proposed conditional zone to "CR-C-2" (Conditional Rezone – Service Commercial) is more appropriate than the current zoning designation of "A". <u>Existing</u> The subject property is currently zoned "A" (Agricultural). Per CCCO 07-10-25(1), the purposes of the A (Agricultural) Zone are to: *A. Promote the public health, safety, and welfare of the people of the County by encouraging the protection of viable farmland and farming operations; B. Limit urban density development to Areas of City Impact in accordance with the comprehensive plan; C. Protect fish, wildlife, and recreation resources, consistent with the purposes of the "Local Land Use Planning Act", Idaho Code title 67, chapter 65; D. Protect agricultural land uses, and rangeland uses, and wildlife management areas from unreasonable adverse impacts from development; and E. Provide for the development of schools, churches, and other public and quasi-public uses consistent with the comprehensive plan.* The parcel is currently in agricultural production, receiving agricultural tax exemption (Exhibit B.1). The property consists of best or moderately suited soils (Exhibit B.2h). Canyon County Soils Conservation District does not recommend approval of the request due to the request impacting Class II (best-suited) soils that make up 77% of the parcel (Exhibit D.5). The parcel is located within a two-mile radius of existing dairies and feedlots (Exhibit B.2i). The parcel is considered original, which can be divided once to establish dwellings on each parcel (Exhibit B.3). The "A" Zone has provisions to allow similar uses such as staging areas, contractor shops, RV parks, churches, special events, and schools that could have greater impacts that was is proposed (CCCO 07-10-27, Exhibit B.5). The result will retain approximately 21 acres in agricultural use and zones. As conditioned, the 21 acres will be agricultural only, with no building permits or entitlements. The result preserves 21 acres in agricultural production until annexation or rezoned. <u>Proposed</u> The applicant is requesting a conditional rezone to "C-2" (Service Commercial). Per CCCO 07-10-25(6): *The purpose of the C-2 (Service Commercial) Zone is to provide areas where activities of a service nature, which are more intensive in character than in other Commercial Zones, may be carried out.* The "C-1" (Neighborhood Commercial) zone is more appropriate, but the "C-2" zone does not require a conditional use permit for the RV storage facility use. The development agreement serves as the conditional use permit in this case. The request proposed 486 storage spaces for RVs and similar vehicles on 9 acres. One 4'x8' unlighted sign is proposed. Hours of operation will be 7 am to 9 pm daily. Landscaping, including shrubs and trees, is proposed along the frontage of Locust Road, while the remaining perimeter will have a 6-foot-tall white vinyl privacy fence. No structures, septic, or wells are proposed. (Exhibits A.2, A.3, A.5, and A.12). Exterior lighting is proposed, which will be muted, shielded, and directed away from existing residential uses. The applicant states the location,

				adjacent to UPRR, plus added landscaping and fencing, provides the best location with minimum visual impacts. All other uses in the "C-2" zone are prohibited. *See Section 6 of this report for recommended development agreement conditions.* <u>Surrounding Uses</u> - The request is less than a mile from an approved contractor shop/staging area/quasi-public use conditional use permit for Nampa-Meridian Irrigation District approved in 2024 (Exhibit B.2f). - The subject parcel is located within 3 miles of four similar storage facilities, the closest being Amity Storage, 1.73 miles northwest (Exhibit C). - The subject parcel is located less than a mile from city jurisdiction (Exhibit B.2a). Within one mile are 15 subdivisions equating to 267 lots. Two of the subdivisions are located in Nampa's jurisdiction (Exhibit B.2g).
☒	☐	☐	**A3** ***Staff Analysis***	**Is the proposed conditional rezone compatible with surrounding land uses?** As conditioned, the proposed conditional rezone to "CR-C-2" (Conditional Rezone – Service Commercial) is compatible with surrounding land uses. Per CCCO § 07-02-03, land uses are compatible if: *a) they do not directly or indirectly interfere with or conflict with or negatively impact one another, and b) they do not exclude or diminish one another's use of public and private services. A compatibility determination requires a site-specific analysis of potential interactions between uses and potential impacts of existing and proposed uses on one another. Ensuring compatibility may require mitigation from or conditions upon a proposed use to minimize interference and conflicts with existing uses.* <u>Surrounding Uses</u> - The request is less than a mile from an approved contractor shop/staging area/quasi-public use conditional use permit for Nampa-Meridian Irrigation District approved in 2024 (Exhibit B.2f). - The subject parcel is located within 3 miles of four similar storage facilities, the closest being Amity Storage, 1.73 miles northwest (Exhibit C). - The subject parcel is located less than a mile from city jurisdiction (Exhibit B.2a). Within one mile are 15 subdivisions equating to 267 lots. Two of the subdivisions are located in Nampa's jurisdiction (Exhibit B.2g). As conditioned, more than 70% of the parcel will remain in agricultural protection (Exhibits A.2, A.3 & A.4). As conditioned, the 21 acres will be agricultural only, with no building permits or entitlements. The result preserves 21 acres in agricultural production until annexation or rezoned. The agricultural use will provide a buffer from properties to the north and east. The applicant states the location, adjacent to UPRR, plus added landscaping and fencing, provided the best location with minimum visual impacts to the south and west (Exhibit A.2/A.12). *See Section 6 of this report for recommended development agreement conditions.*
☒	☐	☐	**A4**	**Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?**

			Staff Analysis	As conditioned, the proposed conditional rezone will not negatively affect the character of the area. Two letters of opposition were submitted (Exhibit E), stating that the use is not compatible with the existing agricultural and residential area and would devalue their property value. Also, the use, including traffic and access concerns, is premature and should wait until commercial growth arrives in an orderly manner. • Although future land use maps and TAZ information show a planned growth, there are no similar zones other than "A" in the vicinity (Exhibits B.2c, B.2d, B.2e & B.2m). As conditioned, more than 70% of the parcel will remain in agricultural protection (Exhibits A.2, A.3 & A.4). As conditioned, the 21 acres will be agricultural only, with no building permits or entitlements. The result preserves 21 acres in agricultural production until annexation or rezoned. The agricultural use will provide a buffer from properties to the north and east. The applicant states that the location, adjacent to UPRR, plus added landscaping and fencing, provides the best location for the use with minimum visual impacts to the residences to the south and west (Exhibit A.2/A.12). The applicant also demonstrates that the storage facility will be over 450 feet from the existing residences to the south and over 750 feet from the residential dwelling to the north, which is an adequate buffer. The City of Nampa and other affected agencies do not oppose the request as conditioned (Exhibit D). *See Section 6 of this report for recommended development agreement conditions.*
☒	☐	☐	**A5**	**Will adequate facilities and services, including sewer, water, drainage, irrigation, and utilities, be provided to accommodate the proposed conditional rezone?**
			Staff Analysis	As conditioned, the project will have little to no need for services. <u>Water</u>: Domestic water is not required. No offices or bathrooms proposed (Exhibits A.2 & A.5). <u>Sewer</u>: A septic system or wastewater disposal is not proposed for the outdoor storage facility. City services are approximately a mile from the request. Southwest District Health finds there are no concerns with the use or request for rezoning (Exhibit D.6). <u>Irrigation</u>: The property has surface water rights from the Nampa & Meridian Irrigation District. The rights will be utilized for the remaining agricultural ground and landscaping (Exhibits A.2, A.3 & A.5). Nampa & Meridian Irrigation District finds that the Powell Lateral must be protected. Easement minimum: 35 feet. Any encroachments without a signed license agreement and approved plan before construction are unacceptable (Exhibit D.4). <u>Utility:</u> Exterior light will require power from Idaho Power (Exhibit A.3).
☒	☐	☐	**A6**	**Does the proposed conditional rezone require public street improvements 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?**

			Staff Analysis	The proposed conditional rezone will not require public street improvements in order to provide adequate access to and from the subject property in order to minimize undue interference with existing and/or future traffic patterns created by the proposed development. The applicant provided a TIS for the proposed use dated July 2025 (Exhibit A.11). The study finds that the use will generate 87 new daily trips, with 6 new trips occurring in the AM peak hour and 8 new trips occurring in the PM peak hour. All intersections operate at an acceptable level, and a westbound right turn lane at Locust Lane and McDermott intersection is warranted. The applicant also includes a summary from a TIS reviewed for a similar use located on 7031 S. Federal Way, reviewed by ACHD, which determined about 0.30 trips per space in the PM Peak hour. Idaho Transportation Department has no concerns regarding traffic impacts (Exhibit D.7). The applicant is working with the Nampa Highway District No. 1 to complete the review of the TIS. Prior to the commencement of use, Nampa Highway District must complete the review of the TIS, and any required improvements must be completed (Exhibit A.11 & A.12). *See Section 6 of this report for recommended development agreement conditions.*
☒	☐	☐	**A7**	**Does legal access to the subject property for the conditional rezone exist, or will it exist at the time of development?**
			Staff Analysis	The subject property does have frontage and agricultural access from Locust Lane, a public road (Exhibit B.2a). Access for use will consist of a main access that leads to a gated area with an electronic keypad. The proposal includes a secondary emergency access from Locust Road (Exhibits A.2 & A.3). Nampa Highway District approved an access variance, subject to a deed restriction (Exhibit D.2). Prior to the commencement of use, a paved apron is required for access to the storage facility.
☒	☐	☐	**A8**	**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?**
			Staff Analysis	The proposed use is not anticipated to impact essential public services and facilities, including, but not limited to, schools, police, fire, and emergency medical services. • The use can be served by the Nampa Fire District (Exhibit D.3). Approximate response time of 8 minutes from Nampa Fire Station 2. "Due to this being an uncovered RV Parking lot, there are no water supply requirements. This project would not have a negative impact on our services as it is a low-risk, low-use property." o The applicant updated the site plan to remove the covered structure initially proposed to reduce the fire district and building permit review (Exhibit A.12). • Nampa & Meridian Irrigation District finds that the Powell Lateral must be protected. Easement minimum: 35 feet. Any encroachments without a signed license agreement and approved plan before construction are unacceptable (Exhibit D.4).

				• No comments were received from Nampa School District, Canyon County Sheriff's Office, or Canyon County Ambulance/EMT.

Table 2. Area of City Impact – Nampa (Chapter 9, Article 11)

CCCO 09-11-03(2): Purpose: The purpose of these provisions is to promote the public health, safety, general welfare, peace, good order, comfort, and convenience of Canyon County and the inhabitants thereof by establishing regulations for the Nampa area of city impact, and further, to:

A. Facilitate Legal Duties or Parties: To facilitate the legal duties, responsibilities, and authority of Canyon County, Idaho, and the city of Nampa, Idaho, as is prescribed and provided by the Idaho legislature regarding impact areas; and

B. Processing of Land Use and Land Division Applications: To provide steps and procedures required for processing zoning applications, comprehensive plan and zoning amendments, and subdivision plats and land division within the Nampa area of city impact in accordance with Idaho Code section 67-6526; and

C. Economical and Compatible Infrastructure: To identify an urban fringe in the unincorporated area surrounding the city, within which there is potential for development or changes in land use that must be planned. designed and constructed in an orderly manner compatible with the city of Nampa for the city of Nampa to assure timely and/or economical provision of public services, such as: water supply, sewage and storm water collection and treatment, public safety services, airport, parks, and other community service facilities.

D. Compatible Land Use and Roads: To promote land use compatibility, maintain consistent and continuous street alignment, and support traffic flow objectives.

Compliant			County Ordinance and Staff Review	
Yes	**No**	**N/A**	**Code Section**	**Analysis**
☒	☐	☐	**09-11-25**	**APPLICATION PROCEDURES:** The following procedures shall be adhered to in processing applications within the Nampa area of city impact: (1) Land Use Applications: All land use applications submitted to Canyon County including, but not limited to, rezones, conditional rezones, conditional use permits, variances and land divisions requiring notification of a public hearing, shall be referred to the city of Nampa in the manner as provided for in subsection 09-11-17(3) of this article. • 09-11-17(3): *All proposals…shall be referred to the city of Nampa's planning and community development director at least thirty (30) calendar days prior to the first county public hearing on the matter, and the city of Nampa may make a recommendation before or at said public hearing. After the city receives its initial thirty (30) days' notice, any further notice of proposed changes to the proposal will be provided to the city of Nampa at least seven (7) days prior to the public hearing. If a recommendation is received by the county from the city of Nampa, it shall be given consideration by the county, provided it is factually supported, but such recommendation shall not be binding on the county. If no recommendation is received, Canyon County may proceed without the recommendation of the City of Nampa.*
			Staff Analysis	The property is located in the Nampa Area of City Impact, where the city's future land use plan designates the property for commercial use, surrounded by planned residential growth (Exhibit B.2d). Nampa defines the commercial designation as:

				Includes retail establishments and marketplace development such as food markets, restaurants, office, medical, and other professional businesses, and services (Page 88, 2040 Nampa Comprehensive Plan). The City of Nampa was provided notification of the case on May 14, 2025, and July 3, 2025. A comment letter was received for the City of Nampa stating (Exhibit D.1): "The proposed location of RV storage along the southern property line would have a minimal impact on the neighboring residential areas on the opposite side of the railroad tracks. Residential structures to the south of this site, south of Locust Lane, will be visually impacted. The elevated tracks will help with screening, but additional screening should be required. Nampa requests that the land use be limited to this portion of the site, and that there be no additional expansion of the storage area due to screening concerns for future growth of the area. Additionally, site-obscuring screening should be provided for the residents to the south at 7519, 7605, 7625, and 7701 Locust Lane. This could be accomplished by a site-obscuring fence or landscaping, or a combination of fencing and landscaping." The applicant provided a landscaping plan with perimeter fencing and landscaping along Locust Road to reduce visual impacts to surrounding properties. As conditioned, the request is limited to the area shown in the site layout. Further expansions of the use would require rezoning or annexation. *See Section 6 of this report for recommended development agreement conditions.*

4. AGENCY COMMENTS:

Agencies including the Canyon County Sheriff's Office, Canyon County Paramedics/EMT, Nampa Fire District, State Fire Marshall, Nampa-Meridian Irrigation District, Boise Project Board of Control, Nampa District No. 1, Nampa School District, Idaho Transportation Department, Idaho Power, Intermountain Gas, CenturyLink, Ziply, Canyon County Assessor's Office, Emergency Management Coordinator, DSD-Building Department, DSD-Code Enforcement Department, DSD-Engineering, DSD-GIS, Canyon County Soli Conservation District, Idaho Department of Environmental Quality, Idaho Department of Water Resources (Water Rights), Idaho Fish & Game, Idaho State Dept. of Agriculture, Idaho Agricultural Aviation Association, Southwest District Health, and the City of Nampa were notified of the subject application.

Staff received agency comments from Southwest District Health, Nampa-Meridian Irrigation District, Nampa Highway District No. 1, Nampa Fire District, City of Nampa Planning and Zoning Department, Idaho Department of Environmental Quality, Idaho Transportation Department, Canyon County Soil Conservation District, and Idaho Department of Water Resources (Floodplain). All agency comments received by the aforementioned materials deadline are located in **Exhibit D**.

Per CCCO §01-17-07B Materials deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

5. PUBLIC COMMENTS:

Staff received two (2) written public comments opposing the request by the materials deadline of July 28, 2025. All public comments received by the aforementioned materials deadline are located in **Exhibit E**.

Pursuant to CCCO §01-17-07B Materials deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

6. SUMMARY & RECOMMENDED CONDITIONS:

In consideration of the application and supporting materials, staff concludes that the proposed conditional rezone is **compliant** with CCCO §07-06-07(6)A. A full analysis is detailed within the staff report.

Should the Commission wish to approve the subject application, staff recommends that the following development agreement conditions be attached:

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the subject property and the proposed use.
    a. Nampa Highway District must complete the traffic impact study and access review, and any required improvements must be completed prior to the commencement of use (Exhibits D.2, A.11 & A.12).
2. The "CR-C-2" (Conditional Rezone – Service Commercial) zone shall apply to 8.92 acres of Parcel R28836 (Exhibit A.4). The remaining 21.28 acres shall remain zoned "A" (Agricultural)
    a. Prior to the commencement of use, an administrative land division shall be submitted and approved by DSD, dividing the "C-2" zoned portion of the parcel from the "A" Zone. The "A" Zone shall be labeled "agricultural only – no building permits or entitlements".
3. Development of the subject parcel shall be restricted to the following land uses:
    a. RV Outdoor Storage facility: The use shall be substantially consistent with the letter of intent, land use worksheet, site plan, and landscaping plan (Exhibits A.12, A.3 & A.5). Exterior light shall be shielded downward and directed away from surrounding residential uses. The use shall not be expanded or extended unless the parcel is annexed into the city or rezoned.
    b. All other land uses are prohibited. A land use change will require the development agreement to be terminated and require city annexation or a new rezoning application to be approved.
4. The developer shall comply with CCCO §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."

7. EXHIBITS:

A. **Application Packet & Supporting Materials**
    1. Master Application
    2. Letter of Intent
    3. Site/Landscaping Plan
    4. Survey of Area to be Rezoned
    5. Land Use Worksheet
    6. Neighborhood Meeting
    7. Agency Acknowledgment
    8. Deed
    9. National Flood Hazard Layer FIRMette
    10. Limited Geotechnical Services – Indian Creek Subdivision
    11. Email dated July 9, 2025, with Traffic Impact Study (TIS) Information
    12. Email dated July 27, 2025 – Updated Project Description, Geotech Details & Summary of TIS

B. Supplemental Documents

1. Parcel Tool
2. Cases Maps/Reports
    a. Aerial
    b. Vicinity
    c. Future Land Use Plan – County
    d. Future Land Use Plan – Nampa
    e. Zoning
    f. Cases
    g. Subdivision
    h. Soils/Prime Farmland
    i. Dairy, Feedlot and Gravel Pit
    j. Lot Classification
    k. Contour/Slopes
    l. Nitrate Priority & Wells
    m. TAZ (Household & Job)
3. PI2024-0088
4. CU2006-175
5. CCCO 07-10-27

C. Site Images

D. Agency Comments Received by July 28, 2025

1. City of Nampa Planning and Zoning Commission, dated May 14, 2025
2. Nampa Highway District No. 1, last email dated July 21, 2025
3. Nampa Fire District, received June 16, 2025
4. Nampa-Meridian Irrigation District, dated June 4, 2025
5. Canyon County Soil Conservation District, dated June 10, 2025
6. Southwest District Health, received May 16, 2025
7. Idaho Transportation Department, received May 27, 2025
8. Idaho Dept. Water Resources – NFIP, received June 8, 2025
9. Idaho Dept. Environmental Quality, dated July 7, 2025

E. Public Comments Received by July 28, 2025

1. Josh & Karen Kling, Received July 28, 2025
2. Debbie Kling, Received July 28, 2025

EXHIBIT A

Application Packet & Supporting Materials

Planning & Zoning Commission

Case# CR2025-0005

Hearing date: August 7, 2025

ZONING AMENDMENT
PUBLIC HEARING - MASTER APPLICATION

PROPERTY OWNER	OWNER NAME: Deschutes Investments LLC, Andrew Fuller, Manager	
	MAILING ADDRESS: P.O. Box 1611, Meridian, ID 83680-1611	
	PHONE: 208.392.8882	EMAIL:

I consent to this application and allow DSD staff / Commissioners to enter the property for site inspections. If the owner(s) is a business entity, please include business documents, including those that indicate the person(s) who are eligible to sign.

Signature: _____ *Date:* 4-14-25

APPLICANT: IF DIFFERING FROM THE PROPERTY OWNER	APPLICANT NAME: Penelope Constantikes	
	COMPANY NAME: Riley Planning Services LLC	
	MAILING ADDRESS: P.O. Box 405, Boise, ID 83701	
	PHONE: 208.908.1609	EMAIL: penelope@rileyplanning.com

SITE INFO	STREET ADDRESS: 0 Locust Lane	
	PARCEL NUMBER: R28836	
	PARCEL SIZE: 32.26 (per Canyon County Assessor)	
	CHECK THE APPLICABLE APPLICATION TYPE:	
	☐ REZONE	☒ CONDITIONAL REZONE WITH DEVELOPMENT AGREEMENT
	CURRENT ZONING: Agriculture City of Nampa AOI - FLUM = Commercial	PROPOSED ZONING: CR-C1
	FLOOD ZONE (YES/NO) NO	ZONING DISTRICT:

FOR DSD STAFF COMPLETION ONLY:

CASE NUMBER		DATE RECEIVED:
RECEIVED BY:	APPLICATION FEE:	CK MO CC CASH

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov - Phone: 208-454-7458
Revised 3/21/23

Type text here

RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701
208.908.1609

April 22, 2025

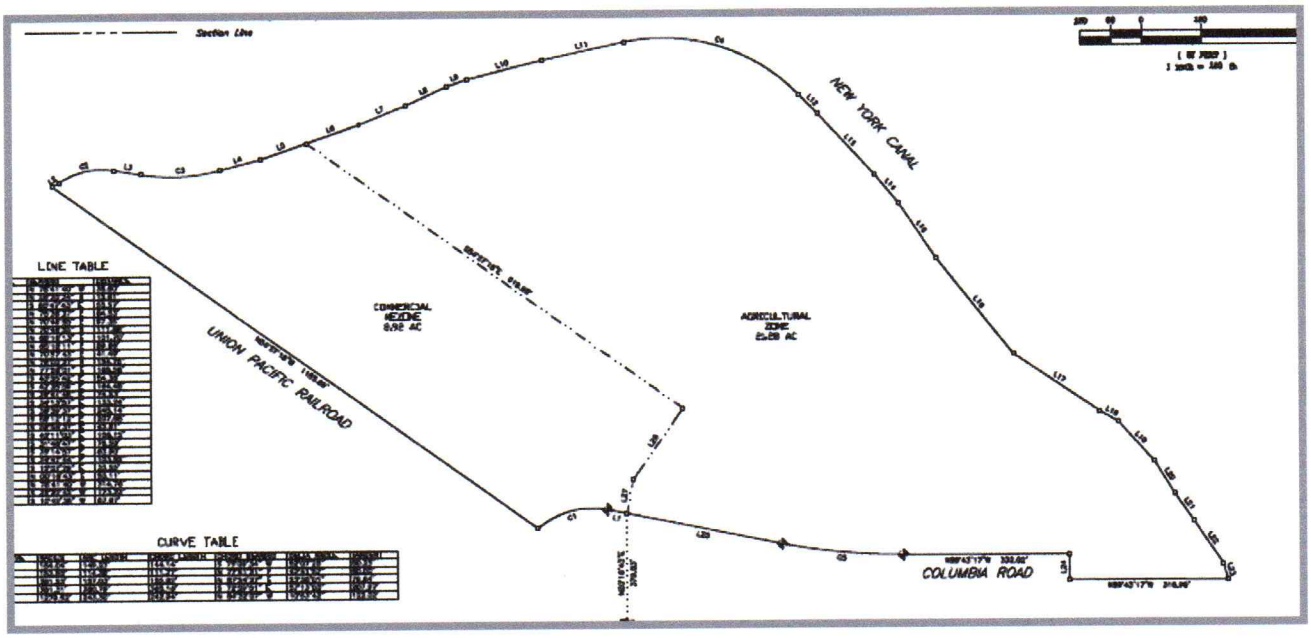
Canyon County Board of County Commissioners
Planning & Zoning Commission
Canyon County Development Services
111 North 11th Avenue
Caldwell, ID 83605

RE: CONDITIONAL REZONE FOR A PORTION OF PARCEL R28836
8.92 ACRES ZONED COMMERCIAL / 21.28 REMAINING AG
RECREATIONAL VEHICLE STORAGE
486 SPACES ADJACENT TO RAILROAD TRACKS ON WEST SIDE

To Whom It May Concern:

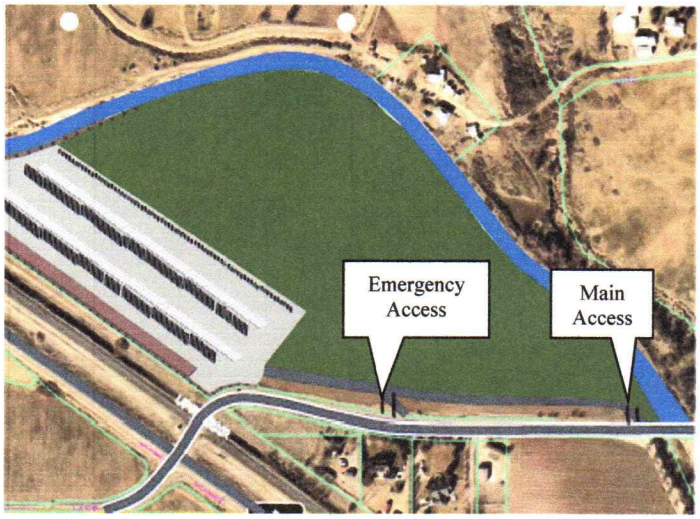
On behalf of Andrew Fuller, Manager, Deschutes Investments LLC, please accept this application for a Conditional Rezone for a portion of the above reference parcel at the northeast corner of the Greenhurst Road and Locust Lane intersection.

A partial rezone is requested. As can be seen in the ROS below, the 8.92 acres in the western portion of the site is proposed to be zoned commercial and the remaining 21 plus acres are to remain agriculture. The developer selected the area along the railroad tracks as the best location of the recreational vehicle storage to minimize the visibility of the storage and keep the facility as far as possible from the surrounding residences. In addition, the railroad tracks are elevated above the site which further reduces visibility.



Access for both the agricultural and storage uses is the existing access located at the southeast corner of the site. The service drive leading to the storage area will be gated with an electronic key pad. The proposed use does not include an office. A second emergency only access has been approved by the Nampa Highway District Commissioners and the Deed Restriction required by NHD has been recorded. A copy of this document is included in the application packet.

The total proposed storage space count is 486. One hundred (100) of the spaces will be covered - or 21%, but without a door. The remaining 386 spaces will be surface storage.

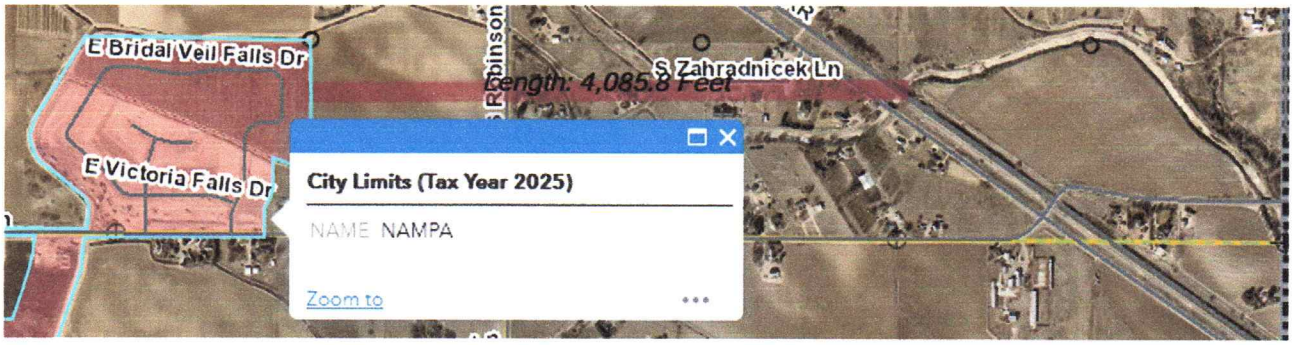


Immediately adjacent to the railroad track will be the covered spaces. This will provide a visual barrier at a height of about 16 feet at the highest point.

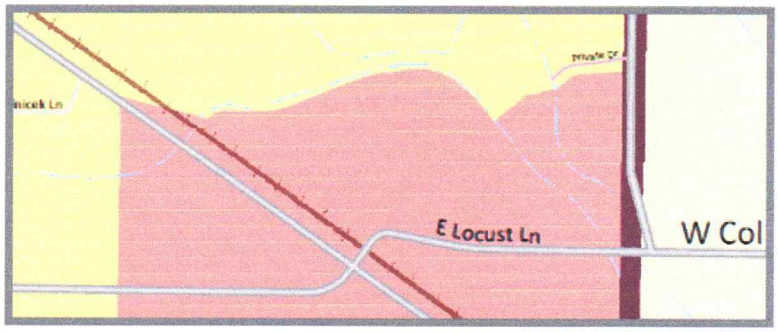
Nampa Fire and NHD will establish the best location for the emergency only access. A conceptual location has been show on the site plan. A final location will be confirmed.

Surface water will provide irrigation for the landscape buffer along Locust Lane.

Nampa city limits are less than a mile to the west. The current distance is 4,085 feet.



Nampa's Future Land Use Map designates this site as commercial as shown here.



This site is also about the same distance from the boundary of the City of Kuna (3,999 feet) making it ideal for residents in both counties for storing recreational equipment.

Using the Internet to find similar RV and boat storage in Nampa, the two facilities with the same storage option are both more than 4 miles, and one is almost 5 miles away. These two facilities are located

much closer to the city center. This location is ideal for the more suburban residences in this quadrant of Nampa and outlying areas.

Lighting will be muted and site obscuring fencing is proposed as shown on the detailed landscape plan.

The developer reached out to the City of Nampa early in the process and a follow up discussion occurred with the Nampa Long Range Planner prior to submittal of this application. In response to a request for a Pre-Application meeting Nampa staff provided the comments below.

---------- Forwarded message ---------
From: **Kristi Watkins** <watkinsk@cityofnampa.us>
Date: Mon, Dec 30, 2024 at 9:19 AM
Subject: R2883600000 & R2883601000 RV Storage
To: Tom@ehrrealtyidaho.com <Tom@ehrrealtyidaho.com>, ossmeridian@gmail.com <ossmeridian@gmail.com>

I am in receipt of your request for a Pre-application meeting for the above referenced property.

This property is not near the Nampa City Limits so is not eligible for annexation into the city limits (yellow in the image below), therefore, we do not have jurisdiction over what is done there. You will need to discuss your options with Canyon County Development Services.

This property is within the City of Nampa Impact Area and we have a 'future' designation on it as commercial, so a commercial venture would comply with what we have planned for that area if we were to grow that direction.

I am going to void the meeting request because you will need to discuss this with Canyon County. Please let me know if you have any further questions, or if they need more input from us for some reason.

Thank you,

SUBMITTAL STANDARDS

1. Description of proposed use: expand on the Land Use Worksheet.
    a. *Due to the low impact nature of the proposed partial use of this site, minimal responses in the Land Use Worksheet are needed.*
    b. *Full Civil Drawings and Landscape Plans are included in the submittal packet.*
2. Describe the existing use.
    a. *This site has been used for primarily for agriculture.*
    b. *See the attached Geotech Report for more site history information.*
3. Expected impacts and traffic of future development.
    a. *Only 30% of the site is impacted by the request for a Conditional Rezone to Commercial.*
    b. *A traffic impact study is in process and will be provided to the County when completed.*
    c. *Both Greenhurst Road and Locust Lane have higher level functional classifications - better suited than this type of facility served by local roads.*
    d. *The site has been specifically selected because of the proximity to these higher classified roads.*

e. *Central sewer or septic is not needed for the proposed use.*

4. Explain how the proposed rezone is consistent with the Comprehensive Plan and specific zoning criteria.
    a. *Examples of Comprehensive Plan support for this request include:*
        i. *Population Policy P2 01.01 – Plan for anticipated population and households that the community can support with adequate services and amenities*
        ii. *Economic Development Policy P3.01.01 Direct business development to locations that can provide necessary services….*
        iii. *Land Use and Community Design Goal G4.01.00 – Support livability and high quality of life as the community [Nampa] changes over time.*
        iv. *Land Use and Community Design Policy P4.0301 – Designate areas that may be appropriate for industrial, commercial and residential land uses while protecting and conserving farmland….*
        v. *Land Use and Community Design P4.06.02 – Encourage development design that accommodates topography and promotes conservation of agricultural land.*
        vi. *See Page 68 – Nature Based Recreation such as hunting, fishing, and boating are all supported by the proposed rezone and associated facility.*
        vii. *86 % of the respondents to the Public Outreach (survey) Report indicated ranked natural spaces as the most important recreation opportunities.*
        viii. *Agriculture Policy P12.01.02 – Encourage non-agricultural related development in cities, areas of city impact and other clearly defined and planned development areas.*
        ix. *Storage is an allowed use in C-2.*
5. Conditional Rezone – explanation of concept plan; proposed condition(s) of approval.
    a. *The concept plan and site usage is explained above*
    b. *The developer / property owner anticipates that until the site is eligible for annexation into the City of Nampa or there is a change in development activity / conditions surrounding the site the site usage will remain as proposed. This time period is anticipated to be 5-7 years.*

The proposed Conditional Rezone to C-2 provides a needed service to the surrounding residences *and* preserves active agriculture until the site is better suited for the future land use indicated on the City of Nampa Future Land Use Map.

Please do not hesitate to reach out if you have questions or need additional materials.

Approval of the requested Conditional Rezone is respectfully requested.

Best regards,

RILEY PLANNING SERVICES LLC

P. Constantikes

Penelope Constantikes
Principal

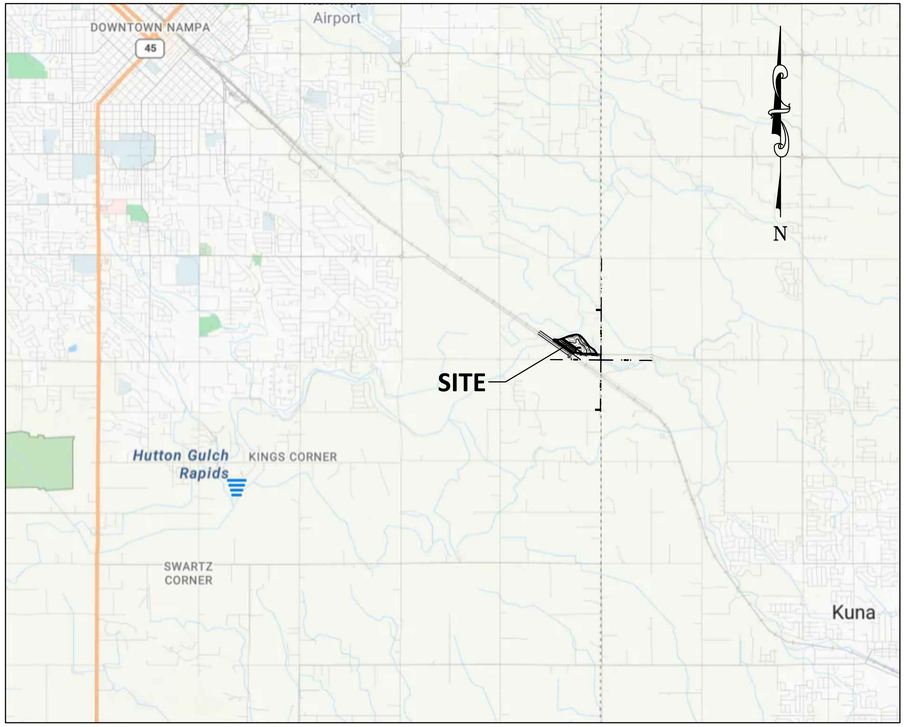
GENERAL LEGEND

- EXISTING WATER LINE
- EXISTING OVERHEAD POWER
- EDGE OF PAVEMENT
- EXISTING FENCE LINE
- NEW FENCE LINE
- EDGE OF GRAVEL
- PRESSURE IRRIGATION LINE
- UNDERGROUND POWER
- EASEMENT
- WATER LINE
- FIRE SERVICE LINE
- EXISTING DECIDUOUS TREE
- SEWER MANHOLE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING SEWER LINE CLEANOUT
- EXISTING POWER POLE
- EXISTING AIR CONDITIONING UNIT
- EXISTING GAS METER
- EXISTING ELECTRICAL METER
- EXISTING TELECOMMUNICATIONS BOX
- EXISTING TELEPHONE JUCTION BOX
- SPOT ELEVATION
- TOP OF GRATE
- TOP OF ASPHALT
- EXISTING
- FINISHED FLOOR
- MATCH EXISTING
- TOP OF CONCRETE
- TOP OF GRAVEL
- SOILS TEST PIT LOCATION
- TRANSFORMER

Elevations referenced to NAVD 1988 datum.

Project benchmark is the Sanitary Sewer Manhole rim in N. Broadmore Way near center of the site's frontage. Elev. = 2463.28.

GENERAL VICINITY MAP



AERIAL MAP

COVER SHEET
OUTDOOR STORAGE SOLUTIONS

SHEET INDEX

PROJECT SPECIFIC INFORMATION

OWNER/DEVELOPER
OUTDOOR STORAGE SOLUTIONS
ANDREW FULLER
5445 W. Franklin Road
Meridian, ID 83642

ACREAGE
30.20 acres (1,315,331 SF) (total)
8.92 acres (388,498 SF) (storage)

ZONING
AG (Canyon County)

IRRIGATION DISTRICT
Nampa & Meridian Irrigation District

SCHOOL DISTRICT
Nampa School District

SEWER DISTRICT
Nampa

FIRE DISTRICT
Nampa

FLOOD ZONE
None

REVISED

Date 03/04/2025
Project Number 25002
Drawn R J Smith
Checked R J Smith, P.E.

OUTDOOR STORAGE SOLUTIONS
OUTDOOR STORAGE SOLUTIONS, NAMPA, ID
Outdoor Storage Solutions, LLC
COVER SHEET

SMITH Civil Engineering
2485 E. Oakborough Ct., Eagle, ID 83616
(208) 870-1015

PROFESSIONAL ENGINEER REGISTERED 03/04/2025 8140 STATE OF IDAHO ROGER J. SMITH

Sheet C1.0

GENERAL CONSTRUCTION:

1. All construction work shall be done in accordance with the 2020 Idaho Standards for Public Works Construction (ISPWC) and the 2025 City of Nampa Supplemental Specifications to the ISPWC (and any addendums). The more stringent of any of these standards shall be the controlling standards or specifications.

2. The Contractor shall have a copy of the 2020 version of the Idaho Standards for Public Works Construction (ISPWC) and the 2025 City of Nampa Supplemental Specifications to the ISPWC (and any addendums) on site at all times during construction. Failure to have a current copy of the Standard Specifications on site could be grounds for a stop work order until the situation is resolved.

3. The Contractor shall have plans stamped "Approved for Construction" by City of Nampa Public Works Department on site at all times.

4. All Contractors, Subcontractors and Utility Contractors shall attend a pre-construction conference prior to start of work.

5. Contractors shall notify the appropriate agency when materials are on site or inspection of the work is required. No work may begin on any project without forty-eight (48) hours prior notice.

6. All material furnished on, or for the project must meet the minimum requirements of the approving agencies. At the request of the approving agency or the Design Engineer, Contractors shall furnish proof that all materials installed on this project meet the specification requirements set forth in General Construction Note No. 1.

7. Work subject to approval by any governmental agency must be approved prior to (A) backfilling trenches for pipe; (B) placing of aggregate base; (C) placing of concrete; (D) placing of asphalt paving.

8. Inspection, approval, and final acceptance of all water and sewer construction shall be by the Engineering Division of Nampa Public Works Department, and their decision shall be final. Such inspections shall not relieve the contractor from the responsibility of performing the work in an acceptable manner in accordance with the DEQ/QLPE approved construction plans.

9. Any deviation from the approved plans and specifications must have the applicable agency approval in writing prior to construction.

10. Take all lot and site dimensions and easements from the Site Plan (Sheet C-1.2) and the architectural drawings. Immediately notify the engineer if any conflicts are noted.

11. The contractor shall maintain all existing drainage and irrigation facilities within the construction area until the drainage improvements are in place and functioning.

12. All contractors working within the project boundaries are responsible for compliance with all applicable safety laws of any jurisdictional body. The contractor shall be responsible for all barricades, safety devices and control of traffic within and around the construction area.

13. The locations of existing underground utilities are shown in an approximate way only. The contractor shall determine the exact location of all existing utilities before commencing work. The contractor assumes all responsibility for any and all damages caused by his failure to exactly locate and preserve any and all underground utilities.

14. The contractor shall keep on site at all times a copy of the approved construction plans on which is recorded the actual locations of the constructed pipe line and any other utilities encountered. The contractor shall provide these locations to the design engineer for use in the production of record drawings per section 1.2.j.3. prior to final approval of the pipe line installation.

ROADWAY CONSTRUCTION NOTES:

1. All Contractors working within the public road right-of-way are required to secure a right-of-way construction permit from City of Nampa at least twenty-four (24) hours prior to any construction.

2. Nampa City will inspect all work within the public rights-of-way to include utility trenches above the pipe zone.

3. Engineering Division of Nampa Public Works will inspect storm drainage improvements serving public streets. Private roads and parking lot improvements outside the public right-of-way sahll be inspected by the engineer of record.

4. Abandoned buildings, test pits, or waterways located within current or future right-of-way shall be re-excavated to native soil and backfilled with structural fill per ISPWC specifications. Provide soils data to verify native material meets the requirements for engineered fill per ISPWC specifications and a copy of the compaction tests." .

5. Engineering Division of Nampa Public Works will inspect all work within the public Right-of-Ways. The engineer of record will inspect private roads, parking lots, and other paving improvements outside the public Right-of-Way.

6. Set the tops of all valve boxes and sewer manholes flush with the slope of the finished street grades.

7. Engineering Division of Nampa Public Works will inspect and approve all storm drainage improvements in the public right-of-way. The engineer of record will inspect storm drainage improvements serving private roads, parking lots, and other paving improvements outside the public Right-of-Way.

8. Place all water valves, blow-offs and manholes so that they do not conflict with any concrete curb and gutter, valley gutter or sidewalk improvements.

9. Retain and protect all utilities unless noted otherwise on these plans.

10. Compaction shall not be less than 95% of the Standard Proctor Density as determined by ASTM D-698.

11. Direction of slope (typical)——►

12. The contractor is to call Engineering Division of Nampa Public Works for the inspection of all street construction. 48 hour notice is required. Drainage facilities will not be approved by Engineering Division of Nampa Public Works unless this inspection is performed.

13. The contractor shall have a stamped, City of Nampa approved, set of plans at the worksite.

14. The contractor shall contact Digline 48 hours prior to digging to verify the location of existing utilities.

15. All construction in the public right-of-way shall conform to the 2020 Idaho Standards for Public Works Construction (ISPWC) and the 2025 City of Nampa Supplemental Specifications to the ISPWC (and any addendums). No exception to district policy, standards, or the ISPWC will be allowed unless specifically and previously approved in writing by the City of Nampa.

16. If any utility or irrigation facility interferes with required street improvements, all such utilities or irrigation facilities shall be relocated at the owner's expense so as not to interfere with required street improvements.

17. All water valves, blow-offs, and manholes shall be graded and placed so as not to conflict with any concrete curb and gutter, valley gutter, or sidewalk improvements.

18. All pavement matches within the public right-of-way shall match existing pavement sections or 3" of asphalt, 4" of -3/4" aggregate, and 20" of -6" pit-run, whichever is greater.

19. All SD numbers refer to the 2020 Idaho Standards for Public Works Construction (ISPWC) and the 2025 City of Nampa Supplemental Specifications to the ISPWC (and any addendums) as applicable.

SEWER NOTES:

1. Construction of the sewer system shall conform to the standards in the Wastewater Rules (IDAPA 58.01.16 as well as the standards and specifications referred to in General Construction Note No. 1.

2. The horizontal separation of potable water mains and non-potable water mains (sanitary sewer, storm drain, and irrigation) shall be a minimum of ten (10) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

3. The horizontal separation of non-potable services and potable water services or potable water mains shall be a minimum of six (6) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

4. Place sewer service lines in a six (6) inch diameter water class pipe wherever the service line crosses a stormwater treatment facility (i.e., seepage beds, drainage swales).

5. When cover over a sewer pipe is less than three (3) feet from top of pipe to subgrade or top of pipe to natural ground, use "Class 200 water pressure pipe", ASTM D 2241, SDR 21, including service lines and fittings.

6. The Contractor shall conduct an air pressure test and television inspection <u>after</u> all underground utilities have been installed. The Contractor shall provide a videotape of the inspection prior to final acceptance of the sewer.

7. All sewer pipe shall be bell and spigot, Polyvinyl Chloride (PVC), SDR 35, ASTM D-3034, unless otherwise specified. All sewer pipe shall comply with applicable portions of section 4.1 of the standard specifications and drawings.

8. Locate service lines to the points shown on the drawings or as marked by the engineer in the field. Mark and construct service lines in accordance with the Standard Drawing SD-511A. The service marker shall be in place for the final inspection. Service lines shall extend five (5) feet beyond the right-of-way. Sewer service lines may be a maximum five (5) feet deep at the property line unless otherwise approved by city engineer.

9. The Engineering Division of Nampa Public Works will inspect all public sewer construction whether within public right-of-way or easement. The contractor will notify the Engineering Division of Nampa Public Works forty-eight (48) hours prior to start of construction, and again twenty-four (24) hours prior to pouring concrete collars.

12. Maintain groundwater levels one foot (1') or more below the pipe invert, per ISPWC, during the pipe laying and pipe joining operations and while making sewer taps. Clean and restore to their original state any ditches and storm drain facilities that are silted due to the contractor's dewatering efforts. Bedding and pipe zone material shall be three-quarter inch (3/4") rock chips unless otherwise approved.

13. Engineering Division of Nampa Public Works will inspect the trench above the pipe zone in accordance with current standards.

14. Install sewer service lines prior to street improvements.

15. Construct sanitary sewer manholes in accordance with ISPWC SD-501.

16. The contractor shall test all sewer lines in accordance with City of Nampa requirements.

17. Where subsurface storm drain water seepage trenches are encountered, place sewer service lines in a sleeve per City of Nampa requirements.

WATER NOTES:

1. Construction of the water system shall conform to the standards in the "Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08)" as well as the standards and specifications referred to in General Construction Note No. 1.

2. The horizontal separation of potable water mains and non-potable water mains (sanitary sewer, storm drain, and irrigation) shall be a minimum of ten (10) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

3. The horizontal separation of non-potable services and potable water services or potable water mains shall be a minimum of six (6) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

4. Place water service lines in a two (2) inch diameter pipe wherever the service line crosses a storm water treatment facility (i.e. seepage beds, drainage swales). The pipe material used for sleeving must be impervious to contamination from petroleum products and must be approved by the Idaho Department of Environmental Quality (IDEQ).

5. The Contractor shall be responsible for providing continuous water service to all existing water users affected by construction.

6. All water works components shall be ANSI/NSF 61 Certified, and must meet all AWWA and standard requirements of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08).

7. All water pipe and fittings shall comply with applicable portions of section 3.1 of the standard specifications and drawings. Water mains shall be AWWA C-900, class 165 PVC, DR 25.

8. Water line cover shall be a minimum of 48" with maximum pipe depth of 72".

9. Locate subsurface storm water disposal facilities (including infiltration beds and drywells) at least 25 feet from main water lines. This requirement does not apply to catch basins or sand and grease vaults.

10. Place no. 12 direct burial wire and water pipe finder tape along the top of water mains and service lines per City of Nampa requirements.

11. The contractor shall notify the Engineering Division of Nampa Public Works two (2) working days before initial construction begins and request inspection of water lines and appurtenances at least forty-eight (48) hours in advance of backfilling.

12. Construct, pressure-test, flush, and disinfect all water distribution systems in accordance with applicable portions of section 3.1 of the standard specifications and drawings.

13. The contractor shall be responsible for locating and marking all existing service connections per Nampa requirements.

14. Secure and anchor all tees, plugs, caps, bends, and other locations where unbalanced forces exist by suitable thrust blocking as shown on SD-403.

PRESSURE IRRIGATION NOTES:

1. Install all crossings of the Public Rights-of-Way, private roadways and travelways with pressure irrigation at a maximum depth of two-and one-half (2-1/2) feet and in an AWWA C-900 pipe sleeve with locator wire. The Engineering Division of Nampa Public Works shall inspect all crossings prior to backfilling.

2. The horizontal separation of potable water mains and non-potable water mains (sanitary sewer, storm drain, and irrigation) shall be a minimum of ten (10) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

3. The horizontal separation of non-potable services and potable water services or potable water mains shall be a minimum of six (6) feet. Where it is necessary for a potable water main and non-potable water main to cross with less than eighteen (18) inches of vertical separation, the crossing shall be constructed in accordance with Section 542.07 of the Idaho Rules for Public Drinking Water Systems (IDAPA 58.01.08) and Section 430.02 of the Wastewater Rules (IDAPA 58.01.16).

4. Install finder tape with all irrigation mains. Tape shall be two (2) inches wide, metallic red in color, with the words **DANGER - UNSAFE WATER** or **NON-POTABLE WATER** clearly marked along its length. Place the tape between six (6) inches below the surface and eighteen (18) inches above the top of the pipe.

5. Label all irrigation risers and faucets with durable tags carrying the warning **DANGER - UNSAFE WATER** or **NON-POTABLE WATER**.

6. Label all valve boxes and vaults with durable tags carrying the warning **DANGER - UNSAFE WATER** or **NON-POTABLE WATER.** The valves and boxes are to be located a minimum of ten (10) feet outside of the Public Right-of-Way, private roadways and travelways.

7. Install a reduced pressure backflow preventer in any connection between the potable water system and the pressure irrigation system. The device must be approved by the Idaho Department of Environmental Quality (DEQ) and the City of Nampa Water Department.

8. The Engineering Division of Nampa Public Works shall inspect all pressurized irrigation unless a properly executed agreement for inspection and maintenance is in effect with the applicable Irrigation District. Forty-eight (48) hours advance notice is required.

9. Provide thrust blocking per SD-403.

1	GENERAL CONSTRUCTION NOTES	2	ROADWAY CONSTRUCTION NOTES	3	SEWER CONSTRUCTION NOTES	4	WATER CONSTRUCTION NOTES	5	PRESSURE IRRIGATION NOTES

REVISED

Date 03/04/2025

Project Number 25002

Drawn R J Smith

Checked R J Smith, P.E.

OUTDOOR STORAGE SOLUTIONS
OUTDOOR STORAGE SOLUTIONS, NAMPA, ID
Outdoor Storage Solutions, LLC

NOTES

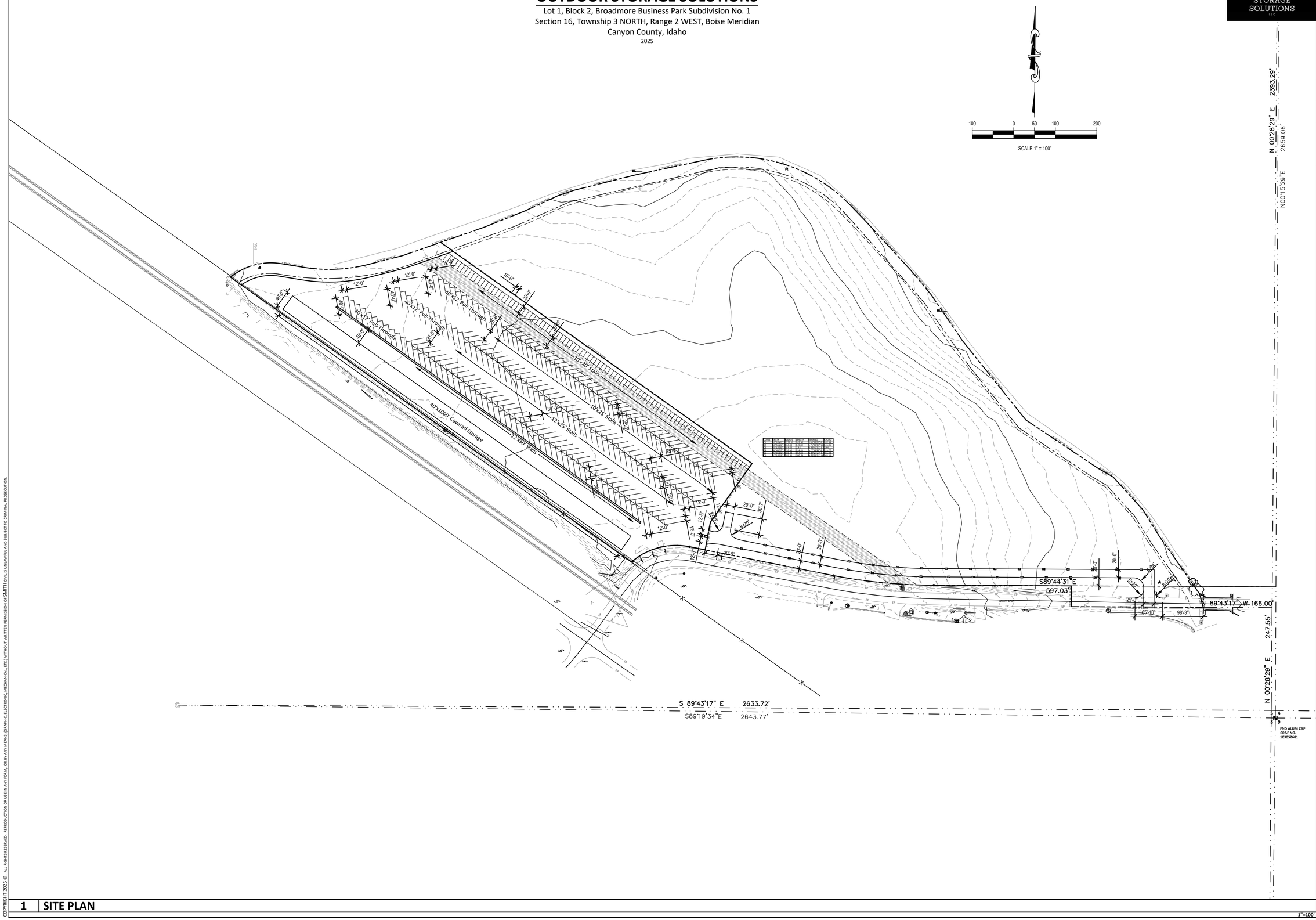
SMITH Civil Engineering
2485 E. Oakborough Ct., Eagle, ID 83616
(208) 870-1015

PROFESSIONAL ENGINEER REGISTERED 03/04/2025 8140 STATE OF IDAHO ROGER J. SMITH

Sheet C1.1

SITE PLAN
OUTDOOR STORAGE SOLUTIONS

Lot 1, Block 2, Broadmore Business Park Subdivision No. 1
Section 16, Township 3 NORTH, Range 2 WEST, Boise Meridian
Canyon County, Idaho
2025



1	SITE PLAN

1"=100'

OUTDOOR STORAGE SOLUTIONS LLC

REVISED

Date
03/04/2025

Project Number
25002

Drawn
R J Smith

Checked
R J Smith, P.E.

OUTDOOR STORAGE SOLUTIONS
E. LOCUST ROAD, NAMPA, ID
Outdoor Storage Solutions, LLC
SITE PLAN

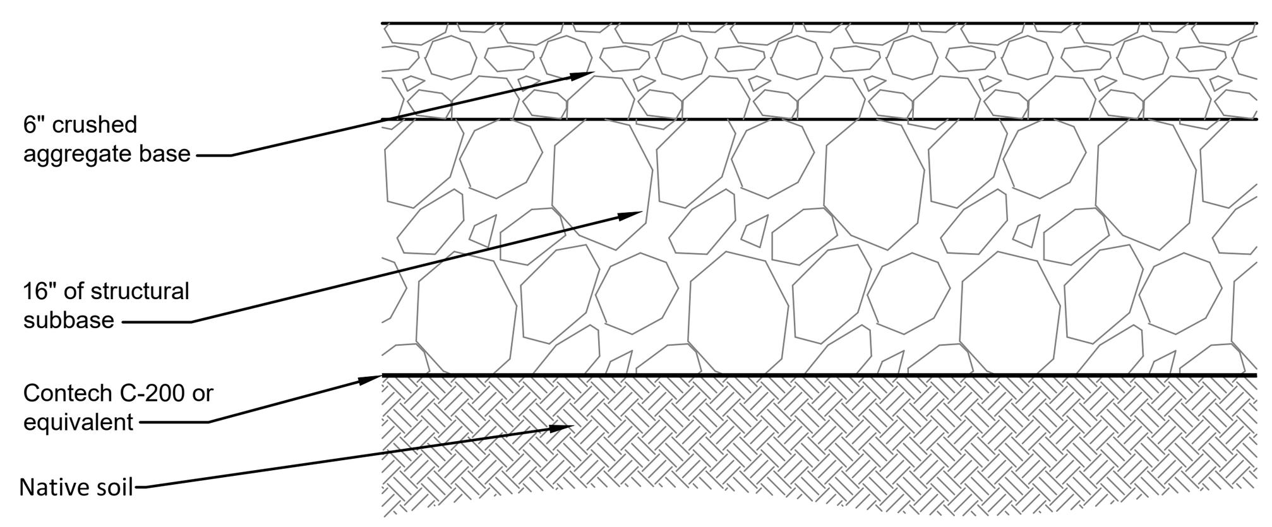
SMITH Civil Engineering
2485 E. Oakbrough Ct., Eagle, ID 83616
(208) 870-1015

PROFESSIONAL ENGINEER REGISTERED 03/04/2025 8140 STATE OF IDAHO ROGER J. SMITH

Sheet
C1.2

DRAINAGE AND GRADING PLAN
OUTDOOR STORAGE SOLUTIONS

SE ¼ of Section 5, Township 2 NORTH, Range 1 WEST, Boise Meridian
Canyon County, Idaho
2025



NOTES

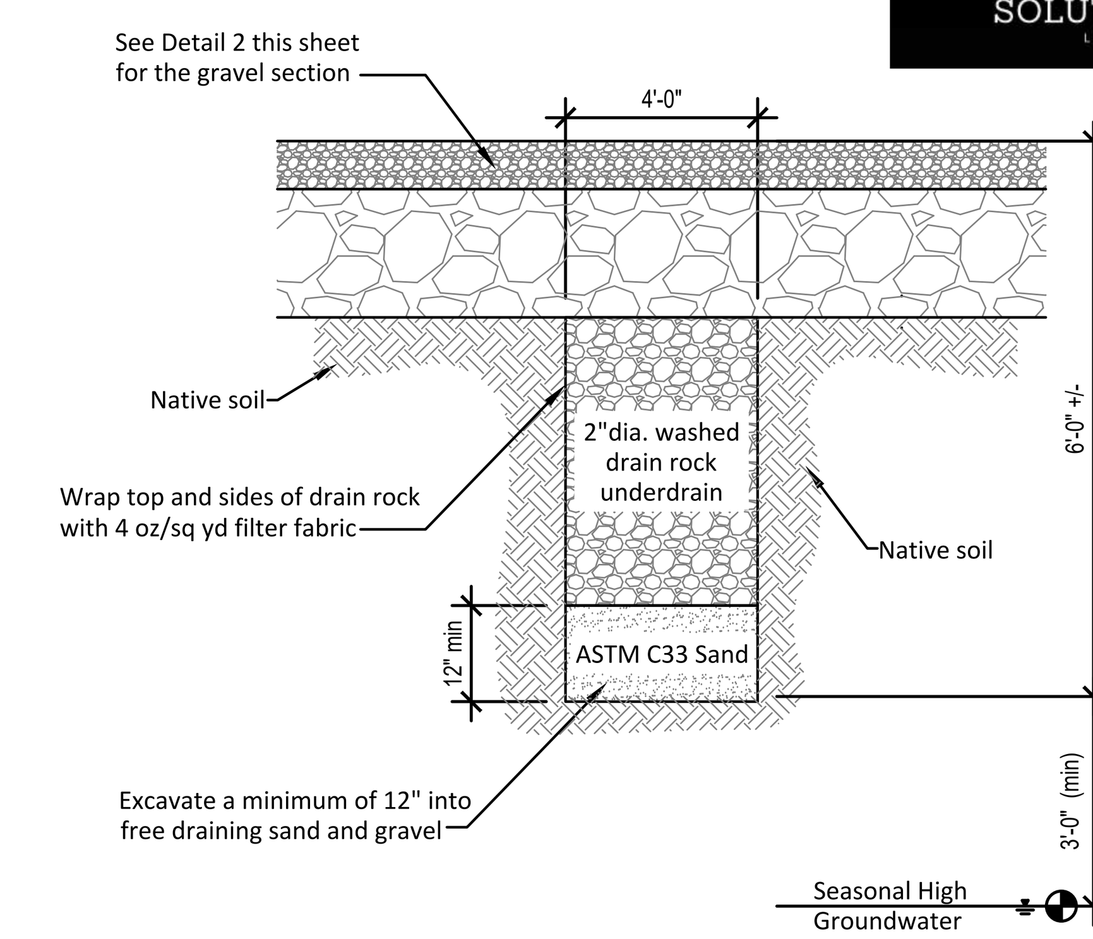
1) Crushed aggregate shall comply with ISPWC requirements for crushed aggregate material.

2) Granular structural fill material shall comply with the requirements of the geotechnical engineer. Maximum material diameter shall be no greater than 2/3 of the layer thickness. Gradation and suitability requirements shall be per ISPWC Section 801, Table 1.

3) See Strata's Letter Report (Limited Geotechnical Services) for this the proposed Indian Creek Subdivision dated August 24, 2007.

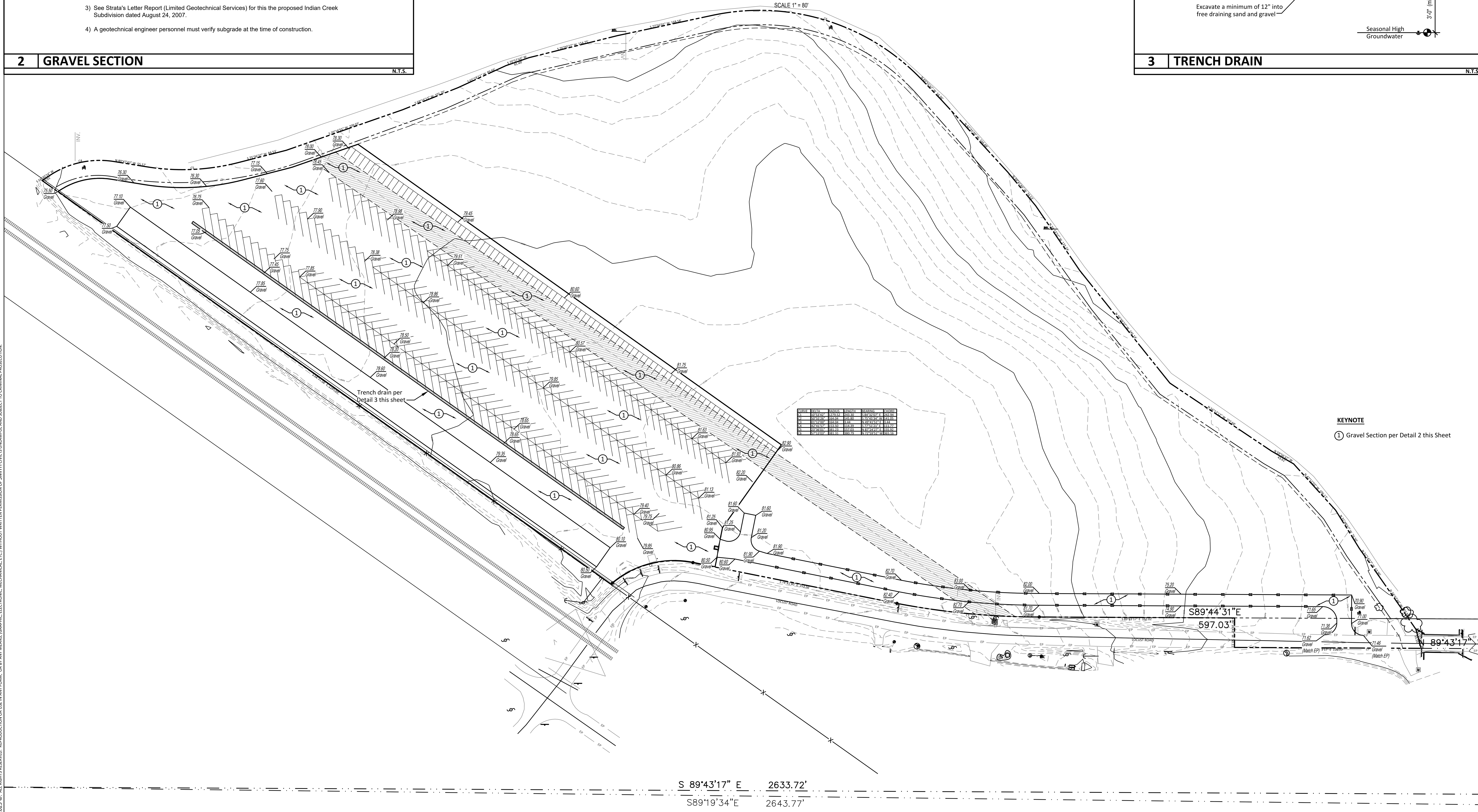
4) A geotechnical engineer personnel must verify subgrade at the time of construction.

2 GRAVEL SECTION N.T.S.



3 TRENCH DRAIN N.T.S.

80 0 40 80 160
SCALE 1" = 80'



CURVE	DELTA	RADIUS	LENGTH	BEARING	CHORD
C1	10°53'42"	1279.52	243.30	S 84°32'07" E	242.94
C2	50°55'26"	164.04	145.80	S 75°45'34" W	141.05
C3	01°12'00"	164.04	3.44	N 49°41'51" E	3.44
C4	42°41'57"	153.50	114.39	S 77°51'21" E	111.77
C5	23°36'01"	381.23	157.03	N 87°24'27" E	155.92
C6	57°13'03"	381.31	380.79	N 72°59'51" W	365.16

KEYNOTE

(1) Gravel Section per Detail 2 this Sheet

1 DRAINAGE AND GRADING PLAN 1"=80'

OUTDOOR STORAGE SOLUTIONS

REVISED

Date 03/04/2025
Project Number 25002
Drawn R J Smith
Checked R J Smith, P.E.

OUTDOOR STORAGE SOLUTIONS
E. LOCUST ROAD, NAMPA, ID
Outdoor Storage Solutions, LLC
DRAINAGE AND GRADING PLAN

SMITH Civil Engineering
2485 E. Oakborough Ct., Eagle, ID 83616
(208) 870-1015

PROFESSIONAL ENGINEER REGISTERED 03/04/2025 8140 STATE OF IDAHO ROGER J. SMITH

Sheet
C2.0

Exhibit A.3

LANDSCAPE NOTES:

COMPLIANCE & GUIDELINES
1.1. Contractors must perform all work in alignment with the Idaho Standards for Public Works Construction (ISPWC), 2020 edition, as well as Nampa, Idaho codes, standards, and applicable state and local laws.
SITE CONDITIONS
2.1. Identify and safeguard all utilities before starting construction. Any harm to utilities, structures, or concrete must be repaired or replaced at the contractor's cost.
2.2. The project area includes existing elements like underground utilities, curbs, gutters, lighting poles, and walkways.
2.3. Consult the Engineer's drawings for details on current site features.
2.3.1. Check civil drawings for existing or planned drainage pipes, utility locations, and layouts. Ensure constant protection of drainage systems and utilities.
EARTHWORK & PREPARATION
3.1. Clear planting areas by removing weeds and debris through grubbing. Use a licensed applicator to apply Round-Up or a similar herbicide if needed, and eliminate rocks or materials larger than 2 inches.
3.2. Remove and dispose of excess gravel preparation offsite.
3.3. Shape the final grade to create a seamless, flowing landscape across the site.
3.4. Fine-tune lawn grades to match the Engineer's specified elevations, ensuring water drains away from buildings.
3.5. Refer to the Engineer's plans for grading specifics, drainage pipe locations, and layouts. Maintain and protect drainage throughout the project.
3.6. Standing water or pooling is unacceptable per industry norms.
SOIL REQUIREMENTS
4.1. Apply a minimum 12-inch layer of screened topsoil to lawn areas.
4.2. Provide planter beds with at least 18 inches of screened topsoil.
4.3. Onsite stockpiled topsoil may be reused if it meets these conditions:
4.3.1. Soil is tested to confirm it supports plant growth, with amendments added based on test results.
4.3.2. Soil must be loose, crumbly sandy loam, free of contaminants, weeds, seeds, rocks, grass, or debris.
4.3.3. Soil pH must range between 6.5 and 8.0.
4.3.4. If onsite soil fails these criteria, the contractor must supply approved imported topsoil or enhance the existing soil, subject to the project manager's approval.
4.4. Imported topsoil must come from a local supplier, be screened to remove debris, and have a pH of 6.5–8.0, with no rocks, sticks, clumps, or harmful substances.
4.5. Level, compact, and fine-grade topsoil in lawn areas to a uniform finish, 0.5 inches below adjacent surfaces.
4.6. Mix new plantings' soil with a blend of 2 parts topsoil to 1 part compost.
MULCH FOR PLANTER BEDS
5.1. Cover all planter beds with a 3-inch layer of round rock mulch or an equivalent approved by the owner. Place it over commercial-grade weed barrier fabric, following the manufacturer's instructions, and submit for approval before installation.
PLANTING
6.1. Install all plants according to accepted industry practices.
6.2. Plant materials must meet or surpass ANSI Z60.1 (American Standard for Nursery Stock) federal guidelines. The owner's representative may reject any plants deemed substandard or unhealthy.
6.3. Contractor shall submit any changes to the porposed plant palette to the design professional for approval prior to procurement.
6.4. Plant Balled and Burlapped trees and shrubs as shown in the designated planting details.
6.5. No mature vegetation is allowed within all clear vision triangles as identified on plans.
6.6. Apply 'Agriform' planting tablets or an approved substitute to fertilize trees and shrubs, following the manufacturer's directions.
IRRIGATION SYSTEM
The irrigation system must conform to these standards:
7.1. Follow municipal codes for city water connections.
7.2. Use only new irrigation components with active manufacturer warranties.
7.3. Mount an outdoor-rated controller in the plan-specified spot, secured in a lockbox with two keys. Confirm the exact placement with the project manager and general contractor.
7.4. Equip the controller with a rain on/off switch or shutoff feature that preserves the program settings.
7.5. Fit all remote control valves, including the master valve, with flow regulation devices.
7.6. Use Class 200 PVC piping or an approved alternative, with sleeves twice the diameter of enclosed pipes and separate 1.5-inch minimum sleeves for wiring.
7.7. For pipes over 3 inches, use gasketed joints with approved restraints at all 45-degree bends, tees, elbows, and 22- or 11-degree fittings.
7.8. Share trenches where feasible.
7.9. Install Schedule 40 PVC under hardscapes, meeting the same requirements as above.
7.10. Use Paige 7350 or 7351 direct-bury wire, placed at least 12 inches below the final grade.
7.11. Attach the mainline to the approximate connection point indicated on the plan.
7.12. The contractor must secure and pay for all required permits and comply with codes.
7.13. Ensure sprinkler heads within each circuit deliver uniform precipitation, with water velocities not exceeding 5 feet per second.
7.14. Bury drip irrigation lines 2 inches below the finished surface.
7.15. Set the watering schedule to deliver at least 80% of the local evapotranspiration rate.
7.16. Follow irrigation drawings and details for installation, using specified materials or approved equivalents.
7.17. Verify static water pressure five days prior to construction and notify the landscape architect in writing if it falls below 80 psi. Local codes take precedence in case of conflicts.
CONTRACTOR DUTIES
8.1. Quantities provided are for guidance only; the contractor is accountable for accurate quantity calculations.
8.2. Guarantee all plants and labor for one year from the owner's acceptance date. Replace any dead or declining plants with identical type and size at no expense to the owner.
8.3. Submit as-built drawings at project completion. Substantial completion requires two copies at a 1"=30' scale, approved by the owner's representative.
DISCREPANCIES
Report any inconsistencies to the Landscape Architect immediately.

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY	MATURE HEIGHT	MATURE WIDTH
TREES							
	BET BBC	Betula nigra 'Cully' / Heritage River Birch Multi-trunk	1.5" Cal.	B&B	8	40 - 65ft. ht.	25 - 40ft. w.
	GLE TTE	Gleditsia triacanthos inermis 'Sunburst' / Sunburst® Honey Locust	1.5" Cal.	B&B	15	25 - 40ft. ht.	25 - 40ft. w.
	PYR PEA	Pyrus calleryana 'Redspire' / Redspire Callery Pear	1.5" Cal.	B&B	7	40 - 65ft. ht.	20' w.
SHRUBS							
	CAL KAR	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	1 gal.	Pot	110	3 - 6ft. ht.	1 - 3ft. w.
	CAR DAR	Caryopteris x clandonensis 'Dark Knight' / Dark Knight Bluebeard	2 gal.	Pot	56	18 - 36in. ht.	1 - 3ft. w.
	RHU GRO	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	2 gal.	Pot	55	3 - 6ft. ht.	3 - 6ft. w.
		6' HIGH WHITE VINYL CLOSED-VISION FENCE- SEE DETAIL 1/ L103					

LANDSCAPE REQUIREMENTS:

CODE REQUIREMENTS FOR CITY OF NAMPA:

LANDSCAPE BUFFER ALONG LOCUST RD. :

LANDSCAPE BUFFER TO BE 15-20' IN WIDTH

(1) CLASS I OR II TREE PER 35' : TOTAL LF ALONG LOCUST (1016 LF)

REQUIRED: 29
PROVIDED: 30

1 SHRUB PER 100 SF: TOTAL SF OF PLANTER BED (20,433 SF)

REQUIRED: 204
PROVIDED: 221

LEGEND:

EXISTING VEGETATION TO REMAIN; PRESERVE AND PROTECT
PROPOSED VEGETATION PER DETAILS 2 & 3/L103
PROPOSED CONTOURS PER CIVIL; SHOWN IN 1' INTERVALS
NEW DRAINAGE PER CIVIL
CLEAR VISION TRIANGLE
PROPERTY LINE
EASEMENT
MATCHLINE

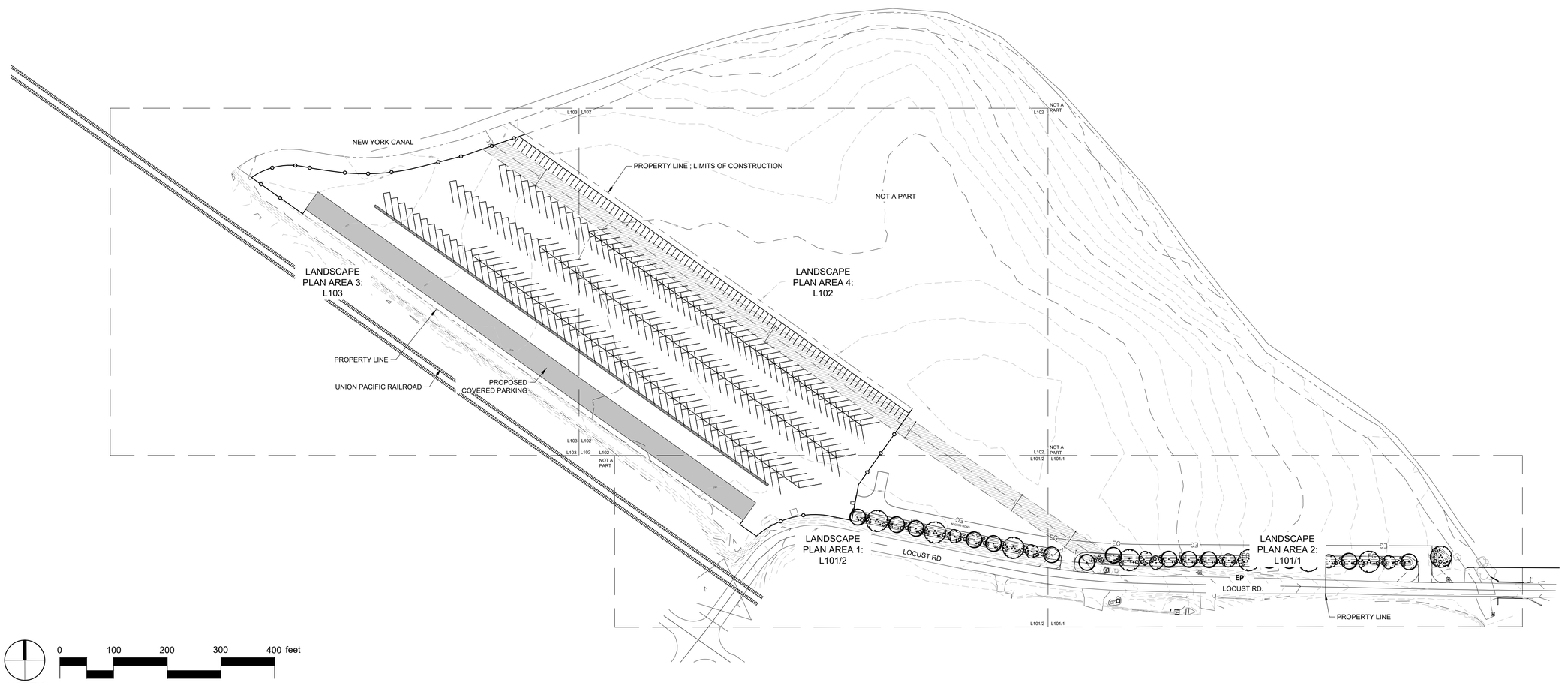


Exhibit A.3

STAMP:

STATE OF IDAHO
CARMEN JULIA GARDINER
LA-16967
4/9/25
LICENSED LANDSCAPE ARCHITECT

REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:
gardiner
LAND DESIGN

114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM

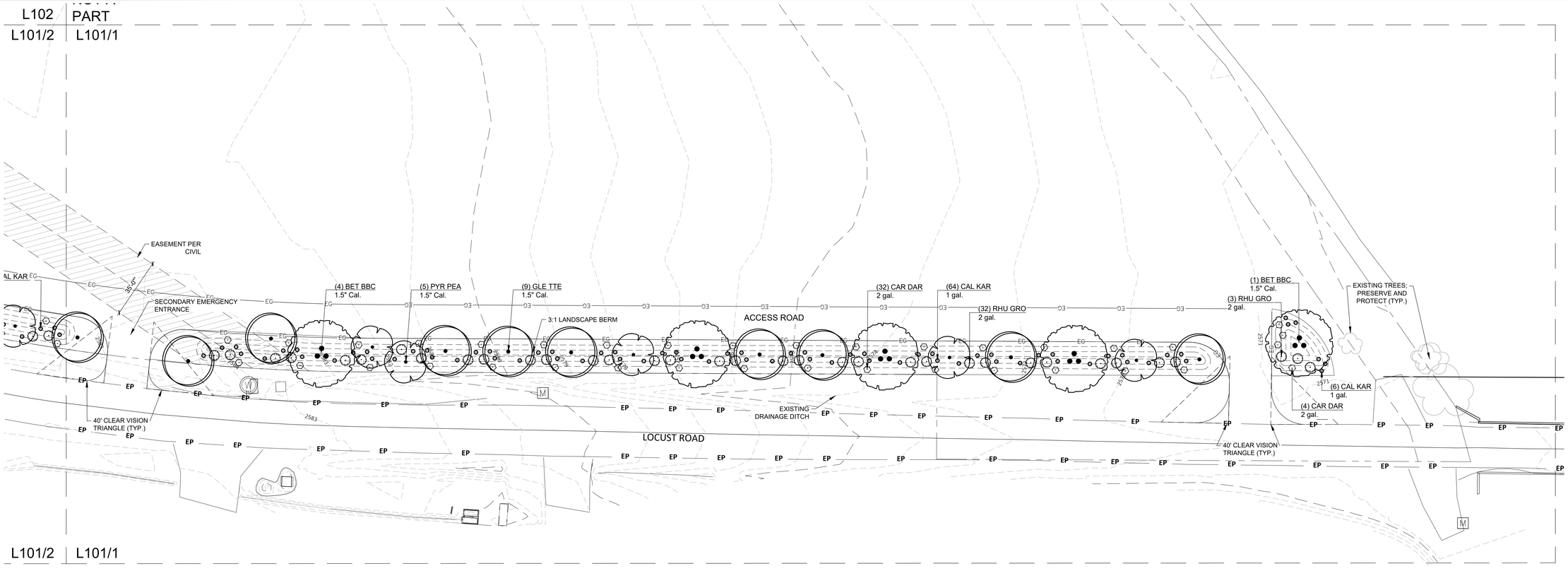
GARDINERLANDDESIGN.COM

SITE:
NAMPA, ID

TITLE:
OVERALL LANDSCAPE AND FENCE PLAN

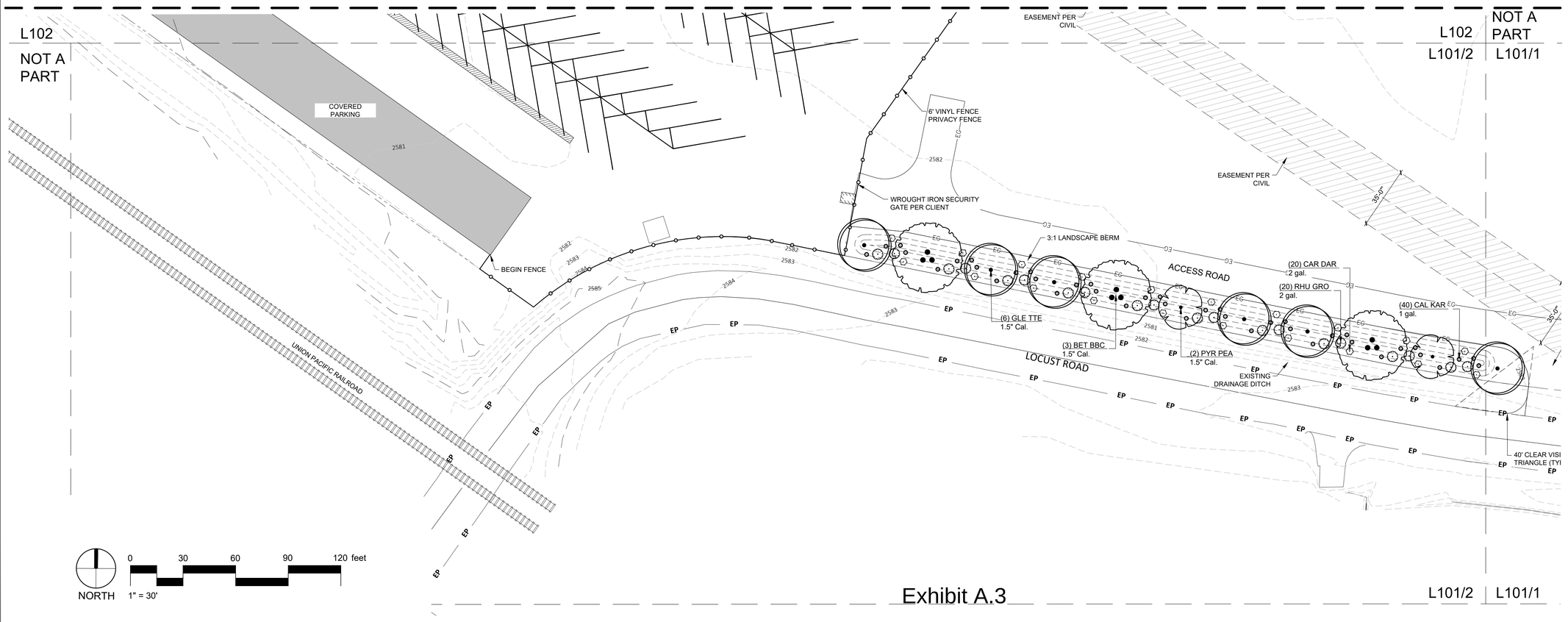
SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1"=100'	4/4/2025	KG	CW
PROJECT NO:	DRAWING NO:		REVISION:
1004	L100		

L102 | PART
L101/2 | L101/1



L101/2 | L101/1

L102
NOT A PART



L102
NOT A PART

L101/2 | L101/1

0 30 60 90 120 feet
NORTH 1" = 30'

Exhibit A.3

STAMP:

STATE OF IDAHO
CARMEN JULIA WEBB
LA-16967
4/9/25
LICENSED LANDSCAPE ARCHITECT

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY
TREES		
	Betula nigra 'Cully' / Heritage River Birch Multi-trunk	8
	Gleditsia triacanthos inermis 'Sunburst' / Sunburst® Honey Locust	15
	Pyrus calleryana 'Redspire' / Redspire Callery Pear	7
SHRUBS		
	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	110
	Caryopteris x clandonensis 'Dark Knight' / Dark Knight Bluebeard	56
	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	55

LEGEND:

- EXISTING VEGETATION TO REMAIN; PRESERVE AND PROTECT
- PROPOSED VEGETATION PER DETAILS 2 & 3/L103
- PROPOSED CONTOURS PER CIVIL; SHOWN IN 1' INTERVALS
- NEW DRAINAGE PER CIVIL
- CLEAR VISION TRIANGLE
- PROPERTY LINE
- EASEMENT
- MATCHLINE

REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:
gardiner LAND DESIGN

114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM

GARDINERLANDDESIGN.COM

SITE: NAMPA, ID

TITLE: LANDSCAPE PLAN

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
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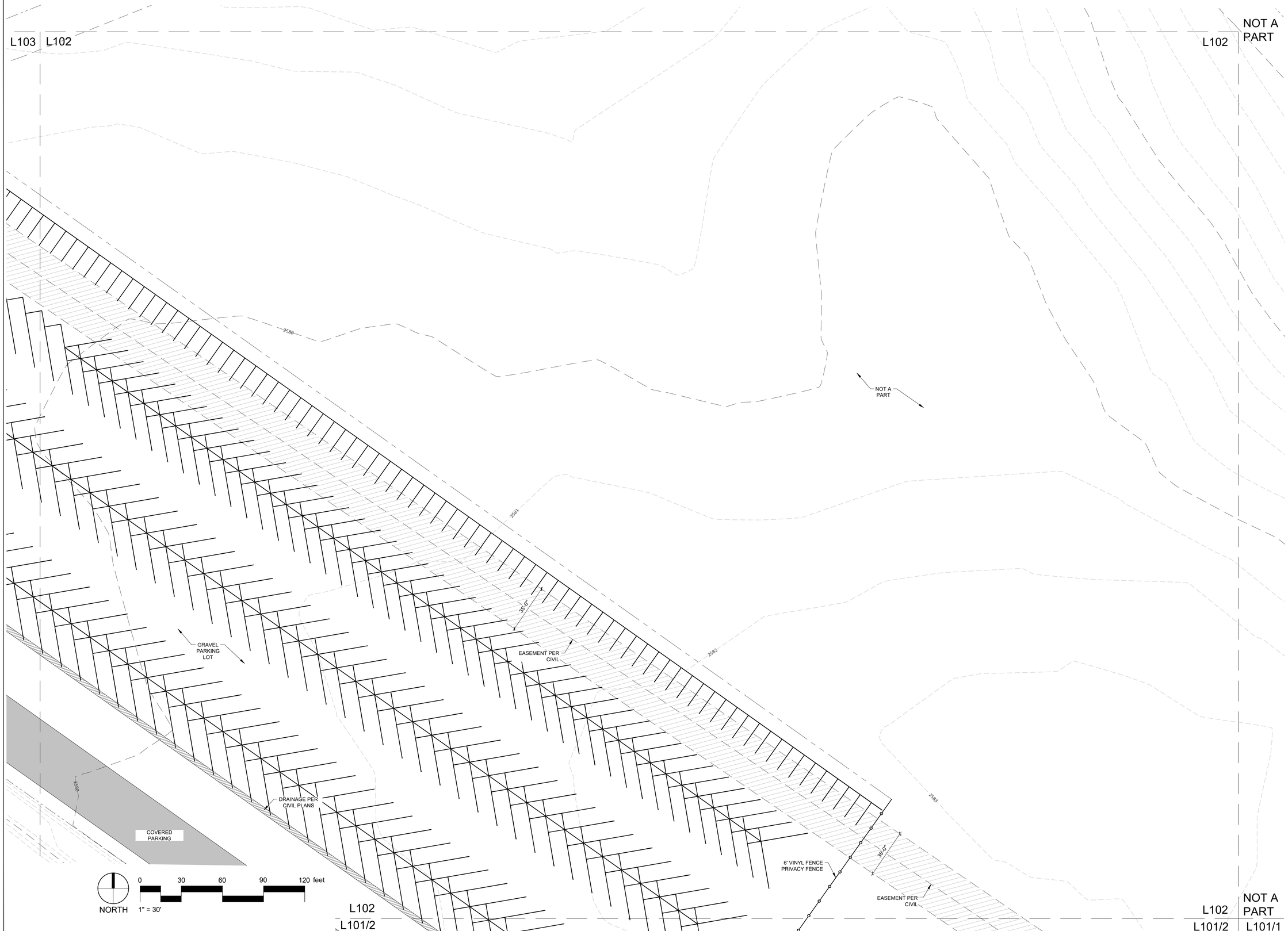
PROJECT NO: 1004	DRAWING NO: L101		REVISION:



STAMP:

STATE OF IDAHO
CARMEN JULIA WEBB
LICENSED LANDSCAPE ARCHITECT
LA-16967
4/9/25

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY
TREES		
	Betula nigra 'Cully' / Heritage River Birch Multi-trunk	8
	Gleditsia triacanthos inermis 'Sunburst' / Sunburst® Honey Locust	15
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	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	110
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	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	55

LEGEND:

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- PROPOSED VEGETATION PER DETAILS 2 & 3/L103
- PROPOSED CONTOURS PER CIVIL; SHOWN IN 1' INTERVALS
- NEW DRAINAGE PER CIVIL
- CLEAR VISION TRIANGLE
- PROPERTY LINE
- EASEMENT
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REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:

gardiner
LAND DESIGN
114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM
GARDINERLANDDESIGN.COM

SITE:			
NAMPA, ID			
TITLE:			
LANDSCAPE PLAN			
SCALE AT A1:	DATE:	DRAWN:	CHECKED:
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PROJECT NO:	DRAWING NO:		REVISION:
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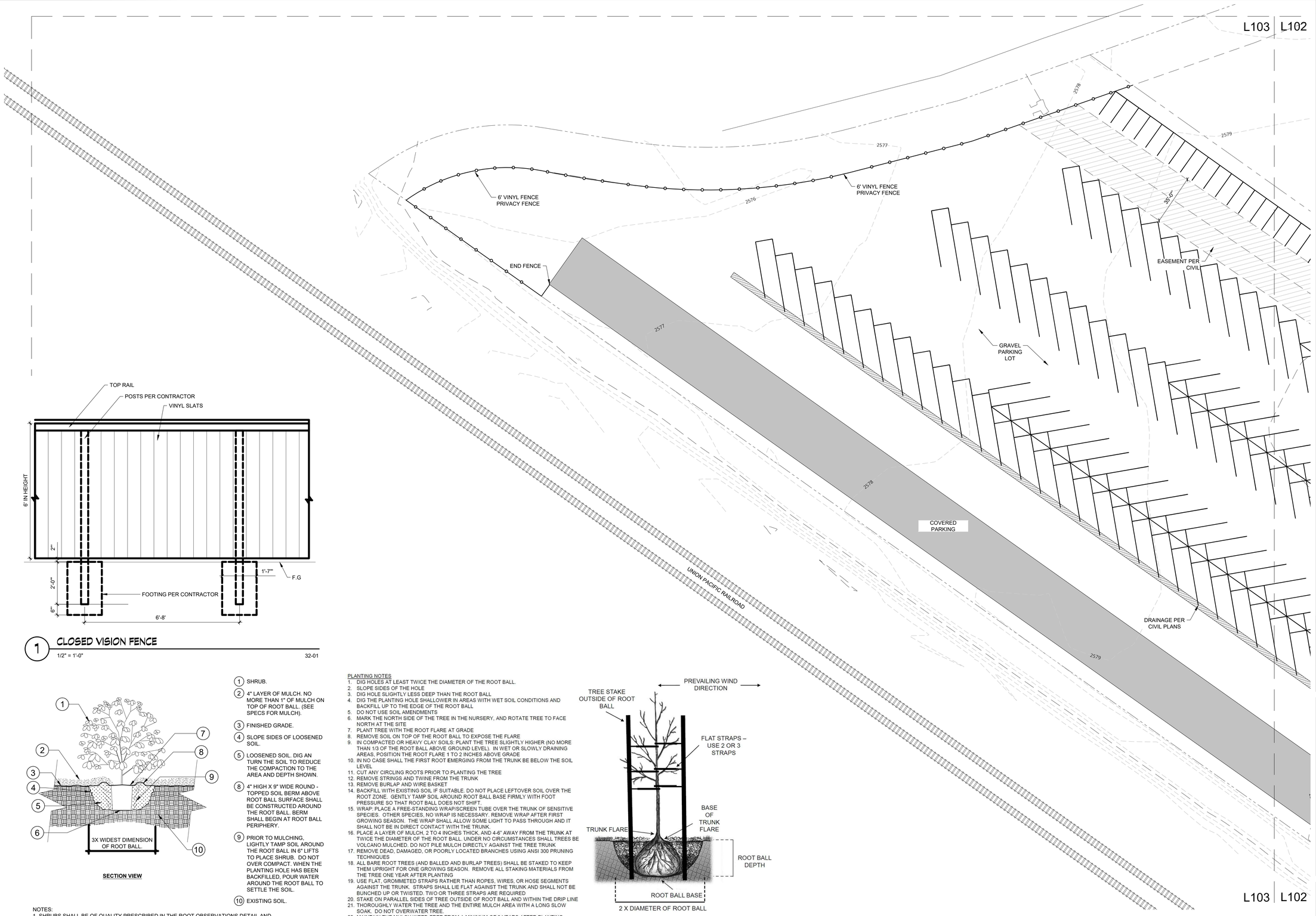


1 CLOSED VISION FENCE

1/2" = 1'-0" 32-01

SECTION VIEW

1. SHRUB.
2. 4" LAYER OF MULCH. NO MORE THAN 1" OF MULCH ON TOP OF ROOT BALL (SEE SPECS FOR MULCH).
3. FINISHED GRADE.
4. SLOPE SIDES OF LOOSENED SOIL.
5. LOOSENED SOIL. DIG AN TURN THE SOIL TO REDUCE THE COMPACTION TO THE AREA AND DEPTH SHOWN.
8. 4" HIGH X 9" WIDE ROUND - TOPPED SOIL BERM ABOVE ROOT BALL SURFACE SHALL BE CONSTRUCTED AROUND THE ROOT BALL. BERM SHALL BEGIN AT ROOT BALL PERIPHERY.
9. PRIOR TO MULCHING, LIGHTLY TAMP SOIL AROUND THE ROOT BALL IN 6" LIFTS TO PLACE SHRUB. DO NOT OVER COMPACT. WHEN THE PLANTING HOLE HAS BEEN BACKFILLED, POUR WATER AROUND THE ROOT BALL TO SETTLE THE SOIL.
10. EXISTING SOIL.

NOTES:
1- SHRUBS SHALL BE OF QUALITY PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.

2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

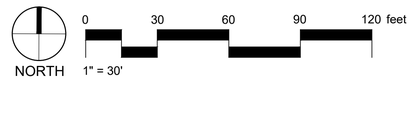
2 SHRUB PLANTING

1/2" = 1'-0" FX-PL-FX-SHRB-04

PLANTING NOTES
1. DIG HOLES AT LEAST TWICE THE DIAMETER OF THE ROOT BALL.
2. SLOPE SIDES OF THE HOLE
3. DIG HOLE SLIGHTLY LESS DEEP THAN THE ROOT BALL
4. DIG THE PLANTING HOLE SHALLOWER IN AREAS WITH WET SOIL CONDITIONS AND BACKFILL UP TO THE EDGE OF THE ROOT BALL
5. DO NOT USE SOIL AMENDMENTS
6. MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE
7. PLANT TREE WITH THE ROOT FLARE AT GRADE
8. REMOVE SOIL ON TOP OF THE ROOT BALL TO EXPOSE THE FLARE
9. IN COMPACTED OR HEAVY CLAY SOILS: PLANT THE TREE SLIGHTLY HIGHER (NO MORE THAN 1/3 OF THE ROOT BALL ABOVE GROUND LEVEL). IN WET OR SLOWLY DRAINING AREAS, POSITION THE ROOT FLARE 1 TO 2 INCHES ABOVE GRADE
10. IN NO CASE SHALL THE FIRST ROOT EMERGING FROM THE TRUNK BE BELOW THE SOIL LEVEL
11. CUT ANY CIRCLING ROOTS PRIOR TO PLANTING THE TREE
12. REMOVE STRINGS AND TWINE FROM THE TRUNK
13. REMOVE BURLAP AND WIRE BASKET
14. BACKFILL WITH EXISTING SOIL IF SUITABLE. DO NOT PLACE LEFTOVER SOIL OVER THE ROOT ZONE. GENTLY TAMP SOIL AROUND ROOT BALL BASE FIRMLY WITH FOOT PRESSURE SO THAT ROOT BALL DOES NOT SHIFT.
15. WRAP: PLACE A FREE-STANDING WRAP/SCREEN TUBE OVER THE TRUNK OF SENSITIVE SPECIES. OTHER SPECIES, NO WRAP IS NECESSARY. REMOVE WRAP AFTER FIRST GROWING SEASON. THE WRAP SHALL ALLOW SOME LIGHT TO PASS THROUGH AND IT SHALL NOT BE IN DIRECT CONTACT WITH THE TRUNK.
16. PLACE A LAYER OF MULCH, 2 TO 4 INCHES THICK, AND 4-6" AWAY FROM THE TRUNK AT TWICE THE DIAMETER OF THE ROOT BALL. UNDER NO CIRCUMSTANCES SHALL TREES BE VOLCANO MULCHED. DO NOT PILE MULCH DIRECTLY AGAINST THE TREE TRUNK
17. REMOVE DEAD, DAMAGED, OR POORLY LOCATED BRANCHES USING ANSI 300 PRUNING TECHNIQUES
18. ALL BARE ROOT TREES (AND BALLED AND BURLAP TREES) SHALL BE STAKED TO KEEP THEM UPRIGHT FOR ONE GROWING SEASON. REMOVE ALL STAKING MATERIALS FROM THE TREE ONE YEAR AFTER PLANTING
19. USE FLAT, GROMMETED STRAPS RATHER THAN ROPES, WIRES, OR HOSE SEGMENTS AGAINST THE TRUNK. STRAPS SHALL LIE FLAT AGAINST THE TRUNK AND SHALL NOT BE BUNCHED UP OR TWISTED. TWO OR THREE STRAPS ARE REQUIRED
20. STAKE ON PARALLEL SIDES OF TREE OUTSIDE OF ROOT BALL AND WITHIN THE DRIP LINE
21. THOROUGHLY WATER THE TREE AND THE ENTIRE MULCH AREA WITH A LONG SLOW SOAK. DO NOT OVERWATER TREE.
22. MAINTAIN THE MULCH WEED-FREE FROM A MINIMUM OF 3 YEARS AFTER PLANTING

3 CITY OF NAMPA TREE PLANTING

6" = 1'-0" 329343-01



STAMP:

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	QTY
TREES		
	Betula nigra 'Cully' / Heritage River Birch Multi-trunk	8
	Gleditsia triacanthos inermis 'Sunburst' / Sunburst® Honey Locust	15
	Pyrus calleryana 'Redspire' / Redspire Callery Pear	7
SHRUBS		
	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	110
	Caryopteris x clandonensis 'Dark Knight' / Dark Knight Bluebeard	56
	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	55

LEGEND:

- EXISTING VEGETATION TO REMAIN; PRESERVE AND PROTECT
- PROPOSED VEGETATION PER DETAILS 2 & 3/L103
- PROPOSED CONTOURS PER CIVIL; SHOWN IN 1' INTERVALS
- NEW DRAINAGE PER CIVIL
- CLEAR VISION TRIANGLE
- PROPERTY LINE
- EASEMENT
- MATCHLINE

REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:

gardiner
LAND DESIGN
114 E 33RD ST.
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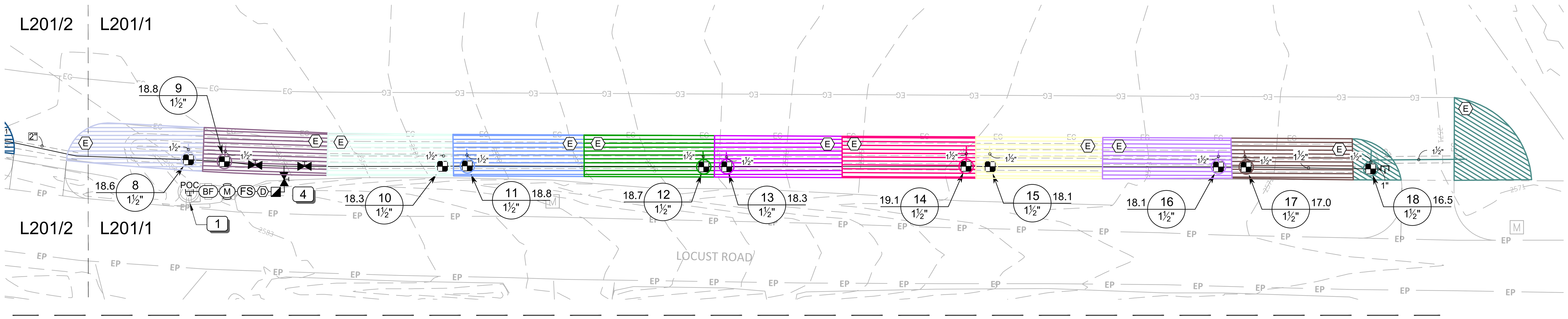
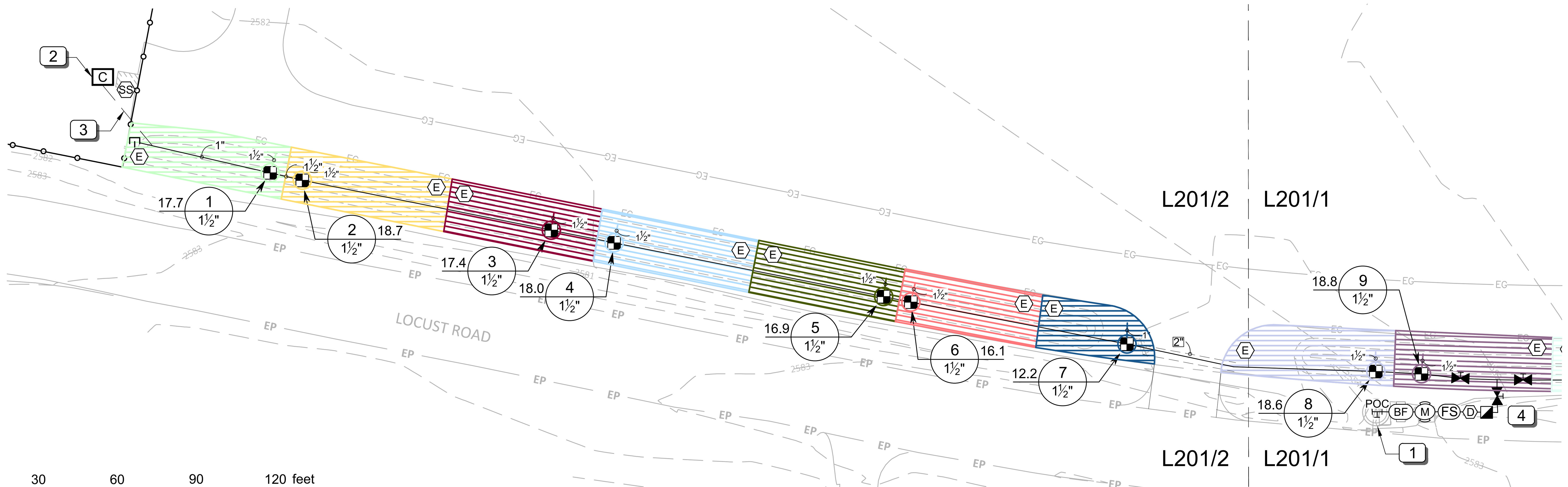
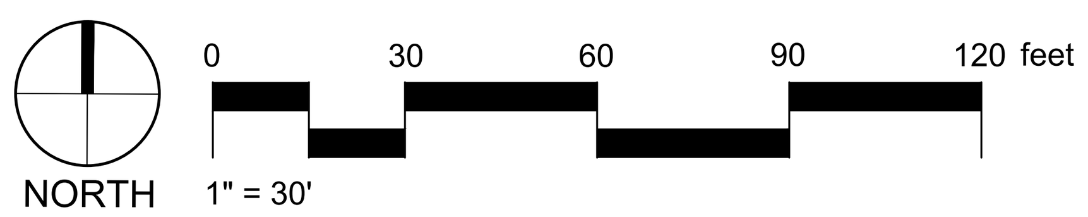
208-908-1368
KILEYGARDINER@GMAIL.COM
GARDINERLANDDESIGN.COM

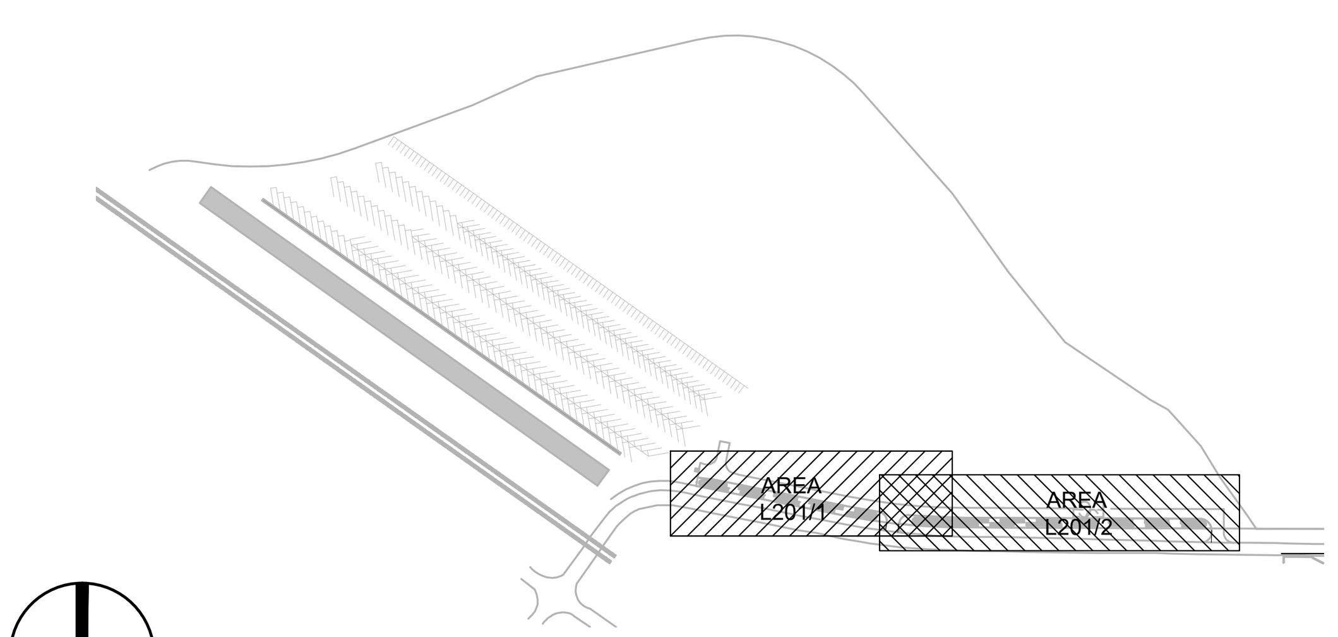
SITE:	NAMPA, ID
TITLE:	LANDSCAPE DESIGN

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1"=30'	4/4/2025	KG	CW
PROJECT NO:	DRAWING NO:		REVISION:
1004	L103		









REFERENCE MAP

NOT TO SCALE

NORTH

CAUTION NOTICE

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM
1	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	17.7
2	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.71
3	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	17.37
4	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.05
5	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	16.92
6	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	16.13
7	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	12.23
8	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.56
9	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.75
10	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.26
11	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.8
12	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.71
13	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.29
14	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	19.13
15	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.14
16	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	18.14
17	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	17.01
18	HUNTER ICZ-151-XL-40	1-1/2"	AREA FOR DRIPLINE	16.49

DRIP LINE SCHEDULE

ZONE 1	ZONE 7	ZONE 13
ZONE 2	ZONE 8	ZONE 14
ZONE 3	ZONE 9	ZONE 15
ZONE 4	ZONE 10	ZONE 16
ZONE 5	ZONE 11	ZONE 17
ZONE 6	ZONE 12	ZONE 18

REFERENCE NOTES SCHEDULE

CODE	DESCRIPTION
1	CONNECT NEW IRRIGATION MANIFOLD ASSEMBLY TO EXISTING WELL AND PUMP IN THIS APPROXIMATE LOCATION. SEE CIVIL PLANS FOR ADDITIONAL INFORMATION
2	EXTERIOR WALL MOUNT IRRIGATION CONTROLLER PER DETAIL AND CONNECT TO 120 VOLT AS REQUIRED. CONNECT CONDUIT TO TWO-WIRE AT PRESSUREIZED IRRIGATION MAINLINE. ALL ABOVE GRADE WIRES SHALL BE LOCATED IN APPROPRIATELY SIZED CONDUIT. IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH CERTIFIED ELECTRICAL CONTRACTOR FOR ALL ELECTRICAL CONNECTIONS. IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE ALL CONTROLLER OPTIONS AND ZONES ARE FULLY OPERATIONAL AFTER TRENCHING HAS FINIHSED.
3	2" WIRE SLEEVE. ROUTE TO CONTROLLER LOCATION PER LOCAL CODES AS REQUIRED.
4	IRRIGATION EQUIPMENT SHOWN IN HARDSCAPE IS FOR GRAPHIC CLARITY ONLY. ALL IRRIGATION EQUIPMENT SHALL BE LOCATED IN ADJACENT SOFTSCAPE. ALL SLEEVING SHOWN ON PLANS SHALL BE TWICE THE SIZE OF THE PIPE WITHIN THE SLEEVE.

CRITICAL ANALYSIS

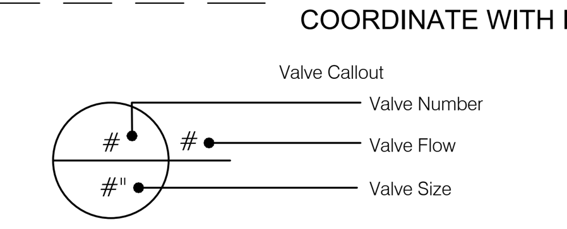
P.O.C. NUMBER: 01
Water Source Information:

FLOW AVAILABLE	
Point of Connection Size:	1"
Flow Available	19.62 GPM
PRESSURE AVAILABLE	
Static Pressure at POC:	60 PSI
Pressure Available:	60 PSI
DESIGN ANALYSIS	
Maximum Station Flow:	19.13 GPM
Flow Available at POC:	19.62 GPM
Residual Flow Available:	0.49 GPM
Critical Station:	2
Design Pressure:	25 PSI
Friction Loss:	0.07 PSI
Fittings Loss:	0.01 PSI
Elevation Loss:	0 PSI
Loss through Valve:	2 PSI
Pressure Req. at Critical Station:	27.1 PSI
Loss for Fittings:	0.52 PSI
Loss for Main Line:	5.19 PSI
Loss for POC to Valve Elevation:	0 PSI
Loss for Backflow:	4.87 PSI
Loss for Master Valve:	3 PSI
Critical Station Pressure at POC:	40.7 PSI
Pressure Available:	60 PSI
Residual Pressure Available:	19.3 PSI

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
(checkered square)	HUNTER ICZ-151-XL-40 1-1/2" DRIP CONTROL ZONE KIT. 1-1/2IN. ICV GLOBE VALVE WITH 1IN. HY100 FILTER SYSTEM. PRESSURE REGULATION: 40PSI. FLOW RANGE: 20 GPM TO 60 GPM. 120 MESH STAINLESS STEEL SCREEN. 1-1/2IN. INLET X SINGLE 2IN. OUTLET	6/L202
E	HUNTER ECO-ID ECO-ID: 1/2IN. FPT CONNECTION WITH 12 PSI-70 PSI OPERATING PRESSURE. SPECIFY WITH HUNTER SJ SWING JOINT.	4/L203
SEE DRIP ZONE SCHEDULE	AREA TO RECEIVE DRIPLINE HUNTER HDL-09-12-R HDL-09-12-R: HUNTER DRIPLINE WITH 0.9 GPH FLOW. LIGHT BROWN TUBING WITH PURPLE STRIPING. EMITTERS AT 12" O.C. DRIPLINE LATERALS SPACED AT 12" APART, WITH EMITTERS OFFSET FOR TRIANGULAR PATTERN. INSTALL WITH HUNTER PLD BARBED OR PLD-LOC FITTINGS.	6, 7, 9, 10 & 11/L203

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
(half-filled square)	HUNTER HQ-5LRC-R 1" QUICK COUPLER VALVE, PURPLE LOCKING RUBBER COVER FOR RECLAIMED WATER USE, RED BRASS AND STAINLESS STEEL, WITH 1IN. NPT INLET, 1-PIECE BODY.	1 /L203
(valve symbol)	SHUT OFF VALVE	2/L203
M	HUNTER ICV-G-FS 1" 1IN., 1-1/2IN., 2IN., AND 3IN. PLASTIC ELECTRIC MASTER VALVE, GLOBE CONFIGURATION, WITH NPT THREADED INLET/OUTLET, FOR COMMERCIAL/MUNICIPAL USE. WITH FILTER SENTRY.	5/L202
D	DRAIN VALVE	8/L203
BF	ZURN 350 1" 3/4IN. - 2IN. DOUBLE CHECK VALVE ASSEMBLY BACKFLOW PREVENTER W/ EZSWAP.	4/L202
C	HUNTER P2C-400 W/ (01) PCM-300 & (01) PCM-1600 LIGHT COMMERCIAL & RESIDENTIAL CONTROLLER, 23-STATION EXPANDED MODULE CONTROLLER, 120 VAC, OUTDOOR/INDOOR MODEL	3/L202
SS	HUNTER WSS WIRELESS SOLAR, RAIN FREEZE SENSOR WITH OUTDOOR INTERFACE, CONNECTS TO HUNTER PCC, PRO-C, AND I-CORE CONTROLLERS, INSTALL AS NOTED. INCLUDES 10 YEAR LITHIUM BATTERY AND RUBBER MODULE COVER, AND GUTTER MOUNT BRACKET.	8/L202
FS	HUNTER HFS-150 FLOW SENSOR FOR USE WITH ACC CONTROLLER, 1-1/2IN. SCHEDULE 40 SENSOR BODY, 24 VAC, 2 AMP.	3/L203
(cap symbol)	CAP FOR FUTURE USE CAP AT THE MAINLINE OR LATERAL LINE FOR FUTURE USE. THE PRESSURE AND FLOW PROVIDED TO THAT LOCATION ARE INDICATED NEXT TO THE CAP SYMBOL.	NA
POC	POINT OF CONNECTION 1"	NA
(solid line)	IRRIGATION LATERAL LINE: PVC SCHEDULE 40. SIZE AS INDICATED ON PLANS	2/L202
(solid line)	IRRIGATION MAINLINE: PVC SCHEDULE 40 1"	2/L202
(double dashed line)	PIPE SLEEVE: PVC SCHEDULE 40 2"	1/L202
(dashed line)	CONDUIT FROM IRRIGATION CONTROLLER TO MAINLINE. COORDINATE WITH ELECTRICAL	NA



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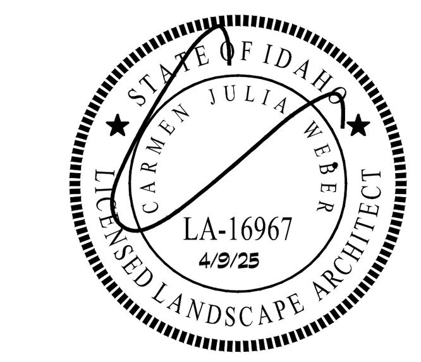


REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:
gardiner LAND DESIGN
114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM
GARDINERLANDDESIGN.COM

SITE: NAMPA, ID

TITLE: IRRIGATION PLAN

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1"=30'	4/4/2025	KG	CW
PROJECT NO:	DRAWING NO:		REVISION:
1004	L201		

Exhibit A.3

IRRIGATION NOTES

1. SYSTEM DESIGN BASED ON THE ASSUMPTION OF THE AVAILABILITY OF 20 G.P.M. WITH 60 P.S.I. AT THE SOURCE AND 45 P.S.I. AT THE HEADS.
2. ALL LATERAL LINES THAT ARE NOT LABELED SHALL BE 3/4" DIAMETER.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY.
4. COORDINATE ALL IRRIGATION INSTALLATION OPERATIONS WITH CIVIL, MECHANICAL, AND ELECTRICAL ENGINEERING SHEETS.
5. CONTRACTOR SHALL COORDINATE INSTALLATION OF IRRIGATION CONDUIT AND SLEEVES UNDER HARD SURFACES WITH RESPECTIVE CONTRACTORS.
6. ALL SLEEVES SHALL BE INSTALLED AS PART OF IRRIGATION CONTRACT. APPROXIMATE LOCATION OF SLEEVES ARE SHOWN ON THE IRRIGATION PLAN. FIELD VERIFY LOCATION. ALL ENDS OF SLEEVES SHALL BE TAPED OR CAPPED AND MARKED WITH A 2"X 4" PAINTED STAKE EXTENDING TO 24" ABOVE GRADE. STAKES SHALL NOT BE REMOVED UNTIL THE IRRIGATION SYSTEM IS COMPLETE. ALL SLEEVES SHALL EXTEND A MINIMUM OF 18" BEYOND BACK OF CURB OR EDGE OF PAVEMENT. PROVIDE COMPACTED BACKFILL AS NECESSARY AT HARD SURFACE LOCATIONS.
7. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES REQUIRED FOR THIS WORK.
8. IRRIGATION CONTROLLER(S) ARE TO BE LOCATED AS SHOWN ON THE PLAN. CONTROLLERS SHALL BE WIRED TO POWER SUPPLY BY A LICENSED ELECTRICIAN PER LOCAL CODES. IRRIGATION CONTRACTOR TO PROVIDE ALL REQUIRED CONNECTIONS TO 24 VOLT IRRIGATION CONTROL WIRE INSIDE THE BUILDING THROUGH APPROPRIATE SIZED CONDUIT.
9. ALL ELECTRICAL WORK TO MEET OR EXCEED N.E.C., STATE CODES, LOCAL CODES, AND MANUFACTURER'S RECOMMENDATIONS.
10. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ROCK AND DEBRIS BROUGHT TO THE SURFACE AS A RESULT OF TRENCHING OPERATIONS.
11. CONTRACTOR SHALL REFER TO SPECIFICATIONS AND DETAIL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
12. ALL 24 VOLT POWER WIRES SHALL BE #14 AWG SOLID COPPER. ALL ABOVE GROUND 120 VOLT AND 24 VOLT WIRE SHALL BE IN PVC CONDUIT. ALL 24 VOLT CONTROL WIRES SHALL BE LOCATED IN A 3/4" CONDUIT.
13. INSTALLATION SHALL COMPLY WITH ALL NATIONAL, STATE, AND LOCAL LAWS AND ORDINANCES.
14. IRRIGATION CONTRACTOR SHALL PROVIDE A COMPLETE AS-BUILT DRAWING IN PDF FORMAT UPON COMPLETION OF INSTALLATION AND PRIOR TO FINAL PAYMENT.
15. THE ENTIRE SYSTEM SHALL BE GUARANTEED TO BE COMPLETE AND PERFECT IN EVERY DETAIL FOR A PERIOD OF ONE YEAR FROM THE DATE OF ITS ACCEPTANCE: REPAIR OR REPLACEMENT OF ANY DEFECTS OCCURRING WITHIN THAT ONE YEAR SHALL BE FREE OF EXPENSE TO THE OWNER.
16. AS PART OF THIS CONTRACT, PERFORM AT NO EXTRA COST WINTERIZATION AND SPRING START UP OF THE SYSTEM DURING THE GUARANTEE PERIOD (1 YEAR).
17. ALL MATERIALS SHALL BE NEW AND WITHOUT FLAWS OR DEFECTS OF THE QUALITY AND PERFORMANCE SPECIFIED, AND SHALL MEET THE REQUIREMENTS OF THIS SYSTEM. USE MATERIALS AS SPECIFIED, NO SUBSTITUTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN PERMISSION OF THE OWNER OR DESIGN PROFESSIONAL.
18. IRRIGATION CONTRACTOR SHALL MAKE NECESSARY MINOR FIELD ADJUSTMENTS TO SPRINKLER NOZZLES, SPRINKLERS, PIPE, AND OTHER IRRIGATION EQUIPMENT LOCATIONS TO FIT THE AS-BUILT SITE. ADJUST HEAD AND PIPE LOCATIONS AS REQUIRED TO AVOID DAMAGING EXISTING TREE ROOTS. ADJUSTMENTS SHALL ENSURE HEAD TO HEAD COVERAGE AND NOT OVER SPRAY THE BUILDING OR OTHER IMPROVEMENTS.
19. IRRIGATION PIPING LAYOUT IS SCHEMATIC. WHERE LINES ARE SHOWN BELOW PAVEMENT ADJACENT TO LANDSCAPE AREAS, THEY SHALL BE LOCATED IN THE LANDSCAPE AREA UNLESS SHOWN WITH A SLEEVE SYMBOL.
20. BASE PLAN AND LOCATION OF EXISTING EQUIPMENT ARE SCHEMATIC IN NATURE. FIELD VERIFY ALL BASE AND EXISTING IRRIGATION ELEMENTS AND CONDITIONS PRIOR TO CONSTRUCTION AND PROVIDE NECESSARY ADJUSTMENTS.
21. IRRIGATION CONTRACTOR SHALL USE THE MANUFACTURER'S APPROVED PRESSURE REGULATING MODULE AS SPECIFIED TO ADJUST ZONE OPERATING PRESSURES.
22. ALL MAIN LINE FITTINGS SHALL BE SCHEDULE 40 SOLVENT WELD TYPE UNLESS NOTED FOR LATERAL SERVICE.
23. IN THE EVENT OF A DISCREPANCY, IMMEDIATELY NOTIFY THE DESIGN PROFESSIONAL.
24. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE CERTIFICATE OF COMPLETION IRRIGATION SCHEDULING, LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULES, IRRIGATION AUDIT, IRRIGATION SURVEY, AND IRRIGATION WATER USE ANALYSIS.

DRIP IRRIGATION NOTES

1. ALL PLANTER BEDS SHALL BE IRRIGATED WITH AN INLINE EMITTER DRIP LINE IRRIGATION SYSTEM, 'HUNTER' HDL OR APPROVED EQUAL. ALL TREES IN THE NOTED AREA ARE TO BE IRRIGATED AS PER DETAIL 10/L203. THE CONTRACTOR IS RESPONSIBLE TO INSTALL THE DRIP SYSTEM AS PER MANUFACTURERS RECOMMENDATIONS AND THE FOLLOWING REQUIREMENTS:
   A. AN INLINE EMMITTER DRIP LINE TUBING SHALL BE USED. THE EMITTER SPACING SHALL BE TWELVE INCHES (12") AND THE EMITTER FLOWS ARE TO BE .9 G.P.H. LATERALS SHALL BE SPACED AT TWELVE INCHES (12").
   B. A MANUAL BASKET FILTER SHALL BE INSTALLED ON EACH ZONE SEE LEGEND FOR MODEL NUMBER. THE FILTER SHALL BE INSTALLED IN CONJUNCTION WITH AN ELECTRIC REMOTE CONTROL VALVE AS SPECIFIED (SIZE AS NOTED ON SCHEDULE). THE FILTER SHALL INCLUDE A 200 MESH STAINLESS STEEL SCREEN. SEE DETAIL 6/L202.
   C. ALL ZONES SHALL BE INSTALLED WITH A MANUAL LINE FLUSHING VALVE. INSTALL WITH COLLAR. SEE DETAIL 6/L203.
   D. ALL TUBING SHALL BE STAKED DOWN WITH TLS6 SIX INCH (6") SOIL STAPLES EVERY 3'-5' PLUS TWO ON EACH TEE, ELBOW OR CROSS.
2. THE CONTRACTOR IS RESPONSIBLE TO SCHEDULE A MEETING WITH THE DESIGN PROFESSIONAL AND THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH ANY IRRIGATION INSTALLATION IN ORDER TO REVIEW WORK TO BE DONE. NO CHANGES IN MATERIAL SPECIFIED OR TO THE DESIGN OF THE SYSTEM SHALL BE ALLOWED WITHOUT PRIOR APPROVAL OF THE DESIGN PROFESSIONAL.
3. ALL PVC LATERAL LINES FROM VALVES TO HEADERS ARE TO BE BURIED AT MINIMUM DEPTH OF TWELVE INCHES (12"). SIZE AS NECESSARY. (SEE PIPE SIZING NOTES ON THIS SHEET.)
4. AFTER INSTALLATION OF THE IRRIGATION SYSTEM THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE OWNER WITH AS-BUILT DRAWINGS AND INSTRUCTIONS FOR MAINTENANCE OF THE DRIP SYSTEM.
5. PROVIDE DRIP LINE TO ENSURE EACH SHRUB AND TREE RECEIVES ADEQUATE IRRIGATION SO THAT THE OPTIMUM AMOUNT OF WATER IS APPLIED TO ENSURE THE HEALTH OF ALL PLANT MATERIAL. BURY DRIP LINE AT 5" MIN. BELOW GRADE. SEE DETAIL 9/L203. LOCATE DRIP LINE TO OBTAIN COMPLETE COVERAGE OF PLANTER AREAS, SEE DETAIL 11/L203. REFER TO NOTES, SPECIFICATIONS, AND DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SYSTEM OPERATIONAL NOTES

SYSTEM OPERATION:

(BASED ON HISTORICAL CLIMATE)

CONTROLLER SETUP:

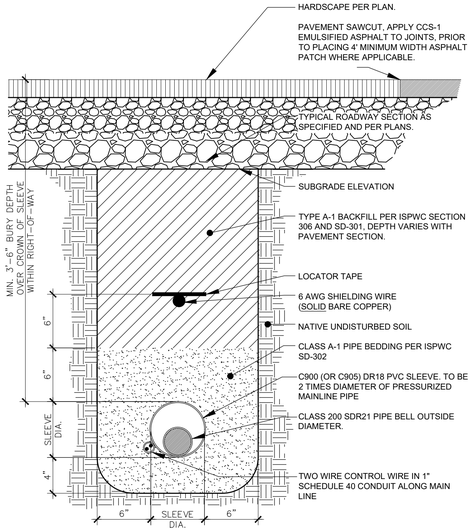
A CYCLING TECHNIQUE WILL BE USED FOR APPLICATION OF WATER, EACH STATION RUN TIME WILL BE APPLIED WITH THREE (3) DIFFERENT START TIMES. THEREFORE STATION RUN TIMES REFLECT ONE THIRD (1/3) THE TOTAL APPLICATION. PEAK WATER APPLICATION WILL REQUIRE IRRIGATION EVERY NIGHT. SET CONTROLLERS FOR START TIME #1 AT 7:30P.M., START TIME #2 AT 12:00A.M., AND START TIME #3 AT 5:30A.M. EXTEND WATER WINDOW IF REQUIRED TO MEET PEAK WATER REQUIREMENTS.

INITIAL STATION RUN TIMES:

DRIP ZONES: SHRUBS - 10 MINUTE CYCLES. (8 CYCLES MINIMUM SPACED EVENLY THROUGHOUT WATER WINDOW AS NOTED ABOVE)
SPRAY ZONES: TURF - 5 MINUTE CYCLES.
ROTOR ZONES: TURF - 15 MINUTE CYCLES.

SYSTEM BALANCING:

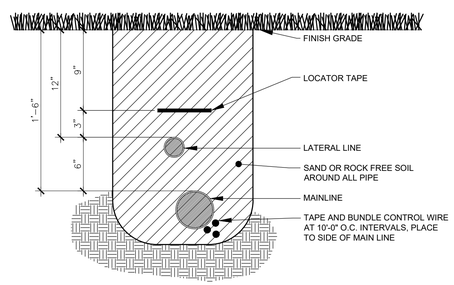
AS THE SYSTEM OPERATES, SOME ZONES WILL BE WET WHILE OTHERS ARE DRY. ADJUST ONLY THOSE STATIONS WHICH REQUIRE ADDITIONAL OR LESS WATER. FOR EXAMPLE, IF STATION TS1, A 15' TURF SPRAY ZONE IS ALWAYS DRY, CHANGE THE STATION TS1 RUN TIME FROM FIFTEEN (15) MINUTES TO SIXTEEN (16) MINUTES. CONTINUE MAKING ADJUSTMENTS UNTIL THE ZONE MOISTURE CONTENT IS ACCEPTABLE. USE NOZZLE CHANGES OR NOZZLE SCREW ADJUSTMENTS TO ADJUST WET AND DRY AREAS WITHIN A ZONE.



1. COORDINATE WITH OTHER CONTRACTORS TO INSTALL SLEEVE, CONDUIT, FINDER TAPE AND LOCATING WIRE PRIOR TO INSTALLATION OF ROADWAY IF APPLICABLE.
2. ROAD CROSSING INSTALLATION REQUIREMENTS APPLY WITH THE FULL EXTENT OF THE RIGHT-OF-WAY.
3. IN CASE OF CONFLICTS WITH OTHER UTILITIES, IRRIGATION SLEEVE SHALL CROSS BELOW OTHER UTILITIES.
4. THE CONTRACTOR SHALL CONSTRUCT ALL ROAD CROSSINGS OF THE IRRIGATION PIPE AND POTABLE WATER PIPE IN ACCORDANCE WITH THE IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS AND THE ISPWC SD-407.

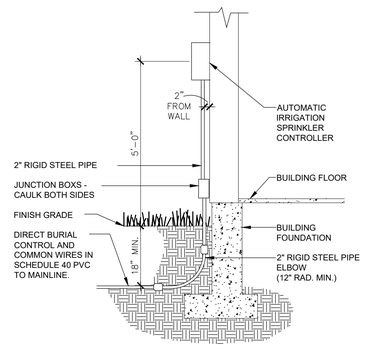
1 HARDSCAPE TRENCH SECTION

NTS



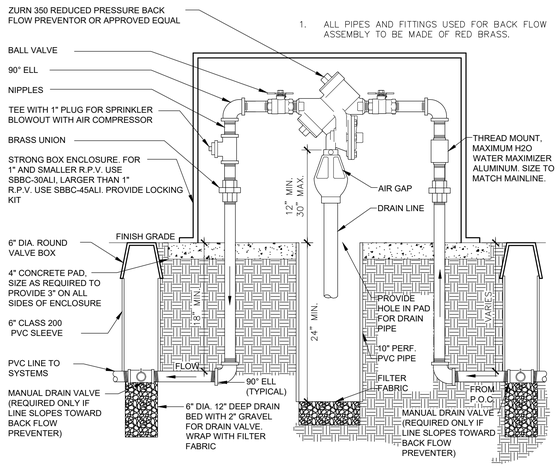
2 TRENCH SECTION

NTS



3 AUTOMATIC IRRIGATION CONTROLLER

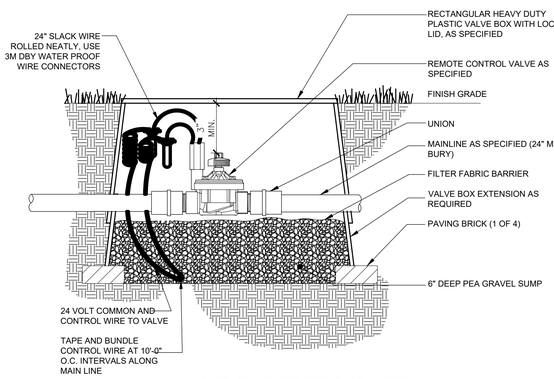
NTS



1. ALL PIPES AND FITTINGS USED FOR BACK FLOW ASSEMBLY TO BE MADE OF RED BRASS.

4 REDUCED PRESSURE BACKFLOW PREVENTOR

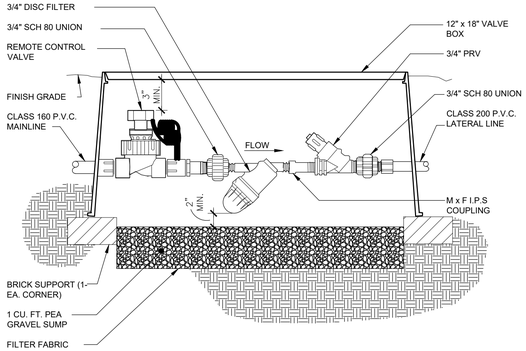
NTS



1. USE SCH. 80 PVC NIPPLES AND FITTINGS.

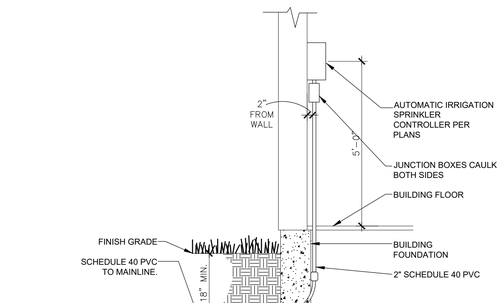
5 MASTER VALVE

NTS



6 DRIP IRRIGATION REMOTE CONTROL VALVE

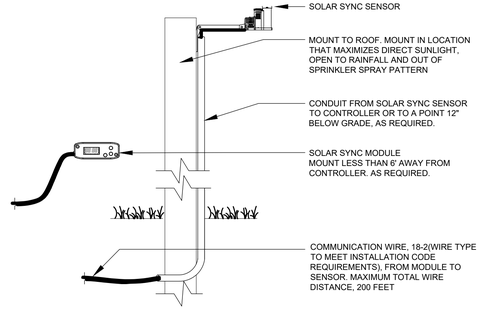
NTS



1. COORDINATE CONDUIT INSTALLATION WITH ELECTRICAL AND FOUNDATION INSTALLATION.

7 WALL MOUNTED IRRIGATION CONTROLLER

NTS



8 SOLAR SYNC SENSOR ROOF MOUNT

NTS

STAMP:

REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:

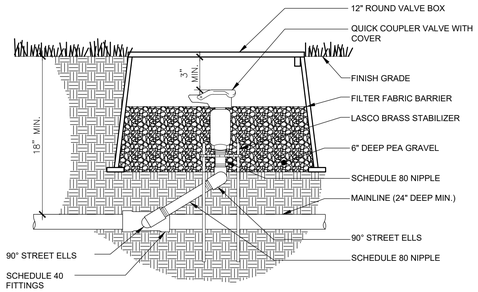
gardiner LAND DESIGN
114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM
GARDINERLANDDESIGN.COM

SITE: NAMPA, ID

TITLE: IRRIGATION NOTES AND DETAILS

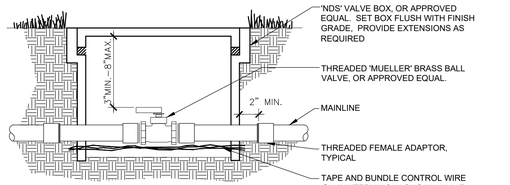
SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1"=30'	4/4/2025	KG	CW

PROJECT NO:	DRAWING NO:	REVISION:
1004	L202	



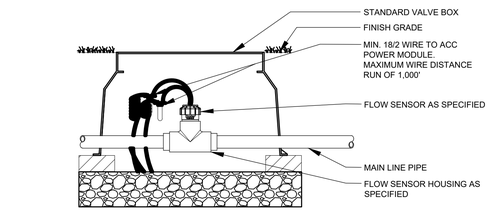
1 QUICK COUPLER VALVE

NTS



2 ISOLATION BALL VALVE

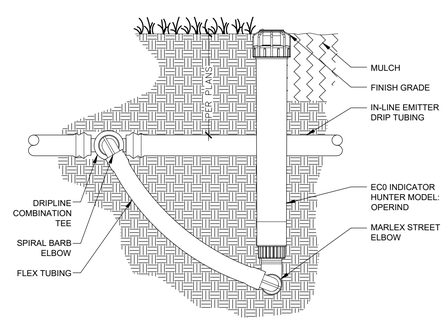
NTS



INLET PIPE LENGTH OF SENSOR MUST BE MIN. 10X PIPE DIA. STRAIGHT, CLEAN RUN OF PIPE, NO FITTINGS OR TURNS. OUTLET PIPE LENGTH OF SENSOR MUST BE MIN. 5X PIPE DIA. OF STRAIGHT CLEAN RUN OF PIPE, NO FITTINGS OR TURNS.

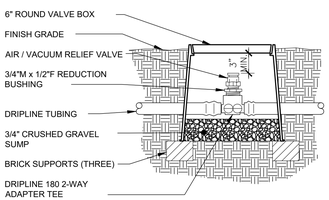
3 FLOW SENSOR

NTS



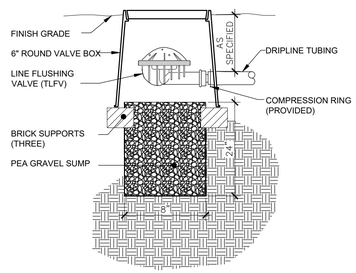
4 ECO INDICATOR

NTS



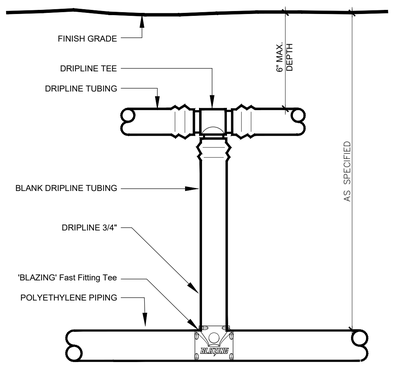
5 AIR RELIEF VALVE

NTS



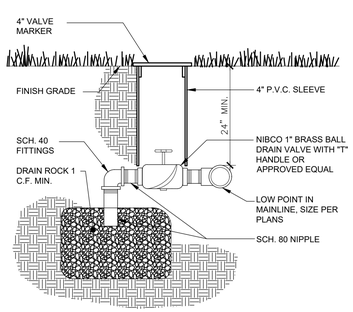
6 IN-LINE FLUSHING VALVE

NTS



7 DRIPLINE START CONNECTION

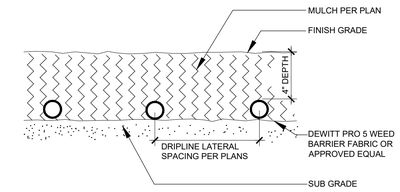
NTS



1. DRAIN LINES MAY BE DIRECTED TO THE SITE DRAINAGE SYSTEM WHERE APPLICABLE. REFER TO PLANS FOR MORE INFORMATION.

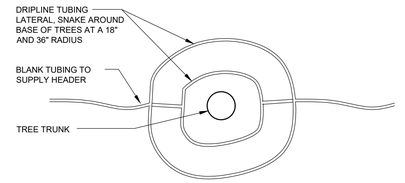
8 MANUAL DRAIN VALVE

NTS



9 DRIP LINE SUBGRADE INSTALLATION

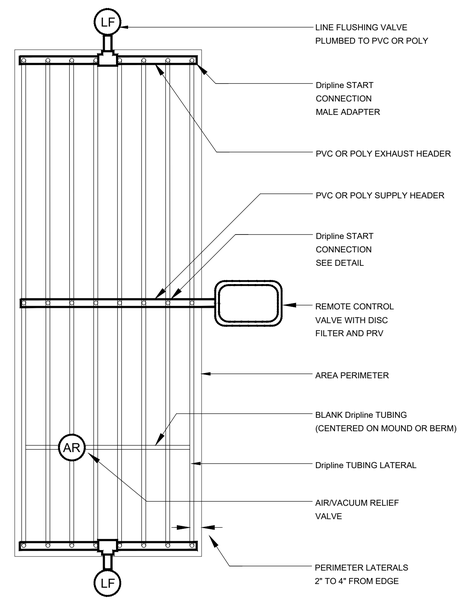
NTS



1. TO BE USED AT ALL TREES PLANTED WITHIN AREA NOTED ON PLAN.

10 DRIP LINE LAYOUT AT TREES WITHIN PLANTERS

NTS



11 CENTER FEED DRIPLINE LAYOUT

NTS

STAMP:

STATE OF IDAHO
CARMEN JULIA KEEK
LA-16967
4/9/25
LICENSED LANDSCAPE ARCHITECT

REV:	DESCRIPTION:	BY:	DATE:

CLIENT:
OUTDOOR STORAGE SOLUTIONS
E. LOCUST RD.
NAMPA, ID

ARCHITECT:

gardiner LAND DESIGN
114 E 33RD ST.
GARDEN CITY, ID 83714
208-908-1368
KILEYGARDINER@GMAIL.COM
GARDINERLANDDESIGN.COM

SITE:	NAMPA, ID
TITLE:	IRRIGATION NOTES AND DETAILS

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
1"=30'	4/4/2025	KG	CW
PROJECT NO:	DRAWING NO:		REVISION:
1004	L203		

Exhibit A.3

Exhibit A.4

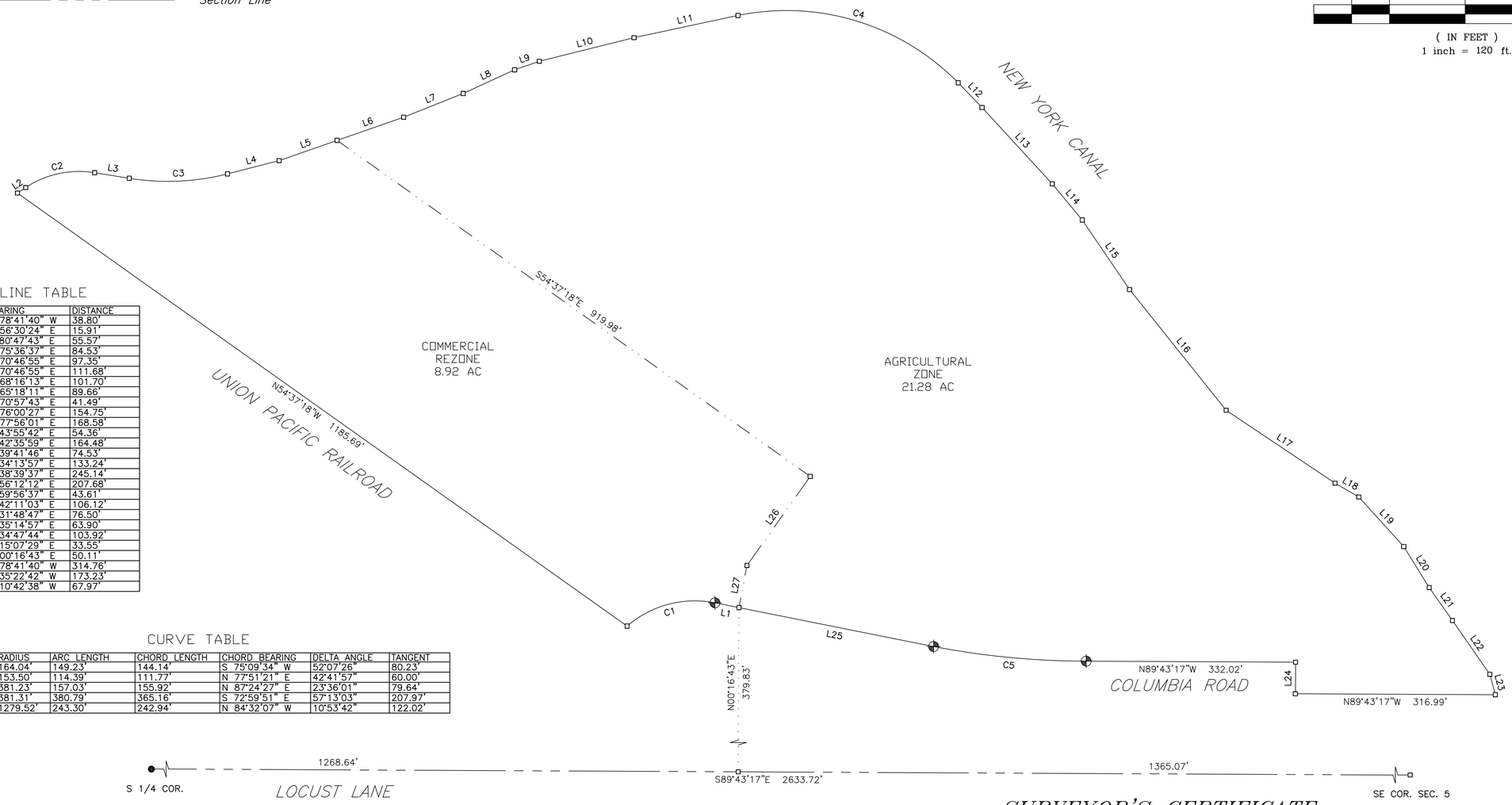
REZONE FOR DESCHUTES INVESTMENTS, LLC.
PART OF THE SE 1/4 OF
SECTION 5, T. 2 N., R. 1 W.,B.M.
CANYON COUNTY, IDAHO
2025

LEGEND

- Brass Cap
- 5/8" rebar
- Calculated Point
- Boundary Line
- Proposed Zoning Boundary Line
- Section Line

120 60 0 120 360

(IN FEET)
1 inch = 120 ft.



LINE TABLE

LINE	BEARING	DISTANCE
L1	N 78°41'40" W	38.80'
L2	N 56°30'24" E	15.91'
L3	S 80°47'43" E	55.57'
L4	N 75°36'37" E	84.53'
L5	N 70°46'55" E	97.35'
L6	N 70°46'55" E	111.68'
L7	N 68°16'13" E	101.70'
L8	N 65°18'11" E	89.66'
L9	N 70°57'43" E	41.49'
L10	N 76°00'27" E	154.75'
L11	N 77°56'01" E	168.58'
L12	S 43°55'42" E	54.36'
L13	S 42°35'59" E	164.48'
L14	S 39°41'46" E	74.53'
L15	S 34°13'57" E	133.24'
L16	S 38°39'37" E	245.14'
L17	S 56°12'12" E	207.68'
L18	S 59°56'37" E	43.61'
L19	S 42°11'03" E	106.12'
L20	S 31°48'47" E	76.50'
L21	S 35°14'57" E	63.90'
L22	S 34°47'44" E	103.92'
L23	S 15°07'29" E	33.55'
L24	N 00°16'43" E	50.11'
L25	N 78°41'40" W	314.76'
L26	S 35°22'42" W	173.23'
L27	S 10°42'38" W	67.97'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	164.04'	149.23'	144.14'	S 75°09'34" W	52°07'26"	80.23'
C2	153.50'	114.39'	111.77'	N 77°51'21" E	42°41'57"	60.00'
C3	381.23'	157.03'	155.92'	N 87°24'27" E	23°36'01"	79.64'
C4	381.31'	380.79'	365.16'	S 72°59'51" E	57°13'03"	207.97'
C5	1279.52'	243.30'	242.94'	N 84°32'07" W	10°53'42"	122.02'

NOTES AND NARRATIVE:

1. Boundary information taken from construction plans and a topographic survey competed by Landmark Engineering. This is not intended to resolve any potential boundary disputes, but just for the purpose of a rezone application.
2. Basis of Bearing is the South line of Section 5 per Record of Survey No.'s 9737017 and 200455756.

SURVEYOR'S CERTIFICATE

I, JEREMIAH B. FIELDING, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, AND THAT THIS MAP HAS BEEN PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY SUPERVISION, AND THAT THIS MAP IS AN ACCURATE REPRESENTATION OF SAID SURVEY.

PROFESSIONAL LAND SURVEYOR REGISTERED 12220 STATE OF IDAHO JEREMIAH B FIELDING

Jeremiah B Fielding 3-25-25

JEREMIAH B. FIELDING, P.L.S. IDAHO LICENSE NO. 12220

EAGLE LAND SURVEYING, LLC.
106 W MAIN ST. UNIT D, MIDDLETON, ID 83644
(208) 861-7513; pls12220@yahoo.com

SEC. 5, T. 2 N., R. 1 W.,B.M.

DATE:	3-25-25	PROJECT:	25-046	SHEET	OF
DRAWN. BY:	JBF			1	1
CHCKD. BY:	JBF				

Exhibit A.4

Eagle Land Surveying, LLC.

Job No. 2025-046
JBF
3-25-25

BOUNDARY DESCRIPTION
FOR
DESCHUTES INVESTMENTS, LLC.

Rezone Commercial Area

Part of the Southeast ¼ of Section 5, Township 2 North, Range 1 West of the Boise Meridian, Canyon County, Idaho described as:

Commencing at Southwest corner of the Southeast ¼ of Section 5, Township 2 North, Range 1 West of the Boise Meridian, Canyon County, Idaho and running thence S89°43'17"E 1268.64 feet along the South line of said Section as shown on Record of Survey No.'s 9737017 and 200455756; thence N00°16'43"E 379.83 feet to the Point of Beginning; thence N78°41'40"W 38.80 feet to a point of curve; thence Westerly 149.23 feet along said curve to the left (Curve data: Radius= 164.04', Delta= 52°07'26", Chord Bearing and Distance= S75°09'34"W 144.14 feet); thence N54°37'18"W 1185.69 feet; thence N56°30'24"E 15.91 feet to a point of curve; thence Easterly 114.39 feet along said curve to the right (Curve data: Radius= 153.50', Delta= 42°41'57", Chord Bearing and Distance= N77°51'21"E 111.77 feet); thence S80°47'43"E 55.57 feet to a point of curve; thence Easterly 157.03 feet along said curve to the left (Curve data: Radius= 381.23', Delta= 23°36'01", Chord Bearing and Distance= N87°24'27"E 155.92 feet); thence N75°36'37"E 84.53 feet; thence N70°46'55"E 97.35 feet; thence S54°37'18"E 919.98 feet; thence S35°22'42"W 173.23 feet; thence S10°42'38"W 67.97 feet to the Point of Beginning.

Rezone Area contains 388,548 square feet or 8.92 acres, more or less.

Eagle Land Surveying, LLC.

Job No. 2025-046
JBF
3-25-25

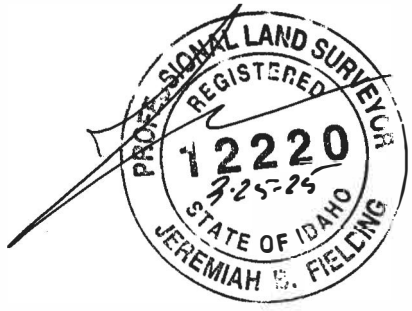
BOUNDARY DESCRIPTION
FOR
DESCHUTES INVESTMENTS, LLC.

Agricultural Area

Part of the Southeast ¼ of Section 5, Township 2 North, Range 1 West of the Boise Meridian, Canyon County, Idaho described as:

Commencing at Southwest corner of the Southeast ¼ of Section 5, Township 2 North, Range 1 West of the Boise Meridian, Canyon County, Idaho and running thence S89°43'17"E 1268.64 feet along the South line of said Section as shown on Record of Survey No.'s 9737017 and 200455756; thence N00°16'43"E 379.83 feet to the Point of Beginning; thence N10°42'38"E 67.97 feet; thence N35°22'42"E 173.23 feet; thence N54°37'18"W 919.98 feet; thence N70°46'55"E 111.68 feet; thence N68°16'13"E 101.70 feet; thence N65°18'11"E 89.66 feet; thence N70°57'43"E 41.49 feet; thence N76°00'27"E 154.75 feet; thence N77°56'01"E 168.58 feet to a point of curve; thence Easterly 380.79 feet along said curve to the right (Curve data: Radius= 381.31', Delta= 57°13'03", Chord Bearing and Distance= S72°59'51"E 365.16 feet); thence S43°55'42"E 54.36 feet; thence S42°35'59"E 164.48 feet; thence S39°41'46"E 74.53 feet; thence S34°13'57"E 133.24 feet; thence S38°39'37"E 245.14 feet; thence S56°12'12"E 207.68 feet; thence S59°56'37"E 43.61 feet; thence S42°11'03"E 106.12 feet; thence S31°48'47"E 76.50 feet; thence S35°14'57"E 63.90 feet; thence S34°47'44"E 103.92 feet; thence S15°07'29"E 33.55 feet; thence N89°43'17"W 316.99 feet; thence N00°16'43"E 50.11 feet; thence N89°43'17"W 332.02 feet to a point of curve; thence Westerly 243.30 feet along said curve to the right (Curve data: Radius= 1279.52', Detla= 10°53'42", Chord Bearing and Distance= N84°32'07"W 242.94 feet); thence N78°41'40"W 314.76 feet to the Point of Beginning.

Rezone Area contains 926,782 square feet or 21.28 acres, more or less.



LAND USE WORKSHEET

PLEASE CHECK ALL THAT APPLY TO YOUR REQUEST:

GENERAL INFORMATION

1. DOMESTIC WATER: ☐ Individual Domestic Well ☐ Centralized Public Water System ☐ City

☒ N/A – Explain why this is not applicable: Water service not needed - no office or restroom on site

☐ How many Individual Domestic Wells are proposed? _____

2. SEWER (Wastewater) ☐ Individual Septic ☐ Centralized Sewer system

☒ N/A – Explain why this is not applicable: septic not needed

3. IRRIGATION WATER PROVIDED VIA:

☒ Surface ☐ Irrigation Well ☐ None

4. IF IRRIGATED, PROPOSED IRRIGATION:

☒ Pressurized ☐ Gravity

5. ACCESS:

☒ Frontage ☐ Easement Easement width_____Inst. # _____

6. INTERNAL ROADS:

☐ Public ☒ Private Road User's Maintenance Agreement Inst #_____

7. FENCING ☒ Fencing will be provided (Please show location on site plan)

Type: White vinyl privacy Height: 6-foot

8. STORMWATER: ☒ Retained on site ☐ Swales ☐ Ponds ☐ Borrow Ditches

☐ Other: _____

9. SOURCES OF SURFACE WATER ON OR NEARBY PROPERTY: (i.e. creeks, ditches, canals, lake)

Powell Lateral

RESIDENTIAL USES

1. NUMBER OF LOTS REQUESTED:

☐ Residential _____ ☐ Commercial _____ ☐ Industrial _____

☐ Common _____ ☐ Non-Buildable _____

2. FIRE SUPPRESSION: Fire extinguishers mounted throughout the facility as required

☐ Water supply source: N/A

3. INCLUDED IN YOUR PROPOSED PLAN?

☐ Sidewalks ☐ Curbs ☐ Gutters ☐ Street Lights ☒ None

NON-RESIDENTIAL USES

1. SPECIFIC USE: RV Storage - 486 spaces

2. DAYS AND HOURS OF OPERATION:

☐ Monday 7:00 AM to 9:00 PM

☐ Tuesday 7:00 AM to 9:00 PM

☐ Wednesday 7:00 AM to 9:00 PM

☐ Thursday 7:00 AM to 9:00 PM

☐ Friday 7:00 AM to 9:00 PM

☐ Saturday 7:00 AM to 9:00 PM

☐ Sunday 7:00 AM to 9:00 PM

3. WILL YOU HAVE EMPLOYEES? ☐ Yes If so, how many? _____ ☒ No

4. WILL YOU HAVE A SIGN? ☒ Yes ☐ No ☐ Lighted ☒ Non-Lighted

Height: 4 ft Width: 8 ft. Height above ground: 5 ft

What type of sign: _____Wall X Freestanding _____ Other

5. PARKING AND LOADING:

How many parking spaces? RV Storage - 486 spaces

Is there is a loading or unloading area? N/A

ANIMAL CARE-RELATED USES

1. MAXIMUM NUMBER OF ANIMALS: N/A

2. HOW WILL ANIMALS BE HOUSED AT THE LOCATION?

☐ Building ☐ Kennel ☐ Individual Housing ☐ Other _____

3. HOW DO YOU PROPOSE TO MITIGATE NOISE?

☐ Building ☐ Enclosure ☐ Barrier/Berm ☐ Bark Collars

4. ANIMAL WASTE DISPOSAL

☐ Individual Domestic Septic System ☐ Animal Waste Only Septic System

☐ Other: _____

NEIGHBORHOOD MEETING SIGN-UP

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
zoninginfo@canyoncounty.id.gov Phone: 208-454-7458 Fax: 208-454-6633

NEIGHBORHOOD MEETING SIGN UP SHEET

CANYON COUNTY ZONING ORDINANCE §07-01-15

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

SITE INFORMATION		
Site Address: No Address	Parcel Number: 0 Locust Lane - Parcel No R28836	
City: Nampa	State: ID	ZIP Code:
Notices Mailed Date: March 29, 2025	Number of Acres:	Current Zoning:
Description of the Request: Conditional Rezone for 8.92 acres; the remainder (23.36) will remain in crops/AG		

APPLICANT / REPRESENTATIVE INFORMATION		
Contact Name: Penelope Constantikes		
Company Name: Riley Planning Services LLC		
Current address: P.O. Box 405		
City: Boise	State: ID	ZIP Code: 83701
Phone: 208.908.1609	Cell: Same	Fax:
Email: penelope@rileyplanning.com		

MEETING INFORMATION		
DATE OF MEETING: April 8, 2025	MEETING LOCATION: On Site	
MEETING START TIME: 6:00 PM	MEETING END TIME:	
ATTENDEES:		
NAME (PLEASE PRINT)	SIGNATURE:	ADDRESS:
1. See attached sign-in sheet.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		

Revised 6/9/22

10.
11.

12.
13.
14.
15.
16.
17.
18.
19.
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): Penelope Constantikes, Riley Planning Services LLC

APPLICANT/REPRESENTATIVE (Signature): P. Constantikes

DATE: 9/09/25

NEIGHBORHOOD MEETING SIGN-IN SHEET
NORTHEAST CORNER OF GREENHURST ROAD AND LOCUST LANE – CONDITIONAL REZONE
RV STORAGE AND AGRICULTURE
Tuesday, April 8, 2025 – On Site 6:00 PM to 6:30 PM

NAME	ADDRESS	EMAIL ADDRESS
Joseph Kuntz III	7703 Spring Dr.	
Jay Kuntz	7703 Spring Dr,	Ceramic Surfaces@live.com
Robert Baer	3217 S. McDERMOTT RD.	Sierramts104.YAHOO.COM
Pamela & Dan Knighten	3433 S. McDermott Rd.	208 989 2225
Josh Kling	7625 E. Locust LN	
Karen Kling	7625 E. Locust Ln	KarenAKling@gmail.com
Denise & Justin Vetos	3503 S. McDermott Rd.	JustinVetos@gmail.com
Dustin & Miranda Palmer	759 E. Locust Ln	dustpalm7@gmail.com

Exhibit A.6

RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701
208.908.1609

RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701

March 29, 2025

Dear Neighbor:

The purpose of this letter is to invite you to a neighborhood meeting regarding a proposed recreation vehicle storage development on Parcel No. R28836. A vicinity map and location of the site are shown below. The site is generally at the northeast corner of Greenhurst Road and Locust Lane. This meeting is not a public hearing and no public officials (P&Z Commission or Board of County Commissioners) will be present. Official notice will be provided to you prior to public hearings.

DATE: **Tuesday, April 8, 2025**
TIME: **6:00 – 6:30 PM**
LOCATION: **On site at the field entry just west of the canal (shown above)**

This site is approximately 32 acres. The RV Storage will be located along the railroad and will only occupy a portion of the site. The remainder of the site will remain agriculture. Surface irrigation water will continue to be provided to adjacent parcels as required by Idaho Statute.

The application to be submitted to Canyon County will be a Conditional Rezone for only the area for the RV storage. The remainder will remain zoned as agriculture (AG).

A representative of the applicant will be present at the meeting to provide information about the proposed Conditional Rezone and the proposed RV Storage Facility.

The neighborhood meeting occurs prior to application submittal – during PRE-APPLICATION, and Canyon County Development Services Staff are not able to answer any questions about the proposed development at this time.

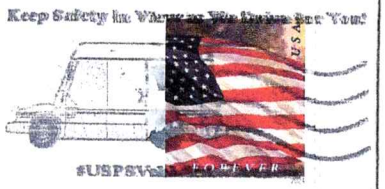
I can be reached at penelope@rileyplanning.com if you have questions.

Best regards,
Penelope Constantikes

Exhibit A.6

Riley Planning Services
P.O. Box 405
Boise, ID 83701

BOISE ID RPDC 837
29 MAR 2025 PM 1 L



Riley Planning Services
P.O. Box 405
Boise, ID 83701

Rec
3/31/25

83701-040505

for the description of these properties.
)tice; however, the Assessor's Office
Office disclaims any responsibility or
)perty listings.

Address	City, State, Zip
[illegible] E GREENHURST RD	NAMPA. ID. 83686
7301 E LOCUST LN	NAMPA, ID, 83686
5809 N CAPE ARAGO LN	GARDEN CITY, ID, 83714
5809 N CAPE ARAGO LN	GARDEN CITY. ID. 83714
9501 ROBINSON RD	KUNA, ID, 83634
PO BOX 747	MERIDIAN, ID, 83680
PO BOX 747	MERIDIAN. ID. 83680
7811 E LOCUST LN	NAMPA, ID, 83687
7811 E LOCUST LN	NAMPA, ID, 83687
7811 E LOCUST LN	NAMPA. ID. 83687
6911 E GREENHURST RD	NAMPA, ID, 83686
7625 E LOCUST LN	NAMPA, ID, 83687
7625 E LOCUST LN	NAMPA. ID. 83687
3423 S MCDERMOTT RD	NAMPA, ID, 83687
3423 S MCDERMOTT RD	NAMPA, ID, 83687
7703 SPRING DR	NAMPA. ID. 83687
7305 E LOCUST LN	NAMPA, ID, 83686
7305 E LOCUST LN	NAMPA, ID, 83686
7305 E LOCUST LN	NAMPA. ID. 83686
7012 E LOCUST LN	NAMPA, ID, 83686
7601 SPRING DR	NAMPA, ID, 83687
7101 E GREENHURST RD	NAMPA. ID. 83687
7112 E LOCUST LN	NAMPA, ID, 83686
7519 E LOCUST LN	NAMPA, ID, 83687
7519 E LOCUST LN	NAMPA. ID. 83687
8481 S DANSKIN LN	MERIDIAN, ID, 83642
7011 E GREENHURST RD	NAMPA, ID, 83686
18 N PIT LN	NAMPA. ID. 83687
6800 E GREENHURST RD	NAMPA, ID, 83686
7218 WRIGHT LN	NAMPA, ID, 83686

CANYON COUNTY LISTING - R28836 - 600 feet

April 22, 2025

This information should be used for informational use only and does not constitute a legal document
Every effort has been made to insure the accuracy of these data & is subject to change without no
assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's
liability for any direct or indirect damages resulting from the use of these pr

PIN	Owner Name	In Care Of
28851000 0	BUNN GREGORY A	
28922000 0	COLLEY FAMILY TRUST	
28835000 0	COLLIAS TIM	
28835010 0	COLLIAS TIM JOHN	
28923000 0	ENGELHARDT-VOGEL DEBORAH RAE @@	
28840011 0	FENNER SCHMELTZER TRUST	
28920010 0	FENNER SCHMELTZER TRUST	
28841000 0	GRANGETTO FLORA	
28921000 0	GRANGETTO FLORA	
28921010 0	GRANGETTO MARTIN	
28851010 0	HAYHURST LARRY A	
28840011A0	KLING JOSHUA A	
28920010A0	KLING JOSHUA A	
27412000 0	KNIGHTEN DAN AND PAMELA FAMILY TRUST	
27412000 0	KNIGHTEN DAN AND PAMELA FAMILY TRUST	
27421000 0	KUNTZ JOSEPH III	
28840010 0	MALLEA JACINTO	
28922010 0	MALLEA JACINTO	
28922010A0	MALLEA JACINTO	
28848010 0	MILLER KEVIN	
27423010 0	MORTON ROBERT W REVOCABLE TRUST	
28845000 0	MUNSTER KENT J	
28843000 0	NICODEMUS JUSTIN @@	
28836010 0	PALMER DUSTIN LEE	
28840000 0	PALMER DUSTIN LEE	
28841011 0	RAMIREZ VINCE O	
28842000 0	SHEWMAKER PHILIP R	
28836000 0	TREASURE VALLEY LIVE EDGE LLC	
28859010 0	WALKER MICHAEL D	
28920000 0	WRIGHT ROGER	

AGENCY ACKNOWLEDGMENT

Date: April 1, 2025

Applicant: Penelope Constantikes, Riley Planning Services LLC

Parcel Number: R28836

Site Address: No Address

SIGNATURES DO NOT INDICATE APPROVAL OR COMPLETION OF OFFICIAL REVIEW.

The purpose of this form is to facilitate communication between applicants and agencies so that relevant requirements, application processes, and other feedback can be provided to applicants early in the planning process. Record of communication with an agency regarding the project can be submitted instead of a signature. After the application is submitted, impacted agencies will be sent a hearing notification by DSD staff and will have the opportunity to submit comments.

Southwest District Health:

☒ Applicant submitted/met for informal review.

Date: 04/01/2025 Signed: Anthony Lee

Authorized Southwest District Health Representative
(This signature does not guarantee project or permit approval)

Fire District: District: Nampa Fire District

☒ Applicant submitted/met for informal review.

Date: 4/1/2025 Signed:

Authorized Fire District Representative
(This signature does not guarantee project or permit approval)

Highway District: District: Nampa Highway Dist. #1

☒ Applicant submitted/met for informal review.

Date: 4-1-25 Signed: Edward Trick

Authorized Highway District Representative
(This signature does not guarantee project or permit approval)

Irrigation District: District: Nampa & Meridian Irr. Dist

☒ Applicant submitted/met for informal review.

Date: 4-2-25 Signed:

Authorized Irrigation Representative
(This signature does not guarantee project or permit approval)

Area of City Impact City: Nampa

☒ Applicant submitted/met for informal review.

Date: 4/1/25 Signed:

Authorized AOCI Representative
(This signature does not guarantee project or permit approval)

DISCLAIMER: THIS ACKNOWLEDGMENT IS ONLY VALID SIX MONTHS FROM THE DATE ISSUED

Fwd: R2883600000 & R2883601000 RV Storage

From: "Penelope Constantikes" <penelope@rileyplanning.com>
Date: 01/06/2025 10:01PM
To: penelope@rileyplanning.com

---------- Forwarded message ---------
From: **Kristi Watkins** <watkinsk@cityofnampa.us>
Date: Mon, Dec 30, 2024 at 9:19 AM
Subject: R2883600000 & R2883601000 RV Storage
To: Tom@ehrrealtyidaho.com <Tom@ehrrealtyidaho.com>, ossmeridian@gmail.com <ossmeridian@gmail.com>

I am in receipt of your request for a Pre-application meeting for the above referenced property.

This property is not near the Nampa City Limits so is not eligible for annexation into the city limits (yellow in the image below), therefore, we do not have jurisdiction over what is done there. You will need to discuss your options with Canyon County Development Services.

This property is within the City of Nampa Impact Area and we have a 'future' designation on it as commercial, so a commercial venture would comply with what we have planned for that area if we were to grow that direction.

I am going to void the meeting request because you will need to discuss this with Canyon County. Please let me know if you have any further questions, or if they need more input from us for some reason.

Thank you,

Kristi Watkins, Principal Planner
O: 208.468.4434, C: 208.412.7769
500 12th Avenue South, Nampa, ID 83651
Citizen's Guide to Planning – Learn More About Planning!

A picture containing text, clipart Description automatically generated

Exhibit A.7

2025-009152
RECORDED
03/18/2025 02:00 PM
00857160202500091520020027
RICK HOGABOAM
CANYON COUNTY RECORDER
Pgs=2 ZBLAKESLEE NO FEE
EASEMENT
NAMPA HIGHWAY DIST NO 1

(Space above is for Canyon County Recorder use only)

DEED RESTRICTION

1. **Purpose.** The purpose of this Deed Restriction is to specify the location and type of access rights that exist for the subject Property ("Property") to E. Locust Lane in Canyon County, Idaho.

2. **Property.** The Property is located in the southeast quarter of Section 5, Township 2 North, Range 1 West, Boise Meridian, and consists of the approximately 32.277 acres identified as Canyon County Tax Parcel No. R2883600000.

3. **Grantor.** This Deed Restriction is granted by Deschutes Investments, LLC, an Idaho limited liability company, which owns the Property.

4. **Recipient.** This Deed Restriction is granted to the Nampa Highway District No. 1, a body corporate and politic of the State of Idaho, which has jurisdiction over E. Locust Lane.

5. **Restriction.** There is no right of access for the Property to E. Locust Lane, except as follows:

   A. A 40 foot wide commercial approach, located between 235 feet and 335 feet west of the eastern section line of Section 5, as measured from the centerline of E. Locust Ln.

   B. A 30 foot wide Emergency access only, located at a location that meets stopping sight distance requirements approved by the Nampa Highway District #1.

C. **Restriction Runs With Land.** This Deed Restriction shall run with the Property and shall permanently bind the Grantor and/or Grantor's heirs and assigns.

D. **Date.** This Deed Restriction is made this 18 day of March, 2025.

IN WITNESS WHEREOF, the undersigned has caused this Deed Restriction to be executed on the day, month and year set forth above.

GRANTORs:

Deschutes Investments, LLC

Andrew G. Fuller, Owner/President

STATE OF IDAHO)
) ss.
County of Canyon)

On this 18 day of March, 2025, before me, Nicole Barlow, a Notary Public in and for the State of Idaho, personally appeared **Andew G. Fuller**, known or proven to me to be the president of the limited liability company which executed the foregoing instrument, and who acknowledged to me that such limited liability company executed the same.

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

NICOLE BARLOW NOTARY PUBLIC COMM NO. 67490 STATE OF IDAHO

Nicole Barlow
Notary Public for Idaho

Residing in Canyon County, Idaho

My commission expires: March 23, 2028

2025-007008
RECORDED
03/03/2025 11:53 AM
RICK HOGABOAM
CANYON COUNTY RECORDER
Pgs=2 ABARDEN $15.00
TYPE: DEED
EMPIRE TITLE, LLC
ELECTRONICALLY RECORDED

EMPIRE
TITLE & ESCROW

WARRANTY DEED

FOR VALUE RECEIVED

Treasure Valley Live Edge, LLC, an Idaho Limited Liability Company

GRANTOR(s) does(do) hereby GRANT, BARGAIN, SELL and CONVEY unto:

Deschutes Investments, LLC, an Idaho Limited Liability Company

GRANTEE(s), whose current address is: PO Box 1611, Meridian, ID 83680 the following described real property in Canyon County, State of ID more particularly described as follows, to wit:

SEE ATTACHED EXHIBIT A

TO HAVE AND TO HOLD the said premises, with their appurtenances unto said Grantee(s), and Grantee(s) heirs and assigns forever. And Grantor(s) does(do) hereby covenant to and with said Grantee(s) that Grantor(s) is/are the owner(s) in fee simple of said premises, that said premises are free from all encumbrances, EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to reservations, restrictions, dedications, easements, rights of way and agreements, if any, of record, and general taxes and assessments, (including irrigation and utility assessments, if any) for the current year which are not yet due and payable and the Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated this 3rd day of March, 2025

Treasure Valley Live Edge, LLC

By Timothy M. Andra, Manager

State of Idaho
County Ada

On this 3rd day of March, in the year of 2025, before me the undersigned Notary Public in and for said State, personally appeared Timothy M. Andra, known or identified to me to be the Manager, of the limited liability company that executed the instrument or the person who executed the instrument on behalf of said limited liability company and acknowledged to me that such limited liability company executed the same.

Notary Public for Idaho
Residing at: Eagle, ID
My Commission Expires: 5/24/29

MELISSA M BATES
COMMISSION #44529
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 05/24/2029

EXHIBIT A

That certain land lying Northeasterly from the Union Pacific right of way, and Northerly from that certain County road, and Southerly, Southeasterly and Southwesterly from the Southerly edge of the right of way of the New York Canal, all of which property is located in the following described tract of land:

All of the North half of the Southeast Quarter and all of that portion of the South half of the Southeast Quarter which lies North and East of the right of way of the Oregon Short Line Railroad Company.

Excepting therefrom the following described tract of land, to-wit:

A strip of land 15 rods in width North and South, off from the Southside of the South half of the Southeast Quarter, extending Eastwardly from the Northeasterly boundary line the right of way of the Oregon Short Line Railroad Company to the Section line between Sections 4 and 5.

All the above and foregoing being in Section 5, Township 2 North, Range 1 West, Boise Meridian, in Canyon County, Idaho.

Excepting therefrom:

A parcel of land being a portion of the property of Stewart Farms, Inc., as described in Deed Instrument No. 603263 in the office of the Canyon County Recorder in the Southeast Quarter of Section 5, Township 2 North, Range 1 West, Boise Meridian, more particularly described as follows:

Commencing at the section corner common to Sections 4, 5, 8 and 9, Township 2 North, Range 1 West, Boise Meridian; thence
North 00°51'01" West 75.438 meters (247.50 feet) to a point on the Southerly right of way of existing Locust Lane; thence
South 88°57'09" West 147.234 meters (483.05 feet) along said Southerly right of way to the True Point of Beginning; thence continuing
South 88°57'09" West 163.836 meters (537.52 feet) along said Southerly right of way to a point of non-tangent curvature; thence
Westerly 13.646 meters (44.77 feet) along a curve to the right having a radius of 410.000 meters (1345.14 feet), a central angle of 01°54'26" tangent lengths of 6.824 meters (22.39 feet) and a long chord bearing North 81°08'12" West 13.646 meters (44.77 feet) to a point of tangency; thence
North 80°11'00" West 109.253 meters (358.44 feet) to a point of curvature; thence
Westerly 20.979 meters (68.83 feet) along a curve to the left having a radius of 30.000 meters (98.42 feet) a central angle of 40°03'56", tangent lengths 10.939 meters (35.89 feet) and a long chord bearing South 79°47'03" West 20.553 meters (67.43 feet) to a point of non-tangency on the Northeasterly right of way of the Union Pacific Railroad; thence
North 56°13'38" West 21.272 meters (69.79 feet) along said Northeasterly right of way to a point marking the beginning of a non-tangent curve; thence
Northeasterly 44.336 meters (145.46 feet) along a curve to the right having a radius of 50.000 meters (164.04 feet), a central angle of 50°48'24", tangent lengths of 23.744 meters (77.90 feet) and a long chord bearing North 74°24'49" East 42.898 meters (140.74 feet) to a point of tangency; thence
South 80°11'00" East 107.979 meters (354.26 feet) to a point of curvature; thence
Southeasterly 73.951 meters (242.62 feet) along a curve to the left having a radius of 390.000 meters (1279.52 feet), a central angle of 10°51'52", tangent lengths of 37.087 meters (121.68 feet) and a long chord bearing South 85°36'55" East 73.841 meters (242.26 feet) to a point of tangency on the Northerly right of way of said existing Locust Lane; thence
North 88°57'09" East 101.252 meters (332.19 feet) along said Northerly right of way to a point; thence
South 01°02'51" East 15.240 meters (50.00 feet) to the Point of Beginning.

0005795510

STATE OF IDAHO

Office of the secretary of state, Phil McGrane

ANNUAL REPORT

Idaho Secretary of State
PO Box 83720
Boise, ID 83720-0080
(208) 334-2301
Filing Fee: $0.00

For Office Use Only

-FILED-

File #: 0005795510

Date Filed: 7/3/2024 6:49:14 AM

Entity Name and Mailing Address:

Entity Name:	DESCHUTES INVESTMENTS LLC
The file number of this entity on the records of the Idaho Secretary of State is:	0000472961
Address	ANDREW FULLER PO BOX 1611 MERIDIAN, ID 83680-1611

Entity Details:

Entity Status	Active-Existing
This entity is organized under the laws of:	IDAHO
If applicable, the old file number of this entity on the records of the Idaho Secretary of State was:	W155649

The registered agent on record is:

Registered Agent	ANDREW FULLER Registered Agent Physical Address 5445 W FRANKLIN ROAD MERIDIAN, ID 83642 Mailing Address

Agent or Address Change

☐ Select if you are appointing a new agent.

Limited Liability Company Managers and Members

Name	Title	Business Address
Andrew G Fuller	Manager	5445 W FRANKLIN RD MERIDIAN, ID 83642

The annual report must be signed by an authorized signer of the entity.

Job Title: President

Andrew Fuller
Sign Here

07/03/2024
Date

Page 1 of 1

National Flood Hazard Layer FIRMette

FEMA

116°29'1"W 43°32'16"N

116°28'23"W 43°31'50"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/21/2025 at 12:50 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Exhibit A.9

Exhibit A.9

REPORT

Limited Geotechnical Services
Proposed Indian Creek Subdivision
Canyon County, Idaho

Prepared by
Adrian Mascorro, E.I.T.
Chris M. Comstock, P.E., P.G.

Prepared for
Mr. Mike Homan
Indian Creek Property Development
2229 West State Street
Boise, Idaho 83702

STRATA, Inc.
8653 W Hackamore Dr
Boise, Idaho
P. 208.376.8200
F. 208.376.8201

August 24, 2007

STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity from the Ground Up

August 24, 2007
File: INDCRE B06020C

Mr. Mike Homan
Indian Creek Property Development, LLC
2229 W. State Street
Boise, ID 83702

RE: **LETTER REPORT**
Limited Geotechnical Services
Proposed Indian Creek Subdivision
Canyon County, Idaho

Dear Mike:

STRATA, Inc. is pleased to present this limited geotechnical evaluation for the proposed Indian Creek Subdivision to be located northeast of the intersection of Greenhurst Road and Locust Lane near Nampa, Idaho. STRATA's services are limited to providing geotechnical recommendations for stormwater disposal, allowable seepage rate and pavement subgrade preparation and design criteria, and do not include a specific evaluation for individual residential structures. We are also providing recommendations for uncontrolled fill removal and backfill recommendations. The following letter report presents the results of our field exploration on May 30 and 31, 2007, and our subsequent geotechnical opinions and recommendations.

PROJECT UNDERSTANDING

We understand you plan to develop an approximate 32-acre parcel in Canyon County, Idaho as a potential residential subdivision consisting of 21 lots. The subdivision will have individual water and each home will dispose of wastewater effluent through individual septic systems. Asphaltic concrete will provide site access. We anticipate the flexible pavement will be designed referencing the Nampa Highway District Standard Specifications. Stormwater will be disposed of via on-site seepage beds. The existing Powell Lateral will be rerouted along the south side of the property. Subdivision access is planned from Locust Lane. To date, STRATA provided hydrogeologic services for the subdivision including submittal of a Level 2 NP Evaluation to assist the subdivision application process. At this time, a preliminary plat has been drafted and submitted to Canyon County.

FIELD EXPLORATION

STRATA observed the excavation of 33 test pits on May 30 and 31, 2007. Twenty test pits were surveyed by Landmark Engineering and Planning prior to excavation, but additional exploration was necessary due to encountered uncontrolled fill and to assist septic evaluation to reduce the need for additional septic test pits in the future. Approximate test pit locations are provided on Plate 1, *Site Plan*. Individual test pit logs are included in Appendix A. The soils encountered were described and classified referencing ASTM D 2487 and ASTM D 2488, Unified Soil Classification System (USCS). Soils encountered

IDAHO MONTANA NEVADA OREGON UTAH WASHINGTON WYOMING
www.stratageotech.com 8653 W. Hackamore Dr. Boise, Idaho 83709 P. 208.376.8200 F.208.376.8201

were also classified referencing the Soil Textural Design Subgroup Classification System per the Department of Environmental Quality's (DEQ) Technical Guidance Manual (TGM). The USCS and TGM Soil Textural Design Subgroup Classification System explanations are also provided in Appendix A. Select soil samples were retained for laboratory testing.

At the conclusion of our subsurface evaluation, test pits were loosely backfilled level with the existing ground surface. Test pit locations are identified by the presence of labeled stakes and/or piezometer pipes. We recommend all test pit locations be surveyed so an accurate record of their actual location can be obtained. If test pits are located beneath proposed building, pavement, or sidewalk areas we recommend the loose test pit backfill be completely excavated to undisturbed native soil and backfilled with structural fill according to the recommendations provided herein.

Subsurface Conditions

Tilled agricultural silt and clay topsoil was observed to approximately 6 to 12 inches throughout the site. Soil encountered within test pits generally consisted of near-surface silt or lean clay overlying clay, silty sand and poorly-graded sand at varied depths and configurations of each. Near-surface silt was generally described as tan, hard and moist. Near-surface clay was generally described as brown, hard and moist. Silty sand was encountered underlying surficial soil and was described as tan to brown, medium dense and moist to wet. Poorly-graded sand was also encountered below near surface soil and was tan, medium dense and moist to saturated. Weakly to strongly cemented layers were observed in silty sand in varied test pits across the site. The cemented layers varied between 1.5 and 9 feet thick in the locations encountered. Test pits generally encountered silty sand or poorly-graded sand at termination depths of exploration between 11 and 14.5 feet below existing ground surface. Based on previous exploration during the Nutrient Pathogen Study performed on February 15, 2006, depth to basalt bedrock varied in boring locations from 13 to 22 feet below existing ground surface. Basalt bedrock was only encountered in TP-20 at 15 feet; which was the lowest elevation test pit excavated. Specific soil contacts, descriptions and field information are provided on test pit logs in Appendix A.

Uncontrolled fill was encountered in TP-24. Fill consisted of many passenger and tractor sized tires and many basalt boulders up to 3 feet in diameter, as well as other debris. Fill extended to approximately 12 feet below existing ground surface. We excavated additional test pits in an attempt to delineate the fill extents. Approximate fill limits extend between TP-22, TP-23 and TP-25, and are presented on Plate 1. However, not all fill consisted of debris. Fill also consisted of silty sand that could be misconstrued as native soil.

Groundwater was encountered at the time of excavation in test pits near the New York Canal. Groundwater was observed between 7 and 14 feet and generally appeared to be consistent with the canal's water elevation. We installed standpipe piezometers in test pits near the canal to allow for groundwater monitoring. Southwest District Health Department (SWDH) requested groundwater monitoring be accomplished on a bi-weekly basis to assist septic design for the Subdivision Engineering Report (SER). Groundwater has the potential to vary with seasonal changes in irrigation, precipitation, infiltration and development to the site.

Laboratory Testing

Laboratory testing was performed on select soil samples obtained during field exploration. Laboratory testing included grain-size analyses, Atterberg limits, and R-value testing. R-value test results are presented on Plate 2. Index test results are provided on individual test pit logs.

GEOTECHNICAL OPINIONS AND RECOMMENDATIONS

Our opinion is the site is suitable, from a geotechnical standpoint, for the proposed project, provided the opinions discussed in this report are implemented. The recommendations contained herein reflect our understanding of the location and configuration of the proposed improvements and the subsurface conditions encountered during exploration. However, soil conditions may vary at the proposed site. The variation in soil conditions and fill limits will not be known until construction and may impact construction plans and/or costs. If design plans change or subsurface conditions between test pit locations vary significantly from what was observed during our subsurface evaluation, we should be notified to review the report recommendations and make any necessary revisions.

Earthwork

We recommend test pits be relocated in the field prior to earthwork construction. Any loose test pit backfill located beneath future structures should be completely removed to undisturbed native soil and backfilled with structural fill placed and compacted in accordance with this report.

As previously mentioned in the *Subsurface Conditions* section, uncontrolled fill was encountered on-site, approximately between TP-22, TP-23 and TP-25, and extended to depths of 12 feet below the existing ground surface. Uncontrolled fill consisted of rubber tires and basalt boulders, as well as other debris. Silty sand fill was also encountered, that could be misconstrued as native soil. In addition, we understand the existing Powell Lateral, which traverses the site from southeast to northwest, will be rerouted. The uncontrolled fill encountered as discussed above as well as the uncontrolled fill identified within the Powell Lateral backfill is not suitable to remain below potential building envelopes or infrastructure improvements. All uncontrolled fill and encountered on-site must be removed to undisturbed native soil and backfilled with structural fill according to the following recommendations.

All fill placed to raise the site's elevation and support pavement and sidewalk areas should consist of structural fill. Structural fill should be free from vegetation or organics and be moisture-conditioned sufficiently to achieve compaction requirements. All structural fill should be classified as SP, SW, SM, GP, GW, GM, or ML in accordance with the USCS. Structural fill should not contain particles greater than 6 inches in diameter. On-site soil may be used for structural fill; however, any soil with more than 15 percent fines will require special attention and must be moisture conditioned to near optimum moisture content during placement. Additionally, during periods of extended wet or cold weather, soil with appreciable fines may be difficult to utilize as structural fill.

Structural fill should be placed to the subgrade elevation in uniform, maximum 12-inch-thick, loose lifts, and compacted to a minimum of 95 percent of the maximum dry density of the soil, as determined by ASTM D 698 (Standard Proctor). This assumes heavy compaction equipment; with a minimum compaction energy of 10 tons is used. The maximum loose lift thickness should be reduced where smaller and/or lighter compaction equipment is used. STRATA should be retained to perform field density testing of structural fill to verify contractor compliance with the above minimum compaction criteria.

Special consideration must be taken when backfilling with structural fill in excavations greater than 5 feet. Slope stability of sidewalls must be taken into account for safety during earthwork construction. Temporary side slopes should be maintained at a minimum of 1.5H:1V feet (horizontal to vertical) during backfill placement. If groundwater is present at the time of backfill, dewatering may be necessary to achieve proper compaction and achieve a stable subgrade. STRATA shall be retained to observe fill removal and replacement with structural fill.

Wet Weather/Wet Soil Conditions

We recommend site construction be undertaken during dry weather conditions. If site construction, particularly grading, is undertaken during wet periods of the year, the on-site soil may be susceptible to pumping or rutting when subjected to heavy loads from rubber-tired equipment or vehicles, which exert a point load. Wet weather earthwork should be performed by low pressure, track-mounted equipment that spread and reduce the vehicle load. Earthwork should not be performed immediately after rainfall or until the soil has dried sufficiently to allow traffic without soil disturbance. All loose and disturbed areas should be excavated to undisturbed soil or recompacted to structural fill requirements. Fill compaction should be sufficient to preclude pumping of the underlying soil. In summary, careful construction procedures are paramount to the successful grading operation if the on-site soil is wet.

Additional precautions should be taken if subgrade soils are to be exposed to freezing temperatures. STRATA should be contacted to provide recommendations prior to initiating or delaying construction during wet or cold weather to improve earthwork efficiency, achieve a stable subgrade and to help mitigate frost conditions.

Water in Crawlspace

Based on our experience in the project area, water in the crawlspace of residential homes is common. However, water in the crawlspace is typically induced through inadequate surface grading and drainage practices during residential home construction. Highly compacted structural fill placed on lots which contains fine-grain soil, will not drain readily. Therefore, it is critical to provide good construction practices during home construction to help reduce the potential for water in the crawlspace. To reduce this potential, we provide the following considerations:

1. Install roof gutters and downspouts to carry stormwater away from foundations. Downspouts should be discharged a minimum of 3 feet away from the foundation

stemwall using splash pads or a gravel dispersion pad underlain by geotextile to reduce soil erosion.

2. Limit the application of irrigation water within 3 feet of the foundation stemwall. Consider Xeriscape landscaping and utilize drip irrigation for plantings near foundation walls.

3. Grade the ground surface within 10 feet of foundations a minimum of 5 percent away from foundation stem walls and improvements to promote surface drainage away from the residence.

4. Place compacted backfill adjacent to foundation stem walls. The backfill should consist of relatively impermeable clay and/or silt, and should be moisture conditioned to near optimum moisture content and compacted in lifts to a minimum of 90 percent of ASTM D 698 (Standard Proctor). Due to the limited space constraints for foundation backfill, hand operated mechanical compactors and walk-behind rollers may be required. Therefore, the individual backfill lift thickness should not exceed 6 inches in thickness.

5. Compact utility trench backfill from the foundation wall to a minimum of 3 feet away from foundations. The use of less permeable on-site silt and clay soil for backfill of utilities will help reduce the potential for near surface water to seep through utility trenches into the crawlspace beneath a residence.

6. Seal foundation wall penetrations for utilities with a silicone based caulk or equivalent.

7. Place a 10-mil-thick Visqueen vapor barrier over the crawlspace subgrade to reduce moisture migration from the subgrade soils. The Visqueen joints should be overlapped a minimum of 2 feet and taped. The Visqueen should also be taped at foundation interfaces. The Visqueen should be protected by placing a minimum of 2 inches of sand beneath the barrier.

8. Install a foundation drainage system around the exterior perimeter of the home. The drain pipe invert should be installed a minimum of 6 inches below the base of the foundation/crawlspace elevation, and the drain pipe should slope around the exterior perimeter of the residence to the discharge location. The foundation drain could be discharged into a subsurface seepage pit excavated a minimum of 6 inches into the underlying soil with an infiltration rate greater than 1 inch per hour. The subsurface seepage pit should be placed a minimum of 10 feet beyond all foundations.

9. Install humidity controlled ventilation fans in the crawlspace to lower the humidity and moisture level, if elevated moisture levels are measured in the crawlspace after construction is complete.

The above recommendations have been outlined to assist builders and individual lot owners to address the potential for surface water or moisture to enter into the crawlspace of

residences at the Indian Creek Subdivision near Nampa, Idaho. The recommendations provided in this letter are not exhaustive and even if the above recommendations are incorporated into design and construction of a residence, elevated moisture levels could be experienced or surface water could enter the crawlspace. Note that all recommendations discussed above may not be required to reduce moisture intrusion into crawlspaces. The homeowner and/or builder should evaluate the need to incorporate the items in this letter relative to their development costs and desired level of risk of water in the crawlspace. In preparing this document, STRATA cannot be responsible for the occurrence of water beneath structures and we recommend that each lot owner be advised in writing that there is the potential for water to occur beneath their residence.

Pavement Subgrade Preparation and Design Criteria

We recommend all tilled agricultural soil and any native soil containing vegetation and organics be stripped beneath planned roadways and flatwork. Test pits generally identified approximately 6 to 12 inches of tilled soil or native soil with vegetation and organics. Uncontrolled fill removal practices must also occur prior to excavating the pavement subgrade. Following removal of soil containing vegetation, organics, tilled soil, or uncontrolled fill, we recommend the pavement subgrade, or the base of any overexcavation be recompacted to a minimum of 95 percent of the maximum dry density of the soil according to ASTM D-698 (standard proctor). This subgrade compaction criteria is consistent with the *Idaho Standards for Public Works Construction* (ISPWC) for pavement subgrades. If any soil weaving or pumping is observed, those areas should be removed to firm native soil and replaced with structural fill. Once a stable subgrade has been achieved, structural fill for the pavement section can commence to the desired site grades. We recommend STRATA be retained to observe all subgrade compaction and site preparation procedures to verify no soft or pumping areas exist before placing structural fill.

Depending upon final site grades, it is our opinion the pavement subgrade will likely consist of silty sand, lean clay or poorly-graded sand. R-value testing has been accomplished on the silty sand encountered in TP-11 at a depth of 1.5 to 2.5 feet. The R-value test result was 70, but we recommend a design R-value of 50 be used for pavement section design, based on the variability of silt content in the silty sand. It is possible poorly-graded sand will be encountered at the subgrade; however, an R-value of 50 is conservative for poorly-graded sand. It is possible lean clay will be encountered at the pavement subgrade. The lean clay is estimated to have an R-value of less than 5 and would require the standard Nampa Highway District pavement section. Alternatively, the lean clay could be overexcavated to the underlying silty sand or poorly-graded sand and the pavement section be designed for an R-value of 50.

We recommend STRATA traverse and observe the roadway alignment when the pavement subgrade is excavated to identify the stations where the above R-Values apply. Landmark Engineering can reference the above R-value to design the roadway section based on the anticipated subsurface conditions. However, because the subsurface conditions cannot wholly be recognized until the subgrade is excavated; the roadway sections may require modification during construction. In addition, if structural fill is utilized at the roadway subgrade, STRATA can provide R-value testing during construction to verify the above minimum R-values.

Stormwater Disposal

All runoff from paved areas and other large volumes of stormwater should be directed and maintained away from proposed residential structures and not be allowed to infiltrate the subgrade soil immediately beneath paved areas. Based on the stormwater design provided by Landmark Engineering, seepage beds are anticipated to be used as discharge facilities. All drainage should be directed to approved seepage beds, located no closer than 25 feet away from anticipated building foundations.

We accomplished percolation tests in the silty sand and poorly-graded sand. The measured infiltration rates ranged from 3 to greater than 40 inches per hour in the locations tested. Variations in percolation testing in similar soil types were attributed to the variability in silt content throughout the site in the locations explored. Percolation test results and locations from our May 2007 exploration are presented in Table 1 below.

Table 1. Percolation Test Results

Test Pit	Soil Tested	Measured Infiltration Rate (in/hr)
TP-1	Silty Sand	15
TP-17	Silty Sand	3
TP-20	Silty Sand	3
TP-21	P.G. Sand	>40
TP-30	Silty Sand	10

We recommend the civil designer utilize a design infiltration rate of 2.5 inches per hour (in/hr) for stormwater facilities constructed a minimum of 1 foot into the *uncemented* silty sand and an allowable infiltration rate of 8 in/hr for facilities constructed a minimum of 1 foot into poorly-graded sand. We do not recommend stormwater be disposed of in or directly above any cemented layer. We also recommend at least 3 feet of non-cemented soil separate the bottom of the seepage bed from the top of bedrock, cemented layer or other soils containing a lower infiltration rate other than the design soil. In some cases it may be necessary to overexcavate soil through cemented layers and backfill with ASTM C33 filter sand. As an alternative to the above recommendations, STRATA can accomplish additional percolation testing in locations where a higher infiltration rate is feasible, at the time of seepage bed excavations during construction.

As discussed in the *Subsurface Conditions* section, groundwater was encountered at the time of excavation in test pits near the New York Canal. We recommend Landmark Engineering design stormwater facilities for seasonal high groundwater levels, depending on groundwater monitoring results. STRATA was retained to provide Landmark Engineering with bi-weekly groundwater monitoring data. We recommend the highest measured level recorded in test pits be used as seasonal high groundwater, based on irrigation season through October 2007.

EVALUATION LIMITATIONS

This report has been prepared to evaluate the subsurface conditions at the project site and provide limited geotechnical recommendations for earthwork, water in crawlspaces,

stormwater disposal and pavement subgrade recommendations for the proposed Indian Creek Subdivision located northeast of the intersection of Greenhurst Road and Locust Lane near Nampa, Idaho. This report does not include recommendations of any kind for residential structures and was not prepared to evaluate residential lots, site grading or earthwork to prepare the site for buildings, slabs, or other individual residential structures. While provide engineering recommendations to place structural fill at the project site, we are not providing foundation design criteria. Our intent is to allow the earthwork contractor to construct structural fill to achieve stable building pads below building envelopes. However, because individual home builders have the potential to disturb the structural on each lot, STRATA, Landmark Engineering and Planning, or the owner cannot be responsible for the activities of individual home builders during construction.

Our services consist of professional opinions made in accordance with generally accepted geotechnical engineering principles and practices as they exist at the time of this report in southwest Idaho. This acknowledgment is in lieu of all express or implied warranties. This report has been prepared exclusively for the use of Indian Creek Property Development, LLC, and Landmark Engineering and Planning for the project as described; we cannot be responsible for any other use of this report.

We appreciate the opportunity to work with you. If you have any questions, please contact us. The following plates accompany and complete this letter report:

Plate 1:	Site Plan
Plate 2:	R-value Test Results
Appendix A:	Exploratory Test Pit Logs, USCS and TGM Soil Textural Design Subgroup Classification Explanations

Sincerely,
STRATA, Inc.

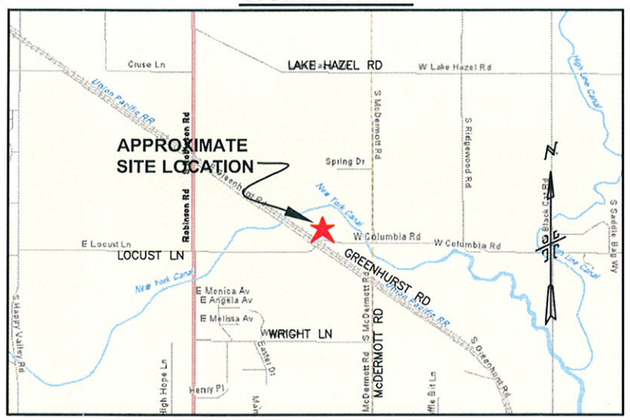
Adrian Mascorro, E.I.T.
Assistant Project Engineer

REGISTERED PROFESSIONAL GEOLOGIST
8/24/07
CHRISTOPHER M. COMSTOCK
1072
STATE OF IDAHO

Chris M. Comstock, P.E., P.G.
Project Manager

AM/CMC/er

VICINITY MAP



LEGEND

- **TP-1** — Approximate Location of Test Pit Observed by STRATA on May 30 and 31, 2007.
- * — Standpipe Piezometer Installed in Test Pit.
- Approximate Uncontrolled Fill Limits
- Proposed Seepage Beds

SITE PLAN
Indian Creek Subdivision
Canyon County, Idaho

STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity from the Ground Up

INDCRE B06020C	PLATE: 1

THIS PLAN COMPRISES A PORTION OF STRATA'S GEOTECHNICAL REPORT AND THE TEXT OF THE REPORT CONTAINS ESSENTIAL INFORMATION: BEFORE UTILIZING THIS PLAN FOR ANY PURPOSE WHATSOEVER, THE REPORT SHOULD BE READ COMPLETELY. THIS PLAN IS INTENDED TO INDICATE APPROXIMATE LOCATIONS OF GEOTECHNICAL EXPLORATIONS, TESTS, AND OTHER GEOTECHNICAL ISSUES (REFER TO TEXT FOR INFORMATION ON METHODS, RESULTS, AND SUBSEQUENT CONCLUSIONS AND RECOMMENDATIONS). THESE LOCATIONS AND INFORMATION WERE ADDED TO EXISTING PLANS OF THE SITE PREVIOUSLY PREPARED BY OTHERS AND NO CHECK OF ACCURACY, CURRENCY, APPROPRIATENESS, ETC., OF INFORMATION PROVIDED BY OTHERS WAS PERFORMED, SINCE SUCH CHECKS WERE NOT PART OF STRATA'S WORK SCOPE.

Reference: Site Plan From Landmark Engineering, File: C05149_PP.dwg, Dated: 5/11/2007.

Exhibit A.10

APPENDIX A

R-VALUE

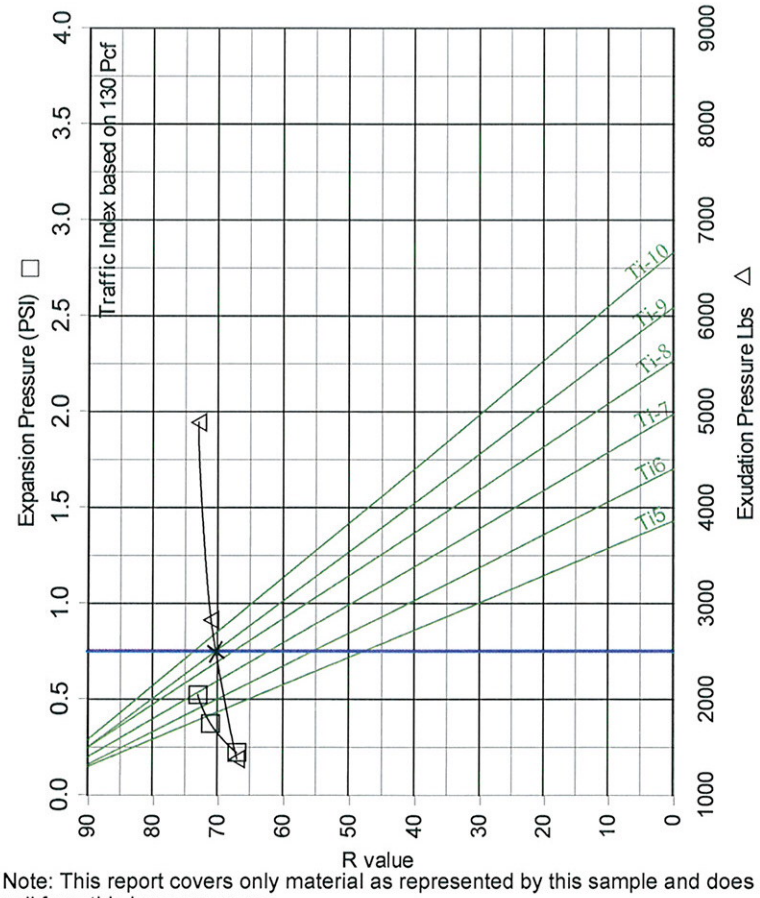
IDAHO T-8

Project: Indian Creek Subdivision
Client: Indian Creek Property Development, LLC
Sample ID: Subgrade Soil
Location: TP-11 @ 1.5 - 2.5'
Soil Description: Silty Sand (Calcitic)

Lab Number: B7L0969
File Name: INDCRE B06020C
Date Sampled: 6/8/07
Sampled by: AM/Strata
Date Received: 6/8/07
Tested by: CAK/Strata

R VALUE DATA			
Percolation: None	Point 1	Point 2	Point 3
Exudation, PSI	110	225	389
Dry Density, PCF	98.8	99.7	100.2
Moisture Content, %	21.1	20.5	20.4
Exp. Pressure, PSI	0.22	0.37	0.52

SOIL CONSTANTS
R VALUE: 70



GRADATION: AASHTO T-11, T27		
SCREEN SIZE	AS RECEIVED % PASSING	AS TESTED % PASSING
4"		
3"		
2"		
1"		
3/4"		
1/2"		
3/8"		
No. 4	100	100
No. 8		
No. 16		
No. 30		
No. 50		
No. 100		
No. 200		

Note: This report covers only material as represented by this sample and does not necessarily cover all soil from this layer or source.

Reviewed by: Adrian Vasconez

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PLATE: 2

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Native) – tan, hard, moist.	1	ML			C–1					Moderate vegetation and organics observed to 12 inches BGS.
	2				N/A					Moderate cementation observed from 1.5 to 2.0 feet BGS.
	3			BG	C–1					
CLAY – brown, hard, moist.	4	CL		BG	N/A					At 3 to 3.5 feet Atterberg Limits: LL=45, PI=27.
CLAY with Sand – orange brown, hard, moist.	5	CL		BG	C–2					
Silty SAND – tan to brown, medium dense to dense, moist to wet.	6	SM			B–2					Percolation test performed at 6 feet BGS. Infiltration rate = 15 in/hr measured.
	7									Soil downgraded from B–1 to B–2 due to weak cementation.
	8				C–1					
	9			BG						Soil downgraded from B–1 to C–1 due to weak cementation and increased fines content.
	10									
	11									
	12									
Poorly–Graded SAND – tan, medium dense, saturated.	13	SP			A–2a					
Test pit terminated at 13.5' feet BGS.	14									Standpipe piezometer installed to 13.5 feet BGS.
	15									

Client: INDCRE	Test Pit Number: TP–1
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12.4'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
Silty SAND – tan, medium dense to dense, moist.	2	SM			B–1					
	3				N/A					Moderate cementation observed from 2.5 to 5.5 feet BGS.
	4									
	5									
	6				B–1					
Silty SAND – brown, medium dense, wet.	7	SM			B–2					
	8									
	9									
	10									
	11									
	12									
Test pit terminated at 12.5' feet BGS.	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–2
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
	2									
Silty SAND – tan, medium dense to dense, moist.	3	SM		BG	B–2	34	27.9			
	4									
	5				N/A					Moderate cementation observed from 4.5 to 5.5 feet BGS.
	6				B–2					
	7									
	8									
	9									
	10									
	11				C–2					Soil downgraded from B–2 to C–2 due to induration.
	12									
Poorly–Graded SAND – tan, medium dense, moist to saturated.	13	SP			A–2a					
	14									Standpipe piezometer installed to 14.75 feet BGS.
Test pit terminated at 14.75' feet BGS.	15									

Client: INDCRE	Test Pit Number: TP–3
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 13.9'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1 – 2	CL		BK	N/A					
Silty SAND – tan, medium dense, moist.	3 – 4	SM			B–2					
Test pit terminated at 4.0 feet BGS.	5 – 15									

Client: INDCRE	Test Pit Number: TP–4
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
Silty SAND – tan, medium dense to dense, moist.	2 – 3	SM			B–2					
Poorly–Graded SAND – tan, medium dense, moist to saturated.	4 – 12	SP		BG	A–2a					
Test pit terminated at 13.0 feet BGS.	13 – 15									Standpipe piezometer installed to 13.0 feet BGS.

Client: INDCRE	Test Pit Number: TP–5
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12.3'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
CLAY (Native) – brown, hard, moist.		CL			N/A					
Silty SAND – tan, medium dense to dense, moist.	2	SM			B–2					
	3				N/A					Moderate cementation observed from 2.5 to 3.0 feet BGS.
	4			BG	B–2					
Poorly–Graded SAND – tan, medium dense, moist.	5	SP			A–2a					
	6									
	7									
	8									
	9									
Silty SAND – brown, medium dense, moist to saturated.	10	SM			B–2					
	11									
	12									
Test pit terminated at 13.0 feet BGS.	13									Standpipe piezometer installed to 13.0 feet BGS.
	14									
	15									

Client: INDCRE	Test Pit Number: TP–6
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12.9'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	2	SM			B–2					
	3									
	4									
	5									
	6				C–2					Soil downgraded from B–2 to C–2 due to weak cementation.
	7									
	8									
Poorly–Graded SAND – tan, medium dense, moist to saturated.	9	SP			A–2a					
	10									
	11				B–1					Soil downgraded from A–2a to B–1 due to induration.
	12									
	13									
Test pit terminated at 13.0 feet BGS.	14									Standpipe piezometer installed to 13.0 feet BGS.
	15									

Client: INDCRE	Test Pit Number: TP–7
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12.7'	Logged By: AM

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
CLAY (Native) – brown, hard, moist.	2	CL		BG	N/A					
Silty SAND – tan, medium dense, moist.	3	SM		BG	B–2					
	4									
	5									
	6									
	7				B–1					
	8			BG						
	9									
Poorly–Graded SAND – tan, medium dense, moist.	10	SP		BG	A–2a					
	11									
	12									
Test pit terminated at 12.5 feet BGS.	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–8
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
Silty SAND – tan, medium dense, moist.	2	SM			N/A					
	3				B–1					Moderate cementation observed from 1.5 to 2.5 feet BGS.
Poorly–Graded SAND – tan, medium dense, moist.	4	SP			A–2a					
	5									
	6									
	7				A–2b					Soil downgraded from A–2a to A–2b due to minor induration and fine content.
	8									
	9									
	10									
Silty SAND – brown, medium dense, wet.	11	SM			B–2					
	12									
Test pit terminated at 12.5 feet BGS.	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–9
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	2	SM			B–2					
	3									
	4				N/A					Moderate cementation observed from 3.5 to 4.5 feet BGS.
	5				B–2					
	6									
Poorly–Graded SAND – tan, medium dense, moist.	7	SP			A–2a					
	8									
Silty SAND – brown, medium dense, wet to saturated.	9	SM			N/A					Strongly cemented from 8.0 to 9.0 feet BGS.
	10				B–2					
	11			BG						
	12									
	13									
	14									
Poorly–Graded SAND – tan, medium dense, saturated.	15	SP			A–2a					Standpipe piezometer installed to 15.0 feet BGS.
Test pit terminated at 15.0 feet BGS.										

Client: INDCRE	Test Pit Number: TP–10
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	2	SM		BK	B–2					
	3									
Poorly–Graded SAND – tan, medium dense, moist.	4	SP			A–2a					
Test pit terminated at 4.0 feet BGS.	5									
	6									
	7									
	8									
	9									
	10									
	11									
	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–11
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	1	SM			B–2					
	2				N/A					Moderate cementation observed from 1.5 to 2.0 feet BGS.
					B–2					
Poorly–Graded SAND – tan, medium dense, moist.	3	SP		BG	A–2a					
	4									
	5									
	6									
	7									
	8									
	9									
	10									
	11									
Test pit terminated at 11.0 feet BGS.	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–12
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	1 – 10	SM		BG, BG	B–2					
Poorly–Graded SAND – tan, medium dense, saturated.	10 – 14	SP			A–2a					
Test pit terminated at 14.0 feet BGS.	14 – 15									Standpipe piezometer installed to 14 feet BGS.

Client: INDCRE	Test Pit Number: TP–13
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 9.8'	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist to saturated.	1	SM			B–2					
	2									
	3									
	4									
	5				N/A					Moderate cementation observed from 5 to 8 feet BGS.
	6									
	7									
	8				C–1					Soil downgraded from B–1 to C–1 due to induration.
	9			BG						
	10									
	11 ▽									
Poorly–Graded SAND – tan, medium dense, saturated.	12	SP			A–2a					
	13									Standpipe piezometer installed to 13.75 feet BGS.
Test pit terminated at 14.0 feet BGS.	14									
	15									

Client: INDCRE	Test Pit Number: TP–14
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 11.2'	Logged By: AM

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SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL		BG	N/A					
Silty SAND – tan, medium dense to very dense, moist.	2	SM			B–2					
	3				N/A					Strong cementation observed from 3 to 5 feet BGS.
	4									
	5				B–2					
Poorly–Graded SAND – tan, medium dense, moist.	6	SP			A–2a					
Silty SAND – brown, medium dense, moist to saturated.	7	SM		BG	C–2	44	16.2			Soil downgraded from B–2 to C–2 from 7 to 10 feet BGS due to induration.
	8									
	9									
	10				B–2					
	11									
Poorly–Graded SAND – tan, medium dense, saturated.	12	SP			A–2a					
	13									
	14									
Test pit terminated at 14.5 feet BGS.	15									

Client: INDCRE	Test Pit Number: TP–15
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
Silty SAND – tan, medium dense, moist.	2	SM		BG	B–2					
	3									
	4									
	5									
	6									
	7									
	8									
	9									
Poorly–Graded SAND – tan, medium dense, saturated.	10	SP			A–2a					
	11									
	12									
Test pit terminated at 12.5 feet BGS.	13									Standpipe piezometer installed to 12.5 feet BGS.
	14									
	15									

Client: INDCRE	Test Pit Number: TP–16
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 9.7'	Logged By: AM

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SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
CLAY (Native) – brown, hard, moist.	1	CL			N/A					
Silty SAND (Native) – tan, medium dense, moist.	2	SM			B–2					
	3				N/A					Moderate cementation observed from 3 to 3.5 feet BGS.
	4				B–2					
Poorly–Graded SAND – tan, medium dense, moist.	5	SP			A–2a					
	6				N/A					Strong cementation observed from 5 to 6 feet BGS.
Silty SAND – brown, medium dense, moist.	7	SM		BG	B–2					Percolation test performed at 6.5 feet BGS. Infiltration rate = 3in/hr measured.
	8									
	9									
Poorly–Graded SAND – tan, medium dense, moist to saturated.	10	SP		BG	A–2a					
	11									
	12									
	13									Standpipe piezometer installed to 13.75 feet BGS.
Test pit terminated at 14.0 feet BGS.	14									
	15									

Client: INDCRE	Test Pit Number: TP–17
Project: B06020C	Date Excavated: 5/30/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 12.9'	Logged By: AM

STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	1 – 3	SM			B–2					
Poorly–Graded SAND – tan, medium dense, moist.	3 – 4	SP			A–2a / N/A					Strong cementation observed from 3.5 to 4.0 feet BGS.
Silty SAND – brown, medium dense, moist to saturated.	4 – 11	SM		BG	B–2					
Poorly–Graded SAND – tan, medium dense, saturated.	11 – 13	SP			A–2a					Standpipe piezometer installed to 13.0 feet BGS.
Test pit terminated at 13.5 feet BGS.	14 – 15									

Client: INDCRE	Test Pit Number: TP–18
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 10.5'	Logged By: AM

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Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	0–1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – brown, medium dense, moist.	1–7	SM			B–2					
Poorly–Graded SAND – tan, medium dense, moist to saturated.	7–12	SP			A–2a					Standpipe piezometer installed to 11.5 feet BGS.
Test pit terminated at 12.0 feet BGS.	12–15									

Client: INDCRE	Test Pit Number: TP–19
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 8.9'	Logged By: AM

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Integrity from the Ground Up

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Fill) – brown, hard, moist.	1	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND (Fill) – tan, medium dense, moist.	2–5	SM			N/A					1 to 3 foot diameter basalt boulders observed from 2 to 5 feet BGS.
Silty SAND (Native) brown, medium dense, wet to saturated.	5–9	SM			B–2					Percolation test performed at 5.5 feet BGS. Infiltration rate = 3 in/hr measured.
Poorly–Graded SAND – tan, medium dense, saturated.	10–15	SP			A–2a					
Basalt Bedrock – gray, fresh, massive.	15	RX			N/A					
Test pit terminated at 15.25 feet BGS.	16–20									

Client: INDCRE	Test Pit Number: TP–20
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: 6.8'	Logged By: AM

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Integrity From the Ground Up

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Sheet 1 of 1

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – brown, medium dense, moist.	1	SM			B–2					
	2									
	3									
Poorly–Graded SAND – tan, medium dense, moist.	4	SP			A–2a					
Silty SAND – tan, medium dense to dense, moist.	5	SM			N/A					Moderate cementation observed from 4.5 to 5.0 feet BGS.
					B–2					
	6			BG	C–2					Soil downgraded from B–2 to C–2 due to induration.
	7									Soil downgraded from C–1 to C–2 From 6.0 to 11.5 feet BGS due to induration.
	8			BG		49.7	15.6			
	9									
	10									
	11									
	12				C–1					
Poorly–Graded SAND – tan, medium dense, moist.	13	SP			A–2a					Percolation test performed at 13 feet BGS. Infiltration rate = 40 in/hr measured.
Test pit terminated at 13.5 feet BGS.	14									
	15									

Client: INDCRE	Test Pit Number: TP–21
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Integrity From the Ground Up

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.		ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	1	SM			B–2					
Poorly–Graded SAND – tan, medium dense, saturated.	2	SP		BK	A–2a					
	3									
	4									
	5									
	6									
	7									
	8									
	9									
	10									
Test pit terminated at 10.5 feet BGS.	11									
	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–22
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan to brown, loose, moist.	1 2 3	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – brown, medium dense, moist.	4 5 6	SM			B–2					
Test pit terminated at 6.5 feet BGS.	7 8 9 10 11 12 13 14 15									

Client: INDCRE	Test Pit Number: TP–23
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
Silty SAND with boulders (Fill) – black to brown, very loose, wet.	0–12	SM			N/A					Significant vegetation and organics observed to 12 inches BGS. Rope, brick, and trash debris observed from 0 to 12 feet BGS. Approximately 10 to 15 passenger and tractor rubber tires and basalt boulders up to 3.5 –?? foot in diameter observed from 5 to 10 feet BGS. Fill soil unsuitable for septic disposal.
Silty SAND (Native) – brown, medium dense, wet.	12–13	SM			C–1					
Test pit terminated at 13.0 feet BGS.	13–15									

Client: INDCRE	Test Pit Number: TP–24	STRATA GEOTECHNICAL ENGINEERING & MATERIALS TESTING Integrity From the Ground Up	**EXPLORATORY TEST PIT LOG**
Project: B06020C	Date Excavated: 5/31/2007		
Backhoe: CASE 580 SUPER L	Bucket Width: 2'		
Depth to Groundwater: N.E.	Logged By: AM		**Sheet 1 of 1**

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
SILT (Fill) – tan, loose, dry.	1	ML			N/A					Significant vegetation and organics observed to 12 inches BGS.
Silty SAND (Native) – tan, medium dense, moist.	2 3 4	SM			B–2					
Poorly–Graded SAND – tan, medium dense, moist.	5 6 7 8 9 10 11	SP		BG	A–2a					
Test pit terminated at 11.0 feet BGS.	12 13 14 15									

Client: INDCRE	Test Pit Number: TP–25	STRATA GEOTECHNICAL ENGINEERING & MATERIALS TESTING Integrity From the Ground Up	**EXPLORATORY TEST PIT LOG**
Project: B06020C	Date Excavated: 5/31/2007		
Backhoe: CASE 580 SUPER L	Bucket Width: 2'		
Depth to Groundwater: N.E.	Logged By: AM		**Sheet 1 of 1**

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	0	CL		BG	N/A				>4.5	Significant vegetation and organics observed to 3 inches BGS.
Silty SAND – tan, medium dense to dense, moist.	1	SM			N/A					Moderate cementation observed from 1.0 to 2.0 feet BGS.
	2				B–1					
	3									
	4				N/A					Moderate cementation observed from 4.0 to 4.5 feet BGS.
	4.5				B–1					
	5			BG						
	6									
	7									
Poorly–Graded SAND – tan, medium dense, moist.	7	SP			A–2a					
	8									
	9				A–2b					Soil downgraded from A–2a to A–2b due to minor induration.
	10									
Test pit terminated at 11.0 feet BGS.	11									
	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–26
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

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Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	0–2	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	3–8	SM			N/A B–2 C–2					Moderate cementation observed from 2.75 to 4.5 feet BGS. Slight induration from 6.5 to 8.0 feet BGS. Soil downgraded from B–2 to C–2.
Poorly–Graded SAND – tan, medium dense, moist.	8–11	SP			A–2a					
Test pit terminated at 11.0 feet BGS.	11–15									

Client: INDCRE	Test Pit Number: TP–27
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity from the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	2 – 5	SM			N/A					Moderate cementation observed from 1.75 to 5.0 feet BGS. Soil unsuitable for septic disposal.
Poorly–Graded SAND – tan, medium dense, moist.	5 – 6	SP			A–2b					
	6 – 10			BG	A–2a					Soil downgraded from A–2a to A–2b from 5 to 6 feet and 10 to 11 feet due to slight induration.
	10 – 11				A–2b					
Test pit terminated at 11.0 feet BGS.	12 – 15									

Client: INDCRE	Test Pit Number: TP–28	STRATA GEOTECHNICAL ENGINEERING & MATERIALS TESTING Integrity From the Ground Up	**EXPLORATORY TEST PIT LOG**
Project: B06020C	Date Excavated: 5/31/2007		
Backhoe: CASE 580 SUPER L	Bucket Width: 2'		
Depth to Groundwater: N.E.	Logged By: AM		**Sheet 1 of 1**

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	2	SM			B–2 N/A					Moderate cementation observed from 1.75 to 3.75 feet BGS.
Poorly–Graded SAND – tan, medium dense, moist.	4 5 6 7 8 9 10	SP			A–2a					
Test pit terminated at 11.0 feet BGS.	11 12 13 14 15									

Client: INDCRE	Test Pit Number: TP–29
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL		BG	N/A					Significant vegetation and organics observed to 6 inches BGS. At 0.5 to 1 foot Atterberg Limits: LL=49, PI=28.
Silty SAND – tan, medium dense, moist.	2	SM			B–2					Moderate cementation observed from 2.25 to 3.75 feet BGS.
	3				N/A					
	4				B–2					
	5									
	6			BG						Percolation test performed at 6 feet BGS. Infiltration rate = 10 in/hr measured.
	7									
Silty SAND – tan, medium dense, moist.	8	SM			B–1					
	9									
	10				C–1					Soil downgraded from B–2 to C–1 due to induration.
	11									
Test pit terminated at 11.0 feet BGS.	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–30
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Integrity from the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	2	SM			B–2					
					N/A					Moderate cementation observed from 2.0 to 4.5 feet BGS.
	3									
	4									
	5				B–2					
	6									
Poorly–Graded SAND – tan, medium dense, moist.	7	SP			A–2a					
	8									
	9				B–1					Soil downgraded from A–2a to B–1 due to induration.
	10									
Test pit terminated at 11.0 feet BGS.	11									
	12									
	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–31
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

Exhibit A.10

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TCM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL			N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	2	SM			N/A					Moderate cementation observed from 1.5 to 5.0 feet BGS.
	5				C–1					
	11									Soil downgraded from B–2 to C–1 due to induration.
Test pit terminated at 11.0 feet BGS.	15									

Client: INDCRE	Test Pit Number: TP–32
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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EXPLORATORY TEST PIT LOG

Sheet 1 of 1

USCS Description	DEPTH (In Feet)	USCS CLASS	SYMBOL	SAMPLE Type	TGM SOIL Textural Classification	% Passing No. 200 sieve	Moisture Content (%)	Dry Density (pcf)	POCKET Penetro-meter(tsf)	REMARKS Note: BGS = Below Ground Surface
CLAY (Native) – brown, hard, moist.	1	CL		BG	N/A					Significant vegetation and organics observed to 6 inches BGS.
Silty SAND – tan, medium dense, moist.	2	SM			B–2					Moderate cementation observed from 2.0 to 2.5 feet BGS.
	2				N/A					
	2.5				B–2					
	3									
	4			BG						
	5									
	6									
	6.5				N/A					Moderate cementation and strongly indurated from 6.5 to 10 feet.
	7									
	8									
	9			BG						
	10				B–2					
	11									
	12									
Test pit terminated at 12.0 feet BGS.	13									
	14									
	15									

Client: INDCRE	Test Pit Number: TP–33
Project: B06020C	Date Excavated: 5/31/2007
Backhoe: CASE 580 SUPER L	Bucket Width: 2'
Depth to Groundwater: N.E.	Logged By: AM

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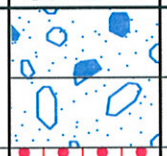
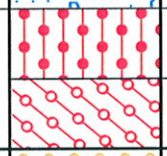
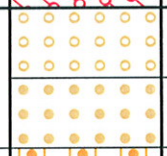
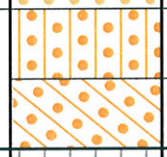
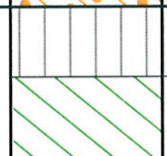
Integrity From the Ground Up

EXPLORATORY TEST PIT LOG

Sheet 1 of 1

Exhibit A.10

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GRAPH SYMBOL	LETTER SYMBOL	TYPICAL NAMES
COARSE GRAINED SOILS	GRAVELS	CLEAN GRAVELS		GW	Well–Graded Gravel, Gravel–Sand Mixtures.
				GP	Poorly–Graded Gravel, Gravel–Sand Mixtures.
		GRAVELS WITH FINES		GM	Silty Gravel, Gravel–Sand–Silt Mixtures.
				GC	Clayey Gravel, Gravel–Sand–Clay Mixtures.
	SANDS	CLEAN SANDS		SW	Well–Graded Sand, Gravelly Sand.
				SP	Poorly–Graded Sand, Gravelly Sand.
		SANDS WITH FINES		SM	Silty Sand, Sand–Silt Mixtures.
				SC	Clayey Sand, Sand–Clay Mixtures.
FINE GRAINED SOILS	SILTS AND CLAYS LIQUID LIMIT LESS THAN 50%			ML	Inorganic Silt, Sandy or Clayey Silt.
				CL	Inorganic Clay of Low to Medium Plasticity, Sandy or Silty Clay.
				OL	Organic Silt and Clay of Low Plasticity.
	SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50%			MH	Inorganic Silt, Micaceous Silt, Plastic Silt.
				CH	Inorganic Clay of High Plasticity, Fat Clay.
				OH	Organic Clay of Medium to High Plasticity.
				PT	Peat, Muck and Other Highly Organic Soils.

BORING LOG SYMBOLS

- Standard 2–Inch OD Split–Spoon Sample
- California Modified 3–Inch OD Split–Spoon Sample
- Rock Core
- Shelby Tube 3–Inch OD Undisturbed Sample

GROUNDWATER SYMBOLS

- Groundwater After 24 Hours
- (7–3–07) Indicates Date of Reading
- Groundwater at Time of Drilling

TEST PIT LOG SYMBOLS

- BG — Baggie Sample
- BK — Bulk Sample
- RG — Ring Sample

Shorthand Notation:
BGS = Below Existing Ground Surface
N.E. = None Encountered

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GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity from the Ground Up

INDCRE B06020C

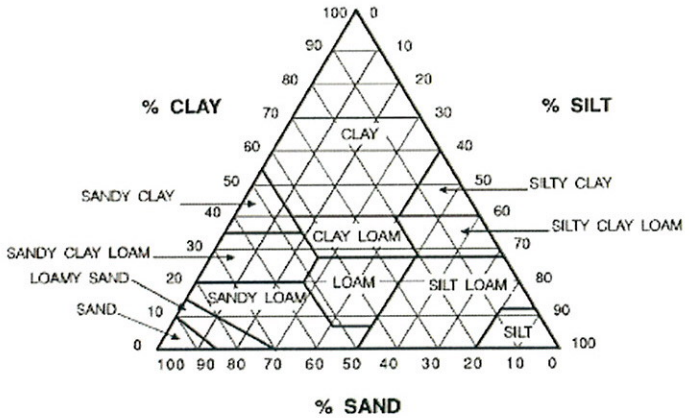
SIZES OF MINERAL SOIL AND ROCK FRAGMENTS

Material	Equivalent Diameter	Passes Sieve #
Clay	Less than 0.002mm	425
Silt	0.002 to 0.05mm	270
Very Fine Sand	0.05 to 0.1mm	140
Fine San	0.1 to 0.25mm	100
Medium Sand	0.25 to 0.5mm	50
Coarse Sand	0.5 to 1.0mm	16
Very Coarse Sand	1.0 to 2.0mm	10
Gravel	2.0 mm to 7.5 cm	3"
Cobbles	7.5 to 25.4 cm	10"
Stones	25.4 to 61 cm	24"
Boulders	Greater than 61 c	-

TGM SOIL TEXTURAL CLASSIFICATION DESIGN GROUPS

Design soil group	Design soil Subgroup	Soil Textural Classification	USDA Field Test Textural Classification
A	A-1	Medium Sand	30-60 Mesh
	A-2a	Medium Sand	Poorly Graded
	A-2b	Fine Sand Loamy Sand	Sand 60-140 Mesh Sand
B	B-1	Very Fine Sand Sandy Loam Very Fine Sandy Loam	Sand 140-270 Mesh Sandy Loam Sandy Loam
	B-2	Loam Silt Loam Sandy Clay Loam	Silt Loam (≤ 27 % Clay)
C	C-1	Silt Sandy Clay Loam Silt Clay Loam	Silt Loam Clay Loam (>27% Clay) Clay Loam
	C-2	Clay Loam	Clay Loam

USDA SOIL TEXTURAL TRIANGLE



TGM SOIL TEXTURAL SUBGROUP CLASSIFICATION SYSTEM

STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
Integrity from the Ground Up

INDCRE B06020C

Dan Lister

From: Penelope Constantikes <penelope@rileyplanning.com>
Sent: Wednesday, July 9, 2025 9:35 PM
To: Dan Lister; eddy@nampahighway1.com
Cc: robert.beckman@kimley-horn.com; ossmeridian@gmail.com
Subject: [External] Locust RV Storage - TIS
Attachments: TIS_Greenhurst Self Storage _07032025.pdf; IA Memo - SE Boise Boat & RV_2019.pdf; 05-22-19_SE Boise Boat & RV IA.pdf

Importance: High

Daniel and Eddy:

Attached is the completed TIS designed with the oversight of Nampa Highway District No.1 per study scoping conducted by the consultant and the Highway District.

Also attached are the results of an Individual Assessment I prepared and submitted to ACHD in 2019 for a very similar facility on Federal Way near the intersection of Federal Way and Gowen Road with 439 slots, and the ACHD Memorandum of the IA based Impact Fee refund.

- Per the ACHD accepted IA the confirmed trip rate per parking slip was 0.009 trips in the PM Peak Hour.
- There is a difference between the requested refund and the ACHD approved refund is due to interest and a slight difference in the value assigned per 1000/s.f.

The TIS is based on a more generalized trip rate obtained from the closest ITE Code match in the ITE Trip Generation Manual. The Individual Assessment is based on on-site observation and surveying for 3 weeks, and analysis of the peak hour data collected on site.

In light of the ACHD accepted Individual Assessment findings, it is reasonable to assume that trip generation will be less than predicted by the TIS.

Please feel free to reach out with with questions to either Robert Beckman or me.

Best regards.

Penelope Constantikes
Principal

P.O. Box 405, Boise, ID 83701
208.908.1609

300 W. Myrtle Street, Suite 200 B

RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701
208.908.1609

MEMORANDUM

TO: Mitch Skiles, ACHD Impact Fee Administrator

FROM: Penelope Constantikes

DATE: February 5, 2019

RE: **SE BOISE BOAT & RV**
IMPACT FEE INDIVIDUAL ASSESSMENT

Attached is the Impact Fee Individual Assessment for SE Boise Boat & RV Storage. Included is:

- ACHD IA Spreadsheet – electronic and hard copy;
- Survey destinations and mapping;
- Secondary cross check – Average Trip Distance and NAF;
- On-site trip generation work sheets and gate logs; and
- Trip generation by date, time and peak hour.

NOTES

- Three (3) structures originally intended for coach sized RV's cannot be used for their original purpose due to site geometry. Per our discussion, the turning radius is obstructed by other structures for these units preventing the necessary turning radius needed to put the RV's in these units.

OCCUPANCY

- Occupancy on September 26, 2018 was 80%.
- Occupancy on November 7, 2018 was 78%.

TOTAL ONSITE SURVEYS – 22

- The included IA spreadsheet only captures 13 of the 22 spreadsheet entries.

AVERAGE TRIP LENGTH – 5.54

- The included IA spreadsheet does not capture all 22 of the survey entries. The spreadsheet average trip distance may correspond to hand calculations if all survey entries are captured.

NETWORK ADJUSTMENT FACTOR – 0.229

- Based on the cross check sheet the NAF is 0.229. Again, this value may change when all surveys are captured in the spreadsheet.

TOTAL PM PEAK HOUR TRIPS – 64 / 19 days = 3.4 tips per day

- 3.4 daily trips / 439 units = (0.0077) 0.008

ON-SITE OBSERVATION

	4:00-15	4:15-30	4:30-45	4:45-5:00	5:00-15	5:15-30	5:30-45	5:45-6:00	*TOTAL IN/OUT*	TOTAL TRIPS
09/26/18	4	3	3	1	2	2	1	0	*11*	5.5
09/27/18	0	0	2	1	1	0	1	1	*4*	2
11/07/18	3	2	5	1	2	1	2	2	*11*	5.5
11/13/18	2	4	2	0	1	3	1	0	*8*	4
11/14/18	3	1	2	1	0	1	2	0	*7*	3.5
11/15/18	2	0	0	0	3	5	2	0	*10*	5
11/27/18	0	0	0	1	0	0	0	0	*1*	0.5

GATE LOG TRIP GENERATION

	4:00-15	4:15-30	4:30-45	4:45-5:00	5:00-15	5:15-30	5:30-45	5:45-6:00	Exit Time	TOTAL TRIPS
07/03/18	1	0	0	2	0	0	0	*2*	17:49; 17:54	3
07/04/18	1	1	1	0	1	0	0	*1*	17:46	3
07/05/18	1	0	2	1	0	0	0	*0*		4
07/10/18	1	1	0	1	0	0	0	*1*	17:56	3
07/11/18	2	0	1	2	0	0	0	*2*	17:51; 17:53	5
07/12/18	1	1	0	0	1	0	1	1	17:46	2
07/17/18	1	1	0	0	0	1	0	*0*		2
07/18/18	1	0	1	1	0	1	0	*0*		3
07/19/18	1	0	0	2	1	1	1	*2*	17:46; 17:58	5
07/24/18	0	0	0	0	0	0	1	*0*		1
07/25/18	1	1	1	0	0	3	0	*0*		4
07/26/18	0	0	0	0	1	2	0	*2*	17:54; 17:59	3
			64 TOTAL TRIPS / 19 = (3.368)			**3.4 TRIPS PER DAY**				64

SITE SPECIFIC IMPACT FEE CALCULATION

0.008 (1.0) (5.54) (0.229) ($2,306.00) = $23.40 / unit
$23.40/unit (439 units) = $10,274.46

Impact Fees Paid: $25,462.00; Site Specific Impact Fees: $10,274.46; **Refund $15,187.54**

Please do not hesitate to contact me if you have any questions or need additional materials.

Thank you!

May 22, 2019

VIA E-Mail

Penelope Constantikes
PO Box 405
Boise, ID 83701

RE: SE Boise Boat & RV / 7031 S Federal Way / BCIF17-0020 / IA17-0007

Dear Penelope,

ACHD has completed the review of the Individual Assessment provided for the SE Boise Boat & RV storage facility in Boise, ID. The determination and calculations are detailed on the attached spreadsheet.

From the submittal, ACHD determined the Peak Hour Trip Rate (One Way) to be 0.009/storage space; New Trip Factor of 1.00; Average Trip Length of 5.54 miles; Network Adjustment Factor of 0.229; and from Ordinance 231 a VMT costs of $2,306. The total impact fee determined from the Individual Assessment data is $11,560.

The above amount differs from the memo submitted by Riley Planning Services on February 5, 2019 for the following reasons:

- Only entry data was used from on-site counts to be consistent with data from gate records
- One arterial trip length was corrected from 7.3 miles to 4.3 miles consistent with cross check sheet
- One total trip length was corrected from 6.0 miles to 0.6 miles consistent with cross check sheet

The original impact fee amount totaled $25,462.00. Based on the Individual Assessment data, the applicant is due a refund of $13,902 less the $350 individual assessment review fee, with interest in the amount of $1,515.13 for a total refund of $15,067.13.

If you have any questions you may contact me at 208-387-6346 or by email at mskiles@achdidaho.org.

Sincerely,

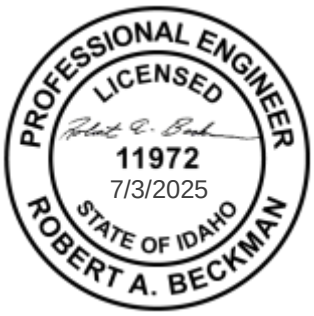
Mitch Skiles
Impact Fee Administrator

SE Boise Boat & RV			**5/22/2019**
BCIF17-0020 / IA17-0007			
	ACHD Ord 231 Value		**ACHD Approved IA Value**
Peak Hour Trip Rate (One Way)	0.010		0.009
New Trip Factor	1.00		1.00
Average Trip Length	5.66		5.54
Network Adjustment Factor	0.445		0.229
VMT Cost	$ 2,306		$ 2,306
Impact Fee / 1,000 SF	$ 58		$ 26.33
Development Size (RV/Boat Spaces)	439		439
Impact Fee	$ 25,462.00		$ 11,560.00
Total Paid 07-28-17	$ 25,462.00		
Refund Due			$ 13,902.00
Interest			$ 1,515.13
Review Fee			$ (350)
Total Refund Due			**$ 15,067.13**

TRAFFIC IMPACT STUDY

GREENHURST SELF STORAGE FACILITY

NAMPA, IDAHO



Prepared for:
Outdoor Storage Solutions, Inc.
P.O. Box 1611
Meridian, ID 83680-1611

Prepared by:
Kimley»Horn

July 2025
193230000

Kimley»Horn

TRAFFIC IMPACT STUDY

FOR

GREENHURST SELF STORAGE FACILITY

NAMPA, ID

Prepared for:
Outdoor Storage Solutions, Inc.
P.O. Box 1611
Meridian, ID 83680-1611

Prepared by:
Kimley-Horn and Associates, Inc.
1100 W. Idaho Street
Suite 210
Boise, Idaho 83702
208-297-2885

193230000

List of Appendices

List of Figures

LIST OF TABLES

1. EXECUTIVE SUMMARY

1.1. Project Description

This traffic impact study (TIS) documents analysis and review of a proposed self-storage facility, with 486 RV storage slips (386 open-air, 100 covered) built upon an 8.92-acre site. The development will be located at the northwest corner of Locust Lane & Greenhurst Road in Nampa, Idaho. Direct access to the site is proposed via one access on Locust Lane. The planned completion year for the development is 2027.

The purpose of this TIS is to identify trip generation characteristics of the proposed development, evaluate traffic related impacts on the adjacent street system, and recommend measures to mitigate impacts. Study area intersections are shown in **Figure ES-1.**

1.2. Findings

1.2.1. Trip Generation

The proposed development is expected to generate 87 new daily trips, with 6 new trips occurring in the AM peak hour and 8 new trips occurring in the PM peak hour.

1.2.2. Analysis Findings and Potential Mitigations Recommendations

Table ES-1 summarizes the operational analysis results. Analysis findings and mitigations are presented in **Table ES-2** .

1.2.3. Recommendations

The Locust Lane and Greenhurst Road intersection as well as the Locust Lane and McDermott Road intersection are expected to operate well within the Association of Canyon County Highway District (ACCHD) thresholds for LOS, delay, and v/c in existing and all future scenarios with and without the proposed project site traffic.

Turn lanes were warranted for a westbound right turn lane for the Locust Lane and McDermott Road intersection in the PM Peak Hour for the 2025 Existing, 2027 Background, and 2027 Plus Project scenarios.

No other mitigations are recommended.

Table ES-1 – Operational Result Summary

Operational Analysis Results - LOS										
	#	Name	Control	Analysis Scenario					
				2025 Existing		2027 Background		2027 Plus Project	
				AM	PM	AM	PM	AM	PM
Intersection	1	Locust Lane & Greenhurst Road	AWSC	LOS A V/C: 0.33 (EB)	LOS C V/C: 0.70 (WB)	LOS A V/C: 0.35 (EB)	LOS C V/C: 0.76 (WB)	LOS B V/C: 0.36 (EB)	LOS C V/C: 0.77 (WB)
	2	Locust Lane & McDermott Road	TWSC	LOS B V/C: 0.03 (SB)	LOS B V/C: 0.11 (SB)	LOS B V/C: 0.03 (SB)	LOS B V/C: 0.12 (SB)	LOS B V/C: 0.04 (SB)	LOS B V/C: 0.12 (SB)
	A	Locust Lane & Access A[3]	TWSC	Future Intersection with Project				LOS A V/C: 0.01 (SB)	LOS B V/C: 0.01 (SB)

Notes:
1. LOS and delay are shown for overall intersection for signalized, roundabout, and all-way stop intersections and the worst movement for all other intersections.
2. V/C ratio is reported for overall intersections for signalized and roundabouts and the worst movement for all other intersections.
3. Denotes a Project Driveway.

Table ES-2 – Findings and Potential Mitigations

2025 Existing Conditions	
Findings	• All study area intersections operate at acceptable levels. • A total of seven crashes were recorded at study area intersections in the most recent five-year period. Three crashes occurred at the Locust Lane / Greenhurst Road intersection, with all three of these (100%) being property damage only. Four crashes occurred at the Locust Lane / McDermott Road intersection, two of these (50%) were property damage only, and the other two (50%) were injury accidents.
Potential Mitigations	• No mitigations are recommended.
Turn Lane Analysis	• A westbound right turn lane at the Locust Lane & McDermott Road intersection is warranted.
2027 Background Conditions	
Findings	• All study area intersections operate at acceptable levels.
Potential Mitigations	• No mitigations are recommended
Turn Lane Analysis	• None.
2027 Plus Project Conditions	
Findings	• All study area intersections operate at acceptable levels.
Potential Mitigations	• No mitigations are recommended.
Turn Lane Analysis	• None.

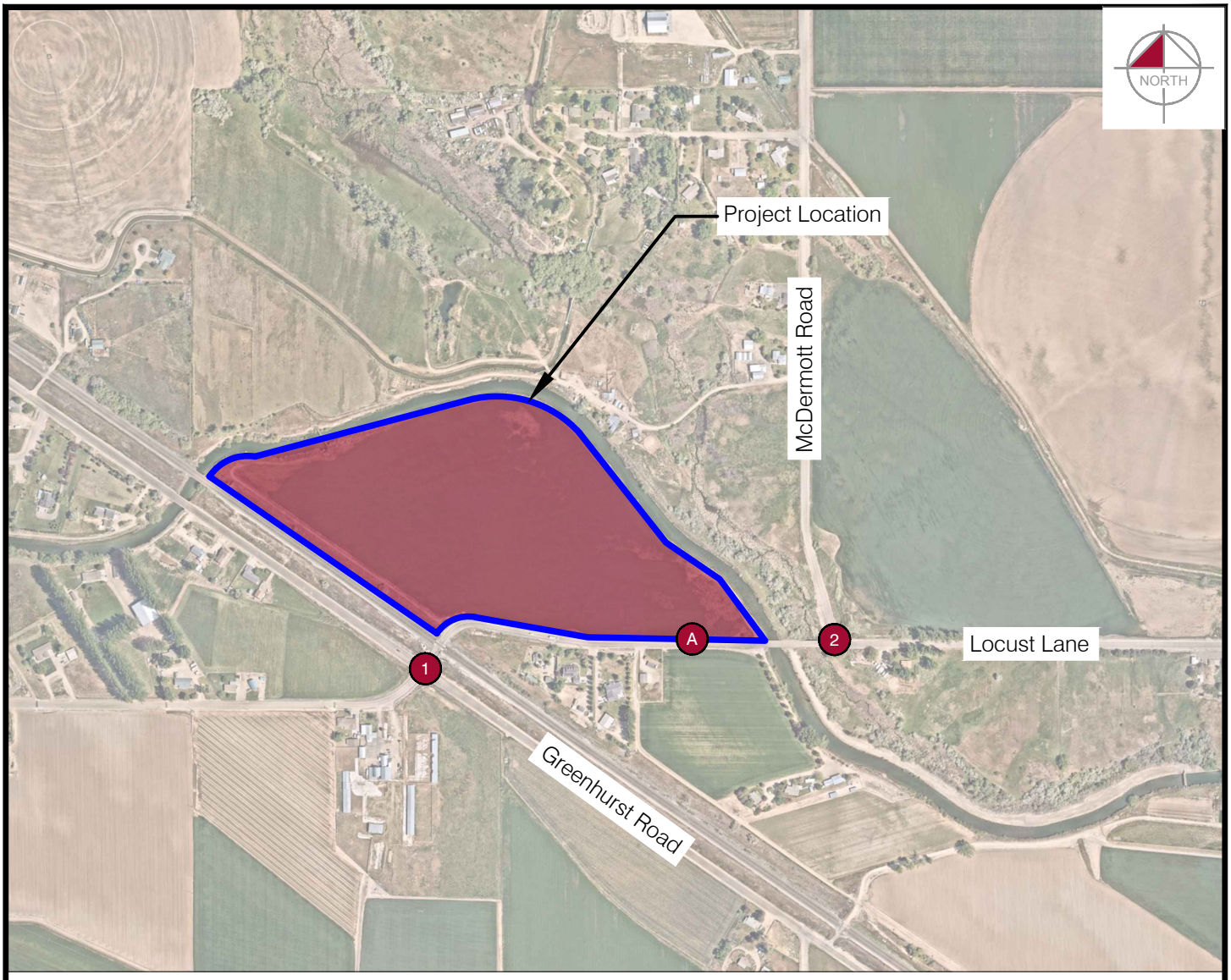


Image Source: Nearmap US, INC.

Study Area Intersections:

1. Locust Lane and Greenhurst Road
2. Locust Lane and McDermott Road
A. Locust Lane and Site Access A

LEGEND

D# DRIVEWAYS

Kimley»Horn

Figure ES-1
Study Area Intersections

2. INTRODUCTION

Kimley-Horn and Associates, Inc. was retained by Outdoor Storage Solutions, Inc. to prepare a traffic impact study (TIS) for a proposed Self-Storage Facility on parcel R2883600000, located at the northwest corner of Locust Lane & Greenhurst Road in Nampa, Idaho. Direct access to the site is proposed via one access on Locust Lane.

The location of the proposed development is shown in **Figure 1**.

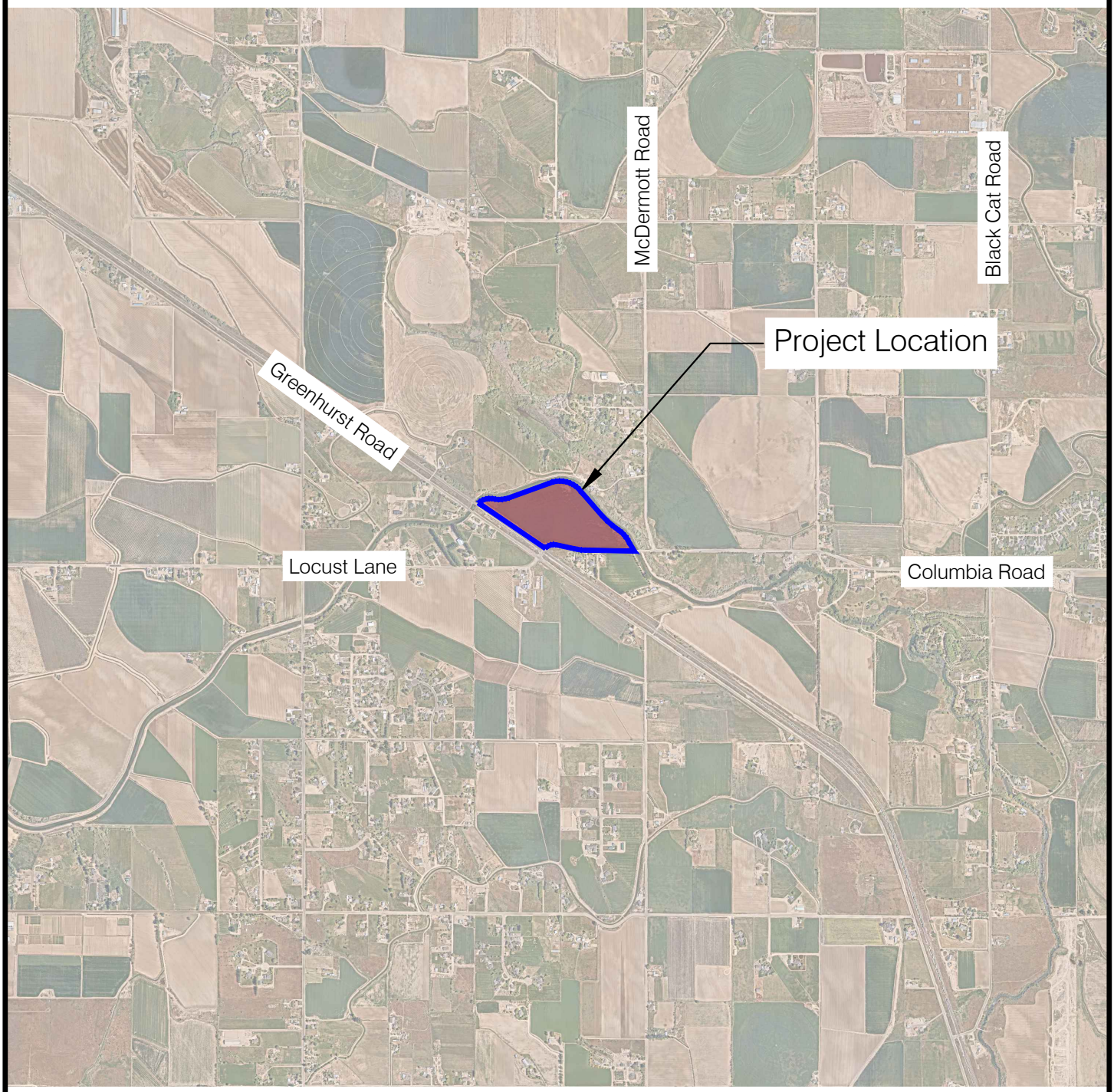
The proposed self-storage facility commercial development will contain 486 storage slips (386 open-air, 100 covered) built upon an 8.92-acre site. The planned completion year for the development is 2027.

A conceptual site plan of the development is shown in **Figure 2**. A full site plan for the development is provided in **Appendix A**.

Direct access to the site is proposed via one access on Locust Lane.

The purpose of this TIS is to identify trip generation characteristics of the proposed development, evaluate traffic related impacts on the adjacent street system, and recommend measures to mitigate impacts, if required.

This study was completed in accordance with the *Highway Standards & Procedures for the Association of Canyon County Highway Districts 2022 Edition Section 3110.*



Kimley»Horn

Figure 1
Vicinity Map

Kimley»Horn

Exhibit A.11

Figure 2
Conceptual Site Plan

3. EXISTING CONDITIONS

This section of the report details existing conditions adjacent to the project site.

3.1. Study Area Intersections

Scoping discussions were held with the Nampa Highway District #1 (NHD) staff. Scoping discussions identified the following intersections for analysis

1. Locust Lane / Greenhurst Road
2. Locust Lane / McDermott Road

A. Locust Lane / Access A

A copy of the TIS scoping memorandum is included in **Appendix B**.

3.2. Existing Land Uses

The site is located on parcel number R2883600000. The site is zoned agricultural. Surrounding land usage is agricultural, with some RR (Rural Residential) to the west per the Canyon County online zoning map.

3.3. Existing Lane Configurations and Control

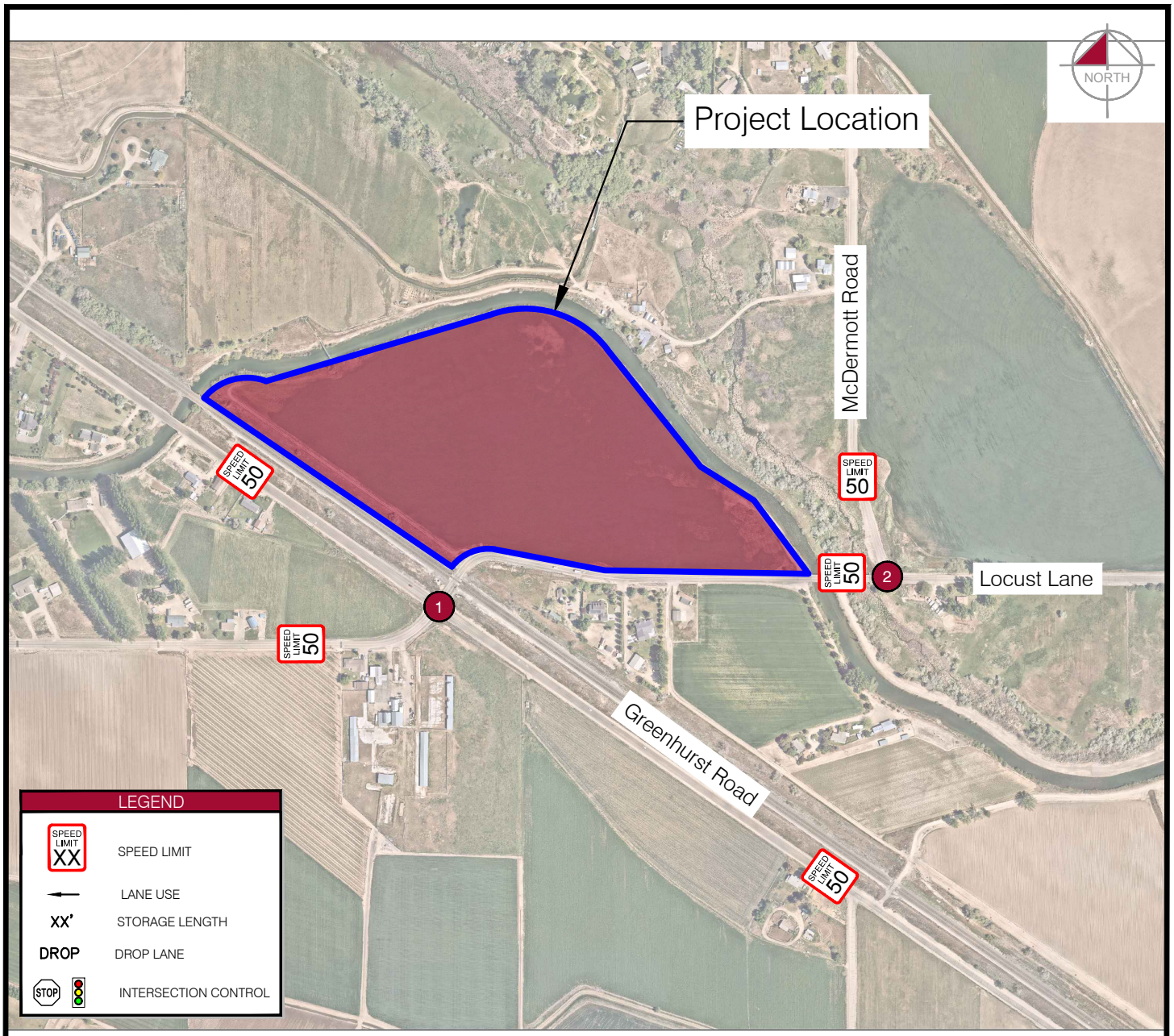
Regional access to the Self-Storage Facility Commercial Development will be provided by Locust Lane. Primary access to the development will be provided by Locust Lane and Greenhurst Road. Direct access will be provided by Access A on Locust Lane.

Greenhurst Road is an east-west roadway with one lane in each direction. The roadway is classified as a collector in the City of Nampa Street Functional Classification Map (2025). The posted speed limit is 50 miles per hour (mph) in the study area.

Locust Lane is an east-west roadway with one lane in each direction. The roadway is classified as a principal arterial in the City of Nampa Street Functional Classification Map (2025). The posted speed limit is 50 miles per hour (mph) in the study area.

McDermott Road is an east-west roadway with one lane in each direction. The roadway is classified as a minor arterial in the City of Nampa Street Functional Classification Map (2025). The posted speed limit is 50 miles per hour (mph) in the study area.

Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 3**.



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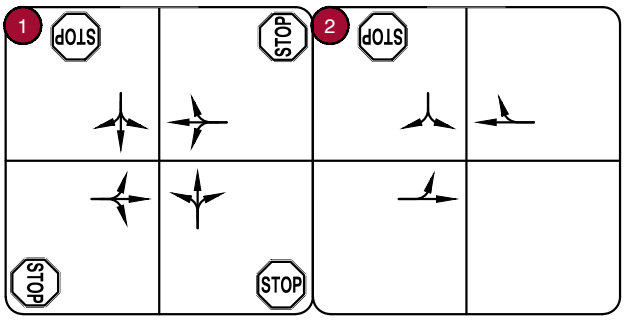


Kimley»Horn

Figure 3
Exisitng Lane Configuration and Control

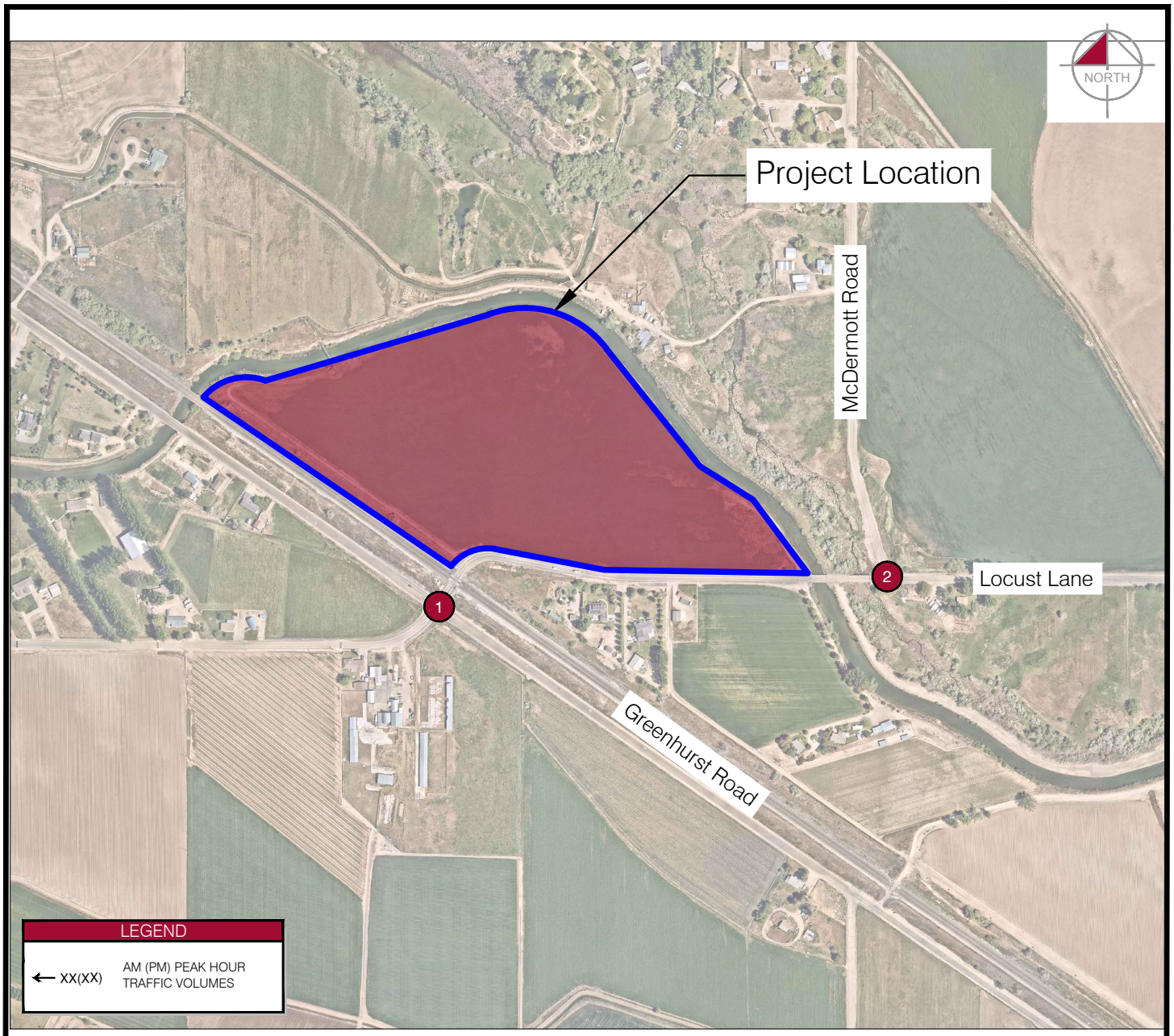
3.4. Existing Traffic Volumes

AM and PM turning movement data was field collected for the following intersections on Tuesday, June 3rd, 2025, and Wednesday, June 4th, 2025:

1. Locust Lane & Greenhurst Road
2. Locust Lane & McDermott Road

AM and PM peak hour traffic along with the associated peak hour factors were determined from the traffic counts. A summary of the collected traffic data in the study area is shown in **Figure 4**. The field counted data sheets are provided in **Appendix C.**

Exhibit A.11



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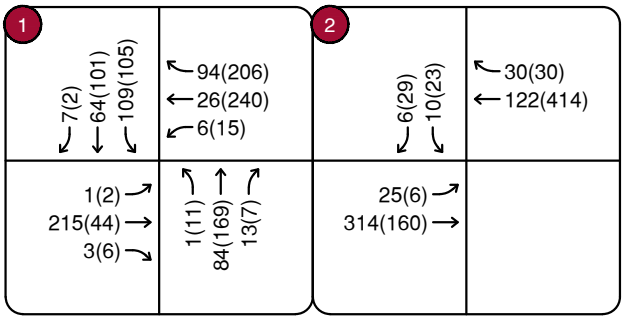

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Figure 4
2025 Existing Traffic Volumes

3.5. Crash Data Analysis

Crash data were obtained for the existing study area intersection from The Local Highway Technical Assistance Council (LHTAC) for the most recent five-year period (2019 – 2023) for which crash data were available. The available crash data were filtered for intersection related crashes only.

Crash data for the study area intersections are summarized in **Table 1** based on crash severity and in **Table 2** based on crash type. LHTAC provided crash data can be found in **Appendix D**.

Table 1 – Crash Data by Severity

Int.	Intersection Name	Total Crashes	Crash Severity					
			Property Damage Only		Injury		Fatal	
			#	%	#	%	#	%
1	Locust Lane / Greenhurst Road	3	3	100%	0	0%	0	0%
2	Locust Lane / McDermott Road	4	2	50%	2	50%	0	0%

A total of seven crashes were recorded at study area intersections in the most recent five-year period. Three crashes occurred at the Locust Lane / Greenhurst Road intersection, with all three (100%) being property damage only. Four crashes occurred at the Locust Lane / McDermott Road intersection, two of these (50%) were property damage only, and the other two (50%) were injury accidents.

Table 2 – Crash Data by Type

Int.	Intersection Name	Total Crashes	Crash Type									
			Angle		Rear-End		Sideswipe		Head-on		Other	
			#	%	#	%	#	%	#	%	#	%
1	Locust Lane / Greenhurst Road	3	2	67%	1	33%	0	0%	0	0%	0	50%
2	Locust Lane / McDermott Road	4	0	0%	2	50%	0	0%	0	0%	2	50%

Of the three crashes occurring at the Locust Lane / Greenhurst Road intersection, two of these crashes were angle crashes (67%) and one was a rear-end crash (33%). A total of four crashes occurred at the Locust Lane / McDermott Road intersection, with two of them being rear-end crashes (50%) and the other two being classified as other type crashes (50%).

No crash patterns were determined for the study area intersection.

4. FUTURE CONDITIONS

This section summarizes conditions that are expected in future 2027 background and 2027 plus project conditions.

4.1. Proposed Development

The proposed self-storage facility commercial development will have 486 storage slips (386 open-air, 100 covered) built upon an 8.92-acre site. The planned completion year for the development is 2027.

4.1.1. Proposed Access

Direct access to the site is proposed via one access, on Locust Lane. The proposed access is shown in **Figure 2**.

4.1.2. Access Spacing

The minimum separation for driveways from a public road intersection per the *Association of Canyon County Highway Districts (ACCHD), 2022 Edition Section 3061.020.C* and with ordinance of *Section 3061.030,* is 440 feet for a full access driveway onto a principal arterial.

Access A meets the minimum separation distance for driveways from a public road as it is planned to be approximately 450 feet west of the Locust Lane / McDermott Road intersection.

Access locations may need to be modified by the developer once final access locations are determined in coordination with NHD and the City of Nampa. Access spacing is shown in **Figure 5**.

4.1.3. Access Sight Distance

The proposed development accesses Locust Lane by adding one new southbound approach (Access A) west of the Locust Lane / McDermott Road Intersection.

From a southbound stopped position at Access A, a driver would need 555 feet of sight distance to the west to safely make a left-turn and 480 feet of sight distance to the east to safely make a right-turn. Access A is approximately 450 feet west of the Locust Lane / McDermott Road intersection.

Sight distance requirements are based on 50-mph design speeds and are based on the AASHTO *Green Book - A Policy on Geometric Design of Highways and Streets.*

Based on aerial imagery, adequate sight distance does exist on Locust Lane for the proposed Access A. The developer should field verify that adequate sight distance is provided at project accesses and ensure items (fences, signs, landscaping, etc.) are not higher than 3 ft. above the adjacent roadway surface within the intersection sight triangle.

4.2. Planned Improvements

A review of the 2019 City of Nampa Transportation Master plan indicates that there is no planned roadway improvements for the two study intersections.

4.3. 2027 Background Traffic Volumes

The first step in the traffic impact analysis is to estimate future baseline traffic volumes on roadways in the vicinity of the proposed development site. 2027 background traffic volumes were

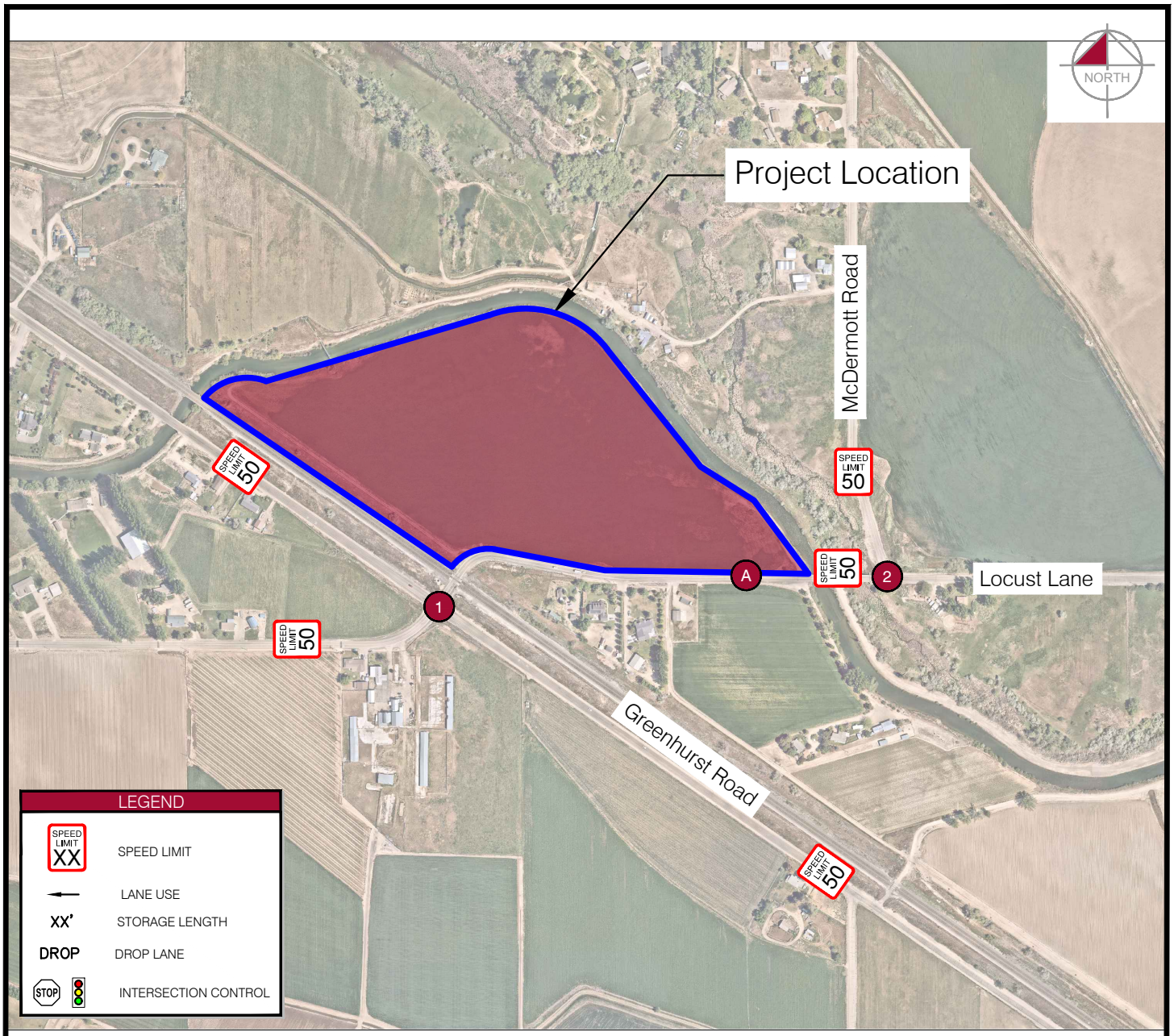
forecasted by applying annual growth rates based upon local trends to the 2025 existing traffic volumes (**Figure 4**). A conservative 3% annual growth rate was used to estimate future traffic volumes for this analysis.

Anticipated future lane configuration options and traffic control scenarios are shown in **Figure 6**. The 2027 background traffic volumes anticipated at the study area intersections are shown in **Figure 7**.

Exhibit A.11

Kimley»Horn

Figure 5
Proposed Access Spacing



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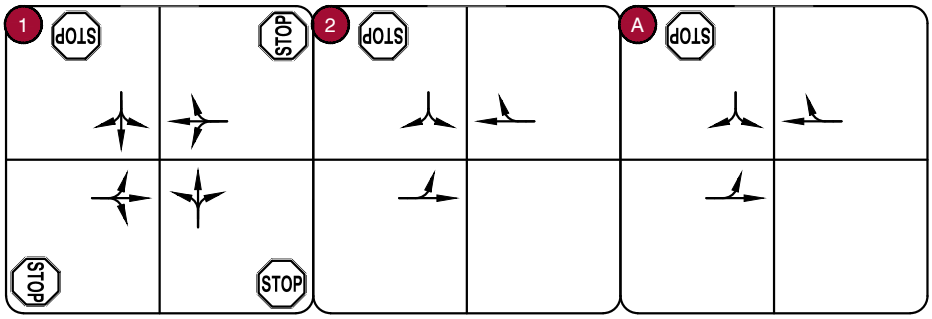

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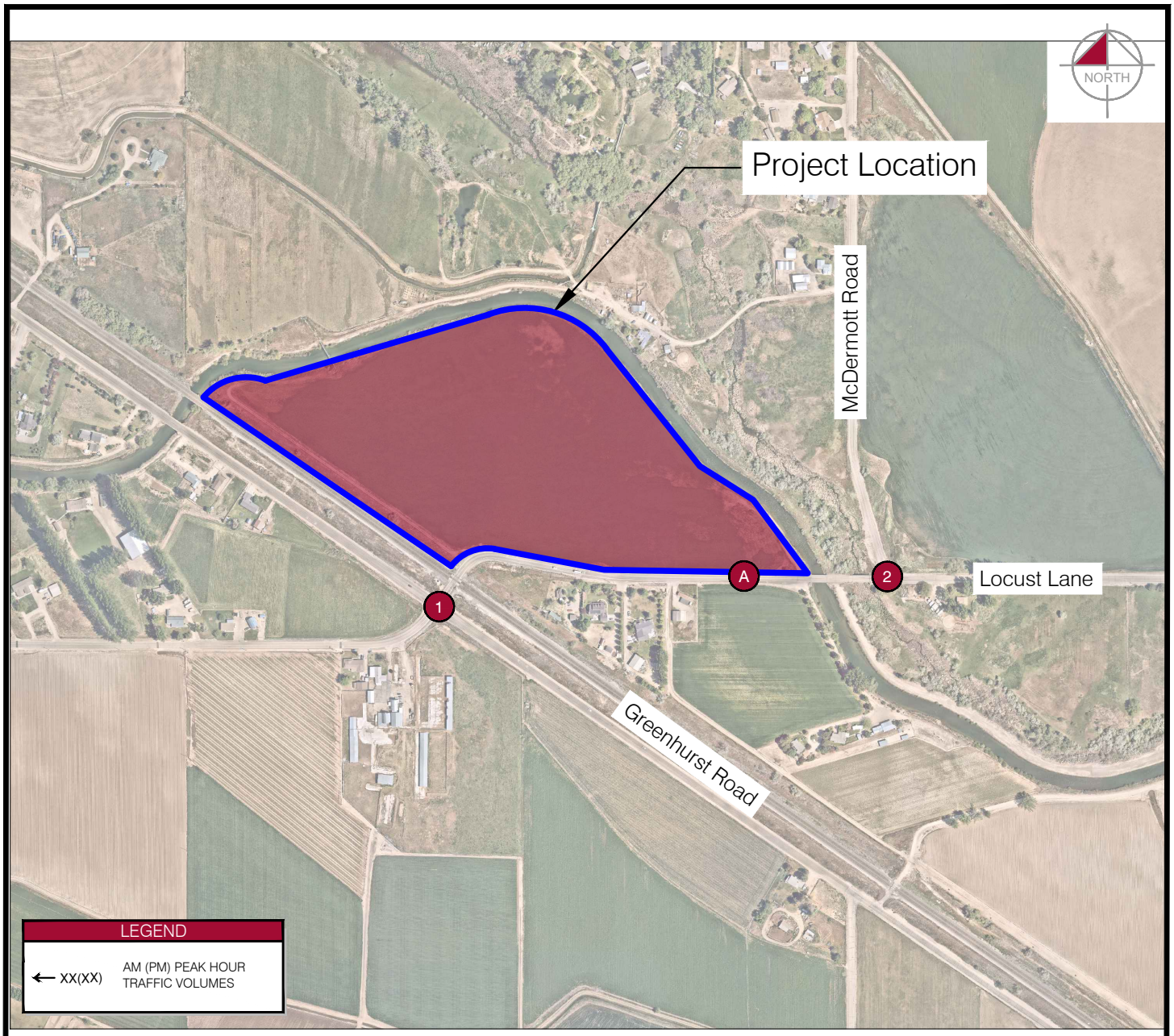
Figure 6
Future Lane Configuration and Control



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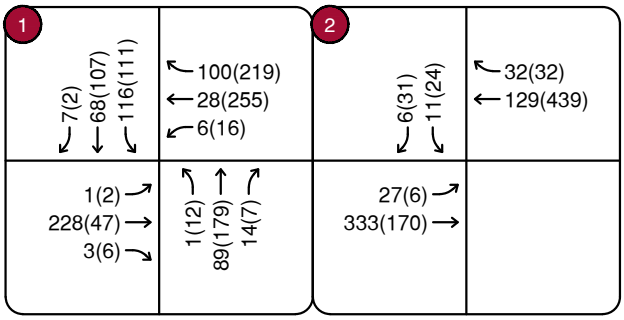


Kimley»Horn

Figure 7
2027 Background Traffic Volumes

4.4. Project Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* was used to obtain daily and peak hour trip generation equations or rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development. The process outlined in the ITE *Trip Generation Handbook, 3rd Editon*, was used to determine whether average rates or equations should be used in calculating each land use's trip generation.

Daily and peak hour trips, shown in **Table 3**, were calculated using applicable regression equations/rates from the ITE *Trip Generation Manual*. The ITE *Trip Generation Manual* information can be found in **Appendix E**.

Table 3 – Project Trip Generation

Land Use Type	ITE Land Use Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Mini-Warehouse	151	4.86	486	87	3	3	6	4	4	8

The proposed development is expected to generate 87 new daily trips, with 6 new trips occurring in the AM peak hour and 8 new trips occurring in the PM peak hour.

It should be noted that the proposed site is intended to be an RV storage facility which is expected to generate little to no trips during the weekday AM and PM peak hours. ITE Land Use Code 151 was determined to be a suitable replacement land use code.

4.5. Project Trip Distribution

Project trip directional distribution quantifies the percentage of site-generated traffic that approaches and departs the site from a given direction. Distribution estimates consider study area street network characteristics, existing traffic patterns based on annual average daily traffic (AADT), expected street network, and access to regional facilities. Project trip distribution that was approved during project scoping with NHD is shown in **Figure 8**.

4.6. Project Trip Assignment

Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the project site. Project trip assignment is shown in **Figure 9.**

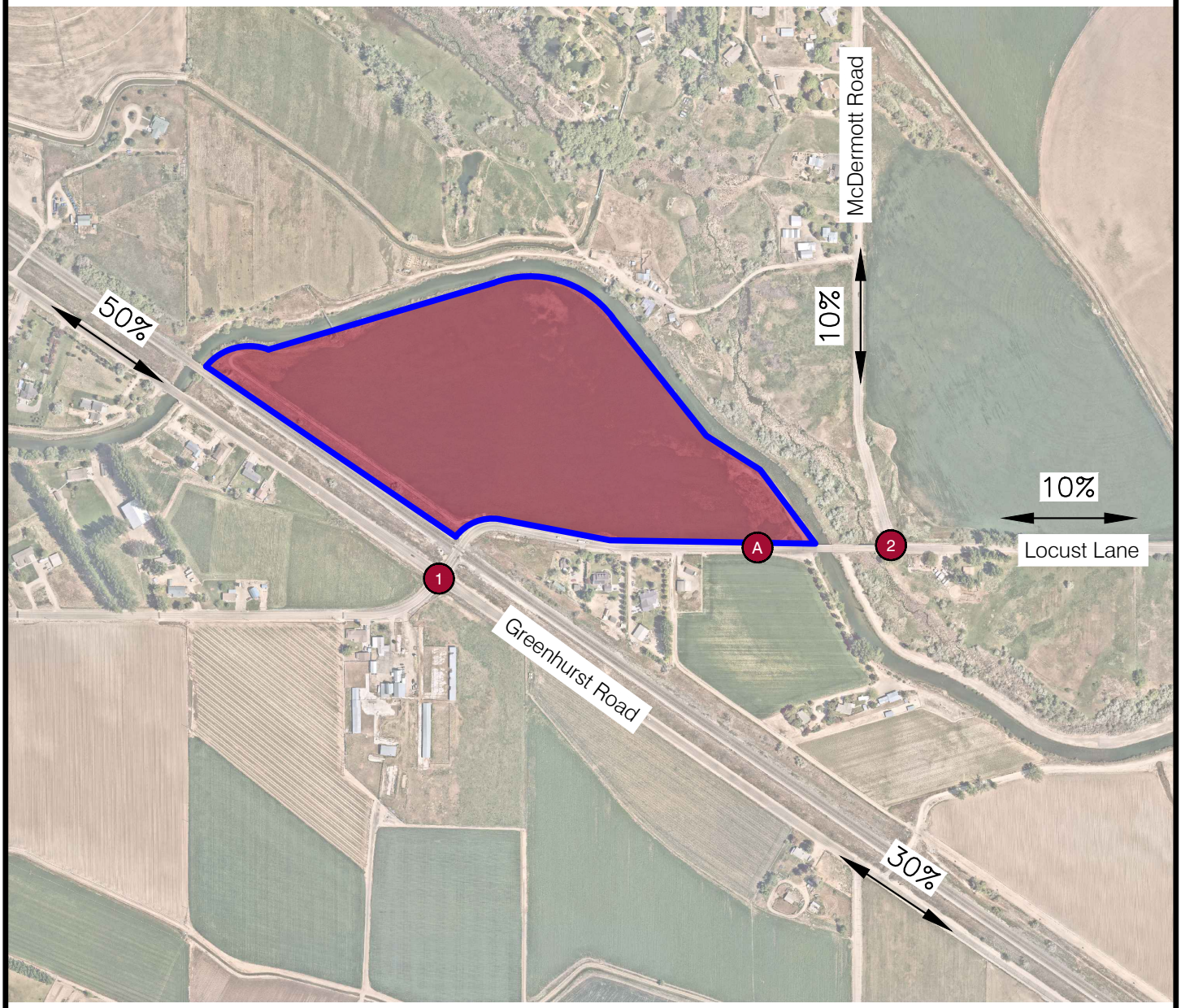


Image Source: Nearmap US, INC.

Kimley»Horn

Figure 8
Project Trip Distribution

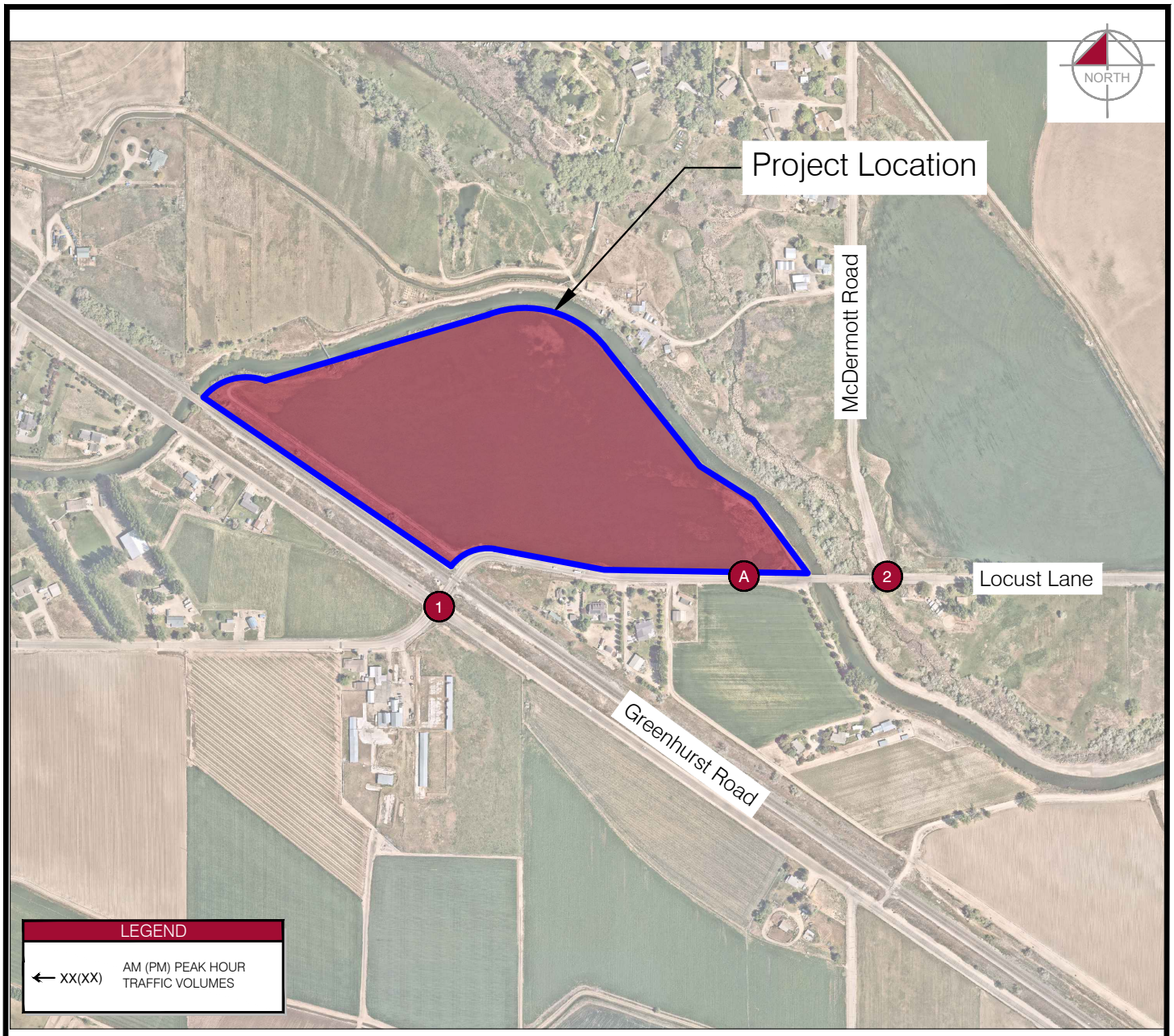


Image Source: Nearmap US, INC.

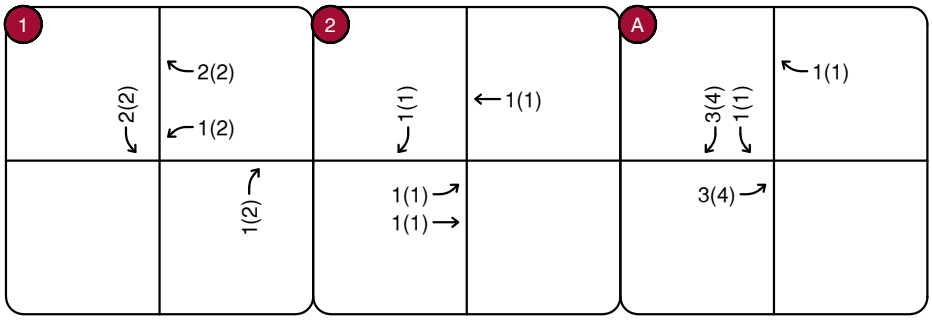


Figure 9
Project Trip Assignment

4.7. 2027 Plus Project Traffic Volumes

Project trip assignment volumes (**Figure 9**) were added to 2027 background traffic volumes (**Figure 7**) to calculate 2027 plus project traffic volumes for AM and PM scenarios. See **Appendix F** for site traffic proportionate share impact calculations.

The 2027 plus project traffic volumes for each scenario are illustrated in **Figure 10**.

Exhibit A.11

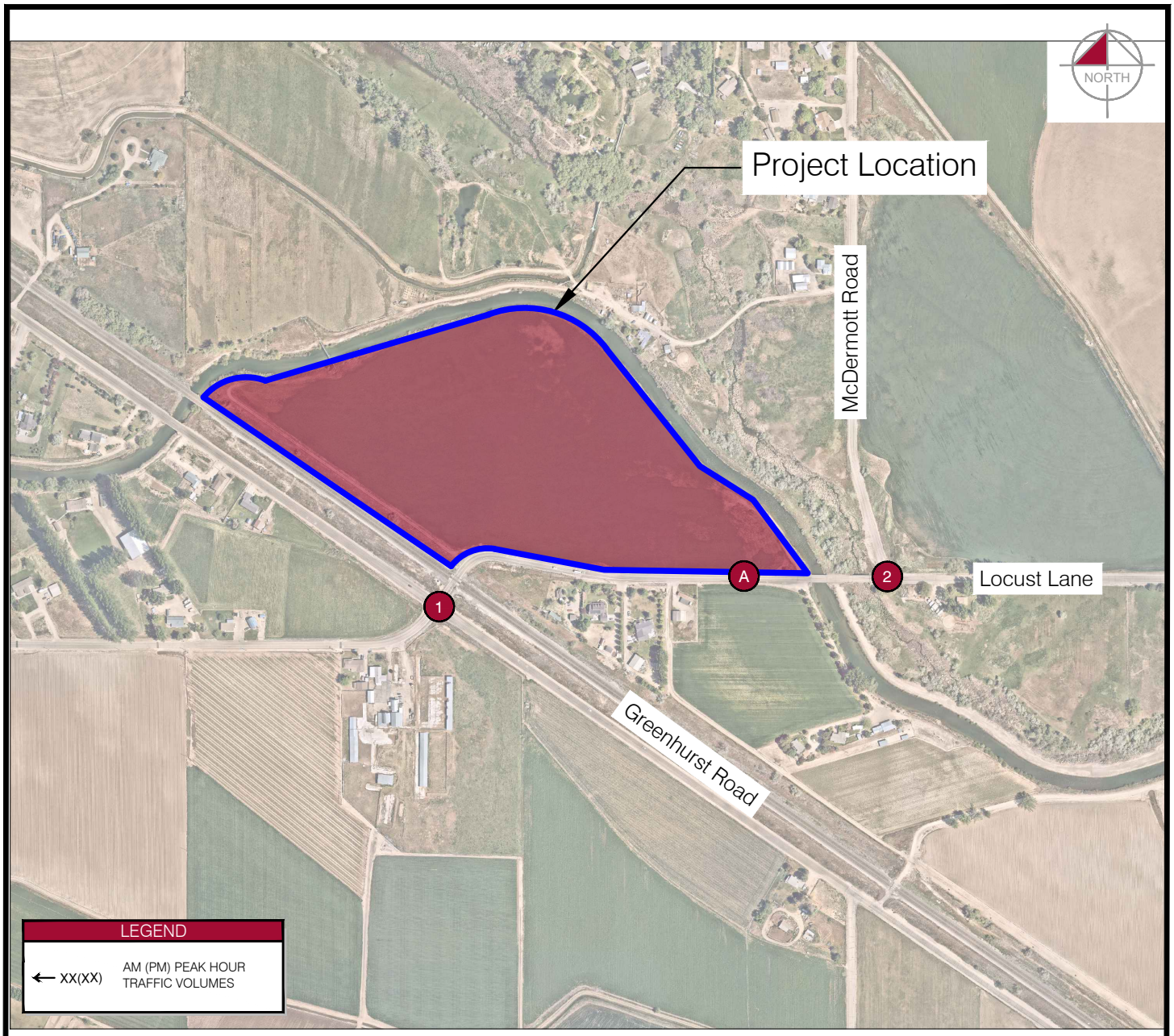
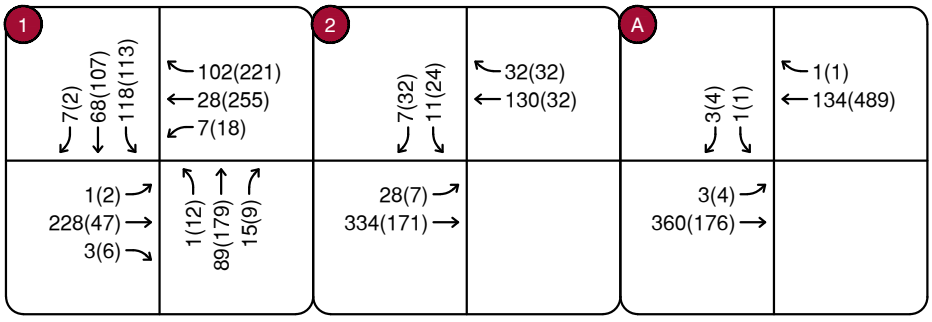


Image Source: Nearmap US, INC.



Kimley»Horn

Figure 10
2027 Plus Project Traffic Volumes

5. ANALYSIS

Traffic scenarios analyzed to identify existing and/or future deficiencies in the street network are:

- 2025 Existing
- 2027 Background
- 2027 Plus Project

Each scenario's AM and PM peak hours are analyzed in this section.

5.1. Analysis Methodology

Study area intersections were analyzed based on average total delay for signalized and unsignalized intersections as presented in the Transportation Research Board's *Highway Capacity Manual, 7th Edition* (HCM 7).

Under the unsignalized analysis, the level of service (LOS) for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the whole intersection. LOS for a signalized intersection, four-way stop controlled intersections, or a roundabout is defined for the whole intersection. **Table 4** shows the definition of LOS for intersections.

Table 4 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, 7th Edition, Transportation Research Board.

Synchro 12 was used to analyze the study area intersections for LOS and total delay. Analysis was completed in accordance with *Highway Standards & Procedures for the Association of Canyon County Highway Districts 2022 Edition Section 3110.*

5.2. Analysis Thresholds

ACCHD operational procedures state that mitigation improvements are required for any rural intersection exceeding LOS C.

5.3. Operational Analysis

Analysis of existing conditions is based on the lane geometry and intersection control shown in **Figure 3**. All background and plus project analyses are based on the lane geometry and intersection control shown in **Figure 6.**

Synchro reports for operational analyses for each scenario are provided in **Appendix G**.

5.3.1. 2025 Existing Operational Analysis

Operational analysis results for the 2025 existing AM and PM peak hours are shown in **Table 5.** All study area intersections are anticipated to operate at acceptable levels.

Table 5 – 2025 Existing Peak Hour Operational Analysis

Movement	AM				PM			
	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)
Intersection 1: Locust Lane and Greenhurst Road								
Intersection	A	10	-	-	C	16	-	-
EB	B	10	0.33	35	A	10	0.10	8
WB	A	9	0.18	15	C	19	0.70	145
NB	A	9	0.15	13	B	12	0.33	35
SB	B	10	0.28	28	B	12	0.37	43
Intersection 2: Locust Lane and McDermott Road								
EBL	A	8	0.02	3	A	8	0.01	0
SBL/R	B	1	0.03	3	B	13	0.11	10

5.3.2. 2027 Background Operational Analysis

Operational analysis results for the 2027 background AM and PM peak hours are shown in **Table 6**. All study area intersections are anticipated to operate at acceptable levels.

Table 6 – 2027 Background Peak Hour Operational Analysis

Movement	AM				PM			
	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)
Intersection 1: Locust Lane and Greenhurst Road								
Intersection	A	10	-	-	C	18	-	-
EB	B	11	0.35	40	A	10	0.10	8
WB	A	9	0.19	18	C	23	0.76	178
NB	A	9	0.16	15	B	12	0.36	40
SB	B	11	0.30	33	B	13	0.40	48
Intersection 2: Locust Lane and McDermott Road								
EBL	A	8	0.02	3	A	8	0.01	0
SBL/R	B	12	0.03	3	B	13	0.12	10

5.3.3. 2027 Plus Project Operational Analysis

Operational analysis results for the 2027 plus project AM and PM peak hours are shown in **Table 7.** All study area intersections are anticipated to operate at acceptable levels.

Table 7 – 2027 Plus Project Peak Hour Operational Analysis

Movement	AM				PM			
	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)	LOS	Delay	V/C Ratio	95th Percentile Queue (FT)
Intersection 1: Locust Lane and Greenhurst Road								
Intersection	B	10	-	-	C	18	-	-
EB	B	11	0.36	40	A	10	0.11	8
WB	A	9	0.20	18	C	23	0.77	183
NB	A	9	0.17	15	B	13	0.37	43
SB	B	11	0.31	33	B	13	0.41	50
Intersection 2: Locust Lane and McDermott Road								
EBL	A	8	0.02	3	A	8	0.01	0
SBL/R	B	12	0.04	3	B	13	0.12	10
Access A: Locust Lane								
EBL	A	8	0.00	0	A	9	0.00	0
SBL/R	A	10	0.01	0	A	12	0.01	0

5.4. Project Access Turn Lane Analyses

Turn-lane analyses were completed for the project access intersections consistent with *NCHRP Report 457* for all roadways. **Appendix H** contains the figures used in the turn lane analyses and results.

5.4.1. Locust Lane & McDermott Road

An eastbound left turn lane was evaluated for the intersection of Locust Lane & Greenhurst Road. No scenarios warranted a left turn lane.

A westbound right turn lane was evaluated for the intersection of Locust Lane & McDermott Road. A westbound right turn lane on Locust Lane was warranted in three scenarios: 2025 Existing PM, 2027 Background PM, & 2027 Plus Project PM. It should be noted that this warrant is met under existing traffic conditions and no development traffic is assigned to this movement.

An additional southbound minor approach lane was evaluated for the intersection of Locust Lane & Greenhurst Road. No scenarios warranted an additional lane.

5.4.2. Locust Lane & Access A

A westbound right turn lane was evaluated for the intersection of Locust Lane & Access A. No scenarios warranted a right turn lane.

An eastbound left turn lane was evaluated for the intersection of Locust Lane & Access A. No scenarios warranted a left turn lane.

An additional southbound minor approach lane was evaluated for the intersection of Locust Lane & Access A. No scenarios warranted an additional lane.

6. RECOMMENDATIONS AND POTENTIAL MITIGATIONS

The Locust Lane and Greenhurst Road intersection as well as the Locust Lane and McDermott Road intersection are expected to operate well within ACCHD thresholds for LOS, delay, and v/c ratio in existing and all future scenarios with and without the proposed project site traffic.

Turn lanes were warranted for a westbound right turn lane for the Locust Lane and McDermott Road intersection. A westbound right turn lane was found to be warranted in the PM Peak Hour for the 2025 Existing, 2027 Background, and 2027 Plus Project scenarios. It should be noted that this warrant is met under existing traffic conditions and no development traffic is assigned to this movement.

No other mitigations are recommended.

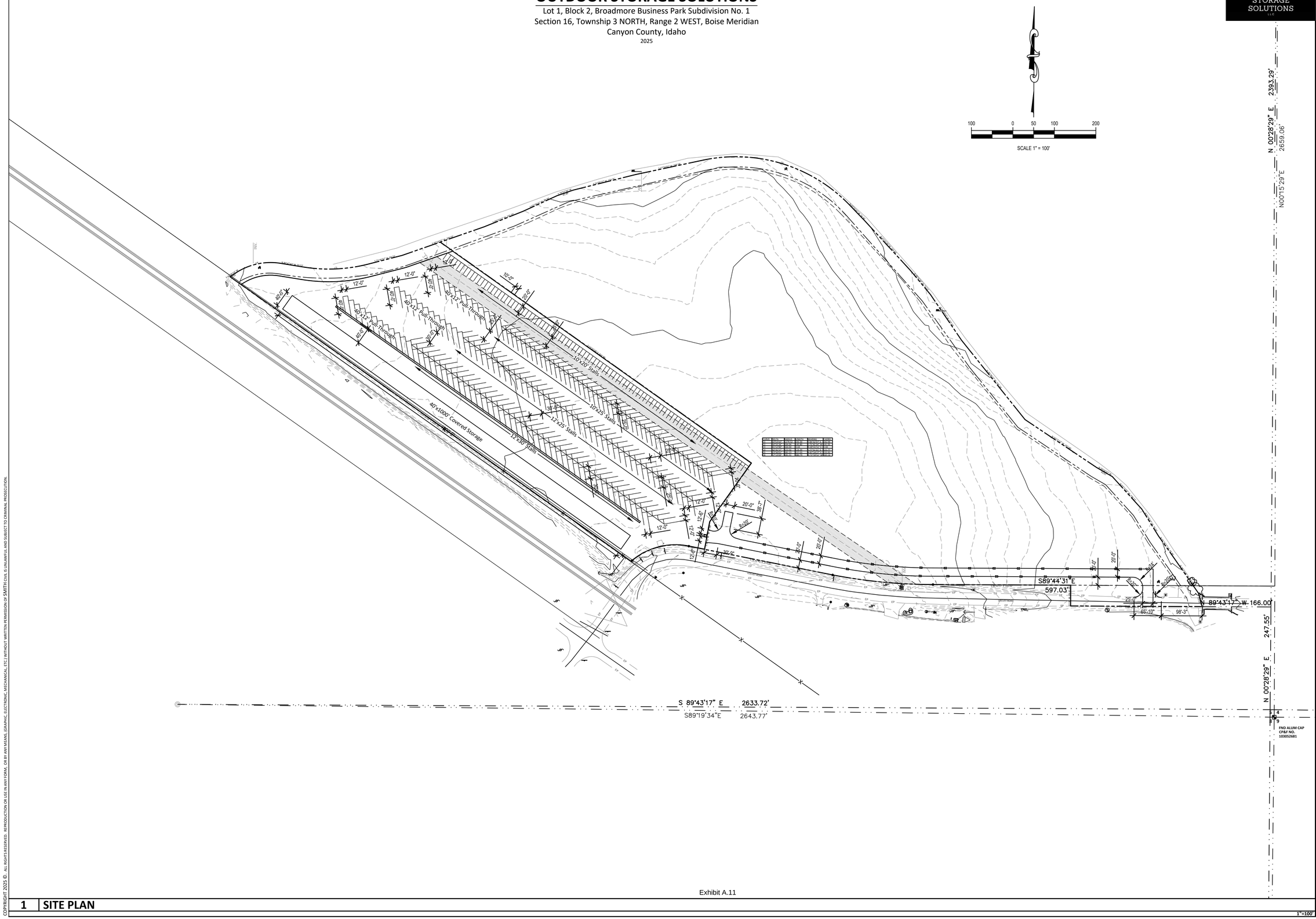
APPENDIX A

SITE PLAN

Exhibit A.11

SITE PLAN
OUTDOOR STORAGE SOLUTIONS

Lot 1, Block 2, Broadmore Business Park Subdivision No. 1
Section 16, Township 3 NORTH, Range 2 WEST, Boise Meridian
Canyon County, Idaho
2025



1 SITE PLAN

Exhibit A.11

OUTDOOR STORAGE SOLUTIONS LLC

REVISED

Date 03/04/2025
Project Number 25002
Drawn R J Smith
Checked R J Smith, P.E.

OUTDOOR STORAGE SOLUTIONS
E. LOCUST ROAD, NAMPA, ID
Outdoor Storage Solutions, LLC
SITE PLAN

SMITH Civil Engineering
2485 E. Oakborough Ct., Eagle, ID 83616
(208) 870-1015

PROFESSIONAL ENGINEER REGISTERED 03/04/2025 8140 STATE OF IDAHO ROGER J. SMITH

Sheet C1.2

APPENDIX B

TRAFFIC IMPACT STUDY SCOPING MEMORANDUM

Exhibit A.11

MEMORANDUM

To:	Eddy Thiel ROW Agent, Nampa Highway District #1
From:	Bob Beckman, P.E., PTOE Kimley-Horn and Associates, Inc.
Date:	May 22, 2025
Subject:	TIS Scope for Greenhurst Self Storage Facility in Canyon County, ID

This memorandum documents the scope and summarizes assumptions for a traffic impact study (TIS) for a proposed recreational vehicle (RV) storage development, located east of Greenhurst Road and north of Locust Lane in Canyon County, Idaho. This memorandum was developed based on input from the Nampa Highway District #1. The proposed development location is shown in **Figure 1**.

Development Information

The site is currently undeveloped and is surrounded by single-family residential buildings to the west and south, as well as undeveloped plots to the east and north.

The proposed development is anticipated to accommodate 486 storage units built on 8.92 acres of the 32.28 acre site. Access to the site will be provided by 1 public access for storage facility or agricultural uses and 1 emergency only access at a location to be finalized by Nampa Fire District and Nampa Highway District off Locust Lane to the east of the intersection of Locust Lane and Greenhurst Road. A conceptual site plan for the development is shown in **Figure 2**.

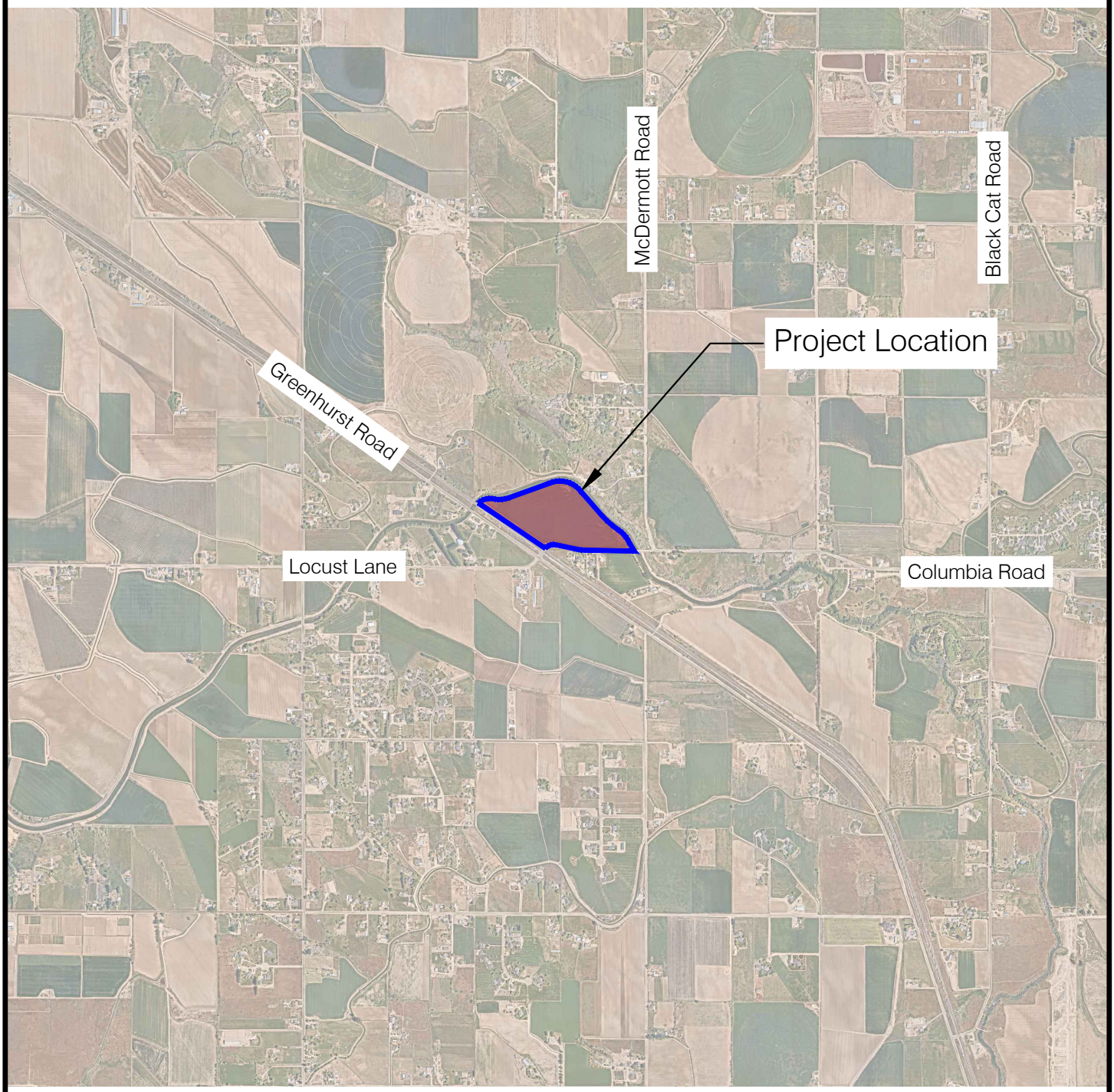


Figure 1
Vicinity Map

Kimley»Horn

Figure 2
Conceptual Site Plan

Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, was used to obtain daily and peak hour trip generation equations or rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development. The process outlined in the ITE *Trip Generation Handbook, 3rd Edition*, was used to determine whether average rates or equations should be used in calculating each land use's trip generation.

The trip generation characteristics of the site are summarized in **Table 1**. Summaries of ITE trip generation calculations are included in **Attachment A**.

Table 1 – Trip Generation

Land Use Type	ITE Land Use Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Mini-Warehouse	151	4.86	Storage Units (100s)	87	3	3	6	4	4	8

The proposed development is expected to generate 87 daily trips, with 6 trips occurring in the AM peak hour and 8 trips occurring in the PM peak hour.

It should be noted that these trip totals fall well below the established TIS threshold noted in the Highway Standards & Development Procedures for the Association of Canyon County Highway Districts, 2022 Edition (ACCHD Manual). However, Nampa Highway District #1 has indicated that a TIS needs to be conducted for this development.

Additionally, the proposed site is intended to be an RV storage facility which is expected to generate little to no trips during the weekday AM and PM peak hours. ITE Land Use Code 151 was determined to be a suitable replacement land use code.

Trip Distribution

The distribution of site generated trips onto the roadway system is based on the proposed access locations, surrounding street network, and population density. Trip distribution for the site is shown in **Figure 3**.

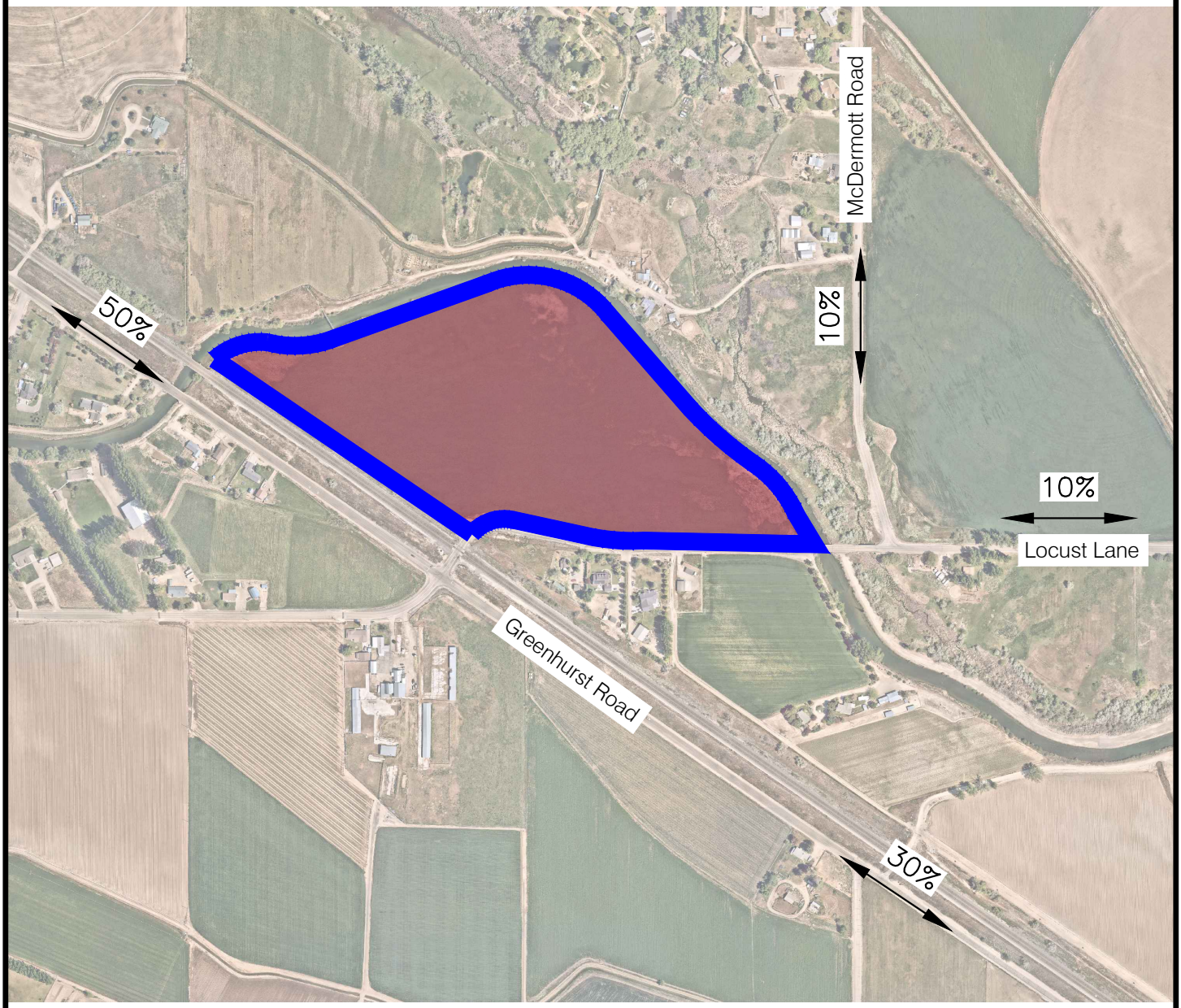
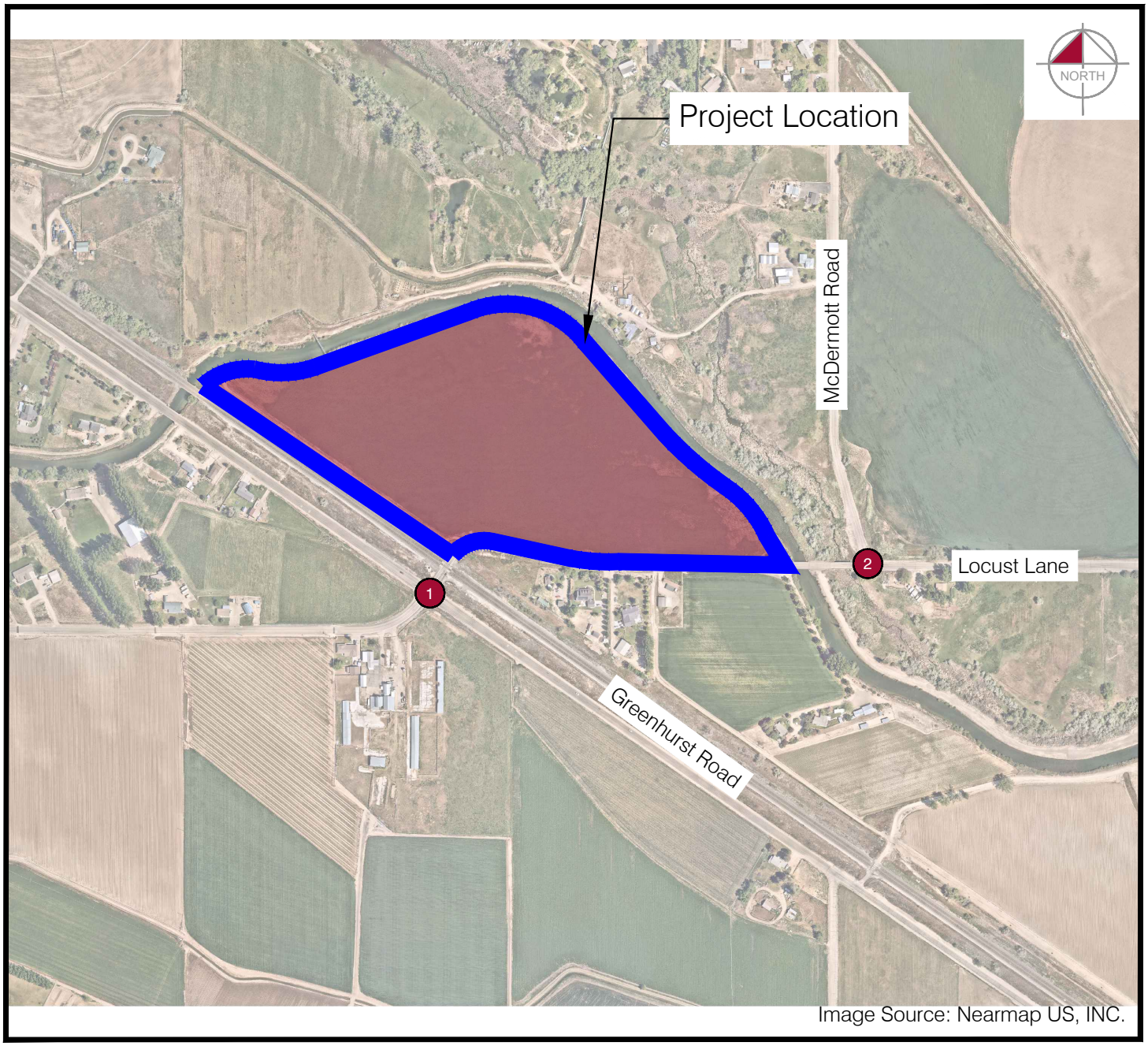


Image Source: Nearmap US, INC.

Figure 3
Trip Distribution

Analysis Scenarios and Study Assumptions

- The ACCHD Manual states that adjacent collector/arterial intersections within ½ mile of the development area are to be included in the study area. Also, as there are few site trips generated, traffic volume increases as compared to background traffic will be minimal.
- Intersections for evaluation (also presented in **Figure 4**):
  - Locust Lane and Greenhurst Road
  - Locust Lane and McDermott Rd
  - Site Access Locations
- No roadway segments volumes are being collected for evaluation.
- Analysis scenarios:
  - 2025 Existing Conditions
  - 2027 Build Year Background Conditions (includes applying annual growth rates, but no new site-generated trips from the proposed development)
  - 2027 Build Year Plus Project Conditions (includes background traffic volumes plus new site-generated trips from the proposed development)
- Based upon local trends, a conservative 3.0% annual growth rate will be used to estimate future traffic volumes
- Time periods for evaluation:
  - Weekday AM Peak Hour (7:00-9:00 AM)
  - Weekday PM Peak Hour (4:00-6:00 PM)
- Crash data for the most recent 5 years available will be reported from the Local Highway Technical Assistance Council (LHTAC) website (http://gis.lhtac.org/safety/).
- Traffic data collection assumptions:
  - Study area intersection turning movement counts to be collected for AM (7:00-9:00) and PM (4:00-6:00) peak periods.
  - No seasonal or COVID adjustment to be applied to collected counts.
  - No 24-hour counts to be collected for this study.



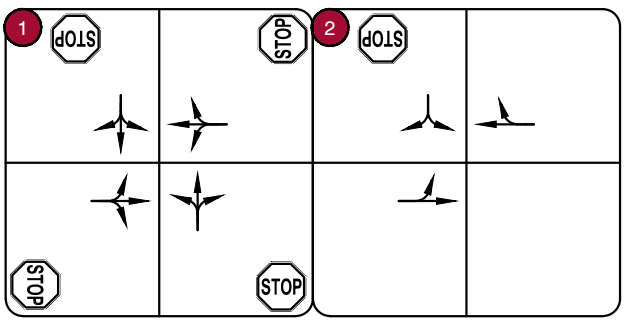


Figure 4
Study Area Intersections

Analysis Tools and Operating Standards

The study area intersections will be evaluated following the *Highway Capacity Manual 7th Edition (HCM 7)* methodology by using Synchro 12 analysis software. Where HCM 7 is unable to produce intended level of service (LOS) or volume-to-capacity (v/c) ratios, previous editions of the HCM or Synchro outputs may be utilized. Analyses will be performed in accordance with *Section 3110. Traffic Impact Studies* of the ACCHD Manual.

Background Developments

We request the Nampa Highway District #1 provide the traffic studies for any approved in-process developments that should be included as background traffic in this analysis.

Background Roadway Improvement Projects

According to the Nampa Highway District #1 2025-2029 Online Workplan Map, Locust Lane is scheduled to be rebuilt from the intersection of Locust Lane and McDermott Road to Locust Lane and Angel Falls Way.

Next Steps

We request the Nampa Highway District #1 review this scoping memorandum and provide a response to the proposed full TIS assumptions.

Please contact Robert Beckman at (208) 510-6265 or robert.beckman@kimley-horn.com if you have any questions or comments on the information presented in this scoping memorandum.

The proposed TIS assumptions and any comments received to this memorandum will be incorporated into the traffic impact study submitted to the Nampa Highway District #1 for the proposed development.

Attachments

Attachment A – ITE Trip Generation Information

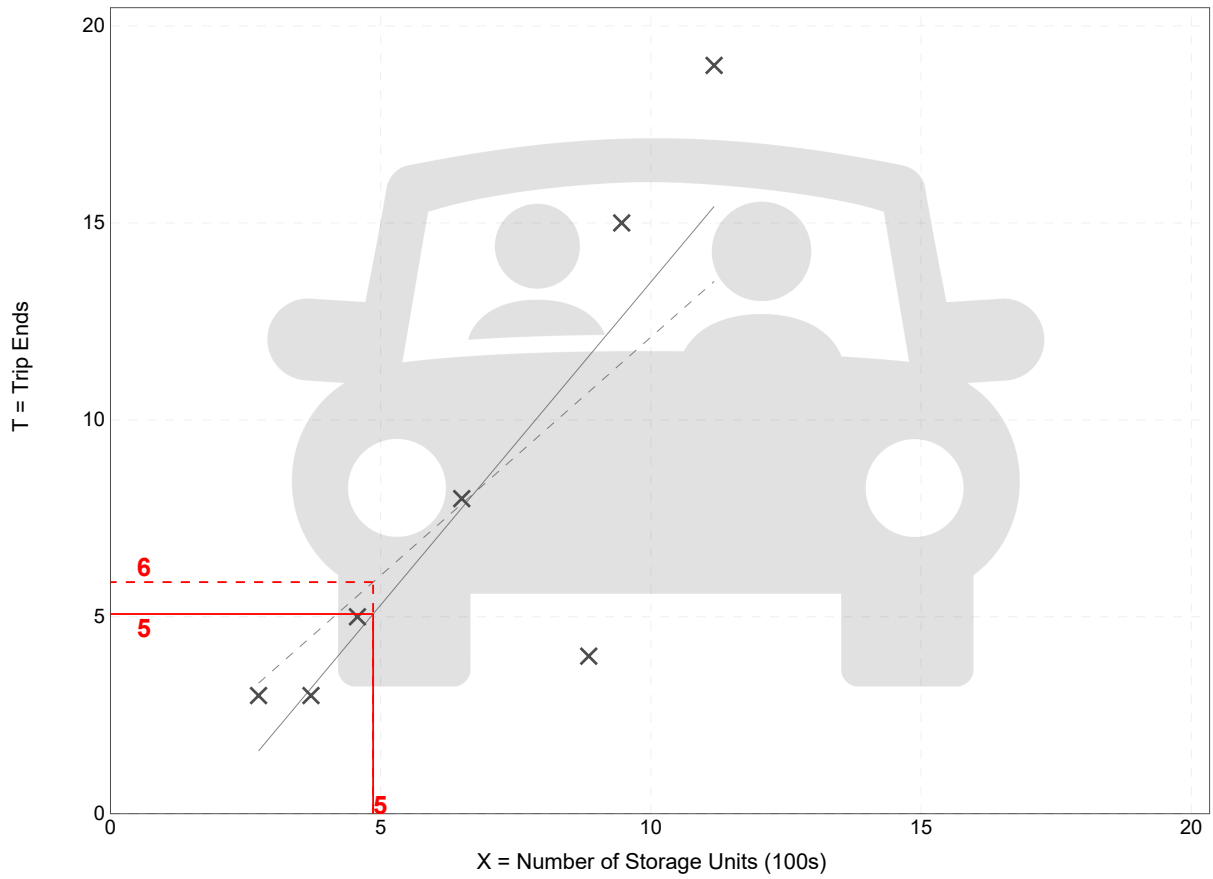
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **Storage Units (100s)**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Storage Units (100s): 7
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.21	0.45 - 1.70	0.49

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

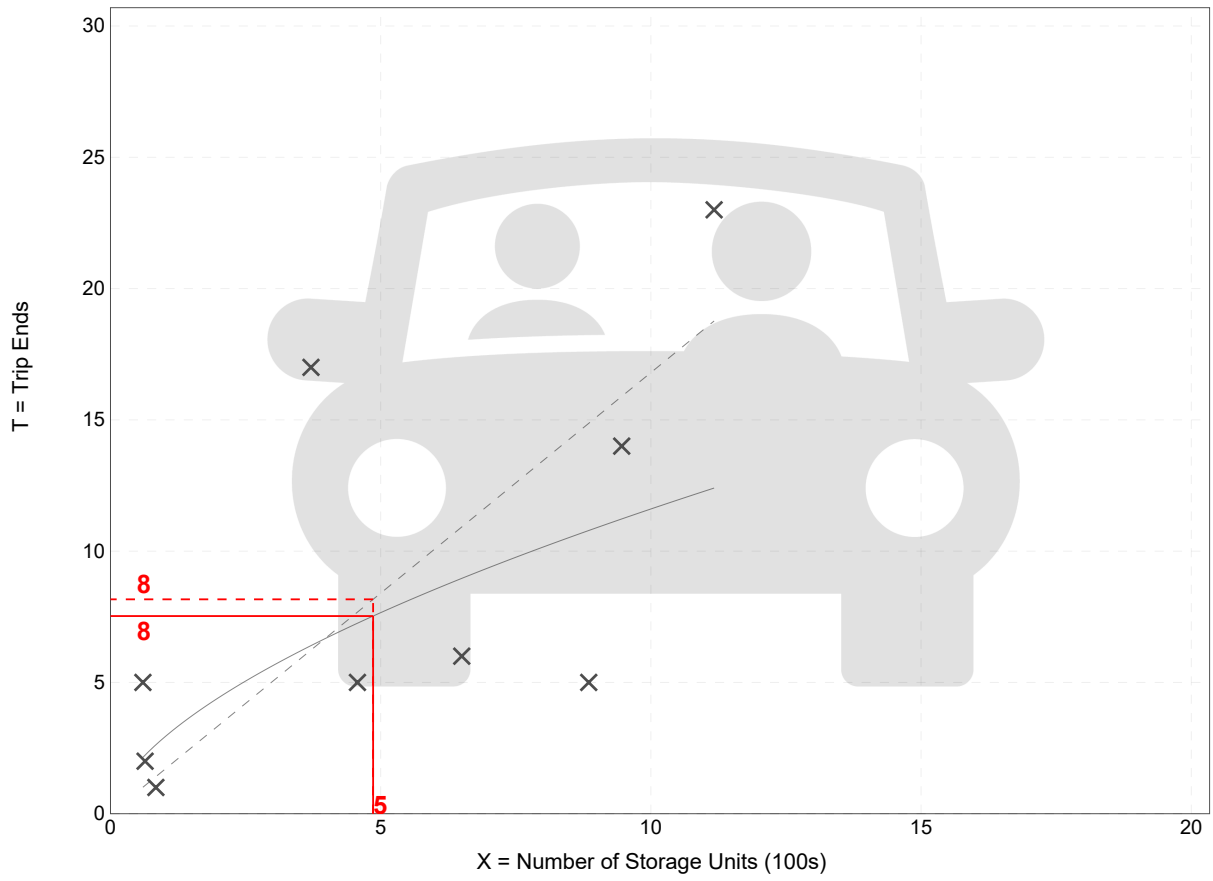
Mini-Warehouse
(151)

Vehicle Trip Ends vs:	**Storage Units (100s)**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Storage Units (100s):	5
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.68	0.56 - 8.33	1.37

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.60 Ln(X) + 1.07

R^2= 0.52

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Mini-Warehouse
(151)

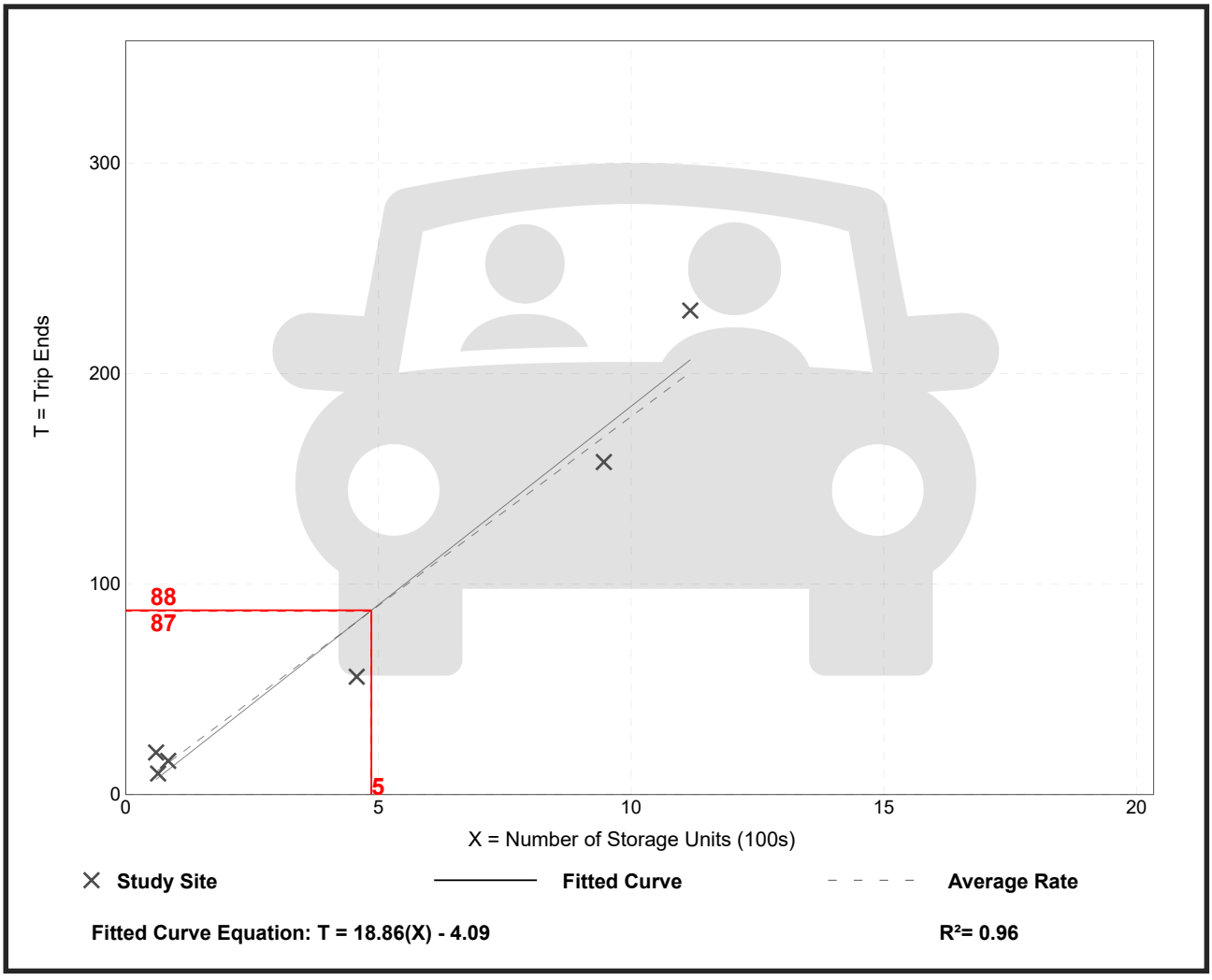
Vehicle Trip Ends vs: **Storage Units (100s)**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Storage Units (100s): 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
17.96	12.25 - 33.33	4.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

APPENDIX C

TRAFFIC COUNT DATA

Exhibit A.11

Leg	Greenhurst Road					Greenhurst Road	
Direction	Northbound					Southbound	
Start Time	Left	Thru	Right	U-Turn	**App Total**	Left	Thru
2025-06-03 16:00:00	3	37	2	0	**42**	22	14
2025-06-03 16:15:00	5	40	4	0	**49**	23	30
2025-06-03 16:30:00	2	30	5	0	**37**	33	31
2025-06-03 16:45:00	0	43	3	0	**46**	20	26
2025-06-03 17:00:00	3	42	3	0	**48**	28	18
2025-06-03 17:15:00	4	43	1	0	**48**	29	29
2025-06-03 17:30:00	2	41	2	0	**45**	24	27
2025-06-03 17:45:00	2	43	1	0	**46**	24	27
2025-06-04 07:00:00	0	18	1	0	**19**	13	19
2025-06-04 07:15:00	1	18	7	0	**26**	29	19
2025-06-04 07:30:00	0	26	3	0	**29**	37	11
2025-06-04 07:45:00	0	22	2	0	**24**	30	15
2025-06-04 08:00:00	0	15	3	0	**18**	17	8
2025-06-04 08:15:00	0	10	1	0	**11**	17	15
2025-06-04 08:30:00	1	17	2	0	**20**	23	9
2025-06-04 08:45:00	0	12	2	0	**14**	20	15
Grand Total	23	457	42	0	**522**	389	313
% Approach	4.4%	87.5%	8.0%	0.0%		54.5%	43.8%
% Total	0.8%	16.8%	1.5%	0.0%	**19.2%**	14.3%	11.5%
Lights	23	444	42	0	**509**	375	297
% Lights	100.0%	97.2%	100.0%	0.0%	**97.5%**	96.4%	94.9%
Articulated Trucks	0	5	0	0	**5**	2	11
% Articulated Trucks	0.0%	1.1%	0.0%	0.0%	**1.0%**	0.5%	3.5%
Buses and Single-Unit Trucks	0	8	0	0	**8**	12	5
% Buses and Single-Unit Trucks	0.0%	1.8%	0.0%	0.0%	**1.5%**	3.1%	1.6%

Locust Lane Eastbound					Locust Lane Westbound					
Right	U-Turn	**App Total**	Left	Thru	Right	U-Turn	**App Total**	Left	Thru	Right
0	0	**36**	1	7	1	0	**9**	5	30	31
1	0	**54**	0	17	0	0	**17**	5	37	40
0	0	**64**	2	8	2	0	**12**	3	39	47
0	0	**46**	1	16	3	0	**20**	2	42	43
0	0	**46**	1	15	2	0	**18**	2	46	51
2	0	**60**	0	11	0	0	**11**	1	61	53
0	0	**51**	1	6	2	0	**9**	5	63	43
0	0	**51**	0	12	2	0	**14**	7	70	59
0	0	**32**	0	60	0	0	**60**	3	10	21
0	0	**48**	0	61	2	0	**63**	1	4	21
4	0	**52**	1	58	1	0	**60**	1	4	25
3	0	**48**	0	36	0	0	**36**	1	8	27
1	0	**26**	0	36	1	0	**37**	1	7	19
1	0	**33**	1	34	0	0	**35**	4	7	20
0	0	**32**	0	34	1	0	**35**	1	7	20
0	0	**35**	0	23	1	0	**24**	0	5	16
12	0	**714**	8	434	18	0	**460**	42	440	536
1.7%	0.0%		1.7%	94.3%	3.9%	0.0%		4.1%	43.2%	52.7%
0.4%	0.0%	**26.3%**	0.3%	16.0%	0.7%	0.0%	**16.9%**	1.5%	16.2%	19.7%
11	0	**683**	7	428	17	0	**452**	40	434	525
91.7%	0.0%	**95.7%**	87.5%	98.6%	94.4%	0.0%	**98.3%**	95.2%	98.6%	97.9%
0	0	**13**	0	1	1	0	**2**	0	3	4
0.0%	0.0%	**1.8%**	0.0%	0.2%	5.6%	0.0%	**0.4%**	0.0%	0.7%	0.7%
1	0	**18**	1	5	0	0	**6**	2	3	7
8.3%	0.0%	**2.5%**	12.5%	1.2%	0.0%	0.0%	**1.3%**	4.8%	0.7%	1.3%

U-Turn	App Total	Int Total
0	**66**	**153**
0	**82**	**202**
0	**89**	**202**
0	**87**	**199**
0	**99**	**211**
0	**115**	**234**
0	**111**	**216**
0	**136**	**247**
0	**34**	**145**
0	**26**	**163**
0	**30**	**171**
0	**36**	**144**
0	**27**	**108**
0	**31**	**110**
0	**28**	**115**
0	**21**	**94**
0	**1018**	**2714**
0.0%		
0.0%	**37.5%**	
0	**999**	**2643**
0.0%	**98.1%**	**97.4%**
0	**7**	**27**
0.0%	**0.7%**	**1.0%**
0	**12**	**44**
0.0%	**1.2%**	**1.6%**

Leg	McDermott Road				Locust Lane		
Direction	Southbound				Eastbound		
Start Time	Left	Right	U-Turn	**App Total**	Left	Thru	U-Turn
2025-06-03 16:00:00	3	4	0	**7**	1	31	0
2025-06-03 16:15:00	1	8	0	**9**	5	36	0
2025-06-03 16:30:00	6	7	0	**13**	0	48	0
2025-06-03 16:45:00	3	4	0	**7**	0	35	0
2025-06-03 17:00:00	3	7	0	**10**	2	47	0
2025-06-03 17:15:00	10	5	0	**15**	0	43	0
2025-06-03 17:30:00	5	9	0	**14**	3	31	0
2025-06-03 17:45:00	5	8	0	**13**	1	39	0
2025-06-04 07:00:00	1	2	0	**3**	9	65	0
2025-06-04 07:15:00	1	1	0	**2**	4	90	0
2025-06-04 07:30:00	3	1	0	**4**	5	94	0
2025-06-04 07:45:00	5	2	0	**7**	7	65	0
2025-06-04 08:00:00	1	2	0	**3**	3	53	0
2025-06-04 08:15:00	1	2	0	**3**	3	51	0
2025-06-04 08:30:00	3	3	0	**6**	2	56	0
2025-06-04 08:45:00	0	0	0	**0**	1	46	0
Grand Total	51	65	0	**116**	46	830	0
% Approach	44.0%	56.0%	0.0%		5.3%	94.7%	0.0%
% Total	2.5%	3.2%	0.0%	**5.7%**	2.3%	40.7%	0.0%
Lights	51	64	0	**115**	45	811	0
% Lights	100.0%	98.5%	0.0%	**99.1%**	97.8%	97.7%	0.0%
Articulated Trucks	0	0	0	**0**	0	0	0
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%
Buses and Single-Unit Trucks	0	1	0	**1**	1	19	0
% Buses and Single-Unit Trucks	0.0%	1.5%	0.0%	**0.9%**	2.2%	2.3%	0.0%

App Total	Locust Lane Westbound Thru	Right	U-Turn	App Total	Int Total
32	64	4	0	**68**	**107**
41	75	4	0	**79**	**129**
48	86	3	0	**89**	**150**
35	102	8	0	**110**	**152**
49	79	2	0	**81**	**140**
43	109	8	0	**117**	**175**
34	113	9	0	**122**	**170**
40	113	11	0	**124**	**177**
74	26	8	0	**34**	**111**
94	27	4	0	**31**	**127**
99	29	10	0	**39**	**142**
72	40	8	0	**48**	**127**
56	25	2	0	**27**	**86**
54	27	1	0	**28**	**85**
58	25	3	0	**28**	**92**
47	20	4	0	**24**	**71**
876	960	89	0	**1049**	**2041**
	91.5%	8.5%	0.0%		
42.9%	47.0%	4.4%	0.0%	**51.4%**	
856	938	88	0	**1026**	**1997**
97.7%	97.7%	98.9%	0.0%	**97.8%**	**97.8%**
0	6	0	0	**6**	**6**
0.0%	0.6%	0.0%	0.0%	**0.6%**	**0.3%**
20	16	1	0	**17**	**38**
2.3%	1.7%	1.1%	0.0%	**1.6%**	**1.9%**

APPENDIX D

CRASH DATA

Exhibit A.11

FID	serial_num	local_highw	county	highway_sy	severity	units	accident_y	accident_d	accident_ti	day_of_wee	intersectior	street1	street2	reference_s	dist_from_i	intersectior	road_type	functional_	speedlimit_	speedlimit_
crash_5yr_r	19C508157	Nampa HD	Canyon	local	Property Dr	2	2019	1/22/2019	12:58	Tuesday	TRUE	Locust Ln		Greenhurst	30 ft S	Four-way In	2-Way & Nc	Minor Arteri	50	
crash_5yr_r	20C552621	Ada County	Ada	local	A Injury Acc	2	2020	8/12/2020	8:15	Wednesday	TRUE	Locust Ln		McDermott	10 ft W	Four-way In	2-Way & Nc	Major Colle	50	
crash_5yr_r	20C55924	Ada County	Ada	local	A Injury Acc	4	2020	########	13:26	Saturday	TRUE	Locust Ln		McDermott	60 ft W	T-Intersecti	2-Way & 2 [	Major Colle	35	
crash_5yr_r	21C57214	Nampa HD	Canyon	local	Property Dr	2	2021	5/3/2021	6:52	Monday	TRUE	Locust Ln	Greenhurst	Rd		Four-way In	2-Way & Nc	Minor Arteri	50	50
crash_5yr_r	22C59920	Nampa HD	Canyon	local	Property Dr	2	2022	3/28/2022	15:13	Monday	TRUE	Greenhurst	Locust Ln			Four-way In	2-Way & Nc	Minor Arteri	50	50
crash_5yr_r	23C63320	Ada County	Ada	local	Property Dr	2	2023	5/9/2023	7:49	Tuesday	TRUE	Columbia	Rd	McDermott	50.36 ft W	T-Intersecti	2-Way & Nc	Major Colle	50	
crash_5yr_r	23C65113	Ada County	Ada	local	Property Dr	2	2023	12/1/2023	17:35	Friday	TRUE	Columbia F	McDermott	Rd		T-Intersecti	2-Way & Nc	Major Colle	50	50

direction_o	driver_actic	vision_obst	impaired	lane_dep	first_harmfi	most_harm	events	contrib_circ	contrib_circ	contrib_circ	road_surfac	road_surfac	other_road_	weather_cc	weather_cc	light_condi	traffic_cont	traffic_cont	workzone_r	workzone_c
E	Going Strai	None	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Distracted	None	None	Paved (Asp	Dry	None	Clear		Day	Stop Signs a	Functioning	FALSE	
E	Going Strai	Bright Sunli	FALSE	FALSE	Rear-End	Rear-End	Rear-End,	Inattention	Following T	Vision Obst	Paved (Asp	Dry	None	Clear		Day	None		FALSE	
E	Going Strai	None	FALSE	FALSE	Overturn	Overturn	Loss of Cor	Following T	Inattention	None	Paved (Asp	Dry	None	Cloudy		Day	None		FALSE	
NW	Going Strai	None	FALSE	FALSE	Angle	Angle	Angle,	Failed to Ol	Inattention	None	Paved (Asp	Dry	None	Clear		Dawn or Du	Stop Signs a	Functioning	FALSE	
W	Going Strai	None	FALSE	FALSE	Angle Turni	Angle Turni	Angle Turni	Failed to Ol	None	None	Paved (Asp	Dry	None	Clear		Day	Stop Signs a	Functioning	FALSE	
E	Going Strai	None	FALSE	FALSE	Rear-End Tu	Rear-End Tu	Rear-End Tu	Following T	None	None	Paved (Asp	Dry	None	Clear		Day	None		FALSE	
E	Going Strai	None	FALSE	FALSE	Non-Contac	Non-Contac	Non-Contac	Improper O	Following T	None	Paved (Asp	Wet	None	Clear		Dark, Stree	Stop Sign o	Functioning	FALSE	

Exhibit A.11

workzone_t	workzone_v	geometrics	geometrics	age	state_of_dr	latitude	longitude	city	itd_dist	legislative_	crash_mv_i	the_geom
		Straight	Level	999	Idaho	43.53256	-116.48		3	13	1153	POINT (-12966473.589036727 5393388.140617393)
		Straight	Level	35	Idaho	43.53286	-116.473		3	23	38981	POINT (-12965745.248875353 5393433.475888967)
		Straight	Upgrade or	35	Idaho	43.53286	-116.473		3	23	45028	POINT (-12965752.799158556 5393433.482889854)
		Straight	Level	17	Idaho	43.53256	-116.48		3	13	56916	POINT (-12966473.589036727 5393388.140617393)
		Straight	Level	73	Idaho	43.53256	-116.48		3	13	82090	POINT (-12966473.589036727 5393388.140617391)
		Straight	Level	18	Idaho	43.53286	-116.473		3	23	113061	POINT (-12965745.248875353 5393433.475888965)
		Curve	Level	48	Idaho	43.53286	-116.473		3	23	129255	POINT (-12965725.618139006 5393433.457686561)

Exhibit A.11

APPENDIX E

ITE TRIP GENERATION INFORMATION

Exhibit A.11

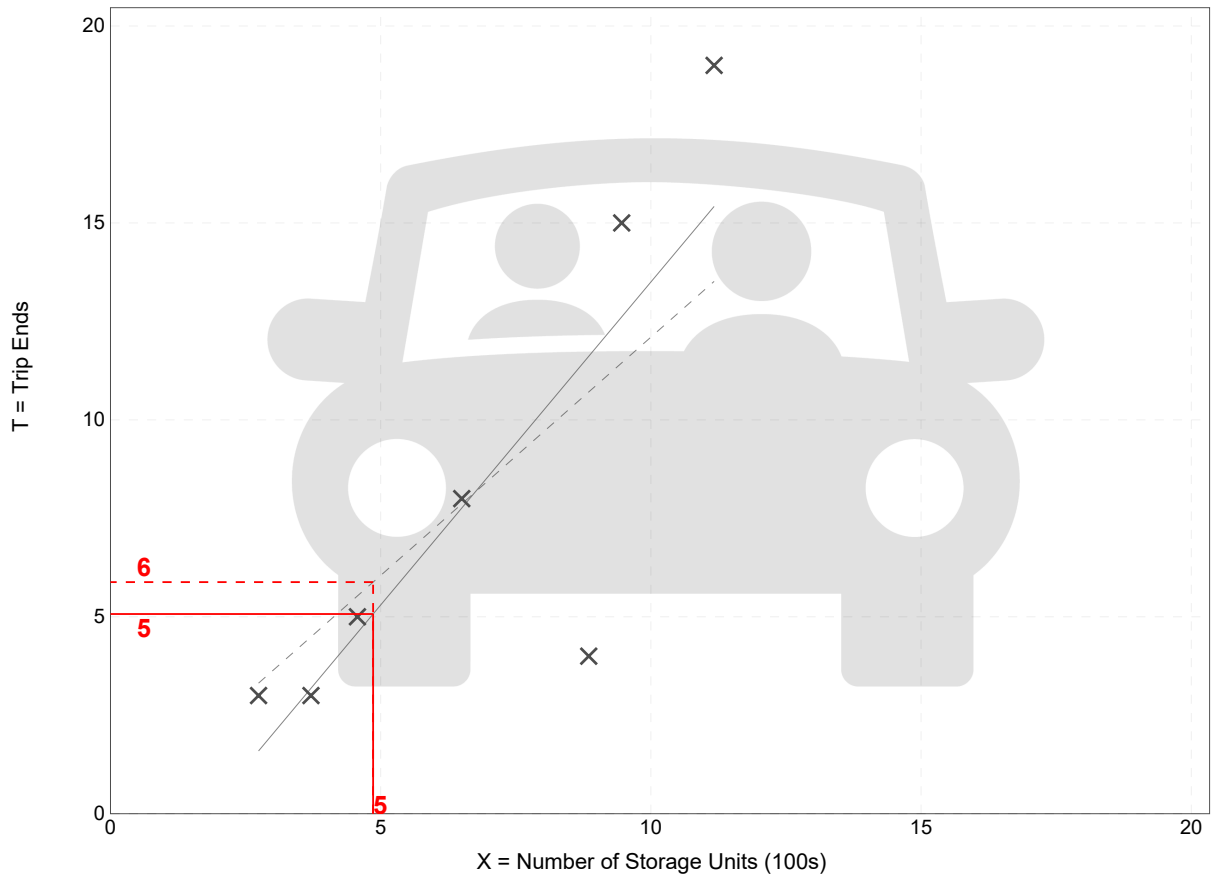
Mini-Warehouse
(151)

Vehicle Trip Ends vs:	**Storage Units (100s)**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Storage Units (100s):	7
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.21	0.45 - 1.70	0.49

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Exhibit A.11

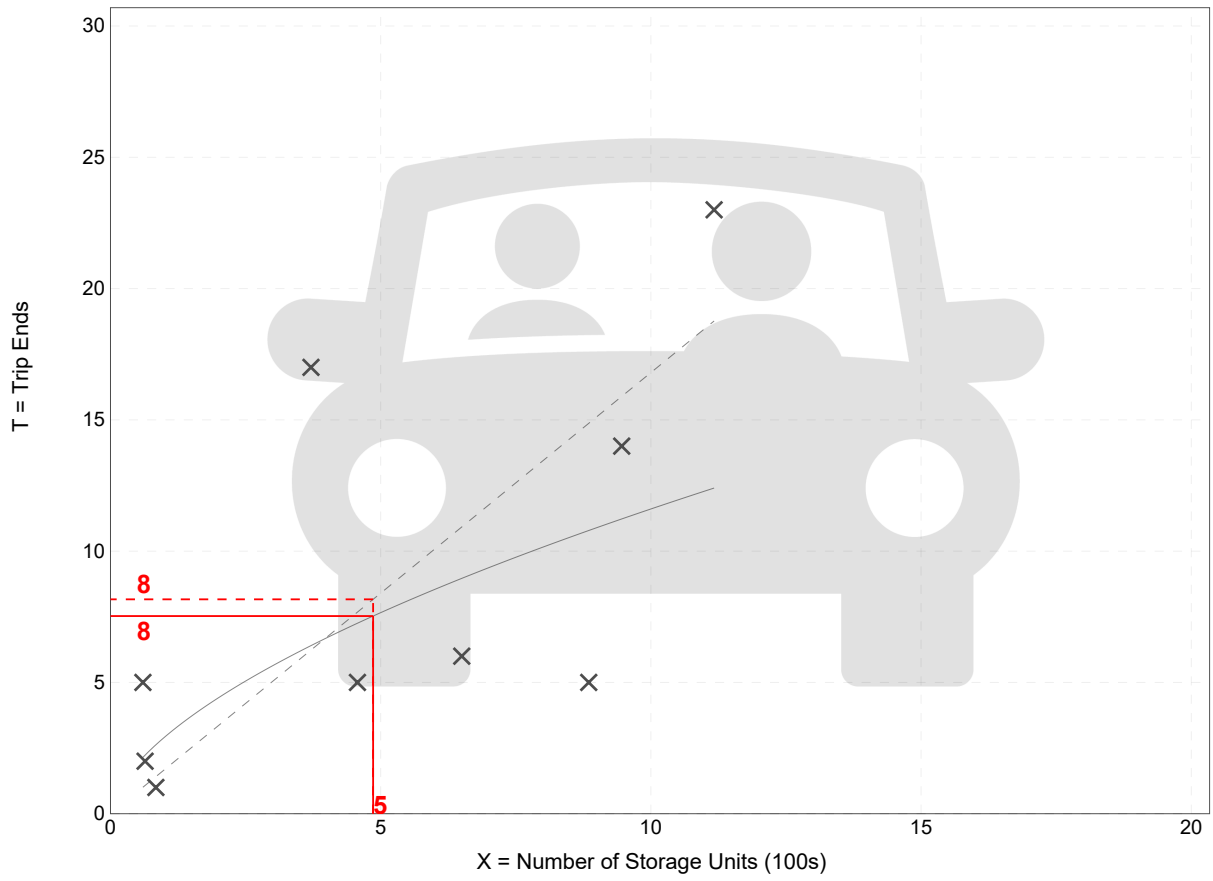
Mini-Warehouse
(151)

Vehicle Trip Ends vs:	**Storage Units (100s)**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Storage Units (100s):	5
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.68	0.56 - 8.33	1.37

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.60 Ln(X) + 1.07

R^2= 0.52

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Exhibit A.11

Mini-Warehouse
(151)

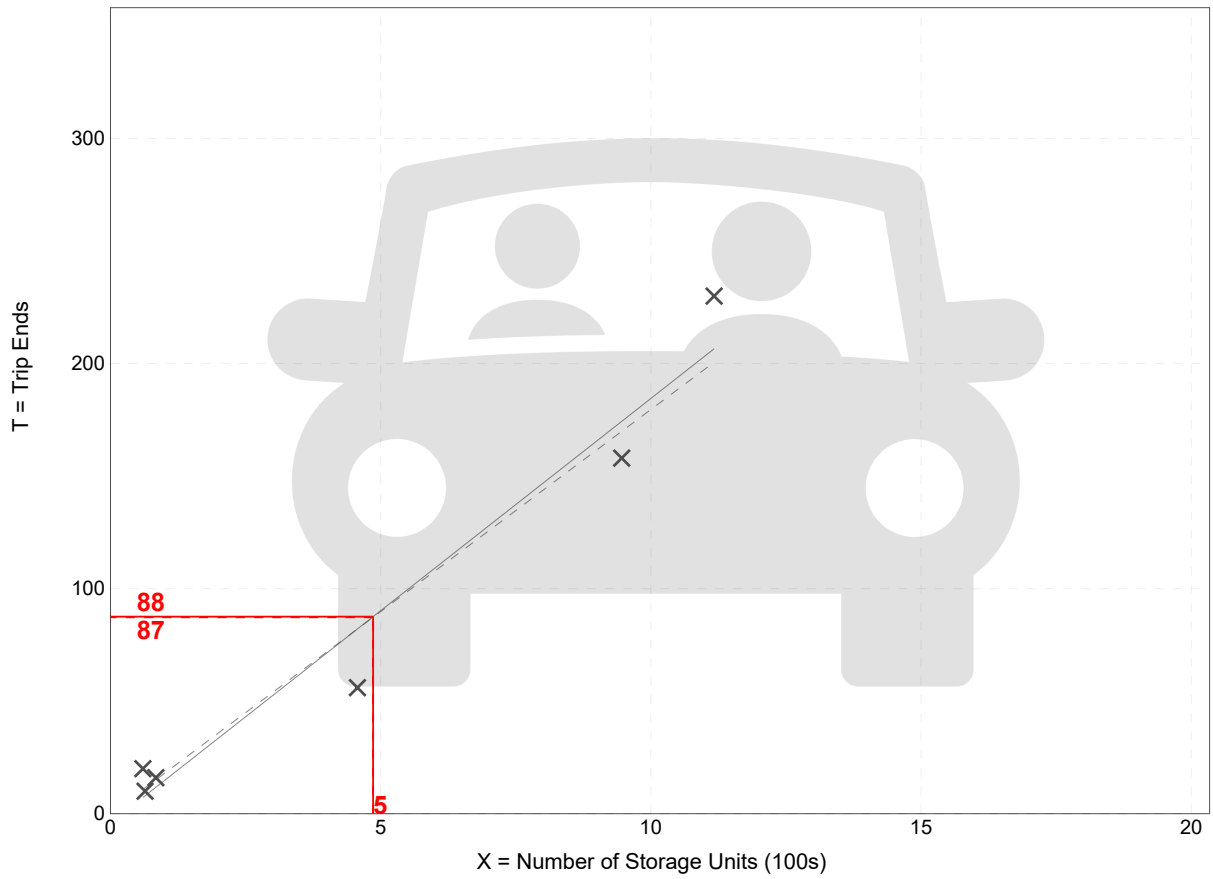
Vehicle Trip Ends vs: **Storage Units (100s)**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Storage Units (100s): 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
17.96	12.25 - 33.33	4.13

Data Plot and Equation



Fitted Curve Equation: T = 18.86(X) - 4.09 **R^2= 0.96**

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Exhibit A.11

APPENDIX F

SITE TRAFFIC PROPORTIONAL SHARE IMPACT CALCULATIONS

Exhibit A.11

Trip Assignment AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	0	0	1	2	0	0	0	0	0	1	0	2	6
2	0	0	0	0	0	1	1	1	0	0	1	0	4
A	0	0	0	1	0	3	3	0	0	0	0	1	8

Trip Assignment PM

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
0	0	2	2	0	0	0	0	0	2	0	2	8
0	0	0	0	0	1	1	1	0	0	1	0	4
0	0	0	1	0	4	4	0	0	0	0	1	10

2027 Plus Project AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	1	89	15	118	68	7	1	228	3	7	28	102	667
2	0	0	0	11	0	7	28	334	0	0	130	32	542
A	0	0	0	1	0	3	3	360	0	0	134	1	502

2027 Plus Project PM

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
12	179	9	113	107	2	2	47	6	18	255	221	971
0	0	0	24	0	32	7	171	0	0	440	32	706
0	0	0	1	0	4	4	176	0	0	489	1	675

2027 Site Traffic Percentage AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	0.0%	0.0%	6.7%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	2.0%	0.9%
2				0.0%		14.3%	3.6%	0.3%			0.8%	0.0%	0.7%
A				100.0%		100.0%	100.0%	0.0%			0.0%	100.0%	1.6%

2027 Site Traffic Percentage PM

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
0.0%	0.0%	22.2%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.9%	0.8%
			0.0%		3.1%	14.3%	0.6%			0.2%	0.0%	0.6%
			100.0%		100.0%	100.0%	0.0%			0.0%	100.0%	1.5%

2030 Plus Project AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	1	97	16	128	74	8	1	249	3	8	30	111	726
2	0	0	0	12	0	8	30	365	0	0	142	35	592
A	0	0	0	1	0	3	3	393	0	0	146	1	547

2030 Plus Project PM

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
13	196	10	124	117	2	2	51	7	19	278	241	1,060
0	0	0	27	0	35	8	186	0	0	481	35	772
0	0	0	1	0	4	4	192	0	0	534	1	736

2030 Site Traffic Percentage AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	0.0%	0.0%	6.3%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	1.8%	0.8%
2				0.0%		12.5%	3.3%	0.3%			0.7%	0.0%	0.7%
A				100.0%		100.0%	100.0%	0.0%			0.0%	100.0%	1.5%

2030 Site Traffic Percentage PM

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
0.0%	0.0%	20.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.8%	0.8%
			0.0%		2.9%	12.5%	0.5%			0.2%	0.0%	0.5%
			100.0%		100.0%	100.0%	0.0%			0.0%	100.0%	1.4%

APPENDIX G

SYNCHRO REPORTS FOR OPERATIONAL ANALYSES

Exhibit A.11

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	109	64	7	1	84	13	1	215	3	6	26	94
Future Vol, veh/h	109	64	7	1	84	13	1	215	3	6	26	94
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	70	8	1	92	14	1	236	3	7	29	103
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	9	10.3	8.6
HCM LOS	B	A	B	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	1%	61%	5%
Vol Thru, %	98%	86%	36%	21%
Vol Right, %	1%	13%	4%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	98	180	126
LT Vol	1	1	109	6
Through Vol	215	84	64	26
RT Vol	3	13	7	94
Lane Flow Rate	241	108	198	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.325	0.15	0.278	0.176
Departure Headway (Hd)	4.859	5.021	5.066	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	706	702	777
Service Time	2.923	3.106	3.142	2.646
HCM Lane V/C Ratio	0.328	0.153	0.282	0.178
HCM Control Delay, s/veh	10.3	9	10.1	8.6
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.4	0.5	1.1	0.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	314	122	30	10	6
Future Vol, veh/h	25	314	122	30	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	353	137	34	11	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	563	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1406	-	-	-	488	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1406	-	-	-	475	892
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	11.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	576
HCM Lane V/C Ratio	0.02	-	-	-	0.031
HCM Control Delay (s/veh)	7.6	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	105	101	2	11	169	7	2	44	6	15	240	206
Future Vol, veh/h	105	101	2	11	169	7	2	44	6	15	240	206
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	110	2	12	184	8	2	48	7	16	261	224
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.4	11.8	9.7	19
HCM LOS	B	B	A	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	4%	6%	50%	3%
Vol Thru, %	85%	90%	49%	52%
Vol Right, %	12%	4%	1%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	187	208	461
LT Vol	2	11	105	15
Through Vol	44	169	101	240
RT Vol	6	7	2	206
Lane Flow Rate	57	203	226	501
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.329	0.37	0.7
Departure Headway (Hd)	5.964	5.834	5.894	5.029
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	597	614	608	717
Service Time	4.036	3.894	3.951	3.073
HCM Lane V/C Ratio	0.095	0.331	0.372	0.699
HCM Control Delay, s/veh	9.7	11.8	12.4	19
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.3	1.4	1.7	5.8

Exhibit A.11

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	160	414	30	23	29
Future Vol, veh/h	6	160	414	30	23	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	170	440	32	24	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	639	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1090	-	-	-	440	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1090	-	-	-	437	604
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.3	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	65	-	-	-	517
HCM Lane V/C Ratio	0.006	-	-	-	0.107
HCM Control Delay (s/veh)	8.3	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Exhibit A.11

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	116	68	7	1	89	14	1	228	3	6	28	100
Future Vol, veh/h	116	68	7	1	89	14	1	228	3	6	28	100
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	75	8	1	98	15	1	251	3	7	31	110
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	9.2	10.7	8.8
HCM LOS	B	A	B	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	1%	61%	4%
Vol Thru, %	98%	86%	36%	21%
Vol Right, %	1%	13%	4%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	104	191	134
LT Vol	1	1	116	6
Through Vol	228	89	68	28
RT Vol	3	14	7	100
Lane Flow Rate	255	114	210	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.349	0.162	0.3	0.19
Departure Headway (Hd)	4.929	5.108	5.143	4.652
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	694	693	761
Service Time	3.005	3.205	3.229	2.74
HCM Lane V/C Ratio	0.352	0.164	0.303	0.193
HCM Control Delay, s/veh	10.7	9.2	10.5	8.8
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.6	0.6	1.3	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	333	129	32	11	6
Future Vol, veh/h	27	333	129	32	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	370	143	36	12	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	179	0	-	0	591	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1397	-	-	-	469	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	457	884
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.57	0	11.77
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	135	-	-	-	551
HCM Lane V/C Ratio	0.021	-	-	-	0.034
HCM Control Delay (s/veh)	7.6	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Exhibit A.11

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	111	107	2	12	179	7	2	47	6	16	255	219
Future Vol, veh/h	111	107	2	12	179	7	2	47	6	16	255	219
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	121	116	2	13	195	8	2	51	7	17	277	238
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.2	12.4	10	22.7
HCM LOS	B	B	A	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	4%	6%	50%	3%
Vol Thru, %	85%	90%	49%	52%
Vol Right, %	11%	4%	1%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	198	220	490
LT Vol	2	12	111	16
Through Vol	47	179	107	255
RT Vol	6	7	2	219
Lane Flow Rate	60	215	239	533
Geometry Grp	1	1	1	1
Degree of Util (X)	0.102	0.359	0.402	0.76
Departure Headway (Hd)	6.165	6.006	6.058	5.139
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	596	591	703
Service Time	4.258	4.077	4.129	3.194
HCM Lane V/C Ratio	0.104	0.361	0.404	0.758
HCM Control Delay, s/veh	10	12.4	13.2	22.7
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.3	1.6	1.9	7.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	170	439	32	24	31
Future Vol, veh/h	6	170	439	32	24	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	181	467	34	26	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	501	0	-	0	678	484
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1063	-	-	-	418	583
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	415	583
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	839	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	13.24
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	495
HCM Lane V/C Ratio	0.006	-	-	-	0.118
HCM Control Delay (s/veh)	8.4	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Exhibit A.11

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	118	68	7	1	89	15	1	228	3	7	28	102
Future Vol, veh/h	118	68	7	1	89	15	1	228	3	7	28	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	130	75	8	1	98	16	1	251	3	8	31	112
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	9.3	10.7	8.9
HCM LOS	B	A	B	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	1%	61%	5%
Vol Thru, %	98%	85%	35%	20%
Vol Right, %	1%	14%	4%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	105	193	137
LT Vol	1	1	118	7
Through Vol	228	89	68	28
RT Vol	3	15	7	102
Lane Flow Rate	255	115	212	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.35	0.167	0.304	0.195
Departure Headway (Hd)	4.943	5.216	5.156	4.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	692	689	759
Service Time	3.027	3.216	3.247	2.761
HCM Lane V/C Ratio	0.355	0.166	0.308	0.199
HCM Control Delay, s/veh	10.7	9.3	10.5	8.9
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.6	0.6	1.3	0.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	334	130	32	11	7
Future Vol, veh/h	28	334	130	32	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	371	144	36	12	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	596	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1396	-	-	-	467	883
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	454	883
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.59	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	139	-	-	-	559
HCM Lane V/C Ratio	0.022	-	-	-	0.036
HCM Control Delay (s/veh)	7.6	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	360	134	1	1	3
Future Vol, veh/h	3	360	134	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	400	149	1	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	150	0	-	0	556	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1431	-	-	-	492	897
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	491	897
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	9.87
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	743
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s/veh)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Exhibit A.11

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	113	107	2	12	179	9	2	47	6	18	255	221
Future Vol, veh/h	113	107	2	12	179	9	2	47	6	18	255	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	116	2	13	195	10	2	51	7	20	277	240
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.3	12.5	10	23.4
HCM LOS	B	B	A	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	4%	6%	51%	4%
Vol Thru, %	85%	90%	48%	52%
Vol Right, %	11%	5%	1%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	200	222	494
LT Vol	2	12	113	18
Through Vol	47	179	107	255
RT Vol	6	9	2	221
Lane Flow Rate	60	217	241	537
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.364	0.408	0.769
Departure Headway (Hd)	6.196	6.022	6.082	5.156
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	573	593	589	698
Service Time	4.295	4.1	4.157	3.215
HCM Lane V/C Ratio	0.105	0.366	0.409	0.769
HCM Control Delay, s/veh	10	12.5	13.3	23.4
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.3	1.7	2	7.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	171	440	32	24	32
Future Vol, veh/h	7	171	440	32	24	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	182	468	34	26	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	502	0	-	0	682	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-	-	-	415	582
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1062	-	-	-	412	582
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.33	0	13.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	71	-	-	-	495
HCM Lane V/C Ratio	0.007	-	-	-	0.12
HCM Control Delay (s/veh)	8.4	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	176	489	1	1	4
Future Vol, veh/h	4	176	489	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	196	543	1	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	748	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1025	-	-	-	380	539
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1025	-	-	-	378	539
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.19	0	12.33
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	40	-	-	-	497
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.5	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Exhibit A.11

APPENDIX H

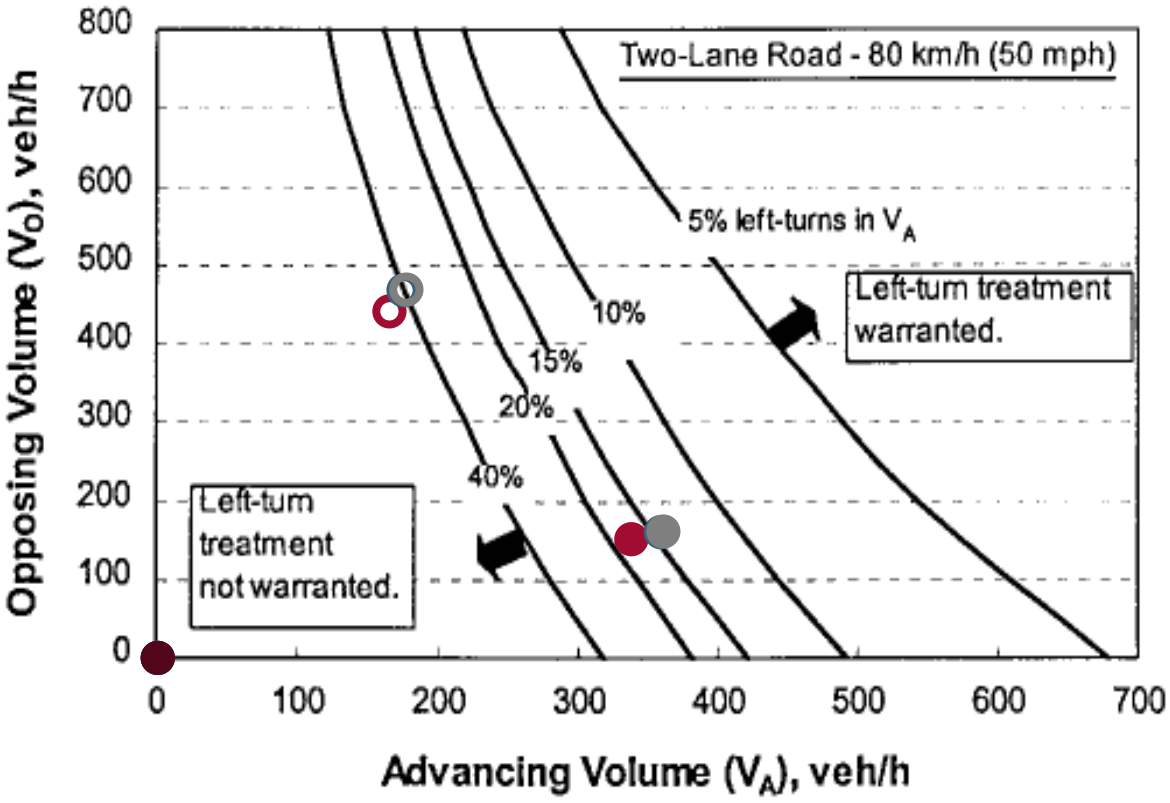
TURN LANE ANALYSES

Exhibit A.11

Left-Turn Lane Analysis - Two-Lane Roadway 50 mph

Major Road: **Locust Lane**
Minor Road: **McDermott Road**
Direction: **Eastbound**

Left-Turns: 7.7 (3.9) AM(PM)%



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○
	●	○
	●	○

Result

Not Warranted

Needed Data:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left turns in VA

Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

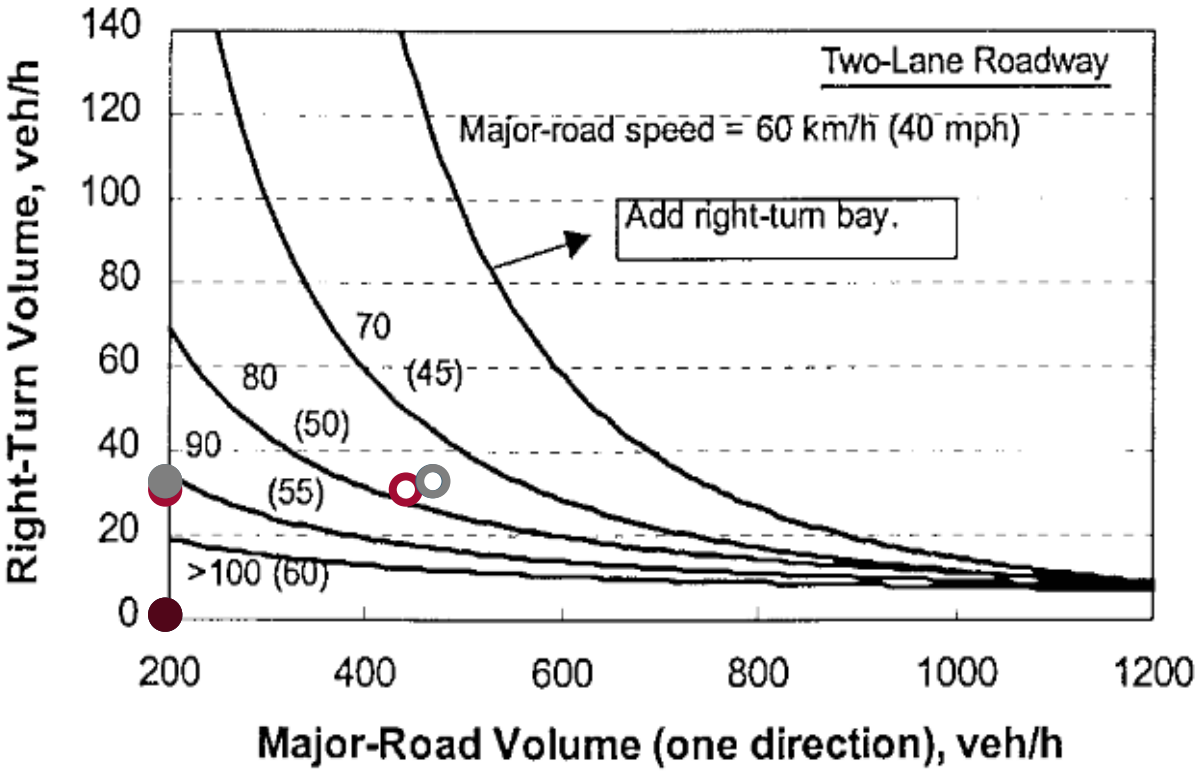
The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Right-Turn Lane Analysis - Two Lane Roadway

Major Road: **Locust Lane**
Minor Road: **McDermott Road**
Direction: **Westbound**

Speed: 50 mph



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○

Result

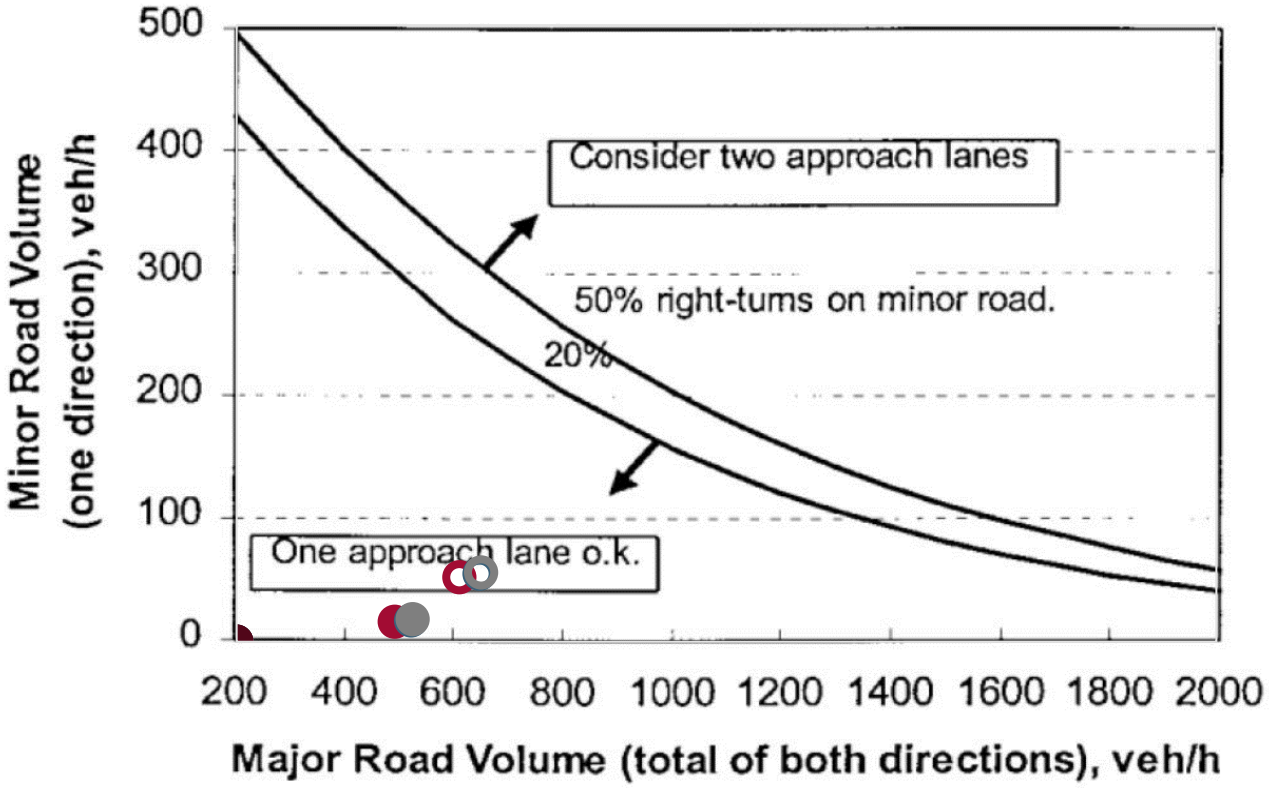
Warranted

Notes:

Minor Road Approach Turn Lane Analysis

Major Road: **Locust Lane**
Minor Road: **McDermott Road**
Direction: **Southbound**

Right Turns: 57 %



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○

Result

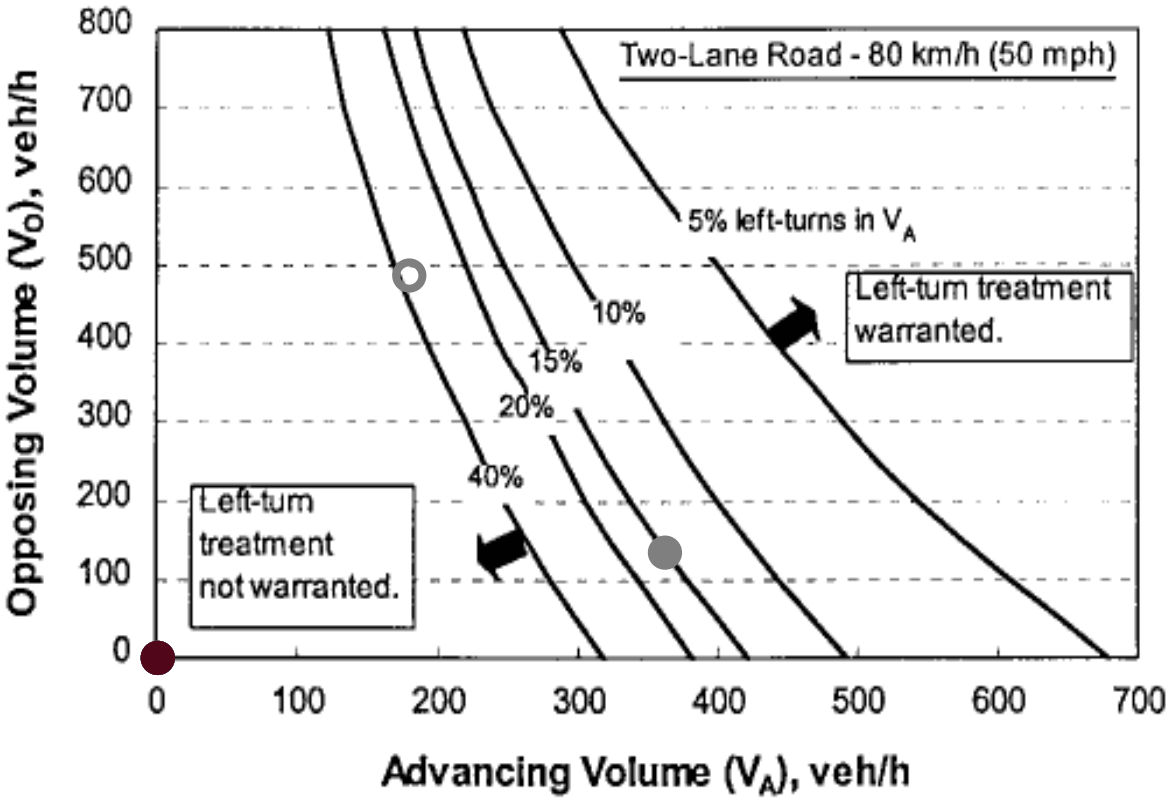
Not Warranted

Notes:

Left-Turn Lane Analysis - Two-Lane Roadway 50 mph

Major Road: **Locust Lane**
Minor Road: **Access A**
Direction: **Eastbound**

Left-Turns: 0.8 (2.2) AM(PM)%



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○
	●	○
	●	○

Result

Not Warranted

Needed Data:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left turns in VA

Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

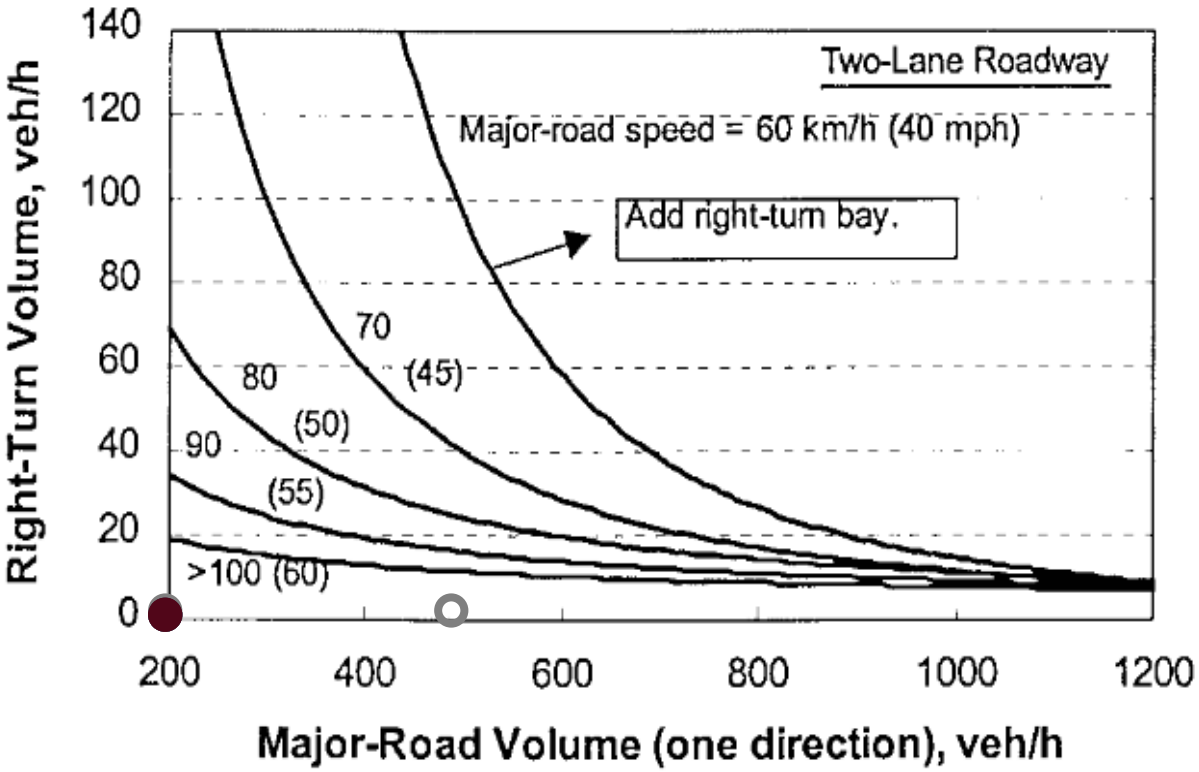
The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Right-Turn Lane Analysis - Two Lane Roadway

Major Road: **Locust Lane**
Minor Road: **McDermott Road**
Direction: **Westbound**

Speed: 50 mph



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○

Result

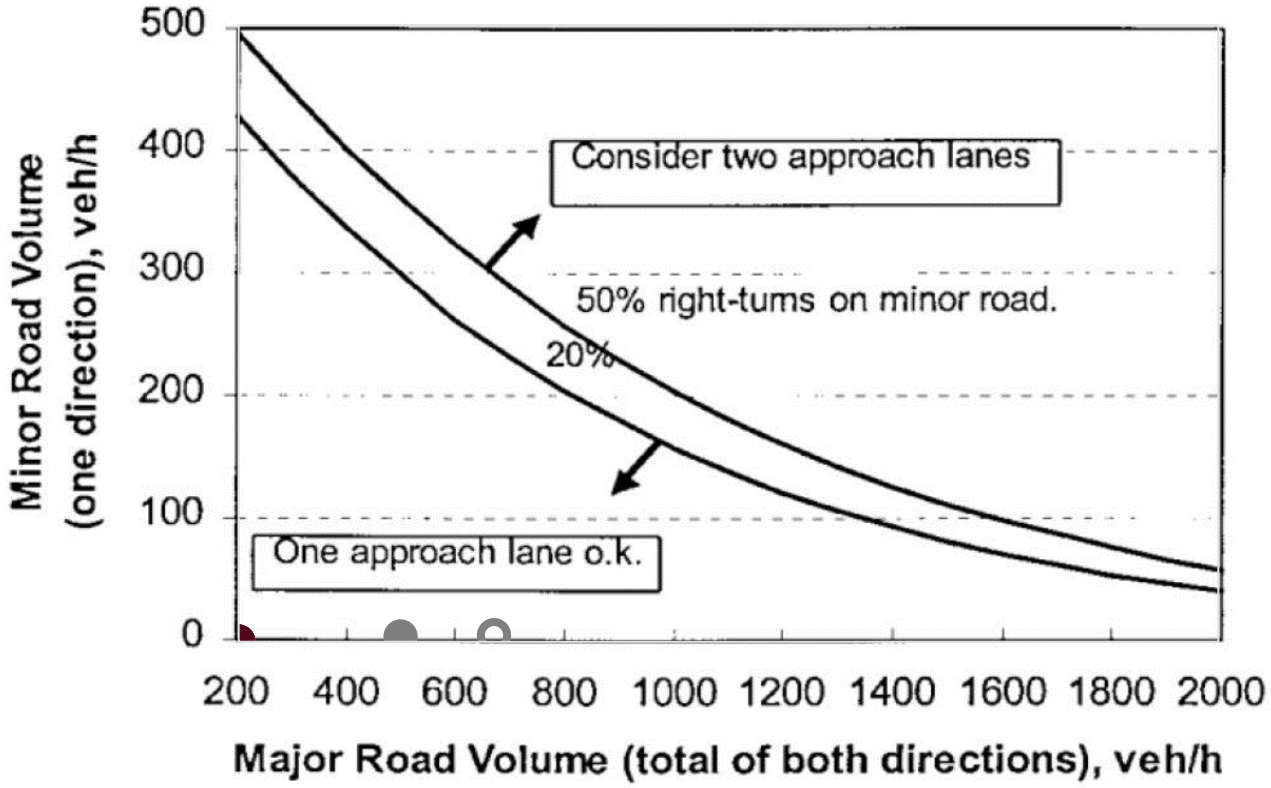
Not Warranted

Notes:

Minor Road Approach Turn Lane Analysis

Major Road: **Locust Lane**
Minor Road: **Access A**
Direction: **Southbound**

Right Turns: 80 %



	AM	PM
2025 Existing	●	○
2027 Background	●	○
2027 Plus Project	●	○

Result

Not Warranted

Notes:

Dan Lister

From: Penelope Constantikes <penelope@rileyplanning.com>
Sent: Sunday, July 27, 2025 9:34 PM
To: Dan Lister
Cc: ossmeridian@gmail.com
Subject: RE: [External] Locust Storage

One of my sentence below is rather truncated.

I provide site specific transportation impact fee analysis to ACHD for development in Ada County and have provided IA's (Individual Assessments) for both rev vehicle specific storage as well as tradition self serve storage over the last 8-10 years. The findings has been really consistent for both types.

The rec vehicle storage generates about 0.30 trips per space in the PM Peak hour. Traditional mini storage is slightly higher due to the use patterns of rec vehicles vs stored person household goods.

Thanks, Dan!

Penelope Constantikes
Principal

P.O. Box 405, Boise, ID 83701
208.908.1609

300 W. Myrtle Street, Suite 200 B

On Sun, 27 Jul 2025 23:17:58 -0400, "Penelope Constantikes" <penelope@rileyplanning.com> wrote:

Hi, Dan.

Attached are the following:

- Update Project Description.
  - I left the original letter date as it was. The only change is on Page 2 - reference to covered spaces has been removed.
- Details obtained from the submitted Geotech Report
  - The focus is on the location of the buried tires. This hearing exhibit identifies which test pit found the buried materials as well the surrounding test pits. These surrounding text pit logs were checked for the presence of foreign materials and none were found.
- The primary details obtained from the Kimley Horn Traffic Impact Study
  - The findings of the TIS are provided in table format, and the trip generation information is shown below. The Engineer also referenced that the ITE was a 'closest fit' code and that actual trip generation is expected to be lower.
  - I have provided ACHD with Individual Traffic Impact Analysis that supports the lower trip generation expectation.

- The final document is based on the CC Assessor website and shows separation distances to the closest residences.
    - To the east the distance to the far side of the irrigation facility is about 770 feet
    - To the southeast residences - their shared property line is about 480 feet.
    - The red lines are the distances and the blue line is the underground lateral that at the east boundary of the area being rezoned.

I am available to answer any questions you may have.

Thank you for your assistance and availability in getting these final materials submitted to Development Services.

I hope your time away from work is good!

Best,

RILEY PLANNING SERVICES

Penelope Constantikes
Principal

P.O. Box 405, Boise, ID 83701
208.908.1609

300 W. Myrtle Street, Suite 200 B

On Sun, 27 Jul 2025 22:11:35 +0000, Dan Lister <Dan.Lister@canyoncounty.id.gov> wrote:

Received 😊

Sincerely,

Dan Lister, Planning Supervisor

DSD Office: (208) 454-7458 - Direct Line: (208) 455-5959

Daniel.Lister@canyoncounty.id.gov

Development Services Department (DSD)

Public office hours

Monday, Tuesday, Thursday, and Friday

8 am – 5 pm

Wednesday

1 pm – 5 pm

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

From: Penelope Constantikes <penelope@rileyplanning.com>
Sent: Sunday, July 27, 2025 12:48 AM
To: Dan Lister <Dan.Lister@canyoncounty.id.gov>
Cc: ossmeridian@gmail.com
Subject: [External] Locust Storage

Daniel:

Attached is the updated civil drawings. The cover over a portion of the storage spaces has been removed.

Thank you so much!

Penelope Constantikes
Principal

P.O. Box 405, Boise, ID 83701
208.908.1609

300 W. Myrtle Street, Suite 200 B

RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701
208.908.1609

April 22, 2025

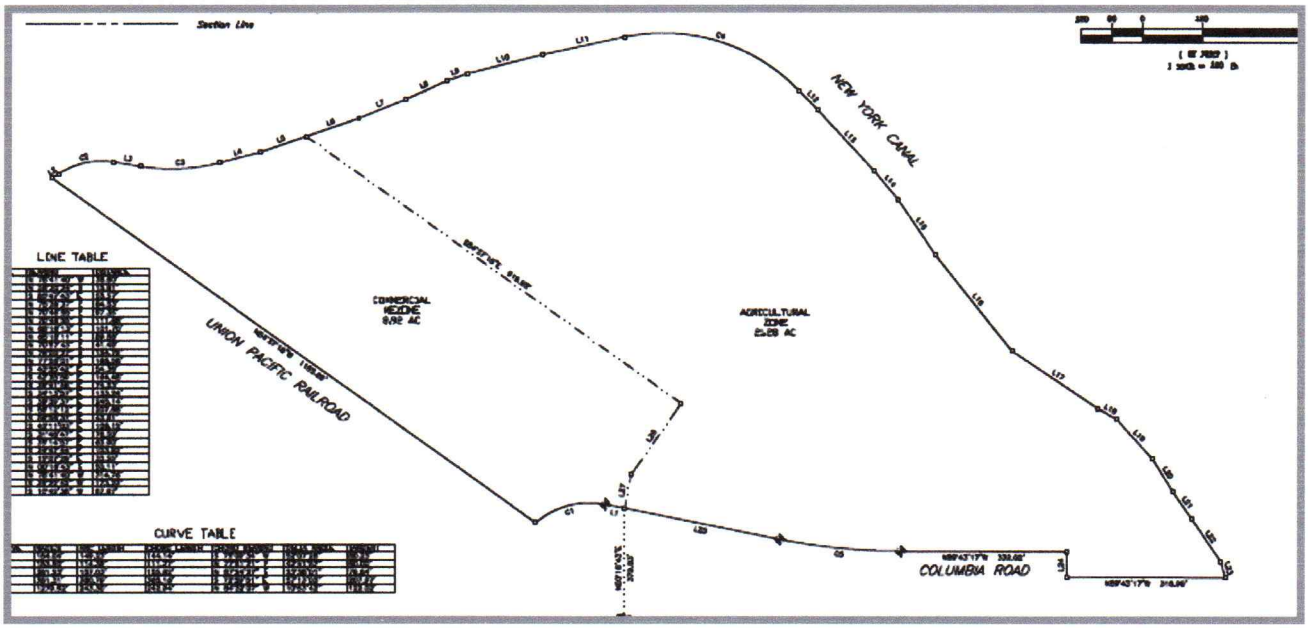
Canyon County Board of County Commissioners
Planning & Zoning Commission
Canyon County Development Services
111 North 11th Avenue
Caldwell, ID 83605

RE: CONDITIONAL REZONE FOR A PORTION OF PARCEL R28836
8.92 ACRES ZONED COMMERCIAL / 21.28 REMAINING AG
RECREATIONAL VEHICLE STORAGE
486 SPACES ADJACENT TO RAILROAD TRACKS ON WEST SIDE

To Whom It May Concern:

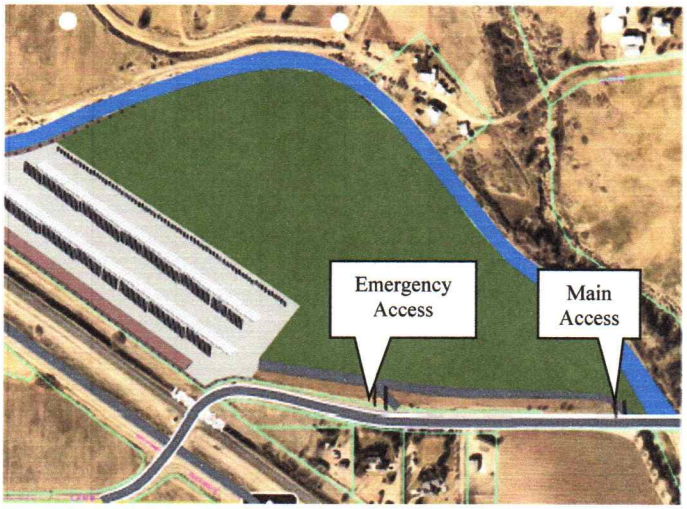
On behalf of Andrew Fuller, Manager, Deschutes Investments LLC, please accept this application for a Conditional Rezone for a portion of the above reference parcel at the northeast corner of the Greenhurst Road and Locust Lane intersection.

A partial rezone is requested. As can be seen in the ROS below, the 8.92 acres in the western portion of the site is proposed to be zoned commercial and the remaining 21 plus acres are to remain agriculture. The developer selected the area along the railroad tracks as the best location of the recreational vehicle storage to minimize the visibility of the storage and keep the facility as far as possible from the surrounding residences. In addition, the railroad tracks are elevated above the site which further reduces visibility.



Access for both the agricultural and storage uses is the existing access located at the southeast corner of the site. The service drive leading to the storage area will be gated with an electronic key pad. The proposed use does not include an office. A second emergency only access has been approved by the Nampa Highway District Commissioners and the Deed Restriction required by NHD has been recorded. A copy of this document is included in the application packet.

The total proposed storage space count is 486. All spaces proposed will be uncovered.

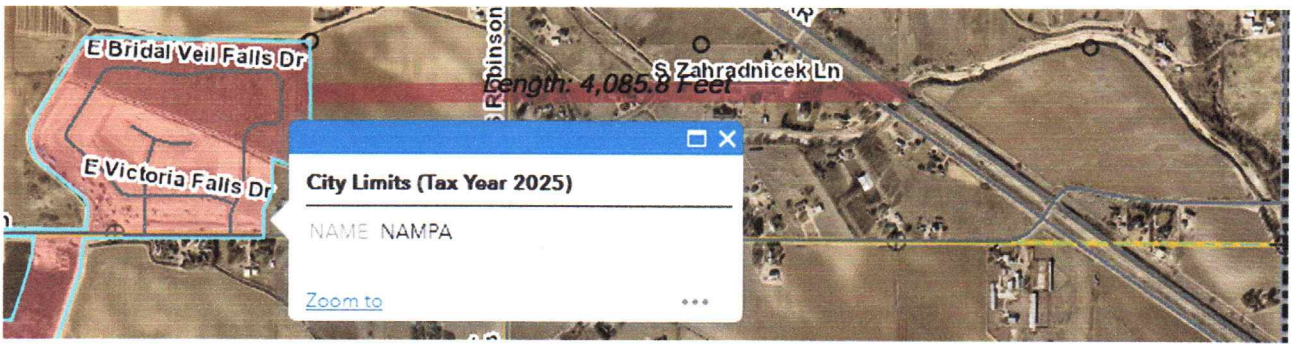


Immediately adjacent to the railroad track will be the covered spaces. This will provide a visual barrier at a height of about 16 feet at the highest point.

Nampa Fire and NHD will establish the best location for the emergency only access. A conceptual location has been show on the site plan. A final location will be confirmed.

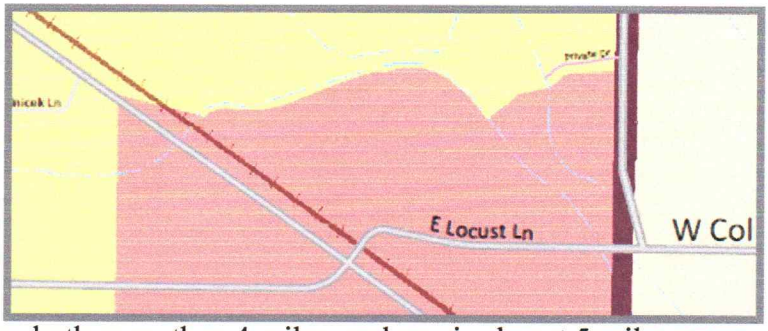
Surface water will provide irrigation for the landscape buffer along Locust Lane.

Nampa city limits are less than a mile to the west. The current distance is 4,085 feet.



Nampa's Future Land Use Map designates this site as commercial as shown here.

This site is also about the same distance from the boundary of the City of Kuna (3,999 feet) making it ideal for residents in both counties for storing recreational equipment.



Using the Internet to find similar RV and boat storage in Nampa, the two facilities with the same storage option are both more than 4 miles, and one is almost 5 miles away.

These two facilities are located much closer to the city center. This location is ideal for the more suburban residences in this quadrant of Nampa and outlying areas.

Lighting will be muted and site obscuring fencing is proposed as shown on the detailed landscape plan.

The developer reached out to the City of Nampa early in the process and a follow up discussion occurred with the Nampa Long Range Planner prior to submittal of this application. In response to a request for a Pre-Application meeting Nampa staff provided the comments below.

---------- Forwarded message ---------
From: **Kristi Watkins** <watkinsk@cityofnampa.us>
Date: Mon, Dec 30, 2024 at 9:19 AM
Subject: R2883600000 & R2883601000 RV Storage
To: Tom@ehrrealtyidaho.com <Tom@ehrrealtyidaho.com>, ossmeridian@gmail.com <ossmeridian@gmail.com>

I am in receipt of your request for a Pre-application meeting for the above referenced property.

This property is not near the Nampa City Limits so is not eligible for annexation into the city limits (yellow in the image below), therefore, we do not have jurisdiction over what is done there. You will need to discuss your options with Canyon County Development Services.

This property is within the City of Nampa Impact Area and we have a 'future' designation on it as commercial, so a commercial venture would comply with what we have planned for that area if we were to grow that direction.

I am going to void the meeting request because you will need to discuss this with Canyon County. Please let me know if you have any further questions, or if they need more input from us for some reason.

Thank you,

SUBMITTAL STANDARDS

1. Description of proposed use: expand on the Land Use Worksheet.
    a. *Due to the low impact nature of the proposed partial use of this site, minimal responses in the Land Use Worksheet are needed.*
    b. *Full Civil Drawings and Landscape Plans are included in the submittal packet.*
2. Describe the existing use.
    a. *This site has been used for primarily for agriculture.*
    b. *See the attached Geotech Report for more site history information.*
3. Expected impacts and traffic of future development.
    a. *Only 30% of the site is impacted by the request for a Conditional Rezone to Commercial.*
    b. *A traffic impact study is in process and will be provided to the County when completed.*
    c. *Both Greenhurst Road and Locust Lane have higher level functional classifications - better suited than this type of facility served by local roads.*
    d. *The site has been specifically selected because of the proximity to these higher classified roads.*

e. *Central sewer or septic is not needed for the proposed use.*

4. Explain how the proposed rezone is consistent with the Comprehensive Plan and specific zoning criteria.
    a. *Examples of Comprehensive Plan support for this request include:*
        i. *Population Policy P2 01.01 – Plan for anticipated population and households that the community can support with adequate services and amenities*
        ii. *Economic Development Policy P3.01.01 Direct business development to locations that can provide necessary services….*
        iii. *Land Use and Community Design Goal G4.01.00 – Support livability and high quality of life as the community [Nampa] changes over time.*
        iv. *Land Use and Community Design Policy P4.0301 – Designate areas that may be appropriate for industrial, commercial and residential land uses while protecting and conserving farmland….*
        v. *Land Use and Community Design P4.06.02 – Encourage development design that accommodates topography and promotes conservation of agricultural land.*
        vi. *See Page 68 – Nature Based Recreation such as hunting, fishing, and boating are all supported by the proposed rezone and associated facility.*
        vii. *86 % of the respondents to the Public Outreach (survey) Report indicated ranked natural spaces as the most important recreation opportunities.*
        viii. *Agriculture Policy P12.01.02 – Encourage non-agricultural related development in cities, areas of city impact and other clearly defined and planned development areas.*
        ix. *Storage is an allowed use in C-2.*
5. Conditional Rezone – explanation of concept plan; proposed condition(s) of approval.
    a. *The concept plan and site usage is explained above*
    b. *The developer / property owner anticipates that until the site is eligible for annexation into the City of Nampa or there is a change in development activity / conditions surrounding the site the site usage will remain as proposed. This time period is anticipated to be 5-7 years.*

The proposed Conditional Rezone to C-2 provides a needed service to the surrounding residences *and* preserves active agriculture until the site is better suited for the future land use indicated on the City of Nampa Future Land Use Map.

Please do not hesitate to reach out if you have questions or need additional materials.

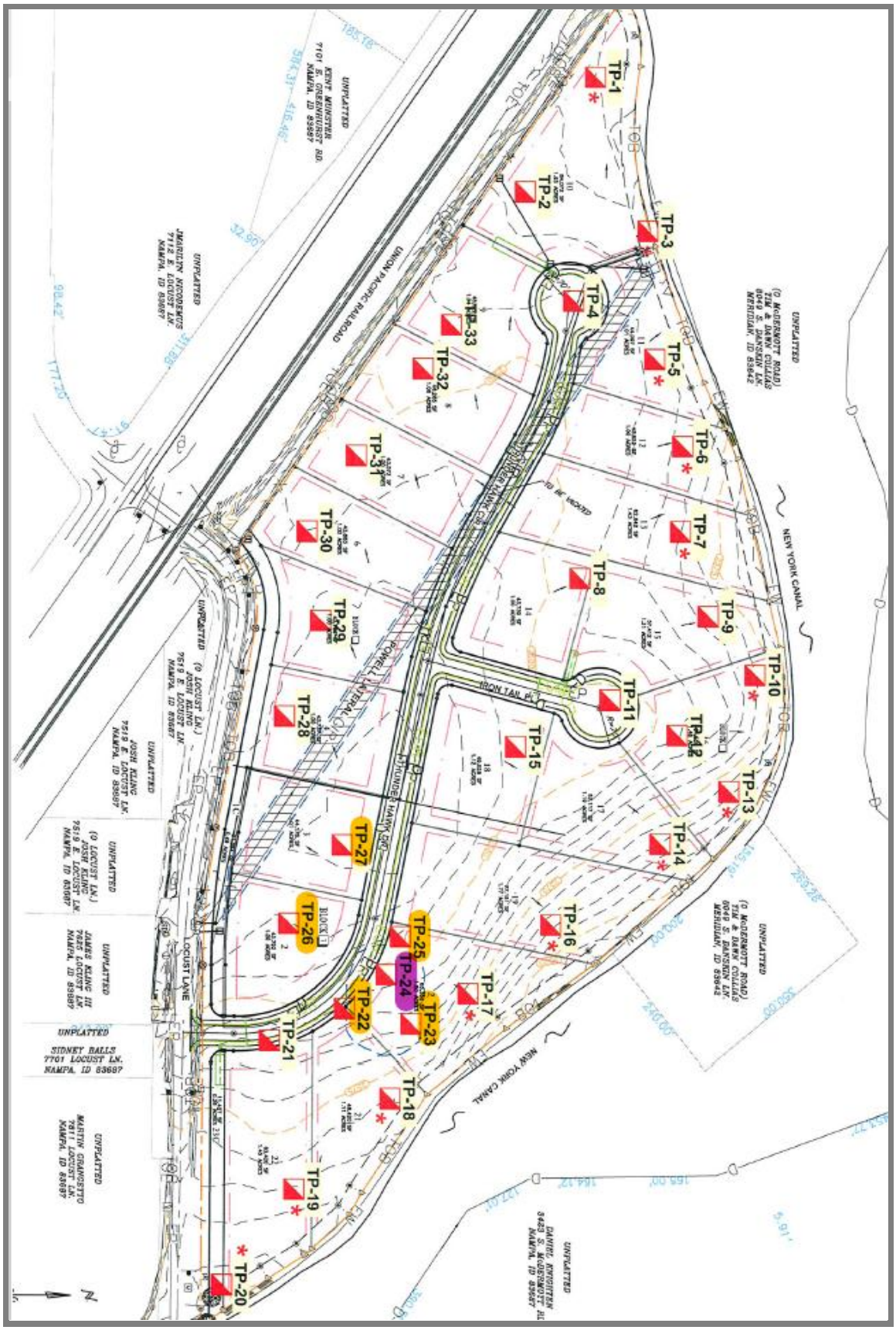
Approval of the requested Conditional Rezone is respectfully requested.

Best regards,

RILEY PLANNING SERVICES LLC

P. Constantikes

Penelope Constantikes
Principal


TP-1
TP-2
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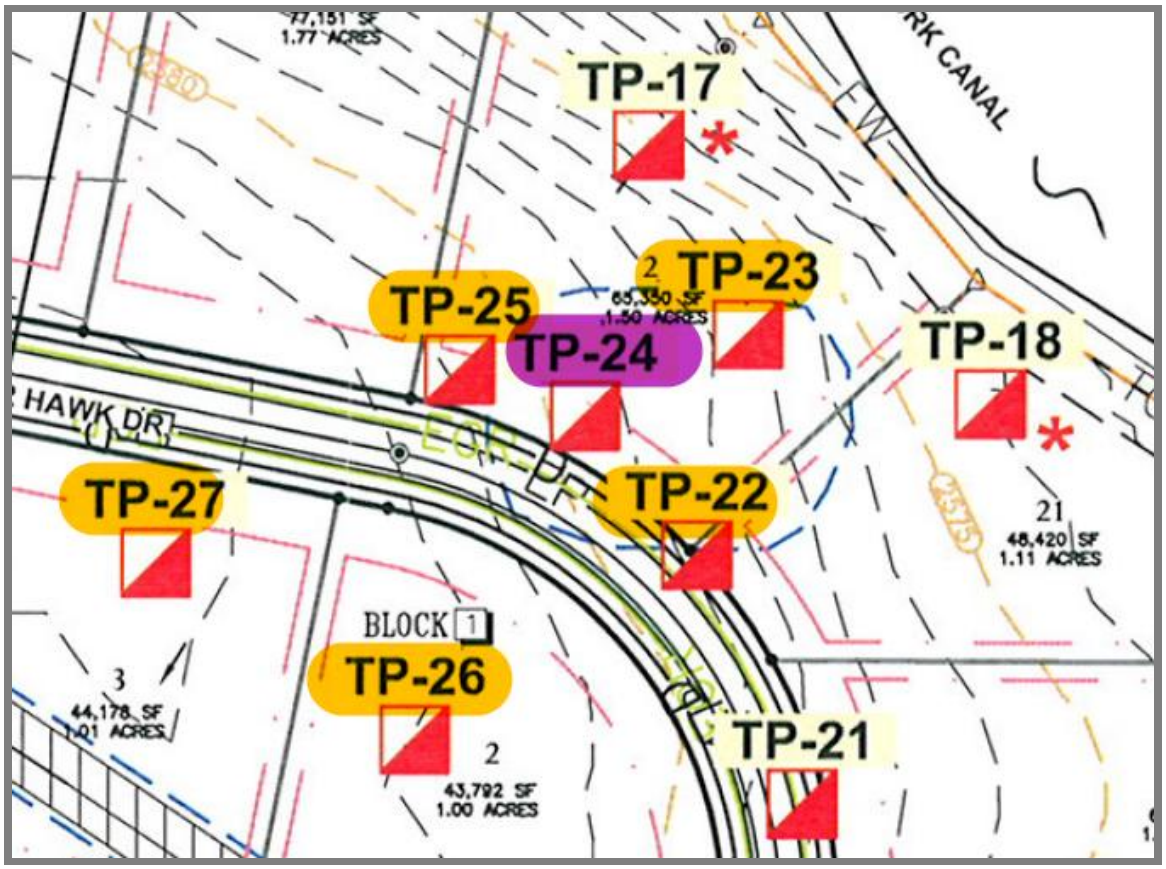
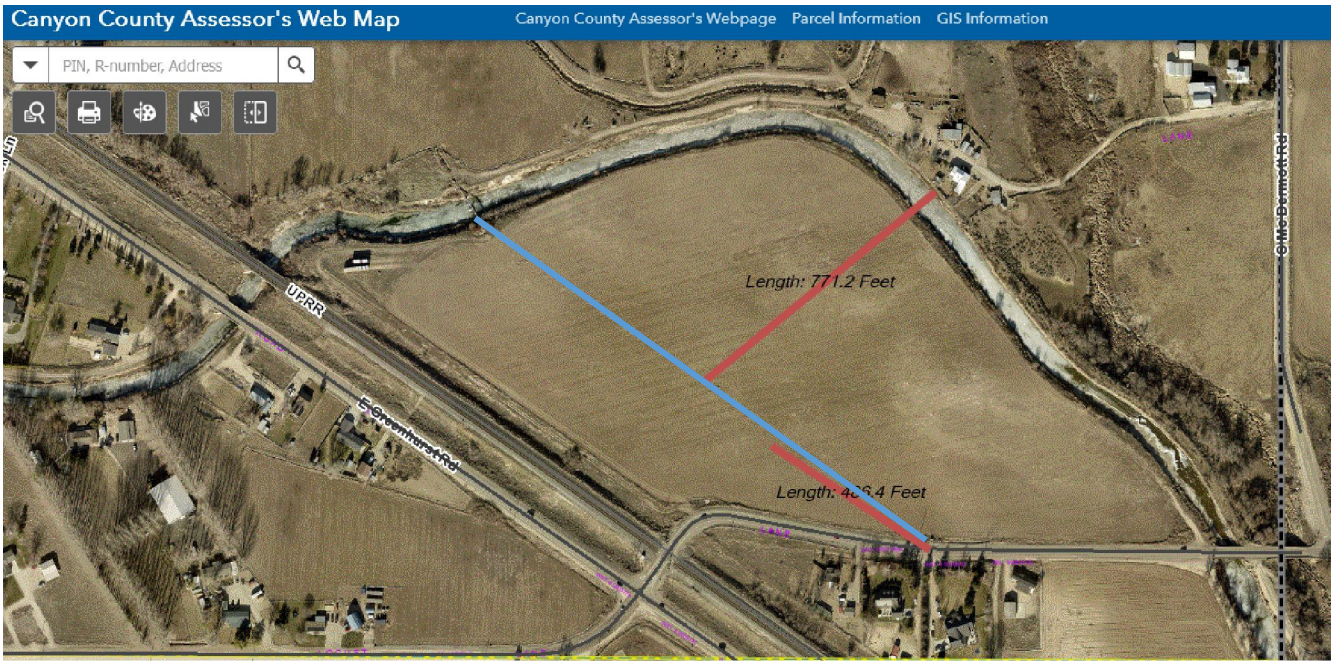
TP-33
UNION PACIFIC RAILROAD
NEW YORK CANAL
POWELL TERRACE
IRON TAIL PL
THUNDER HAMPTON DR
LOCUST LANE
UNPLATTED
KENT MUNSTER
9101 E. GREENHURST RD.
NAMPA, ID 83687
JMARILYN NYCOREMOS
7112 E. LOCUST LN.
NAMPA, ID 83687
JOSH KLANG
7519 E. LOCUST LN.
NAMPA, ID 83687
JAMES KLANG III
7625 LOCUST LN
NAMPA, ID 83687
SIDNEY BALLS
7701 LOCUST LN.
NAMPA, ID 83687
MARTIN GRAMSETTO
7811 LOCUST LN.
NAMPA, ID 83687
DANIEL KNUDSEN
3425 S. MERIDIAN RD.
NAMPA, ID 83687
N

Exhibit A.12



- * Locations of Piezometers
- Rope, brick, trash debris at 0-12 feet; 10 to 15 passenger & tractor tires at 5 to 10’ feet
- **Test pit log checked for debris**

Exhibit A.12


Canyon County Assessor's Web Map
Canyon County Assessor's Webpage
Parcel Information
GIS Information
PIN, R-number, Address
UPRR
Length: 771.2 Feet

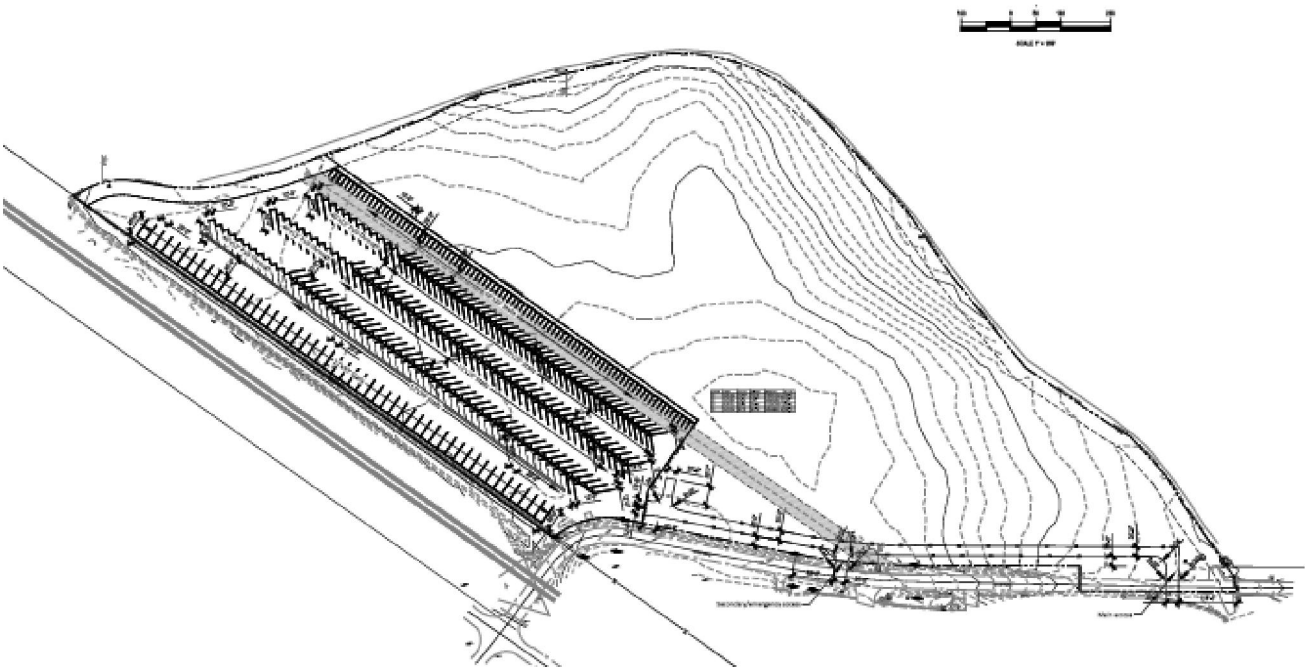


Exhibit A.12

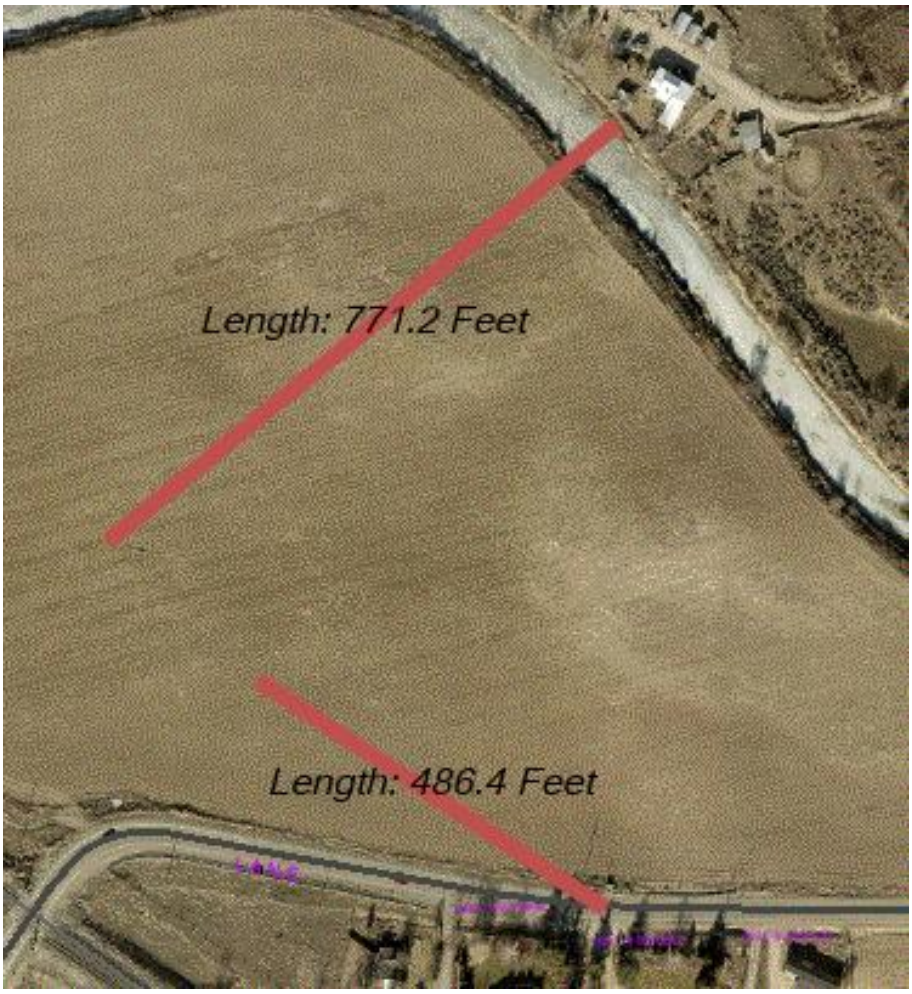


Exhibit A.12

Kimley»Horn

Table ES-2 – Findings and Potential Mitigations

2025 Existing Conditions	
Findings	• All study area intersections operate at acceptable levels. • A total of seven crashes were recorded at study area intersections in the most recent five-year period. Three crashes occurred at the Locust Lane / Greenhurst Road intersection, with all three of these (100%) being property damage only. Four crashes occurred at the Locust Lane / McDermott Road intersection, two of these (50%) were property damage only, and the other two (50%) were injury accidents.
Potential Mitigations	• No mitigations are recommended.
Turn Lane Analysis	• A westbound right turn lane at the Locust Lane & McDermott Road intersection is warranted.
2027 Background Conditions	
Findings	• All study area intersections operate at acceptable levels.
Potential Mitigations	• No mitigations are recommended
Turn Lane Analysis	• None.
2027 Plus Project Conditions	
Findings	• All study area intersections operate at acceptable levels.
Potential Mitigations	• No mitigations are recommended.
Turn Lane Analysis	• None.

Table 3 – Project Trip Generation

Land Use Type	ITE Land Use Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Mini-Warehouse	151	4.86	486	87	3	3	6	4	4	8

The proposed development is expected to generate 87 new daily trips, with 6 new trips occurring in the AM peak hour and 8 new trips occurring in the PM peak hour.

It should be noted that the proposed site is intended to be an RV storage facility which is expected to generate little to no trips during the weekday AM and PM peak hours. ITE Land Use Code 151 was determined to be a suitable replacement land use code.

EXHIBIT B

Supplemental Documents

Planning & Zoning Commission

Case# CR2025-0005

Hearing date: August 7, 2025

CANYON COUNTY DEVELOPMENT SERVICES MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THIS PARCEL INFORMATION TOOL.

R28836 PARCEL INFORMATION REPORT

7/29/2025 4:11:48 PM

PARCEL NUMBER:	R28836
OWNER NAME:	DESCHUTES INVESTMENTS LLC
CO-OWNER:	
MAILING ADDRESS:	PO BOX 1611 MERIDIAN ID 83680
SITE ADDRESS:	0 E LOCUST LN
TAX CODE:	1440000
TWP:	2N **RNG:** 1W **SEC:** 05 **QUARTER:** SE
ACRES:	32.28
HOME OWNERS EXEMPTION:	No
AG-EXEMPT:	Yes
DRAIN DISTRICT:	NOT In Drain Dist
ZONING DESCRIPTION:	AG / AGRICULTURAL
HIGHWAY DISTRICT:	NAMPA HWY DIST #1
FIRE DISTRICT:	NAMPA FIRE
SCHOOL DISTRICT:	NAMPA SCHOOL DIST #131
IMPACT AREA:	NAMPA
FUTURE LAND USE 2011-2022 :	AG
FLU Overlay Zone Desc 2030:	
FLU RR Zone Desc 2030:	
FUTURE LAND USE 2030:	AG
IRRIGATION DISTRICT:	BOISE PROJECT BOARD OF CONTROL \ NAMPA & MERIDIAN IRRIGATION DISTRICT
FEMA FLOOD ZONE:	X **FLOODWAY:** NOT In FLOODWAY **FIRM PANEL:** 16027C0411F
WETLAND:	Riverine
NITRATE PRIORITY:	ADA CANYON
FUNCTIONAL Classification:	PRINCIPAL ARTERIAL
INSTRUMENT NO. :	2025007008
SCENIC BYWAY:	NOT In Scenic Byway
LEGAL DESCRIPTION:	05-2N-1W SE SE N OF RR& S OF NEW YORK CANAL LS TX24, 9557, 04710, 04711 & LS RD & LS THAT PT NE OF RR & S OF RD
PLATTED SUBDIVISION:	
SMALL CITY ZONING:	
SMALL CITY ZONING TYPE:	

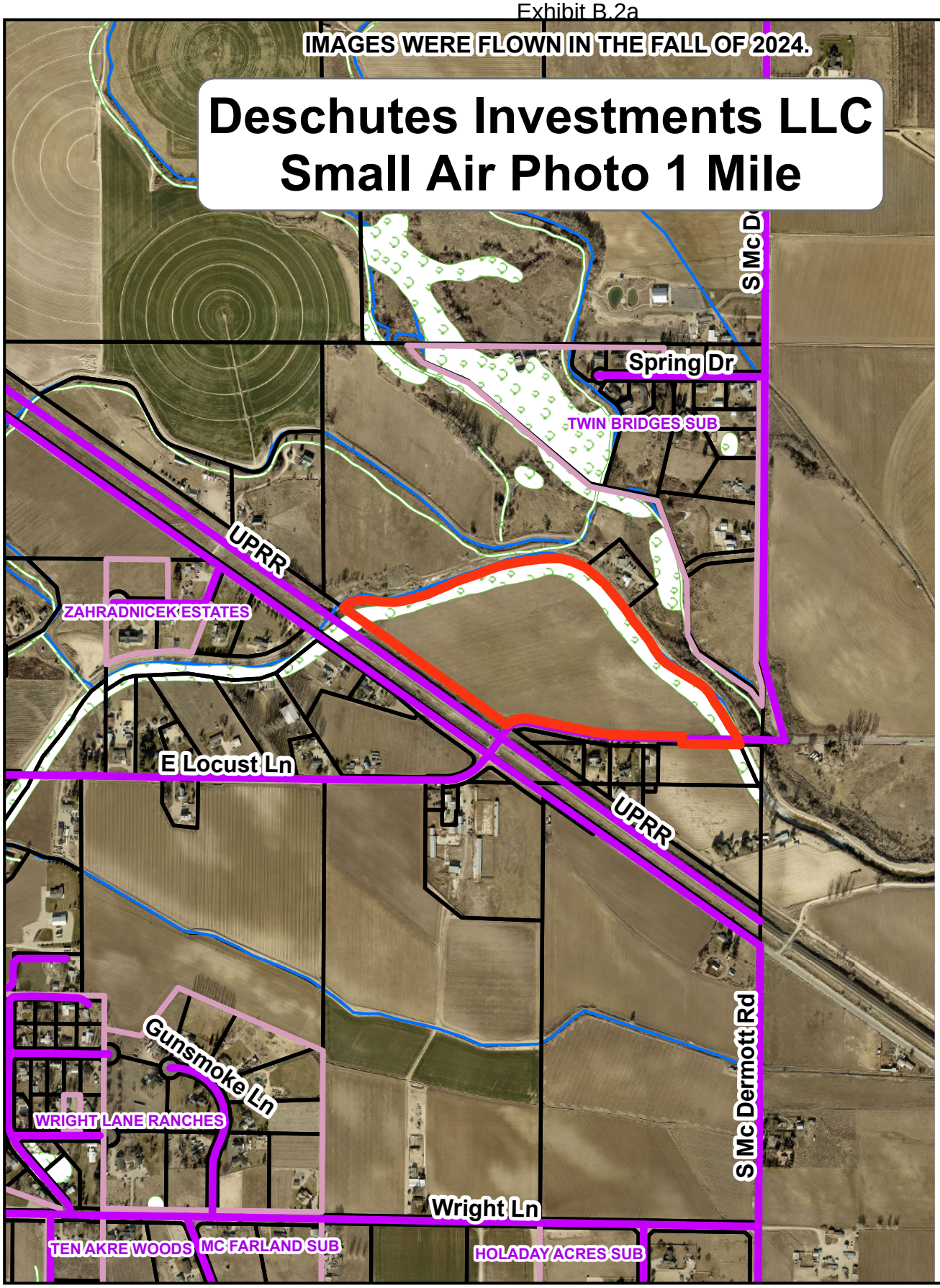
DISCLAIMER:

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 THE USE OR MISUSE OF THIS PARCEL INFORMATION TOOL OR ANY OF THE INFORMATION CONTAINED HEREIN.

IMAGES WERE FLOWN IN THE FALL OF 2024.

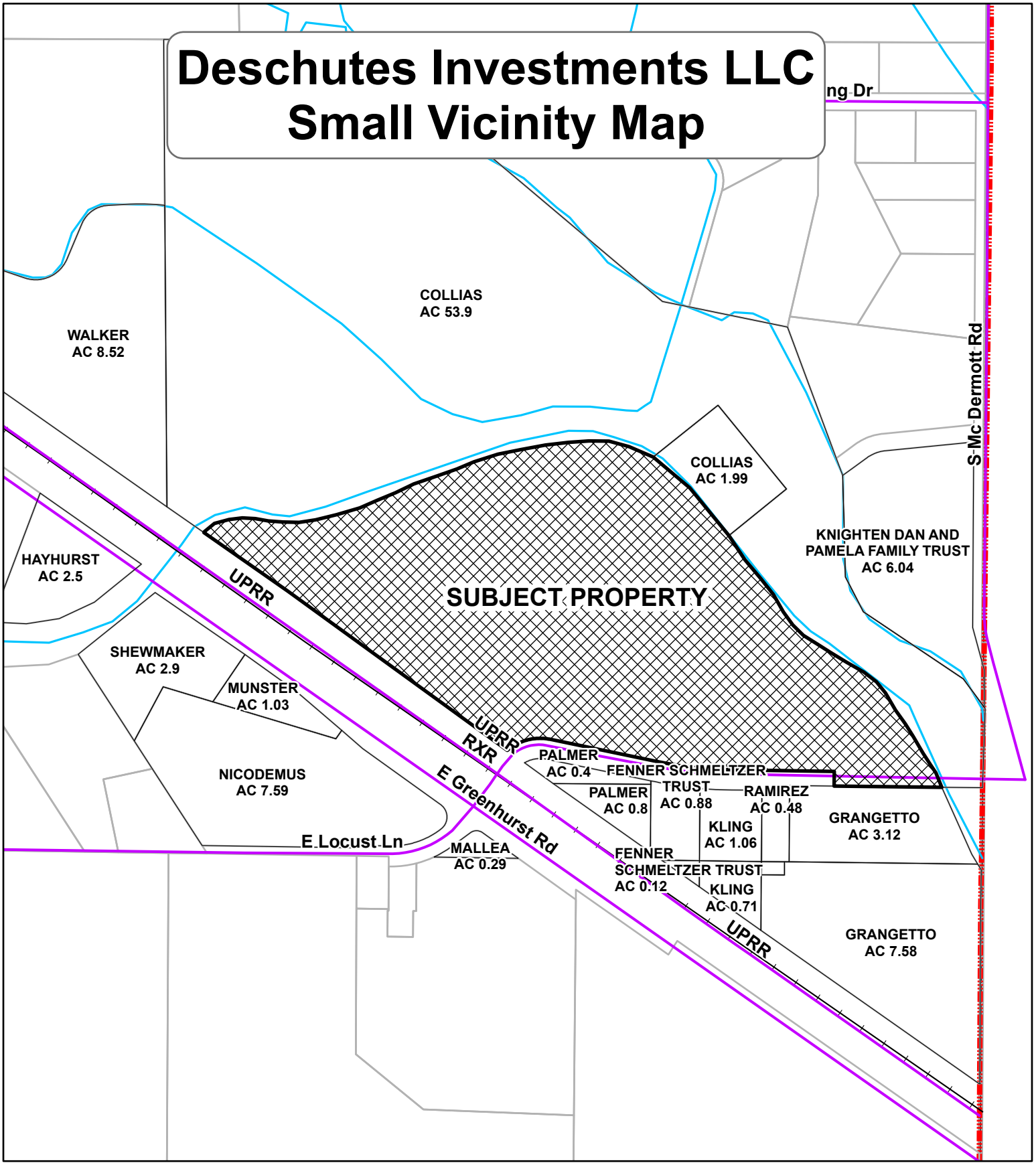
Deschutes Investments LLC
Small Air Photo 1 Mile



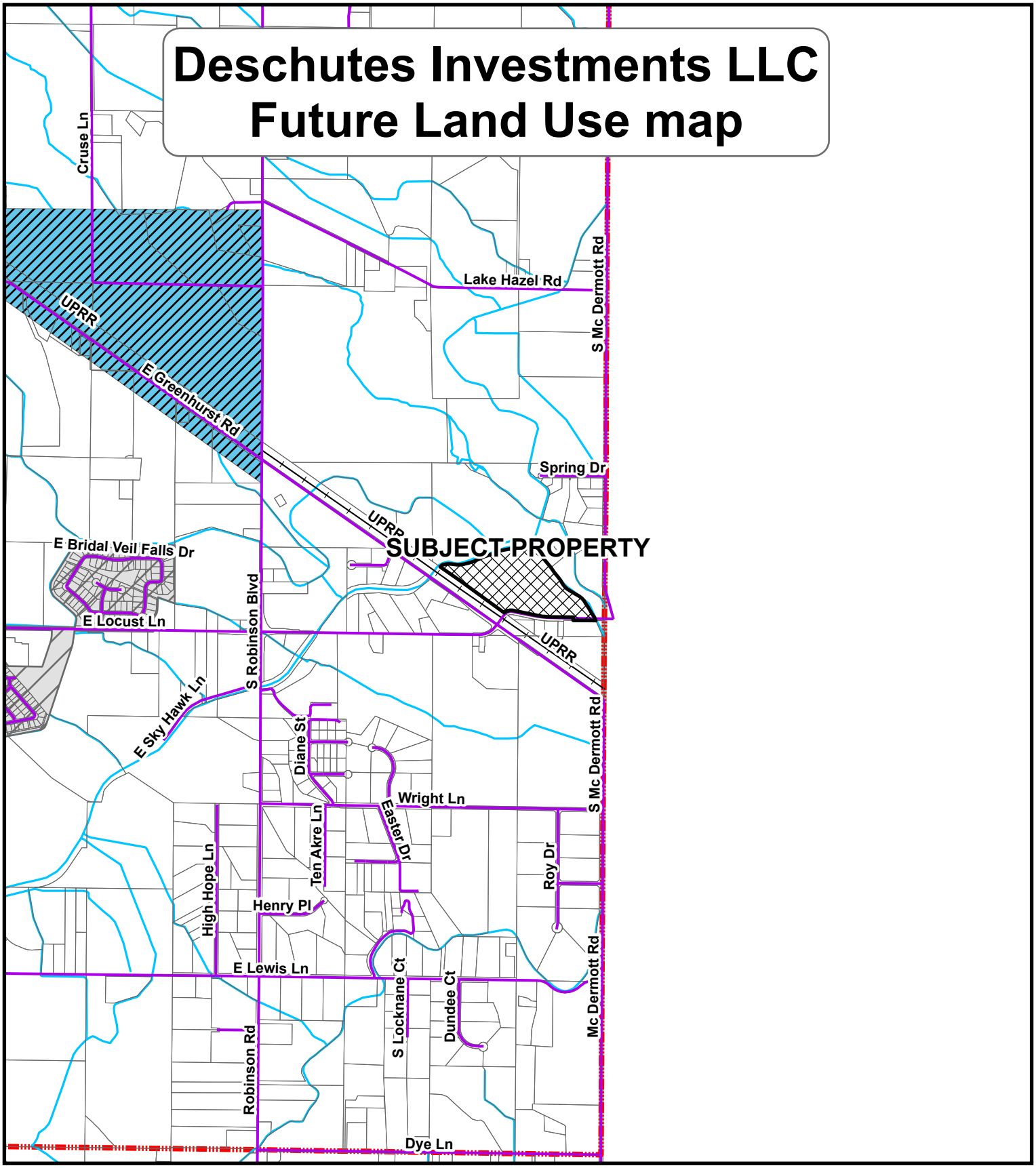
City_Limits
Wetlands

0 0.25 0.5 Miles

Deschutes Investments LLC
Small Vicinity Map



Deschutes Investments LLC
Future Land Use map



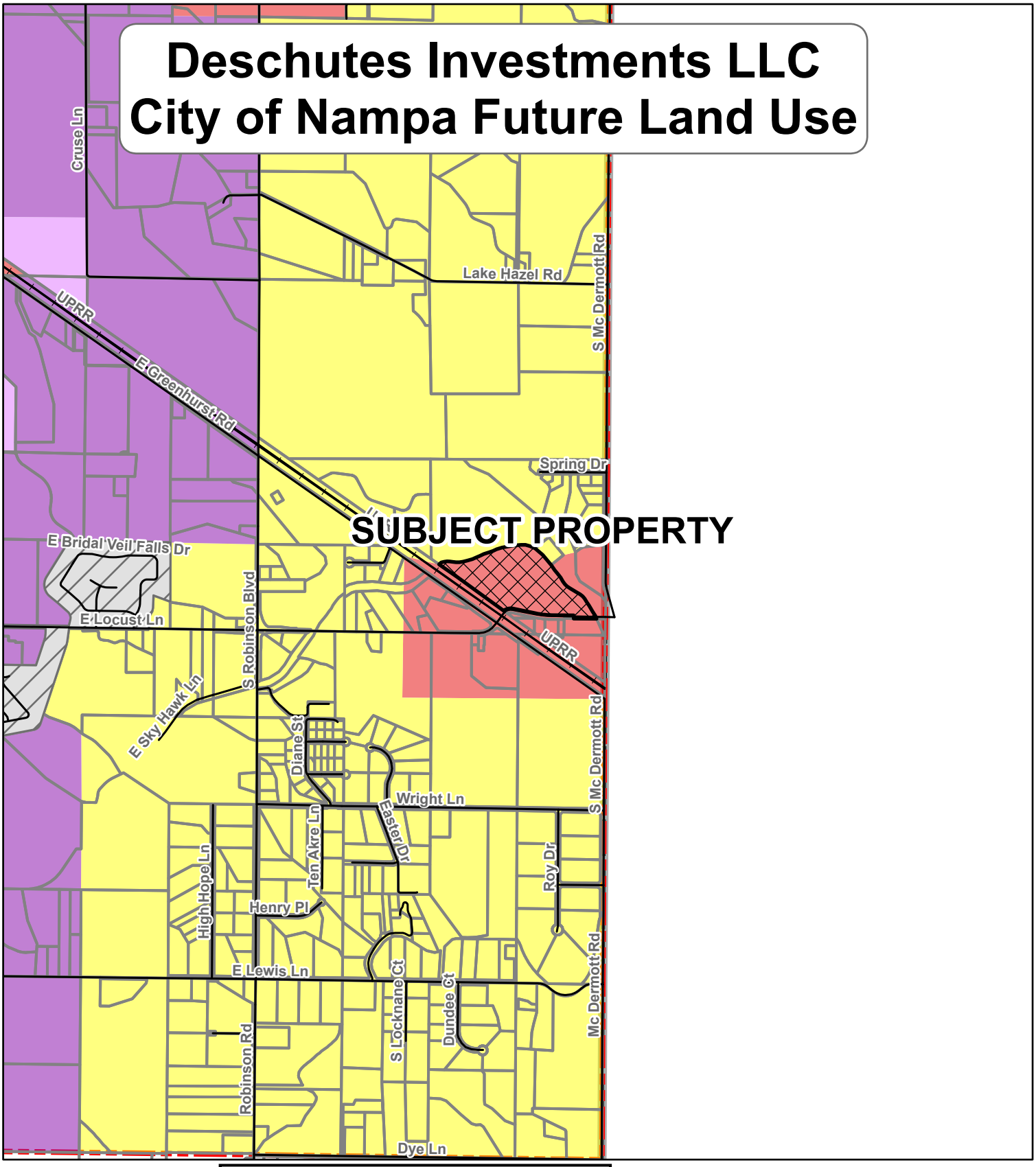
Legend

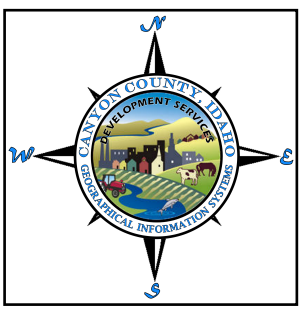
Future Land Use 2030

- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

0 0.5 1 Miles

Deschutes Investments LLC
City of Nampa Future Land Use





NampaCompPlan

- Agricultural
- Airport
- Commercial
- Downtown
- Education, Public Administration, Healthcare and Other Institutions
- Industrial
- Parks
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Mixed Use
- Community Mixed Use

0 0.5 1 Miles

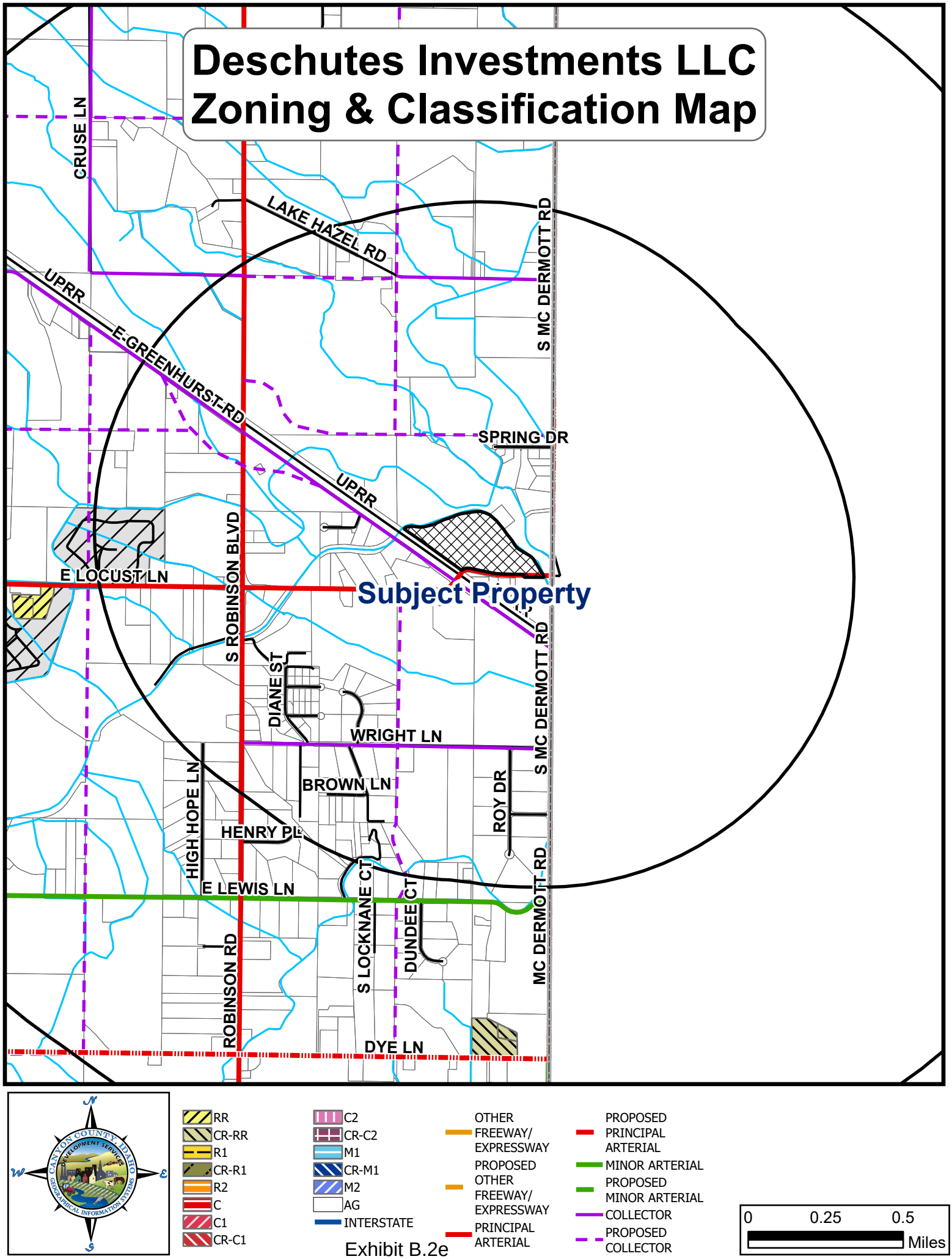
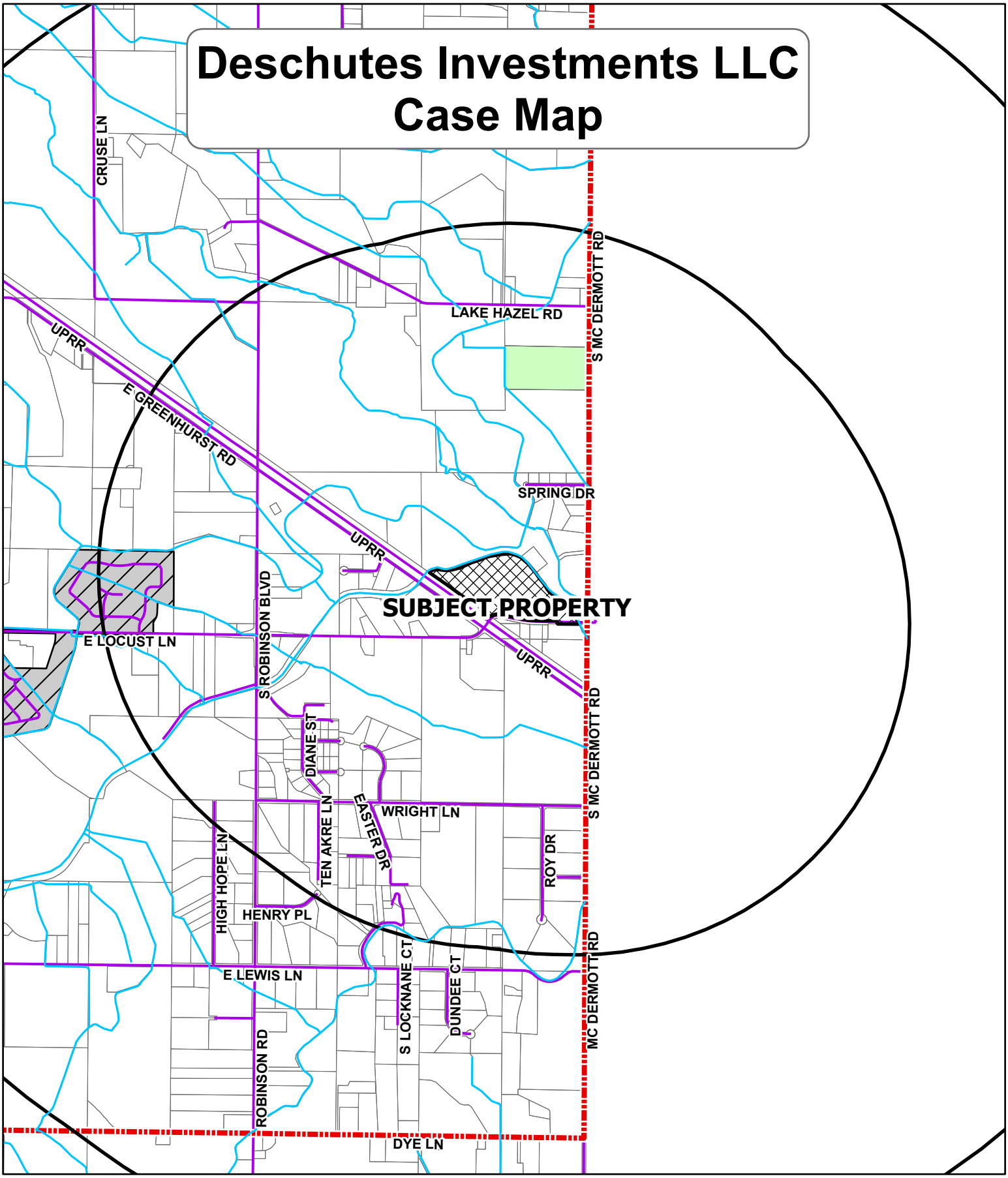

Deschutes Investments LLC
Zoning & Classification Map
CRUSE LN
LAKE HAZEL RD
S MC DERMOTT RD
UPRR
E GREENHURST RD
SPRING DR
UPRR
E LOCUST LN
S ROBINSON BLVD
Subject Property
DIANE ST
WRIGHT LN
S MC DERMOTT RD
HIGH HOPE LN
BROWN LN
ROY DR
HENRY PL
E LEWIS LN
S LOCKNANE CT
DUNDEE CT
MC DERMOTT RD
ROBINSON RD
DYE LN
CANYON COUNTY, IDAHO
DEVELOPMENT SERVICES
GEOGRAPHICAL INFORMATION SYSTEMS
RR
CR-RR
R1
CR-R1
R2
C
C1
CR-C1
C2
CR-C2
M1
CR-M1
M2
AG
INTERSTATE
OTHER FREEWAY/ EXPRESSWAY
PROPOSED OTHER FREEWAY/ EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR
PROPOSED COLLECTOR
0
0.25
0.5
Miles

Exhibit B.2e

Deschutes Investments LLC Case Map



Year
2020
2021
2022
2023
2024
2025

0 0.5 1 Miles

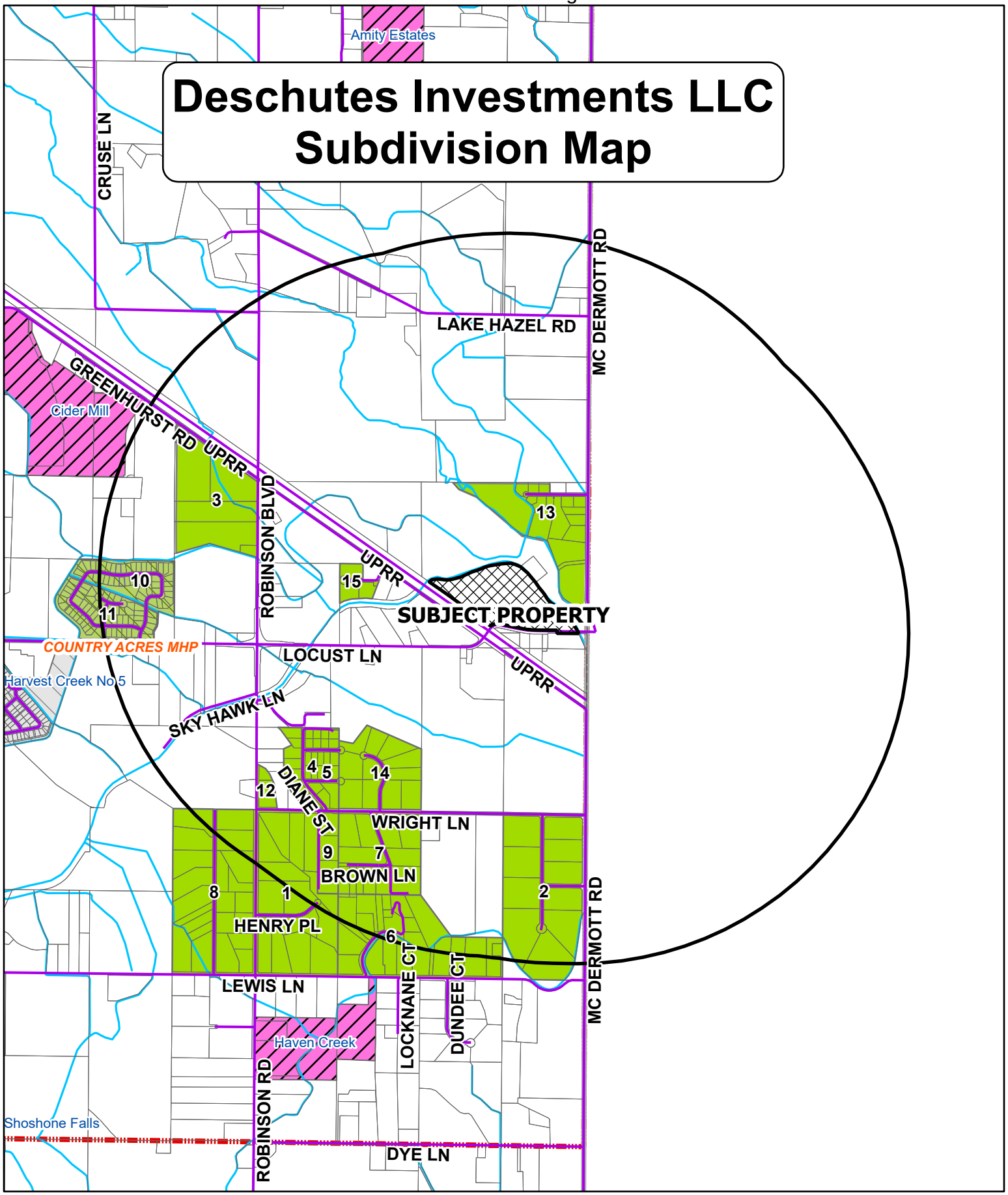
CASE SUMMARY

ID	CASENUM	REQUEST	CASENAME	FINALDECIS
1	CU2024-0012	CUP for Public Use/Quasi-Public Use, Contractor Shop, and Staging Area	Nampa & Meridian Irrigation District	APPROVED

Exhibit B.2f

Exhibit B.2g

Deschutes Investments LLC Subdivision Map



SUBDIVISIONS

Plat Type,Plat Status

- Preliminary,Approved
- Preliminary,Pending
- MOBILE HOME PARKS

Exhibit B.2g

0 0.5 1 Miles

Exhibit B.2g

SUBDIVISION & LOT REPORT

NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
15	541.33	267	2.03

NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
1	93.73	420	0.22

NUMBER OF LOTS NOTIFIED	AVERAGE	MEDIAN	MINIMUM	MAXIMUM
43	9.80	2.50	0.07	66.47

NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE	MAXIMUM
1	1.82	9.00	5.00	5.00

PLATTED SUBDIVISIONS

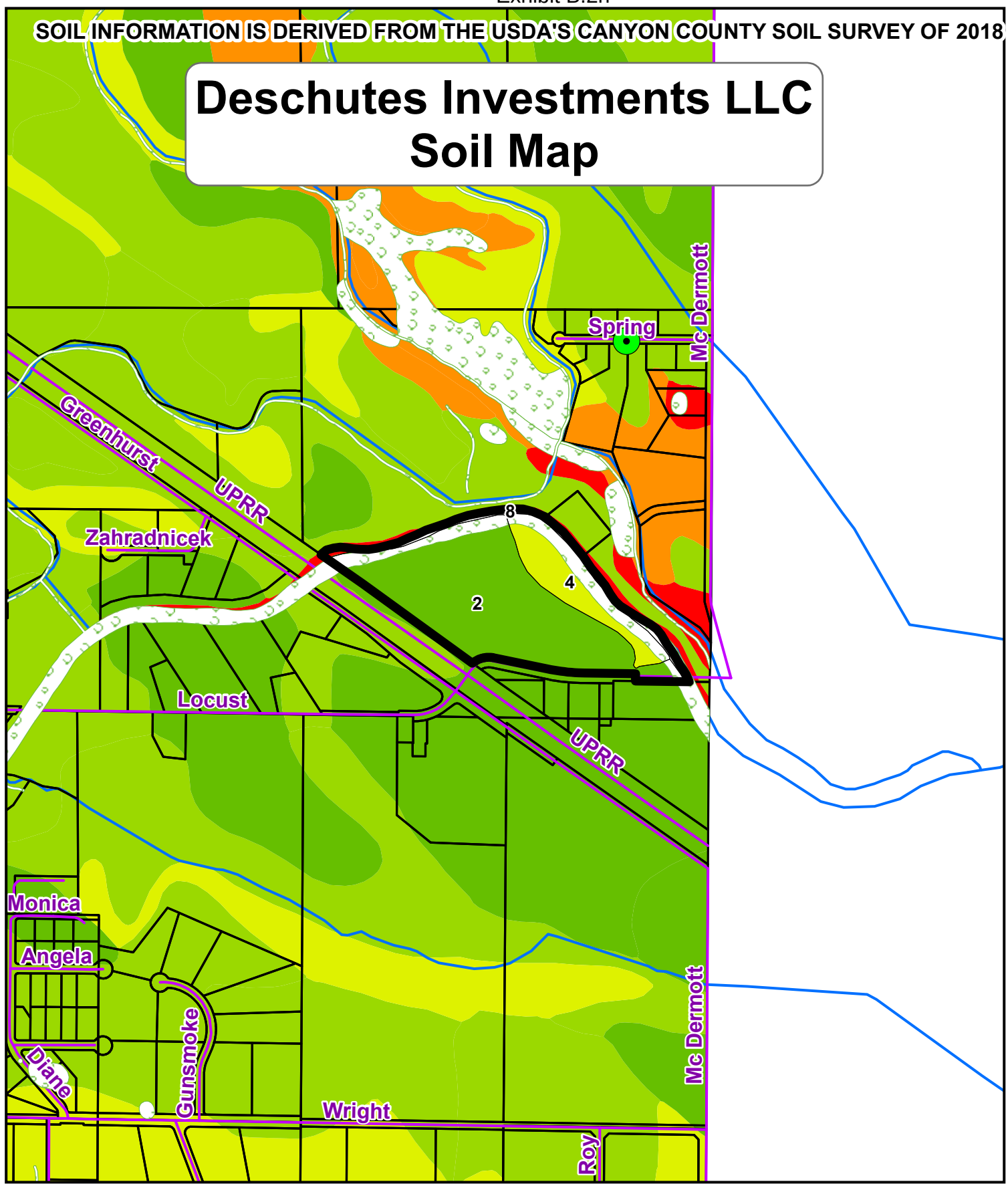
SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF...	Year
HENRY HEIGHTS SUB	1	2N1W08	70.11	14	5.01	COUNTY (Canyon)	1990
HOLADAY ACRES SUB	2	2N1W08	73.50	10	7.35	COUNTY (Canyon)	2007
I-KAN ORCHARD TRACTS	3	2N1W06	46.05	7	6.58	COUNTY (Canyon)	1909
M & M MOUNTAIN VIEW ACRES	4	2N1W08	23.89	30	0.80	COUNTY (Canyon)	1972
M & M MOUNTAIN VIEW ACRES NO. 2	5	2N1W08	0.50	1	0.50	COUNTY (Canyon)	2019
MAMER SUB	6	2N1W08	63.88	20	3.19	COUNTY (Canyon)	1976
MC FARLAND SUB	7	2N1W08	40.06	12	3.34	COUNTY (Canyon)	1973
ROBINSON RANCHETTES	8	2N1W07	80.81	24	3.37	COUNTY (Canyon)	1990
TEN AKRE WOODS	9	2N1W08	10.03	3	3.34	COUNTY (Canyon)	2002
TERRACE FALLS ESTATES SUB NO. 2	10	2N1W	22.13	44	0.50	NAMPA	2024
TERRACE FALLS SUB NO. 1	11	2N1W06	24.96	69	0.36	NAMPA	2023
THOMPSON'S #1 AMEND	12	2N1W08	4.38	3	1.46	COUNTY (Canyon)	1971
TWIN BRIDGES SUB	13	2N1W05	40.05	14	2.86	COUNTY (Canyon)	1972
WRIGHT LANE RANCHES	14	2N1W08	34.72	12	2.89	COUNTY (Canyon)	2002
ZAHRADNICEK ESTATES	15	2N1W05	6.28	4	1.57	COUNTY (Canyon)	2007

SUBDIVISIONS IN PLATTING

SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE
Cider Mill	93.73	420	0.22

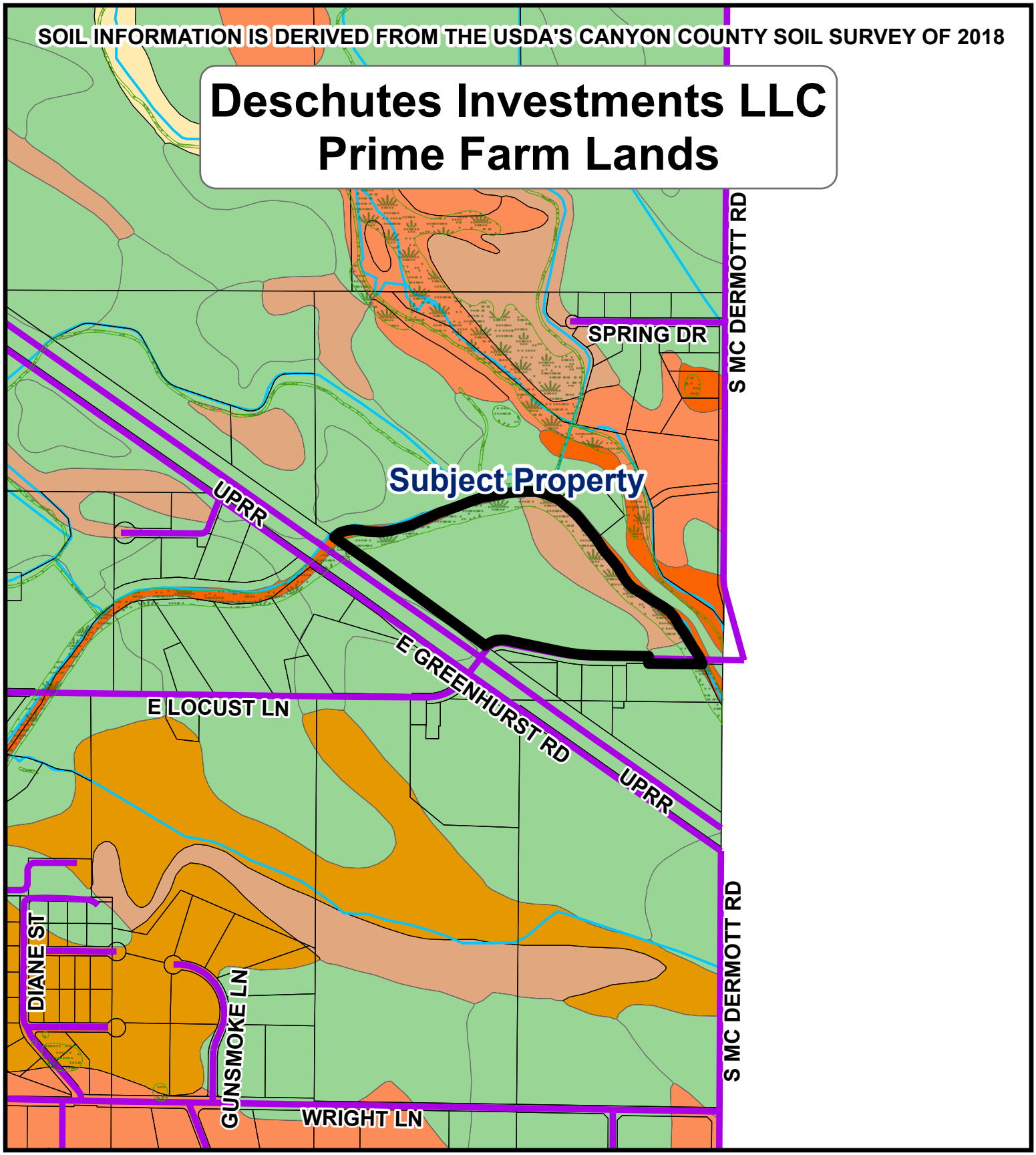
MOBILE HOME & RV PARKS

SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF...
Country Acres MHP	5601 Locust Lane	1.82	9	0.20	Canyon County


SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018
Deschutes Investments LLC
Soil Map
Spring
Mc Dermott
Greenhurst
UPRR
Zahradnicek
8
4
2
Locust
UPRR
Monica
Angela
Diane
Gunsmoke
Wright
Roy
Mc Dermott
Nitrate Priority Wells
0.005000 - 2.000000
2.000001 - 5.000000
5.000001 - 10.000000
10.000001 - 49.800000
IDWR_2C_Geothermal_
Wetlands
0
0.25
0.5
Miles

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

Deschutes Investments LLC
Prime Farm Lands



TAXLOTS
City_Limits
WETLANDS
2C_Hydro

FARMLAND
- Farmland of statewide importance
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Not prime farmland
- Water/Gravel Pit/ Rock outcrop/ Riverwash/ Terrace Escarpments
- Prime farmland if irrigated
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and reclaimed of excess salts and sodium

0 0.125 0.25 Miles

Exhibit B.2h

Exhibit B.2h

SOIL REPORT

SOIL CAPABILITY CLASS	SOIL CAPABILITY	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
4	MODERATELY SUITED SOIL	287862.88	6.61	20.47%
2	BEST SUITED SOIL	1029389.28	23.63	73.21%
8	LEAST SUITED SOIL	88743.58	2.04	6.31%
		1405995.74	32.28	100%

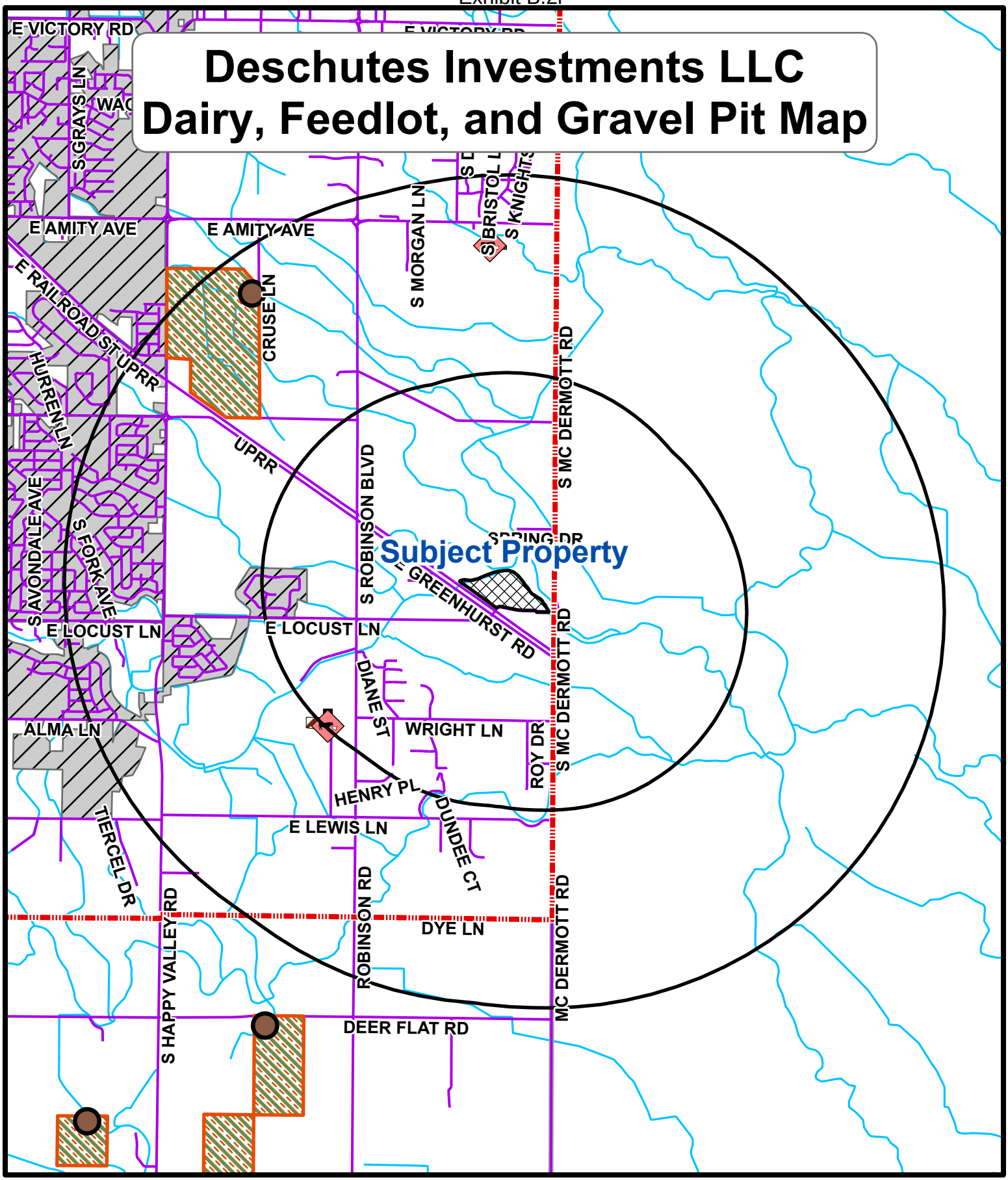
FARMLAND REPORT

SOIL NAME	FARMLAND TYPE	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
PhC	Farmland of statewide importance, if irrigated	287862.88	6.61	20.47%
PpA	Prime farmland if irrigated	1029389.28	23.63	73.21%
W	Water	88743.58	2.04	6.31%
		1405995.74	32.28	100%

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

GRADE	SOILTYPE
1	BEST SUITED SOIL
2	BEST SUITED SOIL
3	MODERATELY SUITED SOIL
4	MODERATELY SUITED SOIL
5	LEAST SUITED SOIL
6	LEAST SUITED SOIL
7	LEAST SUITED SOIL
8	LEAST SUITED SOIL
9	LEAST SUITED SOIL

Deschutes Investments LLC
Dairy, Feedlot, and Gravel Pit Map



FEEDLOTS

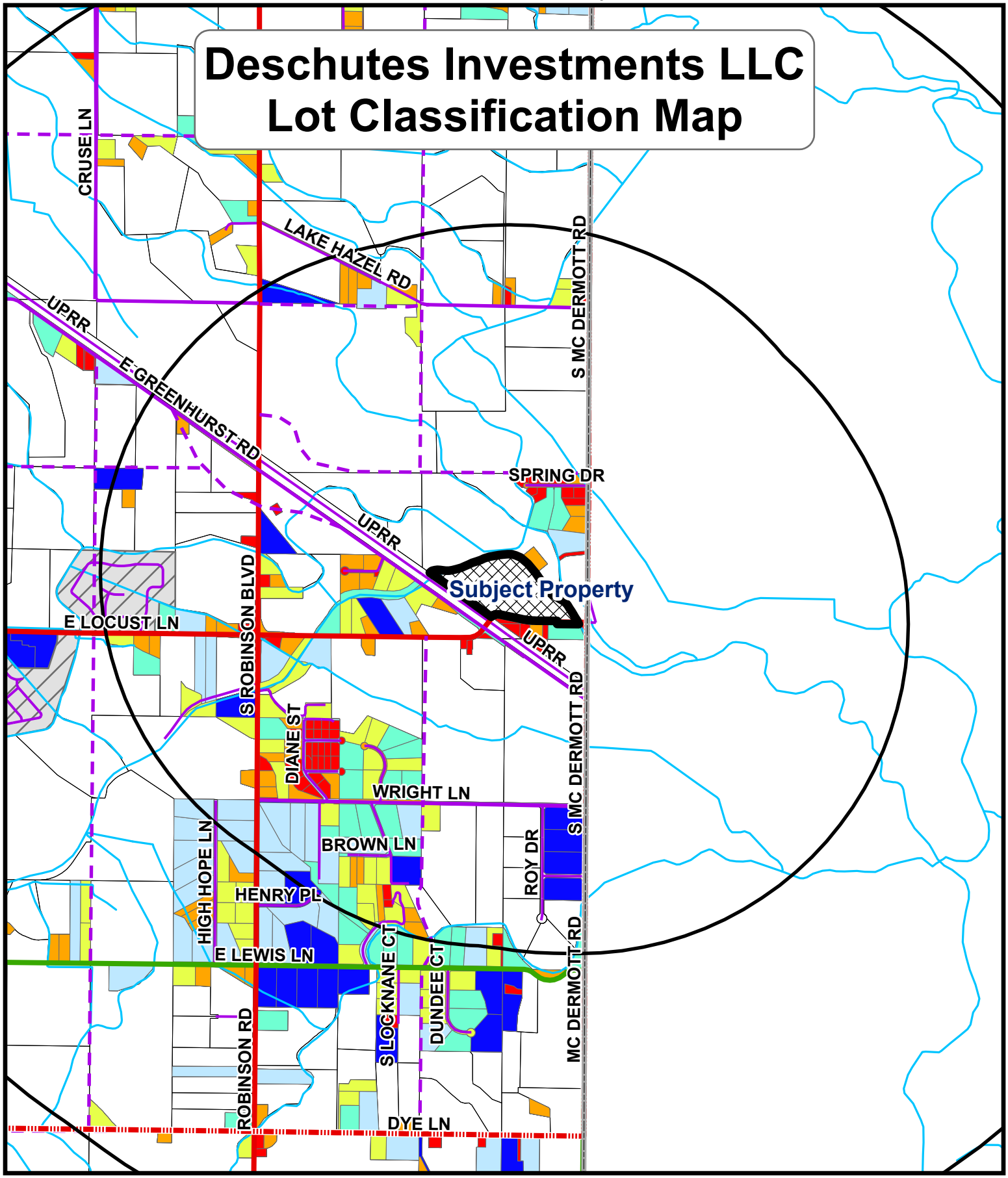
DAIRIES

GRAVELPITS

0 0.75 1.5 Miles

Exhibit B.2i

Deschutes Investments LLC
Lot Classification Map



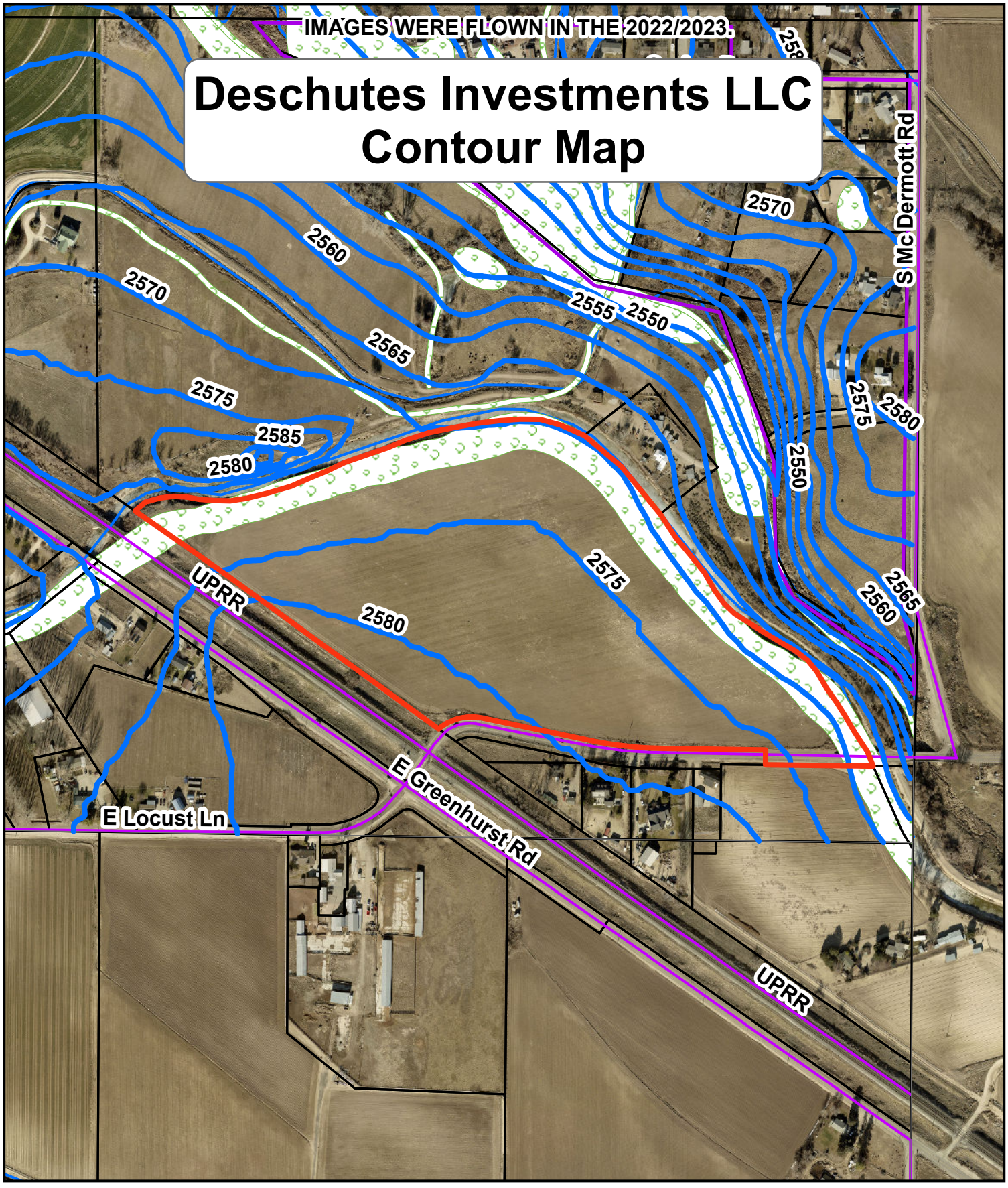
Lot Size

- 0.0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0
- 4.1 - 5.0
- 5.1 - 6.0

- INTERSTATE
- OTHER FREEWAY/ EXPRESSWAY
- PROPOSED OTHER FREEWAY/ EXPRESSWAY
- PRINCIPAL ARTERIAL
- PROPOSED PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PROPOSED MINOR ARTERIAL
- COLLECTOR
- PROPOSED COLLECTOR

Exhibit B.2j

0 0.25 0.5 Miles


IMAGES WERE FLOWN IN THE 2022/2023.
Deschutes Investments LLC
Contour Map
S McDermott Rd
E Locust Ln
E Greenhurst Rd
UPRR
UPRR
2570
2560
2570
2555
2550
2565
2575
2585
2580
2575
2580
2550
2575
2580
2560
2565
Legend
SUBJECT_PROPERTY
TaxParcels
SectionContours
Wetlands
0
200
400
600
Feet

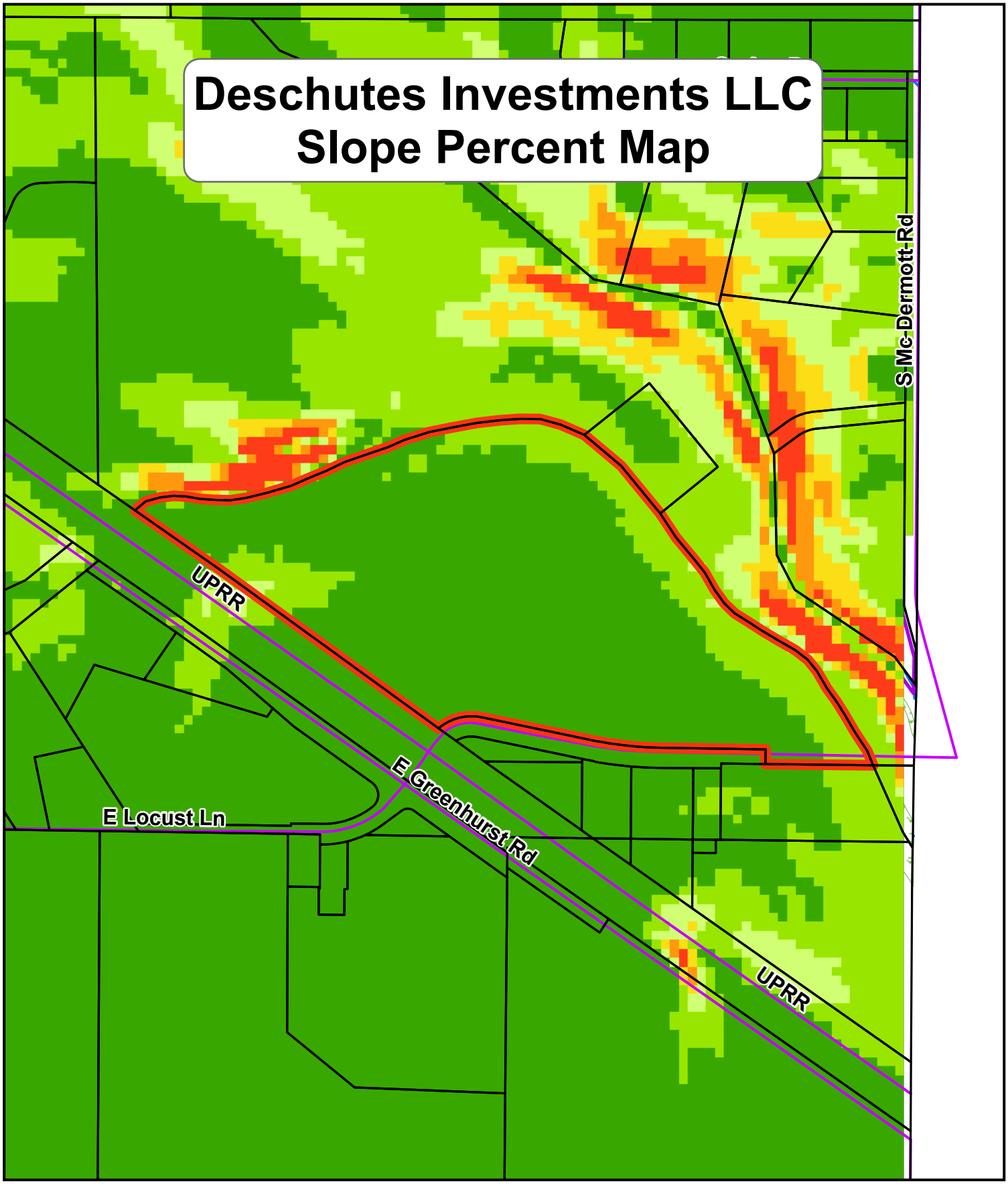
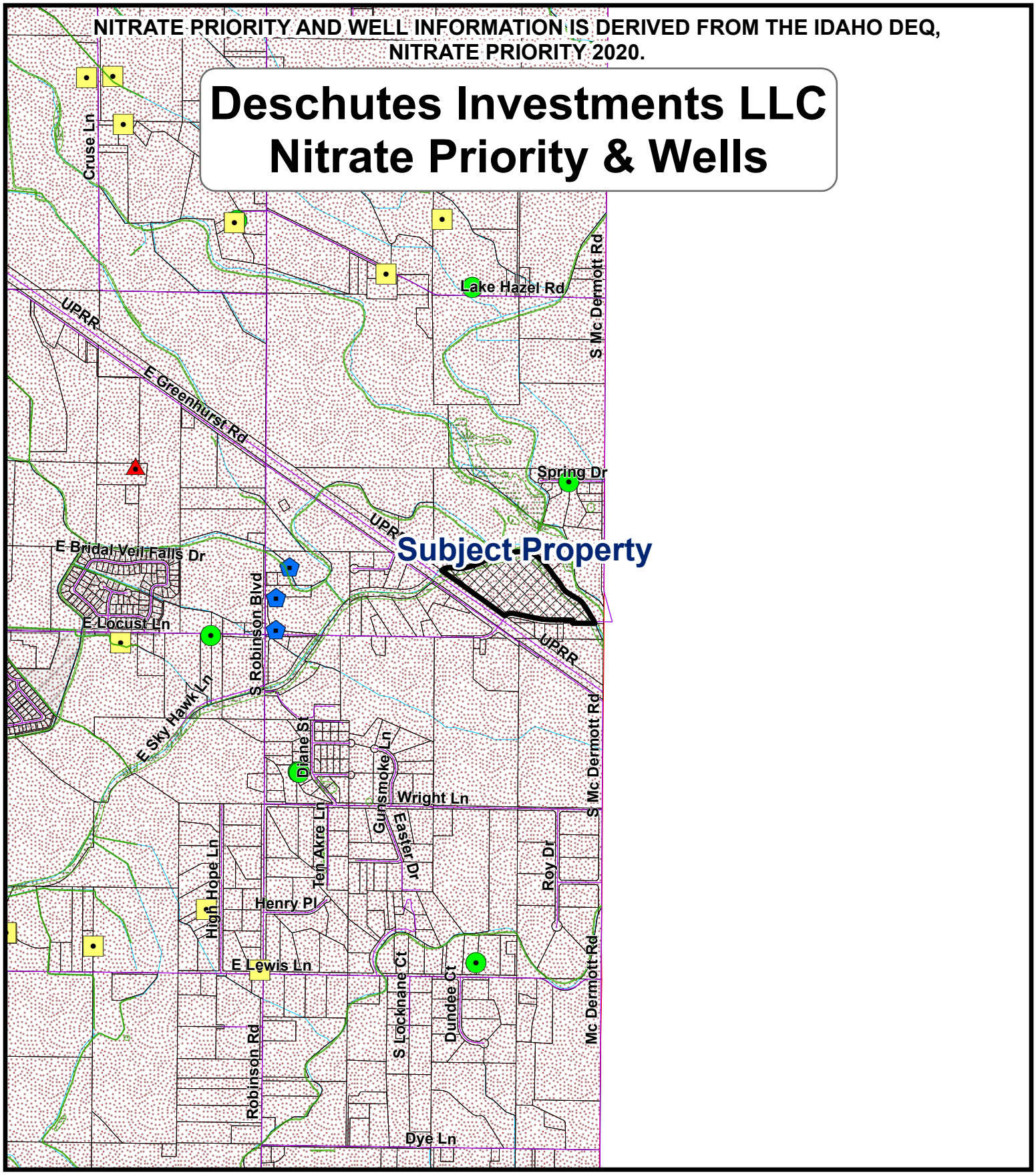

Deschutes Investments LLC
Slope Percent Map
S Mc Dermott Rd
UPRR
E Greenhurst Rd
E Locust Ln
UPRR
Slope Percent
0.001 - 3
3.001 - 6
6.001 - 9
9.001 - 12
12.001 - 14.999
15 - 202.718
0
200
400
600
Feet

Exhibit B.2k

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

Deschutes Investments LLC
Nitrate Priority & Wells



GEO-THERMAL LOCATIONS

WETLANDS

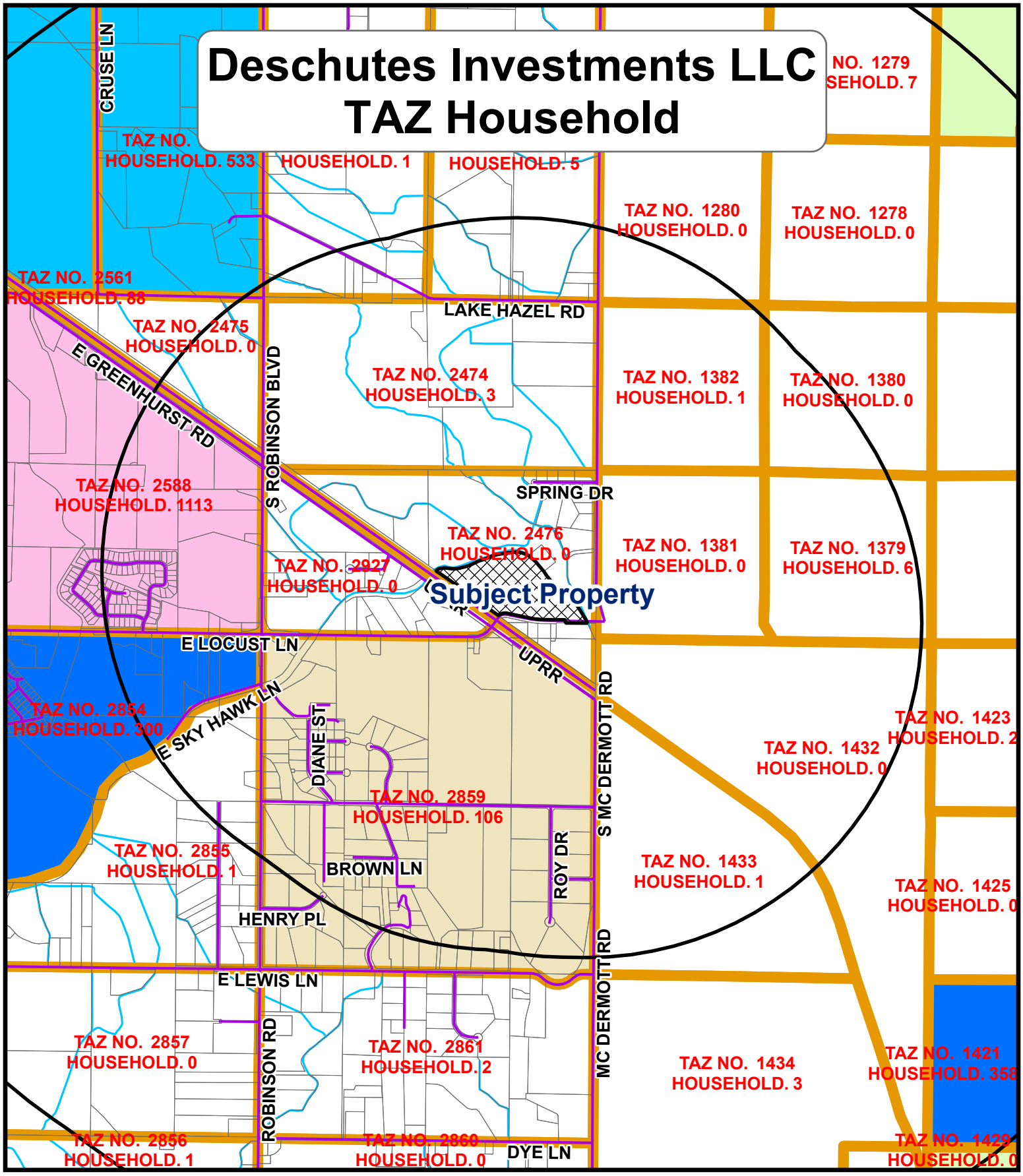
NITRATE_PRIORITY

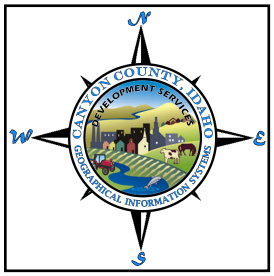
DEQ WELLS
N03_MGL

- 0.005 - 2.00
- 2.000001 - 5.00
- 5.0000001 - 10.00
- 10.000001 - 49.80

0 0.5 1 Miles

Exhibit B.2m



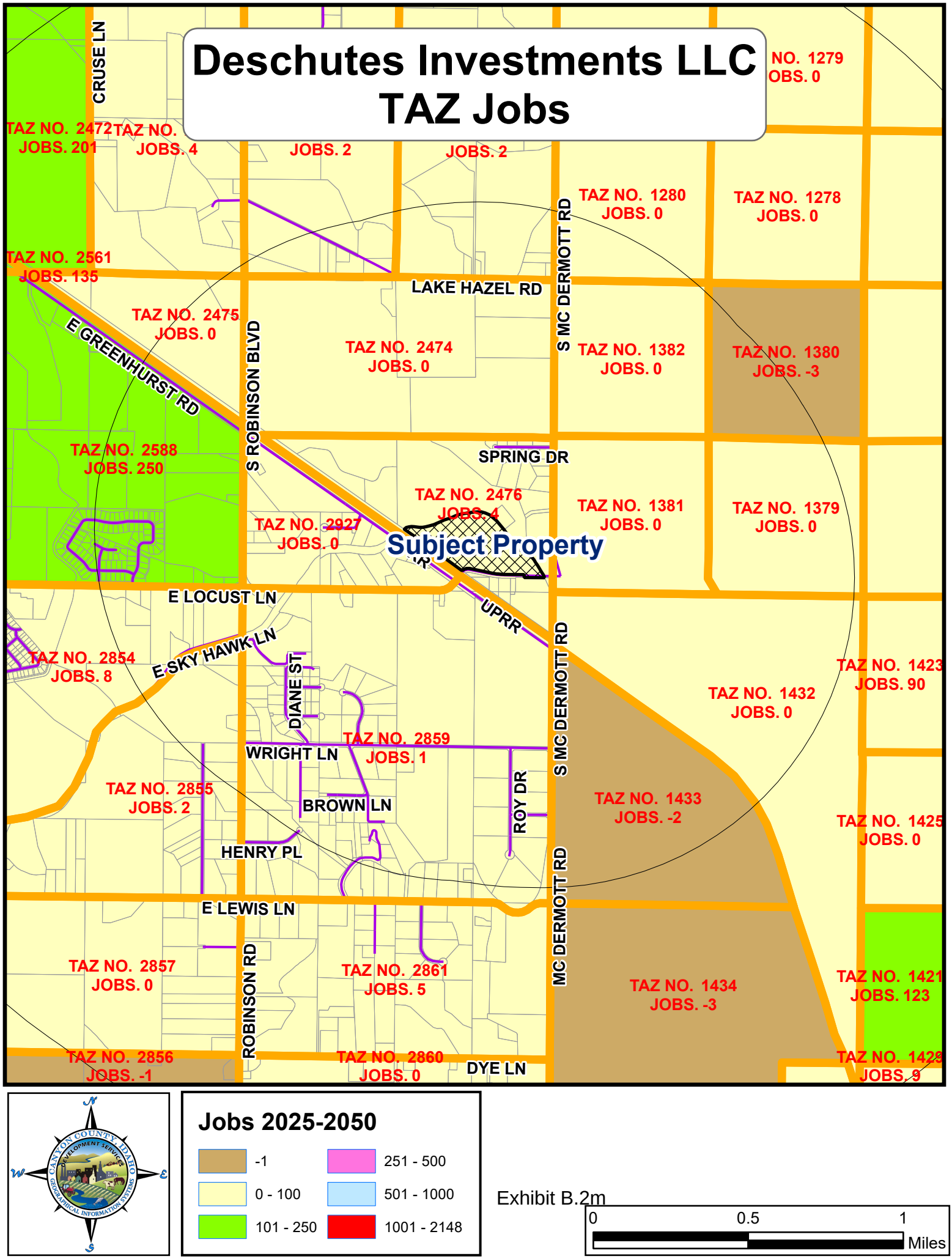


House Hold 2025-2050

-4 - 50	251 - 500
51 - 150	501 - 750
151 - 250	751 - 1263

Exhibit B.2m

0 0.5 1 Miles


Deschutes Investments LLC
TAZ Jobs
CRUSE LN
TAZ NO. 2472
JOBS. 201
TAZ NO.
JOBS. 4
JOBS. 2
JOBS. 2
NO. 1279
OBS. 0
TAZ NO. 1280
JOBS. 0
TAZ NO. 1278
JOBS. 0
TAZ NO. 2561
JOBS. 135
LAKE HAZEL RD
S MC DERMOTT RD
TAZ NO. 2475
JOBS. 0
E GREENHURST RD
S ROBINSON BLVD
TAZ NO. 2474
JOBS. 0
TAZ NO. 1382
JOBS. 0
TAZ NO. 1380
JOBS. -3
TAZ NO. 2588
JOBS. 250
SPRING DR
TAZ NO. 2476
JOBS. 4
TAZ NO. 1381
JOBS. 0
TAZ NO. 1379
JOBS. 0
TAZ NO. 2927
JOBS. 0
Subject Property
E LOCUST LN
UPRR
E SKY HAWK LN
TAZ NO. 2854
JOBS. 8
DIANE ST
TAZ NO. 1423
JOBS. 90
TAZ NO. 1432
JOBS. 0
TAZ NO. 2859
JOBS. 1
WRIGHT LN
S MC DERMOTT RD
TAZ NO. 2855
JOBS. 2
BROWN LN
ROY DR
TAZ NO. 1433
JOBS. -2
TAZ NO. 1425
JOBS. 0
HENRY PL
E LEWIS LN
TAZ NO. 2857
JOBS. 0
ROBINSON RD
TAZ NO. 2861
JOBS. 5
MC DERMOTT RD
TAZ NO. 1434
JOBS. -3
TAZ NO. 1421
JOBS. 123
TAZ NO. 2856
JOBS. -1
TAZ NO. 2860
JOBS. 0
DYE LN
TAZ NO. 1429
JOBS. 9
Jobs 2025-2050
-1
0 - 100
101 - 250
251 - 500
501 - 1000
1001 - 2148
Exhibit B.2m
0
0.5
1
Miles

Canyon County, 111 North 11th Avenue, Caldwell, ID 83605
(208) 454 7458 ▪ ZoningInfo@canyoncounty.id.gov ▪ www.canyoncounty.id.gov/dsd

April 25, 2024

RE: Parcel Inquiry for R28836– PI2024-0088

Question: What is the current zoning? What does the comprehensive plan show for future land use? Are there building permits available? Are there administrative land divisions available?

Parcel R28836 is currently zoned agricultural ("A") and Canyon County's Comprehensive Plan for 2030 designates this area as agricultural ("A") as well.

Parcel R28836 is considered an original parcel* with approximately 32 acres per Canyon County Plat Maps and the attached deed (Instrument #603263). In 2007, a conditional use permit and subdivision plat was approved to divide the parcel into 20 residential and 2 common lots (CU2006-175, SD2007-31). However, the project did not commence within three (3) years and completed within five (5) years per Condition #13 (see attached) so the approval for the subdivision has since expired. Per Canyon County Zoning Ordinance (CCZO) §07-18-07, R28836 still has one (1) administrative land division available (2 residential parcels) with the stipulation that the proposed parcels created and its remnant shall at least be one (1) acre in size. *Attached is the administrative land division packet with submittal requirements and application fees.*

If the property owners want to subdivide the parcel into three to four (3-4) residential parcels, applying for a rezone/conditional rezone and comprehensive plan amendment to a residential zoning district would be required. If the rezone/conditional rezone and comprehensive plan amendment are approved, the parcel could be divided into up to four (4) parcels via the administrative land division process. If the property owners want to subdivide the parcel into more than four (4) parcels, then in addition to the rezone/conditional rezone and comprehensive plan amendment process, the parcel would then be required to plat through the subdivision platting process. *Attached is the rezone/conditional rezone, comprehensive plan amendment, preliminary plat, and final plat applications with submittal requirements and application fees.*

An alternative option would be to apply for (a) nonviable land division(s) (CCZO §07-18-09). In order to apply and be approved for a nonviable land division, there must be evidence demonstrating the land, in whole or in part, is nonviable for agricultural use (such as the parcel, in whole or in part, consists of land with site constraints and/or resource issues, such as lack of water, suitable soils, topography, land compatibility, lot size or configuration, that makes productive agricultural use extremely difficult) and the result of the request will minimize potential negative impacts to adjacent agriculture uses. With approval of a nonviable land division, R28836 could potentially be split into four (4) residential parcels. Additionally, the proposed parcel(s) created and its remnant shall be at least one (1) acre in size (§07-18-09). *Attached is the administrative land division packet with submittal requirements and application fees.*

Please let me know if you have questions,
Emily Kiester
Associate Planner
emily.kiester@canyoncounty.id.gov
208-454-6632

*ORIGINAL PARCEL: A parcel of platted or unplatted land as it existed on September 6, 1979 (the effective date of the Zoning Ordinance 79-008), including any property boundary adjustments as defined in this chapter and any reduction in area due to creating a parcel for the exclusive use by Canyon County, a municipality within Canyon County, a local highway district, Idaho Transportation Department, utility company or corporation under the jurisdiction of the Idaho Public Utilities Commission, or other local, State, or Federal agency. (CCZO §07-02-03)

Note: The property research information presented today by the Development Service Department (DSD) is based on the current ordinance and policies, in effect on the date of the summary, and based on your representations and information you have provided about the subject property. This information is valid only at the time of the inquiry and may change when the subject property, ordinances, or policies change. Then information becomes certain, and not subject to change, when DSD accepts an application and fees are paid. Changes to the subject property may invalidate this information.

BEFORE THE CANYON COUNTY

HEARING EXAMINER

FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER

IN THE MATTER OF AN APPLICATION BY:	)	
	)	
MIKE HOMAN	)	**CASE # CU2006-175**
	)	
FOR A CONDITIONAL USE PERMIT	)	**PARCEL # R28836**

I. APPLICATION PROCESS (CCCO 07-07-03)

1.1 LEGAL

Mike Homan is requesting a **Conditional Use Permit** to divide approximately 25.12 acres into twenty (20) residential lots in an "A" (Agricultural) Zone. The subject property is located on the north side of Locust Lane approximately 240' east of the intersection of Greenhurst Road and Locust Lane, Nampa, Idaho, in the SE ¼ of Section 5, T2N, R1W, BM.

1.2 PROCEDURAL HISTORY

11/13/06	Application Accepted
2/14/07	Agencies Notified
2/14/07	City of Nampa Notified
3/5/07	Legal notice published
3/5/07	Property owners notified within ½ mile.
3/15/07	Property posted (on or before)

II. PROPERTY HISTORY

The property is an original parcel.

III. PUBLIC HEARING

The Hearing Examiner, M. Jerome Mapp, opened public testimony.

3.1 Planner for the Development Services Department, Bonnie Ford-LeCompte, reviewed the staff report and entered late exhibits D.1-D.5 into the record.

3.2 **WITNESSES SIGNED UP IN FAVOR:** Jed Wyatt, Chris Todd, Clint Boyle, Mike Homan, and Duncan Farris.

EXHIBIT
E-1
CU2006-175

Exhibit B.4

3.3 **WITNESSES TESTIFYING IN FAVOR:** Jed Wyatt, Chris Todd, Clint Boyle, Mike Homan, and Duncan Farris.

Jed Wyatt - Representative

- Mr. Wyatt stated the smallest lot in the subdivision was 1.01 acres and the largest is 1.94 acres with an average lot size of 1.25 acres.
- Stated the development is a rural/residential area.
- Stated he agrees to a 25-foot landscape buffer.
- Stated Strata had sent a letter of support for the project, exhibit D.4.
- Stated Strata agrees to work with Southwest District Health to prepare a subdivision engineering report that meets their requirement.
- Stated he wanted to be proactive with the neighbors.

Chris Todd

- Mr. Todd stated the project will not affect the character of the area.
- Stated there is a shift of development in the area as shown on exhibit D.2.
- Stated he feels the subdivision would be an asset to the community.
- Stated 1.25 acre lots would be better for the community.
- Stated he will follow and comply with the conditions.

Clint Boyle

- Mr. Boyle stated he supports the comments of Mr. Wyatt and Mr. Todd.
- Stated the report from Strata demonstrates that the lot sizes are well within the acceptable limits.
- Stated the property does have an odd shape which does not lend itself to agricultural purposes.
- Stated several of the close subdivisions have lots of one acre or less.
- Stated he agrees to comply with all of the agencies in the staff report.
- Stated he agrees with the conditions in the staff report except for number 13 with the lot size.

Mike Homan-Applicant

- Mr. Homan stated he is the developer.
- Stated he agrees to build a berm.

Duncan Farris

- Mr. Farris stated he was in favor of this project and agreed with the previous statements.

3.4 **WITNESSES SIGNED UP IN NEUTRAL:** Josh Kling and Jim Kling.

3.5 **WITNESSES TESTIFYING IN NEUTRAL:** Josh Kling and Jim Kling.

Josh Kling

- Mr. Kling stated he lives across from the project.
- Stated that some of the tests with the wells have been done with different aquifers.
- Stated water from the proposed project could potentially run his well dry.

Jim Kling III

- Mr. Kling stated he has a concern about the density of the septic systems impacting the water.
- Stated there is a problem with different aquifers.

Exhibit B.4

- Stated the entrance road location is an issue because headlights will shine in his bedroom window.

3.6 WITNESSES SIGNED UP IN OPPOSITION: Justin Vetos and Michael Walker.

3.7 WITNESSES TESTIFYING IN OPPOSITION: Justin Vetos and Michael Walker.

Justin Vetos

- Mr. Vetos stated there will be a problem with the water draining into the New York canal because the road is higher than the subject property.
- Stated he is worried about fractures in the rocks and all of the springs on his property.
- Stated he has not talked with the Health Department or other resources.
- Stated he would like larger lots with fewer houses.

Michael Walker

- Mr. Walker stated he is concerned about the ground water.
- Stated he is concerned about contamination with 20 septic tanks.

3.8 REBUTTAL TESTIMONY

Mike Homan-Applicant

- Mr. Homan stated he agrees to build a berm and will comply with all of the agencies.
- Stated he cannot shut the water off but he will make sure the neighbors have the same flow of water.
- Stated he would plant trees to help the neighbor across from the entrance.

The Hearing Examiner, M. Jerome Mapp, closed public testimony.

IV. FINDINGS OF FACT (CCCO 07-07-05)

4.1 Whether the proposed use is permitted in the zone by Conditional Use Permit?

Mr. Mapp cited the following from the staff report:

Yes. CCZO 05-002, 07-10-19 (3) (J).

4.2 A statement of the nature of the request.

Mr. Mapp cited the following from the staff report:

Request to divide 25.12 acres into 20 residential lots.

4.3 Whether the proposed use is consistent with the Canyon County 2010 Comprehensive Plan.

Mr. Mapp cited the following from the staff report:

A. The proposed use is consistent with the following Comprehensive Plan policies:

Property Rights Policy No. 2:

Exhibit B.4

Encourage the protection of the property rights of landowners to the extent reasonably possible.

Population Policy No. 1:

Provide the planning base for an anticipated population of 167,141 by the year 2005, and 189,513 by the year 2010.

Population Policy No. 2:

Encourage future high-density development to locate within incorporated cities and/or areas of city impact.

Overall Land Use Policy, Residential Policy No. 3:

Encourage compatible residential areas, zones and development contiguous to existing county or city residential areas, zones or development so that public services and facilities may be extended and provided in the most economical and efficient manner.

Public Services, Facilities, & Utilities Policy No. 5:

Encourage all new development to have adequate access to publicly maintained roads.

Public Services, Facilities & Utilities Policy No. 6:

Encourage the establishment of all new development to be located within the boundaries of a rural fire protection district.

Community Design Policy No. 9:

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

B. This request is not consistent with the following Comprehensive Plan provisions:

Property Rights Policy No. 2:

Encourage the protection of the property rights of landowners to the extent reasonably possible.

Population Policy No. 3:

Encourage future population in areas outside of "best suited" and "moderately suited" agricultural soil designated areas.

Overall Land Use Policy, Agricultural Policy No. 1:

Encourage the protection of prime agricultural land for the production of food.

Overall Land Use Policy, Residential Policy No. 2:

Encourage residential development in areas where agricultural uses are not viable.

Natural Resources, Agricultural Land Policy No. 1:

Support the fact that present agricultural activities in "best suited" and "moderately suited" agricultural soil designated areas of Canyon County represent "development" by definition.

4.4 Whether the proposed use will be injurious to other property in the immediate vicinity and / or will negatively change the essential character of the area?

Mr. Mapp cited the following from the staff report:

If the subdivision is developed as described in the applicant's Letter of Intent the proposed use will not be injurious to other property in the immediate vicinity as it is bordered on the west by a railroad and the New York Canal along the north and east side of the property which acts as a buffer from surrounding land uses.

The proposed use will not negatively change the essential character of the area as it is currently a mix of residential and agricultural uses. However, the proposed lot sizes are smaller than the area median and the average lot size of platted subdivisions within one mile. Larger lot sizes could mitigate this concern.

4.5 Whether, if applicable, adequate water, sewer, irrigation and drainage and storm water drainage facilities and utility systems will be provided to accommodate said use as described below?

Mr. Mapp cited the following from the staff report:

a) Sewer: Individual Septic Systems
b) Water: Individual Domestic Wells
c) Drainage: Drainage Swales
d) Utilities: Currently available to the subject property.

Southwest District Health (SWDH) stated their requirements and recommendations (Exhibit C.1).

4.6 Whether legal access to the subject property for the development exists or will exist at the time of final plat?

Mr. Mapp cited the following from the staff report:

Nampa Highway District No. 1 has stated that the applicant will need to submit a "Land Split" worksheet provided by the District prior to confirming the Conditional Use Permit (Exhibit C.2).

4.7 Whether there will be undue interference with existing or future traffic patterns.

Mr. Mapp cited the following from the staff report:

This proposal will be adding an additional 191 vehicle trips during the weekday (per the Trip Generation Book, 7th Addition). The addition of this traffic may cause some interference with

Exhibit B.4

traffic patterns due to the railroad that borders the property on the west and a small bend in Locust Lane located at the southwest corner of the property.

4.8 **Whether essential services are to be provided to accommodate said use such as, but not limited to, school facilities, police and fire protection, emergency medical services, and whether or not services will be negatively impacted by such use or will require additional public funding in order to meet the needs created by the requested use.**

Mr. Mapp cited the following from the staff report:

No other agencies have responded concerning the impact this use will have on the above-mentioned services.

V. CONCLUSIONS OF LAW

The Canyon County Hearing Examiner is authorized to hear this case and to make a decision. Standards noted under Section III of the Staff Report were followed, which allowed for the procedures and processes of this hearing to be conducted.

VI. ORDER OF DECISION

Based on the Findings of Fact, Conclusions of Law and the reasons stated, the Canyon County Hearing Examiner orders Case # **CU2006-175,** a request by Mike Homan for a **Conditional Use Permit** to divide 25.12 acres into 20 residential lots in an "A" (Agricultural) Zone is **approved** with the following **conditions:**

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 platted in accordance to CCZ0 05-002, Article 17.**
3. **The development shall comply with the rules and recommendations of:**
   - **Southwest District Health Department (Exhibit C.1)**
   - **Nampa Highway District No. 1 (Exhibit C.2)**
   - **Department of Environmental Quality (Exhibit C.3)**
   - **Canyon County Weed & Gopher Control (Exhibit C.4)**
   - **Nampa Fire Department (Exhibit C.5)**
   - **Nampa & Meridian Irrigation District (Exhibit C.6)**
   - **Boise Project Board of Control (Exhibit C.8)**
4. **The Right-to-Farm statement shall appear on the final plat.**
5. **The development shall utilize a pressurized irrigation system.**
6. **At a minimum, the development should have water for irrigation and fire suppression purposes.**
7. **Proof of operable fire suppression system or measures meeting the fire district standards shall be submitted to Development Services Department by the developer prior to the Board of County Commissioner's signature on the final plat.**
8. **A site-specific Storm Water Pollution Prevention Plan (SWPPP) shall be in place prior to submission of the pre-application for final plat.**
9. **All exterior illumination shall be downward facing and be retained on site.**
10. **All roads shall be built to highway district standards and dedicated to the public.**
11. **The development shall utilize advanced treatment septic systems.**

12. **There shall be a 50 ft. no build zone from the centerline of the New York Canal to reduce the potential impact of seepage from the canal.**
13. **The project will commence within three (3) years and be completed within five (5) years.**
14. **Seek approval of the highway district in relocation of the entryway.**
15. **Applicant shall explore other water capabilities within the area such as hooking up to city water.**
16. **Meet the conditions of the Nampa Fire Department.**

Notice of Appellate Procedure

Pursuant to the provisions of Chapter 7, Article 3 of the Canyon County Code of Ordinances, an affected person aggrieved by this decision may file an appeal with the Development Services Department, together with the filing fee, within fifteen (15) calendar days after the date of the written decision. A certified copy of the file will be delivered to the Canyon County Board of Commissioners, which will schedule and conduct the appeal hearing.

[redacted]

WRITTEN FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER WAS APPROVED BY THE CANYON COUNTY HEARING EXAMINER AT A SCHEDULED MEETING HELD **APRIL 12, 2007.**

M. Jerome Mapp
Canyon County Hearing Examiner

4/12/07
Dated

ATTEST:

Jill Hewson
Recording Secretary

Exhibit B.4

07-10-27: LAND USE REGULATIONS (MATRIX):
This section lists uses within each land use zone: allowed uses (A), permitted uses through a conditional use permit (C), Director administrative decision (D), not applicable because covered by different use/section (n/a), or prohibited (-).

ZONING AND LAND USE MATRIX

Zoning Classification	A	R-R	R-1	R-2	C-1	C-2	M-1	M-2	MU-A
Zoning Classification	A	R-R	R-1	R-2	C-1	C-2	M-1	M-2	MU-A
Accessory uses and/or structures to a permitted use	D	D	D	D	D	D	D	D	D
Accessory uses and/or structures to allowed use	A	A	A	A	A	A	A	A	A
Agricultural research facility	A	-	-	-	-	-	A	A	A
Agriculturally related activities	A	C	-	-	-	-	-	-	-
Agriculture, except those animal uses with more restrictive provisions within this article and all other uses specifically listed in other zones[1]	A	A	A	A	-	-	A	A	A
Airpark	C	C	-	-	-	-	C	C	-
Airport	C	-	-	-	-	-	C	-	-
Airstrip excepting intermittent use	C	C	-	-	-	-	-	-	-
Amusement park, theme park or commercial racetrack	C	-	-	-	-	C	-	-	C
Animal cremation service	C	-	-	-	-	-	A	A	-
Animal facility (large): bird farm, calf raising operation, dairy, feedlot, and swine farm[1]	C	-	-	-	-	-	C	C	-
Animal facility (small) on 5 acres or more[1]	A	A	C	-	-	-	A	A	A
Animal facility (small) on less than 5 acres	C	C	C	-	-	-	A	A	A
Animal hospital	C	C	-	-	A	A	A	A	A
Animals are allowed as long as it is not an animal facility or CAFO[1]	A	A	A	A	A	A	A	-	A
Arena (commercial)	C	C	-	-	C	A	A	-	A
Assisted care facility	D	D	D	D	A	A	-	-	A
Auction establishment	C	-	-	-	-	C	A	A	C
Batch plants	C	-	-	-	-	-	A	A	-
Bed and breakfast (with employees)	D	D	D	D	-	-	-	-	-
Bed and breakfast (without employees)	A	A	A	A	-	-	-	-	-
Bulk storage as an accessory use of any flammable liquid above or below ground	-	-	-	-	-	-	A	A	-

Bulk storage for wholesale distribution of any flammable liquid above or below ground	-	-	-	-	-	-	C	A	-
CAFO	C	-	-	-	-	-	C	C	-
Caretaker residence	C	-	-	-	A	A	A	A	A
Cemetery	C	C	-	-	-	-	-	-	-
Church	C	C	C	C	A	A	A	-	-
Clinics or hospitals	-	-	-	-	A	A	-	-	A
Commercial and private off street parking facilities for vehicles	-	-	-	-	-	A	A	A	A
Contractor shop	C	-	-	-	C	A	A	A	A
Daycare facilities:									
Family daycare home (1 - 6 children)	A	A	A	A	A	A	-	-	A
Group daycare facility (7 - 12 children)	D	D	D	D	A	A	-	-	A
Daycare center (13+ children)	-	-	-	-	A	A	-	-	A
Drive-in theater	C	-	-	-	-	-	-	-	-
Equipment rentals (outdoor)[2]	-	-	-	-	A	A	A	A	A
Ethanol plant	C	-	-	-	-	-	C	A	-
Farm implement sales or service, farm supply sales	C	-	-	-	A	A	A	A	A
Fertilizer processing facility	C	-	-	-	-	-	A	A	-
Firewood sales	D	C	-	-	D	A	A	A	-
Fireworks sales	-	-	-	-	A	A	A	A	A
Food processing facility	C	-	-	-	-	-	A	A	-
Golf course	C	A	-	-	-	-	-	-	-
Group home	C	C	C	C	C	C	-	-	C
Home business	D	D	D	D	-	-	-	-	-
Home occupations	A	A	A	A	-	-	-	-	-
Impound yard[2]	-	-	-	-	-	-	A	A	-
Indoor recreation	-	-	-	-	A	A	A	-	A
Junkyards and vehicle wrecking yards[2]	-	-	-	-	-	-	-	A	-
Kennel	C	C	C	C	C	C	A	A	C
Landscape business	A	-	-	-	A	A	A	-	C
Light manufacturing, assembly, testing and/or packaging facilities	-	-	-	-	-	-	A	A	A
Lumberyard	-	-	-	-	-	A	A	A	-
Manufacturing, assembling, fabricating, processing, packing, repairing, or storage uses	-	-	-	-	-	-	A	A	A
Manufacturing or processing of hazardous chemicals or gases	-	-	-	-	-	-	-	C	-
Mineral extraction (long term)	C	-	-	-	-	-	A	A	-

Mineral extraction (short term)[3]	D	D	D	D	-	-	A	A	D
Ministorage and/or RV storage facility	-	-	-	-	C	A	A	A	C
Mobile or manufactured home sales	-	-	-	-	-	C	A	A	C
Mortuaries, cremation, and funeral home	-	-	-	-	A	A	A	-	A
Multi-family dwellings limited to not more than 8 units per lot	-	-	-	C	-	-	-	-	A
Multi-family dwellings limited to not more than 4 units per lot	-	-	-	A	-	-	-	-	-
Museum	C	-	-	-	A	A	A	-	A
Nursery	A	A	-	-	A	A	A	A	A
Nursery (retail/wholesale)	C	C	-	-	A	A	A	A	A
Outdoor sales or displays (accessory to allowed use)	A	-	-	-	A	A	A	A	A
PUDs	-	C	C	C	C	C	C	C	C
Private roads and driveways serving 2 properties	D	D	D	D	D	D	D	D	D
Private tower with antenna	A	A	D	D	A	A	A	A	A
Public service agency telecommunication facilities 75 feet or greater	D	D	D	D	D	D	D	D	D
Public uses and quasi-public uses	C	C	C	C	A	A	A	A	A
Quasi-public uses (temporary)	D	D	D	D	-	-	-	-	-
Radio, television and broadcasting stations	-	-	-	-	A	A	A	A	A
Recreational vehicle (RV) park	C	-	-	-	C	A	-	-	C
Refinery	-	-	-	-	-	-	-	A	-
Rehabilitation of manufactured/mobile homes[2]	-	-	-	-	-	-	A	A	-
Rendering plant	-	-	-	-	-	-	C	A	-
Retail stores, personal service shops, banks, offices, hotels, motels, microbrewery, and restaurants	-	-	-	-	A	A	A	-	A
Sale (commercial) of hay, grain, seed and related supplies	C	-	-	-	-	A	A	A	A
Sale of heavy building materials and machinery	-	-	-	-	-	A	A	A	A
Sale of salvage goods[2]	-	-	-	-	-	-	A	A	-
Sanitary landfill	C	-	-	-	-	-	-	-	-
School (public or private)	C	C	C	C	A	A	A	A	A
School (vocational or trade)	C	-	-	-	-	A	A	A	A
Seasonal activities	A	A	-	-	A	A	-	-	A
Secondary residence	A	A	A	C	-	-	-	-	-
Shooting range (indoor)	C	-	-	-	-	A	A	A	A

Shooting range (outdoor)	C	-	-	-	-	-	-	-	-
Similar uses to a conditional use	C	C	C	C	C	C	C	C	C
Similar uses to allowed use	A	A	A	A	A	A	A	A	A
Single-family dwelling, 1 per lot or parcel unless otherwise provided in this chapter	A	A	A	-	-	-	-	-	-
Single-family dwellings, but not more than 2 such dwellings per lot or parcel unless otherwise provided for in this chapter	-	-	-	A	-	-	-	-	-
Slaughterhouse	C	-	-	-	-	-	C	A	-
Small wind energy systems	D	D	D	D	D	D	D	D	D
Special events facility	C	-	-	-	A	A	-	-	A
Staging area	C	-	-	-	A	A	A	A	A
Tannery	-	-	-	-	-	-	-	A	-
Taverns, lounges, or wine bars	-	-	-	-	C	C	C	-	C
Telecommunication facility	C	C	C	C	C	C	A	A	C
Temporary uses	D	D	D	D	-	-	-	-	-
Theater	-	-	-	-	C	A	A	-	A
Transit or trucking terminal and/or service facility	-	-	-	-	-	C	A	A	C
Utility distribution system	A	A	A	A	A	A	A	A	A
Utility facility	D	D	D	D	A	A	A	A	A
Vehicle fueling station with convenience store	-	-	-	-	C	A	A	A	C
Vehicle sales lot	-	-	-	-	-	A	A	-	A
Vehicle service facility	-	-	-	-	C	A	A	A	A
Warehousing, wholesaling and distribution facilities	-	-	-	-	-	C	A	A	C
Water infiltration	C	-	-	-	-	-	C	C	-
Wind farm	C	-	-	-	-	-	C	C	-
Winery, distillery, brewery	D	-	-	-	-	-	A	A	C
Yard/garage sales (associated with any residential uses)	A	A	A	A	-	-	-	-	-
Zoo	C	-	-	-	-	-	C	-	-

Notes:

1. See confined animal feeding operation (CAFO), chapter 8 of this Code.
2. With a sight obscuring fence (see section 07-02-03: of this chapter).
3. In accordance with subsection 07-14-17(6) of this chapter.

(Ord. 19-038, 8-30-2019 ; amd. Ord. 20-012, 5-29-2020)

EXHIBIT C

Site Images

Planning & Zoning Commission

Case# CR2025-0005

Hearing date: August 7, 2025

Exhibit C.1

Site Images
CR2025-0005

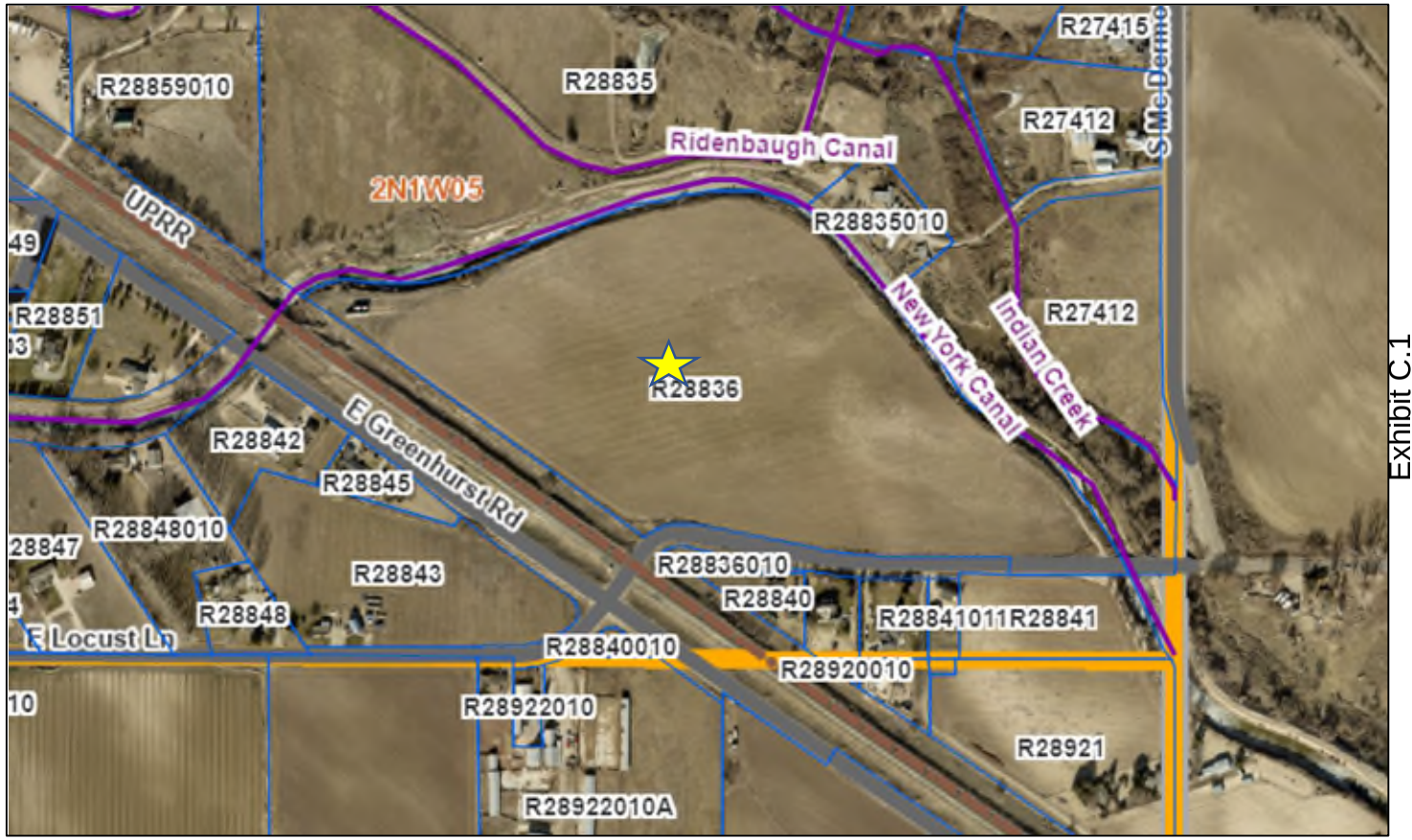


Exhibit C.1


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Exhibit C.1


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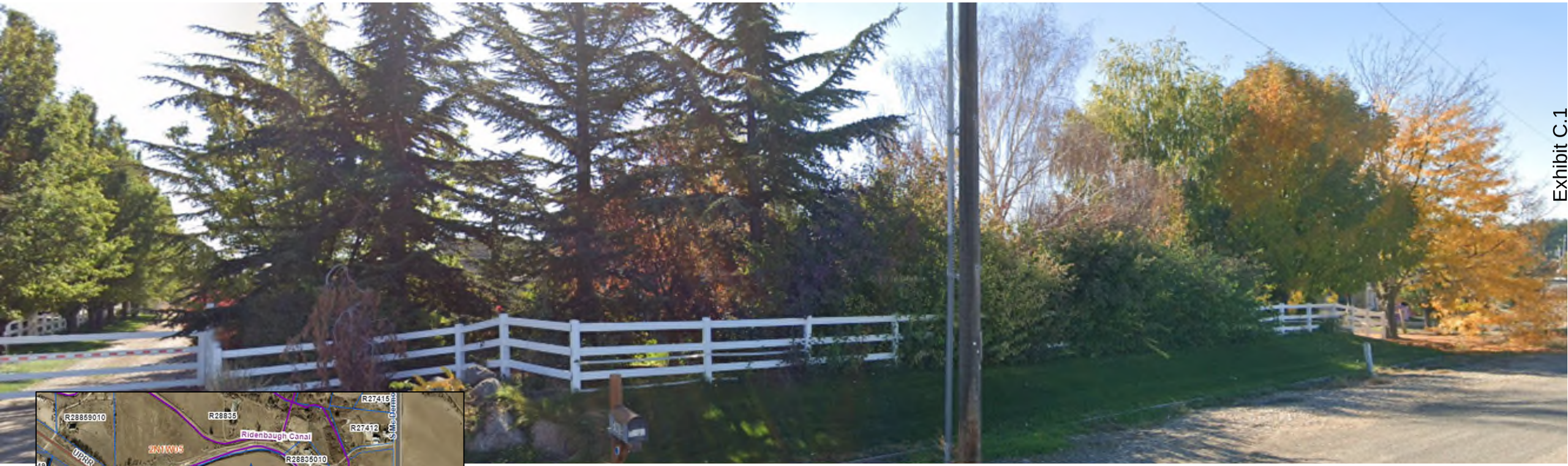


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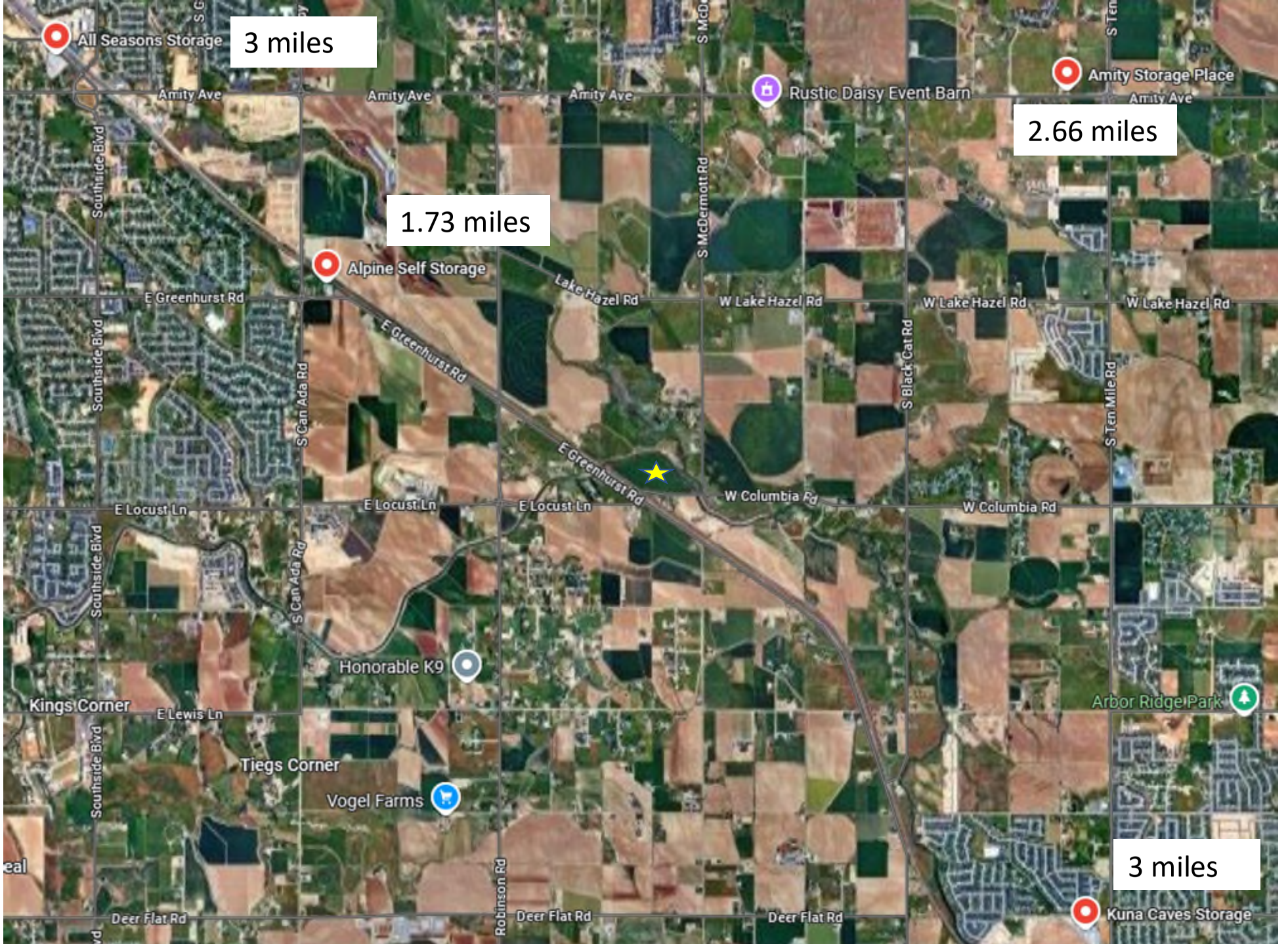

All Seasons Storage
3 miles
Amity Ave
Rustic Daisy Event Barn
Amity Storage Place
2.66 miles
1.73 miles
Alpine Self Storage
E Greenhurst Rd
Lake Hazel Rd
W Lake Hazel Rd
S McDermott Rd
S Black Cat Rd
S Ten Mile Rd
Southside Blvd
S Can Ada Rd
E Locust Ln
W Columbia Rd
Honorable K9
Kings Corner
E Lewis Ln
Arbor Ridge Park
Tiegs Corner
Vogel Farms
Robinson Rd
Deer Flat Rd
3 miles
Kuna Caves Storage

Exhibit C.1

EXHIBIT D

Agency Comments Received by July 28, 2025

Planning & Zoning Commission

Case# CR2025-0005

Hearing date: August 7, 2025

PLANNING AND ZONING DEPARTMENT

DATE: May 14, 2025

TO: Dan Lister, Canyon County Development Services

RE: Case No. CR2025-0005: The applicant, Deschutes Investments, LLC, represented by Riley Planning Services LLC, requests a conditional rezone of a 9+/- acre portion of Parcel R28836 from an “A” (Agricultural) zone to a “CR-C-1” (Neighborhood Commercial) zone. The request includes a development agreement limiting the use to an RV Storage Facility. The remaining 21+/- acres will continue to be zoned “A”. The 32.28-acre property is located north of 7519 E. Locust Lane, Nampa, also referenced as a portion of the SE quarter of Section 5, T2N, R1W, BM, Canyon County, Idaho.

Per the Joint Powers Agreement for the Nampa Area of Impact, Nampa Planning and Zoning Department provides the following comments for the Conditional Rezone request:

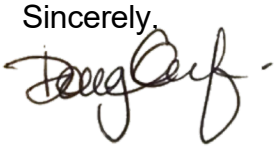
The Property is in the Nampa Area of Impact and is designated “Commercial” on the Nampa Future Land Use Map. Canyon County has jurisdiction about the proposed land use, screening, and access to this parcel. Per the description provided by the applicant, the proposed development includes the covered and outdoor storage of recreational vehicles on 9 +/- acre portion of the parcel along the Union Pacific Railroad Tracks. There are scattered residential structures and neighborhoods near this property on the north side of Locust Ln., and south of the property. Currently there appears to be no residential structures on the site. There are no storage facilities within a 2,500 ft radius of this parcel, which is a limiting factor in Nampa City Code. The railroad tracks are elevated in this location about 4-5’ along the southern property line of the site.

Analysis:

The proposed location of RV storage along the southern property line would have a minimal impact on the neighboring residential areas on the opposite side of the railroad tracks. Residential structures to the south of this site, south of Locust Lane will be visually impacted. The elevated tracks will help with screening, but additional screening should be required.

Nampa requests that the land use be limited to this portion of the site, and that there be no additional expansion of the storage area due to screening concerns for future growth of the area. Additionally, site-obscuring screening should be provided for the residents to the south at 7519, 7605, 7625, and 7701 Locust Lane. This could be accomplished by a site-obscuring fence or landscaping, or a combination of fencing and landscaping.

Sincerely,



Doug Critchfield
Principal Planner
Nampa Planning Dept.
E-mail address: critchfieldd@cityofnampa.us
(208) 468-5442

EDC/dc file

Dan Lister

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Monday, July 21, 2025 3:24 PM
To: Penelope Constantikes
Cc: Dan Lister; ossmeridian@gmail.com
Subject: [External] RE: FW: Legal Notice CR2025-0005 / Deschutes Investments, LLC

Good Afternoon Penelope,

That is what my intent was with my email to Dan, stating that our paved apron requirement had been satisfied with the application being submitted.

Dan, we no longer wish to recommend denial of the Conditional Rezone as our paved apron requirement has been satisfied with the submittal of the Approach Permit and the increased deposit amount.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 12th Ave. Rd. • Nampa, id 83686
TEL 208.467.6576 • FAX 208.467.9916

From: Penelope Constantikes <penelope@rileyplanning.com>
Sent: Monday, July 21, 2025 2:48 PM
To: Eddy Thiel <eddy@nampahighway1.com>
Cc: penelope@rileyplanning.com; Daniel.Lister@canyoncounty.id.gov; ossmeridian@gmail.com
Subject: Re: FW: Legal Notice CR2025-0005 / Deschutes Investments, LLC

Thank you, Eddy!

My understanding is that with this security / performance deposit the NHD is no longer requesting that the application be denied.

If you would be so kind and respond that would be great.

Best,

Penelope Constantikes
Principal

P.O. Box 405, Boise, ID 83701
208.908.1609

300 W. Myrtle Street, Suite 200 B

On Mon, 21 Jul 2025 19:49:26 +0000, Eddy Thiel <eddy@nampahighway1.com> wrote:

Good Afternoon Dan,

Andrew Fuller has purchased the Commercial Approach Permit for the Subject property for the RV Storage Facility, and in doing so has satisfied our paved apron requirement as stated in our comments.

Let me know if you have any questions or comments.

Thank you,

Eddy

Eddy Thiel

ROW

eddy*@nampahighway1.com*

4507 12th Ave. Rd. • Nampa, id 83686

TEL 208.467.6576 • FAX 208.467.9916

From: Eddy Thiel
Sent: Monday, July 7, 2025 8:51 AM
To: Dan Lister <Daniel.Lister@canyoncounty.id.gov>
Subject: FW: Legal Notice CR2025-0005 / Deschutes Investments, LLC

Good Morning Dan,

Our comments remain the same as previous response.

Thank you,

Eddy

Eddy Thiel

ROW

eddy*@nampahighway1.com*

4507 12th Ave. Rd. • Nampa, id 83686

TEL 208.467.6576 • FAX 208.467.9916

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Thursday, July 3, 2025 11:37 AM
To: 'rcollins@cityofcaldwell.org' <rcollins@cityofcaldwell.org>; 'P&Z@cityofcaldwell.org' <P&Z@cityofcaldwell.org>; 'dgeyer@cityofcaldwell.org' <dgeyer@cityofcaldwell.org>; 'jdodson@cityofcaldwell.org' <jdodson@cityofcaldwell.org>; 'mbessaw@cityofcaldwell.org' <mbessaw@cityofcaldwell.org>; 'amy@civildynamics.net' <amy@civildynamics.net>; 'alicep@cityofhomedale.org' <alicep@cityofhomedale.org>; 'jgreen@marsingcity.com' <jgreen@marsingcity.com>; 'mayor@cityofmelba.org' <mayor@cityofmelba.org>; 'cityclerk@cityofmelba.org' <cityclerk@cityofmelba.org>; 'jhutchison@middletoncity.org' <jhutchison@middletoncity.org>;

APPLICATION TO VARY STANDARDS

SECTION I – APPLICANT INFORMATION *(TO BE COMPLETED BY APPLICANT)*

I certify that I am the applicant (or authorized representative of applicant), that I have read Section II (*Information to Applicant*), that I have completed Section III (*Applicant Questioneer*), and that the statements and representations made herein are true and correct.

Penelope Constantikes, Riley Planning Services LLC Representing Andrew Fuller, Purchaser	Penelope Constantikes
NAME OF APPLICANT	*SIGNATURE OF APPLICANT*
P.O. Box 405	1/23/2025
ADDRESS	*DATE*
Boise ID 83701	208.908.1609
CITY STATE ZIP	*PHONE (CELL NUMBER PREFERRED)*

SECTION II – INFORMATION TO APPLICANT

The District Standards are published in the *Highway Standards & Development Procedures for the Association of Canyon County Highway Districts*. Section 2140.010 of those Standards discusses the purpose for variances, and reads as follows:

"The Highway District may grant variances in order to prevent or to lessen such practical difficulties and unnecessary physical hardships as would result from a literal interpretation and enforcement in certain of the regulations prescribed by these Standards.

A variance shall not be considered a right or special privilege, but may be granted to an applicant only upon showing 1) undue hardship because of special characteristics applicable to the site, and 2) the variance is not in conflict with public interest. Hardships must result from special site characteristics, from geographic, topographic or other physical conditions, or from population densities, existing street locations or traffic conditions.

The purpose of a variance is to provide fair treatment and to see tha individuals are not penalized because of site characteristics beyond their control."

Section 2040.030 of those Standards discusses the duration of approval, and reads as follows:

"The use or construction permitted under the terms of any variance shall be commenced within a six (6) month period. If such use or construction has not commenced within such time period, the variance shall no longer be valid. Prior to the expiration of the six (6) month period, the District, upon request of the applicant, may extend the variance for up ton an additional six (6) months from the original date of approval. No additional extension will be allowed."

An electronic version of the Standards can be found on the "Manuals, Forms and Maps" page of the Highway District web site at www.nampahighway1.com.

SECTION III – APPLICANT QUESTIONEER *(TO BE COMPLETED BY APPLICANT)*

Attach additional pages as necessary for answers.

1. What is the Section title and number of the Standards from which you wish to vary?
   The standard from which a variance is requested is 3061.020.

2. What specifically do you wish to do differently from what the Standards allow?
   Specifically the request is to obtain a primary access for the continued agricultural use of the site combined with access to the proposed recreation vehicle storage (approx. 350 spaces), and an additional secondary EMERGENCY ONLY access for the Nampa Fire Department for a total of 2 (two) accesses. This site only has functional frontage on Locust Lane as the UPRR is immediately adjacent to the Greenhurst Road frontage bocking unobstructed access by the railroad tracks which are used regularly / daily by trains.

APPLICATION TO VARY STANDARDS

3. Why do you wish to vary from the Standards? The subject site has frontage on both Greenhurst Road (a collector) and Locust Lane (principal arterial). Collector roads are not prohibited from new direct access. However, the Union Pacific RR that follows the alignment of Greenhurst Road is between the site and the public ROW which efectively blocks any access that would would be safe for the public and appropriate.

4. Explain why this variance would not be detrimental to public health, safety or welfare, and not materially injurious to other properties in the vacinity:
Access to the adjacent collector road is not feasible. The proposed accesses will be limited in nature with one access only for the purposes of emergency services and the second access that combines both uses. Trip generation data collect by Riley Planning Services supports that the RV Storage facility will generate very few weekday, PM Peak Hour trips.

5. What undue hardship would result if this variance were not granted? See attached correspondence from City of Nampa and Nampa's Future Land Use Map. The City of Nampa is less than one mile west of the site,the proposed use will keep recreational vehicles off subdivision streets, and the proposed use combined with the continued agricultural use on the bulk of the site is appropriately modest.

6. Provide the following information regarding the property/site:

Street Address 0 Locust Lane (Parcel No R28836) Side of Road: ☒ North ☐ South ☐ East ☐ West

Between: Southeast of the intersection of Locust Lane and Greenhurst Road & _____ *(NAMES OF CLOSEST CROSS STREETS)*

SECTION IV – REVIEW *(TO BE COMPLETED BY HIGHWAY DISTRICT STAFF)*

STAFF REPORT COMPLETED AND ATTACHED: ☒ Yes ☐ No

APPLICATION FEE PAID: ☒ Yes ☐ No Ck #367

SITE PLAN SUBMITTED: ☒ Yes ☐ Not needed

Edward Reid — *SIGNATURE – HIGHWAY DISTRICT STAFF*

1-27-25 — *DATE*

SECTION V – DECISION *(TO BE COMPLETED BY HIGHWAY DISTRICT BOARD OF COMMISSIONERS)*

DECISION OF THE HIGHWAY DISTRICT BOARD OF COMMISSIONERS: ☐ Approved ☐ Denied

☒ Approved subject to conditions

BASIS OF DECISION *(WITH ANY APPLICABLE CONDITIONS)*: Variance was approved subject to a Deed Restriction limiting access to the subject parcel to 1 Commercial access near the eastern property boundary. Also 1 Emergency access only at a location that meets Stopping Sight Distance requirements. (See Attached Deed Restriction)

SIGNED: _____ — *CHAIRMAN OF THE BOARD*

1-30-25 — *DATE*

2025-009152
RECORDED
03/18/2025 02:00 PM

00857160202500091520020027

RICK HOGABOAM
CANYON COUNTY RECORDER
Pgs=2 ZBLAKESLEE NO FEE
EASEMENT
NAMPA HIGHWAY DIST NO 1

(Space above is for Canyon County Recorder use only)

DEED RESTRICTION

1. **Purpose.** The purpose of this Deed Restriction is to specify the location and type of access rights that exist for the subject Property ("Property") to E. Locust Lane in Canyon County, Idaho.

2. **Property.** The Property is located in the southeast quarter of Section 5, Township 2 North, Range 1 West, Boise Meridian, and consists of the approximately 32.277 acres identified as Canyon County Tax Parcel No. R2883600000.

3. **Grantor.** This Deed Restriction is granted by Deschutes Investments, LLC, an Idaho limited liability company, which owns the Property.

4. **Recipient.** This Deed Restriction is granted to the Nampa Highway District No. 1, a body corporate and politic of the State of Idaho, which has jurisdiction over E. Locust Lane.

5. **Restriction.** There is no right of access for the Property to E. Locust Lane, except as follows:

   A. A 40 foot wide commercial approach, located between 235 feet and 335 feet west of the eastern section line of Section 5, as measured from the centerline of E. Locust Ln.

   B. A 30 foot wide Emergency access only, located at a location that meets stopping sight distance requirements approved by the Nampa Highway District #1.

C. **Restriction Runs With Land.** This Deed Restriction shall run with the Property and shall permanently bind the Grantor and/or Grantor's heirs and assigns.

D. **Date.** This Deed Restriction is made this 18 day of March, 2025.

IN WITNESS WHEREOF, the undersigned has caused this Deed Restriction to be executed on the day, month and year set forth above.

GRANTORs:

Deschutes Investments, LLC

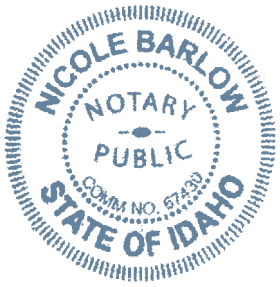
Andrew G. Fuller, Owner/President

Exhibit D.2

STATE OF IDAHO)
) ss.
County of Canyon)

On this 18 day of March, 2025, before me, Nicole Barlow, a Notary Public in and for the State of Idaho, personally appeared **Andew G. Fuller**, known or proven to me to be the president of the limited liability company which executed the foregoing instrument, and who acknowledged to me that such limited liability company executed the same.

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



Nicole Barlow
Notary Public for Idaho

Residing in Canyon County, Idaho

My commission expires: March 23, 2028

Dan Lister

From: Ron Johnson <johnsonrl@nampafire.org>
Sent: Monday, June 16, 2025 6:25 PM
To: Dan Lister
Subject: [External] RE: [EXTERNAL]RE: Agency Notice CR2025-0005 / Deschutes Investments

Hi Dan,

Nampa Fire District can serve this property with an approximate response time of 8 minutes from Nampa Fire Station 2. Due to this being an uncovered RV Parking lot, there are no water supply requirements. This project would not have a negative impact to our services as it is a low risk, low use property.

Please contact me if you have any questions.

Thanks

Ron Johnson - IAAI-CFI, CFM
Deputy Chief - Fire Marshal
9 12th Ave South, Nampa, ID
O: 208.468.5760
C: 208.250.7005
Nampa Fire Website - Facebook

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Wednesday, May 14, 2025 2:18 PM
To: 'cstauffer@nsd131.org' <cstauffer@nsd131.org>; 'dleon@nsd131.org' <dleon@nsd131.org>; 'eddy@heritagewifi.com' <eddy@heritagewifi.com>; Ron Johnson <johnsonrl@nampafire.org>; Rob Johnson <johnsonre@nampafire.org>; Prevention <prevention@nampafire.org>; 'knute.sandahl@doi.idaho.gov' <knute.sandahl@doi.idaho.gov>; 'eddy@nampahighway1.com' <eddy@nampahighway1.com>; 'brandy.walker@centurylink.com' <brandy.walker@centurylink.com>; 'eingram@idahopower.com' <eingram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>; 'arobins@idahopower.com' <arobins@idahopower.com>; 'monica.taylor@intgas.com' <monica.taylor@intgas.com>; 'jessica.mansell@intgas.com' <jessica.mansell@intgas.com>; 'Contract.Administration.Bid.Box@ziply.com' <Contract.Administration.Bid.Box@ziply.com>; 'tritthaler@boiseproject.org' <tritthaler@boiseproject.org>; 'gashley@boiseproject.org' <gashley@boiseproject.org>; 'mitch.kiester@phd3.idaho.gov' <mitch.kiester@phd3.idaho.gov>; 'anthony.lee@phd3.idaho.gov' <anthony.lee@phd3.idaho.gov>; 'nmid@nmid.org' <nmid@nmid.org>; 'eolvera@nmid.org' <eolvera@nmid.org>; 'D3Development.services@itd.idaho.gov' <D3Development.services@itd.idaho.gov>; 'niki.benyakhlef@itd.idaho.gov' <niki.benyakhlef@itd.idaho.gov>; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; Dalia Alnajjar <Dalia.Alnajjar@canyoncounty.id.gov>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Tom Crosby <Tom.Crosby@canyoncounty.id.gov>; Eric Arthur <Eric.Arthur@canyoncounty.id.gov>; Kathy Husted <kathy.husted@canyoncounty.id.gov>; GIS and Addressing Division <GISAddressing@canyoncounty.id.gov>; Assessor Website <2cAsr@canyoncounty.id.gov>; 'middletown.rich@gmail.com' <middletown.rich@gmail.com>; 'BRO.Admin@deq.idaho.gov' <BRO.Admin@deq.idaho.gov>; 'file@idwr.idaho.gov' <file@idwr.idaho.gov>;

Nampa & Meridian Irrigation District

1503 First Street South
Nampa, ID 83651-4395

Website: nmid.org

Office: (208) 466-7861
Shop: (208) 466-0663

June 4, 2025

Canyon County Development Services
111 N 11th Ave. Suite 310
Caldwell, ID 83605

RE: CR2025-0005/ 7519 E Locust

To Whom It May Concern:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting.

All private laterals and waste ways must be protected. The Districts easement for the Powell Lateral at this location is a minimum of thirty-five feet (35') total, ten feet (10') left and twenty-five feet (25') right.

This easement must be protected. Any encroachment without a signed License Agreement and approved plan before construction is unacceptable.

All municipal surface drainage must be retained on site. If any municipal surface drainage leaves the site, NMID must review drainage plans. Developer must comply with Idaho Code 31-3805. Please feel free to contact me for further information.

Sincerely,

Paul Huddlestun
Asst. Water Superintendent
Nampa & Meridian Irrigation District
PH/ eol

Cc: Office/ file
D. Duvall
A. Wolfe
Applicant

Richard Sims
Associate Supervisor
Canyon County Soil Conservation District
2208 E. Chicago Ste A, Caldwell Idaho 83605
Middletown.rich@gmail.com
1 208-897-9297
June 10, 2025

Canyon County Planning and Zoning Commission
Canyon County Development Services
111 North 11th Ave., Ste 310, Nampa, Idaho 83686

RE: Case No. CR2025-0005-Riley Planning Services

Attention: Dan Lister
daniel.lister@canyoncounty.id.gov

Thanks you for sending Canyon County Soil Conservation District (SCD) a zoning request. The acreage amounts on the map is an estimate. Percentages of soils are rounded to a whole number.

CR2025-0005 consist of 77% irrigated capability Class 2, 22% irrigated capability Class 4 and 1% water.

Irrigated capability Class 2 is one of the best suited soils in Canyon County with few limitations.

The Canyon County Soil Conservation District doe NOT recommend approving the applicants request.

Richard Sims

Signing for Clay Erskine
Chairman Soil Conservation District

United States Department of Agriculture

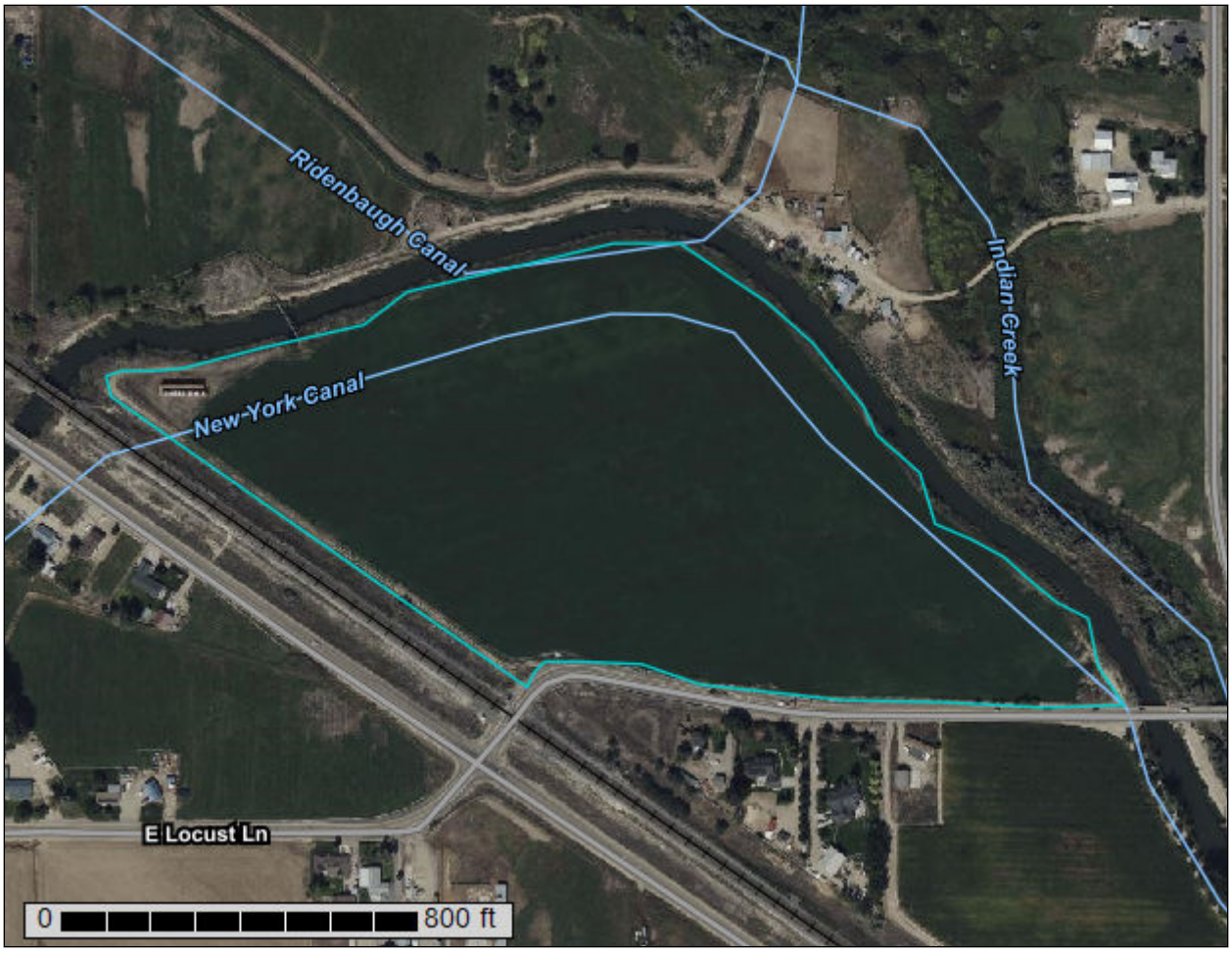
NRCS

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 Canyon Area, Idaho

CR2025-0005 Riley Planning Service



June 9, 2025

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

Contents

Soil Information for All Uses

Suitabilities and Limitations for Use

The Suitabilities and Limitations for Use section includes various soil interpretations displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each interpretation.

Land Classifications

Land Classifications are specified land use and management groupings that are assigned to soil areas because combinations of soil have similar behavior for specified practices. Most are based on soil properties and other factors that directly influence the specific use of the soil. Example classifications include ecological site classification, farmland classification, irrigated and nonirrigated land capability classification, and hydric rating.

Irrigated Capability Class (CR2025-0005)

Land capability classification shows, in a general way, the suitability of soils for most kinds of field crops. Crops that require special management are excluded. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops, and the way they respond to management. The criteria used in grouping the soils do not include major and generally expensive landforming that would change slope, depth, or other characteristics of the soils, nor do they include possible but unlikely major reclamation projects. Capability classification is not a substitute for interpretations that show suitability and limitations of groups of soils for rangeland, for woodland, or for engineering purposes.

In the capability system, soils are generally grouped at three levels-capability class, subclass, and unit. Only class and subclass are included in this data set.

Capability classes, the broadest groups, are designated by the numbers 1 through 8. The numbers indicate progressively greater limitations and narrower choices for practical use. The classes are defined as follows:

Class 1 soils have few limitations that restrict their use.

Class 2 soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

Class 3 soils have severe limitations that reduce the choice of plants or that require special conservation practices, or both.

Class 4 soils have very severe limitations that reduce the choice of plants or that require very careful management, or both.

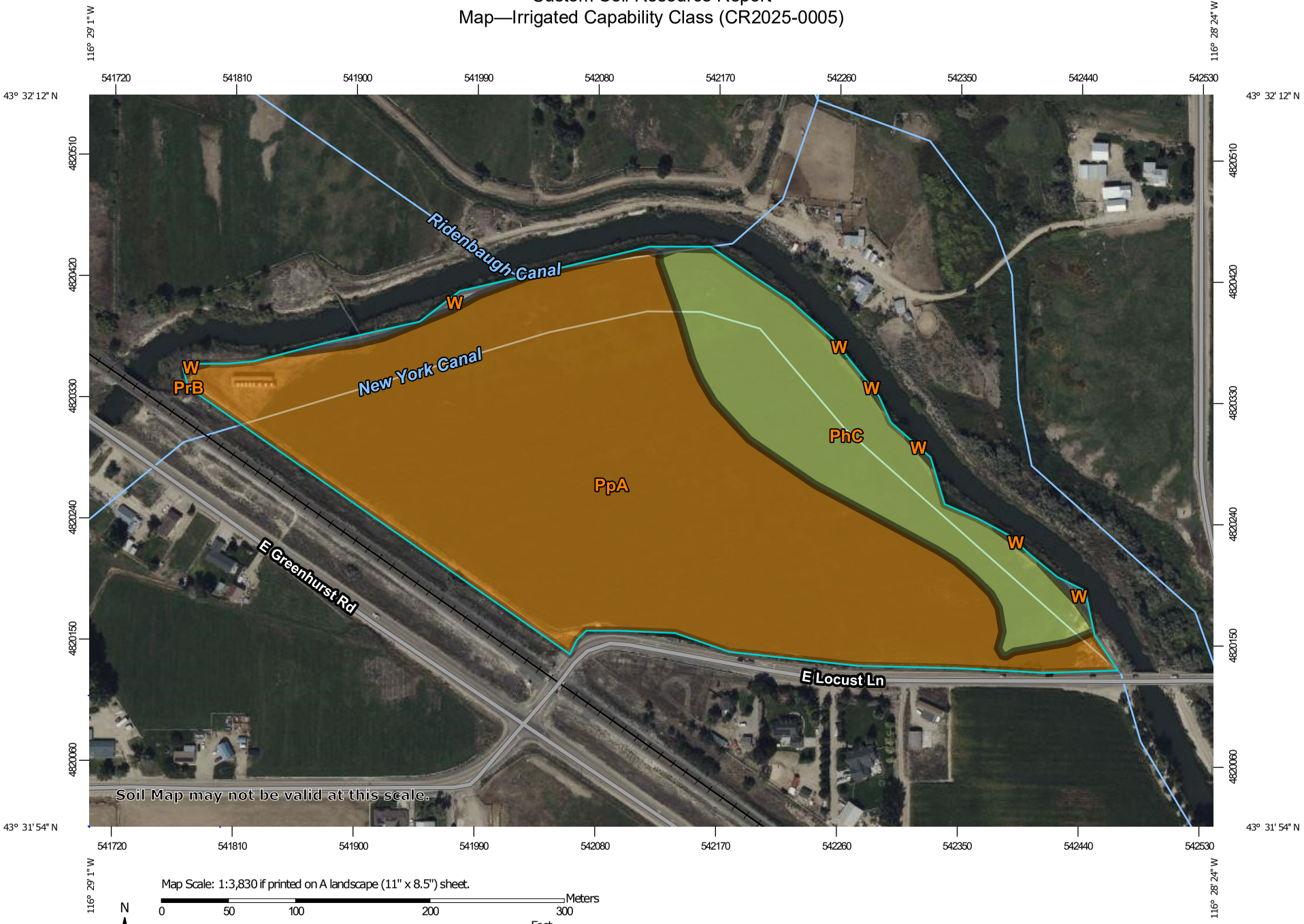
Class 5 soils are subject to little or no erosion but have other limitations, impractical to remove, that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.

Class 6 soils have severe limitations that make them generally unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat.

Class 7 soils have very severe limitations that make them unsuitable for cultivation and that restrict their use mainly to grazing, forestland, or wildlife habitat.

Class 8 soils and miscellaneous areas have limitations that preclude commercial plant production and that restrict their use to recreational purposes, wildlife habitat, watershed, or esthetic purposes.

Custom Soil Resource Report
Map—Irrigated Capability Class (CR2025-0005)



Map Scale: 1:3,830 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

Exhibit D.5

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Capability Class - I
- Capability Class - II
- Capability Class - III
- Capability Class - IV
- Capability Class - V
- Capability Class - VI
- Capability Class - VII
- Capability Class - VIII
- Not rated or not available

Soil Rating Lines
- Capability Class - I
- Capability Class - II
- Capability Class - III
- Capability Class - IV
- Capability Class - V
- Capability Class - VI
- Capability Class - VII
- Capability Class - VIII
- Not rated or not available

Soil Rating Points
- Capability Class - I
- Capability Class - II
- Capability Class - III
- Capability Class - IV
- Capability Class - V
- Capability Class - VI
- Capability Class - VII
- Capability Class - VIII
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

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)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the 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 21, Aug 22, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 9, 2023—Sep 14, 2023

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.

Exhibit D.5

Table—Irrigated Capability Class (CR2025-0005)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
PhC	Power silt loam, 3 to 7 percent slopes	4	6.4	21.2%
PpA	Power-Purdam silt loams, 0 to 1 percent slopes	2	23.6	77.6%
PrB	Purdam silt loam, 1 to 3 percent slopes	3	0.0	0.0%
W	Water		0.4	1.2%
Totals for Area of Interest			**30.4**	**100.0%**

Rating Options—Irrigated Capability Class (CR2025-0005)

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Dan Lister

From: Anthony Lee <Anthony.Lee@swdh.id.gov>
Sent: Friday, May 16, 2025 3:52 PM
To: Dan Lister
Subject: [External] Re: Agency Notice CR2025-0005 / Deschutes Investments
Attachments: Pre.Development.Notes.Signed.04.01.2025.pdf

Hi Dan,

1. Will a Nutrient Pathogen Study be required? **This proposal does not require a Nutrient Pathogen Study.**
2. Will adequate sanitary systems be provided to accommodate the use? **Septic systems are not proposed for this project.**
3. Any concerns about the use or request for rezoning? If so, are there any conditions or mitigation measures recommended to ensure the use or requested rezone minimizes potential impacts to the surrounding area and the nearby city? **There are no concerns with the use or request for rezoning if the applicant meets all SWDH requirements.**

I've attached the pre-development notes from 04/01/2025.

Please let me know if you have any questions.

Thank you,

SOUTHWEST DISTRICT HEALTH

Check out our new online self-service portal here! PORTAL

Anthony Lee, RS/BS | Land Development Senior

o 208.455.5384 **|** c 208.899.1285 **|** f 208.455.5300

anthony.lee@swdh.id.gov **|** SWDH.org

13307 Miami Ln., Caldwell, ID 83607

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Wednesday, May 14, 2025 2:17 PM
To: 'cstauffer@nsd131.org' <cstauffer@nsd131.org>; 'dleon@nsd131.org' <dleon@nsd131.org>; 'eddy@heritagewifi.com' <eddy@heritagewifi.com>; 'johnsonrl@nampafire.org' <johnsonrl@nampafire.org>; 'johnsonre@nampafire.org' <johnsonre@nampafire.org>; 'prevention@nampafire.org' <prevention@nampafire.org>; 'knute.sandahl@doi.idaho.gov' <knute.sandahl@doi.idaho.gov>; 'eddy@nampahighway1.com' <eddy@nampahighway1.com>; 'brandy.walker@centurylink.com' <brandy.walker@centurylink.com>; 'eingram@idahopower.com' <eingram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>; 'arobins@idahopower.com'

Pre-Development Meeting

Name of Development: Outdoor Storage Solutions
Applicant: Penelope Constantikes, Rilery Planning Services, LLC
P.E./P.G.:
All others in Attendance:

EHS#035 Date 04/01/2025

Number of Lots or Flow: N/A Acreage of Proposed Development: 32.88
Location of Development: TBD Locust Ln
Nampa, ID 83686
R28836000 0

Project in Area of Concern: No Groundwater/Rock <10' Unknown
Level 1 NP Necessary for N: No

LSAS/CSS Proposed: No
BRO meeting for P or above: No
Proposed Drinking Water: Individual ☐, City ☐, Community ☐, Public Water Supply ☐
BRO meeting for PWS, Com: No

Information Distributed: SER ☐, NP Guidance ☐, Non-Domestic WW ap. ☐

Additional Comments: The applicant discussed with SWDH the proposal for 386 RV Storage on 8.92 acres to be rezoned to commerical. No wastewater disposal is planned for this proposal. City sewer and water services is about a mile from the development. The development is in a designated Nitrate Priority Area but does not meet the criteria for a Nutrient Pathogen Study. The proposal does not impact or encroach upon a septic system. At this time, SWDH does not have concerns with moving the process forward as proposal. Anthony Lee

Attach conceptual plan, if provided, or any other correspondence, and create a file for this information. The information will be helpful when responding to the county about permitting requirements and should be maintained with the subdivision file or commercial permit file when completed, for a complete written history of the project and SWDH involvement.

Dan Lister

From: Caitlin Ross
Sent: Tuesday, May 27, 2025 3:00 PM
To: Dan Lister
Subject: FW: [External] RE: Agency Notice CR2025-0005 / Deschutes Investments

FYI – thanks!
-Caitlin

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Tuesday, May 27, 2025 2:54 PM
To: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Subject: [External] RE: Agency Notice CR2025-0005 / Deschutes Investments

Hello,

After careful review of the transmittal submitted to ITD on May 14, 2025 regarding, Deschutes Investments, the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study nor does it pose any safety concern. If you have any questions please contact Niki Benyakhlef at (208) 334-8337/ Niki.Benyakhlef@itd.idaho.gov.

Thank you
Mila Kinakh
D3 Planning and Development
Administrative Assistant

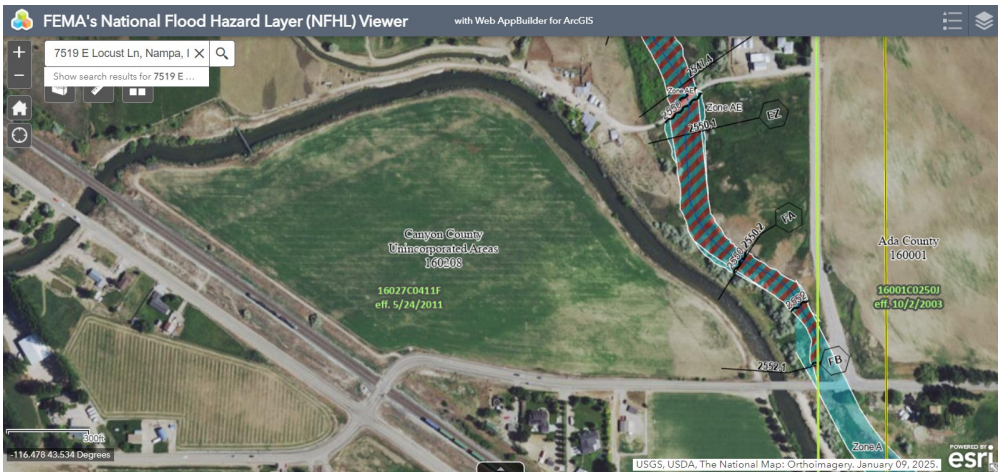
From: Caitlin Ross
Sent: Wednesday, May 14, 2025 2:04 PM
To: 'cstauffer@nsd131.org' <cstauffer@nsd131.org>; 'dleon@nsd131.org' <dleon@nsd131.org>; 'eddy@heritagewifi.com' <eddy@heritagewifi.com>; 'johnsonrl@nampafire.org' <johnsonrl@nampafire.org>; 'johnsonre@nampafire.org' <johnsonre@nampafire.org>; 'prevention@nampafire.org' <prevention@nampafire.org>; 'knute.sandahl@doi.idaho.gov' <knute.sandahl@doi.idaho.gov>; 'eddy@nampahighway1.com' <eddy@nampahighway1.com>; 'brandy.walker@centurylink.com' <brandy.walker@centurylink.com>; 'eingram@idahopower.com' <eingram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>; 'arobins@idahopower.com' <arobins@idahopower.com>; 'monica.taylor@intgas.com' <monica.taylor@intgas.com>; 'jessica.mansell@intgas.com' <jessica.mansell@intgas.com>; 'Contract.Administration.Bid.Box@ziply.com' <Contract.Administration.Bid.Box@ziply.com>; 'tritthaler@boiseproject.org' <tritthaler@boiseproject.org>; 'gashley@boiseproject.org' <gashley@boiseproject.org>; 'mitch.kiester@phd3.idaho.gov' <mitch.kiester@phd3.idaho.gov>; 'anthony.lee@phd3.idaho.gov' <anthony.lee@phd3.idaho.gov>; 'nmid@nmid.org' <nmid@nmid.org>; 'eolvera@nmid.org' <eolvera@nmid.org>; 'D3Development.services@itd.idaho.gov' <D3Development.services@itd.idaho.gov>; 'niki.benyakhlef@itd.idaho.gov'

Dan Lister

From: O'Shea, Maureen <Maureen.OShea@idwr.idaho.gov>
Sent: Tuesday, July 8, 2025 11:10 AM
To: Dan Lister
Cc: Dalia Alnajjar
Subject: [External] re: Legal Notice CR2025-0005 / Deschutes Investments, LLC
Attachments: NEW - P&Z Rezone full political agency notice.pdf

Dan,

It appears the project is outside the Special Flood Hazard Area (SFHA).
Please ensure all work is outside the floodway!



I am working part-time & generally available from 9:00 a.m. to noon Monday through Thursday.

Thank you,
Maureen O'Shea, CFM
Floodplain Specialist
Idaho Dept. of Water Resources
322 E. Front Street, PO Box 83720,

1445 N Orchard St
Boise, ID 83706 • (208) 373-0550

Brad Little, Governor
Jess Byrne, Director

July 7, 2025

Daniel Lister, Assistant Planning Manager
111 North 11th Ave.
Ste. 310
Caldwell, Idaho, 83605
Daniel.Lister@canyoncounty.id.gov

Subject: Legal Notice CR2025-0005 / Deschutes Investments, LLC

Dear Mr. Lister:

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), and open burning (58.01.01.600-617).
- IDAPA 58.01.01.614 sets out the rules for prescribed burning in Idaho. Please ensure all prescribed burning is done in compliance with the rules, and in compliance with the 2010 Operations Guide of the Montana/Idaho Airshed Group.

  For questions, contact David Luft, Air Quality Manager, at 373-0550.

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 the 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 planning 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 are 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 groundwater 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 planning 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 Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity. 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 the best construction 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 released 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 Matthew Pabich, 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,

Troy Smith
Regional Administrator

EXHIBIT E

Public Comments Received by July 28, 2025

Planning & Zoning Commission

Case# CR2025-0005

Hearing date: August 7, 2025

Dear Canyon County Development Services,

We are reaching out in regards to the proposed RV storage facility on Locust Lane. We are asking for a denial of this rezone.

Locust Lane and the neighboring roads are a neighborhood made up of farms and residential homes with acreage. A commercial property with **486** RV storage spots would not be compatible in this area. This project would have a negative impact for homes on Locust, Greenhurst, McDermott and surrounding roads. We believe that this kind of development would devalue our property and potentially make it harder to sell our home if we decide to move.

This project is being proposed as an RV storage facility, however, the property owner's current storage location allows for various other types of vehicles including box trucks, buses, trucks, and various types of non-rv trailers. This will allow for business uses which would increase daily traffic, and would not be limited to just recreational and seasonal traffic. The application states that this commercial rezone provides "a needed service to the surrounding residences". We believe this to be untrue as the surrounding residences do not need storage, as they have space on their own properties to store their belongings. This will bring additional traffic from people traveling from miles away.

The residents surrounding this property believe that a partial rezone will open the door to further development of the property. The number of proposed spots has already increased by 100 since the initial application and neighborhood meeting. A commercial rezone in this area is very premature at this time. By prematurely rezoning this property, it would make it incompatible with neighboring properties. Therefore, we believe the timing of this project is too soon to be considered.

Vehicles exiting onto Locust Lane will prove to be extremely dangerous. The combination of a high speed limit, road grade, and visibility will be dangerous for vehicles entering and exiting the proposed business. Traffic frequently backs up past McDermott due to the train crossing and the entrance and exit would be completely blocked at times. We have lived on Locust Lane for over 20 years and have seen numerous accidents, as well as unsafe driving conditions specific to this road and along this property. This portion of Locust Lane is unique due to several factors including a railroad crossing, elevation changes, canal bridge, and poor visibility due to a low elevation at the McDermott intersection. Vehicles frequently go well above the posted speed limit of 50, as well as passing other vehicles at a high rate of speed in a no passing zone. The application states that a road study is in progress, but we have seen no evidence of this. A recent accident occurred on July 17th at the intersection of Locust Lane and McDermott.

A commercial rezone for this property is way too soon at this time. For this reason we are asking for a denial of this rezone and project. Thank you for your consideration.

Josh & Karen Kling
7625 E. Locust Lane
(208) 941-9011 JoshAKling@gmail.com

Dan Lister

From: Debbie Kling <debbie.kling@gmail.com>
Sent: Monday, July 28, 2025 3:53 PM
To: Dan Lister
Subject: [External] RE: Case No. CR2025-0005-Riley Planning Services

Canyon County Planning and Zoning Commission

Canyon County Development Services

111 North 11th Ave., Ste 310, Nampa, Idaho 83686

Attention: Dan Lister

Dan:

This letter is to express my opposition to the proposed conditional rezone of property on Locust Lane, Nampa Idaho. **This is not the correct timing** to change an important piece of agricultural land to Neighborhood Commercial.

This area has historically been agricultural and is currently agricultural. Locust Lane and the neighboring roads are made up of farms and residential homes with acreage. A commercial property with 486 RV storage spots **would not be compatible** for this area.

This project is being proposed as an RV storage facility, however, the property owner's current storage location allows for various other types of vehicles including buses, box trucks, trucks and trailers. This will allow for various business uses which would increase daily traffic and would not be limited to just recreational and seasonal traffic. A commercial rezone in this area is very premature at this time.

The application states that this commercial rezone provides "a needed service to the surrounding residences". There are no surrounding residences in need of storage. This will increase traffic on a road that has considerable traffic. There is frequently a backup of traffic on Locust Lane at the railroad crossing which will block the entrance to this property, if this project were to be considered.

Safety should be a high priority when considering the placement of an entrance to any property. The proposed commercial entrance/exit is located in a very dangerous location. The combination of a high speed limit and the road grade will be dangerous for vehicles entering and exiting the proposed business.

While the City of Nampa may have this area proposed in their 2040 Comprehensive Plan, as commercial, upcoming review of the plan will more than likely change this back to agriculture, which is where it should stay.

This project should be denied due to lack of compatibility with the area and due to timing as its way ahead of any anticipated growth in this agricultural area.

Debbie Kling