

MEMO

Date: April 5, 2022

To: Robb MacDonald, Engineering Department
T.J. Frans, Engineering Department
Steve Pendleton, Engineering Department
Alan Perry, Fire Marshal
Chris Bryant, Building Department
Dave Wright, Police Department
Dave Marston, Mapping Department
Angie Hopf, Mapping Department
Baily Barnes, Mapping Department
Vallivue School District
Pioneer Irrigation District
Compass Idaho
Brown Bus Company
Idaho Power
Intermountain Gas
Bureau of Reclamation, Snake River Area Office
USPS Caldwell

From: Alex Jones, Planner Technician
Caldwell P & Z Department

RE: Case Number ANN22-000003/SUP22-000001 Lavender Crossing Apartments

Please review the attached application and information and provide us with your written input. We request that you e-mail any comments as soon as possible but no later than **Friday, April 29, 2022.**

E-mail: **P&Z@cityofcaldwell.org**

Case Number ANN22-000003/SUP22-000001: A request by Penelope Constantikes, on behalf of Justin Fishburn, for an annexation of parcels R3248700000 (approximately 5.84 acres) and R3247801000 (approximately 8.18 acres) with a zoning designation of R3 (High Density Residential). Concurrently a request for a Special Use Permit for **Lavender Crossing Apartments**, consisting of 12 apartment buildings with 288 multi-family dwelling units. The property is designated as High Density Residential in the 2040 Comprehensive Plan. The subject property is located south of the Walmart on Cleveland Blvd and north of Weston Pointe No 5 subdivision.

This case is scheduled to be presented before the **Caldwell Hearing Examiner on Tuesday, May 10, 2022 at 7:00 pm.**

We will assume that you have no objections, concerns or comments if you do not reply to this request within the requested timeframe. If you have any questions, you may contact me at 208-455-4604.

Type of Review Requested (check all that apply)

- Annexation
- Appeal/Amendment
- Comprehensive Plan Map Change
- De-Annexation
- Ordinance Amendment
- Rezone
- Special Use Permit
- Subdivision- Preliminary Plat
- Subdivision- Final Plat
- Subdivision- Short Plat
- Time Extension
- Variance
- Other _____

STAFF USE ONLY:
 File number(s): Ann22-000003/
Sup22-000001
 Project name: Lavender Crossing
 Date filed: _____ Date complete: _____
 Related files: _____

Subject Property Information

Address: 4121 and 4114 Laster Lane Parcel Number(s): 324870000 & 324780100
 Subdivision: Section Lane Block: _____ Lot: _____ Acreage: 11.02 Zoning: B-3 Canyon Co.
 Prior Use of the Property: Residential / grazing
 Proposed Use of the Property: Multi-Family - High Density

Applicant Information:

Applicant Name: Riley Planning Services LLC Phone: 208.908.1609
 Address: P.O. Box 405 City: Boise State: ID Zip: 83701
 Email: penelope@rileyplanning.com Cell: _____

Owner Name: Yellowstone Capital LLC / Gennie Fishburn Phone: _____
 Address: 1410 N. 6th Street City: Boise State: ID Zip: 83702
 Email: _____ Cell: _____

Agent Name: (e.g., architect, engineer, developer, representative) Penelope Constantikes
 Address: P.O. Box 405 City: Boise State: ID Zip: 83701
 Email: penelope@rileyplanning.com Cell: _____

Authorization

Print applicant name: Penelope Constantikes, Riley Planning Services LLC
 Applicant Signature: P. CONSTANTIKES Date: 2/14/22

AI



CITY OF Caldwell, Idaho

Planning &
Zoning
Hearing
Review
Application

Type of Review Requested

- Annexation/Deannexation
- Appeal/Amendment
- Comprehensive Plan Map Change
- Design Review
- Ordinance Amendment
- Rezone
- Special Use Permit
- Subdivision- Preliminary Plat
- Subdivision- Final Plat
- Subdivison- Short Plat
- Time Extension
- Variance
- Other _____

STAFF USE ONLY:

File Number(s): Ann22-000003/
Sup22-000001

Project Name: Laurender Crossing

Date Filed: _____ Date Complete: _____

Related Files: _____

Subject Property Information

Address: 4121 LASTER LNCALDWELL, ID 83605 Parcel Number(s): R3247801000

Subdivison: ___ Block: ___ Lot: ___ Acreage: 8.18 Zoning: ___

Prior Use of the Property: residential / vacant

Proposed Use of the Property: Multi-family

Applicant Information

Applicant Name: Penelope Constantikes Phone: (208) 908-1609

Address: P.O. Box 405 City: Boise State: ID Zip: 83701

Email: penelope@rileyplanning.com Cell: (208) 908-1609

Owner Name: FISHBURN JUSTIN A Phone: _____

FISHBURN GENNIE

Address: 1410 N 6TH ST City: BOISE State: ID Zip: 83702
BOISE, ID 83702

Email: _____ Cell: _____

Agent Name: (e.g., architect, engineer, developer, representative) Riley Planning Services

Address: P.O. Box 405 City: Boise State: ID Zip: 83701

Email: penelope@rileyplanning.com Cell: (208) 908-1609

Authorization

Print Applicant Name: Penelope Constantikes

Applicant Signature: _____ Date: 02/18/2022

AI



20-302 Annexation Description	2/4/2021 9:40 AM	Adobe Acrobat D...	3,837 KB
20-302 Annexation Exhibit	2/4/2021 9:39 AM	Adobe Acrobat D...	2,860 KB
24-Plex Elevations - Plan East	1/24/2022 4:12 PM	Adobe Acrobat D...	3,492 KB
24-Plex Elevations - Plan North	1/24/2022 4:12 PM	Adobe Acrobat D...	5,544 KB
24-Plex Elevations - Plan South	1/24/2022 4:12 PM	Adobe Acrobat D...	5,549 KB
24-Plex Elevations - Plan West	1/24/2022 4:12 PM	Adobe Acrobat D...	3,506 KB
24-Plex Floor Plan - Level 01	1/24/2022 4:12 PM	Adobe Acrobat D...	708 KB
24-Plex Floor Plan - Level 02	1/24/2022 4:12 PM	Adobe Acrobat D...	815 KB
24-Plex Floor Plan - Level 03	1/24/2022 4:12 PM	Adobe Acrobat D...	805 KB
AFFIDAVITS	2/17/2022 2:46 PM	Adobe Acrobat D...	1,720 KB
AnnexationChecklist	2/14/2022 2:11 PM	Adobe Acrobat D...	559 KB
Clubhouse - Overall Floor Plan	1/24/2022 4:12 PM	Adobe Acrobat D...	274 KB
Clubhouse Elevations - Plan North & East	1/24/2022 4:12 PM	Adobe Acrobat D...	2,277 KB
Clubhouse Elevations - Plan South & West	1/24/2022 4:12 PM	Adobe Acrobat D...	2,317 KB
HEARING REVIEW MASTER APP - Signed	2/14/2022 3:22 PM	Adobe Acrobat D...	639 KB
Landscape Plan	2/14/2022 2:02 PM	Adobe Acrobat D...	2,172 KB
Laster Ln Caldwell Rountable Recap Me...	2/17/2022 2:35 PM	Adobe Acrobat D...	807 KB
Lavender Crossing Preliminary Site and U...	2/14/2022 2:03 PM	Adobe Acrobat D...	4,249 KB
Lavender CROSSING TIS - FINAL 12022021	12/14/2021 7:06 AM	Adobe Acrobat D...	5,138 KB
LavenderCrossing_LscpRendering (2022-...	2/12/2022 2:01 PM	Adobe Acrobat D...	1,881 KB
Materials - Scheme 01	1/24/2022 4:12 PM	Adobe Acrobat D...	5,154 KB
Materials - Scheme 02	1/24/2022 4:12 PM	Adobe Acrobat D...	5,969 KB
Materials - Scheme 03	1/24/2022 4:12 PM	Adobe Acrobat D...	5,583 KB
NEIGHBORHOOD MEETING PACKET	2/14/2022 4:07 PM	Adobe Acrobat D...	10,253 KB
Open Space Exhibit	2/14/2022 2:02 PM	Adobe Acrobat D...	1,040 KB
Perspective - Clubhouse	1/24/2022 4:12 PM	Adobe Acrobat D...	3,010 KB
Perspective - Courtyard	1/24/2022 4:12 PM	Adobe Acrobat D...	3,071 KB
PROJECT DESCRIPTION <i>-Narr.</i>	2/17/2022 2:35 PM	Adobe Acrobat D...	2,299 KB
PROPERTY DEED	2/17/2022 2:33 PM	Adobe Acrobat D...	3,513 KB
RezoneChecklist	2/14/2022 2:11 PM	Adobe Acrobat D...	559 KB
Roundtable Request Form	2/17/2022 2:39 PM	Adobe Acrobat D...	837 KB
Site Plan	1/24/2022 4:12 PM	Adobe Acrobat D...	279 KB
SpecialUsePermitChecklist	2/14/2022 2:09 PM	Adobe Acrobat D...	559 KB
Upper Level Unit Plans - 2-Bedroom Units	1/24/2022 4:12 PM	Adobe Acrobat D...	276 KB
Upper Level Unit Plans - 3-Bedroom & 1-...	1/24/2022 4:12 PM	Adobe Acrobat D...	269 KB
VICINITY MAP	2/17/2022 2:34 PM	Adobe Acrobat D...	164 KB
Yellowstone Capital LLC_Idaho SOS	2/17/2022 2:38 PM	Adobe Acrobat D...	24 KB

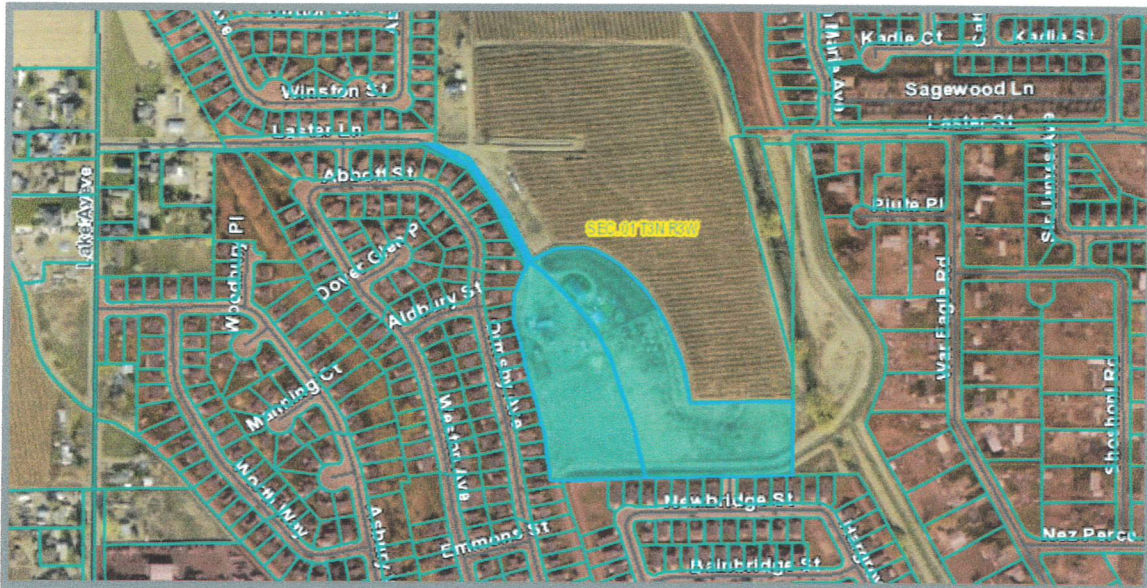
February 16, 2022

City of Caldwell Planning & Zoning Department
621 Cleveland Blvd.
Caldwell, ID 83605

**RE: 4121 AND 4114 LASTER LANE
ANNEXATION & ZONING
SPECIAL USE PERMIT PERMI FOR MULTI-FAMILY DEVELOPMENT**

Dear Mr. Mapp:

On behalf of Yellowstone Capital LLC, and Justin and Gennie Fishburn, please accept the attached application packet for annexation and zoning, and a special use permit for Lavender Crossing - a 288 unit multi-family development at 4121 and 4114 Laster Lane, Caldwell. The 14 acre uniquely shaped site is shown below and is composed of two parcels with individual residences and driveway access to Laster Lane.



This site has been designated on the City of Caldwell Future Land Use Map as High Density Residential and a proposed zoning designation of R-~~25~~₃ is requested, although the actual density will be lower than allowed in R-~~25~~₃.

The project team is pleased to present to the City of Caldwell a comprehensive application packet that includes a full set of drawings. These include:

- Dimensioned Site Plan with:

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- drive aisles and parking space layout;
- guest parking spaces;
- storm water retention; and
- setbacks.
- Preliminary Engineering Plan.
- Preliminary Landscape Plan.
- Landscape Plan Rendering.
- Qualified Open Space Exhibit.
- Full building elevations including the clubhouse and office, and materials and color palette information.
- Floor plans.

Other submittals include:

- Hearing Review Master Application.
- Project description.
- Deed, Affidavit of Legal Interest and Idaho SOS documentation.
- Metes & Bounds Legal Description and Exhibit Map.
- Neighborhood Meeting Documentation.

Amenities proposed with the project are:

- Micro-path connections within site.
- Perimeter Macro Path – 0.60 miles in length, or 3,250 linear feet.
- A large grassy area with room for a variety of options including a ‘tot lot’.
- Clubhouse and leasing office connected with a ‘breeze-way’.
- Electric Vehicle Charging Stations

The layout has been designed to minimize building massing adjacent to the existing residential by rotating the axis of as many structures as possible to an east/west alignment. The large balconies for the one bedroom units are oriented to the center of the overall site and separated from adjacent residential areas. Three unit types are proposed – one, two and three bedrooms. The Architect has incorporated the Unit A and Unit B standards.

Other thoughtful elements incorporated into the layout is the inclusion of heating & cooling, and water heating local in each unit which keeps the ground level area around each structure free of obstructions and keeps the grounds ‘visually clean’. A complementary scheme of color and materials has been devised with low key but interesting and very pleasing presentation with a striking wood accent.

A full preliminary landscape plan is also presented in the packet. One element that the team will incorporate into the final landscape plan is the use of fencing to block headlights. Bike parking requirements have been noted and will be incorporated into the design of the grounds.

A Traffic Impact Study has been prepared and submitted to the City of Caldwell Engineering Department. The project engineer and planner have had preliminary discussions with Pioneer Irrigation District and Black Canyon Irrigation District. A PI pump station owned and maintained by Pioneer Irrigation District is located along Laster near the existing access driveways and the

project team will coordinate PI with them. Black Canyon Irrigation District has provided easement widths and no pathway encroachment is anticipated into the Notus Canal easement per their requirement.

A neighborhood meeting was held at the Caldwell Library and a full packet of information is included in the application materials. One neighbor attended.

Interestingly, this site is within the Caldwell Urban Renewal Area and the project team is interested to learn how the special status of this site can be a benefit to the City of Caldwell.

Access to the site is understood to be a two-step process. There is a long existing stub street connection along the south boundary of the site. To the east and northeast is the 'Buxton Site'. An earlier development application was withdrawn shortly before a P&Z Commission hearing and we understand that development activity for this large parcel has been renewed. Initially access from the south is anticipated with emergency only access utilizing the 20+ foot wide connection to Laster Lane on the north. With development of the Buxton site, and given the City emphasis on connectivity, the project team anticipates replacing some site access with newer access via the Buxton Site and the extension of Laster Lane across the Elijah Drain.

Please do not hesitate to contact me if I can be of assistance by answering questions or providing additional information.

Best regards,

RILEY PLANNING SERVICES LLC

P. Constantikes

Penelope Constantikes
Principal



P.I.O
SHEET
FOR CONSTRUCTION
NOT FOR CONSTRUCTION

PROJECT No. 0000000000
SCALE AS SHOWN
CHECKED BY MRS
DESIGNED BY MRS
DATE 1/11/2022
DRAWN BY MRS

LAVENDER CROSSING
DIMENSIONS PLAN
CALDWELL, ID



DATE 1/11/2022
DATE 1/11/2022

PROPERTY OWNERS:
YELLOWSTONE CAPITAL, LLC
JUSTIN & GENIE FISHBURN
BOISE, ID 83702

DEVELOPER:
JUSTIN & GENIE FISHBURN
BOISE, ID 83702

CIVIL ENGINEER:
KIMLEY-HORN
1000 S. GARDNER BLVD., SUITE 1100
BOISE, ID 83702
PHONE: (208) 974-4077
EMAIL: Abbey.Horn@kimley-horn.com

SURVEYOR:
ACCURATE SURVEYING & MAPPING
CONTACT: NATHAN DANIEL, PLS
BOISE, ID 83702

PLANNER:
RELY PLANNING
BOISE, ID 83702

UNIT COUNT:
TOTAL = 288 UNITS
(17) 24 PLEX = 288

TOTAL = 288 UNITS
12 BUILDABLE LOTS
2 COMMON LOTS

PARKING COUNT:
468 REQUIRED
(18 ADA)

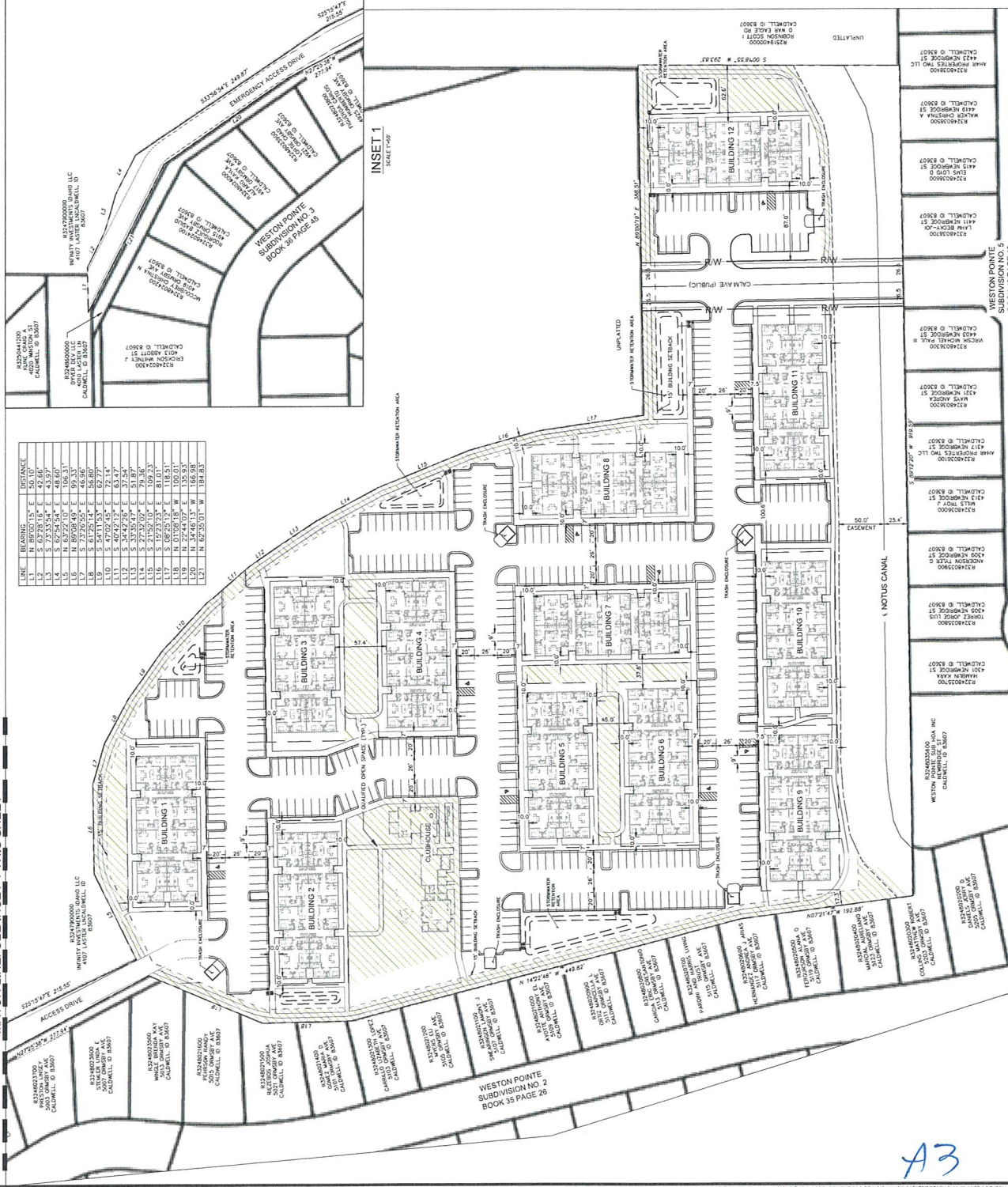
GUESTS: 1437 (1.5 PER UNIT)
36 (1 PER 8 UNITS)

ELECTRICAL CHARGING:
2 CHARGED BY SPACES WILL BE PROVIDED
LOCATION TBD

TOTAL AREA = 14.0 ACRES
REQUIRED OPEN SPACE = 1.4 ACRES = 10%
QUALIFIED OPEN SPACE = 1.9 ACRES = 14%

GENERAL NOTES

1. ALL UTILITIES SHALL BE PROVIDED BY CONNECTION TO CITY
2. ALL STORMWATER WILL BE RETAINED ON SITE
3. PRESSURE IRRIGATION WILL BE PROVIDED BY CONNECTION TO THE EXISTING PRESSURE IRRIGATION SYSTEM. THE SYSTEM WILL TAKE TAKE PLACE PRIOR TO CONSTRUCTION OF THE MAIN UNITS AND CONNECTION.
4. FROM AND TO, WHICH STATES, THE AGRICULTURAL, OCCASIONAL, AGGREGATIONAL, RECREATIONAL, AND TOURISM USES ARE PERMITTED. THE USES ARE LIMITED TO THE PROVISION OF PUBLIC BY ANY CHANGED CONDITIONS IN THE ABOUT THE OPERATION FOR MORE THAN FIVE (5) YEARS. WHEN THE OPERATION HAS BEEN IN OPERATION FOR MORE THAN FIVE (5) YEARS, THE OPERATION HAS BECOME A PERMANENT USE. THE USES ARE LIMITED TO THE PROVISION OF AGRICULTURAL, OCCASIONAL, AGGREGATIONAL, RECREATIONAL, AND TOURISM USES.

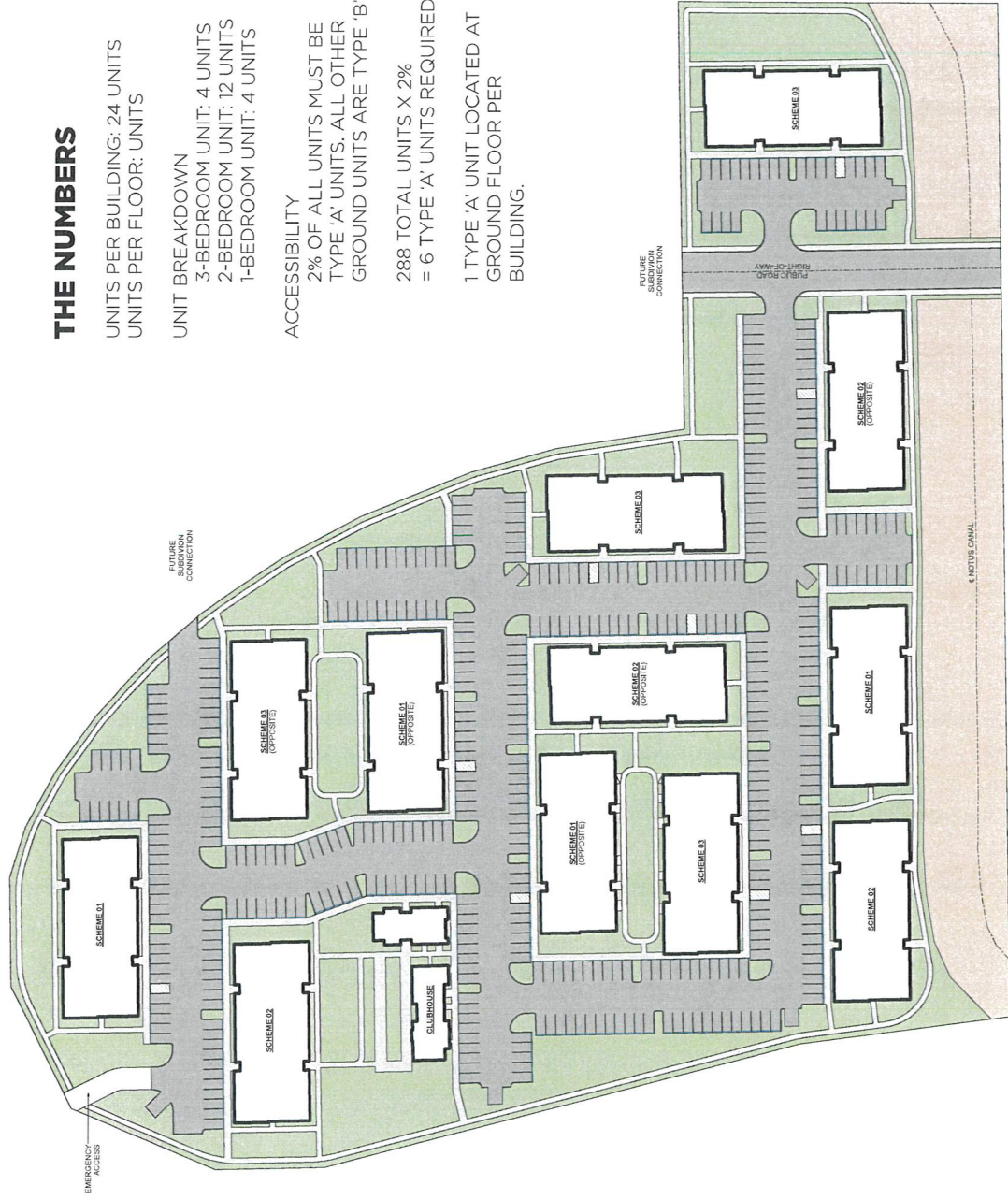


MATCHLINE: SEE INSET 1 THIS SHEET

WESTON POINT SUBDIVISION NO 2
BOOK 35 PAGE 26

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SITE PLAN/
SCALE: 1" = 100'-0"



THE NUMBERS

UNITS PER BUILDING: 24 UNITS
UNITS PER FLOOR: UNITS

UNIT BREAKDOWN

3-BEDROOM UNIT: 4 UNITS
2-BEDROOM UNIT: 12 UNITS
1-BEDROOM UNIT: 4 UNITS

ACCESSIBILITY

2% OF ALL UNITS MUST BE TYPE 'A' UNITS, ALL OTHER GROUND UNITS ARE TYPE 'B'.

288 TOTAL UNITS X 2%
= 6 TYPE 'A' UNITS REQUIRED

1 TYPE 'A' UNIT LOCATED AT GROUND FLOOR PER BUILDING.

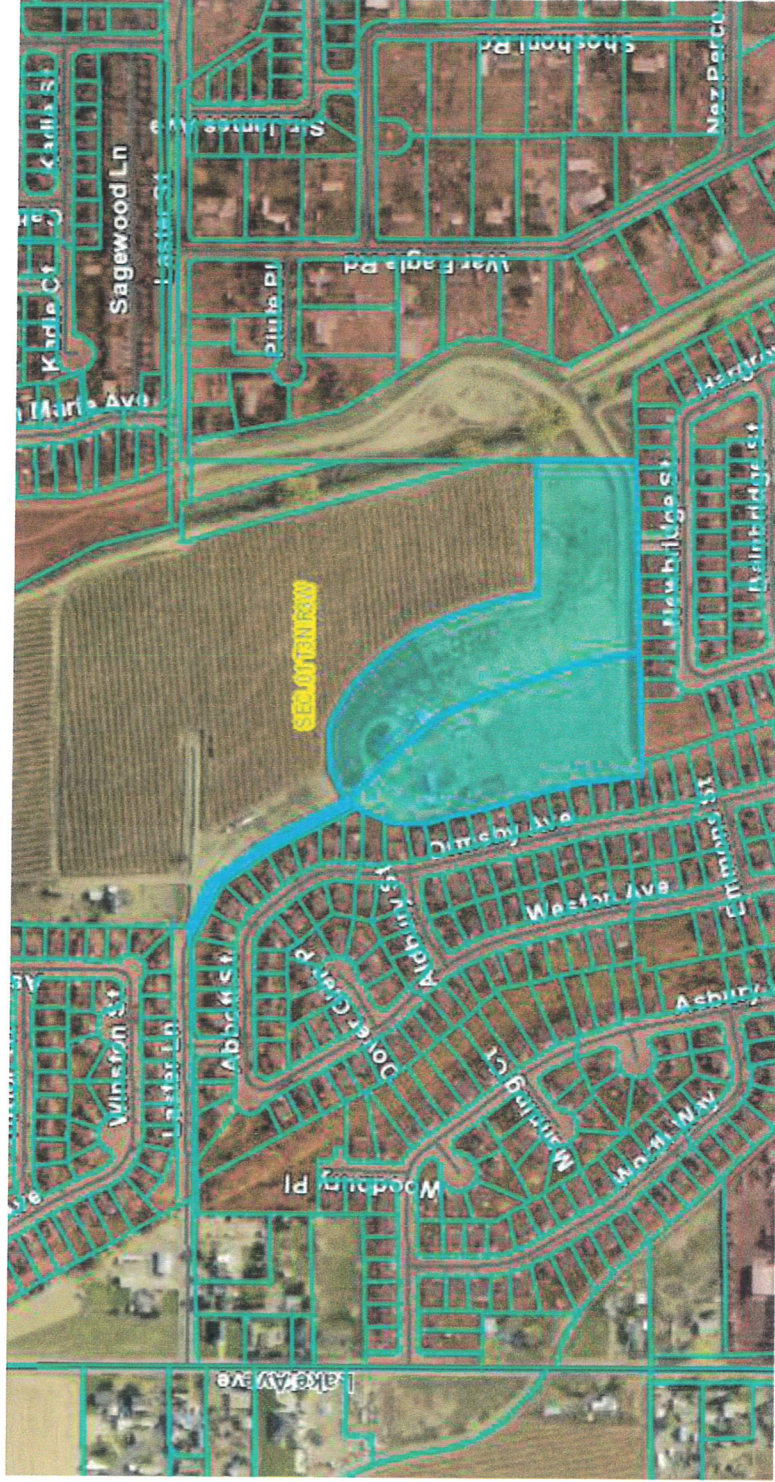
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RILEY PLANNING SERVICES

P.O. Box 405
Boise, ID 83701

VICINITY MAP 4121 AND 4114 LASTER LANE, CALDWELL



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NEIGHBORHOOD MEETING FORM

INSTRUCTIONS:

Section 10-03-12: NEIGHBORHOOD MEETINGS:

- (1) Applicants shall conduct a neighborhood meeting prior to the first public hearing for any of the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications; and, rezone applications.
- (2) The neighborhood meeting shall be conducted after a round table meeting has been held, provided a round table meeting was required, and prior to the first public hearing related to the application. In no instances shall the application be heard at a public hearing until the neighborhood meeting has been held.
- (3) It shall be the sole duty of the applicant to provide written notice of a neighborhood meeting to all property owners or purchasers of record owning property within three hundred feet (300') of the exterior boundary of the subject property; except that in the case of variance applications only, written notice of a neighborhood meeting only needs to be provided to property owners immediately adjacent to the subject property. Notice of a neighborhood meeting shall be in addition to, and not combined with, notices already required by this chapter, and shall include the date, time, location and purpose of the meeting.
- (4) The purpose of the neighborhood meeting shall be to review the proposed project and discuss neighborhood concerns, if any.
- (4) The meeting shall not be on a holiday, a holiday weekend, or the day before a holiday or holiday weekend.
- (5) The meeting shall be held at one of the following locations:
 - A. On the subject property;
 - B. At a nearby available public meeting place including, but not limited to, a fire station, library, school, or community center; or
 - C. An office space with suitable meeting facilities if such facilities are within a one-mile radius of the nearest public meeting place.
- (6) The neighborhood meeting shall be conducted after a round table meeting has been held at the City, provided a round table meeting was required, and prior to acceptance of the application (except as listed in #2 above).
 - Notices of the neighborhood meeting shall be placed in the mail at least ten (10) days prior to the date of the neighborhood meeting.
- (7) The neighborhood meeting form shall be obtained from the Planning and Zoning Department and shall be completed and submitted to the Planning and Zoning Department when complete.

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NEIGHBORHOOD MEETING FORM
City of Caldwell Planning and Zoning Department
621 E. Cleveland Blvd., Caldwell, ID 83605
Phone: (208) 455-3021

Start Time of Neighborhood Meeting: 6:00 pm

End Time of Neighborhood Meeting: 7:00 pm

Those in attendance please print your name and address. If no one attended, Applicant please write across this form "No one attended."

PRINTED NAME

ADDRESS, CITY, STATE, ZIP

- 1. SEE ATTACHED
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____
- 16. _____
- 17. _____
- 18. _____
- 19. _____

45

- 20. _____
- 21. _____
- 22. _____
- 23. _____
- 24. _____
- 25. _____

Neighborhood Meeting Certification:

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project: High density multi-family

Date of Round Table meeting: Feb. 5, 2021

Notice sent to neighbors on: Post Marked January 14, 2022

Date & time of the neighborhood meeting: Tuesday, January 25, 2022

Location of the neighborhood meeting: City of Caldwell Public Library

Developer/Applicant:

Name: Yellowstone Capital LLC

Address, City, State, Zip: 1410 N. 6th Street, Boise, ID 83702

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE P. CONSTANTINES DATE 1/15/22

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Canyon County Listing - R32487 (300')



ACCOUNT # OWNER NAME OWNER ADDRESS CITY STATE ZIPCODE

R3247801000	FISHBURN JUSTIN A	1410 N 6TH ST	BOISE	ID	83702
R3247900000	BUXTON FARM LLC	3209 W TUCKER RD	BOISE	ID	83703
R3248019900	TORPEY JULIENE A	5204 ORMSBY AVE	CALDWELL	ID	83607
R3248020200	DANIELS JERRY D @	5205 ORMSBY AVE	CALDWELL	ID	83607
R3248014900	BURTON JAMES	5203 WESTON AVE	CALDWELL	ID	83607
R3248020100	QUINTERO LUIS D	5207 ORMSBY AVE	CALDWELL	ID	83607
R3248020000	NACHBAR LLC	3364 OPAL TER	BELLINGHAM	WA	98226
R3248014800	FERGUSON PEGGY M	5209 WESTON AVE	CALDWELL	ID	83607
R3248016900	SALDIVAR ODET CHAVEZ	2725 W TANGO CREEK DR	MERIDIAN	ID	83646
R3248015100	MC ERLEAN CRAIG	5218 ORMSBY AVE	CALDWELL	ID	83607
R3248014700	RODRIGUEZ RODOLFO T	5217 WESTON AVE	CALDWELL	ID	83607
R3248016800	PARKS MERRILL D	5215 ORMSBY AVE	CALDWELL	ID	83607
R3248016700	DONOFRIO GINO A	5219 ORMSBY AVE	CALDWELL	ID	83607
R3248013600	SOUZA TYLER J	5222 ORMSBY AVE	CALDWELL	ID	83607
R3250440900	PRICE WILLIAM	4915 ASHTON AVE	CALDWELL	ID	83607
R3250448200	GRIFFIN TIMOTHY L	4924 ASHTON AVE	CALDWELL	ID	83607
R3250441000	AMERICAN HOMES 4 RENT PROPERTIES NINE LLC	23975 PARK SORRENTO STE 300	CALABASAS	CA	91302
R3250441100	SILVERHAWK PROPERTIES LLC	4505 AVIATION WAY	CALDWELL	ID	83605
R3250441300	RODRIGUEZ ROSE MARY	4016 WINSTON ST	CALDWELL	ID	83607
R3250441400	BROWN FAMILY TRUST EST 1990	13408 S DEACON AVE	NAMPA	ID	83686
R3250441500	CHASE JENNIFER RUTH	93 S ROLLING GREEN ST	NAMPA	ID	83687
R3250441600	MC AUSLAN LINDA	3924 WINSTON ST	CALDWELL	ID	83607
R3250441200	KLINE CRAIG A	4020 WINSTON ST	CALDWELL	ID	83607
R3248700000	YELLOWSTONE CAPITAL LLC	1410 N 6TH ST	BOISE	ID	83702

Thursday, March 11, 2021

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PROPERTY LISTING DISCLAIMER: This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of this data. It is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.

ACCOUNT #	OWNER NAME	OWNER ADDRESS	CITY	STATE	ZIPCODE
R3248600000	DYVER DEV LLC	PO BOX 369	MERIDIAN	ID	83680
R3248024300	ERICKSON WHITNEY J	4013 N ABBOTT ST	CALDWELL	ID	83607
R3248024400	BERETTA GREG TRUST	2821 226TH ST SW	BRIER	WA	98036
R3248024500	JACOBO JOSE G	4005 N ABBOTT ST	CALDWELL	ID	83607
R3248024600	PACK BRADLEY	8800 HWY 95	MARSING	ID	83639
R3248024200	MCCOUBREY CHRISTINA N	4019 ABBOTT ST	CALDWELL	ID	83607
R3248024100	RODRIGUEZ BASILIO	444 W ALTURAS ST	TUCSON	AZ	85705
R3248024000	ALFARO KAYLA	4917 ORMSBY AVE	CALDWELL	ID	83607
R3248023900	LORTIE CHAD	4921 ORMSBY AVE	CALDWELL	ID	83607
R3248025100	BATE WILLIAM C JR	4012 ABBOT ST	CALDWELL	ID	83605
R3248025000	NEW RALPH C	4914 ORMSBY AVE	CALDWELL	ID	83607
R3248025200	KOREIS ZACHARY D	4008 ABBOTT ST	CALDWELL	ID	83605
R3248025300	PEHRSON RANDY DEAN	4445 BEVERLAND LN	MACKAY	ID	83251
R3248025400	KUZMIC DATHAN	3922 N ABBOTT ST	CALDWELL	ID	83607
R3248023800	FIGUEROA CARLOS HUMBERTO	4925 ORMSBY AVE	CALDWELL	ID	83607
R3248024900	RAMIREZ ROSALINDA	4920 ORMSBY AVE	CALDWELL	ID	83607
R3248026100	INIGUEZ JUAN G	4018 DOVER GLEN PL	CALDWELL	ID	83607
R3248026000	WILLIAMS KATRINA M	4011 DOVER GLENN PLACE	CALDWELL	ID	83607
R3248023700	PRESTON LINSEY	5003 ORMSBY AVE	CALDWELL	ID	83607
R3248024800	BARAJAS HUGO GARCIA	5004 ORMSBY AVE	CALDWELL	ID	83607
R3248026200	JOHNSON MICHAEL L	4014 DOVER GLENN PL	CALDWELL	ID	83607
R3248023600	STEMLER LINDA E	5007 ORMSBY AVE	CALDWELL	ID	83607
R3248024700	REECE FAMILY 2015 REVOCABLE TRUST	3825 W GULF	SANIBEL	FL	33957
R3248023500	WINGLE BRENDA KAY	PO BOX 687	CALDWELL	ID	83606
R3248026300	CARTER SHANNON L	4010 DOVER GLENN PL	CALDWELL	ID	83607
R3248022100	SOLIS MARIBEL	5014 ORMSBY AVE	CALDWELL	ID	83607
R3248021600	PEHRSON RANDY	4445 BEVERLAND LN	MACKAY	ID	83251

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ACCOUNT #	OWNER NAME	OWNER ADDRESS	CITY	STATE	ZIP CODE
R3248021900	MUHLESTEIN JASON	4023 ALDBURY ST	CALDWELL	ID	83607
R3248022000	JONES STEVEN AND MARILYN JOINT REVOCABLE	765 VIEW CT	BAKER CITY	OR	97814
R3248021200	MYERS ELI	5105 ORMSBY AVE	CALDWELL	ID	83607
R3248018700	HIBBERT HYRUM TURNBULL	5105 WESTON AVE	CALDWELL	ID	83607
R3248021100	SWEARINGEN LAMONT J	5107 ORMSBY AVE	CALDWELL	ID	83605
R3248019100	DIHLE RAYMOND	14594 SE CREEKSIDE DR	MILWAUKIE	OR	97267
R3248018600	MCCORMICK PATRICK AND ROSEMARIE REVOCAB	451 MARKHAM AVE	SAN BRUNO	CA	94066
R3248021000	AYOTTE ANTHONY E	5109 ORMSBY AVE	CALDWELL	ID	83605
R3248019200	PANGELINA FRANK GILBERT JR	5108 ORMSBY AVE	CALDWELL	ID	83607
R3248018500	MOUNTAIN WEST IRA INC FBO KEVIN BRIDGEWA	13905 W WAINWRIGHT DR	BOISE	ID	83713
R3248020900	ORTIZ MARCELLA L	16321 MANATEE AVE	CALDWELL	ID	83607
R3248019300	VASQUEZ ERICA	5110 ORMSBY AVE	CALDWELL	ID	83607
R3248018400	LOMELI MARIELA	5111 WESTON AVE	CALDWELL	ID	83607-1911
R3248020800	GARCIA ERIC CRESANTONIO	5113 ORMSBY AVE	CALDWELL	ID	83607
R3248019400	CORTEZ GABRIELA E SANTANA	5112 ORMSBY AVE	CALDWELL	ID	83607
R3248018300	PETERSON CHRISTOPHER R	5113 WESTON AVE	CALDWELL	ID	83607
R3248020700	PARDINI AND HARRIS LIVING TRUST	79 BENSON LN	COTATI	CA	94931
R3248019500	HAMMOND RICHARD	5114 ORMSBY AVE	CALDWELL	ID	83607
R3248018200	GONZALEZ GRISELDA N PADILLA	5115 WESTON AVE	CALDWELL	ID	83607
R3248020600	HERNANDEZ ANDREA J ARIAS	5117 ORMSBY AVE	CALDWELL	ID	83607
R3248019600	MARTINEZ ROBERTO	5116 ORMSBY AVE	CALDWELL	ID	83607
R3248018100	ADAMS KAYLA	5117 WESTON AVE	CALDWELL	ID	83607
R3248020500	FERGURSON ALANA O	5119 ORMSBY AVE	CALDWELL	ID	83607
R3248019700	CORONA MARTIN PATLAN	5120 ORMSBY AVE	CALDWELL	ID	83607
R3248018000	ADVOCATES AGAINST FAMILY VIOLENCE INC	PO BOX 1496	CALDWELL	ID	83606
R3248020400	MARCIAL AURELIANO	5123 ORMSBY AVE	CALDWELL	ID	83607
R3248019800	GONZALEZ ANDRES MENDOZA	5124 ORMSBY AVE	CALDWELL	ID	83607

Thursday, March 11, 2021

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ACCOUNT #	OWNER NAME	OWNER ADDRESS	CITY	STATE	ZIP CODE
R3248015000	CHRISTIAN RONALD	5121 WESTON AVE	CALDWELL	ID	83607
R3248020300	COLLINS MATTHEW ROBERT	5203 ORMSBY AVE	CALDWELL	ID	83607
R3250440800	MASCORRO JOSE ANGEL MACIAS	4911 ASHTON AVE	CALDWELL	ID	83607
R3248021500	RIEZEBOS JOSHUA	5021 ORMSBY AVE	CALDWELL	ID	83607
R3248021400	GOMEZ MARIA D	5101 ORMSBY AVE	CALDWELL	ID	83605
R3248018900	CONGER KEITH A	5102 ORMSBY AVE	CALDWELL	ID	83607
R3248021300	CARRILLO LIZBETH LOPEZ	5103 ORMSBY AVE	CALDWELL	ID	83605
R3248018800	ANGELETTI SARAH M	5103 WESTON AVE	CALDWELL	ID	83607-1911
R3248019000	PATTEE DONALD H	5104 ORMSBY AVE	CALDWELL	ID	83607
R3248039000	MARTINEZ FRANK	4319 BAINBRIDGE ST	CALDWELL	ID	83607
R3248035400	CLARK DAVID A	5318 LANDSDOWN AVE	CALDWELL	ID	83607
R3248040600	WILLIAMS CHRISTOPHER	4312 NEWBRIDGE ST	CALDWELL	ID	83607
R3248040500	SAUCEDO VICTOR TORRES	4316 NEWBRIDGE ST	CALDWELL	ID	83607
R3248040400	BUSTILLOS DAVID	4320 NEWBRIDGE ST	CALDWELL	ID	83607
R3248040300	JOSEY ALEXANDER X	4402 NEWBRIDGE ST	CALDWELL	ID	83607
R3248035900	ANDERSON TYLER G	4309 NEWBRIDGE ST	CALDWELL	ID	83607
R3248036000	MILLS TROY J	4313 NEWBRIDGE ST	CALDWELL	ID	83607
R3248036100	MCKENNA KELSEY KRISTINE	4317 NEWBRIDGE ST	CALDWELL	ID	83607
R3248036200	MAYS ANDREA	4321 NEWBRIDGE ST	CALDWELL	ID	83607
R3248036300	VIRCSIK MICHAEL PAUL III	1860 BERINGER WAY	RENO	NV	89521
R3248038800	FISCALINI BENJAMIN	643 CHOCTAW DR	SAN JOSE	CA	95123
R3248038900	SOLT EDDIE D	4315 BAINBRIDGE ST	CALDWELL	ID	83607
R3248035500	GARDNER CORY A	5312 LANDSDOWN AVE	CALDWELL	ID	83607
R3248040700	PICKETT RICHARD COLTON	4308 NEWBRIDGE ST	CALDWELL	ID	83607
R3248035600	WESTON POINTE SUB HOA INC	850 E FRANKLIN RD STE 416	MERIDIAN	ID	83642
R3248035700	JONES JOSHUA D	4301 NEWBRIDGE ST	CALDWELL	ID	83607
R3248035800	TORREZ JORGE LUIS	4305 NEWBRIDGE ST	CALDWELL	ID	83607

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ACCOUNT # OWNER NAME

OWNER ADDRESS

CITY

STATE

ZIP CODE

Thursday, March 11, 2021

Page 5 of 5

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ROBINSON SCOTT
5104 WAR EAGLE RD
CALDWELL, ID 83605

RODRIGUEZ RODOLFO
5217 WESTON AVE
CALDWELL, ID 83607

CHASE JENNIFER
93 ROLLING GREEN ST
NAMPA, ID 83687

INFINITY INVESTMENTS
IDAHO LLC
3631 PHEASANT TAIL WAY
BOISE, ID 83716

PARKS MERRILL
5215 ORMSBY AVE
CALDWELL, ID 83607

MCAUSLAN LINDA
3924 WINSTON
CALDWELL, ID 83607

TORPEY JULIENE
5204 ORMSBY AVE
CALDWELL, ID 83607

DONOFRIO GINO
5219 ORMSBY
CALDWELL, ID 83607

KLINE CRAIG
4020 WINSTON
CALDWELL, ID 83607

DANIELS JERRY
5205 ORMSBY AVE
CALDWELL, ID 83607

SOUZA TYLER
5222 ORMSBY AVE
CALDWELL, ID 83607

YELLOWSTONE CAPITAL LLC
1410 N 6TH STREET
BOISE, ID 83702

BURTON JAMES
5203 WESTON AVE
CALDWELL ID 83607

PRICE WILLIAM
4915 ASHTON AVE
CALDWELL, ID 83607

DYVER DEV LLC
P.O. BOX 369
MERIDIAN, ID 83680

QUINTERO LUIS
5207 ORMSBY AVE
CALDWELL, ID 83607

GRIFFIN TIMOTHY
4924 ASHTON AVE
CALDWELL, ID 83607

ERICKSON WHITNEY
4013 N ABBOTT ST
CALDWELL, ID 83607

NACH BAR LLC
3364 OPAL TER
BELLINGHAM, WA 98226

AMERICAN HOMES 4 RENT
23975 PARK SORRENTO STE 300
CALABASAS, CA 91302

BERETTA GREG TRUST
2821 226TH ST SW
BRIER, WA 98036

FREGUSSON PEGGY
5209 WESTON AVE
CALDWELL, ID 83607

SILVERHAWK PROPERTIES
4505 AVIATION WAY
CALDWELL, ID 83605

JACOBO JOSE
4005 N ABBOTT ST
CALDWELL, ID 83607

SALDIVAR ODET CHAVEZ
2725 W TANGO CREEK DR
MERIDIAN, ID 83646

RODRIGUEZ ROASE MARY
4016 WINSTON ST
CALDWELL, ID 83607

PACK BRADLEY
8800 HWY 95
MARSING, ID 83639

MCKERLEAN CRAIG
5218 ORMSBY AVE
CALDWELL, ID 83607

BROWN FAMILY TRUST
13408 S DEACON AVE
NAMPA, ID 83686

MCCOUBREY CHRISTINA
4019 ABBOTT STREET
CALDWELL, ID 83607

AS

RODRIGUEZ BASILIO
444 W ALTURAS ST
TUCSON, AZ 83705

INIGUEZ JUAN
4018 DOVER GLEN PL
CALDWELL, ID 83607

PEHRSON RANDY
4445 BEVERLAND LN
MACKAY, ID 83251

ALFARO KAYLA
4917 ORMSBY AVE
CALDWELL, ID 83607

WILLIAMS KATRINA
4011 DOVER GLENN PL
CALDWELL, ID 83607

MUHLESTEIN JASON
4023 ALDBURY
CALDWELL, ID 83607

LORTIE CHAD
4912 ORMSBY AVE
CALDWELL, ID 83607

PRESTON LINSEY
5003 ORMSBY AVE
CALDWELL, ID 83607

JONES STEVEN REV. TRUST
765 VIEW CT
BAKER CITY, OR 97814

BATE WILLIAM
4012 ABBOTT STREET
CALDWELL, ID 83605

BARAJAS HUGO
5004 ORMSBY AVE
CALDWEL, ID 83607

MYERS ELI
5105 ORMSBY AVE
CALDWELL, ID 83607

NEW RALPH
4914 ORMSBY AVE
CALDWELL, ID 83607

JOHNSON MICHAEL
4014 DOVER GLENN PL
CALDWELL, ID 83607

HIBBERT HYRUM
5105 WESTON AVE
CALDWELL, ID 83607

KOREIS ZACHARY
4008 ABBOTT
CALDWELL, ID 83605

STEMLER LINDA
5007 ORMSBY AVE
CALDWELL, ID 83607

SWEARINGEN LAMONT
5107 ORMSBY AVE
CALDWELL, ID 83605

PEHRSON RANDY
4445 BEVERLAND LN
MCKAY, ID 83251

REECE FAMILY REV. TRUST
3825 W GULF
SANIBEL, FL 33957

BEEGHLY BRANDON
5106 ORMSBY AVE
CALDWELL, ID 83607

KUZMIC DATHAN
3922 N ABBOTT ST
CALDWELL, ID 83607

WINGLE BRENDA
P.O. BOX 687
CALDWELL, ID 83606

MCCORMICK PATRICK
451 MARKHAM AVE
SAN BRUNO, CA 94066

FIGUEROA CARLOS
4925 ORMSBY AVE
CALDWELL, ID 83607

CARTER SHANNON
4010 DOVER FLENN PL
CALDWELL, ID 83607

AYOTTE ANTHONY
5109 ORMSBY AVE
CALDWELL, ID 83605

RAMIREZ ROSALINDA
4920 ORMSBY AVE
CALDWELL, ID 83607

SOLIS MARIBEL
5014 ORMSBY AVE
CALDWELL, ID 83607

PANGELINA FRANK
5108 ORMSBY AVE
CALDWELL, ID 83607

A5

MT. WEST IRA FBO KEVIN
BRIDGEWATER IRA
13905 W WAINWRIGHT DR
BOISE, ID 83713

HAMMOND RICHARD
5114 ORMSBY AVE
CALDWELL, ID 83607

CHRISTIAN RONALD
5121 WESTON AVE
CALDWELL, ID 83607

RODGIGUEZ JOSE
4122 E IRIS CT
NAMPA, ID 83687

GONZALEZ GRISELDA
5115 WESTON AVE
CALDWELL, ID 83607

COLLINS MATTHEW
5203 ORMSBY AVE
CALDWELL, ID 83607

ORTIZ MARCELLA
16321 MANATEE AVE
CALDWELL, ID 83607

HERNANDEZ ANDREA
5117 ORMSBY AVE
CALDWELL, ID 83607

MASCORRO JOSE
4911 ASHTON AVE
CALDWELL, ID 83607

VASQUEZ ERICA
5110 ORMSBY AVE
CALDWELL, ID 83607

MARTINEZ ROBERTO
5116 ORMSBY AVE
CALDWELL, ID 83607

REIZEBOS JOSHUA
5021 ORMSBY AVE
CALDWELL, ID 83607

LOMELI MARIELA
5111 WESTON AVE
CALDWELL, ID 83607

ADAMS KAYLA
5117 WESTON AVE
CALDWELL, ID 83607

GOMEZ MARIA
5101 ORMSBY AVE
CALDWELL, ID 83605

GARZIA ERIC
5113 ORMSBY AVE
CALDWELL, ID 83607

FERGURSON ALANA
5119 ORMSBY AVE
CALDWELL, ID 83607

CONGER KEITH
5102 ORMSBY AVE
CALDWELL, ID 83607

CORTEZ GABRIELA
5112 ORMSBY AVE
CALDWELL, ID 83607

CORONA MARTIN
5120 ORMSBY AVE
CALDWELL, ID 83607

CARRILLO LIZBETH
5103 ORMSBY AVE
CALDWELL, ID 83607

PETERSON CHRISTOPHER
5113 WESTON AVE
CALDWELL, ID 83607

ADVOCATES AGAINST FAMILY
VIOLENCE
P.O. BOX 1496
CALDWELL, ID 83605

ANGELETTI SARAH
5103 ORMSBY AVE
CALDWELL, ID 83607

PARDIMI & HARRIS TRUST
79 BENSON LN
COTATI, CA 94931

MARCIAL AURELIANO
5123 ORMSBY AVE
CALDWELL, ID 83607

PATTEE DONALD
5104 ORMSBY AVE
CALDWELL, ID 83607

GOMER JOANN
5210 WAR EAGLE RD
CALDWELL, ID 83607

GONZALEZ ANDRES
5124 ORMSBY AVE
CALDWELL, ID 83607

MARTINEZ FRANK
4319 BAINBRIDGE ST
CALDWELL, ID 83607

AS

AWES DIANNA
4323 BAINBRIDGE ST
CALDWELL, ID 83607

JOSEY ALEXANDER
4402 NEWBRIDGE ST
CALDWELL, ID 83607

MAYS ANDREA
4321 NEWBRIDGE ST
CALDWELL, ID 83607

GRIGORIEV VADIM
8249 WINDING WAY
FAIR OAKS, CA 95628

SANDERS ALYSSA
4406 NEWBRIDGE ST
CALDWELL, ID 83607

VIRSCIK MICHAEL
1860 BERINGER WAY
RENO, NV 89521

HALES WADE
4409 BAINBRIDGE ST
CALDWELL, ID 83607

VALENCIA CESAR
4410 NEWBRIDGE ST
CALDWELL, ID 83607

ESPINOZA SERGIO
4503 BAINBRIDGE ST
CALDWELL, ID 83607

ZIMMER DAVID
5304 N MOOSE CREEK AVE
MERIDIAN, ID 83646

MOORE FRANKLIN
4414 NEWBRIDGE ST
CALDWELL, ID 83607

LAHM BECKY
8234 S LEYDEN CT
CENTENNIAL, CO 80112

LEMOS ROBERT
4417 BAINBRIDGE ST
CALDWELL, ID 83607

QUINTANA URIEL
4418 NEWBRIDGE ST
CALDWELL, ID 83607

ELMS LOYD
4415 NEWBRIDGE ST
CALDWELL ID 83607

ANDREASEN CODY
4421 BAINBRIDGE ST
CALDWELL, ID 83607

LORDS CLAUD
4422 NEWBRIDGE ST
CALDWELL, ID 83607

AH4R PROPERTIES TWO LLC
23975 PARK SORRENTO STE 300
CALABASAS, CA 91302

CLARK DAVID
5318 LANDSDOWN AVE
CALDWELL, ID 83607

KEZER MATTHEW
5317 HARGROVE AVE
CALDWELL, ID 83607

WALKER CHRISTINA
4419 NEWBRIDGE ST
CALDWELL, ID 83607

ROOSEVELT JUDY
4312 NEWBRIDGE ST
CALDWELL, ID 83607

ANDERSON TYLER
4309 NEWBRIDGE ST
CALDWELL, ID 83607

FISCALINI BENJAMIN
643 CHACTAW DR
SAN JOSE, CA 95123

SAUCEDO VICTOR
4316 NEWBRIDGE ST
CALDWELL, ID 83607

MILLS TROY
4313 NEWBRIDGE
CALDWELL, ID 83607

SOLT EDDIE
4315 BAINBRIDGE ST
CALDWELL, ID 83607

BUSTILLOS DAVID
4320 NEWBRIDGE ST
CALDWELL, ID 83607

MCKENNA KELSEY
4317 NEWBRIDGE
CALDWELL, ID 83607

HAMRE TOR
5312 LANDSBOWN AVE
CALDWELL, ID 83607

AS

HUFF JEFFERY
4308 NEWBRIDGE ST
CALDWELL, ID 83605

VEGA SILVINO
4505 NEWBRIDGE ST
CALDWELL, ID 83607

WESTON POINTE SUB HOA
850 E FRANKLIN STE 416
MERIDIAN, ID 83642

BLAY CODY
4509 NEWBRIDGE ST
CALDWELL, ID 83607

MORTON KRISTA
5313 HARGROVE AVE
CALDWELL, ID 83607

HAMBLIN KARA
8844 HELEN AVE
SUN VALLEY, CA 91352

TORREZ JORGE
4305 NEWBRIDGE ST
CALDWELL, ID 83607



January 14, 2022

Dear Neighbor:

Please join me for a neighborhood meeting for a proposed development at 4121 and 4114 Laster Lane, Caldwell. An application for Annexation and Zoning, and a Planned Unit Development is anticipated for this site. The purpose of this meeting is to provide neighbors in the vicinity of the site with an opportunity to learn more about the proposed applications.

The City of Caldwell has designated this site as appropriate for High Density Residential on their Future Land Use Map. The site is proposed to be developed as multi-family consistent with the City's assigned land use for the site. Conceptual materials will be available for viewing.

WHEN: Tuesday, January 25, 2022 – 6:00 to 7:00 PM

WHERE: Caldwell Public Library, 1010 Dearborn St. - Dean Miller Community Room

This is not a public hearing and no public or appointed officials will be in attendance. A representative of the project team will be present at the meeting.

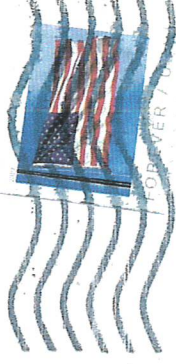
Thank you in advance for your interest.

Riley Planning Services

PROJECT SITE



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



BOISE ID 836

14 JAN 2022 PM 1 L

Riley Planning Services
P.O. Box 405
Boise, ID 83702

83701-040505

A5



0004390130



STATE OF IDAHO
Office of the secretary of state, Lawrence Denney
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 #: 0004390130
 Date Filed: 8/22/2021 7:19:11 PM

Entity Name and Mailing Address:		
Entity Name:	YELLOWSTONE CAPITAL LLC	
The file number of this entity on the records of the Idaho Secretary of State is:	0000472612	
Address	1410 N 6TH ST BOISE, ID 83702-3707	
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:	W155530	
The registered agent on record is:		
Registered Agent	JUSTIN FISHBURN Registered Agent Physical Address 1410 N. 6TH ST BOISE, ID 83702 Mailing Address	
Limited Liability Company Managers and Members		
Name	Title	Business Address
justin fishburn	Manager	1410 N 6TH ST BOISE, ID 83702
The annual report must be signed by an authorized signer of the entity. Job Title: Manager		
<i>Justin A. Fishburn</i>		<u>08/22/2021</u>
Sign Here		Date

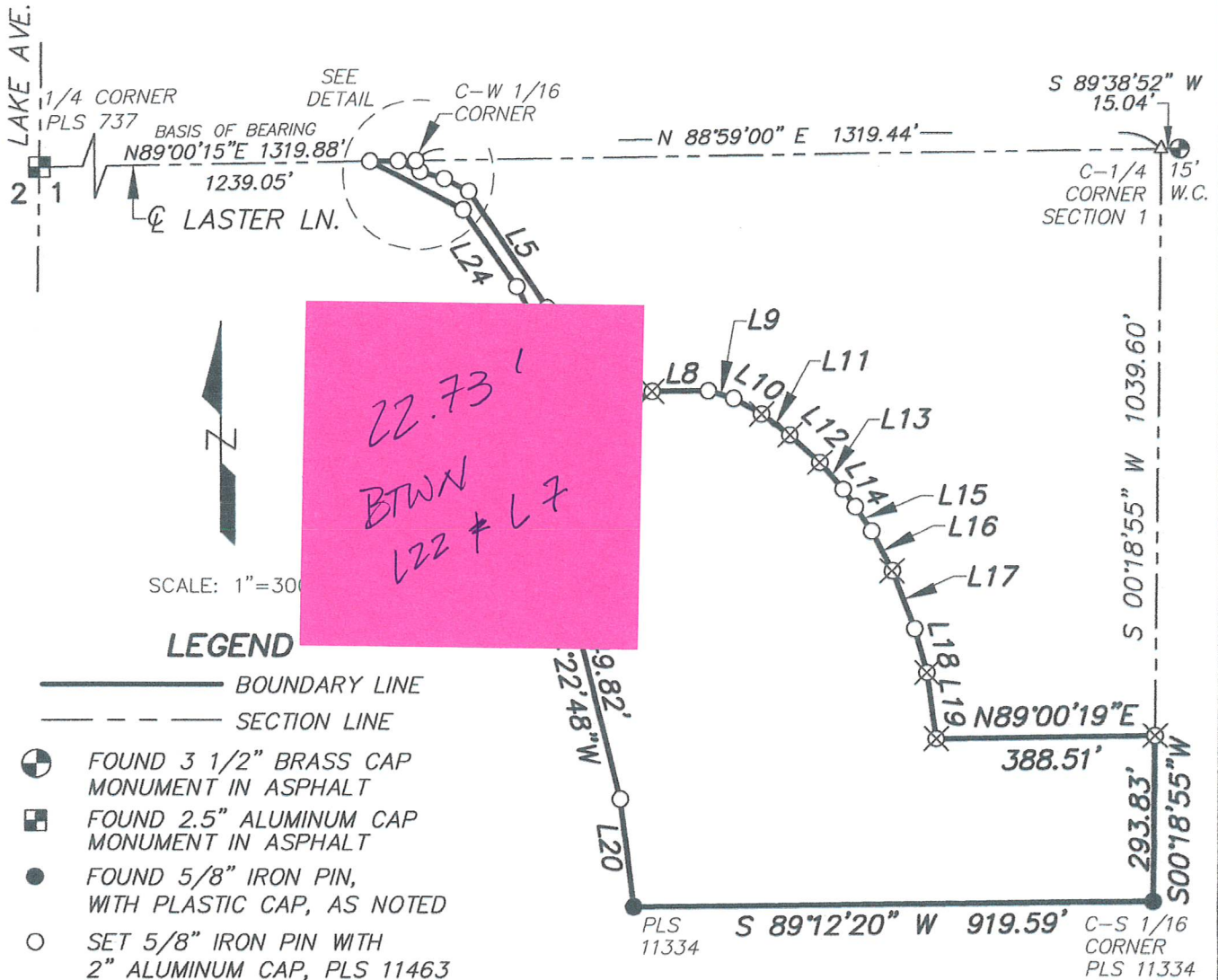
B0637-5888 08/22/2021 7:19 PM Received by ID Secretary of State Lawrence Denney

ALP

EXHIBIT MAP

ANNEXATION MAP

LYING WITHIN THE N 1/2 OF THE SW 1/4 OF SECTION 1, T.3N., R.3W., B.M.
CANYON COUNTY — STATE OF IDAHO



LEGEND

- BOUNDARY LINE
- SECTION LINE
- FOUND 3 1/2" BRASS CAP MONUMENT IN ASPHALT
- FOUND 2.5" ALUMINUM CAP MONUMENT IN ASPHALT
- FOUND 5/8" IRON PIN, WITH PLASTIC CAP, AS NOTED
- SET 5/8" IRON PIN WITH 2" ALUMINUM CAP, PLS 11463
- FOUND 1/2" IRON PIN. REMOVED AND REPLACED WITH 5/8" IRON PIN, WITH 2" ALUMINUM CAP, PLS 11463
- CALCULATED POINT
- W.C. WITNESS CORNER



ACCURATE
 SURVEYING & MAPPING

1602 W. Hays Street #306
 Boise, Idaho 83702
 (208) 488-4227
 www accuratesurveyors.com

SHEET 1 OF 2
 DATE: JANUARY, 2021 JOB 20-302

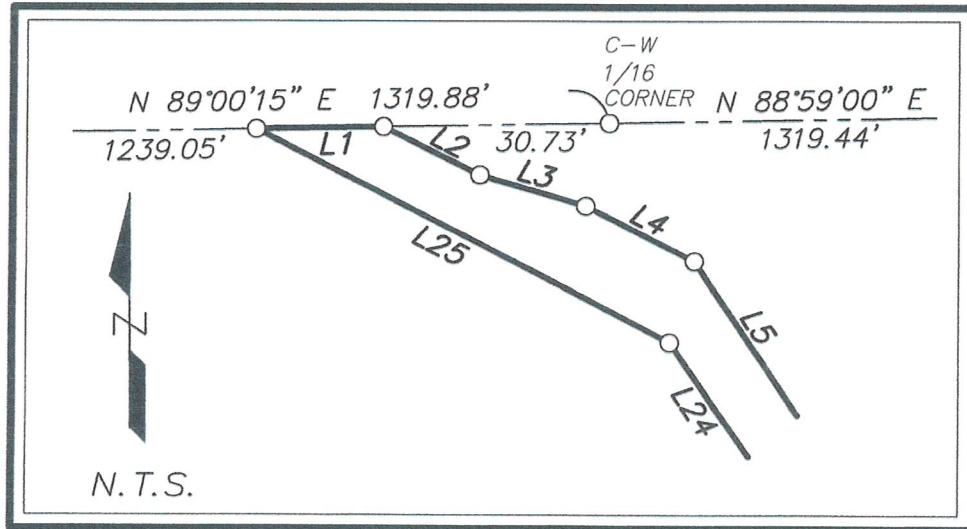
Ala

EXHIBIT MAP

ANNEXATION MAP

LYING WITHIN THE NE 1/4 OF THE SW 1/4 OF SECTION 1, T.3N., R.3W., B.M.
CANYON COUNTY — STATE OF IDAHO

DETAIL



LINE TABLE

LINE	BEARING	DISTANCE
L1	N 89°00'15" E	50.10'
L2	S 63°28'16" E	42.66'
L3	S 73°33'54" E	43.97'
L4	S 62°54'54" E	48.60'
L5	S 33°56'54" E	249.87'
L6	S 25°15'47" E	215.55'
L7	N 63°22'10" E	106.31'
L8	N 89°08'49" E	99.33'
L9	S 73°26'55" E	46.96'
L10	S 61°25'14" E	56.80'
L11	S 54°11'53" E	62.77'
L12	S 47°02'45" E	72.14'
L13	S 40°42'12" E	63.47'
L14	S 34°42'26" E	37.54'
L15	S 33°35'47" E	51.87'
L16	S 27°32'02" E	79.36'
L17	S 21°52'10" E	109.23'
L18	S 15°23'23" E	81.01'
L19	S 08°25'12" E	118.51'
L20	N 07°21'47" W	192.88'
L21	N 01°08'18" W	100.01'
L22	N 22°44'07" E	135.93'
L23	N 27°25'38" W	277.94'
L24	N 34°46'13" W	166.98'
L25	N 62°35'01" W	184.83'



ACCURATE
SURVEYING & MAPPING

1602 W. Hays Street #306
Boise, Idaho 83702
(208) 488-4227

www accuratesurveyors.com

SHEET 2 OF 2

DATE: JANUARY, 2021 JOB 20-302

AG

ACCOMMODATION

2021-025470
RECORDED
04/08/2021 11:38 AM
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=5 SCARDENAS \$15.00
TYPE: DEED
TITLEONE BOISE
ELECTRONICALLY RECORDED

Quitclaim Deed

For value received, **Justin A. Fishburn, a single man as to Parcel 1 and 1-a and Yellowstone Capital, LLC, an Idaho Limited Liability Company as to Parcel II and II-a**

Does hereby convey, release, remise, and forever quit claim unto

Justin A. Fishburn, a single man, as to Parcels 1 and 1-a and Yellowstone Capital LLC, an Idaho Limited Liability Company as to Parcel II and II-a and Gennie Fishburn, a single woman

whose current address is 1410 N. 6th Street, Boise, ID 83702,

the following described premises:

See Exhibit A, attached hereto and incorporated herein.

To have and to hold the said premises, unto the said grantees, heirs and assigns forever.

Remainder of this page intentionally left blank.

AL

Date: 04/06/2021

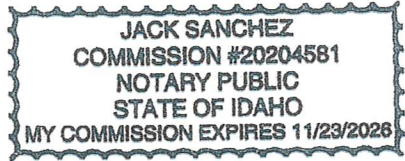
Justin A. Fishburn

Yellowstone Capital LLC, an Idaho Limited Liability Company
By: Justin A. Fishburn, Member

State of Idaho, County of Ada, ss.

On this 7th day of April in the year of 2021, before me, the undersigned, a Notary Public in and for said State, personally appeared Justin A. Fishburn known or identified to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same.

Jack Sanchez, Notary Public
Residing at: Bose, ID
My Commission Expires: 11/23/2026
(seal)

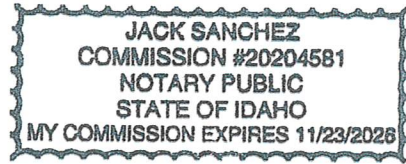


State of Idaho, County of Ada, ss.

On this 7th day of April 2021, before me, the undersigned, a Notary Public in and for said State, personally appeared Justin A. Fishburn, known or identified to me to be a Member of the limited liability company that executed the within instrument and acknowledged to me that he executed the same for and on behalf of said limited liability company and that such limited liability company executed it.

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

Jack Sanchez
Notary Public for Idaho
Residing In: Bose, ID
My Commission Expires: 11/23/2026
(seal)



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EXHIBIT A
LEGAL DESCRIPTION OF THE PREMISES

Parcel I:

A portion of the Northeast Quarter of the Southwest Quarter and of the Northwest Quarter of the Southwest Quarter of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Beginning at the Southeast corner of said Northeast Quarter of the Southwest Quarter; thence South 89°12'22" West along the South boundary of said Northeast Quarter of the Southwest Quarter a distance of 557.78 feet; thence North 11°53'49" West a distance of 208.69 feet; thence North 18°43'45" West a distance of 284.73 feet; thence North 26°26'37" West a distance of 125.13 feet; thence North 39°04'09" West a distance of 124.71 feet; thence North 42°47'54" West a distance of 181.15 feet; thence North 50°31'29" West a distance of 58.47 feet; thence North 27°25'38" West a distance of 278.71 feet; thence North 34°46'13" West a distance of 170.72 feet; thence North 62°35'01" West a distance of 166.13 feet to a point on the North boundary of said Northwest Quarter of the Southwest Quarter; thence North 88°59'40" East along said North boundary a distance of 24.85 feet; thence South 63°28'16" East a distance of 43.19 feet (formerly shown of record as 63°50'11" East a distance of 43.18 feet); thence South 73°33'54" East (formerly shown of record as South 73°55'49" East) a distance of 43.97 feet; thence South 62°54'54" East (formerly shown of record as South 63°16'49" East) a distance of 48.60 feet; thence South 33°56'54" East (formerly shown of record as South 34°18'49" East) a distance of 249.87 feet; thence South 25°15'47" East (formerly shown of record as South 25°37'42" East) a distance of 215.55 feet; thence North 63°22'10" East a distance of 106.31 feet (formerly shown of record as North 63°03'53" East, a distance of 106.21 feet); thence North 89°08'49" East a distance of 99.33 feet (formerly shown of record as North 88°49'05" East a distance of 99.28 feet); thence South 73°26'55" East a distance of 46.96 feet (formerly shown of record as South 73°45'00" East a distance of 47.04 feet); thence South 61°25'14" East a distance of 56.80 feet (formerly shown of record as South 61°45'17" East a distance of 56.71 feet); thence South 54°11'53" East a distance of 62.77 feet (formerly shown of record as South 54°34'58" East a distance of 62.66 feet); thence South 47°02'45" East a distance of 72.14 feet (formerly shown of record as South 47°26'06" East a distance of 72.17 feet); thence South 40°42'12" East a distance of 63.47 feet (formerly shown of record as South 40°59'57" East a distance of 63.42 feet); thence South 34°42'26" East a distance of 37.54 feet (formerly shown of record as South 35°05'07" East a distance of 37.53 feet); thence South 33°35'47" East a distance of 51.87 feet (formerly shown of record as South 34°01'30" East a distance of 51.91 feet); thence South 27°32'02" East a distance of 79.36 feet (formerly shown of record as South 27°57'11" East a distance of 109.22 feet); thence South 21°52'10" East a distance of 109.23 feet (formerly shown of record as South 22°15'14" East a distance of 79.37 feet); thence

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South 15°23'23" East a distance of 81.01 feet (formerly shown of record as South 15°49'59" East a distance of 80.90 feet); thence
South 8°24'36" East a distance of 118.42 feet (formerly shown of record as South 8°51'16" East a distance of 118.52 feet); thence
North 89°00'19" East a distance of 388.51 feet (formerly shown of record as North 88°37'45" East a distance of 388.33 feet) to a point on the East boundary of said Northeast Quarter of the Southwest Quarter; thence
South 0°18'55" West (formerly shown of record as South 0°03'00" East) along said East boundary a distance of 293.83 feet to the Point of Beginning.

Parcel I-a

Together with and subject to an ingress-egress easement described as follows:

This perpetual, nonexclusive easement lies in the Northeast Quarter of the Southwest Quarter and in the Northwest Quarter of the Southwest Quarter of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and is more particularly described as follows:

Commencing at the Northeast corner of said Northwest Quarter of the Southwest Quarter; thence
South 88°59'40" West along the North boundary of said Northwest Quarter of the Southwest Quarter a distance of 31.21 feet to the True Point of Beginning; thence
South 63°28'16" East a distance of 43.19 feet; thence South 73°33'54" East a distance of 43.97 feet; thence South 62°54'54" East a distance of 48.60 feet; thence South 33°56'54" East a distance of 249.87 feet; thence South 25°15'47" East a distance of 215.55 feet; thence South 40°32'55" West a distance of 11.16 feet; thence
South 62°34'22" West a distance of 12 feet; thence North 27°25'38" West a distance of 277.94 feet; thence North 34°46'13" West a distance of 166.98 feet; thence
North 62°35'01" West a distance of 185.33 feet to a point on the North boundary of said Northwest Quarter of the Southwest Quarter; thence
North 88°59'40" East along said North boundary a distance of 50.06 feet to the True Point of Beginning.

Parcel II

A portion of the Northeast quarter of the Southwest quarter and of the Northwest quarter of the Southwest quarter of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at the Southeast corner of said Northeast quarter of the Southwest quarter; thence
South 89°12'22" West (formerly shown of record as South 88°50'25" West) along the South boundary of said Northeast quarter of the Southwest quarter a distance of 557.78 feet to the True Point of Beginning; thence continuing
South 89°12'22" West (formerly shown of record as South 88°50'25" West) along said South boundary a distance of 361.78 feet; thence
North 7°21'47" West (formerly shown of record as North 7°43'42" West) a distance of 192.80 feet; thence
North 14°22'48" West (formerly shown of record as North 14°44'43" West) a distance of 449.82 feet; thence
North 1°08'18" West (formerly shown of record as North 1°30'13" West) a distance of 100.01 feet; thence
North 22°44'07" East (formerly shown of record as North 22°22'12" East) a distance of 135.93 feet; thence
North 27°25'38" West a distance of 277.94 feet (formerly shown of record as North 27°47'17" West a distance of 278 feet); thence
North 34°46'13" West a distance of 166.98 feet (formerly shown of record as North 35°09'35" West a distance of 167 feet); thence
North 62°35'01" West a distance of 185.33 feet (formerly shown of record as North 62°56'00" West a distance of 220.25 feet) to a point on the North boundary of said Northwest quarter of the Southwest quarter; thence

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North 88°59'40" East (formerly shown of record as North 88°37'45" East) along said North boundary a distance of 25.21 feet; thence
South 62°35'01" East a distance of 166.13 feet; thence
South 34°46'13" East a distance of 170.72 feet; thence
South 27°25'38" East a distance of 278.71 feet; thence
South 50°31'29" East a distance of 58.47 feet; thence
South 42°47'54" East a distance of 181.15 feet; thence
South 39°04'09" East a distance of 124.71 feet; thence
South 26°26'37" East a distance of 125.13 feet; thence
South 18°43'45" East a distance of 284.73 feet; thence
South 11°53'49" East a distance of 208.69 feet to the True Point of Beginning.

Parcel II-a

Subject to and including use of the following described ingress-egress easement.

This perpetual, nonexclusive easement lies in the Northeast quarter of the Southwest quarter and in the Northwest quarter of the Southwest quarter of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and is more particularly described as follows:

Commencing at the Northeast corner of said Northwest quarter of the Southwest quarter; thence
South 88°59'40" West along the North boundary of said Northwest quarter of the Southwest quarter a distance of 31.21 feet to the True Point of Beginning; thence
South 63°28'16" East a distance of 43.19 feet; thence
South 73°33'54" East a distance of 43.97 feet; thence
South 62°54'54" East a distance of 48.60 feet; thence
South 33°56'54" East a distance of 249.87 feet; thence
South 25°15'47" East a distance of 215.55 feet; thence
South 40°32'55" West a distance of 11.16 feet; thence
South 62°34'22" West a distance of 12 feet; thence
North 27°25'38" West a distance of 277.94 feet; thence
North 34°46'13" West a distance of 166.98 feet; thence
North 62°35'01" West a distance of 185.33 feet to a point on the North boundary of said Northwest quarter of the Southwest quarter; thence
North 88°59'40" East along said North boundary a distance of 50.06 feet to the True Point of Beginning.

TRAFFIC IMPACT STUDY

CROSSING ~~XXXXX~~ LAVENDER COVE SUBDIVISION

Caldwell, Idaho
December 2, 2021



Prepared For:



Prepared By:

CR ENGINEERING, INC.

181 East 50th Street
Garden City, ID 83714
(208) 841-4996

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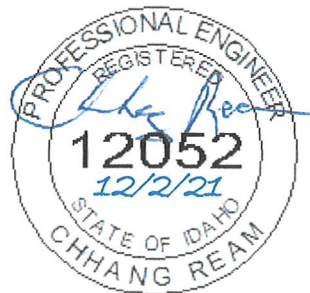
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EXECUTIVE SUMMARY

Crossing
Lavender Cove Subdivision is a proposed residential development located north of Homedale Road between Lake Avenue and Midway Road in Caldwell, Idaho, as shown in **Figure 1.1**. The City of Caldwell (City) retained CR Engineering, Inc. to prepare a traffic impact study (TIS) for the proposed development. The scope of this TIS was determined through coordination with the City and was prepared in accordance with their requirements.

The TIS evaluates the potential traffic impacts resulting from background traffic growth, in-progress developments in the area, and the proposed development, and identify the improvements to mitigate the impacts if needed. **Table 1** summarizes the improvements needed to mitigate the traffic impacts for the following analysis year traffic conditions:

- 2021 Existing traffic
- 2025 Build-out year background traffic
- 2025 Build-out year total traffic

Traffic impacts were evaluated based on the land use and site access as shown in the preliminary site plan. Additionally, traffic impacts were also evaluated with Laster Lane connected between Lake Avenue and Cleveland Boulevard, and the site having access to Laster Lane.

Table 1 – Proposed Improvements Summary

Intersection		2021 Existing	2025 Build-Out	
			Background	Total
Prior mitigation improvements included in the analysis		NA	2021 Existing	2021 Existing 2025 Background
①	Landsdown Ave and Homedale Rd	None	None	EB left-turn lane ²
②	Hargrove Avenue and Homedale Rd	None	WB left-turn lane ¹	WB right-turn lane ²
③	Midway Rd and Homedale Rd	All-way stop	Single-lane roundabout or Signal	None beyond prior improvements
④	Cleveland Blvd and Homedale Rd	None	None	None

¹ The westbound left-turn lane is needed to mitigate the in-progress Brittany Heights Subdivision impacts

² Turn lane is not required when development has access to Laster Lane

1.0 Proposed Development

- 1.1 Lavender ~~XXX~~ Subdivision is estimated to contain 300 multifamily dwelling units with an expected 2025 build-out year which may change depending on the market conditions
- 1.2 Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, the proposed development is estimated to generate approximately 1,633 trips per weekday, 100 trips during the AM peak hour, and 127 trips during the PM peak hour at full build-out
- All trips generated by the site were assumed to be made by personal and commercial vehicles
 - No internal capture trips or pass-by trips were assumed in the traffic analysis
 - The estimated site traffic distribution patterns are:
 - 25% west of the site traveling on Homedale Road
 - 10% north on Lake Avenue
 - 10% west on Homedale Road
 - 5% south on Lake Ave
 - 75% east of the site traveling on Homedale Road
 - 5% north on Midway Road
 - 15% south on Midway Road
 - 55% south Cleveland Boulevard
- 1.3 As shown in the preliminary site plan, the development is planning to connect to Calm Avenue and access the transportation system via the existing local streets through the Weston Pointe Subdivision
- The development is also proposing one emergency access at the northwestern site boundary with connectivity to Laster Lane.
- 1.4 The development will have alternative access to the north once the adjacent parcels are developed and Laster Lane is constructed and connected between Lake Avenue and Cleveland Boulevard

2.0 2021 Existing Traffic Conditions

- 2.1 With 2021 existing traffic, one study area intersection currently exceeds minimum operational thresholds analyzed with the existing intersection control and lane configuration. The intersection, operational deficiencies, and mitigation improvements are:
- **Midway Road and Homedale Road Intersection**
 - The critical westbound approach is operating at Level of Service (LOS) E during the PM peak hour, exceeding the LOS D threshold
 - Based on the 2016-2020 historical crash data, the intersection has a high crash frequency with a crash rate of over three (3.00) crashes per million vehicles entering the intersection
 - The following improvement is proposed to mitigate the intersection operation and safety:
 - Convert to a 4-way stop by installing additional stop signs with flashing beacons on the Midway Road approaches
 - Improve the intersection operations to LOS B for the overall intersection and all lane groups
 - Potential crash reduction by 80%
- 2.2 With 2021 existing traffic, none of the other study area intersections require turn lanes based on NCHRP Report 457 guidelines

3.0 2025 Build-Out Year Background Traffic Conditions

- 3.1 2025 background traffic was estimated using the following annual growth rates based on the Community Planning of Southwest Idaho (COMPASS) forecasts:
- 5% annual growth rate on Homedale Road and Midway Road
 - 1% annual growth rate on Cleveland Boulevard
 - No traffic growth is expected on Landsdown Avenue and Hargrove Avenue as the areas along these roadways are build-out
- 3.2 In addition, off-site traffic from eight in-progress developments in the vicinity of the site was included in 2025 background traffic conditions:
- Brittany Heights Subdivision – A residential development with 279 single-family lots located south of Homedale Road and west of Midway Road with an expected 2025 build-out year. Phase 1 development is under construction
 - Ferncroft Subdivision – A residential development with 114 single-family lots located in the northeast quadrant of the Laster Street and Montana Avenue intersection with a 2023 build-out year
 - Guches Property – A residential development with 134 single-family lots located east of Florida Avenue between the future Moss Street extension and Karcher Road with an assumed 2025 build-out year
 - Ponderosa Subdivision – A proposed residential development with 356 single-family lots located south of Homedale Road between Florida Avenue and Lake Avenue with a 2028 build-out year
 - The Collections Subdivision – A proposed residential development estimated to contain 69 single-family and 75 multifamily dwelling units with a 2025 build-out year
 - Hoshaw Subdivision – A proposed residential development located southeast of Ustick Road and Indiana Avenue and is estimated to contain 262 single-family and 136 multifamily dwelling units with a 2030 build-out year
 - Tuscan Ridge Subdivision – A proposed residential development estimated to contain a total of 163 single-family lots with an expected 2025 build-out year
 - The Cedars Subdivision Nos. 3-7 – A residential development with 210 single-family lots located north of Karcher Road between Indiana Avenue and Florida Avenue with an assumed 2025 build-out year
 - Phase 2 was under construction but no homes were built; therefore, was also included as off-site traffic
- 2.3 With 2025 background traffic, one study area intersection is anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configurations or with the improvements needed to mitigate 2021 existing traffic. The intersection, operational deficiencies, and mitigation improvements are:
- **Midway Road and Homedale Road Intersection**
 - The intersection is anticipated to operate at LOS F with the critical westbound approach operating overcapacity with a volume to capacity (v/c) ratio of 1.16 during the PM peak hour
 - Two mitigation options are proposed to mitigate 2025 background traffic operations:
 - Option 1 – Single-lane roundabout
 - Option 2 – Signal with left-turn lanes on all approaches
- 3.3 With 2025 background traffic, one unsignalized study area intersection is anticipated to require a turn lane based on NCHRP Report 457 turn-lane guidelines The intersection and warranted turn lane are:
- **Hargrove Avenue and Homedale Road intersection**
 - Westbound left-turn lane
 - The westbound left-turn lane is warranted to mitigate the traffic impact generated by the in-progress Brittany Heights Subdivision, which is currently under construction

4.0 2025 Build-Out Year Total Traffic Conditions

4.1 With 2025 total traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations or with the mitigation improvements needed under 2025 background traffic conditions. Two study area intersections are anticipated to require turn lanes based on NCHRP Report 457 turn-lane guidelines. The intersections and proposed turn lanes are:

■ **Landsdown Avenue and Homedale Road intersection**

- Eastbound left-turn lane
 - Warranted by 2025 with build-out of Lavender ~~0000~~ Subdivision
 - The eastbound left-turn is not warranted when the development has alternative accesses to Laster Lane

■ **Hargrove Avenue and Homedale Road intersection**

- Westbound right-turn lane
 - Warranted by 2024 when the development generates approximately 110 peak hour trips, which is equivalent to the completion of 260 dwelling units
 - The westbound right-turn is not warranted when the development has alternative accesses to Laster Lane

4.2 Without alternative accesses to Laster Lane, all site traffic generated by Lavender ~~0000~~ Subdivision is expected to access the transportation system using the existing local streets within the Weston Pointe Subdivision:

- The estimated 2025 total average daily traffic (ADT) on Landsdown Avenue is 866 vpd
- The estimated 2025 total ADT on Hargrove Avenue is 1,714 vpd

4.3 The typical ADT on a local street is under 1,000 vpd according to the City’s 2040 Comprehensive Plan. To mitigate the potential site traffic impacts on the neighborhood local streets, two mitigation options are recommended:

- Option 1 – If the City finds the 2025 total ADT on the local streets exceeding 1,000 are not acceptable, the City should restrict the development to 125 dwelling units until additional site accesses to the north to Laster Lane are available
 - Traffic calming measures should also be installed on Landsdown Avenue and Hargrove Avenue to reduce potential speeding
 - Speed study should be conducted
- Option 2 – If the City finds the 2025 total ADT on the local streets exceeding 1,000 acceptable, traffic calming measures should be installed on Landsdown Avenue and Hargrove Avenue to reduce potential speeding if determined to be needed based on a speed study

4.4 With alternative accesses to the north to Laster Lane, both Landsdown Avenue and Hargrove Avenue are estimated to carry less than 1,000 vpd:

- The estimated site traffic on Laster Lane is approximately 964 trips per day, 60 trips in the AM peak hour, and 75 trips in the PM peak hour
- The estimated site traffic on Homedale Road is approximately 669 trips per day, 40 trips in the AM peak hour, and 52 trips in the PM peak hour

1.1. Proposed Development

Figure 1.2 shows the preliminary site plan with the proposed site access locations. Lavender ~~XXX~~ Subdivision is a proposed residential development expected to contain 300 multifamily dwelling units. The estimated build-out year is 2025 but may change depending on market conditions. The development is connecting to Calm Avenue in the existing Weston Pointe Subdivision for site access to the transportation system. The site will have connectivities to Homedale Road via Landsdown Avenue and Hargrove through the existing Weston Pointe Subdivision. The development is also proposing one emergency access at the northwestern site boundary with connectivity to Laster Lane.

The development does not have the right-of-way to construct Laster Lane for site access. The development will have alternative access once the adjacent parcels to the north develop and Laster Lane is constructed and connected between Lake Avenue and Cleveland Boulevard.

Figure 1.2 – Preliminary Site Plan



1.2. Study Approach

This study follows the City of Caldwell's requirements for transportation impact studies. The study area, specific parameters, and requirements for the study were coordinated with the City of Caldwell Engineer.

1.3. Study Area

The following study area intersections were identified for the traffic impact analysis:

- Landsdown Avenue and Homedale Road
- Hargrove Avenue and Homedale Road
- Midway Road and Homedale Road
- Cleveland Boulevard and Homedale Road

1.4. Study Period

The analysis peak periods are the AM and PM peak hour of operation of the transportation system. The analysis years and scenarios are:

- 2021 Existing traffic
- 2025 Build-out year background traffic
- 2025 Build-out year total traffic
 - With and without site access to Laster Lane

1.5. Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using the Synchro 10 (Version 10.3.151.0), which utilizes the HCM 6th Edition (HCM6) methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. The level of service (LOS) for intersections is based on the average delay of vehicles traveling through the intersection on a scale of A (best) to F (worst).

The study area roadways and intersections fall under the jurisdiction of the City of Caldwell and Idaho Transportation Department (ITD). For this study, the minimum operational thresholds for City of Caldwell roadways and intersections are LOS D with a maximum volume to capacity (v/c) ratio of 1.00 for a lane group and 0.90 for the overall intersection. For ITD intersections, mitigation improvements are required for any individual movement either operating at LOS F or with a v/c ratio greater than 0.90 (Memo No. 39, District 3 Operational Procedures).

2.0 EXISTING CONDITIONS

2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway functional classification is based on the City of Caldwell Functional Classification Map and ITD iPlan OpenData ArcGIS database. **Figure 2.1** summarizes the existing intersection control and lane configuration.

Table 2.1 – Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Pedestrian Facilities
Homedale Rd	Minor Arterial	2	35	<ul style="list-style-type: none"> • Sidewalk along developed frontages
Landsdown Ave	Local Road	2	20 (Unposted)	<ul style="list-style-type: none"> • Sidewalk on both sides • On-street parking available on both sides (34')
Hargrove Ave	Local Road	2	20 (Unposted)	<ul style="list-style-type: none"> • Sidewalk on both sides • On-street parking available on both sides (34')
Midway Rd	Collector	2	35	<ul style="list-style-type: none"> • Partial sidewalk on east side north of Homedale Rd
Cleveland Blvd (I-84BL)	Principal Arterial (Statewide Route)	5	45	<ul style="list-style-type: none"> • Sidewalk on both sides

2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were obtained at the study area intersections on September 30, 2021. The peak hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 PM during the PM peak hour. Existing peak hour traffic volumes are summarized in **Figure 2.2**. 24-hour counts were also obtained on Landsdown Avenue and Hargrove Avenue on September 30, 2021. Landsdown Avenue is currently carrying 442 vehicles per day and Hargrove Avenue carrying 505 vehicles per day north of Homedale Road. Existing traffic counts are included in the appendix.

Figure 2.1 – Existing Intersection Control and Lane Configuration

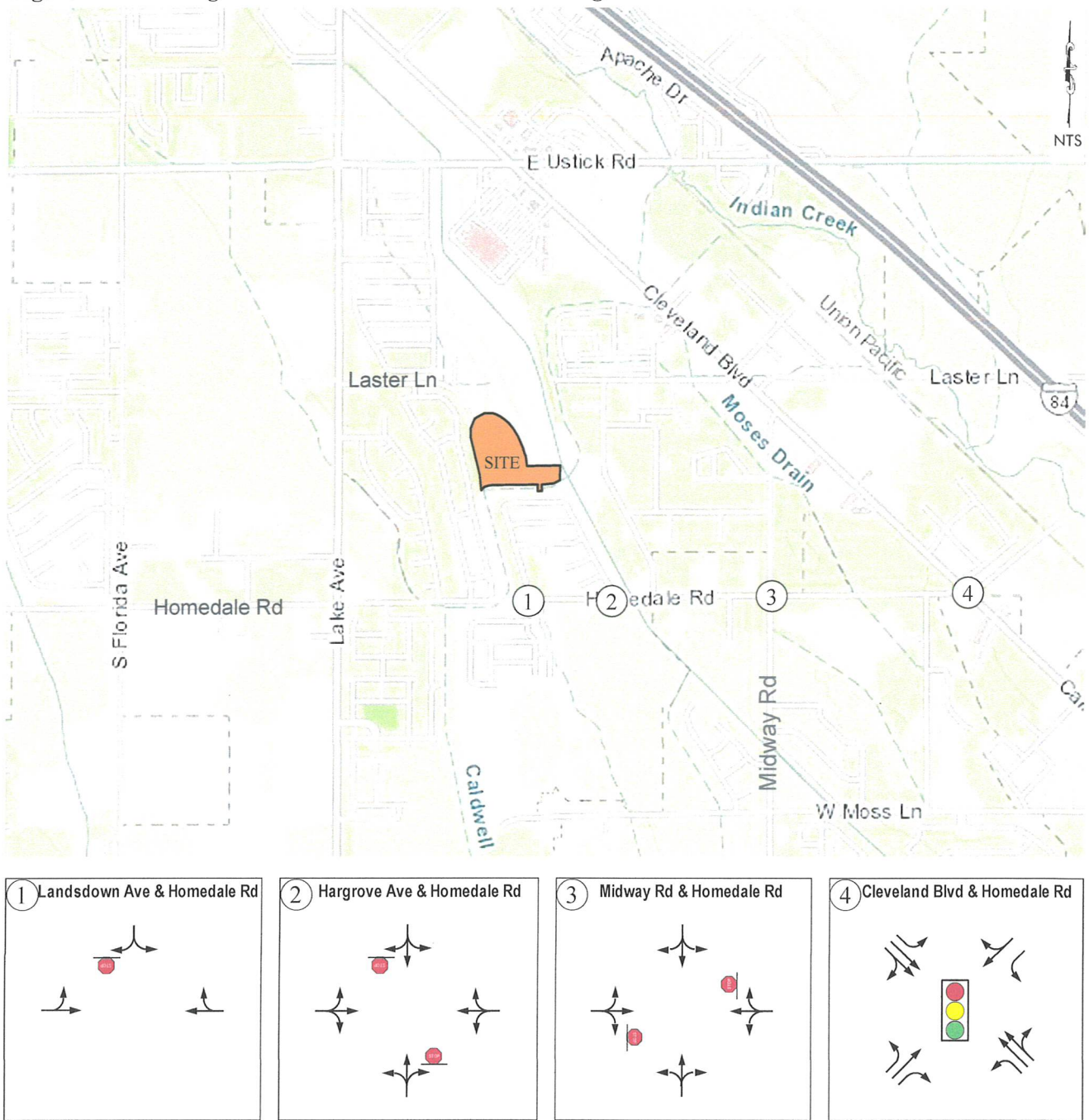
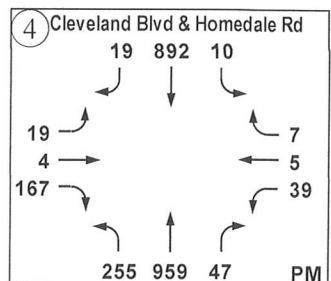
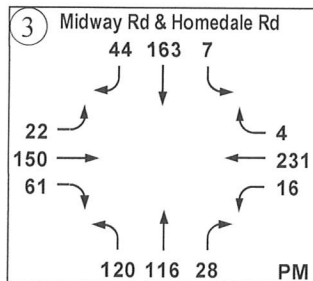
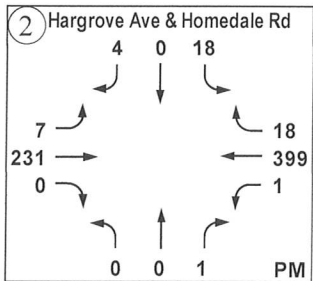
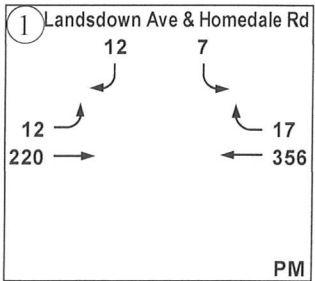
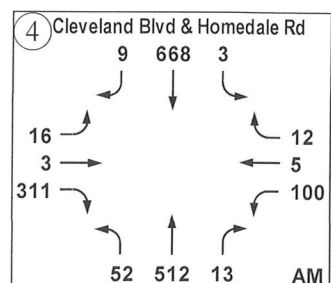
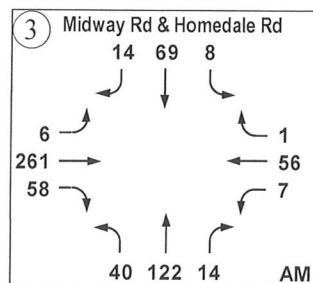
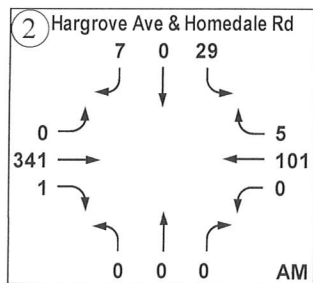
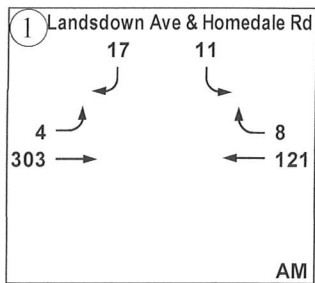
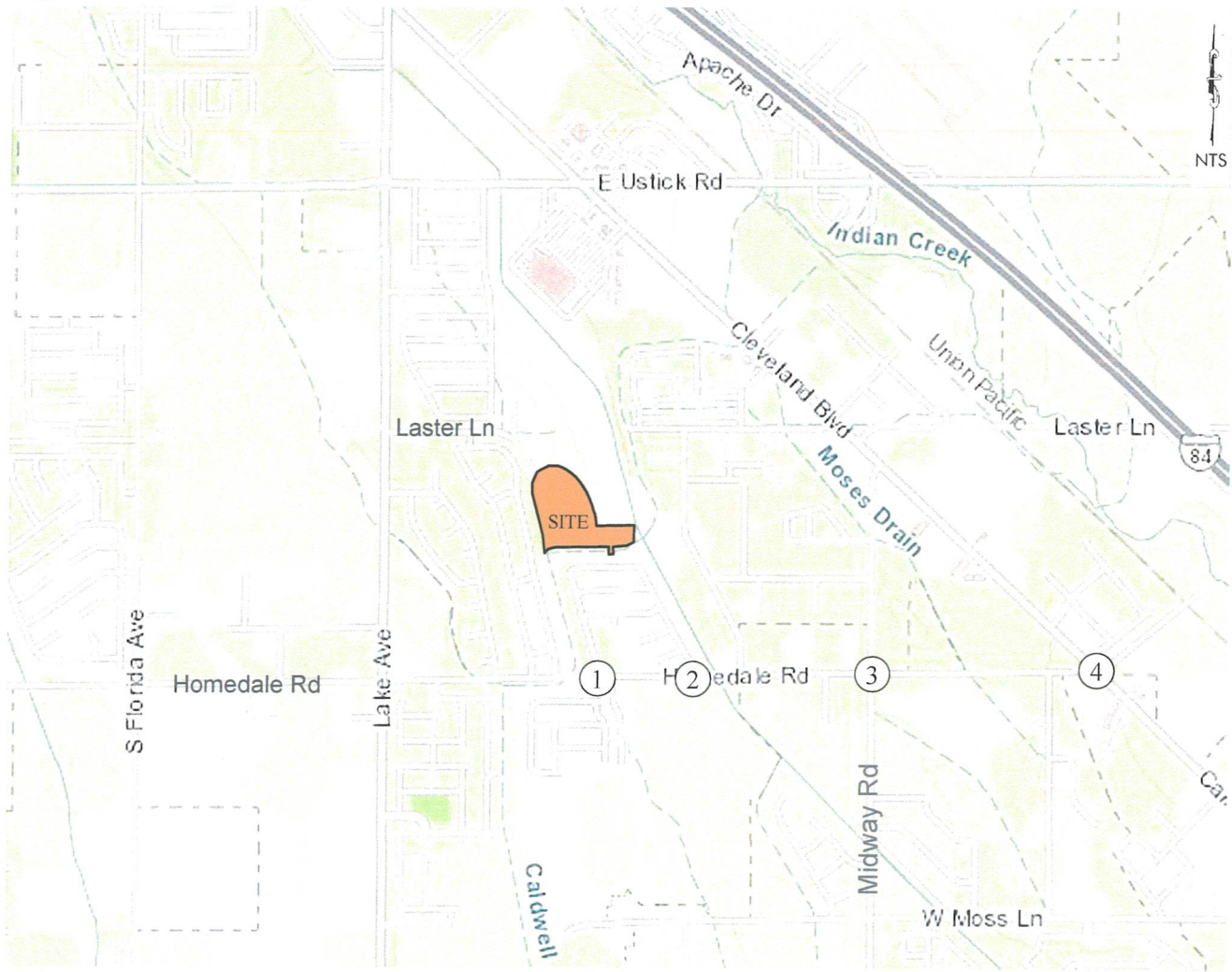


Figure 2.2 – 2021 Existing Peak Hour Traffic



2.3 Intersection Crash Data

The most current five-year crash data (2016-2020) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>). **Table 2.2** summarizes the crash data for the study area intersections. Based on the historical crash data, all study area intersections do not seem to have apparent safety issues to require mitigation, with the exception of the Midway Road and Homedale Road intersection. There was a total of 42 crashes reported at the Midway Road and Homedale Road intersection between 2016 and 2020. Of the 42 crashes, 32 (76%) were angle crashes due to failure to yield/stop. Intersection safety improvements were installed at the intersection in 2014/2015, which included:

- Advance “intersection warning” signs and flashing beacons on Midway Road
- Advance “stop ahead” signs on Homedale Road
- Flashing beacons and “Cross traffic does not stop” plague supplementing the existing stop signs

Based on the historical crash data, it appears that these safety improvements have not significantly reduced the crash pattern at the intersection. The estimated crash rate is over three (3) crashes per million entering vehicles. Mitigation improvements are needed to reduce the crash frequency and improve intersection safety.

Table 2.2 – Intersection Crash Data (2016-2020)

Intersection	Total Crashes	Crash Severity			Notes	Crash Rate (Crashes per MEV)
		PDO	Injury	Fatal		
① Landsdown Ave and Homedale Rd	1	1	0	0	• 1 rear-end crash in WB direction	0.09
② Hargrove Ave and Homedale Rd	2	2	0	0	• 1 (50%) angle crash in snowy conditions • 1 lane departure crash due to inattention	0.16
③ Midway Rd and Homedale Rd	42	25	17	0	• 32 (76%) angle crashes, 3 (7%) side swipe same crashes, 1 head-on crash • 34 (71%) crashes on Homedale Road approaches • 7 (17%) lane departures	3.10
④ Cleveland Blvd and Homedale Rd	14	9	5	0	• 8 (57%) rear-end crashes, 4 (29%) angle crashes, 2 (14%) side swipe same crashes • 12 (86%) crashes on Cleveland Blvd approaches • 6 (43%) crashes on Fridays	0.32

2.4 Intersection Operations

To determine the existing traffic impacts, study area intersections were analyzed with the existing intersection control and lane configuration and 2021 peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections currently meet minimum operational thresholds under existing traffic conditions, except for one intersection:

- Midway Road and Homedale Road intersection
 - The critical westbound approach is operating at LOS E during the PM peak hour

Table 2.3 – Intersection Operations – 2021 Existing Traffic

Intersection		Control / Lane	MOEs	AM Peak Hour	PM Peak Hour
①	Landsdown Ave and Homedale Rd		SB LOS	B	B
			SB Delay [s/veh]	10	12
			Worst Movement MOEs	B / 0.04 (SB)	B / 0.04 (SB)
②	Hargrove Ave and Homedale Rd		NB / SB LOS	A / B	A / B
			NB / SB Delay [s/veh]	- / 12	10 / 15
			Worst Movement MOEs	B / 0.07 (SB)	B / 0.06 (SB)
③	Midway Rd and Homedale Rd		EB / WB LOS	C / B	D / E
			EB / WB Delay [s/veh]	19 / 13	33 / 43
			Worst Movement MOEs	C / 0.58 (EB)	E / 0.77 (WB)
④	Midway Rd and Cleveland Blvd		Intersection LOS	C	B
			Intersection Delay [s/veh]	22	17
			Intersection v/c	0.54	0.54
			Worst Movement MOEs	C / 0.87 (EBR)	C / 0.76 (EBR)

2.5 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds under existing traffic conditions, except for one intersection. The study area intersections were also evaluated for the need for turn lanes based on NCHRP Report 457 guidelines. No turn lanes are needed at the study area intersections under existing traffic conditions. The intersection, operational/safety deficiencies, and mitigation improvements are discussed below.

Midway Road and Homedale Road Intersection

The Midway Road and Homedale Road intersection is expected to operate at LOS E in the PM peak hour, exceeding minimum operational thresholds of LOS D. Additionally, the intersection experienced a high number of crashes. The following improvement options were evaluated:

- Option 1 – All-way stop-controlled intersection with existing lanes
- Option 2 – Signal with left-turn lanes on all approaches
- Option 3 – Single-lane roundabout

Table 2.4 summarizes the mitigation analysis results. The key findings are:

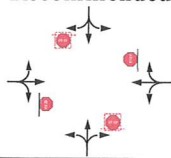
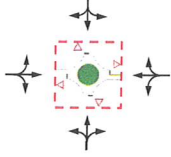
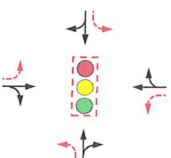
- The intersection meets Manual on Uniform Traffic Control Devices (MUTCD) all-way stop-control warrant under 2021 existing traffic operations, but does not meet signal warrants based on vehicular volume
- With Option 1, the intersection is expected to meet minimum operational thresholds. In addition, converting the intersection to an all-way stop can reduce the crash frequency. According to the Highway Safety Manual crash modification factors, converting an intersection from a two-way stop control with flashing beacons to an all-way stop control with flashing beacons has a potential to reduce all crashes by 80% and angle crashes by 84%. Crash modification factors obtained from the Crash Modification Factor Clearinghouse are included in the appendix.
- With Option 2, the intersection is expected to meet minimum operational thresholds. However, the intersection does not meet MUTCD signal warrants with 2021 total traffic.
- With Option 3, the intersection is expected to meet minimum operational thresholds. However, since MUTCD signal warrants are not met, a roundabout is also not warranted.

Based on the intersection capacity analysis results and historical crash data, Option 1 is recommended to mitigate 2021 existing traffic operations. The following criteria were considered in recommending an all-way stop:

- The peak hour volumes on Homedale Road and Midway Road are approximately balanced during the peak hours
- The crash frequency has not been reduced after safety improvements were installed
- 76% of the reported crashes were angle/turning crashes susceptible to correction by an all-way stop

Converting the intersection to an all-way stop is an interim mitigation improvement. The intersection operations and safety should be monitored and reevaluated as necessary as traffic increases.

Table 2.4 – Midway Road and Homedale Road Intersection – 2021 Existing Traffic Mitigation

Intersection		Control / Lane Mitigation	MOEs	AM Peak Hour	PM Peak Hour
3	Midway Rd and Homedale Rd	 <p>Recommended</p>	Intersection LOS	B	B
			Intersection Delay [s/veh]	11	13
			Worst Movement MOEs	B / 0.46 (EB)	B / 0.46 (NB)
			Intersection LOS	A	A
			Intersection Delay [s/veh]	5	6
			Worst Movement MOEs	A / 0.30 (EB)	A / 0.25 (SB)
			Intersection LOS	B	B
			Intersection Delay [s/veh]	17	18
			Intersection v/c	0.50	0.45
			Worst Movement MOEs	B / 0.46 (SBTR)	C / 0.67 (SBTR)

3.0 2025 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

There are no roadway or intersection improvements planned within the study according to the City or ITD transportation plans. Low Line Canal crossing improvements at Homedale Road are shown in the City of Caldwell Transportation Needs Assessment Table with a scheduled priority of 8 and is classified as having high priority and build schedule of 2 years from the *2040 Comprehensive Plan for the City of Caldwell*, which was adopted in February 2020. The study area intersection control and lane configuration were assumed to remain unchanged in 2025 background traffic conditions analysis, except for the mitigation improvements at the Midway Road and Homedale Road intersection needed under 2021 existing traffic conditions.

3.2 Background Traffic

Background traffic growth from 2021 to 2025 was estimated by extrapolating the existing traffic counts with the following annual growth rates:

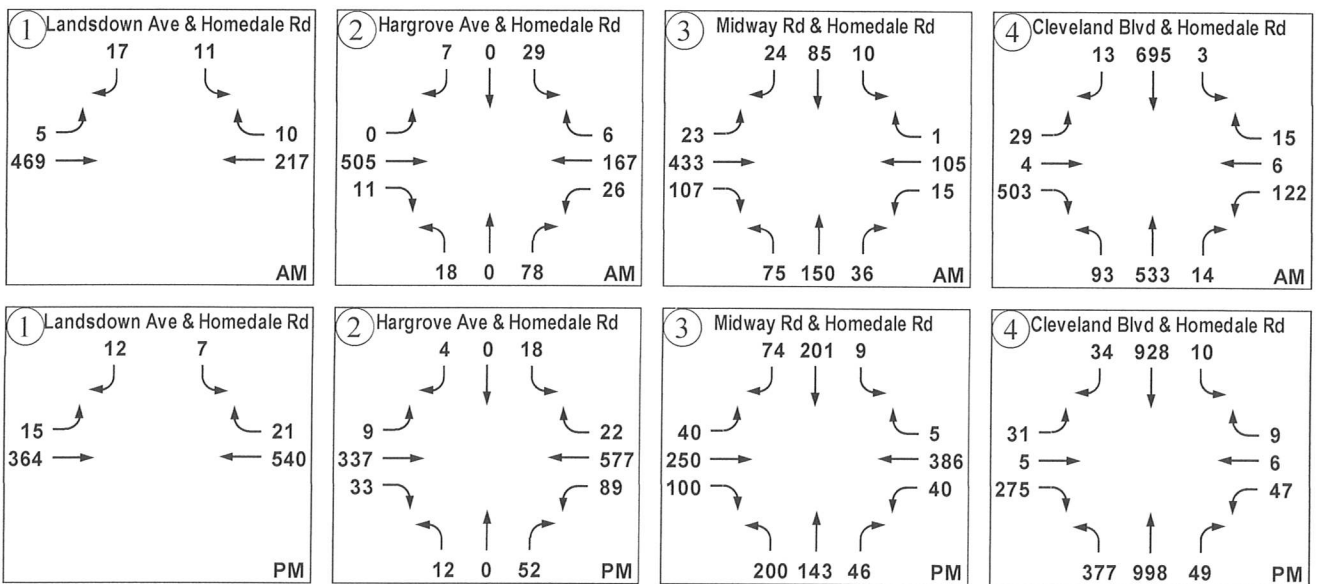
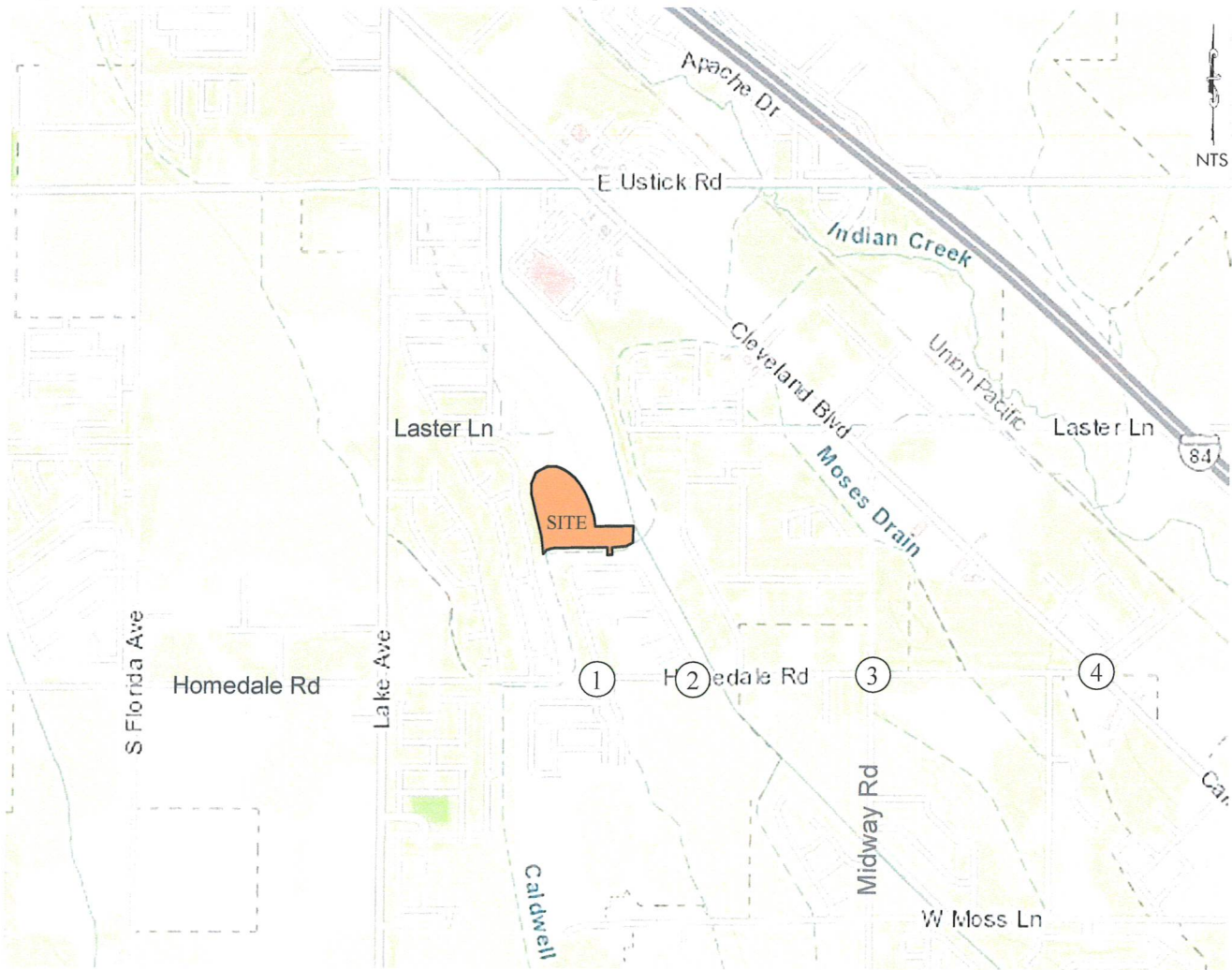
- Homedale Road and Midway Road – 5.0%
- Cleveland Boulevard – 1.0%
- No traffic growth is expected on Landsdown Avenue and Hargrove Avenue as the area along the roadways is built-out

These annual traffic growth rates are based on COMPASS forecasts between 2019 and 2025. COMPASS forecasts are included in the appendix. Additionally, the following in-progress developments within the study area were also included in the background traffic:

- Brittany Heights Subdivision – A residential development with 279 single-family lots located south of Homedale Road and west of Midway Road with an expected 2025 build-out year. Phase 1 development is under construction
- Ferncroft Subdivision – A residential development with 114 single-family lots located in the northeast quadrant of the Laster Street and Montana Avenue intersection with a build-out year of 2023
- Guches Property – A residential development with 134 single-family lots located east of Florida Avenue between the future Moss Street extension and Karcher Road with an assumed 2025 build-out year
- Ponderosa Subdivision – A proposed residential development with 356 single-family lots located south of Homedale Road between Florida Avenue and Lake Avenue with a 2028 build-out year
- The Collections Subdivision – A proposed residential development estimated to contain 69 single-family and 75 multifamily dwelling units with a 2025 build-out year
- Hoshaw Subdivision – A proposed residential development located southeast of Ustick Road and Indiana Avenue and is estimated to contain 262 single-family and 136 multifamily dwelling units with a 2030 build-out year
- Tuscan Ridge Subdivision – A proposed residential development estimated to contain a total of 163 single-family lots with an expected 2025 build-out year
- The Cedars Subdivision Nos. 3-7 – A residential development with 210 single-family lots located north of Karcher Road between Indiana Avenue and Florida Avenue with an assumed 2025 build-out year
 - Phase 2 was under construction but no homes were built; therefore, was also included as off-site traffic
- Vertrees Subdivision – A mixed-use development with 39 single-family lots, 146 multifamily dwelling units, and 25,710 square feet of general light industrial use located northwest of the Karcher Road Indiana Avenue intersection with an assumed 2025 build-out year

Figure 3.1 shows the 2025 background traffic for the AM and PM peak hours.

Figure 3.1 – 2025 Build-Out Year Peak Hour Background Traffic



3.3 Intersection Operations

To determine the 2025 background traffic operations, study area intersections were analyzed with the existing intersection control and lane configuration with the mitigation improvements needed under 2021 existing traffic conditions with 2025 background traffic volumes. Copies of the analysis reports are included in the appendix. **Table 3.1** summarizes the intersection capacity analysis results. Based on traffic analysis results, all study area intersections are expected to continue to meet minimum operational thresholds except for one intersection:

- Midway Road and Homedale Road intersection

Table 3.1 – Intersection Operations – 2025 Build-Out Year Background Traffic

Intersection		Control / Lane	MOEs	AM Peak Hour	PM Peak Hour
①	Landsdown Ave and Homedale Rd		SB LOS	B	C
			SB Delay [s/veh]	12	15
			Worst Movement MOEs	B / 0.06 (SB)	C / 0.06 (SB)
②	Hargrove Ave and Homedale Rd		NB / SB LOS	C / C	C / D
			NB / SB Delay [s/veh]	15 / 21	16 / 33
			Worst Movement MOEs	C / 0.15 (SB)	D / 0.15 (SB)
③	Midway Rd and Homedale Rd		Intersection LOS	D	F
			Intersection Delay [s/veh]	31	87
			Worst Movement MOEs	E / 0.93 (EB)	F / 1.16 (WB)
④	Cleveland Blvd and Homedale Rd		Intersection LOS	C	C
			Intersection Delay [s/veh]	33	24
			Intersection v/c	0.68	0.67
			Worst Movement MOEs	D / 0.95 (EBR)	C / 0.88 (NBL)

3.4 Intersection Mitigation

One study area intersection is anticipated to exceed minimum operational thresholds with 2025 background traffic. Additionally, one study area intersection is anticipated to require a turn lane based on NCHRP Report 457 guidelines. The intersections, operational deficiencies, and mitigation improvements are discussed below.

Hargrove Avenue and Homedale Road Intersection

The Hargrove Avenue and Homedale Road intersection is anticipated to meet minimum operational thresholds with the existing lane configurations as an unsignalized intersection. The following turn lane is warranted under 2025 background traffic conditions based on NCHRP Report 457 turn lane guidelines:

- Westbound left-turn lane
 - The westbound left-turn lane is needed to mitigate the traffic impacts generated by Brittany Heights Subdivision as identified in the project’s TIS
 - The westbound left-turn lane is recommended to be constructed and striped as a center turn lane

Table 3.2 summarizes intersection mitigation analysis results. The turn lane is expected to reduce vehicle conflicts on Homedale Road and reduce delays on the southbound and northbound approaches.

Table 3.2 – Hargrove Avenue and Homedale Road Intersection – 2025 Build-Out Year Background Traffic Mitigation

Intersection		Control / Lane Mitigation	MOEs	AM Peak Hour	PM Peak Hour
2	Hargrove Ave and Homedale Rd		NB / SB LOS	B / C	B / C
			NB / SB Delay [s/veh]	14 / 16	13 / 19
			Worst Movement MOEs	C / 0.11 (SB)	C / 0.08 (SB)

Midway Road and Homedale Road Intersection

The Midway Road and Homedale Road intersection is anticipated to exceed minimum operational thresholds under 2025 background traffic conditions. The overall intersection is anticipated to operate at LOS F with the critical westbound approach operating over capacity with a v/c ratio of 1.16 during the PM peak hour. Two improvement options are proposed to mitigate 2025 background traffic operations:

- Option 1 – Single-lane roundabout
- Option 2 – Signal with left-turn lanes on all approaches
 - The intersection is anticipated to meet MUTCD signal warrants under 2025 background traffic conditions

Table 3.3 summarizes the intersection mitigation analysis results. Either improvement option is expected to mitigate the intersection operations to meet minimum operational thresholds. Based on historical volumes, forecasted off-site traffic from in-process developments, and annual traffic growth, the Midway Road and Homedale Road intersection is anticipated to meet MUTCD Signal Warrant 1 and 2, eight-hour and four-hour vehicular volume, under 2025 background traffic operations.

Table 3.3 – Midway Road and Homedale Road Intersection – 2025 Build-Out Year Background Traffic Mitigation

Intersection		Control / Lane Mitigation	MOEs	AM Peak Hour	PM Peak Hour
3	Midway Rd and Homedale Rd		Intersection LOS	A	A
			Intersection Delay [s/veh]	8	10
			Worst Movement MOEs	A / 0.53 (EB)	B / 0.44 (SB)
			Intersection LOS	C	C
			Intersection Delay [s/veh]	20	24
			Intersection v/c	0.65	0.62
			Worst Movement MOEs	C / 0.64 (SBTR)	C / 0.79 (SBTR)

4.0 2025 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area intersection control and lane configuration were assumed to remain unchanged in 2025 total traffic conditions analysis, except for the mitigation improvements needed under 2025 background traffic conditions. Laster Lane is not expected to be constructed and connected between Lake Avenue and Cleveland Boulevard and was not assumed in the analysis.

4.2 Site Traffic

4.2.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the Trip Generation Manual (10th Edition), published by the Institute of Transportation Engineers, in the absence of site-specific data. The site trip generation is obtained by applying the trip generation rates obtained from the manual for the proposed land use within the development. **Table 4.1** summarizes the site trip generation. The proposed development is estimated to generate 1,633 trips per weekday, 100 trips during the AM peak hour, and 127 trips during the PM peak hour.

Table 4.1 – Site Trip Generation Summary

Land Use	ITE Code	Size	Unit	Period	Total Trips	Entering	Exiting		
Multifamily Housing (Mid-Rise)	221	300	DU	Weekday Daily (vpd)	1,633	50%	816		
				AM Peak Hour (vph)	100	26%	26	74%	74
				PM Peak Hour (vph)	127	61%	77	39%	50

4.2.2 Trip Capture

The development is not expected to retain a significant number of trips within the site. No reduction for internally captured trips was assumed in the traffic analysis.

4.2.3 Pass-By Trips

The development is not expected to generate pass-by trips. No pass-by trips were assumed in the traffic analysis.

4.2.4 Modal Split

For traffic analysis purposes, all trips generated by the development were assumed to be made by personal and commercial vehicles.

4.2.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on proposed accesses, current travel patterns, site layout, and general location of the site within the area. **Figure 4.1** shows the expected site traffic distribution patterns for the proposed development. **Figure 4.2** summarizes the estimated AM and PM peak hour site traffic.

4.3 Total Traffic

The build-out site traffic is then added to the 2025 background traffic as determined above to obtain the 2025 build-out total traffic. **Figure 4.3** summarizes the estimated 2025 peak hour total traffic at the study area intersections during the AM and PM peak hours.

Figure 4.1 – Estimated Site Traffic Distribution Patterns

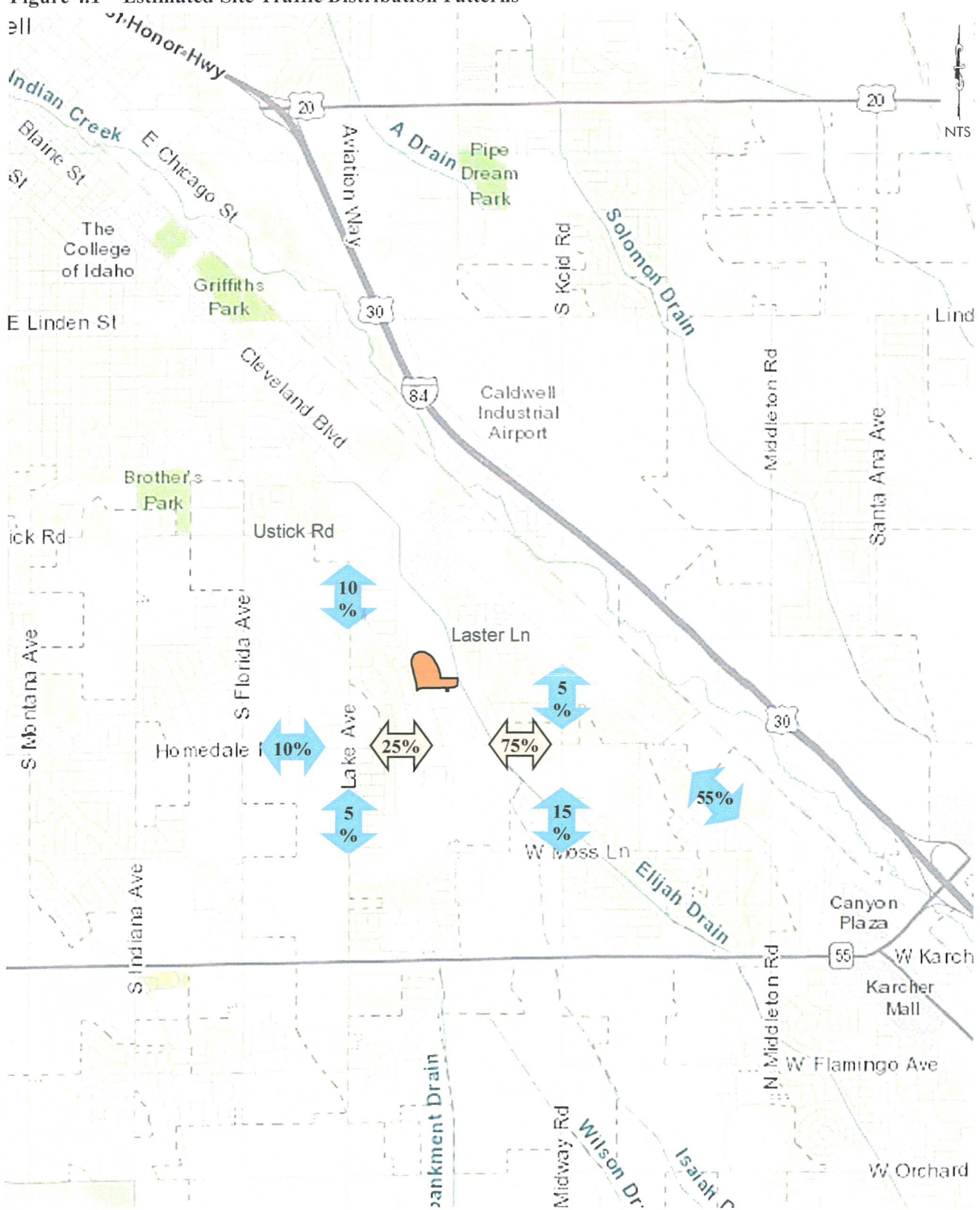


Figure 4.2 – Build-Out Peak Hour Site Traffic

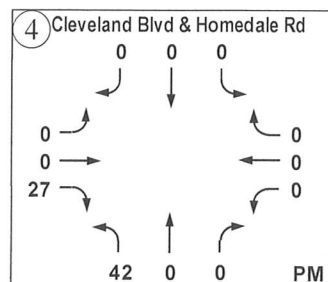
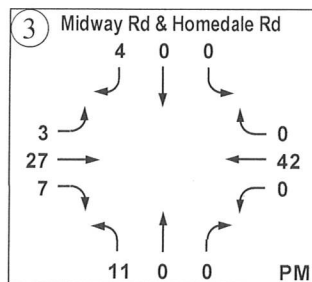
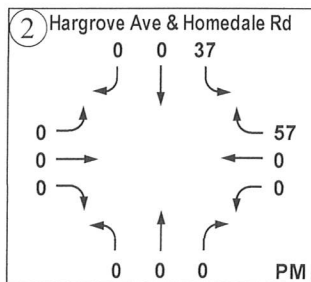
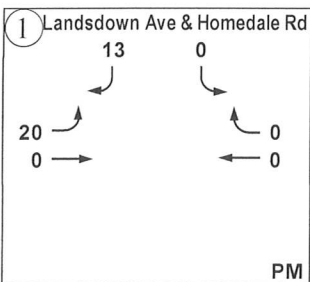
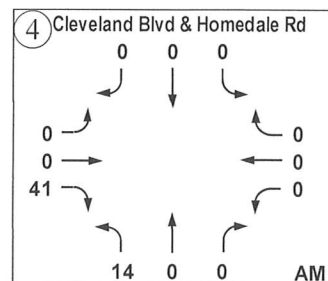
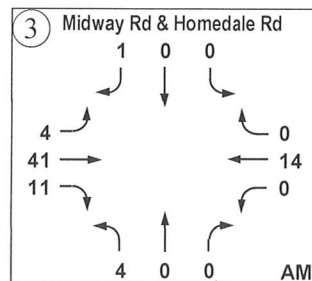
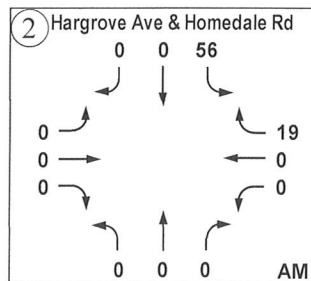
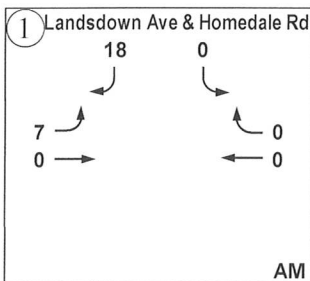
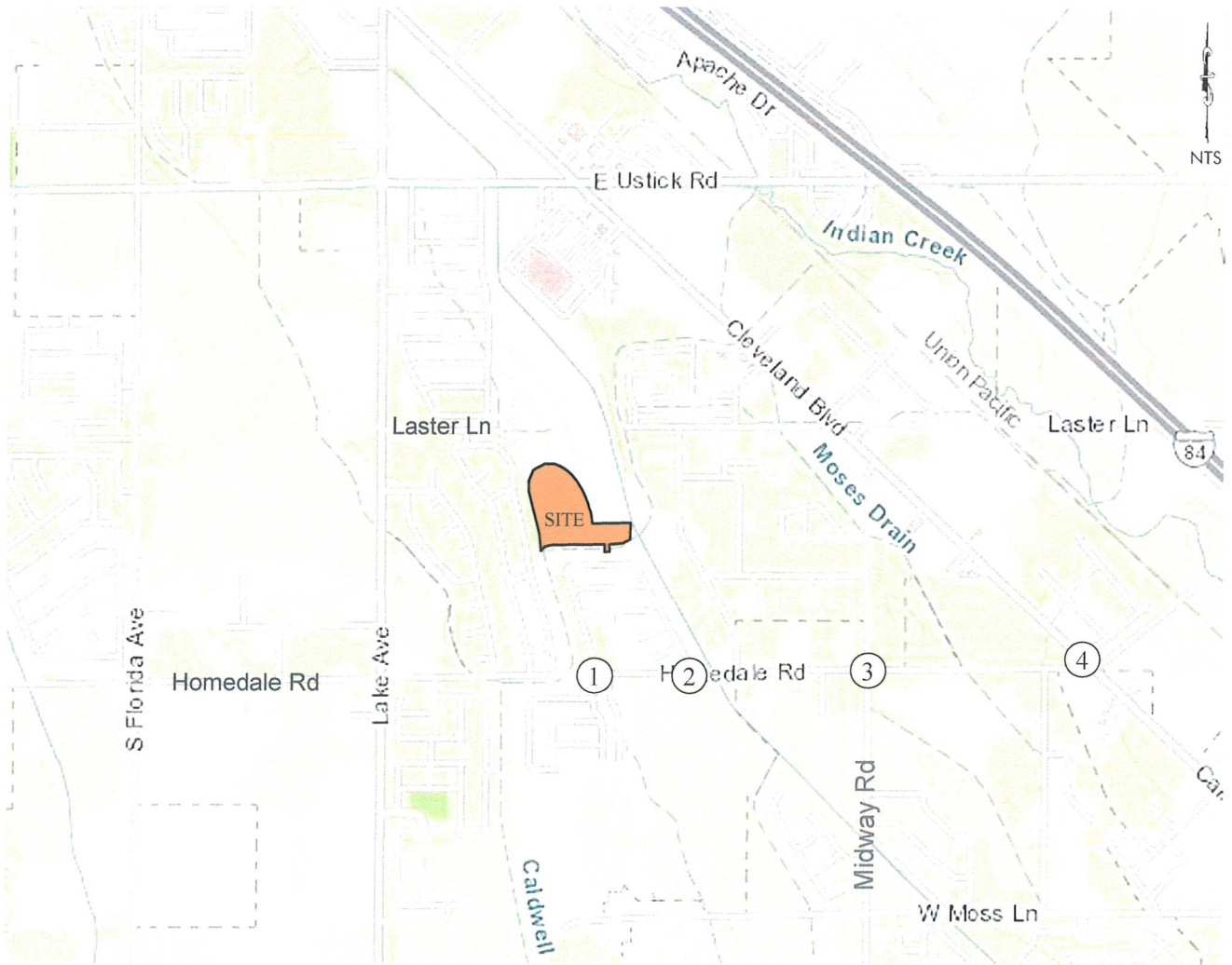
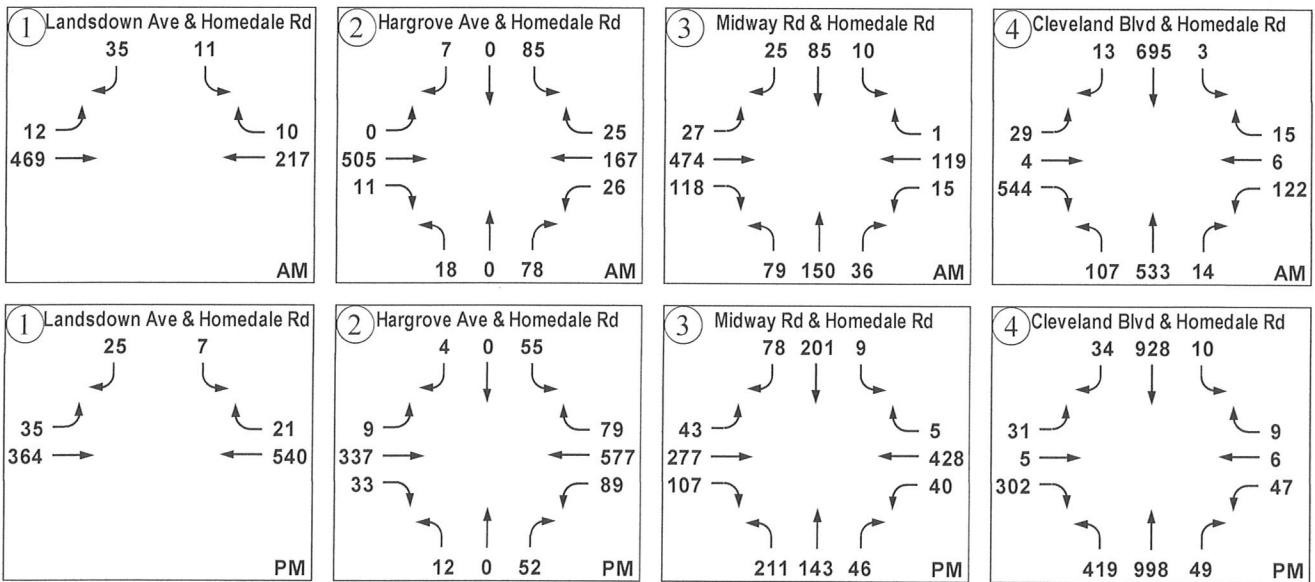
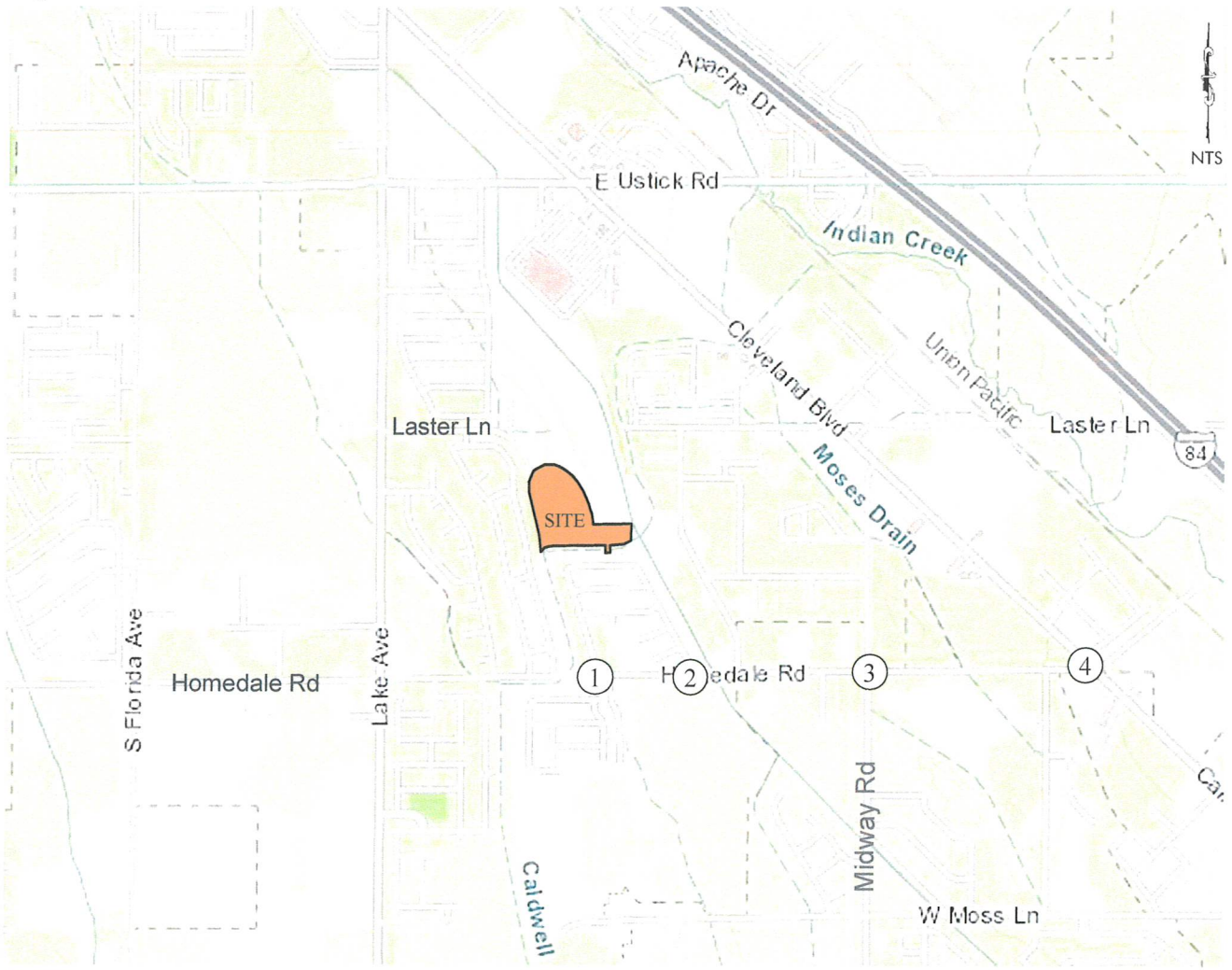


Figure 4.3 – 2025 Build-Out Year Peak Hour Total Traffic



4.4 Intersection Operations

To determine the 2025 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under 2025 background traffic conditions. Copies of the calculations are included in the appendix. **Table 4.2** summarize the intersection capacity analysis results. Based on traffic analysis results, all study area intersections are anticipated to meet minimum operational thresholds.

Table 4.2 – Intersection Operations – 2025 Build-Out Year Total Traffic

Intersection		Control / Lane Background Mitigation	MOEs	AM Peak Hour	PM Peak Hour
①	Landsdown Ave and Homedale Rd		SB LOS	B	B
			SB Delay [s/veh]	11	13
			Worst Movement MOEs	B / 0.07 (SB)	B / 0.08 (SB)
②	Hargrove Ave and Homedale Rd		SB LOS	B / C	B / C
			SB Delay [s/veh]	14 / 21	13 / 24
			Worst Movement MOEs	C / 0.31 (SB)	C / 0.25 (SB)
③	Homedale Rd and Midway Rd		Intersection LOS	A	B
			Intersection Delay [s/veh]	9	11
			Worst Movement MOEs	B / 0.58 (EB)	B / 0.47 (SB)
			Intersection LOS	C	C
			Intersection Delay [s/veh]	21	25
			Intersection v/c	0.68	0.65
④	Cleveland Blvd and Midway Rd		Worst Movement MOEs	C / 0.65 (SBTR)	C / 0.80 (SBTR)
			Intersection LOS	C	C
			Intersection Delay [s/veh]	30	23
			Intersection v/c	0.85	0.69
			Worst Movement MOEs	D / 0.89 (EBR)	C / 0.90 (NBL)

4.5 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2025 total traffic conditions. Two study area intersections are anticipated to require turn lanes based on NCHRP Report 457 turn-lane guidelines. The intersections and required turn lanes are discussed below.


Landsdown Avenue and Homedale Road Intersection

The Landsdown Avenue and Homedale Road intersection is anticipated to meet minimum operational thresholds with the existing lane configurations as an unsignalized intersection. The following turn lane is warranted under 2025 total traffic conditions based on NCHRP Report 457 turn lane guidelines:

- Eastbound left-turn lane

Table 4.3 summarizes intersection mitigation analysis results. The additional eastbound left-turn lane is expected to reduce vehicle conflicts on Homedale Road and slightly reduce vehicle delay on the southbound approach. The eastbound left-turn lane is warranted at build-out of Lavender Cove Subdivision.

Table 4.3 – Intersection Operations – 2025 Build-Out Year Total Traffic

Intersection		Control / Lane 2025 Total Mitigation	MOEs	AM Peak Hour	PM Peak Hour
①	Landsdown Ave and Homedale Rd		SB LOS	B	B
			SB Delay [s/veh]	11	13
			Worst Movement MOEs	B / 0.07 (SB)	B / 0.08 (SB)

Hargrove Avenue and Homedale Road Intersection

The Hargrove Avenue and Homedale Road intersection is anticipated to meet minimum operational thresholds with the improvements needed under 2025 background traffic conditions as an unsignalized intersection. The following additional turn lane is warranted under 2025 total traffic conditions based on NCHRP Report 457 turn lane guidelines:

- Westbound right-turn lane

Table 4.4 summarizes intersection mitigation analysis results. The additional westbound right-turn lane is expected to reduce vehicle conflicts on Homedale Road. Based on the initial phasing analysis, The westbound right-turn lane is anticipated to be warranted by 2024 with build of 260 apartment dwelling units.

Table 4.4 – Intersection Operations – 2025 Build-Out Year Total Traffic

Intersection		Control / Lane 2025 Background Mitigation 2025 Total Mitigation	MOEs	AM Peak Hour	PM Peak Hour
②	Hargrove Ave and Homedale Rd		SB LOS	B / C	B / C
			SB Delay [s/veh]	14 / 21	13 / 23
			Worst Movement MOEs	C / 0.30 (SB)	C / 0.23 (SB)

4.6 Site Access, Circulation, and Internal Roadway ADT

Figure 4.4 shows the proposed site access locations, internal circulation, and ADT. Based on the preliminary site plan, the development is proposing to connect to Calm Avenue in the existing Weston Pointe Subdivision, which will have connectivities to Homedale Road via Landsdown Avenue and Hargrove Avenue. One emergency access is proposed at the northern site boundary, which has connectivity to Laster Lane.

Without alternative accesses to the north, all site traffic is expected to use the existing local streets to access Homedale Road. Lavender Cove Subdivision is estimated to add approximately 424 vpd on Landsdown Avenue and 1,209 vpd on Hargrove Avenue at full build-out. With the additional site traffic, the estimated 2025 total ADT on Landsdown Avenue is 866 vpd, which is within the typical 1,000 ADT on a local street. The estimated 2025 total ADT on Hargrove Avenue is 1,714 vpd, which exceeds the typical 1,000 ADT on a local street.

To mitigate the potential site traffic impacts on the neighborhood local streets, two mitigation options are recommended:

- Option 1 – If the City finds the 2025 total ADT on the local streets exceeding 1,000 are not acceptable, the City should restrict the development to 125 dwelling units until additional site accesses to the north to Laster Lane are available
 - Due to the straight segments of Landsdown Avenue and Hargrove Avenue exceeding 1,000 feet, traffic calming measures should also be installed on these roadways to reduce potential speeding
 - Speed study should be conducted
- Option 2 – If the City finds the 2025 total ADT exceeding 1,000 on Hargrove Avenue acceptable, traffic calming measures should be installed on Landsdown Avenue and Hargrove Avenue to reduce potential speeding if determined to be needed based on speed study

Figure 4.4 – Site Access, Circulation, and ADT



5.0 ALTERNATIVE ROADWAY NETWORK SCENARIO

Traffic impact analysis in the previous sections was based on the site access as shown in the preliminary site plan without alternate site access to the north, except for the emergency access. The following sections summarize the traffic impact analysis with alternative site access to the north.

5.1 Roadway Network

The alternative roadway network scenario assumes Laster Lane is constructed and connected between Lake Avenue and Cleveland Boulevard. All other roadways within the study area are anticipated to remain unchanged from the existing conditions.

5.2 Background Traffic

The same growth rates and off-site traffic were used for the alternative roadway network scenario as discussed in the previous sections. The Laster Lane connection is not expected to significantly change the traffic patterns at the study area intersections on Homedale Road. Therefore, the 2025 peak hour background traffic for intersections on Homedale Road is expected to remain the same as summarized in Figure 3.1.

5.3 Site Traffic

Site trip generation, trip capture, pass-by trips, and modal split remained the same as discussed in the previous sections. However, trip distribution and assignment are expected to change with the Laster Lane connection and alternative site access. **Figure 5.1** summarizes the estimated build-out site traffic during the peak hours at the external study area intersections.

5.4 Total Traffic

The alternative roadway network site traffic is added to the 2025 background traffic as determined in the previous sections to obtain the 2025 total traffic. **Figure 5.2** summarizes the estimated 2025 build-out year peak hour total traffic with the Laster Lane connection.

Figure 5.1 – 2025 Build-Out Year Peak Hour Site Traffic (With Laster Lane Connection)

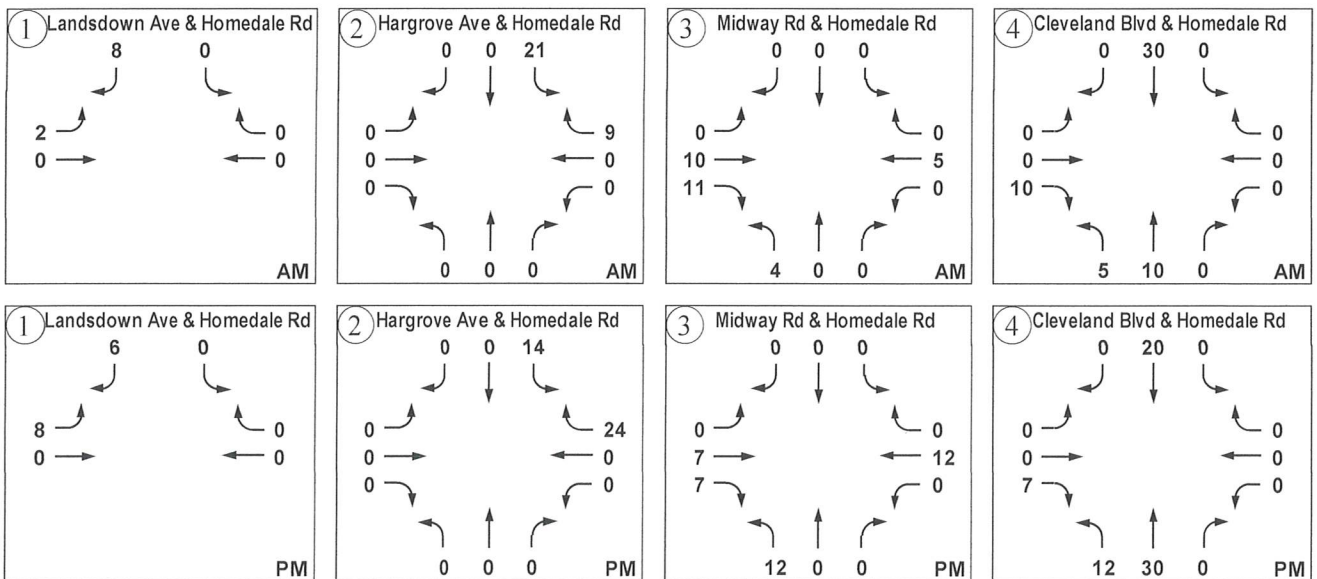
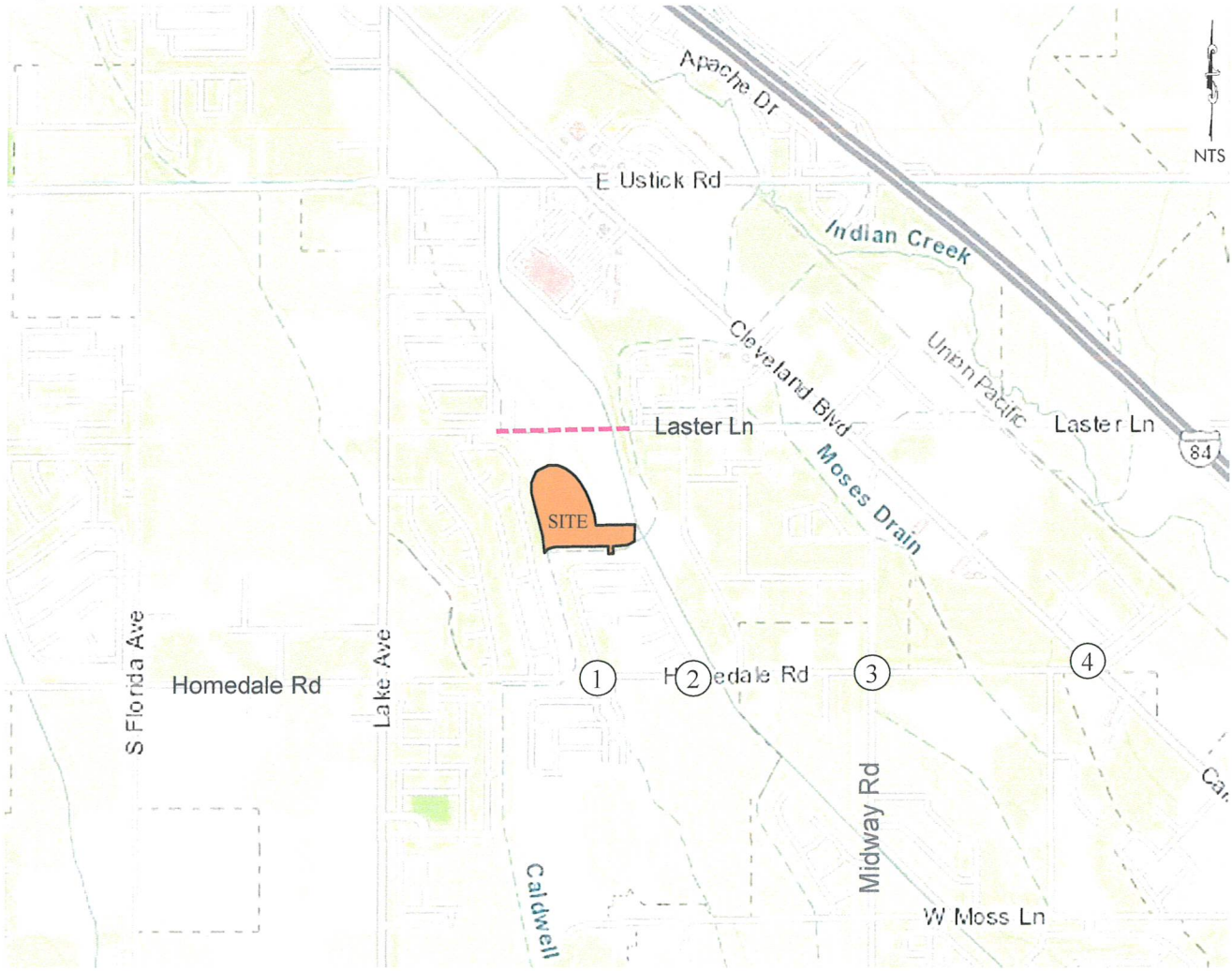
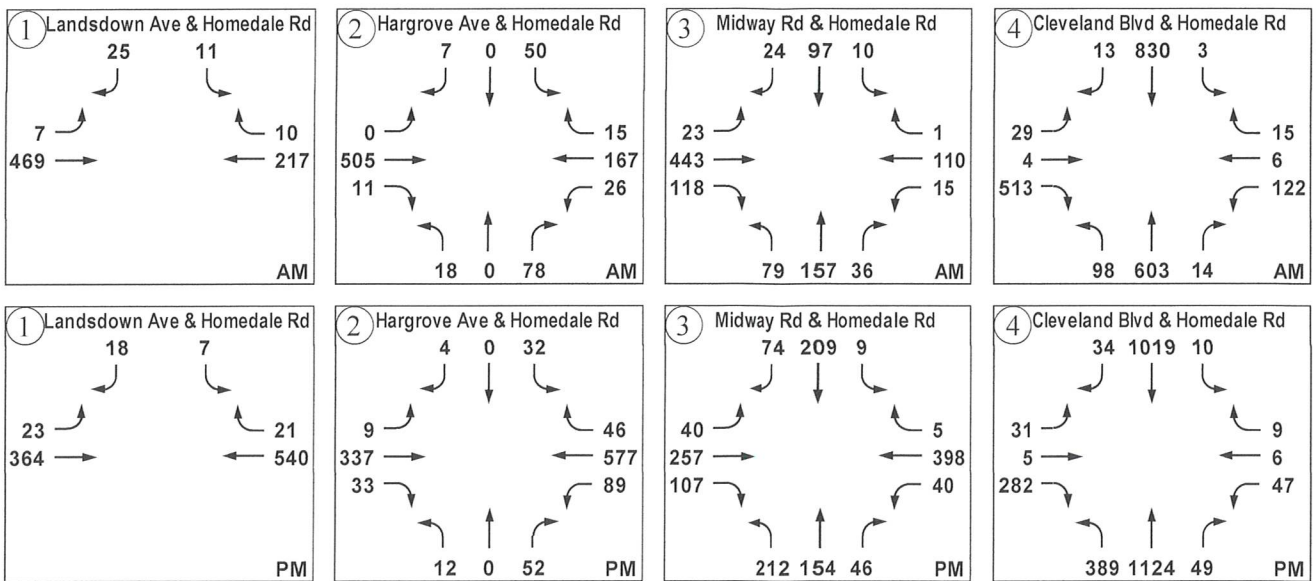
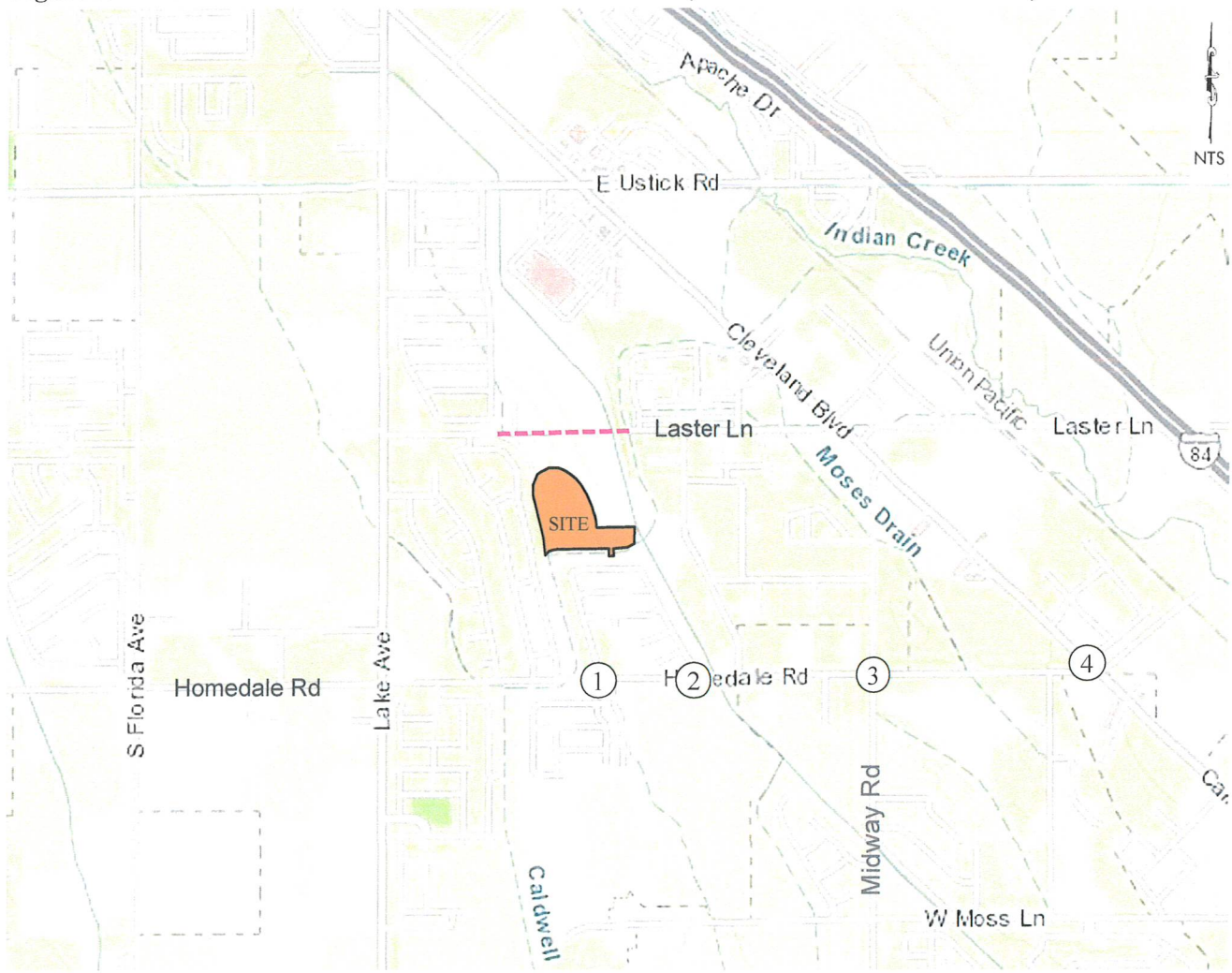


Figure 5.2 – 2025 Build-Out Year Peak Hour Total Traffic (With Laster Lane Connection)



5.5 Intersection Operations

To determine the 2025 total traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under 2025 background traffic conditions as discussed in the previous sections. Copies of the analysis reports are included in the appendix. **Table 5.1** summarizes the intersection capacity analysis results. Based on traffic analysis results, all study area intersections are expected to meet minimum operational thresholds.

Table 5.1 – Intersection Operations – 2025 Build-Out Year Total Traffic (With Laster Lane Connection)

Intersection		Control / Lane Background Mitigation	MOEs	AM Peak Hour	PM Peak Hour
①	Landsdown Ave and Homedale Rd		SB LOS	B	B
			SB Delay [s/veh]	11	13
			Worst Movement MOEs	B / 0.06 (SB)	B / 0.06 (SB)
②	Hargrove Ave and Homedale Rd		SB LOS	B / C	B / C
			SB Delay [s/veh]	14 / 18	13 / 21
			Worst Movement MOEs	C / 0.18 (SB)	C / 0.14 (SB)
③	Homedale Rd and Midway Rd		Intersection LOS	A	B
			Intersection Delay [s/veh]	9	10
			Worst Movement MOEs	B / 0.58 (EB)	B / 0.46 (SB)
			Intersection LOS	C	C
			Intersection Delay [s/veh]	21	24
			Intersection v/c	0.67	0.64
			Worst Movement MOEs	C / 0.67 (SBTR)	C / 0.80 (SBTR)
④	Cleveland Blvd and Midway Rd		Intersection LOS	C	C
			Intersection Delay [s/veh]	31	23
			Intersection v/c	0.90	0.73
			Worst Movement MOEs	D / 0.89 (EBR)	C / 0.89 (NBL)

5.6 Intersection Mitigation

All study area intersections are expected to meet City and ITD minimum operational thresholds. Additionally, none of the study area intersections are expected to require additional turn lanes based on NCHRP Report 457 turn-lane guidelines. As a result, no additional improvements beyond those needed under 2025 background traffic conditions are needed to mitigate the 2025 total traffic impacts with the Laster Lane connection.

5.7 Site Access, Circulation, and Internal Roadway ADT

Figure 5.3 shows the proposed site access locations, internal circulation, and ADT with the Laster Lane connection. The development is assumed to have alternative access to Laster Lane in addition to the connection with Calm Avenue. With the alternative access to the north, the existing local streets within Weston Pointe Subdivision are expected to carry less than 1,000 vpd at full build-out of Lavender Cove Subdivision.

Property Owner Acknowledgement

I, JUSTIN / Gemme Fishburn, the record owner for real property addressed as 4114 and 4121 Laster Lane, am aware of, in agreement with, and give my permission to Penelope Constantikes, Riley Planning Services LLC, to submit the accompanying application(s) pertaining to that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 4th day of February, 2022

Justin / Gemme Fishburn
(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
County of Ada) ss.
~~Canyon~~)

I, Shea Sutton, a Notary Public, do hereby certify that on this 4 day of February, 2021, personally appeared before me Justin Fishburn + Gemme Fishburn, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

Shea Sutton
NOTARY PUBLIC FOR IDAHO
Residing at Boise, ID
My Commission Expires 9/13/2027

SHEA R SUTTON
Notary Public
State of Idaho
Commission No. 53590

Property Owner Acknowledgement

I, Justin Fishburn, the record owner for real property addressed as 4114 and 4121 Laster Lane, am aware of, in agreement with, and give my permission to Penelope Constantikes, Riley Planning Services LLC, to submit the accompanying application(s) pertaining to that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 4th day of February, 2022

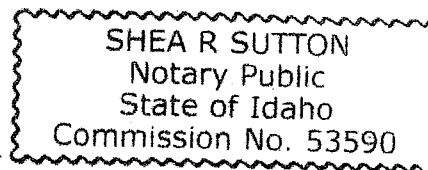
Justin Fishburn
(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
County of Canyon ~~Ada~~

I, Shea Sutton, a Notary Public, do hereby certify that on this 4th day of February, 2022 personally appeared before me Justin Fishburn, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

Shea Sutton
NOTARY PUBLIC FOR IDAHO
Residing at Boise, Idaho
My Commission Expires 8/13/2027



Property Owner Acknowledgement

I, Bennie Fishburn, the record owner for real property addressed as 4114 and 4121 Laster Lane, am aware of, in agreement with, and give my permission to Penelope Constantikes, Riley Planning Services LLC, to submit the accompanying application(s) pertaining to that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 4th day of February, 2022

Bennie Fishburn
(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
County of Canyon

I, Shea Sutton, a Notary Public, do hereby certify that on this 4 day of February, 2022, personally appeared before me Bennie Fishburn known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

Shea Sutton
NOTARY PUBLIC FOR IDAHO
Residing at Boise, Idaho
My Commission Expires 9/13/2027

SHEA R SUTTON
Notary Public
State of Idaho
Commission No. 53590

Land Description

A parcel of land being a portion of the north half of the southwest quarter of Section 1, Township 3 North, Range 3 West of the Boise Meridian, Canyon County, Idaho being more particularly described as follows:

Commencing at the found aluminum cap monument at the quarter corner common to Sections 1 and 2, T3N, R3W, from which the found brass cap monument at the center-west sixteenth corner of said Section 1 bears N 89° 00' 15" E a distance of 1319.88 feet;

Thence N 89° 00' 15" E along the mid-section line and center line of Laster Lane for a distance of 1239.05 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463 and the **REAL POINT OF BEGINNING**;

Thence continuing N 89° 00' 15" E for a distance of 50.10 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 63° 28' 16" E for a distance of 42.66 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 73° 33' 54" E for a distance of 43.97 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 62° 54' 54" E for a distance of 48.60 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 33° 56' 54" E for a distance of 249.87 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 25° 15' 47" E for a distance of 215.55 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 63° 22' 10" E for a distance of 106.31 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 89° 08' 49" E for a distance of 99.33 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 73° 26' 55" E for a distance of 46.96 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

(CONTINUED ON NEXT PAGE)

Thence S 61° 25' 41" E for a distance of 56.80 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 54° 11' 53" E for a distance of 62.77 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 47° 02' 45" E for a distance of 72.14 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 40° 42' 12" E for a distance of 63.47 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 34° 42' 26" E for a distance of 37.54 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 33° 35' 47" E for a distance of 51.87 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 27° 32' 02" E for a distance of 79.36 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 21° 52' 10" E for a distance of 109.23 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 15° 23' 23" E for a distance of 81.01 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence S 08° 25' 12" E for a distance of 118.51 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 89° 00' 19" E for a distance of 388.51 feet to a found ½ inch iron pin reset with a 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463 on the mid-section line;

Thence S 00° 18' 55" W along the mid-section line for a distance of 293.83 feet to a found 5/8th inch iron pin labeled PLS 11334 at the center-south sixteenth corner;

Thence S 89° 12' 20" W along the sixteenth line for a distance of 919.59 feet to a found 5/8th inch iron pin labeled PLS 11334 on the easterly line of Weston Pointe Subdivision No. 2;

(CONTINUED ON NEXT PAGE)

Thence N 07° 21' 47" W along said line for a distance of 192.88 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 14° 22' 48" W along said line for a distance of 449.82 feet to a found 5/8th inch iron pin labeled PLS 7732;

Thence N 01° 08' 18" W along said line for a distance of 100.01 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

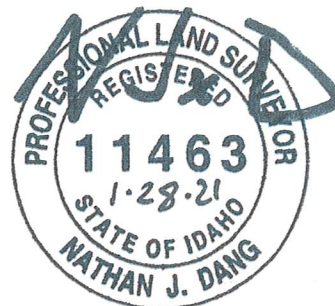
Thence N 22° 44' 07" E along said line for a distance of 135.93 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 27° 25' 38" W along said line and the easterly line of Weston Point Subdivision No. 3 for a distance of 277.94 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 34° 46' 13" W along the easterly line of Weston Point Subdivision No. 3 for a distance of 166.98 feet to a set 5/8th inch iron pin with a 2 inch aluminum cap stamped PLS 11463;

Thence N 62° 35' 01" W along said line for a distance of 184.83 feet to the **REAL POINT OF BEGINNING.**

Parcel contains 14.027 acres, more or less.



PERSPECTIVES/



COLE/ARCHITECTS
LAVENDER CROSSING

LAVENDER CROSSING | CONCEPT DESIGN REPORT



PERSPECTIVES/



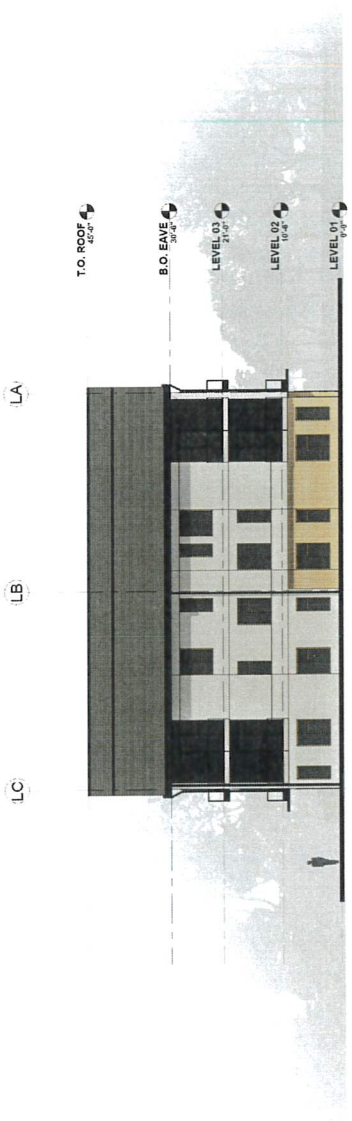
LA VENDER CROSSING

LA VENDER CROSSING | CONCEPT DESIGN REPORT



24-PLEX ELEVATIONS/ PLAN "EAST"

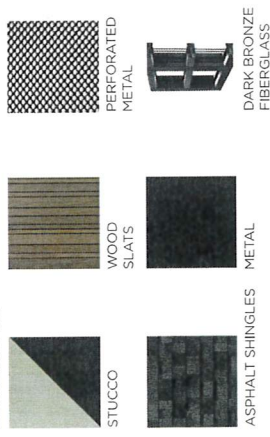
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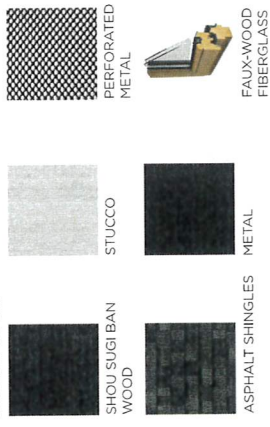
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SCHEME 02



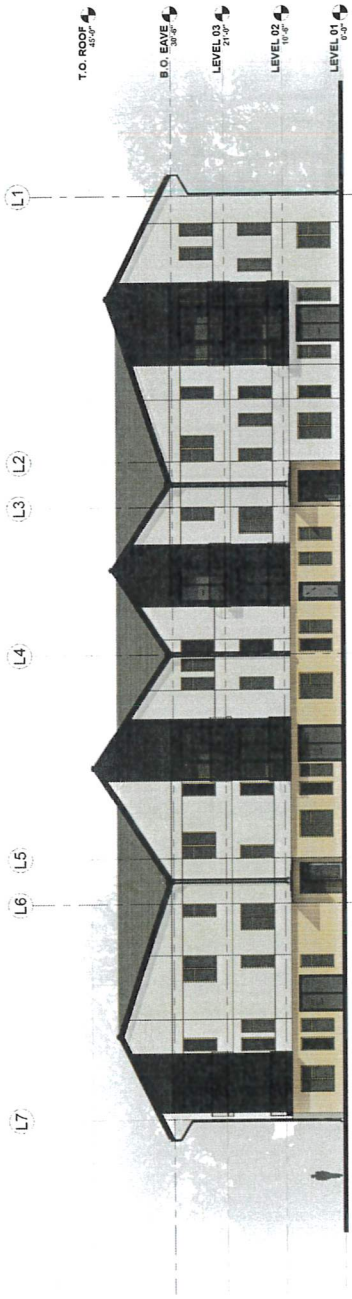
SCHEME 03



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24-PLEX ELEVATIONS/ PLAN "NORTH"

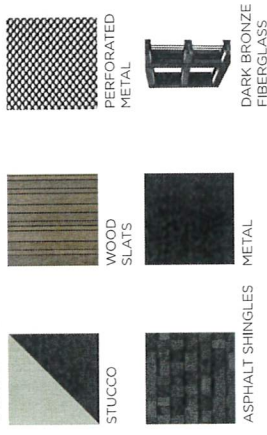
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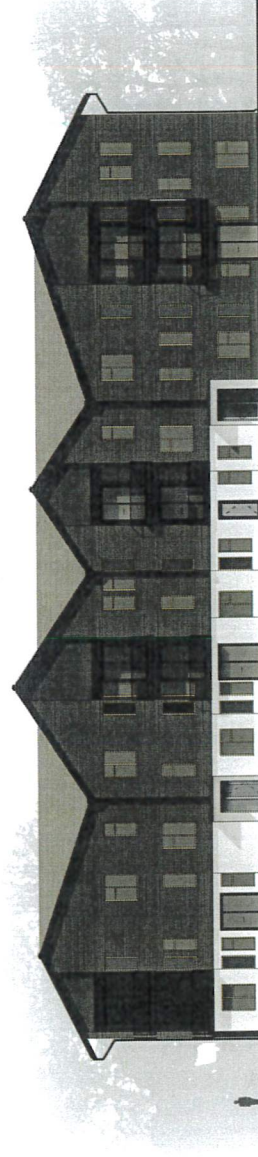
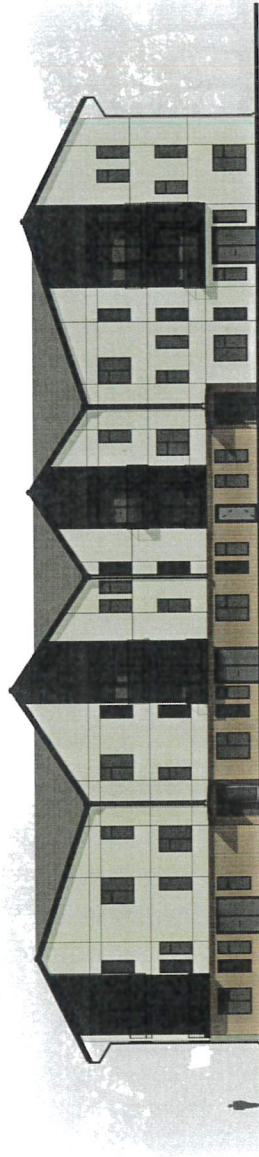
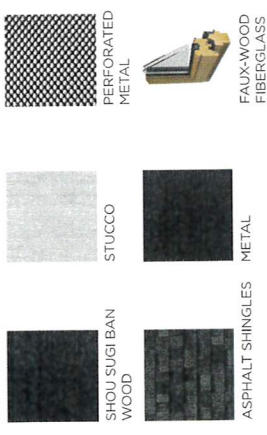
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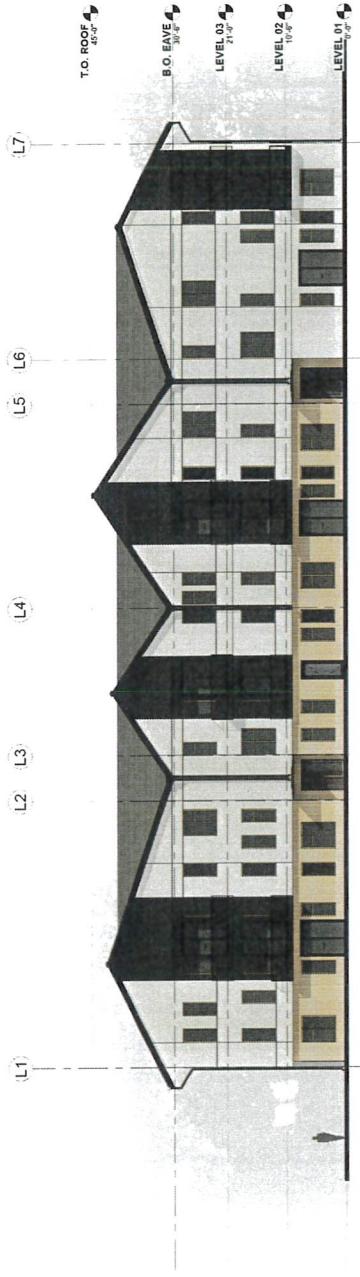
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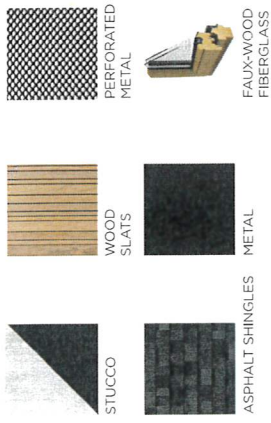
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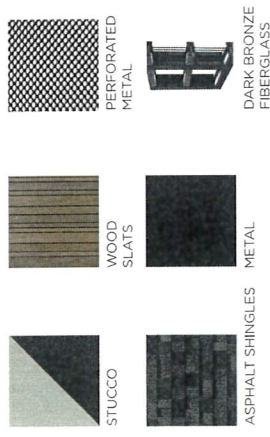
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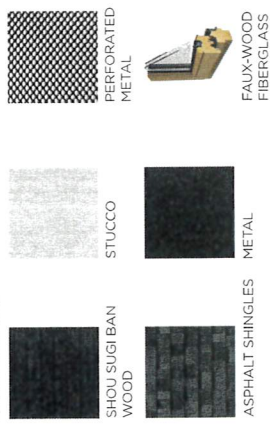
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SCHEME 02



SCHEME 03



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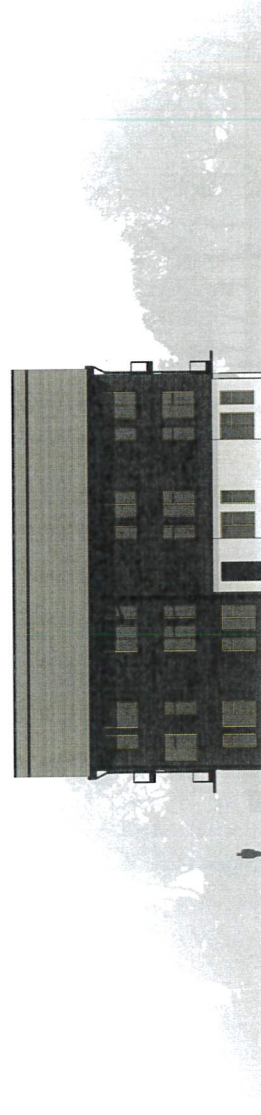
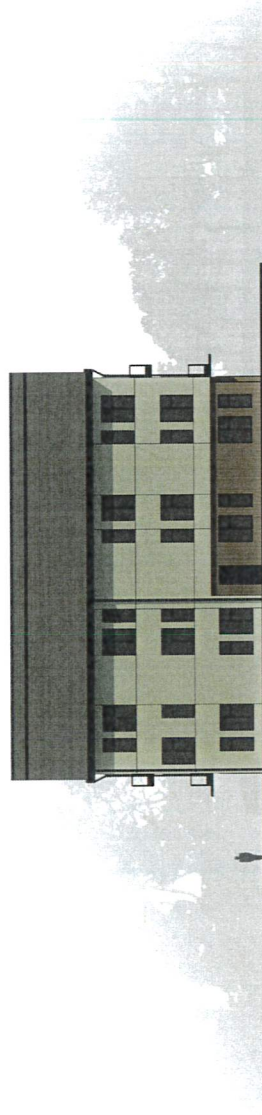
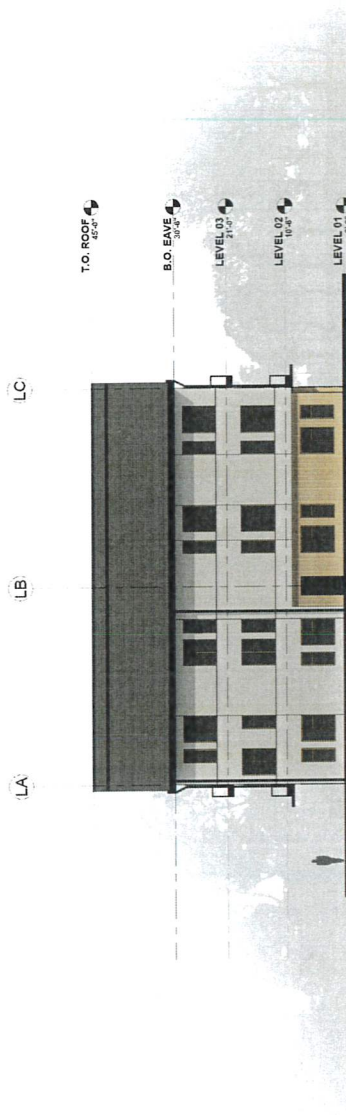
SCHEME 01



SCHEME 02



SCHEME 03



CLUBHOUSE ELEVATIONS/ PLAN "NORTH" & "EAST"

SCALE: 1/16" = 1'-0"

SCHEME 01



STUCCO



WOOD SLATS



PERFORATED METAL



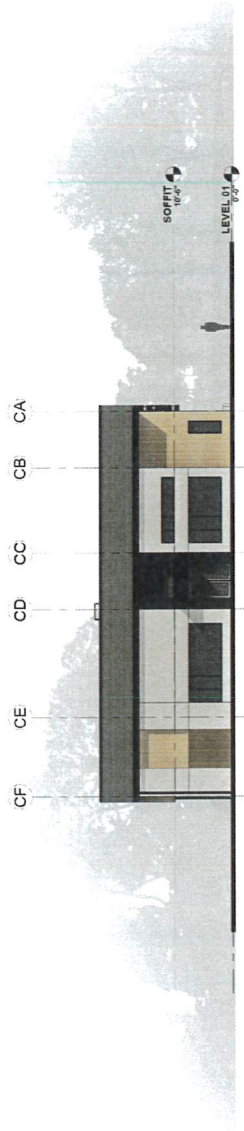
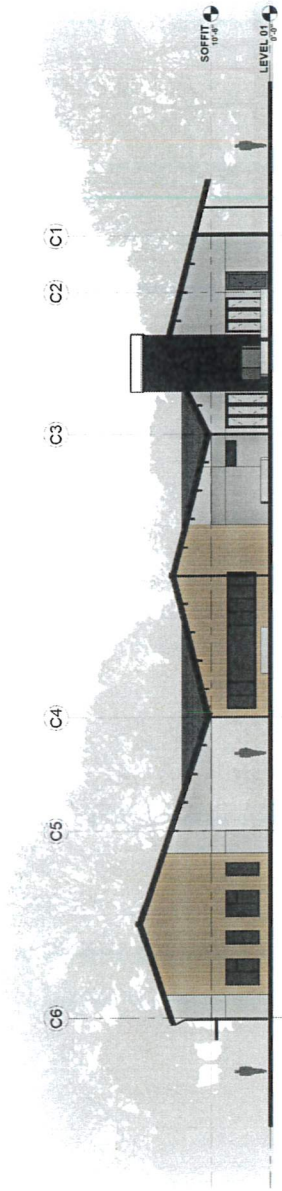
ASPHALT SHINGLES



METAL



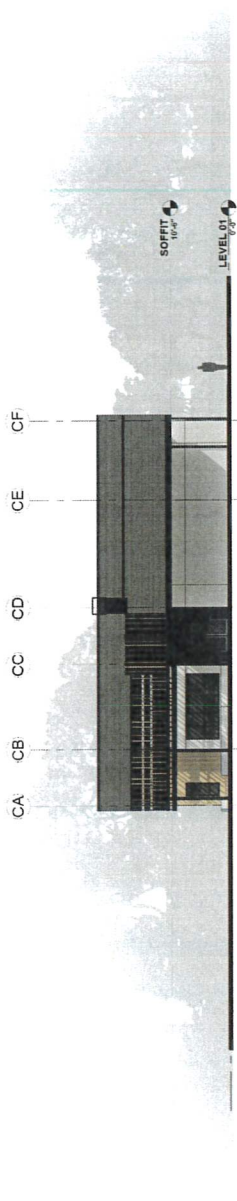
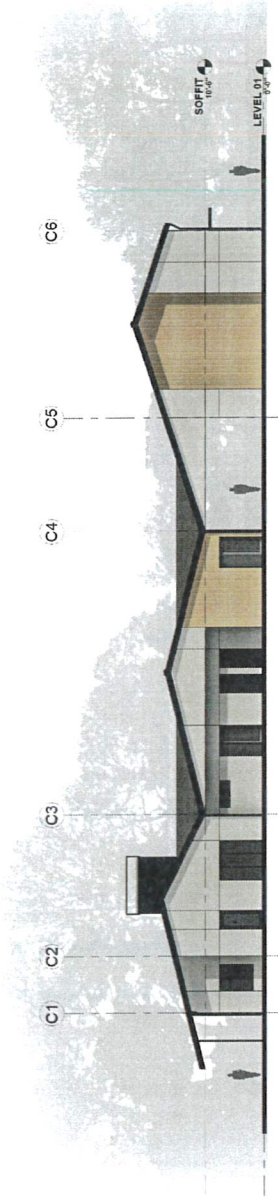
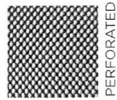
FAUX-WOOD FIBERGLASS



CLUBHOUSE ELEVATIONS/ PLAN "SOUTH" & "WEST"

SCALE: 1/16" = 1'-0"

SCHEME 01



AI

MATERIALS/ SCHEME 01



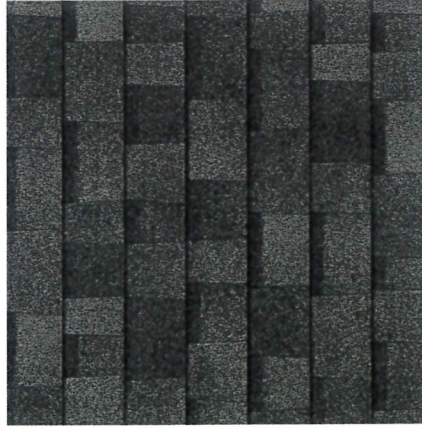
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TEXTURE: BRUSHED



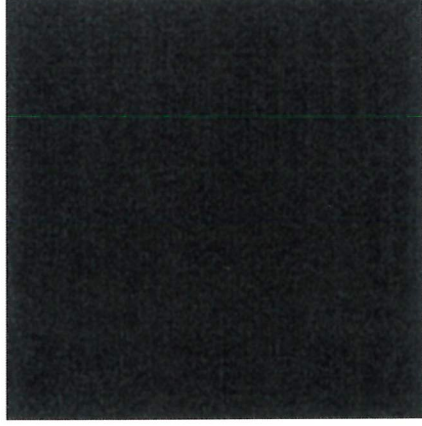
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TYPE: PINE



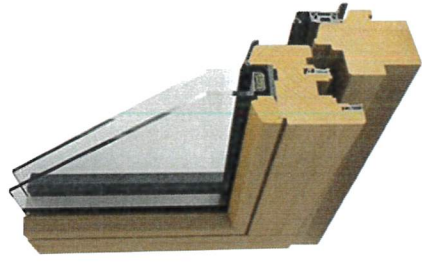
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STYLE: PERFORATED
COLOR: DARK GREY
FINISH: MATTE



ROOF: ASPHALT SHINGLES
STYLE: DARK GREY



**FASCIA/GUTTERS/DOWNSPOUTS/
CANOPIES:** DARK METAL
COLOR: DARK GREY
FINISH: MATTE



WINDOW/DOOR TRIM: FIBERGLASS
FINISH: LIGHT FAUX-WOOD



COLE/ARCHITECTS

LAVENDER CROSSING

SAI

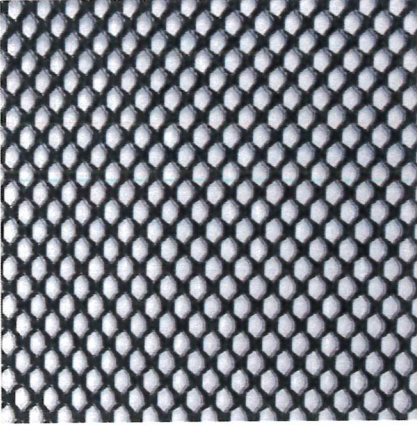
MATERIALS/ SCHEME 02



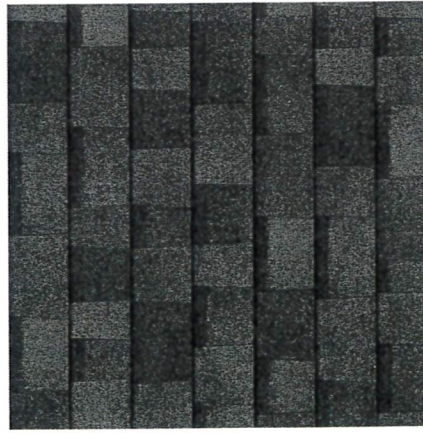
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PRIMARY COLOR: SAGE
ACCENT COLOR: DARK GREY
TEXTURE: BRUSHED



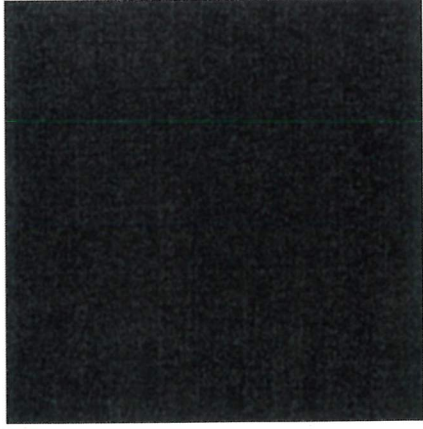
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TYPE: PINE
STAIN: DARK, GLOSS



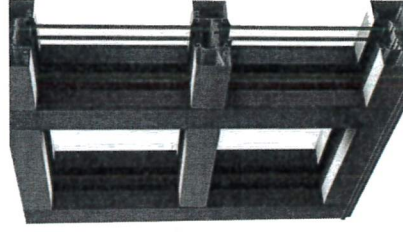
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STYLE: PERFORATED
COLOR: DARK GREY
FINISH: MATTE



ROOF: ASPHALT SHINGLES
STYLE: DARK GREY



FASCIA/GUTTERS/DOWNSPOUTS/CANOPIES: DARK METAL
COLOR: DARK GREY
FINISH: MATTE

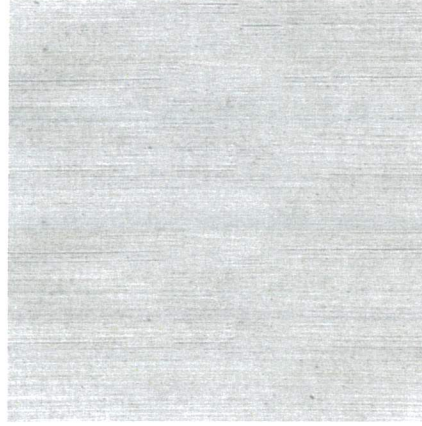


WINDOW/DOOR TRIM: FIBERGLASS
FINISH: DARK BRONZE WINDOW/DOOR

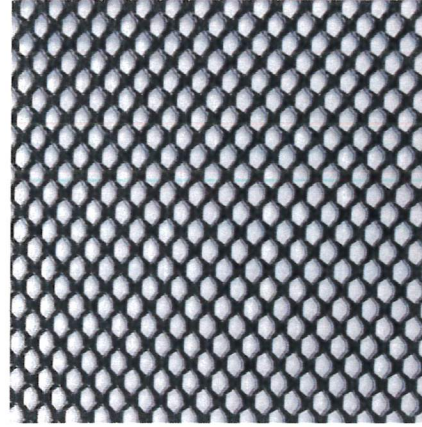
MATERIALS/ SCHEME 03



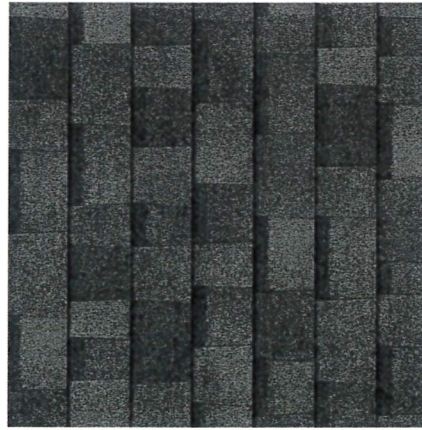
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STYLE: HORIZONTAL SIDING



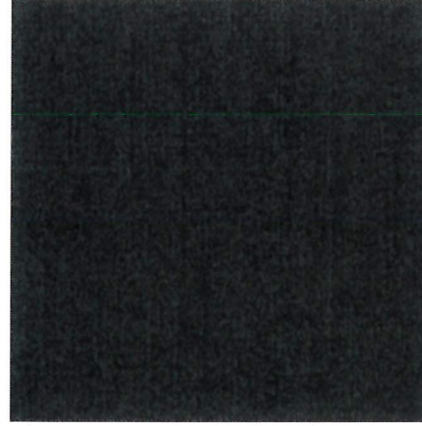
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COLOR: OFF-WHITE
TEXTURE: BRUSHED



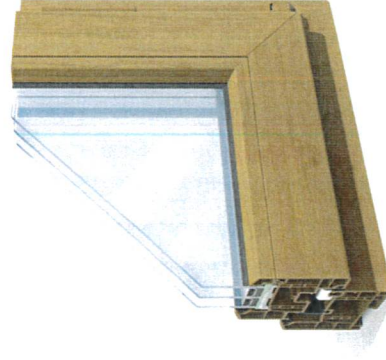
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FINISH: MATTE



ROOF: ASPHALT SHINGLES
STYLE: DARK GREY



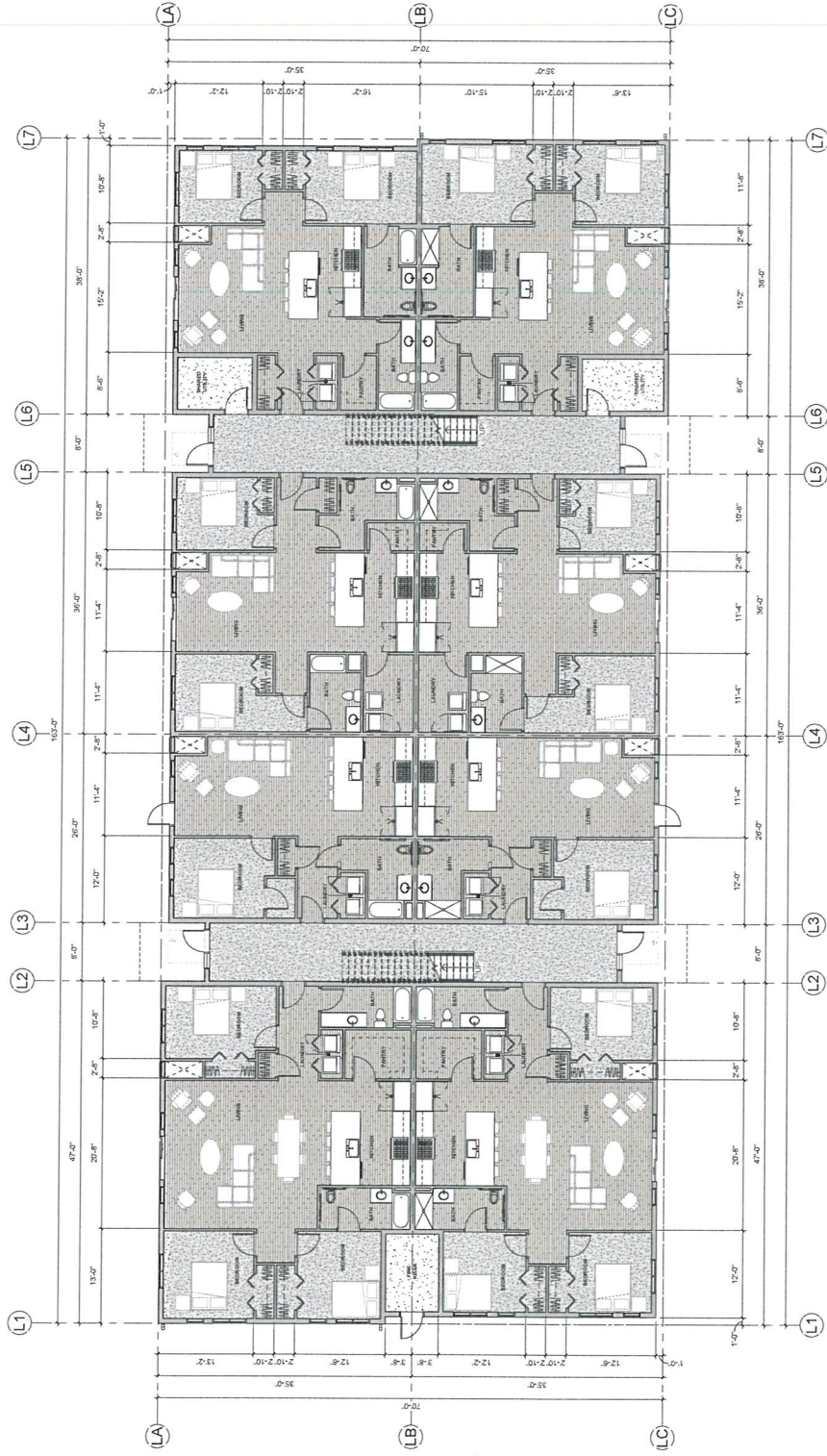
**FASCIA/GUTTERS/DOWNSPOUTS/
CANOPIES:** DARK METAL
COLOR: DARK GREY
FINISH: MATTE



WINDOW/DOOR TRIM: FIBERGLASS
FINISH: LIGHT FAUX-WOOD

24-PLEX FLOOR PLAN/ LEVEL 01

SCALE: 1/16" = 1'-0"



THE NUMBERS

UNITS PER BUILDING: 24 UNITS
UNITS PER FLOOR: UNITS

UNIT BREAKDOWN

- 3-BEDROOM UNIT: 4 UNITS
- 2-BEDROOM UNIT: 12 UNITS
- 1-BEDROOM UNIT: 4 UNITS

ACCESSIBILITY

- 2% OF ALL UNITS MUST BE TYPE 'A' UNITS. ALL OTHER GROUND UNITS ARE TYPE 'B'.

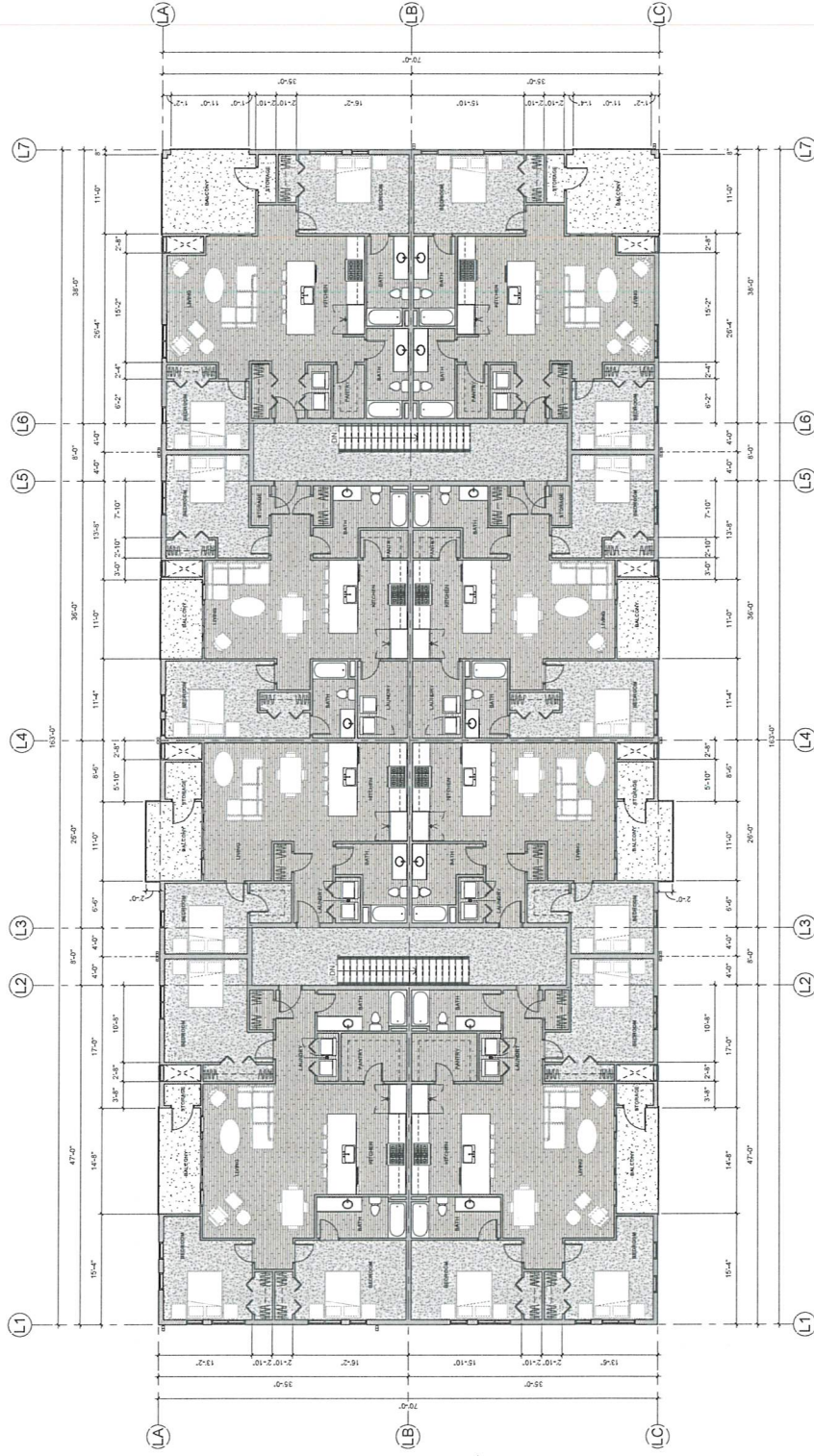
288 TOTAL UNITS X 2%
= 6 TYPE 'A' UNITS REQUIRED

1 TYPE 'A' UNIT LOCATED AT GROUND FLOOR PER BUILDING.



24-PLEX FLOOR PLAN/ LEVEL 03

SCALE: 1/16" = 1'-0"



THE NUMBERS

UNITS PER BUILDING: 24 UNITS
UNITS PER FLOOR: UNITS

UNIT BREAKDOWN

- 3-BEDROOM UNIT: 4 UNITS
- 2-BEDROOM UNIT: 12 UNITS
- 1-BEDROOM UNIT: 4 UNITS

ACCESSIBILITY

2% OF ALL UNITS MUST BE
TYPE 'A' UNITS. ALL OTHER
GROUND UNITS ARE TYPE 'B'.

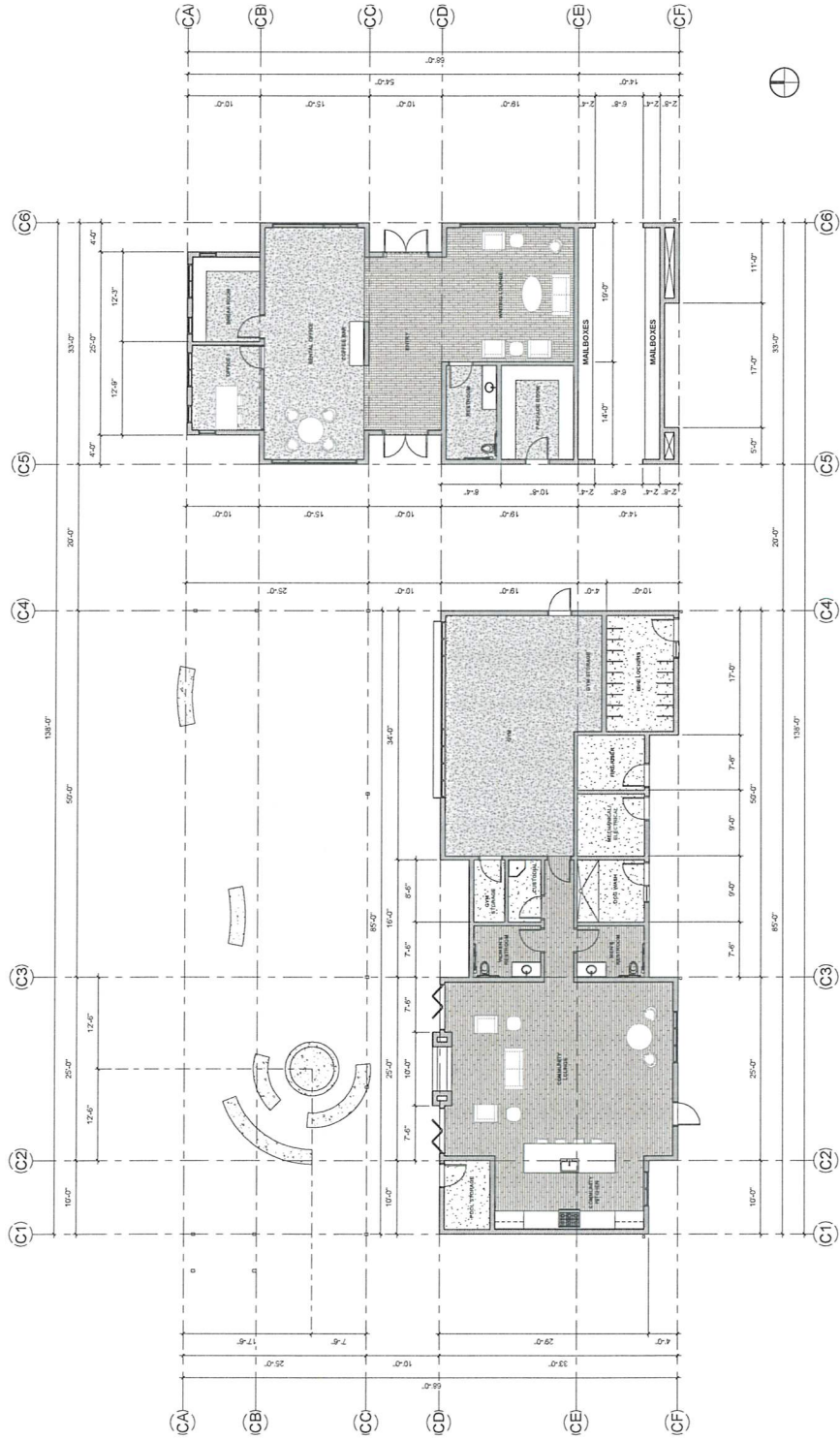
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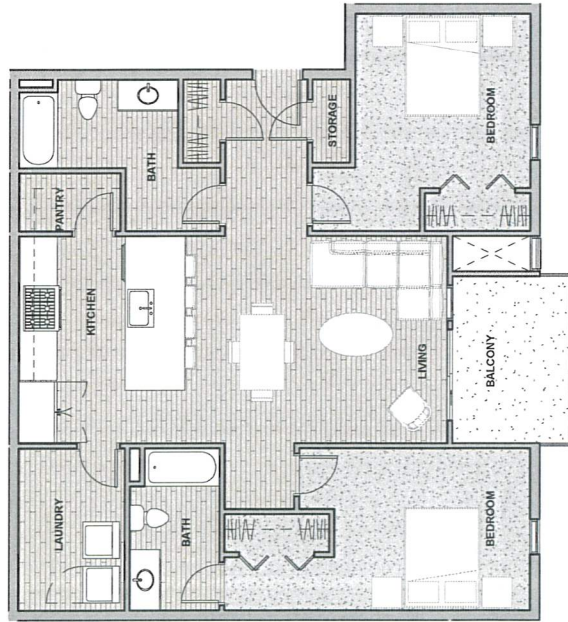
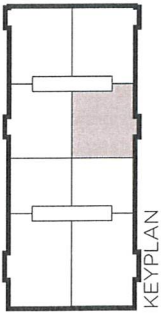


CLUBHOUSE/ OVERALL FLOOR PLAN

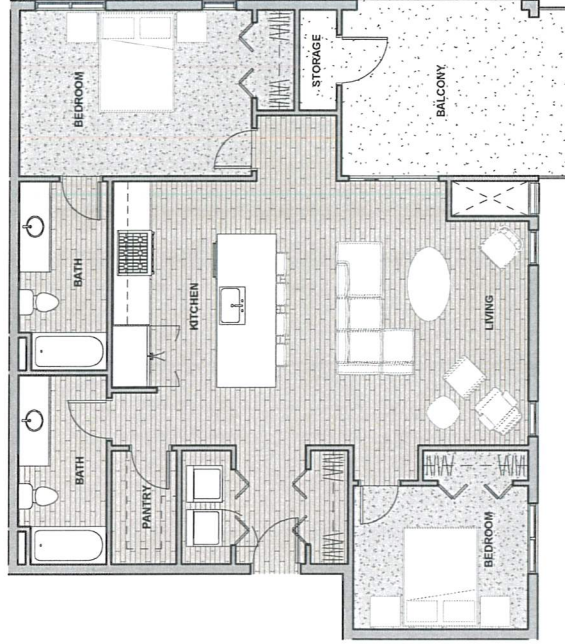
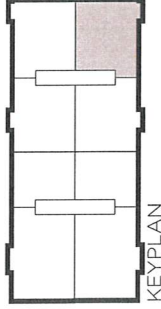
SCALE: 1/16" = 1'-0"



UPPER LEVEL UNIT PLANS / 2-BEDROOM UNITS
 SCALE: 1/8" = 1'-0"



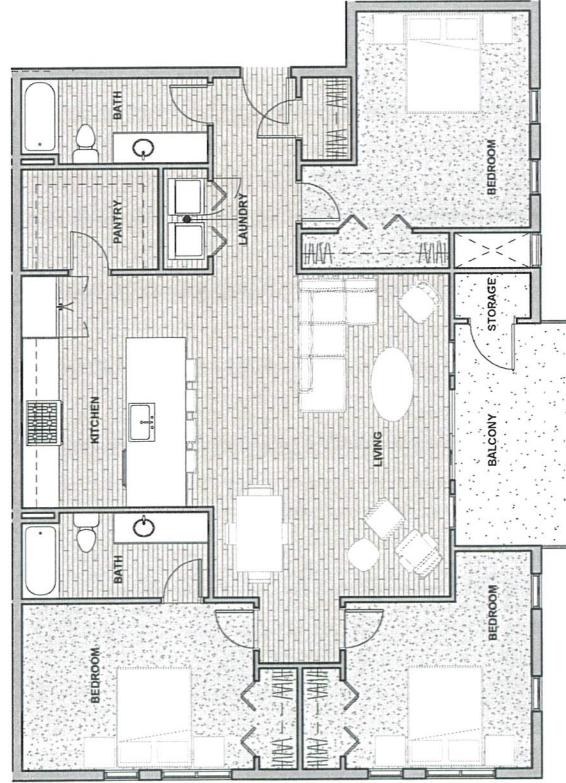
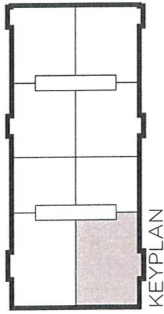
TYPICAL 2-BEDROOM UNIT
 SCALE: 1/8" = 1'-0"
1,247 GSF (UNIT) + 64 SF (STANDARD BALCONY)
+ 86 SF (BALCONY WITH BUMP OUT)



TYPICAL 2-BEDROOM UNIT
 SCALE: 1/8" = 1'-0"
1,237 GSF (UNIT) + 148 SF (STANDARD BALCONY)
+ 174 SF (BALCONY WITH BUMP OUT)

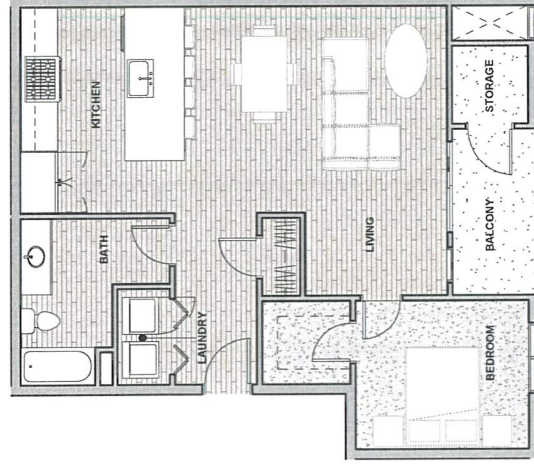
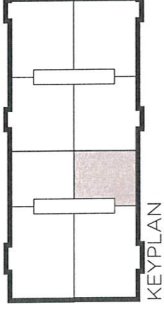
UPPER LEVEL UNIT PLANS/ 3-BEDROOM & 1-BEDROOM UNITS

SCALE: 1/8" = 1'-0"



TYPICAL 3-BEDROOM UNIT

SCALE: 1/8" = 1'-0"
1,611 GSF (UNIT) + 86 SF (STANDARD BALCONY)
 + 115 SF (BALCONY WITH BUMP OUT)



TYPICAL 1-BEDROOM UNIT

SCALE: 1/8" = 1'-0"
896 GSF (UNIT) + 64 SF (STANDARD BALCONY)
 + 86 SF (BALCONY WITH BUMP OUT)

CITY OF CALDWELL - PLANNING AND ZONING ROUNDTABLE REQUEST FORM

Pre-Application Meeting Request form for residential or commercial projects. Requests can be sent to: P&Z@cityofcaldwell.org

Project name: Laster Lane Multi-Family

Property Address: 4121 and 4114 Laster Lane

Location/parcel number: R32487 and R32487010

(MUST include parcel number if there is not an address)

Proposed acreage: approx 14 acres Zone: R-25³ Desired Zone: No change proposed

New Construction - Sq. feet: TBD Commercial Industrial Residential

Please attach a development proposal, site plan, building elevations, floor plan with dimensions and square feet.

Describe the scope of the project: Proposal is to develop the site with the density permitted with the zone of R-25 in three story buildings. Conceptual images have been submitted via email. Some variety in housing type may be possible. Units are anticipated to range between 1000 and 1300 s.f.

Please list the following information for **all persons** who will be in attendance:

NAME:	EMAIL:	PHONE:	TITLE:
Penelope Constantikes	penelope@rileyplanning.com	208.908.1609	Riley Planning Services
Gennie Fishburn	fishburnrealestate@gmail.com	208.535.1301	

Owner/Applicant Information

Applicant name: Penelope Constantikes

Address/City/State: P.O. Box 405, Boise, ID 83701

Phone: 208.908.1609 Email: penelope@rileyplanning.com

Definition of a Round Table Meeting (per City Code Section 10-03-11): An informal pre-application meeting scheduled through the Planning and Zoning Department wherein staff from the Fire Department, Engineering Department, Building Department and Planning and Zoning Department are present to provide comments, ordinance requirements, code requirements, policies and standards to applicants relative to proposed projects. This meeting in no way represents approval, nor shall it be considered permission to proceed with any project. All comments and disclosures made at the Roundtable Meeting are subject to change once the application(s) or building permits have been received.

I certify that I have read and understand the process.

Owner/applicant signature: PENELOPE CONSTANTIKES Date: 1/7/2021

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MEMORANDUM

TO: Jerome Mapp, Planning Director, City of Caldwell
Debbie Root, Senior Planner, City of Caldwell
Caldwell Fire, Engineering and Building Departments

CC: Gennie Fishburn
Justin Fishburn
Brandon McDougald, Kimley Horn

FROM: Penelope Constantikes *PC*

DATE: February 5, 2021

RE: **CITY OF CALDWELL ROUNDTABLE**
4121 AND 4114 LASTER LANE, CALDWELL

Thank you all for your contribution to the roundtable discussion for the above referenced site proposed to be a multi-family development with an R-~~25~~³ zoning designation.

Below is bullet list derived from my meeting notes.

GENERAL COMMENTS

- Current access to Laster Lane cannot be use for a regular access due to the angle at which the access drive connects to Laster Lane.
- Project Team – requesting access through the Buxton development because of the similarity of the development type/density.
- Buxton Project Team is requesting all private lanes in the interior of the site.
- Minimal open space will be 10%.

CALDWELL ENGINEERING DEPARTMENT (Rob McDonald)

- Platting of site must conform to Chapter 11 of the City Code.
- Road and sidewalk standards
- Project Team: Requesting primary access through Buxton ; project team is flexible regarding locations of access points
 - *Project team is preparing a conceptual site layout and will submit to City as soon as possible.*
- Traffic Impact Study is required with application submittal; Kimley Horn will provide TIS; Caldwell contracts for TIS and applicant reimburses the City of study cost.
 - Mitigation may be/will be required in the form of a traffic impact fee.

A12

- A site plan is needed to move forward with TIS
- TIS to be completed before submittal of Preliminary Plat
- Engineering Department outlined general requirements such as internal road ROW and setbacks.
- Storm water must be retained onsite.
- Pressurized irrigation will be provided through the public system.
 - All components including pump station will be a public system
- Coordinating PI with Buxton project.
- All public utilities should ideally be located in public ROWS; if not easements will be required.
- Standard sewer and water connection fees will apply.
- City of Caldwell will work with Kimley Horn to identify depth of sewer and water; explore coordinating sewer and water with Buxton was discussed.

CALDWELL FIRE DEPARTMENT (Alan Perry)

- Unit count over 100 will require two access points.
- Project Team: Building heights are anticipated to be 2 and 3 story.
- Any accesses with fire hydrants must be 26-feet wide.
- Fire Department follows 2018 International Fire Code.
- Aerial access – minimum separation from buildings is 15-feet and a maximum separation of 30-feet.
- If solar panels are planned, additional standard will apply.
- Fire sprinkling.

BUILDING DEPARTMENT (Chris Bryant)

- Combination of A and B units.
 - There will be a minimum of A units, then B units after that.
 - A units are accessible units
 - B units can be converted to accessible units.
 - Ratio 2-4% ?
 - Architect will be familiar with these standards.
 - ADA parking to reflect the mix of A & B units
 - Fire separation distances between building and fire rated walls was discussed.

PLANNING DEPARTMENT (Jerome Mapp / Debbie Root)

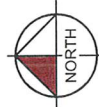
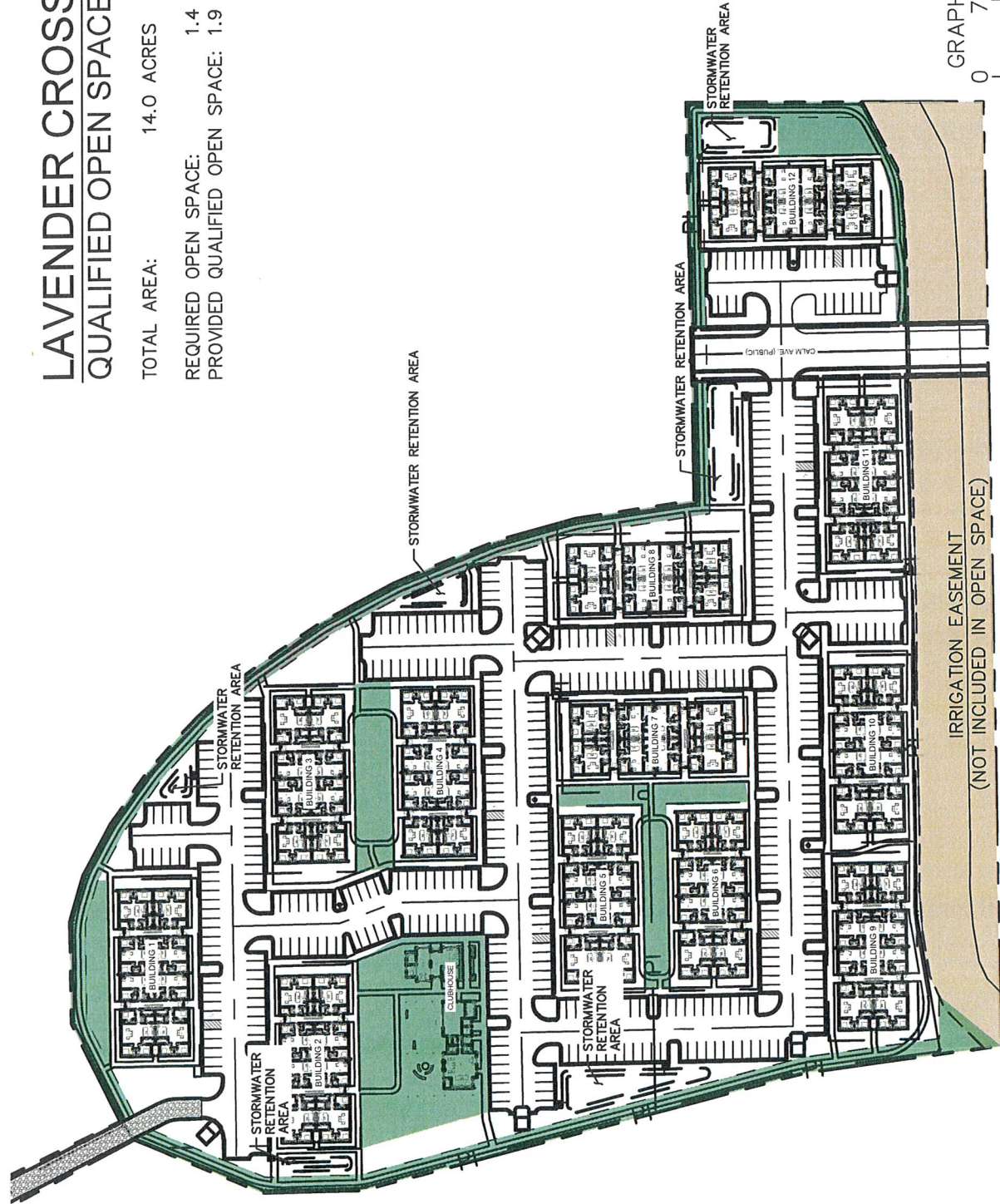
- Reality Check...
- Site is adjacent to single family lower density residential.
- Project Team: Aware of the density context of the site.
- With single family adjacent...
 - Balconies will need to be screened to protect adjacent property privacy.
- Covered parking / canopies cannot extend over utilities in access drives.
- Four (4) amenities will be required.
 - Amenities must be distributed across the site; cannot be concentrated in one area.
- Landscaping is required including along buildings; site much have usable open space.

- Exterior lighting and addressing on buildings.
- Trash facilities must be screened.
- Bike parking and storage are required.
- City encourages sensitivity to surrounding area/property owners.
- Design Review Guidelines are available at the Caldwell website.
 - Aesthetically pleasing
 - If the elevations work in Boise, Meridian or Eagle, they will be appropriate for Caldwell.

Thank you!

LAVENDER CROSSING QUALIFIED OPEN SPACE

TOTAL AREA: 14.0 ACRES
 REQUIRED OPEN SPACE: 1.4 ACRES (10%)
 PROVIDED QUALIFIED OPEN SPACE: 1.9 ACRES (14%)



A13