



**TO: ADA COUNTY PLANNING & ZONING COMMISSION**

**HEARING DATE:** February 11, 2016

**STAFF:** Brent Danielson, AICP & Kristy Inselman, Associate Planners

**PROJECT NO.:** 201504177-S

**APPLICANT:** KM Engineering

**AGENT:** Kevin McCarthy

### **INTRODUCTION**

A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD. The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 in Section 7 and 18, T. 5N, R. 2E.

### **EXECUTIVE SUMMARY**

The applicant is requesting a preliminary plat to change a portion of a previously approved preliminary plat in the Avimor Planned Community. The previous preliminary plat was approved under Project #200700016 S-HD. The revised preliminary plat is being requested to change the internal roadway configuration as well to change the product type (alley-loaded) from what was initially envisioned to take place in this phase as there has less demand for alley-loaded lots. The preliminary plat consists of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot.

The lots in the proposed subdivision are in following Avimor land use districts: Village Residential, Village Center, Village Open Space, Foothills Open Space, and Community Services. The purpose of the village residential district is to provide for predominately single-family residential uses, in flat land and moderately sloped areas, at densities between 3.5 and eight (8) units per acre. The village residential district in the subdivision is 21.45 gross acres and the net density is 5.35 dwelling units per acre. The purpose of the village center district is to provide for civic, commercial, retail and office uses, and for higher density residential uses in a mixed use village environment. The village center district in the subdivision is 4.73 gross acres. The purpose of the village open space district is to provide for natural and improved open spaces,

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#### **STAFF REPORT**

Project #201504177 S

Avimor Subdivision No. 5/ KM Engineering

First American Title Insurance Company

including, without limitation, riparian corridors of natural watercourses, parks and play fields, and wetlands, and drainage facilities. The village open space district in the subdivision is 12.97 acres. The purpose of the foothills open space lots is to provide for preservation of riparian corridors of natural watercourses, steep hillsides, and major ridges above the 3,500 foot elevation, view corridors and wildlife habitat. The foothills open space district in the subdivision is 12.79 acres. The purpose of the community services district is to provide for utilities and public structures, services or facilities outside of the village center district, including, without limitation, schools, fire, police, EMS, and restricted commercial uses that are compatible with open space or recreation. The community service district in the subdivision is 14.67 gross acres.

At the time this staff report was written the following agencies have provided comments: Ada County Building Division, Idaho State Historical Society, Central District Health Department, Eagle Fire District, Idaho Department of Environmental Quality (DEQ), and the Idaho Transportation Department (ITD). The Ada County Building Official replied in Exhibits #16 and #25 that the building division has no objection to the proposed development. The Idaho State Historical Society responded in Exhibits #17 and #26 stating that their office has some concerns regarding this development and are recommending that the applicant conduct a survey of the area to identify and evaluate known and unknown cultural resources, evaluate the National Register eligibility of any cultural resources, assess any adverse effects to any historic properties, and propose mitigation if warranted. As part of the entitlement for the Avimor Planned Community, a Sensitive Species and Archaeological Investigations Findings Report was conducted in 2003 by URS. The report investigated the area encompassing the Avimor Planned Community including the proposed subdivision and also additional acreage beyond the planned community boundary and a reconnaissance survey was done on the property. The Central District Health Department responded in Exhibit #18 that plans for central sewage and central water must be submitted to and approved by the Idaho Department of Environmental Quality and that infiltration beds for storm water disposal are considered shallow injection wells, which will require an application to be submitted to the Central District Health Department. The Eagle Fire District provided technical comments in Exhibit #19 regarding how wide a street section needs to be allowed for on-street parking, turning radius requirement, the number of fire hydrants and spacing of those hydrants to be in accordance with Appendix C of the 2012 International Fire Code. They also stated that the secondary emergency access that runs north to Highway 55 shall be maintained and serviceable for this phase of the subdivision. The Idaho Department of Environmental Quality (DEQ) provided general comments in Exhibit #20 regarding air quality, wastewater and recycled water, drinking water, surface water, and hazardous waste and ground water contamination. The Idaho Transportation Department (ITD) replied in Exhibit #27 that they do not object to the preliminary plat changes within the subdivision. However, they did express concern regarding the north access shown in the application. According to ITD this access was previously permitted by them; and has since expired. As conditioned, the applicant will need to submit a new application for an approach in this location.

## **RECOMMENDATION**

Based upon Staff's review of the application, staff concludes that this application complies with the Ada County Code and recommends approval to the Commission as set out in the proposed Findings of Fact and Conclusions of Law attached hereto.

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### STAFF REPORT

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The Commission should consider the evidence and testimony presented during the public hearing prior to rendering its decision concerning this application.

**EXHIBIT LIST – PROJECT NO.: 201504177-S**

- 1 Preapplication Conference Notes. 3 pages.
- 2 Master Application Form. 2 pages.
- 3 Preliminary Plat Checklist. 3 pages.
- 4 Affidavit of Legal Interest. 1 page.
- 5 Detailed Letter. 2 pages.
- 6 Preliminary Plat. 4 pages.
- 7 Avimor Land Use District Map. 1 page.
- 8 Legal Description. 4 pages.
- 9 Avimor Traffic Impact Study (TIS) Update dated December 14, 2015. 84 pages.
- 10 Deed. 18 pages.
- 11 Vicinity Map. 1 page.
- 12 Aerial Map. 1 page.
- 13 Zoning Vicinity Map. 1 page.
- 14 Agency Transmittal. 4 pages.
- 15 Submittal Letter to Kevin McCarthy dated December 21, 2015. 1 page.
- 16 Memorandum from the Ada County Building Official dated December 21, 2015. 1 page.
- 17 Agency Response from the Idaho State Historical Society dated December 21, 2015. 2 pages.
- 18 Agency Response from the Central District Health Department dated December 23, 2015. 1 page.
- 19 Agency Response from the Eagle Fire District dated December 30, 2015. 2 pages.
- 20 Agency Response from the Idaho Department of Environmental Quality (DEQ) dated January 6, 2016. 4 pages.
- 21 Radius Map. 2 pages.
- 22 Mailing List. 2 pages.
- 23 Radius Notice. 1 page.
- 24 Agency Transmittal. 2 pages.

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- 25 Memorandum from the Ada County Building Official dated January 15, 2016. 1 page.
- 26 Agency Response from the Idaho State Historical Society dated January 19, 2016. 5 pages.
- 27 Agency Response from the Idaho Transportation Department dated January 19, 2016. 2 pages.
- 28 Legal Notice of Public Hearing published on January 26, 2016. 2 pages.

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**STAFF REPORT**

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Avimor Subdivision No. 5/ KM Engineering

First American Title Insurance Company



ADA COUNTY  
DEVELOPMENT SERVICES

200 W. FRONT STREET  
BOISE, IDAHO 83702-7300  
PHONE (208) 287-7900

PREAPPLICATION CONFERENCE NOTES

**Preapplication Number: 201501182 - PREAP - A**

Status: Active

Date Received: 12/7/2015

Date Closed:

Meeting Date: 12/10/2015 Date Assigned: 12/7/2015

**Project Description:**

Applicant's Name:  
RICHTER DAN

Preliminary Plat Phase 5 of Avimor.

No. of Lots/Units: 0 Total Acres: 670.570

**Unique Features:**

**Development Services Staff Assigned To Meeting:**

Staff Name:	Attended Meeting?
ANGIE GILMAN	<input checked="" type="checkbox"/>
BRENT DANIELSON	<input checked="" type="checkbox"/>
KRISTY INSELMAN	<input checked="" type="checkbox"/>
MARK PERFECT	<input checked="" type="checkbox"/>

Sewer/Septic:

Water/Well:

General Property Location:

**Parcel Info:**

Parcel Num:	Street Address:	City/State/Zip:
S0107110050	18700 N HORSESHOE BEND RD	Boise, ID 83714-0000
S0118110240	W WHITE HILLS DR	Boise, ID 83714-0000

**Zone Info:**

Zone Type:	Zone:
Existing Zone	PC
Existing Zone	RP

**TwN / Rng / Sec Info:**

TwN:	Rng:	Sec:	Qtr:
5N	2E	7	
5N	2E	18	

**Overlay Areas Info:**

Overlay Area:	Overlay Value:	Code Ref:	Comments:
Hillside	15 % Slope or More	Article 8-3H	
WUFI	Yes	Article 8-3B	

**Comp Plan:**

Avimor

**Agencies To Contact:**

Agency Name:	Contact Person:
ADA COUNTY HIGHWAY DISTRICT/ PLANNING DEPT - (208)-387-6170 Comments:	LITTLE CHRISTY
CENTRAL DISTRICT HEALTH DEPARTMENT - (208)-327-8517 Comments:	RENO MIKE
IDAHO POWER COMPANY - (208)-388-2699 Comments:	HORNSBY COURTNEY



**Proposed Allowed Uses:**

12/10/2015



ADA COUNTY  
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200 W. FRONT STREET  
BOISE, IDAHO 83702-7300  
PHONE (208) 287-7900

PREAPPLICATION CONFERENCE NOTES

Dwelling, secondary detached

**Required Applications:**

<b>App Type:</b>	<b>Descriptive Name:</b>
S	PRELIMINARY PLAT

**Notes:**

Staff is able to preload the preliminary plat application.

The property is located in the Avimor Planned Community and is zoned PC.

The property is also located in the Wildland-Urban Fire Interface (WUFI) Overlay District and the Hillside Overlay District.

See Article 8-3B of the Ada County Code for more information on the WUFI Overlay District.

- For new subdivisions fire hazards and emergency access roads shall be evaluated by a licensed fire professional engineer retained by the applicant to determine site specific hazards and proper accessibility for emergency vehicles. The licensed fire professional engineer shall also prepare a fire protection plan that is specifically tailored to the proposed subdivision and shall consist of the following:

- a. Completed fire hazard severity form from the current international urban-wildland interface code, appendix C, using nationally recognized standards;
- b. A fire protection plan map showing the roadway, turnouts, turnarounds, terminus and lots;
- c. Determination of fuel model loading;
- d. Required signage for turnouts, turnarounds and fire lane parking;
- e. Required number and placement of turnouts based on development density and roadway width;
- f. Requirements for fire resistance rated construction;
- g. Required road width or required interconnected system of roadways and fire accesses.

- The fire protection plan shall be reviewed by the applicable fire district, or if no fire district, the Ada County Sheriff, with advice from the Idaho state fire marshal, as part of the agency review process of subdivisions and planned unit developments.

A fire protection plan has already been prepared for the Avimor Planned Community when Avimor was initially entitled.

See Article 8-3H of the Ada County Code for more information on the Hillside Overlay District.

A hillside application is required for any grading, filling, clearing, or excavation of any kind where either of the following is present:

- 1. Slopes that exceed fifteen percent (15%); or
- 2. Adverse conditions associated with slope stability, erosion, or sedimentation are present, as determined by the County Engineer.

A hillside application was completed in the area of a previous preliminary plat (Project #200700016-100).

See Chapter 8-6 of the Ada County Code for Subdivision Regulations.

See Article 8-6A of the Ada County Code for Subdivision Design Standards.

See Article 8-6B of the Ada County Code for Subdivision Required Improvements.

Per Section 8-3I-3C of the Ada County Code a neighborhood meeting is not needed because the application is just for a subdivision and it is not associated with a modification of the Avimor Specific Plan.

The applicant is required to post the property with the hearing information at least 10 days before the public hearing. A sign certification form is required to be submitted at least 7 days before the public hearing. See Subsection 8-7A-5F of the Ada





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**PREAPPLICATION CONFERENCE NOTES**

County Code for information on Sign Posting.

**CODE REFERENCES:**

- Article 8-3B ~ Wildland-Urban Fire Interface (WUFI) Overlay District
- Article 8-3H ~ Hillside Overlay District
- Article 8-3I ~ Avimor Planned Community Overlay District
- Chapter 8-6 ~ Subdivision Regulations
- Article 8-6A ~ Subdivision Design Standards
- Article 8-6B ~ Subdivision Required Improvements
- Subsection 8-7A-5F ~ Signposting Requirements

**MEETING NOTES:**

Mindy Wallace from ACHD was also in attendance at the meeting.

Kevin went over the preliminary plat it was similar to the preliminary plat that was submitted with the specific plan change.

Kevin went over the street sections.

Mindy mentioned that they have concern for the one-way.

Dan said that they did the one-way to reduce the area the was encroaching into the hillside.

Mindy would like the traffic impact study prior to the submittal of the preliminary plat.

It is anticipated that a new hillside applicatin would likely not be necessary.

They are looking at submitting the preliminary plat within the next week.

**Additional Preap Conference:** Not Recommended

**Neighborhood Meeting Required?** No

**Cross References:** 200700016-S-HD





# MASTER APPLICATION/PETITION REQUEST

ADA COUNTY DEVELOPMENT SERVICES

200 W. Front Street, Boise, Idaho 83702. www.adaweb.net phone: (208) 287-7900 fax: (208) 287-7909

### TYPE OF ADMINISTRATIVE APPLICATION:

- ACCESSORY USE\*
- FARM DEVELOPMENT RIGHT
- FLOODPLAIN PERMIT
- HILLSIDE DEVELOPMENT\*
- HIDDEN SPRINGS ADMINISTRATIVE
- HIDDEN SPRINGS SPECIAL EVENT
- LIGHTING PLAN
- LANDSCAPE PLAN
- DRAINAGE PLAN
- MASTER SITE PLAN\*
- EXPANSION NONCONFORMING USE
- ONE TIME DIVISION
- PRIVATE ROAD
- PROPERTY BOUNDARY ADJUSTMENT
- PLANNED UNIT DEVELOPMENT (PUD)
- SIGN PLAN
- TEMPORARY USE\*

### TYPE OF HEARING LEVEL APPLICATION:

- CONDITIONAL USE
- DEVELOPMENT AGREEMENT
- SUBDIVISION, PRELIMINARY\*
- PLANNED COMMUNITIES\*
- SUBDIVISION, SKETCH PLAT\*
- VACATION
- VARIANCE
- ZONING MAP AMENDMENT
- ZONING TEXT AMENDMENT

### TYPE OF HEARING LEVEL PETITION:

- COMPREHENSIVE PLAN MAP OR TEXT AMENDMENT PETITION CHECKLIST

### TYPE OF ADDENDA:

- APPEAL
- ADMINISTRATIVE MODIFICATION
- DEVELOPMENT AGREEMENT MODIFICATION
- FINAL PLAT
- TIME EXTENSION

### REQUIRED SUBMITTALS:

- CHECKLIST for applicable application(s). If multiple applications, do not duplicate submittals.
- \*SUPPLEMENTAL WORKSHEET REQUIRED

### SITE INFORMATION:

Section: 7 & 18 Township: 5N Range: 2E Total Acres: 66.6  
 Subdivision Name: Avimor Phase 5 Lot: \_\_\_\_\_ Block: \_\_\_\_\_  
 Site Address: Hwy 55 City: Boise  
 Tax Parcel Number(s): S0107110050 & S0118110230  
 Existing-Zoning: PC Proposed Zoning: PC Area of City Impact: \_\_\_\_\_ Overlay  
 District(s) Hillside, WUFI, PC



### OFFICE USE ONLY

Project #: <u>201504177-S-PP</u>	Planning Fees/GIS: <u>2180 + 9 = 2189</u>	Engineering Fees: <u>550.00</u>
Received By: <u>[Signature]</u>	Date: _____	Stamped <input checked="" type="checkbox"/>

<b>APPLICANT/AGENT: (Please print)</b>	<b>ADDITIONAL CONTACT if applicable: (Please Print)</b>
Name: <u>Kevin McCarthy - KM Engineering</u>	Name: <u>Dan Richter - Avimor</u>
Address: <u>9233 West State Street</u>	Address: <u>18454 North McLeod Way</u>
City: <u>Boise</u> State: <u>ID</u> Zip: <u>83714</u>	City: <u>Boise</u> State: <u>ID</u> Zip: <u>83714</u>
Telephone: <u>639.6939</u> Fax: <u>639.6930</u>	Telephone: <u>939.0343</u> Fax: <u>939.9972</u>
Email: <u>kevin@kmengllp.com</u>	Email: <u>danr@avimor.com</u>
I certify this information is correct to the best of my knowledge.  <u>Kevin McCarthy</u> 12.17.15	<b>ENGINEER/SURVEYOR if applicable: (Please Print)</b> Name: <u>KM Engineering</u> Address: _____ City: _____ State: _____ Zip: _____ Telephone: _____ Fax: _____ Email: _____
Signature: (Applicant) _____ Date _____	

<b>OWNER (S) OF RECORD: (Please Print)</b>	<b>OWNER (S) OF RECORD: (Please Print)</b>
Name: <u>see affidavit on file</u>	Name: _____
Address: _____	Address: _____
City: _____ State: _____ Zip: _____	City: _____ State: _____ Zip: _____
Telephone: _____	Telephone: _____
Fax: _____	Fax: _____
Email: _____	Email: _____
I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.	I consent to this application, I certify this information is correct, and allow Development Services staff to enter the property for related site inspections. I agree to indemnify, defend and hold Ada County and its employees harmless from any claim or liability resulting from any dispute as to the statements contained in this application or as to the ownership of the property, which is the subject of the application.
Signature: All Owner (s) of Record _____ Date _____	Signature: All Owner (s) of Record _____ Date _____

ALL OWNER(S) OF RECORD (ON THE CURRENT DEED) MUST SIGN (Additional Sheets are Available Online)

If the property owner(s) are a business entity, please include business entity documents, including those that indicate the person(s) who are eligible to sign documents.



EXHIBIT 2  
Page 2 of 2  
Project # 201504177-5

# ADA COUNTY DEVELOPMENT SERVICES

200 W. Front Street, Boise, ID 83702. www.adaweb.net phone (208)287-7900 fax: (208)287-7909



## PRELIMINARY PLAT CHECKLIST

A Subdivision request requires a public hearing.

### GENERAL INFORMATION:

Applicant	DESCRIPTION	Staff
X	Completed and signed Master Application	
X	Completed Supplemental Information	
n/a	Associated Forms:	
	Zoning Ordinance Map Amendment (Re-zone)	
	Development Agreement	
	Sketch Plat	
	Zoning Text Amendment	
	Private Road	
	Vacation	
X	DETAILED LETTER by the applicant fully describing the request or project and address the following:	
X	X Explain proposed use, and all uses associated with the request.	
	X Any other supporting information.	
	NATURAL FEATURES ANALYSIS (ACC 8-4E-4D) must include the following:	
	One electronic copy.	
	Important features such as existing structures, water courses, wetlands, power lines, telephone lines, railroad lines, Airport influence areas, existing easements, municipal boundaries, section lines, parks, schools and supplemental data as required.	
	HYDROLOGY. ACC 8-4E-4D1	
	SOILS ACC 8-4E-4D2	
	TOPOGRAPHY ACC 8-4E-4D3	
	VEGETATION ACC 8-4E-4D4	
	SENSITIVE PLANT AND WILDLIFE SPECIES ACC 8-4E-4D5	
	HISTORIC RESOURCES ACC 9-4E-4D6	
	HAZARDOUS AREAS ACC 8-4E-4D7	
	IMPACT ON NATURAL FEATURES ACC 8-4E-4D8	
n/a	PHASING PLAN of proposed subdivision, if applicable, and timeline of phasing. (One full size copy and one electronic copy)	
on file	SUBDIVISION NAME APPROVAL from the County Engineer.	
on file	RESTRICTIVE COVENANTS if proposed.	
on file	IRRIGATION PLAN as required per Idaho Statute 31-3805.	
on file	OPEN SPACE MANAGEMENT PLAN.	
on file	DEED (or evidence of proprietary interest)	
n/a	NEIGHBORHOOD MEETING CERTIFICATION	
X	PRE-APPLICATION CONFERENCE NOTES	
X	SUPPLEMENTAL DATA required by County Engineer	
X	PRELIMINARY PLAT SPECIFICATIONS ACC 8-6-4-2 Submit 1 electronic copy, 2 full size copies, and one reduced copy to 8 1/2" X11".	
X	METES AND BOUNDS LEGAL DESCRIPTION of the property to be subdivided including a Microsoft Word® electronic Word document.	
X	OVERLAY DISTRICT: May require a separate checklist or additional information for the following:	

previously done

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x	HILLSIDE DEVELOPMENT (ACC 8-3H) YES (x) NO ( )	
previously done		Preliminary Grading Plan (ACC 8-3H-3B)
		Slope Stabilization & Revegetation Plan & Report (ACC 8-3H-3C)
		Prepared and sealed by a licenced landscape design professional? YES ( ) NO ( )
		Engineering Hydrology Report (ACC 8-3H-3D)
		Prepared and sealed by a professional engineer registered in the State of Idaho? YES ( ) NO ( )
		Soils Engineering Report (ACC 8-3H-3E)
		Prepared and sealed by a professional engineer registered in the State of Idaho? YES ( ) NO ( )
		Engineering Geology Report (ACC 8-3H-3F)
		Prepared by a professional geologist or prepared and sealed by a professional engineer registered in the State of Idaho? YES ( ) NO ( )
		Visual Impact Report (ACC 8-3H-3G)
	Prepared by a licensed design professional? YES ( ) NO ( )	
n/a	FLOOD HAZARD (ACC 8-3F)	
		Evacuation plan filed with the Ada City-County Emergency Management Office? YES ( ) NO ( )
on file	WILDLAND-URBAN FIRE INTERFACE (ACC 8-3B)	
		Fire hazard and emergency access roads evaluated and sealed by licensed fire professional engineer? YES ( ) NO ( )
n/a	SOUTHWEST PLANNING AREA (ACC 8-3C)	
n/a	PLANNED UNIT DEVELOPMENT (ACC 8-3D)	
n/a	BOISE RIVER GREENWAY (ACC 8-3G)	
n/a	BOISE AIR TERMINAL AIRPORT INFLUENCE AREAS (ACC 8-3A)	
x	PROPOSED STREET NAME	
x	x	Must comply with ACC 2-1.
	x	Contact Ada County Street Naming Specialist.
x	PLANNED COMMUNITIES:	
see narrative		Digital Version of Planned Community Subdivision.
		Project Data Tables (see PC application manual)
		Color keyed full sized copy of preliminary plat displaying land use districts.
previously done		Landscape Plan
		Urban Public Services Discription
		Open Space Description
		Community Center and/ or Recreation Center Description (if applicable)
		Water Supply Verification
		Urban Public Services Construction Verification
		Urban Public Services Operation & Maintenance Verification
		Transportation Plan (if applicable)
x	MUST COMPLY WITH SIGN POSTING REGULATIONS (ACC 8-7A-5)	
x	APPLICATION FEE: Call County or go to www.adaweb.net for fees	

Supplementary information at the discretion of the Director or County Engineer may be required to sufficiently detail the proposed development within any special development area, including but not limited to hillside, planned unit development, floodplain, southwest, WUFI, Boise River Greenway, airport influence, and/or hazardous or unique areas of development.

APPLICATION WILL NOT BE ACCEPTED UNLESS ALL APPLICABLE ITEMS ON THE FORM ARE SUBMITTED

Within Boise City Area of Impact, SEWER MAY NOT BE AVAILABLE



**SUPPLEMENTAL INFORMATION / PRELIMINARY PLAT**  
(to be completed by the applicant)

<b>DETAILED LETTER MUST INCLUDE:</b>		
Total number of dwellings: 76		
Dwelling units per acre: 1.14 gross / 3.54 gross VR area		
Zero lot line setbacks YES ( ) IDENTIFY NO (X)		
X	Water Provider: United Water	
X	Method of Sewage Disposal: Avimor Water Reclamation Company	
<b>PRELIMINARY PLAT SPECIFICATIONS:</b>		
X	Scale of not more than 100' to the inch. (Or written approval from the director)	
X	Limits extending 300' beyond the boundaries of the proposed development.	
X	Subdivision boundary based on actual field survey, stamped by a licensed professional land surveyor.	
X	Name of owner.	
X	Name of person or firm responsible for the drawing.	
X	Name of the proposed subdivision.	
X	Date, graphic scale, true north arrow, vicinity map, section, township, and range.	
X	Ties to all controlling corners.	
X	Names of neighboring subdivisions, according to the Assessor's files.	
X	Names and boundaries of owners of neighboring properties, according to the Assessor's files.	
X	Name, location, width, direction of slope, centerline and right of way of all <i>existing</i> and <i>proposed</i> public streets and private roads.	
n/a	Proposed off-site improvements pertaining to streets, water supply, sanitary sewer systems, storm water systems, fire protection facilities, and proposed utilities.	
X	Street sections and pathway sections.	
X	Lot layout with lot and block numbers, lot dimensions, and lot area in sq. ft.	
X	Graphically depict the minimum setbacks. (describe in legend)	
X	Areas of special interest labeled. (parks, schools, etc.)	
n/a	Identify zero lot line properties.	
X	Standard Subdivision: Table with number of lots and acreage for residential, commercial, industrial, Common (Landscape, utility, or other), Open Space lots and the total of all.	
n/a	<b>PLANNED UNIT DEVELOPMENT</b>	
	Density bonus requested. YES ( ) EXPLAIN NO ( )	
	Commercial Uses. YES ( ) LIST NO ( )	
	Industrial Uses YES ( ) LIST NO ( )	
	Deviation of Dimensional Standards. YES ( ) LIST NO ( )	
	Dedicated open space shall abut any lots that have been reduced below the minimum property size and shall abut multi-family development.	
n/a	<b>BOISE AIR TERMINAL AIRPORT INFLUENCE AREAS</b>	
	What Airport Influence District is the property is located in?	
	<b>WILDLAND-URBAN FIRE INTERFACE</b>	
	plan in place	All non-farm subdivisions shall provide fire flow as adopted by the fire authority. Submit a written statement approving such fire flow. YES ( ) NO ( )
n/a	<b>FLOOD HAZARD</b>	
	Flood zone.	
	Floodway	YES ( ) NO ( )
	Foothill or other hillside tributary floodways.	YES ( ) NO ( )

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## AFFIDAVIT OF LEGAL INTEREST

First American Title Insurance Company, a California corporation, as Trustee of the Dual Beneficiary Trust created pursuant to the Subdivision Trust Agreement, dated October 8, 2002, under Trust No. 8562, and not personally, states, under penalty of perjury, the following:

1. We are the owners of property known as the Avimor Planned Community, Subdivision Nos. 1, 2, 3, 4, 5, and 6, located at 18400 No. Horseshoe Bend Road, Boise, ID 83714.
2. Avimor Partners, LLC, located at 18454 No. McLeod Way, Boise, ID 83714, is the Second Beneficiary of the Subdivision Trust Agreement, dated October 8, 2002. As such, Avimor Partners has a legal interest in the property described as the Avimor Planned Community, Subdivision Nos. 1, 2, 3, 4, 5 and 6.
3. We grant our permission to Avimor Partners, LLC to submit all applications associated with obtaining project approvals with respect to Subdivisions Nos., 1, 2, 3, 4, 5, and 6, including, but not limited to, projects involving annexation, subdivision, master site plan, rezoning/zoning amendments, special use permit, development agreement, and/or variance.

Dated this 16<sup>th</sup> day of November, 2010.

FIRST AMERICAN TITLE INSURANCE COMPANY, a California corporation, as Trustee of the Dual Beneficiary Trust created pursuant to the Subdivision Trust Agreement, dated October 8, 2002, under Trust No. 8562

BY:

May Lin Carlsen  
May Lin Carlsen  
Assistant Secretary

SUBSCRIBED AND SWORN to before me the day and year first above written.



Kathryn A. Clouffie  
Notary Public for Idaho  
Residing at Boise

My Commission Expires: 6-4-16

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EXHIBIT 4  
Page 1 of 1  
Project # 201504177-5



December 17, 2015  
Project No.: 15-082

Mr. Brent Danielson  
Ada County Development Services  
200 West Front Street  
Boise, ID 83702



**RE: Avimor Subdivision Phase 5 – Ada County, Idaho  
Preliminary Plat Application**

Dear Mr. Danielson:

On behalf of Avimor Partners, LLC, we are pleased to submit the attached application and supplements for the preliminary plat of Avimor Subdivision Phase 5. Please accept this letter as the required written narrative regarding the project.

As you know, Avimor Village One currently encompasses 684 lots on +/- 830 acres west of Hwy 55. At the time the project was entitled, the precise location of the county line between Ada and Boise Counties was unknown. Presently, the county surveyor and our staff are working to determine the exact location of this line, and the new location will result in an increase in the acreage of Village One. In light of this anticipated increase, we have a pending application with your office to amend the preliminary plat and Specific Plan to allow for the additional area, the resulting increase in lot count, and a number of other items.

Due to the length of time required to accomplish the final county line location and subsequently receive approvals for the pending application, Avimor Partners has elected to proceed with Phase 5 in order to ensure that lot inventories and sales can be maintained. The new Phase 5 layout differs from that approved with the original preliminary plat, and staff determined that a new preliminary plat for this phase would be required to accommodate the desired changes.

The new Phase 5 will consist of the following:

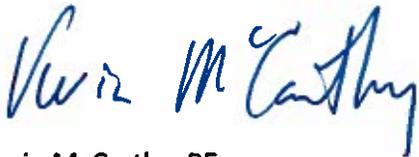
Lot Type	Lot Count	Total Acreage
Village Residential	76	21.45
Village Open Space	2	12.97
Foothills Open Space	2	12.79
Community Services	1	14.67
Village Center	3	4.73
<b>Totals</b>	<b>84</b>	<b>66.61</b>

As a part of the previous Avimor applications, the required project reports were submitted and approved, and there have been no major modifications to the ground since that time. Per staff recommendations at our pre-application meeting, we have not prepared those items again and ask that the versions submitted with the previous application be accepted and utilized for this new proposal.

At this time, there are no known health, safety, or environmental problems that currently exist or that will exist as a result of this development.

Should you have questions or require further information in order to process these applications, please let me know as soon as possible.

Sincerely,  
KM Engineering, LLP



Kevin McCarthy, PE  
Principal Engineer

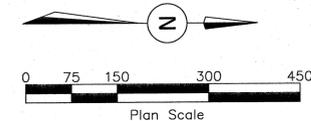
cc: Avimor Partners, LLC

RECEIVED  
DEC 17 2015  
ADA COUNTY  
DEVELOPMENT SERVICES

# AVIMOR PHASE 5 SUBDIVISION PRELIMINARY PLAT

ADA COUNTY, IDAHO  
DECEMBER 2015

S0107110050  
DUAL BENEFICIARY TRUST TRUST  
NO 8562



### LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN A PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 7, A PORTION OF THE SOUTHEAST 1/4 OF SECTION 7, A PORTION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 18 AND A PORTION OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 5 NORTH, RANGE 2 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO 2015

### INDEX OF DRAWINGS

SHEET NO.	SHEET TITLE
SHEET C1	COVER SHEET
SHEET C2	EXISTING CONDITIONS
SHEET C3	PRELIMINARY LOT LAYOUT
SHEET C4	PRELIMINARY ENGINEERING

### LEGEND

	BOUNDARY LINE
	OFFSITE BOUNDARY LINE
	EASEMENT
	ROAD CENTERLINE
	LOT LINE
	FOUND 1/2 INCH REBAR
	FOUND 5/8 INCH REBAR
	FOUND BRASS CAP
	FOUND ALUMINUM CAP
	FUTURE SET 5/8 INCH REBAR
	CALCULATED POINT

### CONTACT INFORMATION

#### ENGINEERING CONSULTANT

KM ENGINEERING, LLP  
9233 WEST STATE STREET  
BOISE, IDAHO 83714  
PHONE: (208) 639-6939  
FAX: (208) 639-6930  
CONTACT: KEVIN P. MCCARTHY, P.E.  
EMAIL: kevin@kmenllp.com

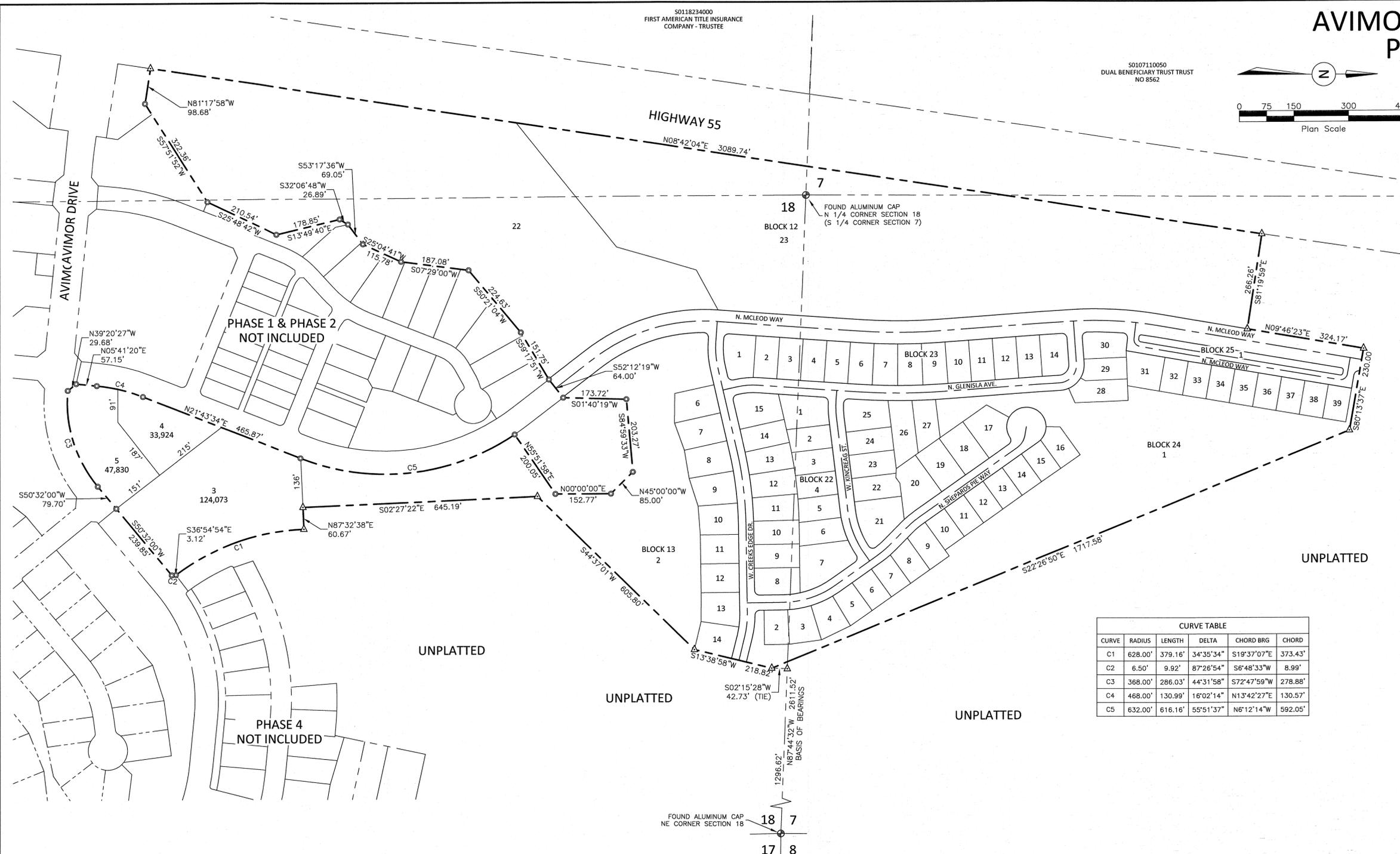
#### APPLICANT / DEVELOPER / OWNER

AVIMOR DEVELOPMENT, LLC  
18454 MCLEOD WAY  
BOISE, ID 83714  
PHONE: (208) 939-0343  
CONTACT: CLIFF WORDAL, DAN RICHTER

#### GEOTECHNICAL ENGINEER

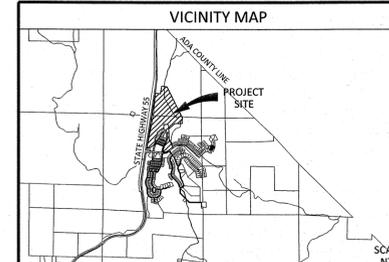
STRATA, INC.  
8653 WEST HACKAMORE DRIVE  
BOISE, IDAHO 83709  
PHONE: (208) 376-8200  
FAX: (208) 376-8201  
CONTACT: MICHAEL WOODWORTH, P.E.  
EMAIL: mwoodworth@stratageotech.com

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	628.00'	379.16'	34°35'34"	S19°37'07"E	373.43'
C2	6.50'	9.92'	87°26'54"	S6°48'33"W	8.99'
C3	368.00'	286.03'	44°31'58"	S72°47'59"W	278.88'
C4	468.00'	130.99'	16°02'14"	N13°42'27"E	130.57'
C5	632.00'	616.16'	55°51'37"	N6°12'14"W	592.05'



### NOTES:

- THIS PRELIMINARY PLAT IS SUBJECT TO THE AVIMOR ZONING ORDINANCE AND ALL APPROVED AMENDMENTS AT THE TIME OF PRELIMINARY PLAT APPROVAL.
- ALL STREETS SHALL BE DEDICATED TO THE PUBLIC AS PUBLIC RIGHTS-OF-WAY. STREET CONSTRUCTION SHALL CONFORM TO ACHD DESIGN STANDARDS UNLESS OTHERWISE AGREED WITH ACHD.
- AN EASEMENT FOR ACCESS AND USE IS RESERVED FOR THE RESIDENTS OF AVIMOR AND FOR THE GENERAL PUBLIC UPON IMPROVED PARKS AND RECREATION AREAS, AND ACROSS PATHWAYS AND TRAILS MARKED WITH TRAILHEAD SIGNAGE OR IDENTIFYING MARKERS WITHIN THE VILLAGE OPEN SPACE AND FOOTHILLS OPEN SPACE LAND USE DISTRICT COMMON LOTS.
- THE LOCATION OF PATHWAYS AND TRAILS IS SUBJECT TO CHANGE DURING FINAL DESIGN. TRAIL LOCATIONS MAY BE MODIFIED BASED ON FINAL GRADING, FIELD LOCATED ALIGNMENTS, INDIVIDUAL SITE DESIGN OF LOTS REQUIRING A TRAIL CROSSING, OR OTHER FACTORS REQUIRING DESIGN FLEXIBILITY. THE TRAIL SYSTEM MUST COMPLY WITH THE AVIMOR SPECIFIC PLAN AND EXHIBIT 34 "DEVELOPMENT REQUIREMENTS."
- ALL COMMON LOTS MAY BE SUBJECT TO A DRAINAGE AND UTILITY EASEMENT OVER THEIR ENTIRETY AS DETERMINED DURING FINAL DESIGN.
- RESIDENTIAL LOTS SHALL BE SUBJECT TO A MINIMUM 10' WIDE UTILITY EASEMENT ALONG THEIR LOT FRONTAGE.
- ACHD IS THE RECOGNIZED PUBLIC DRAINAGE AUTHORITY FOR THE PROJECT. FINAL DESIGN OF STORM WATER FACILITIES IS SUBJECT TO REVIEW AND APPROVAL BY ACHD.
- STORM DRAINAGE INFILTRATION AND DETENTION FACILITY SIZES ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. DETENTION FACILITIES SHALL BE DESIGNED TO RELEASE DRAINAGE AT PRE-DEVELOPMENT RATES.
- ALL RESIDENTIAL LOTS WITHIN THE VILLAGE RESIDENTIAL LAND USE DISTRICT SHALL HAVE A 5' WIDE PROPERTY DRAINAGE EASEMENT AND UTILITY EASEMENT ON EITHER SIDE OF INTERIOR SIDE LOT LINES.
- SANITARY SEWER COLLECTION AND TREATMENT SHALL BE PROVIDED BY AVIMOR WATER RECLAMATION COMPANY, AN IDAHO CORPORATION, AND WHOLLY OWNED BY AVIMOR RECLAMATION COMPANY.
- NO PORTION OF LANDS INCLUDED IN THIS PRELIMINARY PLAT IS LOCATED WITHIN THE BOUNDARIES OF AN EXISTING IRRIGATION ENTITY.
- IMPROVED COMMON LOTS AND VILLAGE CENTER MIXED-USE LOTS MAY BE IRRIGATED FROM POTABLE WATER SOURCES AND/OR A TREATED EFFLUENT-BASED IRRIGATION SYSTEM TO BE OWNED AND OPERATED BY THE AVIMOR RESIDENTIAL COMMUNITY ASSOCIATION, INC.
- RESIDENTIAL LOTS WILL BE IRRIGATED FROM POTABLE WATER SOURCES.
- POTABLE DOMESTIC WATER SERVICES AND MAINS WILL BE PROVIDED BY SUEZ ENVIRONMENT (FORMERLY UNITED WATER IDAHO).
- FIRE HYDRANT SPACING AND LOCATIONS SHALL BE APPROVED BY THE EAGLE FIRE DISTRICT. FIRE DEPARTMENT ACCESS ROADS AND ON-STREET PARKING SHALL REQUIRE FIRE DISTRICT APPROVAL.
- ARCHAEOLOGICAL STUDIES BY URS CORP. HAVE NOT IDENTIFIED SIGNIFICANT ARCHAEOLOGICAL OR HISTORICAL SITES THAT REQUIRE PROTECTION ON THE PROJECT SITE.
- A CENTRALIZED MAIL DELIVERY SYSTEM SHALL BE APPROVED BY AND MEET THE REQUIREMENTS OF THE U.S. POSTAL SERVICE.
- COMMON LOTS ARE TO BE OWNED BY THE AVIMOR RESIDENTIAL COMMUNITY ASSOCIATION, INC., AND THE ASSOCIATION SHALL BE RESPONSIBLE FOR MAINTAINING COMMON LOTS AND ALL IMPROVEMENTS THEREIN, INCLUDING PARKS AND RECREATION AREAS, PATHWAYS AND TRAILS.
- AVIMOR PLANNED COMMUNITY IS SUBJECT TO DEVELOPMENT AGREEMENT 7404 (ORIGINAL), 7404-1-07 (1ST AMENDMENT), AND 7404-2-14 (2ND AMENDMENT) RECORDED AS INSTRUMENT #106028086, #107001605, AND #2014-097021, RESPECTIVELY.
- NON-RESIDENTIAL DEVELOPMENT IS SUBJECT TO THE MASTER SITE PLAN APPROVAL PROCESS.
- THIS DEVELOPMENT RECOGNIZES IDAHO CODE 22-4503, RIGHT TO FARM ACT, WHICH STATES "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NON-AGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR APPURTENANCE TO IT."
- NO EXISTING SUBDIVISIONS BORDER THE PROPOSED PROJECT SITE WITH THE EXCEPTION OF AVIMOR VILLAGE 1, PHASES 1, 2, 3 AND 4. ALL ADJACENT LANDS, EXCLUDING STATE HWY 55 RIGHT-OF-WAY OWNED BY THE IDAHO TRANSPORTATION DEPARTMENT AND AVIMOR VILLAGE 1, PHASES 1, 2, 3 AND 4, ARE HELD IN TRUST BY FIRST AMERICAN TITLE INSURANCE COMPANY, A CALIFORNIA CORPORATION (THE "TRUSTEE"), AS TRUSTEE OF THE DUAL BENEFICIARY TRUST CREATED PURSUANT TO THE SUBDIVISION TRUST AGREEMENT DATED OCTOBER 8, 2003, AS AMENDED.
- UTILITY LINE SIZES SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
- DEVELOPMENT SHALL MEET THE IDAHO DEPARTMENT OF TRANSPORTATION NOISE ATTENUATION REQUIREMENTS.



PRELIMINARY NOT FOR CONSTRUCTION

## AVIMOR PHASE 5 SUBDIVISION COVER SHEET ADA COUNTY, ID

REVISIONS		
NO.	ITEM	DATE

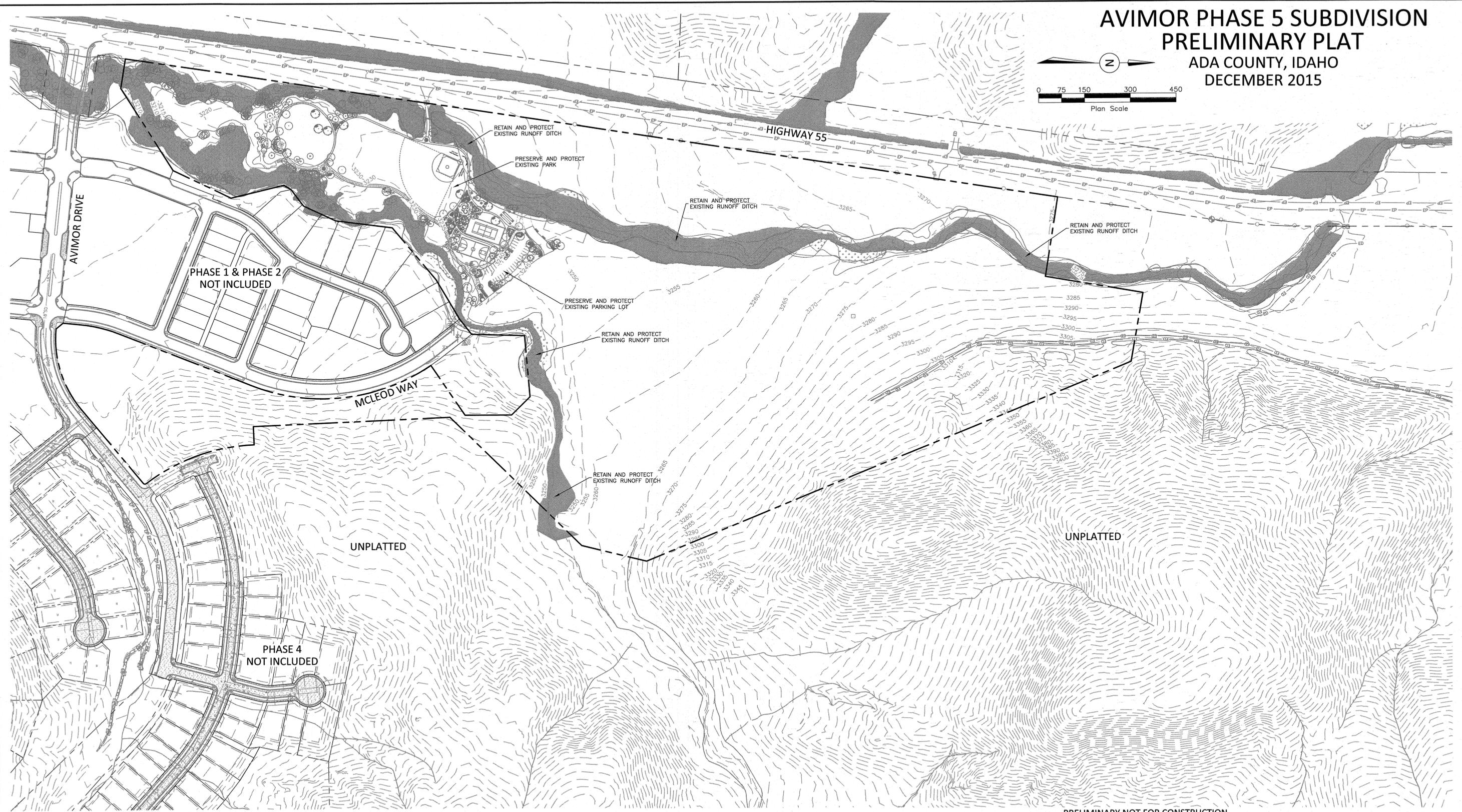
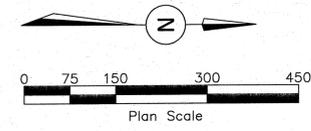


Exhibit #6  
Page 1 of 4  
Project #201504177-S

DATE: 12/17/15  
PROJECT: 15-082  
SHEET NO. C1

PRELIMINARY - NOT FOR CONSTRUCTION

**AVIMOR PHASE 5 SUBDIVISION  
PRELIMINARY PLAT**  
ADA COUNTY, IDAHO  
DECEMBER 2015



**NOTES:**

1. THIS EXISTING CONDITIONS SHEET IS FOR REFERENCE ONLY. PLEASE SEE THE ORIGINAL SUBMITTAL FOR THE NATURAL FEATURES ANALYSIS.

Exhibit #6  
Page 2 of 4  
Project #201504177-S

PRELIMINARY NOT FOR CONSTRUCTION

**AVIMOR PHASE 5 SUBDIVISION  
EXISTING CONDITIONS  
ADA COUNTY, ID**

REVISIONS		
NO.	ITEM	DATE

**km**  
**ENGINEERING**  
9233 WEST STATE STREET  
BOISE, IDAHO 83714  
PHONE (208) 639-6939  
FAX (208) 639-6930

PROFESSIONAL ENGINEER  
REGISTERED  
10821  
12-17-15  
STATE OF IDAHO  
KEVIN P. MCCARTHY

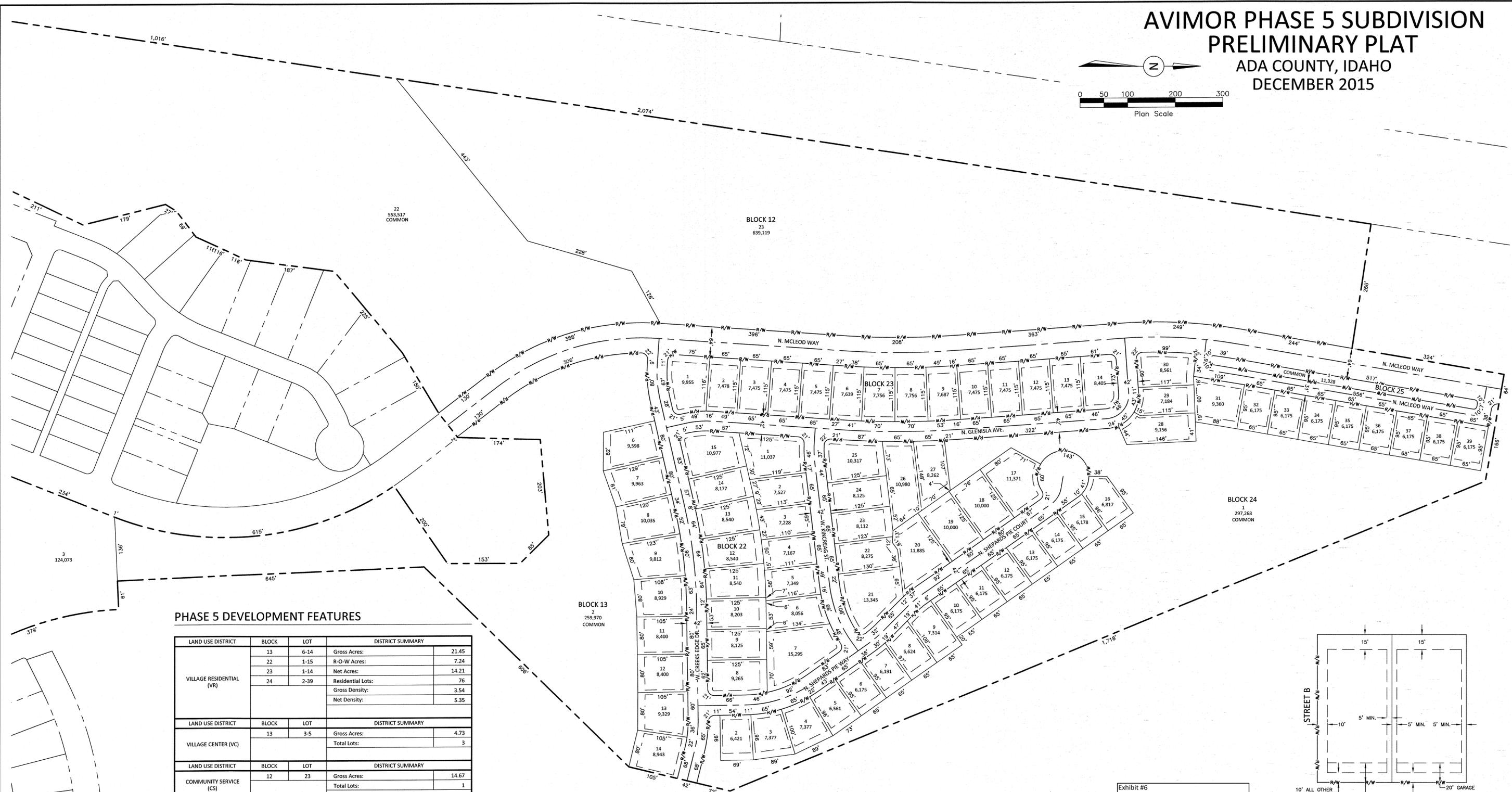
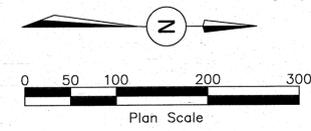
DATE: 12/17/15  
PROJECT: 15-082  
SHEET NO.  
**C2**

PRELIMINARY - NOT FOR CONSTRUCTION

P:\15-082\CAD\PLAT\PRELIMINARY\15-082 PRELIMINARY PLAT EXISTING CONDITIONS.DWG, ANDREW NEVELL, 12/17/2015, OCE PLOTWAVE 360.PCS, 22x34.1

# AVIMOR PHASE 5 SUBDIVISION PRELIMINARY PLAT

ADA COUNTY, IDAHO  
DECEMBER 2015



### PHASE 5 DEVELOPMENT FEATURES

LAND USE DISTRICT	BLOCK	LOT	DISTRICT SUMMARY	
VILLAGE RESIDENTIAL (VR)	13	6-14	Gross Acres:	21.45
	22	1-15	R-O-W Acres:	7.24
	23	1-14	Net Acres:	14.21
	24	2-39	Residential Lots:	76
			Gross Density:	3.54
			Net Density:	5.35
LAND USE DISTRICT	BLOCK	LOT	DISTRICT SUMMARY	
VILLAGE CENTER (VC)	13	3-5	Gross Acres:	4.73
			Total Lots:	3
LAND USE DISTRICT	BLOCK	LOT	DISTRICT SUMMARY	
COMMUNITY SERVICE (CS)	12	23	Gross Acres:	14.67
			Total Lots:	1
LAND USE DISTRICT	BLOCK	LOT	DISTRICT SUMMARY	
VILLAGE OPEN SPACE (VOS)	12	22	Open Space Acres:	12.97
	25	1	Total Lots:	2
LAND USE DISTRICT	BLOCK	LOT	DISTRICT SUMMARY	
FOOTHILLS OPEN SPACE (FOS)	13	2	Open Space Acres:	12.79
	24	1	Total Lots:	2
PHASE 5 SUMMARY				
TOTAL ACRES:	66.61	COMMUNITY SERVICES LOTS:	1	
TOTAL LOTS:	84	VILLAGE CENTER LOTS:	3	
COMMON LOTS:	4	OPEN SPACE:	25.76	
RESIDENTIAL LOTS:	76	OPEN SPACE %:	38.7%	

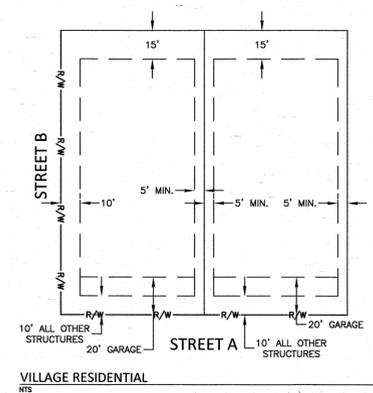


Exhibit #6  
Page 3 of 4  
Project #201504177-S

PRELIMINARY NOT FOR CONSTRUCTION

### AVIMOR PHASE 5 SUBDIVISION PRELIMINARY LOT LAYOUT ADA COUNTY, ID

REVISIONS		
NO.	ITEM	DATE

DATE: 12/17/15  
PROJECT: 15-082  
SHEET NO. C3

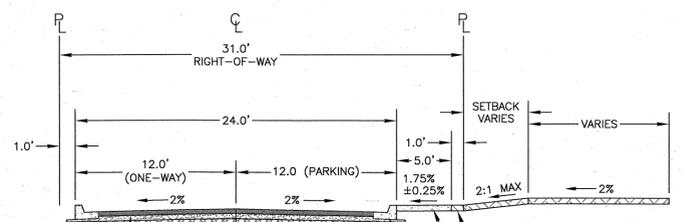
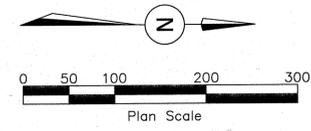


PRELIMINARY - NOT FOR CONSTRUCTION

P:\E-REC\AVIMOR\PHASE 5\PRELIMINARY\15-082 PRELIMINARY LOT LAYOUT.DWG, ANDREW NEWELL, 12/17/2015, OCE PLOTWAVE 360.PCS, 225x41

# AVIMOR PHASE 5 SUBDIVISION PRELIMINARY PLAT

ADA COUNTY, IDAHO  
DECEMBER 2015



2 1/2" OF ASPHALT PAVEMENT OVER 4" OF 3/4" MINUS CRUSHED AGGREGATE EXTENDED 6" BEYOND TBC

14" SUBBASE EXTENDED 6" BEYOND TBC SEE SUBBASE NOTE

CONCRETE SIDEWALK OVER 3/4" BASE PER ACHD SUPPLEMENTAL STANDARD DRAWING SD-709 (SEE PLANS FOR LOCATIONS)

VERTICAL OR ROLLED CURB AND GUTTER PER ACHD SUPPLEMENTAL STANDARD DRAWING SD-701 OR SD-702 (TYPICAL BOTH SIDES)

### SUBBASE NOTE

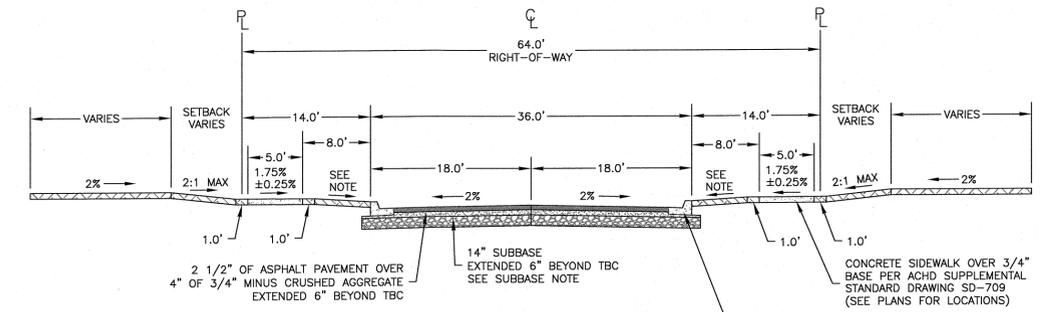
SUBBASE MATERIAL SHALL CONSIST OF EITHER 6" MINUS UNCRUSHED AGGREGATE IN ACCORDANCE WITH ISPCW SECTION 801 OR SAND BORROW MATERIALS FROM ADA COUNTY HIGHWAY DISTRICT PRE-APPROVED SOURCE MEETING THE SPECIFICATIONS WITHIN THE GEOTECHNICAL REPORT AND ISPCW SECTION 801.

- NOTE:
- 2% MIN. SLOPE - ALL AREAS
  - 2% MAX. SLOPE AT ALLEY DRIVEWAY AND RESIDENTIAL DRIVEWAY APPROACHES
  - 2% MAX. SLOPE FOR 1' EITHER SIDE OF PUBLIC SIDEWALK
  - 7:1 MAX. SLOPE AT ALL OTHER AREAS
  - SIDEWALKS VARY AND MAY BE LIMITED TO ONE SIDE ONLY IN FOOTHILLS AREAS

### 31' ONE-WAY RIGHT-OF-WAY SECTION

NTS

Exhibit #6  
Page 4 of 4  
Project #201504177-5



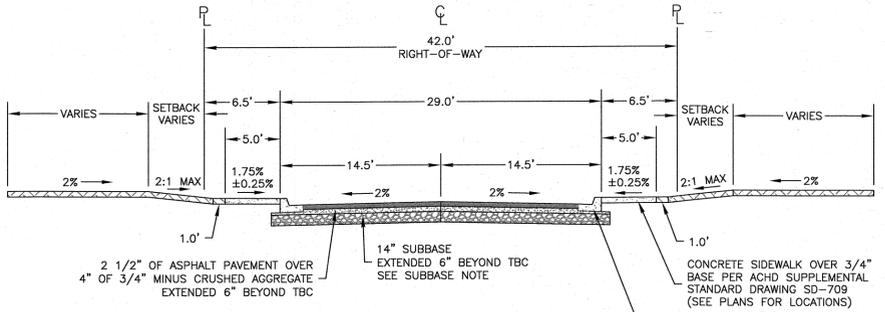
### SUBBASE NOTE

SUBBASE MATERIAL SHALL CONSIST OF EITHER 6" MINUS UNCRUSHED AGGREGATE IN ACCORDANCE WITH ISPCW SECTION 801 OR SAND BORROW MATERIALS FROM ADA COUNTY HIGHWAY DISTRICT PRE-APPROVED SOURCE MEETING THE SPECIFICATIONS WITHIN THE GEOTECHNICAL REPORT AND ISPCW SECTION 801.

- NOTE:
- 2% MIN. SLOPE - ALL AREAS
  - 2% MAX. SLOPE AT ALLEY DRIVEWAY AND RESIDENTIAL DRIVEWAY APPROACHES
  - 2% MAX. SLOPE FOR 1' EITHER SIDE OF PUBLIC SIDEWALK
  - 7:1 MAX. SLOPE AT ALL OTHER AREAS
  - SIDEWALKS VARY AND MAY BE LIMITED TO ONE SIDE ONLY IN FOOTHILLS AREAS

### 64' TYPICAL RIGHT-OF-WAY SECTION

NTS



### SUBBASE NOTE

SUBBASE MATERIAL SHALL CONSIST OF EITHER 6" MINUS UNCRUSHED AGGREGATE IN ACCORDANCE WITH ISPCW SECTION 801 OR SAND BORROW MATERIALS FROM ADA COUNTY HIGHWAY DISTRICT PRE-APPROVED SOURCE MEETING THE SPECIFICATIONS WITHIN THE GEOTECHNICAL REPORT AND ISPCW SECTION 801.

- NOTE:
- 2% MIN. SLOPE - ALL AREAS
  - 2% MAX. SLOPE AT ALLEY DRIVEWAY AND RESIDENTIAL DRIVEWAY APPROACHES
  - 2% MAX. SLOPE FOR 1' EITHER SIDE OF PUBLIC SIDEWALK
  - 7:1 MAX. SLOPE AT ALL OTHER AREAS
  - SIDEWALKS VARY AND MAY BE LIMITED TO ONE SIDE ONLY IN FOOTHILLS AREAS

### 42' TYPICAL RIGHT-OF-WAY SECTION

NTS



PRELIMINARY NOT FOR CONSTRUCTION

### AVIMOR PHASE 5 SUBDIVISION PRELIMINARY ENGINEERING ADA COUNTY, ID

REVISIONS		
NO.	ITEM	DATE



PROFESSIONAL ENGINEER  
REGISTERED  
10821  
12-17-15  
STATE OF IDAHO  
KEVIN P. MCCARTHY

DATE: 12/17/15  
PROJECT: 15-082  
SHEET NO. C4

PRELIMINARY - NOT FOR CONSTRUCTION

RECEIVED

DEC 17 2015

ADA COUNTY  
DEVELOPMENT SERVICES

Legend

-  PLANNED COMMUNITY BOUNDARY
-  VILLAGE CENTER
-  COMMUNITY SERVICES
-  VILLAGE RESIDENTIAL
-  FOOTHILLS RESIDENTIAL
-  FOOTHILLS OPEN SPACE
-  VILLAGE OPEN SPACE
- N Plant Nursery
- S Elementary or Charter School

Area Summary

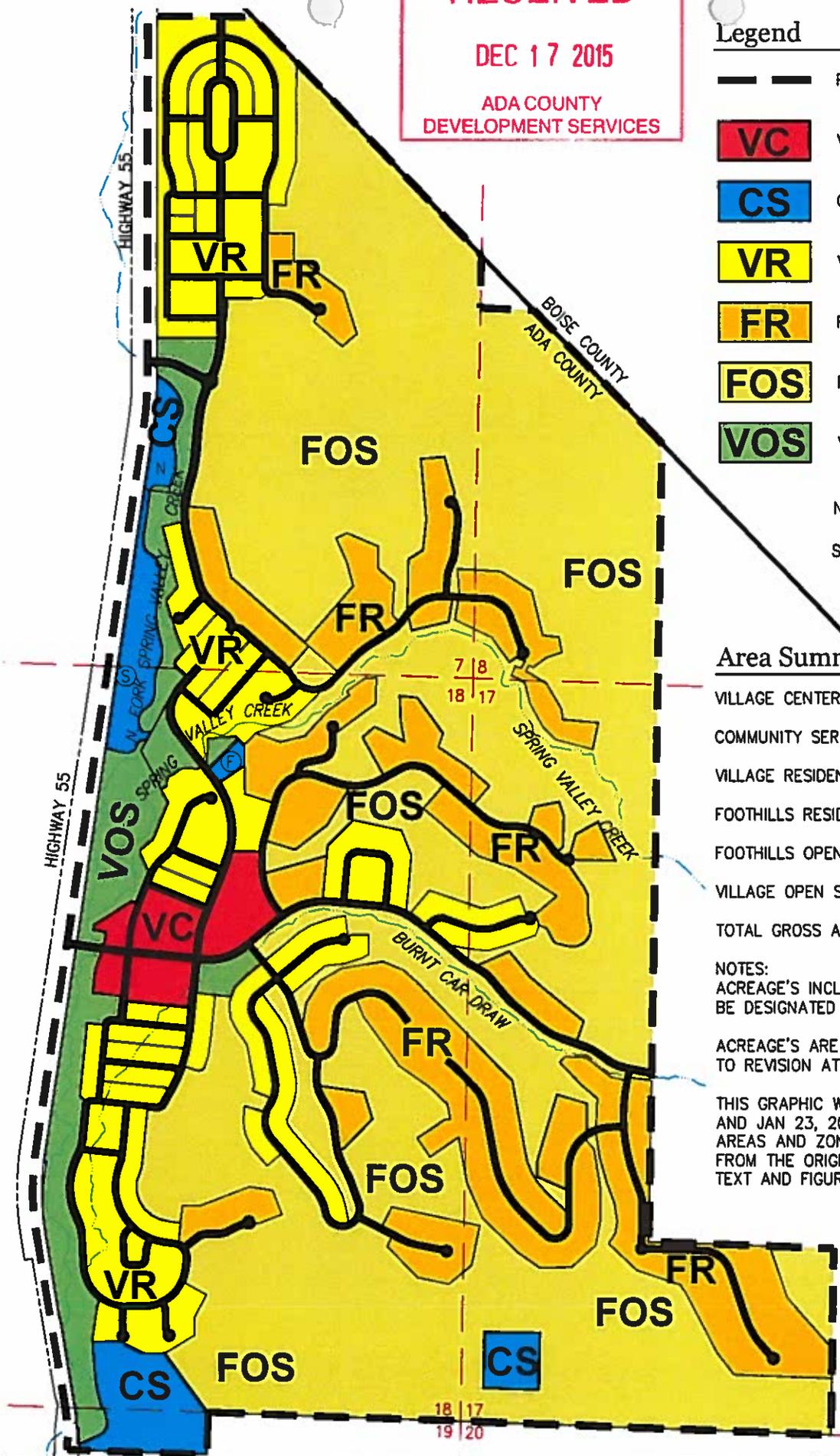
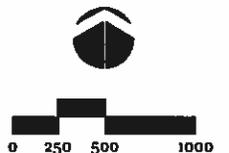
VILLAGE CENTER	19 AC	2.3%
COMMUNITY SERVICES	28 AC	3.3%
VILLAGE RESIDENTIAL	141 AC	17.0%
FOOTHILLS RESIDENTIAL	151 AC	18.2%
FOOTHILLS OPEN SPACE	444 AC	53.5%
VILLAGE OPEN SPACE	47 AC	5.7%
TOTAL GROSS ACRES	830 AC	100%

NOTES:  
ACREAGE'S INCLUDE PUBLIC OPEN SPACE TO BE DESIGNATED DURING THE PLATTING PROCESS

ACREAGE'S ARE APPROXIMATE AND SUBJECT TO REVISION AT PLATTING

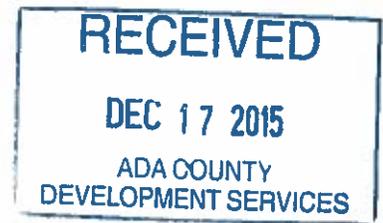
THIS GRAPHIC WAS REVISED OCT 20, 2005, AND JAN 23, 2014.  
AREAS AND ZONING BOUNDARIES DIFFER FROM THE ORIGINAL P.C. APPLICATION TEXT AND FIGURES.

AVIMOR™





December 16, 2015  
Project No. 15-082  
Avimor Phase 5  
Preliminary Plat  
Legal Description



**LEGAL DESCRIPTION**

A parcel of land situated in a portion of the Southeast 1/4 of the Southwest 1/4 of Section 7, a portion of the Southeast 1/4 of Section 7, a portion of the East 1/2 of the Northwest 1/4 of Section 18 and a portion of the Northeast 1/4 of Section 18, Township 5 North, Range 2 East, Boise Meridian, Ada County, Idaho and being more particularly described as follows:

Commencing at a found aluminum cap marking the northeast corner of said Section 18, which bears S87°44'32"E a distance of 2,611.52 feet from a found aluminum cap marking the North 1/4 corner of said Section 18, thence following the northerly line of said Northeast 1/4, N87°44'32"W a distance of 1,296.62 feet to a point;

Thence leaving said northerly line, S02°15'28"W a distance of 42.73 feet to the POINT OF BEGINNING.

Thence S13°38'58"W a distance of 218.82 feet to a point;

Thence S44°37'01"W a distance of 605.80 feet to a point

Thence S02°27'22"E a distance of 645.19 feet to a point;

Thence N87°32'38"E a distance of 60.67 feet to a point;

Thence 379.16 feet along the arc of a circular curve to the left, said curve having a radius of 628.00 feet, a delta angle of 34°35'34", a chord bearing of S19°37'07"E and a chord distance of 373.43 feet to a found 5/8-inch rebar on the subdivision boundary of Avimor Subdivision No. 4;

Thence following said subdivision boundary the following courses:

1. S36°54'54"E a distance of 3.12 feet to a found 5/8-inch rebar;
2. 9.92 feet along the arc of a reverse curve to the right, said curve having a radius of 6.50 feet, a delta angle of 87°26'54", a chord bearing of S06°48'33"W and a chord distance of 8.99 feet to a found 5/8-inch rebar;
3. S50°32'00"W a distance of 239.85 feet to a found 5/8-inch rebar on the subdivision boundary of Avimor Subdivision No. 1;

Thence leaving said subdivision boundary of Avimor Subdivision No. 4 and following the subdivision boundary of Avimor Subdivision No. 1 the following courses:

1. S50°32'00"W a distance of 79.70 feet to a found 5/8-inch rebar;
2. 286.03 feet along the arc of a circular curve to the right, said curve having a radius of 368.00 feet, a delta angle of 44°31'58", a chord bearing of S72°47'59"W and a chord distance of 278.88 feet to a found 5/8-inch rebar;
3. N39°20'27"W a distance of 29.68 feet to a found 5/8-inch rebar;
4. N05°41'20"E a distance of 57.15 feet to a found 5/8-inch rebar;
5. 130.99 feet along the arc of a circular curve to the right, said curve having a radius of 468.00 feet, a delta angle of 16°02'14", a chord bearing of N13°42'27"E and a chord distance of 130.57 feet to a found 5/8-inch rebar;
6. N21°43'34"E a distance of 465.87 feet to a found 5/8-inch rebar;

7. 616.16 feet along the arc of a circular curve to the left, said curve having a radius of 632.00 feet, a delta angle of 55°51'37", a chord bearing of N06°12'14"W and a chord distance of 592.05 feet to a found 5/8-inch rebar;
8. N55°51'58"E a distance of 200.05 feet to a found 5/8-inch rebar;
9. N00°00'00"E a distance of 152.77 feet to a found 5/8-inch rebar;
10. N45°00'00"W a distance of 85.00 feet to a found 5/8-inch rebar;
11. S84°59'33"W a distance of 203.27 feet to a found 5/8-inch rebar;
12. S01°40'19"W a distance of 173.72 feet to a found 5/8-inch rebar;
13. S52°12'19"W a distance of 64.00 feet to a found 5/8-inch rebar;
14. S59°17'51"W a distance of 151.75 feet to a found 5/8-inch rebar;
15. S50°21'04"W a distance of 224.63 feet to a found 5/8-inch rebar;
16. S07°29'00"W a distance of 187.08 feet to a found 5/8-inch rebar;
17. S25°04'41"W a distance of 115.78 feet to a found 5/8-inch rebar;
18. S53°17'36"W a distance of 69.05 feet to a found 5/8-inch rebar;
19. S32°06'48"W a distance of 26.89 feet to a found 5/8-inch rebar;
20. S13°49'40"E a distance of 178.85 feet to a found 5/8-inch rebar;
21. S25°48'42"W a distance of 210.54 feet to a found 5/8-inch rebar;
22. S57°51'52"W a distance of 322.36 feet to a found 5/8-inch rebar;
23. N81°17'58"W a distance of 98.68 feet to a point on the easterly right-of-way line of State Highway 55;



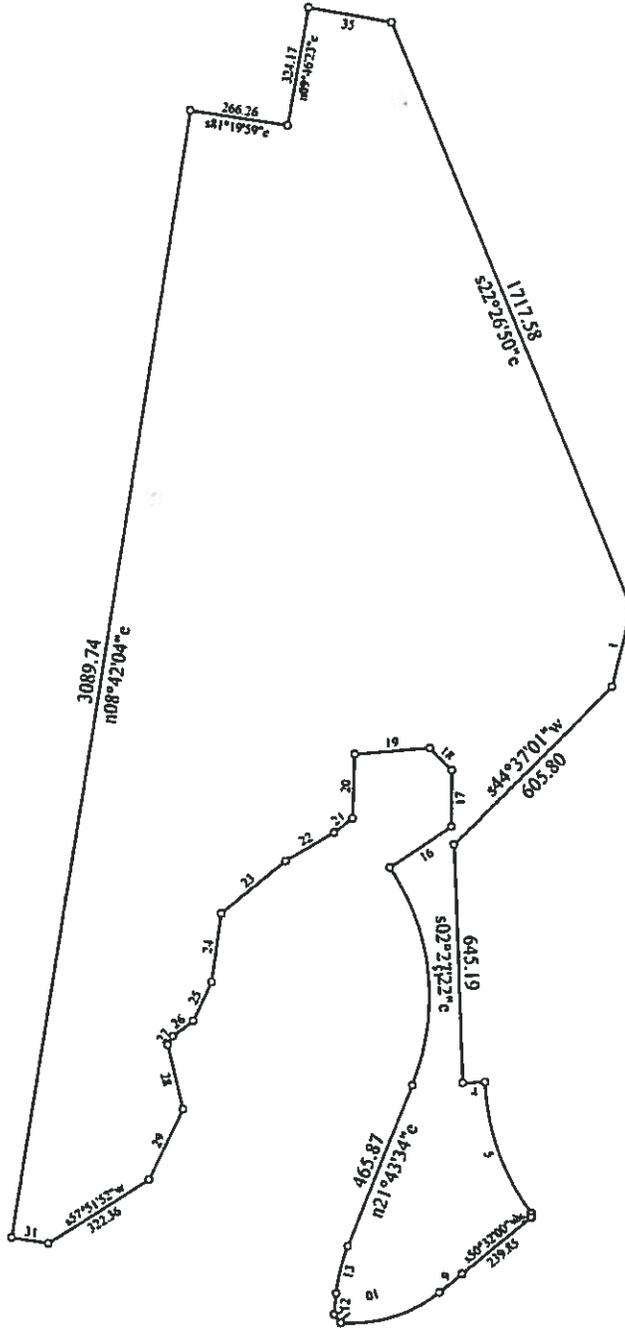
Thence leaving said subdivision boundary of Avimor Subdivision No. 1 and following said easterly right-of-way line, N08°42'04"E a distance of 3,089.74 feet to a point;  
 Thence leaving said easterly right-of-way line, S81°19'59"E a distance of 266.26 feet to a point;  
 Thence N09°46'23"E a distance of 324.17 feet to a point;  
 Thence S80°13'37"E a distance of 230.00 feet to a point;  
 Thence S22°26'50"E a distance of 1,717.58 feet to the POINT OF BEGINNING.

Said parcel contains 66.598 acres, more or less.

This legal description describes the proposed boundary for the Avimor Subdivision Phase 5 Preliminary Plat. This description shall be used for informational purposes only and it shall not be used for conveyance purposes.



EXHIBIT 8  
 Page 2 of 4  
 Project # 201504177-S



Title:		Date: 12-16-2015
Scale: 1 inch = 500 feet	File:	

EXHIBIT 8  
Page 3 of 4  
Project # 201504177-S

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**DEC 17 2015**  
ADA COUNTY  
DEVELOPMENT SERVICES

Data and Deed Call Listing of File:

Tract 1: 66.598 Acres: 2901010 Sq Feet: Closure = s27.5438w 0.03 Feet: Precision = 1/444424: Perimeter = 11920 Feet

001=s13.3858w 218.82  
002=s44.3701w 605.80  
003=s02.2722e 645.19  
004=n87.3238e 60.67  
005: Lt, R=628.00, Delta=34.3534  
Bng=s19.3707e, Chd=373.43  
006=s36.5454e 3.12  
007: Rt, R=6.50, Delta=87.2654  
Bng=s06.4833w, Chd=8.99  
008=s50.3200w 239.85  
009=s50.3200w 79.70  
010: Rt, R=368.00, Delta=44.3158  
Bng=s72.4759w, Chd=278.88  
011=n39.2027w 29.68  
012=n05.4120e 57.15  
013: Rt, R=468.00, Delta=16.0214  
Bng=n13.4227e, Chd=130.57  
014=n21.4334e 465.87  
015: Lt, R=632.00, Delta=55.5137  
Bng=n06.1214w, Chd=592.05  
016=n55.5158e 200.05  
017=n00.0000e 152.77  
018=n45.0000w 85.00  
019=s84.5933w 203.27  
020=s01.4019w 173.72  
021=s52.1219w 64.00  
022=s59.1751w 151.75  
023=s50.2104w 224.63  
024=s07.2900w 187.08  
025=s25.0441w 115.78  
026=s53.1736w 69.05  
027=s32.0648w 26.89  
028=s13.4940e 178.85  
029=s25.4842w 210.54  
030=s57.5152w 322.36  
031=n81.1758w 98.68  
032=n08.4204e 3089.74  
033=s81.1959e 266.26  
034=n09.4623e 324.17  
035=s80.1337e 230.00  
036=s22.2650e 1717.58

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DEVELOPMENT SERVICES



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DEC 17 2015

ADA COUNTY  
DEVELOPMENT SERVICES

## MEMORANDUM

Date: December 14, 2015  
To: Dan Richter, Avimor Partners LLC  
Cc:  
From: John Ringert, P.E. and Lauren Nuxoll, E.I.  
Project: Avimor Planned Community  
Subject: Avimor Traffic Impact Study (TIS) Update

Project #: 19151



## INTRODUCTION

The purpose of this memorandum is to provide an update to the traffic studies conducted for the Avimor development on State Highway 55 (SH 55), in Ada County, Idaho. Based on discussions with the Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) staff, the focus of this update is to address the following:

- Impact of changes to the original master plan, which includes an increase in the residential units from a total of 684 to 786 units along with some changes in the commercial uses.
- Current operations of the Avimor Drive/SH 55 intersection.
- Evaluation of the development threshold when a traffic signal may be needed. This monitoring analysis is also required as a condition in the ITD Road Approach Permit at 30 percent buildout of the development.
- Estimated development threshold in which the proposed northern access will be needed given the ACHD policy of a 3,000 ADT maximum for a Collector Road where no secondary access is provided.
- Evaluation of front-on housing on the east extension of Avimor Drive.

## BACKGROUND

Avimor is the first planned community in an overall master plan for the Spring Valley Ranch property along SH 55. Avimor is comprised of seven sub-phases, all of which are located on the east side of SH 55 and will be accessed primarily by Avimor Drive. Figure 1 shows the current site plan.



Future North Access Street

Avimor Drive/  
SH 55

HIGHWAY 55  
AVIMOR DR



PROPOSED SITE PLAN

FIGURE

ADA COUNTY, IDAHO

1

H:\projfile\19151 - Avimor Drive Operations Review\dwg\19151 - Avimor Drive Operations Review.dwg Dec 04, 2015 - 4:57pm - jingert Layout Tab: Figure 1 - Site Plan

The development plan and associated trip generation for Avimor was originally developed in the *Spring Valley Ranch Planned Community – Phase 1 Transportation Impact and On-Site Transportation System Assessment* which was completed in August 2004 (referred to as the “2004 TIS”). In the case of the 2004 TIS, “Phase 1” referred to the current Avimor planned community in recognition that the very-long-term planning vision was to have additional development in phases beyond the current Avimor development.

In 2007, KAI completed the Avimor Village – Phases 2-6, Highway 55/Avimor Drive Intersection Study (referred to as the “2007 TIS”) which focused on the improvement phasing at the Avimor Drive/SH 55 intersection. Phases 1-6 of the Avimor development comprise a majority of the development with Phase 7 being 50 remaining lots. Some increases in commercial uses were made for the 2007 TIS but the proposed number of single family homes remained consistent.

It was concluded in these studies that the need for a signal at the Avimor Drive/SH 55 intersection should be evaluated at approximately 30 percent buildout, which were estimated to include approximately 220 residential units and partial buildout of the commercial uses. At the time of the study, the 30 percent threshold was anticipated to occur approximately two years into the buildout of the development. Due to the slow development pace caused by the recession, approximately 180 homes had been completed and occupied at the time the traffic data for this study was collected in September, 2015.

## PROJECT DESCRIPTION

The primary changes to the development since the last evaluation in the 2007 TIS include approximately 117 additional residential units and the addition of five live-work units which also result in an additional 5,000 square feet of office space. Table 1 shows a comparison of the proposed land-uses for the prior traffic studies and this update. The key unit changes are underlined.

Additionally, some changes to the proposed roadway circulation have been made including:

- Alignment changes for the Avimor Drive extension to the east with the addition of some front-on housing.
- Removal of front-on housing along McLeod Way (north-south collector)
- Changes to the local street routes that loop from Avimor Drive.
- Changes removal of the circular roadway configuration in the area north of the north access driveway.

**Table 1: Avimor Land-Use Size Comparison**

Land Use	2004 TIS	2007 Phase 2-6 TIS	This Update
<i>Commercial Uses</i>			
Retail Uses	30,000 SF	54,870 SF	54,870 SF
Gas Station W/ Market	12 Positions	12 Positions	12 Positions
Office/Live-Work Office Space	None	29,750 SF (11,750 SF + Live/Work Units)	34,750 SF (11,750 SF + Live/Work Units)
<i>Community/Civic Uses</i>			
Community Center/Church	19,000 (Church)	12,100 (Community Center)	12,100 (Community Center)
Elementary School	250 Students	250 Students	250 Students
<i>Residential Uses</i>			
Single-Family Residential	624 Units	669 Units (619 Units + 50 Phase 7 Units)	<u>786 Units</u>
Multi-Family	60 Units	None	None
Live/Work Homes	None	18 Units	<u>23 Units</u>
<b>Total</b>	<b>684 Units</b>	<b>687 Units</b>	<b>809 Units</b>
<i>Other</i>			
Assisted Living	None	40 beds	40 Beds

## EXISTING 2015 CONDITIONS

Intersection turning movement counts were obtained at the Avimor Drive/SH 55 intersection on a typical weekday in September of 2015. Turning movement data was collected for the following time periods:

- Weekday a.m. peak hour (7:00 to 9:00 a.m.)
- Weekday p.m. peak hour (4:00 to 6:00 p.m.)
- Friday p.m. peak hour (4:00 to 6:00 p.m.)

Turning movement counts were collected at the Avimor Drive/SH 55 intersection on a typical weekday in September 2015. The counts identified that the peak hours for the weekday a.m. and p.m. peak periods are 8:00 a.m. to 9:00 a.m. and 4:30 p.m. to 5:30 p.m., respectively.

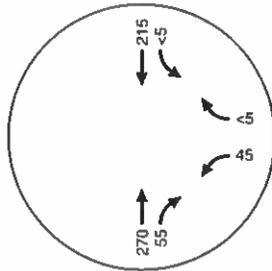
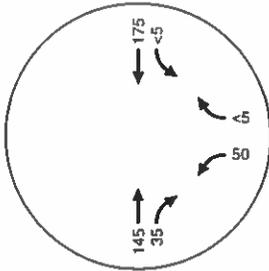
Additionally, 24-hour directional counts were also taken on September 16<sup>th</sup>, 2015 which were used to estimate the average daily traffic on the Avimor Drive. Figure 2 shows the existing 2015 September traffic volumes. *Appendix A contains the traffic counts.*



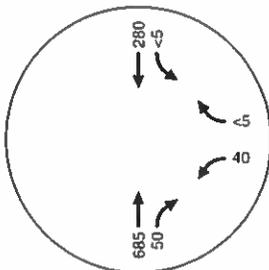
### SEPTEMBER CONDITIONS

Weekday AM Peak

Weekday PM Peak



Friday PM Peak

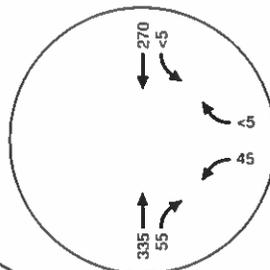
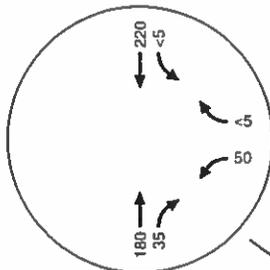


North Access  
Emergency Only

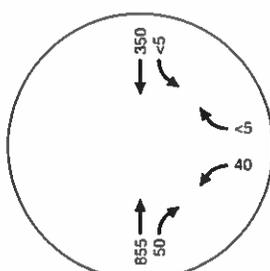
### SUMMER CONDITIONS

Weekday AM Peak

Weekday PM Peak

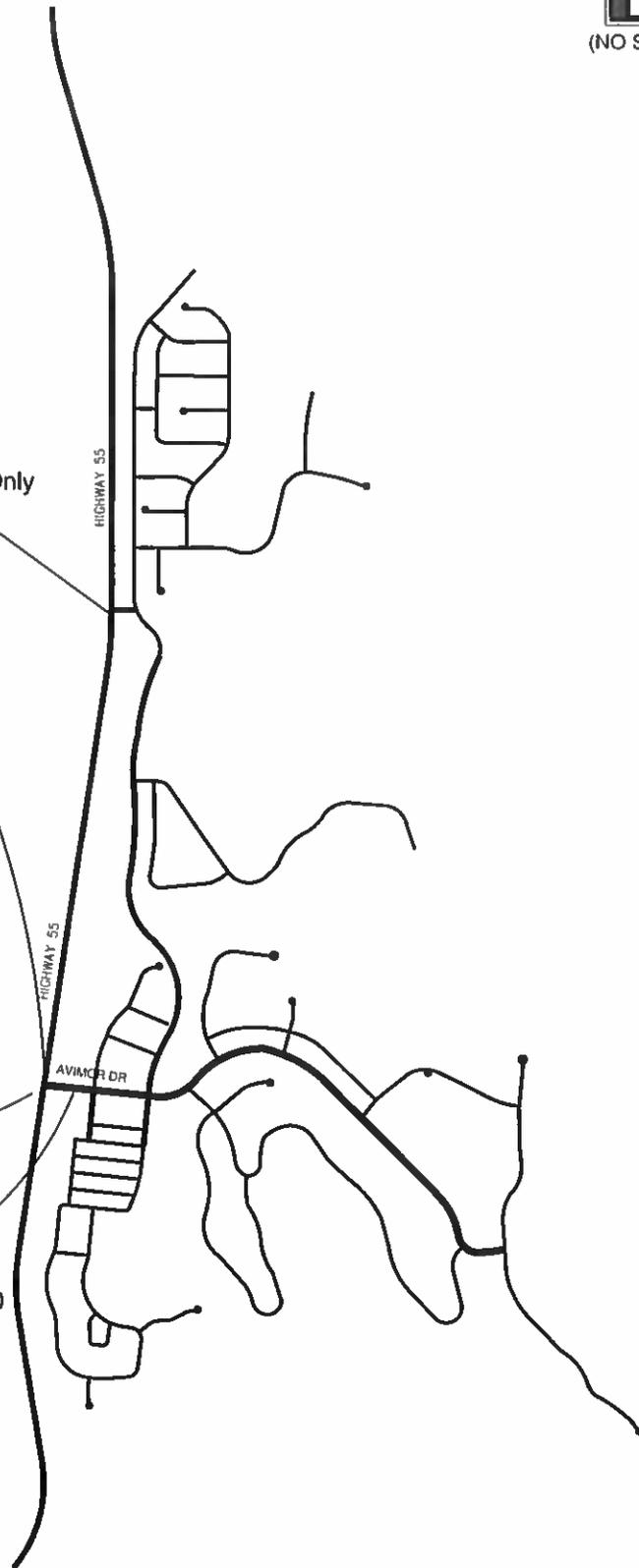


Friday PM Peak



TWO-WAY ADT = 1160

SEGMENT VOLUMES



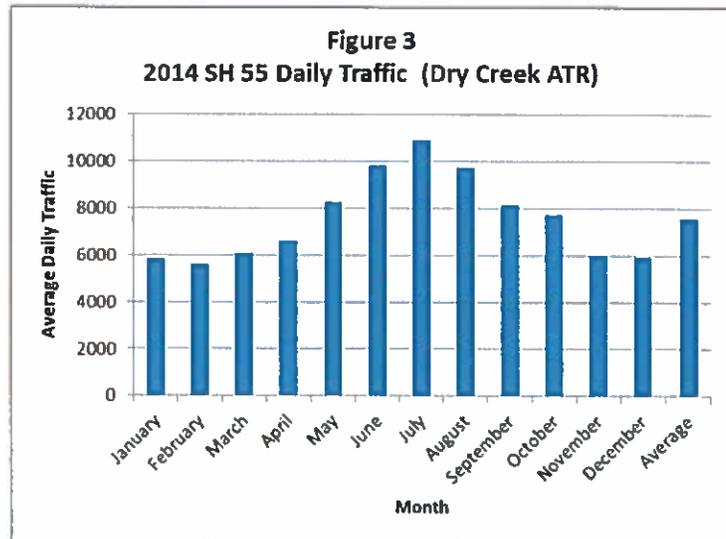
2015 EXISTING TRAFFIC VOLUMES  
ADA COUNTY, IDAHO

FIGURE  
**2**

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### Monthly Variation in Traffic on SH 55

The SH 55 corridor experiences significant traffic fluctuations throughout the year. Figure 3 shows data from the ITD traffic recorder near the bridge over Dry Creek to the south of Shadow Valley Golf Course. In general, September is slightly above the average traffic volume throughout the year, although volumes vary between approximately 6,000 ADT in the winter to above 10,000 ADT in the summer.



In order to be consistent with previous studies, the existing through traffic volumes on SH 55 were increased to represent the average traffic conditions between June and August. Based on the ITD data in Figure 3, September traffic on SH 55 is approximately 25 percent below the average for the peak summer months. Therefore, the existing through traffic on SH 55 was factored by 25 percent to represent 2015 summer conditions. Figure 2 also shows the estimated 2015 summer traffic conditions.

### CURRENT LEVELS OF SERVICE

The level of service (LOS) analyses for the unsignalized intersections described in this memorandum were performed in accordance with the procedures outlined in the Highway Capacity Manual 2010 (Reference 2), using Highway Capacity Software (HCS) as the software implementation tool.

For the future conditions signalized intersection analysis, Synchro 8 was used to implement the Highway Capacity Manual 2000 methodology instead of HCS. The Highway Capacity Manual 2000 methodology was used for the signalized intersection analysis because of its ability to provide an overall signalized intersection volume-to-capacity ratio, which is a measure of effectiveness used by ACHD and ITD but not available in either software package for the Highway Capacity Manual 2010 methodology.

### Intersection Analysis

The Ada County Highway District (ACHD) defines level of service standards in Section 7106.4 of the ACHD Development Policy Manual (Reference 3). The manual requires that all unsignalized intersections that have a projected LOS of "D" or worse be evaluated to determine if a signal or roundabout is warranted. The acceptable volume-to-capacity (v/c) ratio for the critical lane group at unsignalized intersections is 1.0. Signalized intersections standards are LOS "E" for Principal Arterials and LOS "D" for Minor Arterials and Collectors. The acceptable v/c ratios for signalized intersections are 0.90 for the overall intersection and 1.0 for each lane group.

The Idaho Transportation Department does not have minimum intersection level of service requirements although they have recommended levels of service for different categories of roadways. The *Idaho 55 Central Corridor Plan, State Street to Banks Lowman Road, September 2015* identifies the target level of service for the section north of Brookside Lane to be LOS B or C for SH 55, depending on the location.

Table 2 summarizes the existing conditions level of service analysis results for the Avimor Drive/SH 55 intersection under the existing September conditions and estimated summer conditions. *Appendix B contains the level of service worksheets.*

**Table 2: Avimor Drive/SH 55 2015 Existing Conditions**

Time Period	Lane Group	Lane Group			
		V/C	LOS	Delay	
<b>September (Average Conditions)</b>					
A.M. Peak Hour	SBL	0.00	A	7.7	
	WBR	0.00	A	9.1	
	WBLT	0.10	B	11.4	
P.M. Peak Hour	SBL	0.01	A	8.1	
	WBR	0.00	A	9.4	
	WBLT	0.12	B	13.5	
Friday P.M. Peak Hour	SBL	0.00	A	9.3	
	WBR	0.01	B	13.2	
	WBLT	0.19	C	21.7	
<b>Summer (Peak Conditions)</b>					
A.M. Peak Hour	SBL	0.00	A	7.8	
	WBR	0.00	A	9.4	
	WBLT	0.11	B	12.4	
P.M. Peak Hour	SBL	0.00	A	8.3	
	WBR	0.00	B	10.4	
	WBLT	0.15	C	15.6	
Friday P.M. Peak Hour	SBL	0.00	A	10.0	
	WBR	0.01	A	15.4	
	WBLT	0.26	D	31.1	
<b>Roadway Segment Analysis</b>					
Roadway/Segment	Classification	One-Way Volume/Direction	Travel Lanes	ACHD Std	Meets Std?
Avimor Drive – September	Collector	AM – 50/(WB) PM – 55/(EB) FRI – 50 /(EB)	1	530/D	Yes Yes Yes
Avimor Drive – Summer	Collector	AM – 50/(WB) PM – 55/(EB) FRI – 50 /(EB)	1	530/D	Yes Yes Yes

As shown in Table 2, the Avimor Drive/SH 55 intersection is projected to operate acceptably although the westbound left-turn movement operates at LOS D during the summer Friday p.m. peak hour. Even during that time period, adequate capacity is available for the left-turn movement and therefore no mitigations are needed and a signal is not recommended.

## BACKGROUND TRAFFIC

The 2020 background traffic volumes include a growth rate of approximately 2.7 percent per year based on historical traffic growth on SH 55 over the past five years. While the past five years has experienced relatively high growth, the 2014 ADT is still slightly below the peak ADT in 2007. Therefore, the 2.7 percent growth rate is above the longer-term average growth rate. This estimated yearly growth rate is also similar to the growth rate identified in the previous studies.

Figure 4 shows the 2020 background summer conditions and Table 3 summarizes the 2020 background level of service analysis results. As shown in Table 3, the Avimor Drive/SH 55 intersection is projected to operate acceptably in 2020 background traffic conditions although the westbound left-turning movement from Avimor Drive onto SH 55 is projected to operate at LOS E during the summer Friday p.m. peak hour.

Similar to the findings of the existing conditions analysis, the westbound left-turn movement operates at LOS E during the summer Friday p.m. peak hour, but adequate capacity is available for the left-turn movement. Therefore, no mitigations are needed and a signal is not recommended.

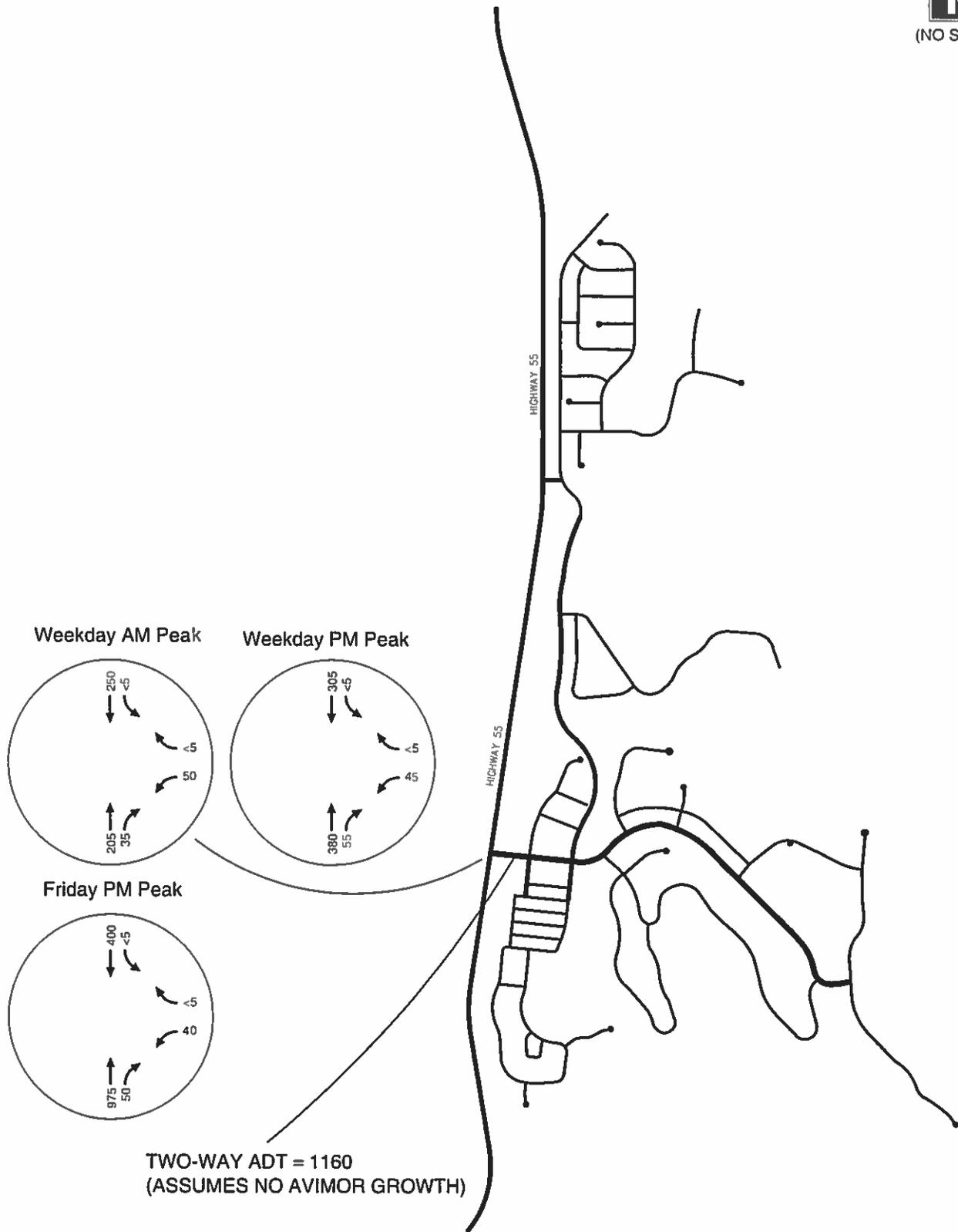
**Table 3: Avimor Drive/SH 55 - 2020 Background Conditions**

Time Period	Lane Group	Lane Group			
		V/C	LOS	Delay	
<b>Summer (Peak Conditions)</b>					
A.M. Peak Hour	SBL	0.00	A	7.8	
	WBR	0.00	A	9.5	
	WBLT	0.12	B	13.2	
P.M. Peak Hour	SBL	0.00	A	8.4	
	WBR	0.00	B	10.8	
	WBLT	0.17	C	17.4	
Friday P.M. Peak Hour	SBL	0.00	B	10.6	
	WBR	0.00	C	17.3	
	WBLT	0.34	E	42.0	
<b>Roadway Segment Analysis</b>					
Roadway/Segment	Classification	One-Way Volume/Direction	Travel Lanes	ACHD Std	Meets Std?
Avimor Drive – Summer	Collector	AM – 50/(WB) PM – 55/(EB) FRI – 50/(EB)	1	530/D	Yes Yes Yes



(NO SCALE)

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2020 BACKGROUND SUMMER CONDITIONS  
ADA COUNTY, IDAHO

FIGURE  
4

## TRIP GENERATION

Two sets of trip generation estimates were prepared for this study. The first trip generation estimate assumes nothing has been built to date based on the standard trip generation rates from the *Trip Generation Manual, 9<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (Reference 5). The primary purpose of this estimate is to document the trip generation at buildout that would be estimated if no development had already occurred.

The second trip generation estimate provides the additional trips expected to be generated by the remaining uses to be built out, in addition to the trips from the existing 180 residential units. This trip generation estimate is used to develop the site generated trips that will be added to the 2020 background traffic volumes. The 2020 background traffic volumes include the traffic from the existing 180 residential units.

The estimated internal trip capture within the development was updated using the most recent procedure recommended by the Institute of Transportation Engineers (ITE) (Reference 6). For uses such as the school and community center that are not included in the ITE procedures, the internal trip percentages from the 2007 TIS were used for consistency. *Appendix C includes the internal trip estimates between the office, retail, and residential uses.*

### ***Theoretical Potential Buildout Trip Generation***

Table 4 summarizes the estimated trip generation for full buildout of the Avimor planned community to the level currently proposed assuming none of the development has been completed.

As shown in Table 4, the trip generation of the Avimor development assuming the entire development is new is estimated to generate approximately 9,505 net new trips each day; 760 net new trips (285 inbound, 475 outbound) are projected to occur during the weekday a.m. peak hour and 985 net new trips (565 inbound, 420 outbound) are projected to occur during the weekday p.m. peak hour.

**Table 4: Avimor Theoretical Buildout Trip Generation Estimate**

Land Use	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Retail Internal Pass-By (34%)	826	49,870 S.F.	2,170 (265) 650	35 (5) 10	25 (<5) 5	10 (5) 5	140 (25) 40	60 (10) 20	80 (15) 20
Restaurant Internal Pass-By (43%)	932	5,000 S.F.	640 (80) 240	55 (30) 10	30 (15) 5	25 (15) 5	50 (25) 10	30 (15) 5	20 (10) 5
Gas Station W/ Market <sup>1</sup> Internal Pass-By (62%/56%)	945	12 Positions	1,950 (300) 850	120 (20) 60	60 (10) 25	60 (10) 25	160 (30) 70	80 (15) 35	80 (15) 35
Office <sup>2</sup> Internal	710	34,750 S.F.	385 (50)	55 (15)	50 (10)	5 (5)	50 (15)	10 (5)	40 (10)
Elementary School Internal <sup>4</sup>	520	250 Students	320 (220)	115 (75)	65 (40)	50 (35)	40 (<5)	20 (<5)	20 (<5)
Community Center <sup>3</sup> Internal	N/A	12,100 S.F.	135 (70)	20 (10)	15 (5)	5 (5)	20 (10)	5 (5)	15 (5)
Single-Family Residential Internal	210	786 Units	7,485 (975)	590 (20)	150 (5)	440 (15)	785 (50)	495 (30)	290 (20)
Live/Work Homes <sup>2</sup> Internal	230	23 Units	130 (10)	15 (<5)	10 (<5)	5 (<5)	10 (<5)	<5 (<5)	10 (<5)
Assisted Living Internal	254	40 Beds	110 (10)	10 (<5)	5 (<5)	5 (<5)	10 (<5)	5 (<5)	5 (<5)
<b>Total Trips</b>			<b>13,225</b>	<b>1015</b>	<b>410</b>	<b>605</b>	<b>1265</b>	<b>705</b>	<b>560</b>
<b>Total Internal Trips</b>			<b>(1,980)</b>	<b>(175)</b>	<b>(85)</b>	<b>(90)</b>	<b>(160)</b>	<b>(80)</b>	<b>(80)</b>
<b>Total Driveway Trips</b>			<b>11,245</b>	<b>840</b>	<b>325</b>	<b>515</b>	<b>1105</b>	<b>625</b>	<b>480</b>
<b>Total Pass-By Trips</b>			<b>(1,740)</b>	<b>(80)</b>	<b>(40)</b>	<b>(40)</b>	<b>(120)</b>	<b>(60)</b>	<b>(60)</b>
<b>Total Net New Trips</b>			<b>9,505</b>	<b>760</b>	<b>285</b>	<b>475</b>	<b>985</b>	<b>565</b>	<b>420</b>

<sup>1</sup> Trip generation internal trip estimate was developed in the 2004 Traffic Study.

<sup>2</sup> It was assumed that the 23 live/work homes will have a total of 23,000 S.F. of office space associated with them.

<sup>3</sup> Trip generation estimate was developed in the October 4, 2006 Trip Generation and On-Site Distribution memorandum.

<sup>4</sup> Shopping Center (ITE 820) ratio between AM and PM peaks was used since Specialty Retail does not have a rate for 7-9am.

**Trip Generation Potential for Remaining Development to be Completed**

Table 5 summarizes the estimated additional trip generation for full buildout of the Avimor planned community, beyond the existing 180 residential units, as well as estimated total trip generation with the additional trips added to the counted trips from the existing 180 residential units.

As shown in Table 5, the proposed Avimor development is estimated to generate a total of approximately 8,950 net new trips each day; 710 net new trips (285 inbound, 425 outbound) are projected to occur during the weekday a.m. peak hour and 905 net new trips (505 inbound, 400 outbound) are projected to occur during the weekday p.m. peak hour.

**Table 5: Avimor Remaining Development Potential Trip Generation Estimate**

Land Use	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Retail Internal Pass-By (34%)	826	49,870 S.F.	2,170 (265) 650	35 (5) 10	25 (<5) 5	10 (5) 5	140 (25) 40	60 (10) 20	80 (15) 20
Restaurant Internal Pass-By (43%)	932	5,000 S.F.	640 (80) 240	55 (30) 10	30 (15) 5	25 (15) 5	50 (25) 10	30 (15) 5	20 (10) 5
Gas Station W/ Market <sup>1</sup> Internal Pass-By (62%/56%)	945	12 Positions	1,950 (300) 850	120 (20) 60	60 (10) 30	60 (10) 30	160 (30) 70	80 (15) 35	80 (15) 35
Office <sup>2</sup> Internal	710	34,750 S.F.	385 (50)	55 (15)	50 (10)	5 (5)	50 (15)	10 (5)	40 (10)
Elementary School Internal <sup>1</sup>	520	250 Students	320 (220)	115 (75)	65 (40)	50 (35)	40 (<5)	20 (<5)	20 (<5)
Community Center <sup>3</sup> Internal	N/A	12,100 S.F.	135 (70)	20 (10)	15 (5)	5 (5)	20 (10)	5 (5)	15 (5)
Single Family Residential Internal	210	606 Units	5,770 (975)	455 (20)	115 (5)	340 (15)	605 (50)	380 (30)	225 (20)
Live/Work Homes <sup>2</sup> Internal	230	23 Units	130 (10)	15 (<5)	10 (<5)	5 (<5)	10 (<5)	<5 (<5)	10 (<5)
Assisted Living Internal	254	40 Beds	110 (10)	10 (<5)	5 (<5)	5 (<5)	10 (<5)	5 (<5)	5 (<5)
<b>Total Trips</b>			<b>11,510</b>	<b>880</b>	<b>375</b>	<b>505</b>	<b>1085</b>	<b>590</b>	<b>495</b>
<b>Total Internal Trips</b>			<b>(1,980)</b>	<b>(175)</b>	<b>(85)</b>	<b>(90)</b>	<b>(160)</b>	<b>(80)</b>	<b>(80)</b>
<b>Net Driveway Trips</b>			<b>9,530</b>	<b>705</b>	<b>290</b>	<b>415</b>	<b>925</b>	<b>510</b>	<b>415</b>
<b>Total Pass-By Trips</b>			<b>(1,740)</b>	<b>(80)</b>	<b>(40)</b>	<b>(40)</b>	<b>(120)</b>	<b>(60)</b>	<b>(60)</b>
<b>Total Net New Trips</b>			<b>7,790</b>	<b>625</b>	<b>250</b>	<b>375</b>	<b>805</b>	<b>450</b>	<b>355</b>
<b>With Existing 180 Residential Units</b>									
<b>Existing Residential</b>	Counts	180 Units	<b>1,160</b>	<b>85</b>	<b>35</b>	<b>50</b>	<b>100</b>	<b>55</b>	<b>45</b>
<b>Total Driveway Trips</b>			<b>10,690</b>	<b>790</b>	<b>325</b>	<b>465</b>	<b>1,025</b>	<b>565</b>	<b>460</b>
<b>Total Net New Trips</b>			<b>8,950</b>	<b>710</b>	<b>285</b>	<b>425</b>	<b>905</b>	<b>505</b>	<b>400</b>

<sup>1</sup> Trip generation internal trip estimate was developed in the 2004 Traffic Study.

<sup>2</sup> It was assumed that the 23 live/work homes will have a total of 23,000 S.F. of office space associated with them.

<sup>3</sup> Trip generation estimate was developed in the October 4, 2006 Trip Generation and On-Site Distribution memorandum.

<sup>4</sup> Shopping Center (ITE 820) ratio between AM and PM peaks was used since Specialty Retail does not have a rate for 7-9am.

The differences between the total net new trips in Tables 4 and 5 are due to the trips from the existing 180 residential units. Based on the existing traffic counts, the existing 180 residential generate fewer trips than the ITE rate by approximately 30 percent for daily trips and 40 percent for weekday a.m. and p.m. peak hour trips. The lower trip generation is not due to internalization of trips since other land-uses have not been completed, so the differences are likely due to travel patterns for the residents of Avimor. Some potential reasons for the lower trip generation measured for the existing homes could be the following:

- A greater number of retired residents: Based on review by Avimor staff of houses sold, approximately 115 adult residents (35 percent) were retired.
- A greater number of residents working from home: Based on review by Avimor staff of houses sold, approximately 39 adult residents (12 percent) worked from home.

While the trip estimates in Table 5 still use the standard ITE trip generation rates for the proposed unbuilt portion of the development, it is reasonable to consider the possibility of less trips being generated based on the trip generation characteristics of the existing 180 residential units.

## SITE GENERATED TRAFFIC

Based on the trip generation estimates provided in Table 4 and Table 5, the site-generated traffic was assigned to both the on-site and off-site transportation systems. The trip distribution for the assignment of site generated traffic volumes to the external network was based on the trip distribution used for the previous studies. The assignment to internal roadways was based on the anticipated interaction between the various land uses on-site. Figures 5 and 6 illustrate the resultant assignment of site-generated traffic on the internal roadway system and onto SH 55 during the weekday a.m. and p.m. peak hours, respectively.

## 2020 TOTAL TRAFFIC WITH AVIMOR

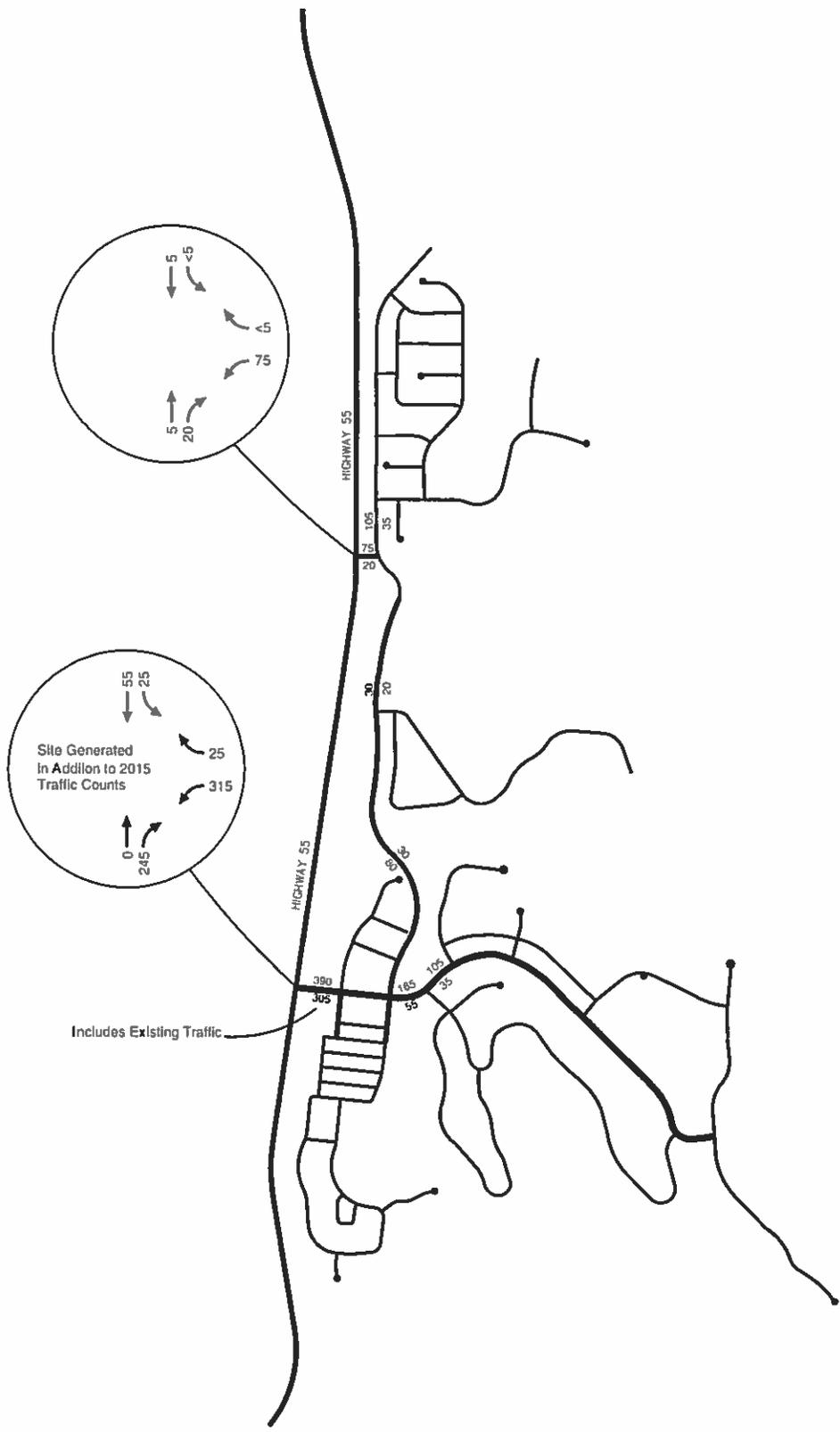
Figure 7 shows the total traffic conditions at the Avimor Drive/SH 55 intersection and the future North Access/SH 55 intersection for the summer conditions. The 2020 total traffic conditions assume the Avimor Drive/SH 55 intersection is signalized, which was identified in previous studies and included in the current Avimor Drive/SH 55 approach permit. Table 6 summarizes the 2020 total traffic level of service analysis results.

As shown in Table 6, both of the site study intersections on SH 55 are projected to operate acceptably at full buildout of the updated Avimor development plan during the summer weekday a.m. and p.m. peak hours.

During the summer Friday p.m. peak hour the westbound left-turn movement at the North Access/SH 55 intersection is projected to operate at LOS F. The poor level of service is primarily due to the high volume of northbound traffic and the delay a westbound left-turn will experience finding a gap in traffic. While the delay is high, the volume-to-capacity ratio is 0.46 which indicates there are a sufficient number of gaps in traffic. Therefore, no mitigations are proposed.



H:\proj\file\19151 - Avimor Drive Operations Review\dwg\stg\19151 - Avimor Drive Operations Review.dwg Dec 02, 2015 - 3:39pm - jringert Layout Tab: Fig 5 Site Generated AM Peak

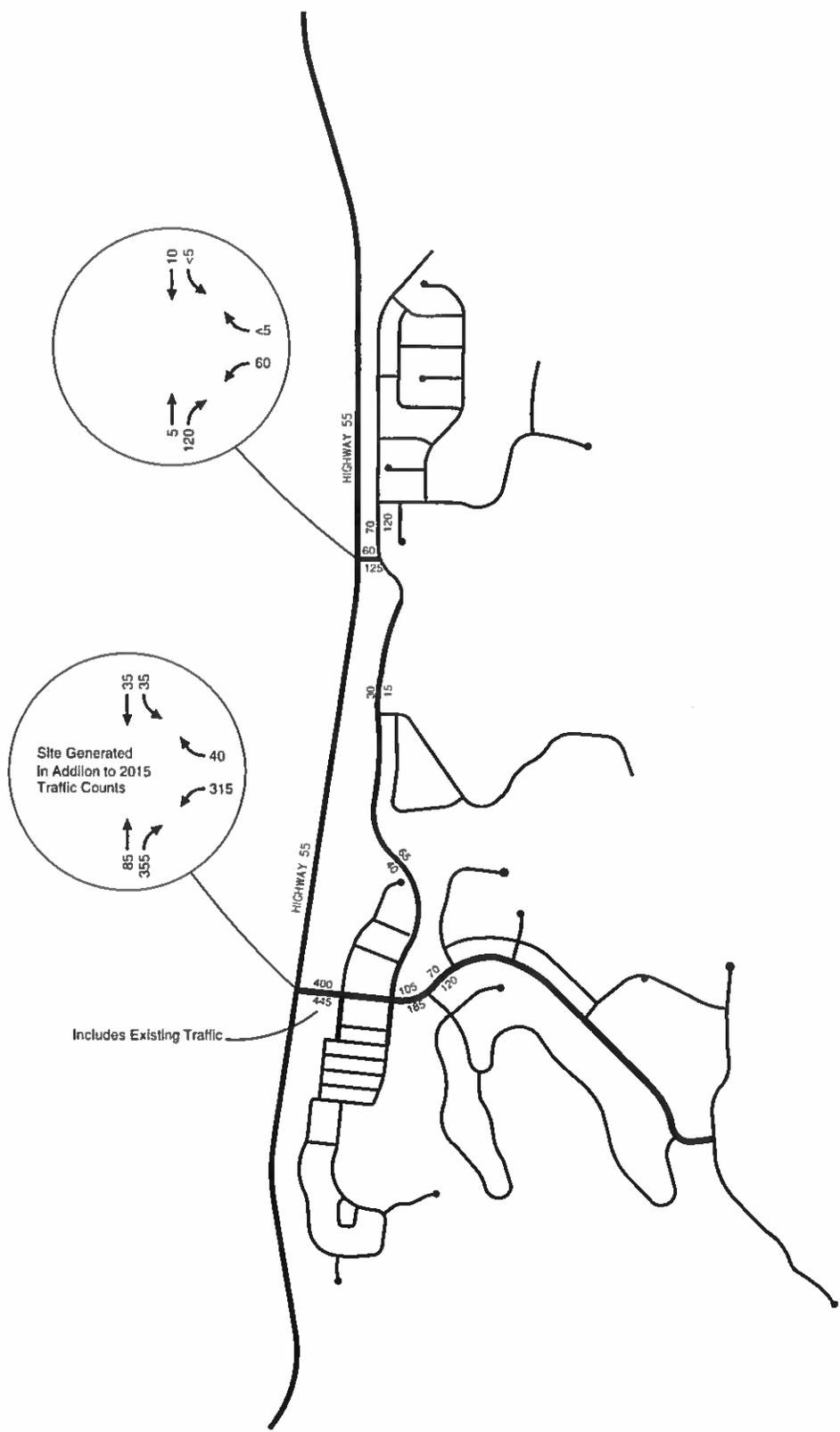


WEEKDAY AM PEAK HOUR SITE-GENERATED TRAFFIC  
ADA COUNTY, IDAHO

FIGURE  
5



H:\projfiles\19151 - Avimor Drive Operations Review\dwg\19151 - Avimor Drive Operations Review.dwg Dec 02, 2015 - 3:39pm - jringert Layout Tab. Fig 6 Site Generated PM Peak



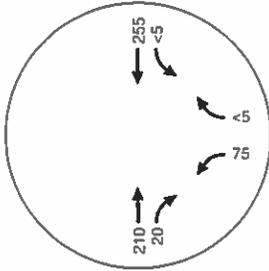
WEEKDAY PM PEAK HOUR SITE-GENERATED TRAFFIC  
ADA COUNTY, IDAHO

FIGURE  
6

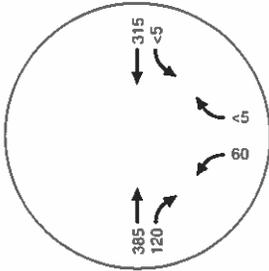


(NO SCALE)

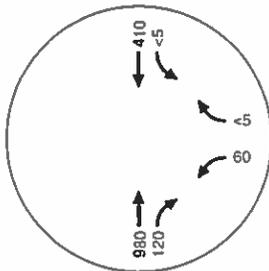
Weekday AM Peak



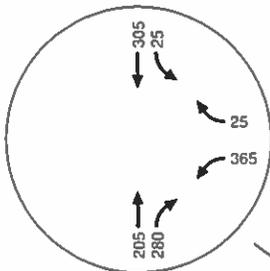
Weekday PM Peak



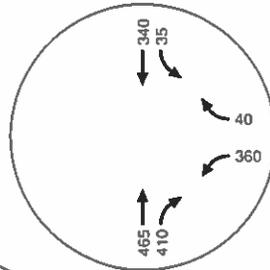
Friday PM Peak



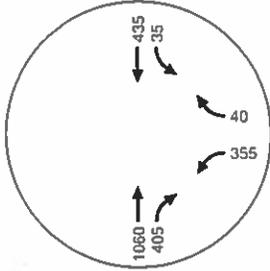
Weekday AM Peak



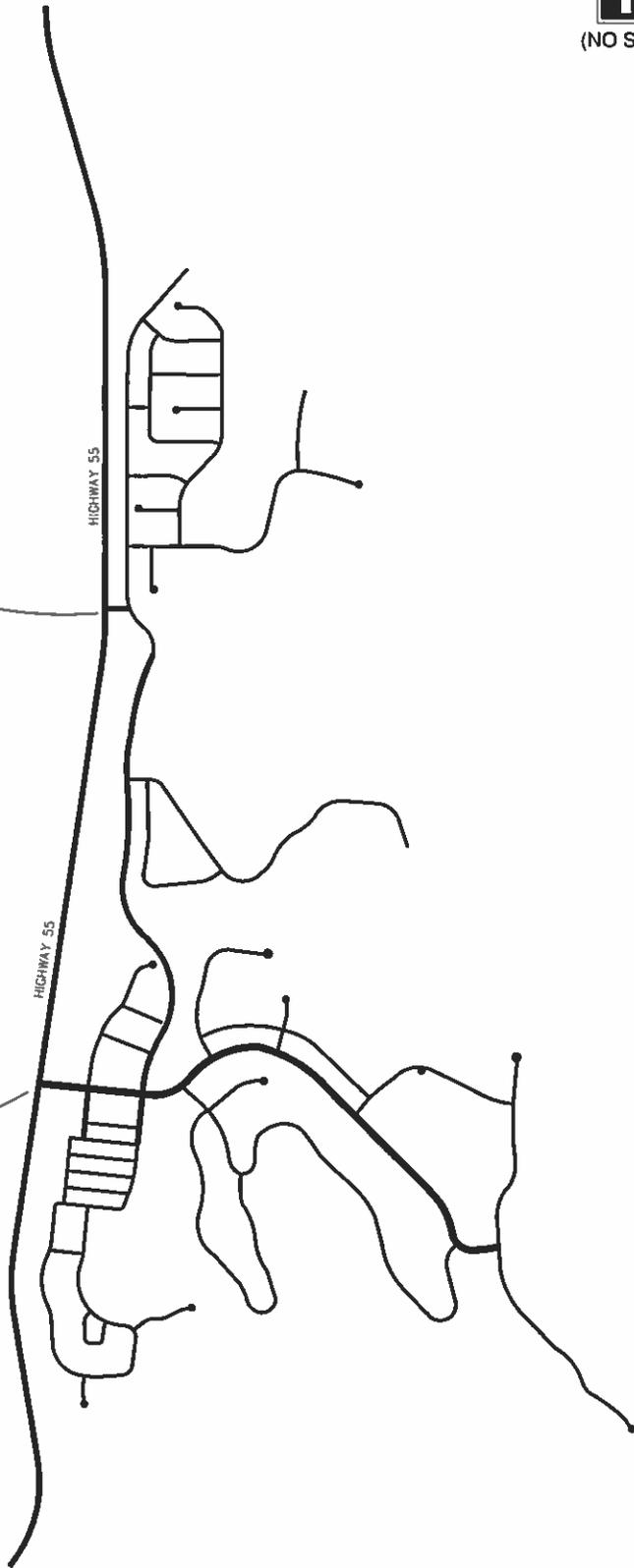
Weekday PM Peak



Friday PM Peak



SEGMENT VOLUMES



2020 WEEKDAY TOTAL TRAFFIC VOLUMES  
ADA COUNTY, IDAHO

FIGURE  
7

H:\proj\file\19151 - Avimor Drive Operations Review\dwg\figs\19151 - Avimor Drive Operations Review.dwg Dec 02, 2015 - 3:41pm - jringert Layout Tab: Fig 7 2020 Summer Total

**Table 6: 2020 Summer Total Traffic Conditions**

Time Period	Intersection Delay / V/C / LOS	Lane Group	Lane Group		
			V/C	LOS	Delay
<b>Avimor Drive/SH 55 (Signalized Per ITD Permit)</b>					
A.M. Peak Hour	13.9 / 0.49 / B	NBT	0.23	A	7.6
		NBR	0.21	A	7.6
		SBT	0.34	A	8.6
		SBL	0.05	A	6.5
		WBR	0.02	B	15.7
		WBL	0.77	C	27.2
P.M. Peak Hour	15.6 / 0.58 / B	NBT	0.47	B	10.4
		NBR	0.30	A	8.6
		SBT	0.35	A	8.9
		SBL	0.09	A	7.2
		WBR	0.03	C	21.2
		WBL	0.80	D	36.7
Friday P.M. Peak Hour	34.1 / 0.96 / C	NBT	0.98	D	40.4
		NBR	0.33	A	9.1
		SBT	0.40	A	9.8
		SBL	0.71	E	68.3
		WBR	0.03	D	35.8
		WBL	0.92	E	66.7
<b>North Access/SH 55</b>					
A.M. Peak Hour		SBL	0.00	A	7.8
		WBR	0.00	A	9.5
		WBLT	0.16	B	13.2
P.M. Peak Hour		SBL	0.00	A	8.5
		WBR	0.00	B	10.7
		WBLT	0.18	C	17.0
Friday P.M. Peak Hour		SBL	0.00	B	10.9
		WBR	0.01	C	17.4
		WBLT	0.46	F	50.7
<b>Roadway Segment Analysis</b>					
Roadway/Segment	Classification	One-Way Volume/Direction	Travel Lanes	ACHD Std	Meets Std?
Avimor Drive – Summer	Collector	AM – 390/(WB) PM – 445(EB) FRI – 440 (EB)	1	530/D	Yes Yes Yes
North Access – Summer	Collector	AM – 75 (WB) PM – 120 (EB) FRI – 120 (EB)	1	530/D	Yes Yes Yes

**AVIMOR DRIVE/SH 55 SUMMER OPERATION**

While the Avimor Drive/SH 55 intersection operates acceptably with signalization at buildout of the development, during the summer Friday p.m. peak hour, the northbound through traffic movement is projected to operate at with a volume-to-capacity ratio of 0.98.

Table 7 shows the projected queue lengths for the movements at the intersection.

**Table 7: Avimor Drive/SH 55 Signalized Queuing Results**

Description	HCS Analysis Back of Queue 95 <sup>th</sup> Percentile (Feet)			
	Summer AM Peak	Summer PM Peak	Summer Friday PM Peak	Available Storage
Westbound Left-Turn	230'	300'	490'	375'
Westbound Right-Turn	20'	20'	30'	125'
Southbound Left-Turn	20'	30'	50'	100'
Northbound Through	100'	280'	1,290'	Approx 1,400' to end of curve after the Canyon
Northbound Right-Turn	40'	50'	70'	300'

As shown in Table 7, only the westbound left-turn from Avimor Drive onto SH 55 exceeds the available storage, which is projected to occur during the 2020 summer Friday p.m. peak hour. The result of the queuing could be brief blockage of the first north-south street (Streams Edge Way) for a minute or two. Given there are other routes to Avimor Drive from Streams Edge Way, vehicles have other options during those short periods and therefore no mitigations are recommended.

In previous discussions with ITD staff, they have identified the importance that the signal at Avimor Drive not queue traffic down through the canyon to the south. Given the northbound through traffic movement is near capacity and the back of queue for the northbound through during the summer Friday p.m. peak hour is estimated to be approximately 1,290 feet, traffic should not back up into the Canyon. But the traffic will likely back up for brief periods toward the last northbound curve after the canyon.

One option that could be considered for the summer Friday peak hours, and other times where holiday traffic on SH 55 peaks for a short period, is implementing special signal timing to favor the northbound through movement during those few peak hours.

A secondary result of the high northbound traffic demand is that southbound left-turn will experience LOS E during the summer Friday p.m. peak hour, although sufficient capacity for the movement is available.

**TURN LANE WARRANTS**

The need for additional turn lanes was evaluated based on the level-of-service results and ITD warrants for installing left-turn and right-turn lanes.

The Avimor Drive/SH 55 intersection currently has a southbound left-turn lane and northbound right-turn lane. Both of these lanes were constructed prior to the first phase of development. The level of service results confirmed that these turn lane are adequate to accommodate the updated traffic estimates.

At the North Access/SH 55 intersection, a northbound right-turn lane is warranted and should be constructed at the time the access is opened to the public as a public street. A southbound left-turn lane is not warranted due to the minimal amount of southbound left-turns projected at the North Access/SH 55 intersection.

**TIMING FOR SIGNALIZATION OF THE SH 55/AVIMOR DRIVE INTERSECTION OPERATIONS**

The ITD permit requires monitoring of the Avimor Drive/SH 55 intersection in order to determine when a traffic signal will need to be installed. Due to the summer weekend traffic peaks, the need for a signal varies depending on the whether the analysis is based on a summer weekday or a summer Friday.

The timing for the signal with respect to number of residential units is also related to how much commercial development is built since one commercial use may generate trips equal to many residential units. The previous unit threshold of approximately 220 units used to estimate the number of occupied units for the monitoring requirement in the ITD permit assumed some near-term construction of commercial uses. Based on current development plans, the commercial and other uses are expected to occur in the latter stages of development, so the unit counts for this evaluation are based only on single family homes.

For the purpose of determining when a signal may be needed, only summer conditions were evaluated which is consistent with the previous studies for Avimor. Additionally, the westbound left-turning movement from Avimor Drive onto SH 55 is the critical movement that will reach capacity first and potentially require signalization, so the evaluation is based on a volume-to-capacity threshold for that movement of approximately 0.80 (80 percent). Table 7 shows the results of the evaluation of when a signal may be needed at the Avimor Drive/SH 55 intersection.

**Table 8: Avimor Drive/SH 55 Signalization Evaluation**

Description	Avimor Drive/SH 55 Trips			
	Summer AM Peak	Summer PM Peak	Summer Friday PM Peak	Minimum Volume/Units to Meet Summer Signal Warrants
Existing Westbound Left-Turning Volume	50	45	40	40
Estimated Volume Near Capacity (V/C=0.80)	350	240	120	85
<b>Net Additional WB Left-Turn Trips Until Signalization</b>	<b>300</b>	<b>195</b>	<b>80</b>	<b>45</b>
<b>Net Additional Residential Units (no North Access)</b>	<b>535</b>	<b>525</b>	<b>215</b>	<b>120</b>
<b>Net Total Residential Units (no North Access)</b>	<b>715</b>	<b>705</b>	<b>395</b>	<b>300</b>
<b>Expected to Meet Signal Warrants</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	

As shown in Table 8, the estimated number of additional units that could be accommodated by the existing unsignalized intersection control varies from approximately 215 during a summer Friday p.m.

peak to 535 during the summer a.m. peak hour. At approximately 120 additional units (300 total occupied units), a traffic signal is expected to meet the minimum signal warrant.

Based on this evaluation, a traffic signal should be installed somewhere between 400 and 700 total residential units or the equivalent number of trips from other commercial or institutional uses on the site.

While options to a traffic signal were not evaluated, a signal could be delayed by installing a center refuge area on SH 55 that allows a westbound left-turn to turn into the center refuge and then merge into the southbound travel lane. This option could delay the need for a signal by approximately 80 units based on the summer Friday p.m. peak hour conditions, but not eliminate the need for signalization.

#### PROJECTED TIMEFRAME FOR THE NORTH (SECOND) ACCESS TO AVIMOR

Section 7206.3.3 of the ACHD Policy Manual states that "If a proposed development only has one access to a public street that is classified as a collector, or if it proposes to extend public streets from an existing development with only one collector street access to the public street system, the maximum forecast ADT to be allowed at any point on the collector street is 3,000."

The current development is served only by Avimor Drive for public access and the North Access/SH 55 intersection is currently only available for emergency vehicle access. Based on the traffic counts conducted on Avimor Drive for the development with approximately 180 units occupied, estimates were made for when the threshold of 3,000 ADT for Avimor Drive would be reached.

Two trip generation rates were used to estimate the number of units. The first rate is the standard average p.m. peak hour trip rate published by the ITE. The second rate is the measure rate based on the existing 180 residential units that were occupied at the time the traffic counts were completed. The measured rate is approximately 30 percent lower than the average rate which could indicate the trip characteristics for residents of Avimor are different than other typical suburban developments. Some potential reasons for the lower daily trip rate measured at Avimor could be the following:

- A greater number of retired residents: Based on review of houses sold by Avimor staff, approximately 115 adult residents (approximately 35 percent) were retired.
- A greater number of residents working from home: Based on review of houses sold by Avimor staff, approximately 39 adult residents (approximately 12 percent) worked from home.

Table 9 shows the results of the Avimor Drive ADT evaluation.

**Table 9: Avimor Drive Daily Trip Threshold Evaluation**

Description	Estimated Residential Units for 3,000 ADT on Avimor Drive	
	Units Based on ITE Single Family Home Rate	Units Based on Measured Rate
Existing Avimor Drive ADT	1,160	1,160
Net Additional ADT to Reach 3,000	1,840	1,840
Daily Trip Rate	9.52	6.44
Number of Additional Residential Units (No Commercial Assumed)	195	285
Net Total Residential Units Including Existing 180 Units	375	465

As shown in Table 9, approximately 285 net additional residential units can be built and occupied before reaching the 3,000 ADT threshold based on the measured rate and 195 units based on the ITE rate. The net total occupied units are approximately 465 and 375 for the measured rate and ITE rate, respectively. The number of units assumes no commercial development and therefore would be reduced if commercial development were to occur.

#### FRONT-ON HOUSING ON THE EAST-WESTS COLLECTOR ROAD

One difference between the current site plan and the original site plan from 2004 is front-on housing on the easternmost sections of the eastward extension of Avimor Drive as a new Collector Road. A detailed evaluation was conducted in August, 2014 which recommended that the roadway be designed to encourage low speeds to reduce potential long-term cut-through traffic if the Collector Road extended further east to other developments and to Cartwright Road. Additionally, houses along the Collector Road with front-on housing should provide an option for vehicles exiting to face the road and not have to back out of their driveways. *Appendix E includes the memorandum describing the front-on housing evaluation.*

#### CONCLUSIONS

Based on this traffic evaluation, the improvements identified in the previous traffic studies and the ITD permit conditions for Avimor Drive are still applicable and adequately serve the development with the proposed development plan. Following are the key findings with respect to timing for improvements:

#### FINDINGS

- The Avimor Drive/SH 55 intersection operates acceptably under existing and 2020 background traffic conditions during the summer weekday a.m. peak hour, summer weekday p.m. peak hour and summer weekday Friday p.m. peak hour with the existing 180 residential units completed.

- The current daily traffic volume on Avimor Drive is approximately 1,160 ADT which is significantly below the ACHD policy threshold of 3,000 ADT for collector roads with only one access.
- At buildout of the current Avimor development plan:
  - The Avimor Drive/SH 55 will continue to operate acceptably with the planned installation of a traffic signal at the Avimor Drive/SH 55 intersection.
  - The North Access/SH 55 intersection will operate acceptably during the summer weekday a.m. and p.m. peak hours but not during the summer Friday p.m. peak hour due to the high delay for the westbound left-turn movement. Adequate capacity is available for the westbound left-turn so no mitigations are recommended.
- The northbound through movement during the summer Friday p.m. peak hour at buildout is projected to operate near capacity at buildout of the development in 2020. While queues are not projected to extend south into the canyon, special signal timing might be needed if holiday traveler have significant concerns about northbound queues during the summer Friday p.m. peak hour.
- A northbound right-turn lane is warranted at the future North Access/SH 55 intersection.
- Signalization of Avimor Drive is expected to be needed to serve summer Friday p.m. peak hour traffic conditions at approximately 395 total occupied residential units, assuming no commercial units. If alternatives are found to address the summer Friday traffic conditions, the need for signalization could potentially be extended until approximately 700 residential units are occupied or an equivalent number of trips between residential and other uses.
- Avimor Drive is expected to reach the ACHD collector threshold of 3,000 ADT for Avimor Drive at between 375 and 465 residential units depending on the whether the lower trip rate per house measured in this study continues.
- The front-on housing proposed on the Avimor Drive extension to the east should be designed to minimize the need for vehicles to back out of driveways on the street.

## RECOMMENDATIONS

- Construct a northbound right-turn lane at the north access at the time that access is opened to public traffic.
- Re-evaluate the Avimor Drive/SH 55 intersection once approximately 350 residential units, or commercial development with equivalent trips, are completed to confirm whether signalization may be needed at approximately 400 units.
- Construct the North Access to SH 55 prior to completing approximately 375 residential units (or other commercial development with an equivalent number of trips) unless future studies indicate additional units can be added due to lower average trip generation than estimated.
- Homes with front-on housing along the eastern collector extension of Avimor Drive should be designed to accommodate vehicles being about to turn-around on-site and not have to back into the road.

## REFERENCES

1. Kittelson & Associates, Inc., Spring Valley Ranch Planned Community – Phase 1 Transportation Impact & On-Site Transportation System Assessment, August 5, 2004.
2. Kittelson & Associates, Inc., Avimor Village – Phases 2-6, Highway 55/Avimor Drive Intersection Study, September 25, 2007.
3. Transportation Research board. Highway Capacity Manual. 2000.
4. Transportation Research board. Highway Capacity Manual. 2000.
5. Institute of Transportation Engineers. *Trip Generation, 9<sup>th</sup> Edition*. 2012.
6. Institute of Transportation Engineers. *Trips Generation Handbook, 3<sup>rd</sup> Edition*. August 2014
7. Idaho Transportation Department. Traffic Manual. 2012.
8. Idaho Transportation Department, Idaho 55 Central Corridor Plan, State Street to Banks Lowman Road, September 2015.

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**Appendix A: Traffic Counts**

# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 WkDay  
Site Code :  
Start Date : 9/15/2015  
Page No : 1

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

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	34	0	0	34	0	0	14	0	14	8	18	0	0	26	0	0	0	0	0	74
07:15 AM	0	42	0	0	42	0	0	20	0	20	5	25	0	0	30	0	0	0	0	0	92
07:30 AM	0	42	0	0	42	0	0	6	0	6	4	25	0	0	29	0	0	0	0	0	77
07:45 AM	0	53	0	0	53	0	0	12	0	12	6	31	0	0	37	0	0	0	0	0	102
<b>Total</b>	0	171	0	0	171	0	0	52	0	52	23	99	0	0	122	0	0	0	0	0	345
08:00 AM	0	43	0	0	43	0	0	13	0	13	8	45	0	0	53	0	0	0	0	0	109
08:15 AM	0	40	0	0	40	0	0	10	0	10	13	34	0	0	47	0	0	0	0	0	97
08:30 AM	0	39	0	0	39	0	0	12	0	12	3	31	0	0	34	0	0	0	0	0	85
08:45 AM	0	53	0	0	53	1	0	15	0	16	10	33	0	0	43	0	0	0	0	0	112
<b>Total</b>	0	175	0	0	175	1	0	50	0	51	34	143	0	0	177	0	0	0	0	0	403
-----																					
04:00 PM	0	51	1	0	52	0	0	13	0	13	13	43	0	0	56	0	0	0	0	0	121
04:15 PM	0	50	0	0	50	0	0	7	0	7	14	60	0	0	74	0	0	0	0	0	131
04:30 PM	0	64	1	0	65	0	0	6	0	6	11	67	0	0	78	0	0	0	0	0	149
04:45 PM	0	50	0	0	50	0	0	10	0	10	14	69	0	0	83	0	0	0	0	0	143
<b>Total</b>	0	215	2	0	217	0	0	36	0	36	52	239	0	0	291	0	0	0	0	0	544
05:00 PM	0	49	0	0	49	0	0	14	0	14	22	71	0	0	93	0	0	0	0	0	156
05:15 PM	0	50	1	0	51	0	0	15	0	15	9	61	0	0	70	0	0	0	0	0	136
05:30 PM	0	52	0	0	52	0	0	14	0	14	13	56	0	0	69	0	0	0	0	0	135
05:45 PM	0	41	0	0	41	0	0	17	0	17	12	59	0	0	71	0	0	0	0	0	129
<b>Total</b>	0	192	1	0	193	0	0	60	0	60	56	247	0	0	303	0	0	0	0	0	556
<b>Grand Total</b>	0	753	3	0	756	1	0	198	0	199	165	728	0	0	893	0	0	0	0	0	1848
Apprch %	0	99.6	0.4	0		0.5	0	99.5	0		18.5	81.5	0	0		0	0	0	0		
Total %	0	40.7	0.2	0	40.9	0.1	0	10.7	0	10.8	8.9	39.4	0	0	48.3	0	0	0	0	0	
General Traffic	0	733	3	0	736	1	0	196	0	197	163	706	0	0	869	0	0	0	0	0	1802
-----																					
3+ Axle Heavy Trucks	0	20	0	0	20	0	0	2	0	2	2	22	0	0	24	0	0	0	0	0	46
% 3+ Axle Heavy Trucks	0	2.7	0	0	2.6	0	0	1	0	1	1.2	3	0	0	2.7	0	0	0	0	0	2.5



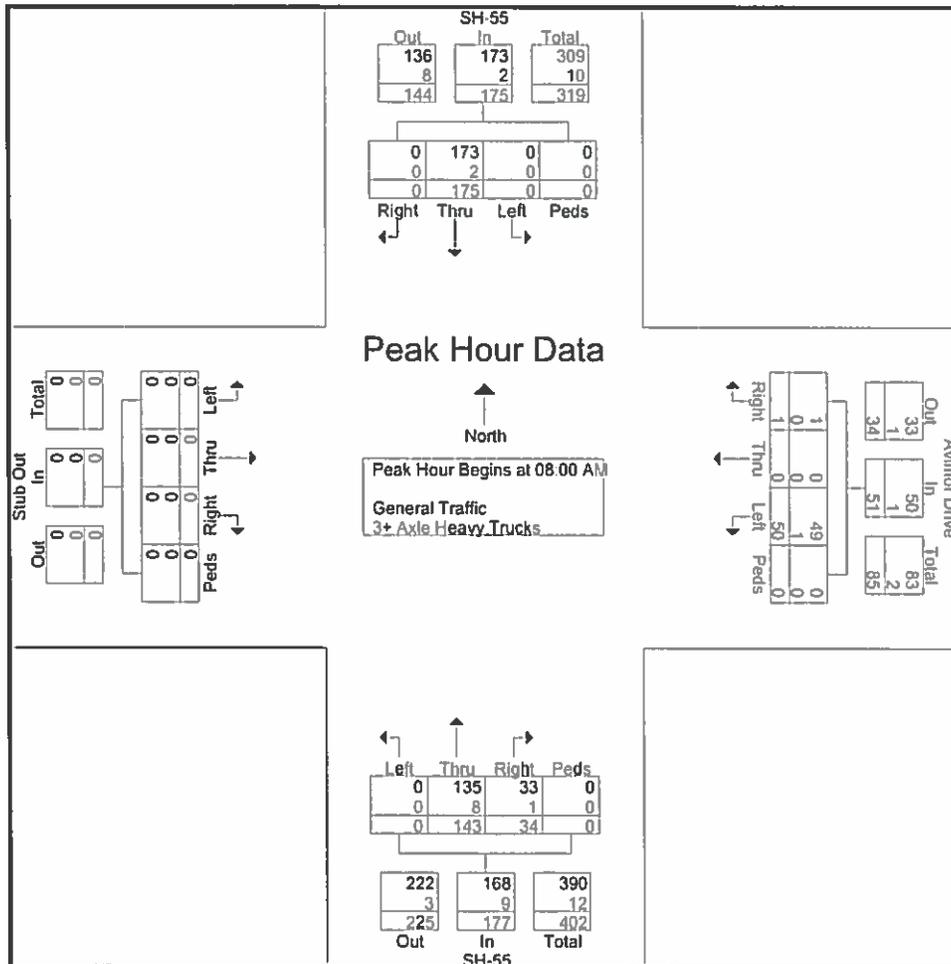
# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 WkDay  
Site Code :  
Start Date : 9/15/2015  
Page No : 3

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	43	0	0	43	0	0	13	0	13	8	45	0	0	53	0	0	0	0	0	109
08:15 AM	0	40	0	0	40	0	0	10	0	10	13	34	0	0	47	0	0	0	0	0	97
08:30 AM	0	39	0	0	39	0	0	12	0	12	3	31	0	0	34	0	0	0	0	0	85
08:45 AM	0	53	0	0	53	1	0	15	0	16	10	33	0	0	43	0	0	0	0	0	112
Total Volume	0	175	0	0	175	1	0	50	0	51	34	143	0	0	177	0	0	0	0	0	403
% App. Total	0	100	0	0		2	0	98	0		19.2	80.8	0	0		0	0	0	0		
PHF	.000	.825	.000	.000	.825	.250	.000	.833	.000	.797	.654	.794	.000	.000	.835	.000	.000	.000	.000	.000	.900
General Traffic	0	173	0	0	173	1	0	49	0	50	33	135	0	0	168	0	0	0	0	0	391
% General Traffic																					
3+ Axle Heavy Trucks	0	2	0	0	2	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	12
% 3+ Axle Heavy Trucks	0	1.1	0	0	1.1	0	0	2.0	0	2.0	2.9	5.6	0	0	5.1	0	0	0	0	0	3.0



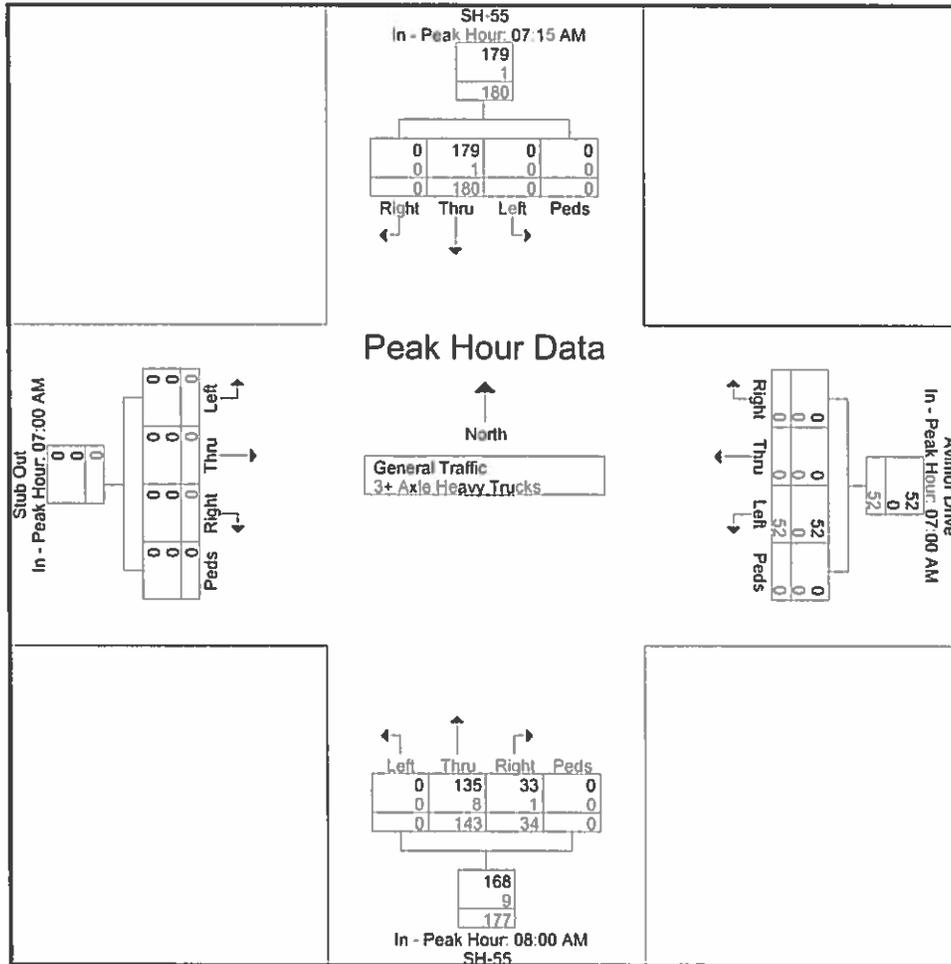
# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 WkDay  
Site Code :  
Start Date : 9/15/2015  
Page No : 4

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					08:00 AM					07:00 AM					
+0 mins.	0	42	0	0	42	0	0	14	0	14	8	45	0	0	53	0	0	0	0	0	0
+15 mins.	0	42	0	0	42	0	0	20	0	20	13	34	0	0	47	0	0	0	0	0	0
+30 mins.	0	53	0	0	53	0	0	6	0	6	3	31	0	0	34	0	0	0	0	0	0
+45 mins.	0	43	0	0	43	0	0	12	0	12	10	33	0	0	43	0	0	0	0	0	0
Total Volume	0	180	0	0	180	0	0	52	0	52	34	143	0	0	177	0	0	0	0	0	0
% App. Total	0	100	0	0		0	0	100	0		19.2	80.8	0	0		0	0	0	0		
PHF	.000	.849	.000	.000	.849	.000	.000	.650	.000	.650	.654	.794	.000	.000	.835	.000	.000	.000	.000	.000	
General Traffic	0	179	0	0	179	0	0	52	0	52	33	135	0	0	168	0	0	0	0	0	0
% General Traffic																					
3+ Axle Heavy Trucks	0	1	0	0	1	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0
3+ Axle Heavy Trucks	0	0.6	0	0	0.6	0	0	0	0	0	2.9	5.6	0	0	5.1	0	0	0	0	0	0



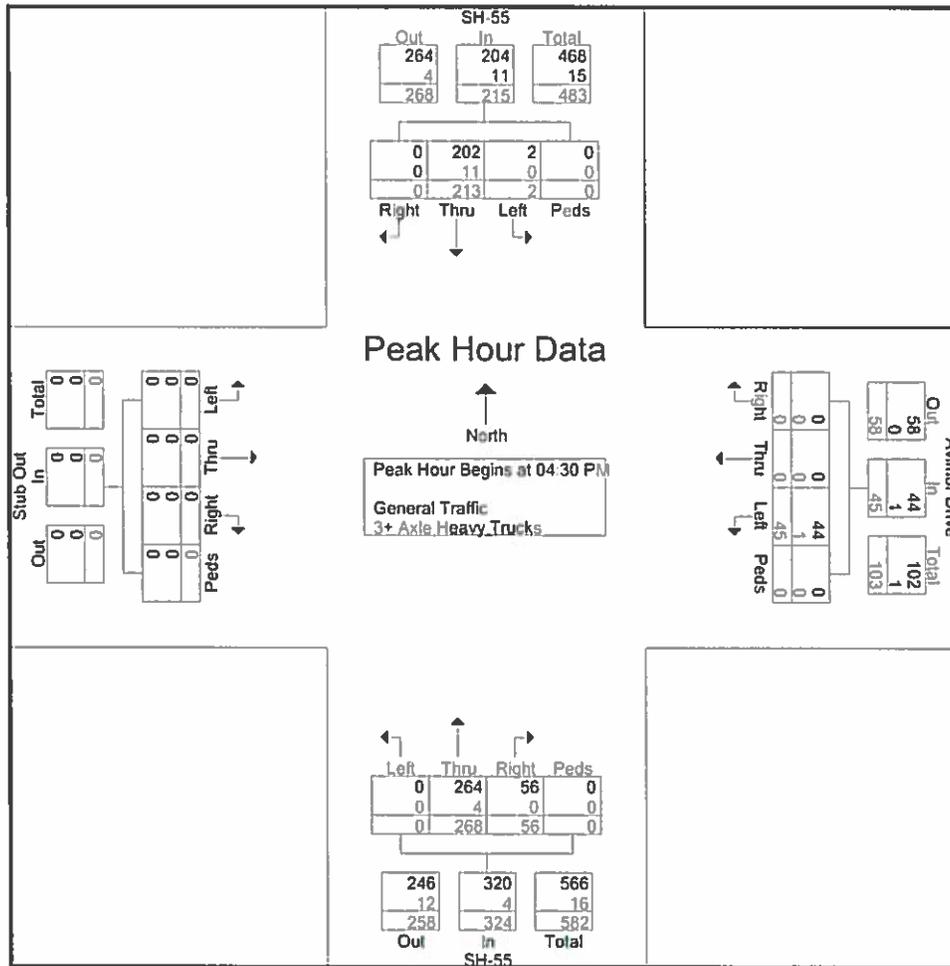
# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 WkDay  
Site Code :  
Start Date : 9/15/2015  
Page No : 5

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	64	1	0	65	0	0	6	0	6	11	67	0	0	78	0	0	0	0	0	149
04:45 PM	0	50	0	0	50	0	0	10	0	10	14	69	0	0	83	0	0	0	0	0	143
05:00 PM	0	49	0	0	49	0	0	14	0	14	22	71	0	0	93	0	0	0	0	0	156
05:15 PM	0	50	1	0	51	0	0	15	0	15	9	61	0	0	70	0	0	0	0	0	136
Total Volume	0	213	2	0	215	0	0	45	0	45	56	268	0	0	324	0	0	0	0	0	584
% App. Total	0	99.1	0.9	0		0	0	100	0		17.3	82.7	0	0		0	0	0	0		
PHF	.000	.832	.500	.000	.827	.000	.000	.750	.000	.750	.636	.944	.000	.000	.871	.000	.000	.000	.000	.000	.936
General Traffic	0	202	2	0	204	0	0	44	0	44	56	264	0	0	320	0	0	0	0	0	568
% General Traffic																					
3+ Axle Heavy Trucks	0	11	0	0	11	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	16
5+ Axle Heavy Trucks	0	5.2	0	0	5.1	0	0	2.2	0	2.2	0	1.5	0	0	1.2	0	0	0	0	0	2.7





# L2 Data Collection

L2DataCollection.com

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 WkDay  
Site Code :  
Start Date : 9/15/2015  
Page No : 7

Image 1



# L2 Data Collection

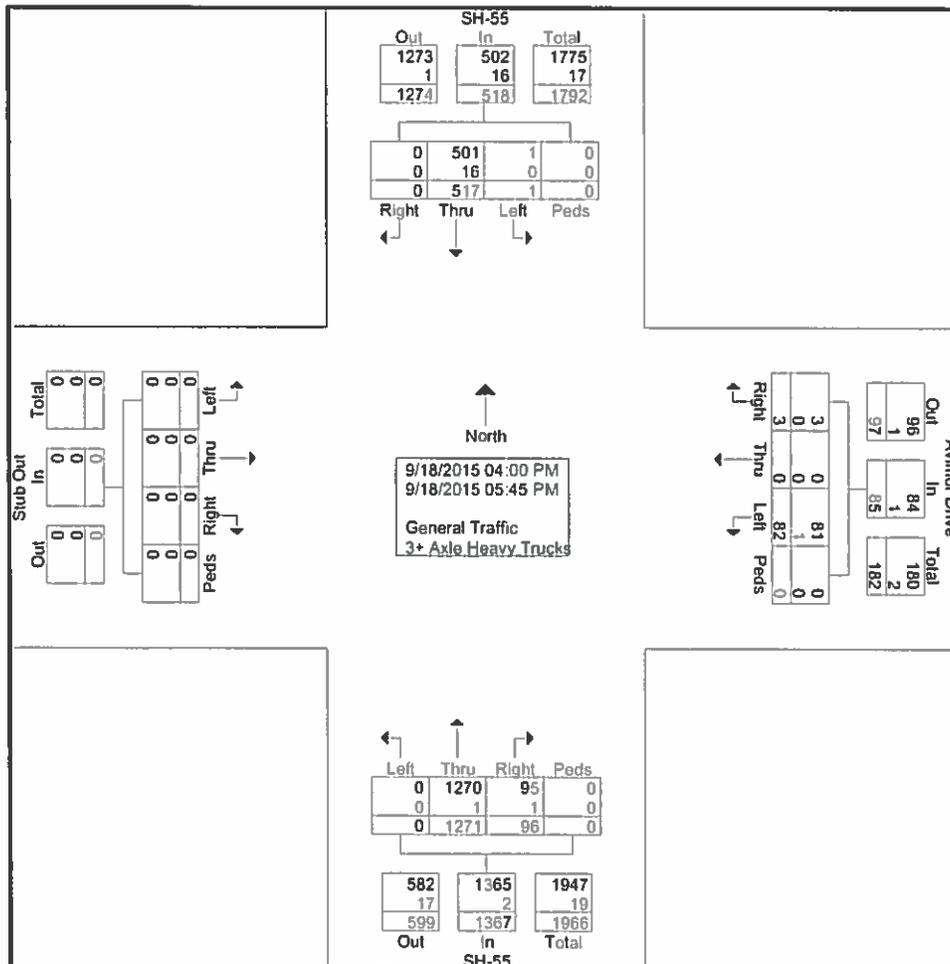
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 FRI  
Site Code :  
Start Date : 9/18/2015  
Page No : 1

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

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	55	0	0	55	0	0	14	0	14	11	127	0	0	138	0	0	0	0	0	207
04:15 PM	0	55	0	0	55	0	0	8	0	8	7	149	0	0	156	0	0	0	0	0	219
04:30 PM	0	71	0	0	71	1	0	12	0	13	12	157	0	0	169	0	0	0	0	0	253
04:45 PM	0	73	0	0	73	0	0	8	0	8	17	166	0	0	183	0	0	0	0	0	264
<b>Total</b>	<b>0</b>	<b>254</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>43</b>	<b>47</b>	<b>599</b>	<b>0</b>	<b>0</b>	<b>646</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>943</b>
05:00 PM	0	76	0	0	76	0	0	10	0	10	13	174	0	0	187	0	0	0	0	0	273
05:15 PM	0	62	0	0	62	0	0	9	0	9	6	176	0	0	182	0	0	0	0	0	253
05:30 PM	0	68	0	0	68	1	0	11	0	12	16	168	0	0	184	0	0	0	0	0	264
05:45 PM	0	57	1	0	58	1	0	10	0	11	14	154	0	0	168	0	0	0	0	0	237
<b>Total</b>	<b>0</b>	<b>263</b>	<b>1</b>	<b>0</b>	<b>264</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>42</b>	<b>49</b>	<b>672</b>	<b>0</b>	<b>0</b>	<b>721</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1027</b>
<b>Grand Total</b>	<b>0</b>	<b>517</b>	<b>1</b>	<b>0</b>	<b>518</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>85</b>	<b>96</b>	<b>1271</b>	<b>0</b>	<b>0</b>	<b>1367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1970</b>
<b>Approch %</b>	<b>0</b>	<b>99.8</b>	<b>0.2</b>	<b>0</b>		<b>3.5</b>	<b>0</b>	<b>96.5</b>	<b>0</b>		<b>7</b>	<b>93</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>0</b>	<b>26.2</b>	<b>0.1</b>	<b>0</b>	<b>26.3</b>	<b>0.2</b>	<b>0</b>	<b>4.2</b>	<b>0</b>	<b>4.3</b>	<b>4.9</b>	<b>64.5</b>	<b>0</b>	<b>0</b>	<b>69.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>General Traffic</b>	<b>0</b>	<b>501</b>	<b>1</b>	<b>0</b>	<b>502</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>84</b>	<b>95</b>	<b>1270</b>	<b>0</b>	<b>0</b>	<b>1365</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1951</b>
<b>% General Traffic</b>	<b>0</b>	<b>96.9</b>	<b>100</b>	<b>0</b>	<b>96.9</b>	<b>100</b>	<b>0</b>	<b>98.8</b>	<b>0</b>	<b>98.8</b>	<b>99</b>	<b>99.9</b>	<b>0</b>	<b>0</b>	<b>99.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>
<b>3+ Axle Heavy Trucks</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>% 3+ Axle Heavy Trucks</b>	<b>0</b>	<b>3.1</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>0</b>	<b>1.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



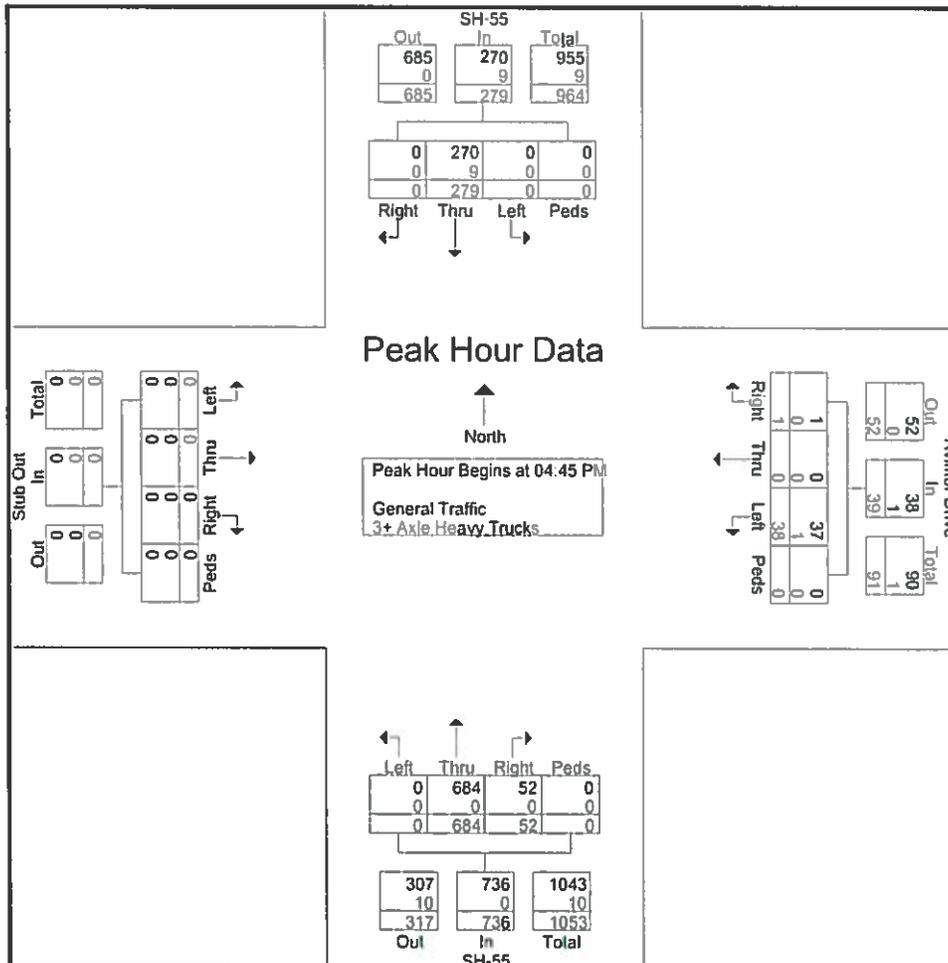
# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 FRI  
Site Code :  
Start Date : 9/18/2015  
Page No : 2

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	73	0	0	73	0	0	8	0	8	17	166	0	0	183	0	0	0	0	0	264
05:00 PM	0	76	0	0	76	0	0	10	0	10	13	174	0	0	187	0	0	0	0	0	273
05:15 PM	0	62	0	0	62	0	0	9	0	9	6	176	0	0	182	0	0	0	0	0	253
05:30 PM	0	68	0	0	68	1	0	11	0	12	16	168	0	0	184	0	0	0	0	0	264
Total Volume	0	279	0	0	279	1	0	38	0	39	52	684	0	0	736	0	0	0	0	0	1054
% App. Total	0	100	0	0		2.6	0	97.4	0		7.1	92.9	0	0		0	0	0	0		
PIHF	.000	.918	.000	.000	.918	.250	.000	.864	.000	.813	.765	.972	.000	.000	.984	.000	.000	.000	.000	.000	.965
General Traffic																					
% General Traffic	0	96.8	0	0	96.8	100	0	97.4	0	97.4	100	100	0	0	100	0	0	0	0	0	99.1
% 3+ Axle Heavy Trucks	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10
% 1-Axle Heavy Trucks	0	3.2	0	0	3.2	0	0	2.6	0	2.6	0	0	0	0	0	0	0	0	0	0	0.9



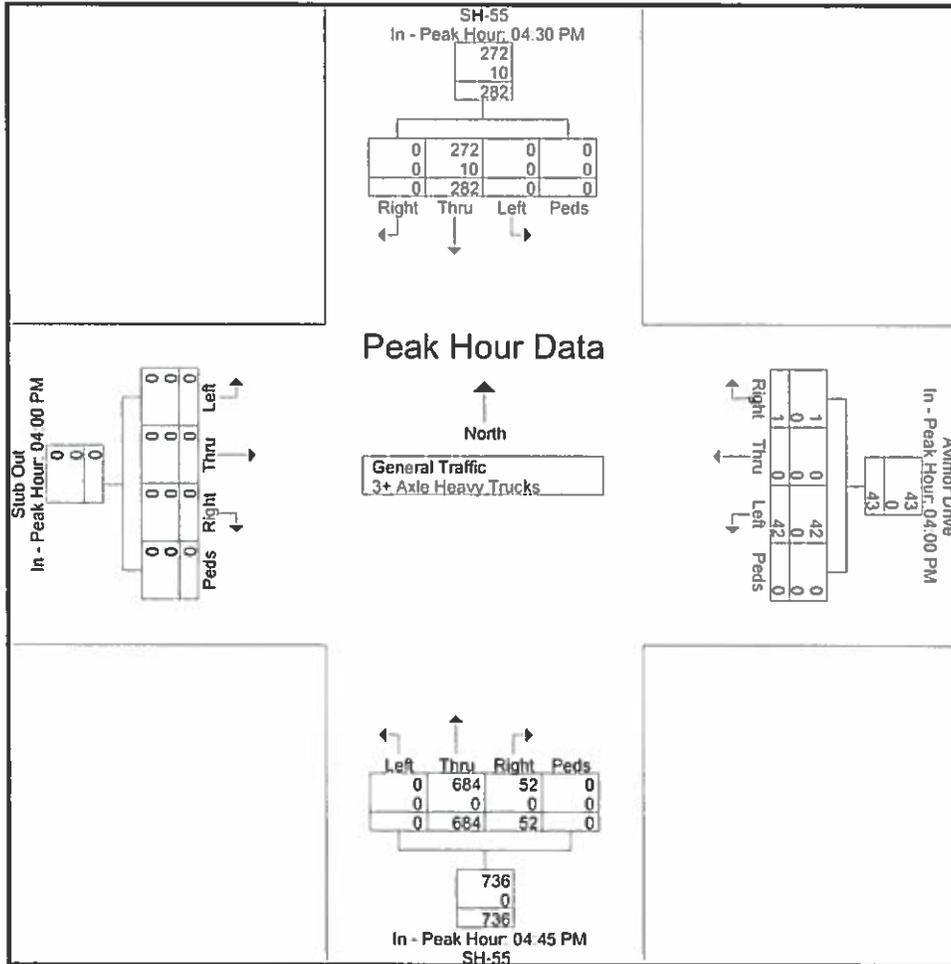
# L2 Data Collection

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 FRI  
Site Code :  
Start Date : 9/18/2015  
Page No : 3

Start Time	SH-55 From North					Avimor Drive From East					SH-55 From South					Stub Out From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:45 PM					04:00 PM					
+0 mins.	0	71	0	0	71	0	0	14	0	14	17	166	0	0	183	0	0	0	0	0	
+15 mins.	0	73	0	0	73	0	0	8	0	8	13	174	0	0	187	0	0	0	0	0	
+30 mins.	0	76	0	0	76	1	0	12	0	13	6	176	0	0	182	0	0	0	0	0	
+45 mins.	0	62	0	0	62	0	0	8	0	8	16	168	0	0	184	0	0	0	0	0	
Total Volume	0	282	0	0	282	1	0	42	0	43	52	684	0	0	736	0	0	0	0	0	
% App. Total	0	100	0	0		2.3	0	97.7	0		7.1	92.9	0	0		0	0	0	0		
PIIF	.000	.928	.000	.000	.928	.250	.000	.750	.000	.768	.765	.972	.000	.000	.984	.000	.000	.000	.000	.000	
General Traffic																					
% General Traffic	0	96.5	0	0	96.5	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	
1+ Axle Heavy Trucks	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3+ Axle Heavy Trucks	0	3.5	0	0	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



# L2 Data Collection

L2DataCollection.com

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

Study: KITT0053  
Intersection: Avimor Drive / SH-55  
City, State: Ada County, Idaho  
Control: Stop Sign

File Name : Avimor Drive & SH-55 FRI  
Site Code :  
Start Date : 9/18/2015  
Page No : 4

Image 1



## L2 Data Collection

L2DataCollection.com

Study: KITT0053  
 Type: Volume / Direction  
 Tech: Judd  
 Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993

Avimor Drive east of SH-55 VOL  
 Date Start: 15-Sep-15  
 Date End: 17-Sep-15  
 Avimor Drive east of SH-55  
 Ada County, Idaho

Start Time	15-Sep-15 Tue	EB	WB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		0	8	8
06:45		8	8	16
07:00		8	14	22
07:15		5	20	25
07:30		4	6	10
07:45		6	12	18
08:00		7	13	20
08:15		14	10	24
08:30		3	12	15
08:45		10	17	27
09:00		6	6	12
09:15		1	14	15
09:30		4	10	14
09:45		6	5	11
10:00		10	6	16
10:15		8	4	12
10:30		8	14	20
10:45		12	1	13
11:00		3	6	9
11:15		10	9	19
11:30		3	11	14
11:45		10	10	20
<b>Total</b>		<b>144</b>	<b>216</b>	<b>360</b>
<b>Percent</b>		<b>40.0%</b>	<b>60.0%</b>	
<b>Peak</b>	-	<b>10:00</b>	<b>07:00</b>	<b>08:00</b>
<b>Vol.</b>	-	<b>36</b>	<b>52</b>	<b>86</b>
<b>P.H.F.</b>		<b>0.643</b>	<b>0.650</b>	<b>0.796</b>

## L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0053  
 Type: Volume / Direction  
 Tech: Judd  
 Count: Axle Hits / 2

Avimor Drive east of SH-55 VOL  
 Date Start: 15-Sep-15  
 Date End: 17-Sep-15  
 Avimor Drive east of SH-55  
 Ada County, Idaho

Start Time	15-Sep-15 Tue	EB	WB	Total
12:00 PM		5	9	14
12:15		14	6	20
12:30		8	10	18
12:45		14	6	20
01:00		8	6	14
01:15		8	12	20
01:30		12	9	21
01:45		14	11	25
02:00		8	12	20
02:15		4	10	14
02:30		8	9	17
02:45		14	8	22
03:00		12	12	24
03:15		8	15	23
03:30		14	8	22
03:45		11	5	16
04:00		14	14	28
04:15		14	7	21
04:30		13	6	19
04:45		16	10	26
05:00		22	14	36
05:15		10	16	26
05:30		14	14	28
05:45		12	18	30
06:00		8	3	11
06:15		9	11	20
06:30		11	12	23
06:45		4	3	7
07:00		5	5	10
07:15		5	2	7
07:30		9	4	13
07:45		7	0	7
08:00		7	4	11
08:15		5	2	7
08:30		9	7	16
08:45		3	3	6
09:00		6	0	6
09:15		4	1	5
09:30		3	1	4
09:45		4	1	5
10:00		1	0	1
10:15		2	0	2
10:30		1	0	1
10:45		1	1	2
11:00		3	0	3
11:15		4	0	4
11:30		1	2	3
11:45		0	0	0
<b>Total</b>		<b>389</b>	<b>309</b>	<b>698</b>
<b>Percent</b>		<b>55.7%</b>	<b>44.3%</b>	
<b>Peak</b>	-	<b>16:15</b>	<b>17:00</b>	<b>17:00</b>
<b>Vol.</b>	-	<b>65</b>	<b>62</b>	<b>120</b>
<b>P.H.F.</b>		<b>0.739</b>	<b>0.861</b>	<b>0.833</b>

## L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0053  
 Type: Volume / Direction  
 Tech: Judd  
 Count: Axle Hits / 2

Avimor Drive east of SH-55 VOL  
 Date Start: 15-Sep-15  
 Date End: 17-Sep-15  
 Avimor Drive east of SH-55  
 Ada County, Idaho

Start Time	16-Sep-15 Wed	EB	WB	Total
12:00 AM		1	0	1
12:15		0	0	0
12:30		1	0	1
12:45		0	0	0
01:00		1	0	1
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		0	1	1
04:30		0	1	1
04:45		0	0	0
05:00		1	0	1
05:15		0	0	0
05:30		0	1	1
05:45		0	4	4
06:00		1	7	8
06:15		1	10	11
06:30		6	5	11
06:45		9	10	19
07:00		10	14	24
07:15		10	11	21
07:30		8	15	23
07:45		6	10	16
08:00		11	14	25
08:15		18	9	27
08:30		14	20	34
08:45		12	18	30
09:00		10	9	19
09:15		11	10	21
09:30		11	18	29
09:45		1	6	7
10:00		6	12	18
10:15		8	10	18
10:30		6	12	18
10:45		1	4	5
11:00		9	6	15
11:15		11	10	21
11:30		7	16	23
11:45		10	14	24
<b>Total</b>		<b>201</b>	<b>277</b>	<b>478</b>
<b>Percent</b>		<b>42.1%</b>	<b>57.9%</b>	
<b>Peak</b>	-	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>Vol.</b>	-	<b>55</b>	<b>61</b>	<b>116</b>
<b>P.H.F.</b>		<b>0.764</b>	<b>0.763</b>	<b>0.853</b>

## L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Avimor Drive east of SH-55 VOL

Date Start: 15-Sep-15

Date End: 17-Sep-15

Avimor Drive east of SH-55

Ada County, Idaho

Study: KITT0053  
 Type: Volume / Direction  
 Tech: Judd  
 Count: Axle Hits / 2

Start Time	16-Sep-15 Wed	EB	WB	Total
12:00 PM		8	5	13
12:15		15	12	27
12:30		12	16	28
12:45		14	12	26
01:00		12	8	20
01:15		10	14	24
01:30		16	8	24
01:45		8	6	14
02:00		10	10	20
02:15		5	12	17
02:30		6	10	16
02:45		10	6	16
03:00		13	8	21
03:15		12	16	28
03:30		8	6	14
03:45		11	8	19
04:00		14	14	28
04:15		13	12	25
04:30		8	8	16
04:45		9	12	21
05:00		10	12	22
05:15		15	8	23
05:30		16	6	22
05:45		18	9	27
06:00		9	5	14
06:15		9	11	20
06:30		5	9	14
06:45		5	6	11
07:00		10	3	13
07:15		3	3	6
07:30		7	5	12
07:45		9	4	13
08:00		6	4	10
08:15		6	10	16
08:30		7	1	8
08:45		6	1	7
09:00		3	1	4
09:15		5	2	7
09:30		2	0	2
09:45		2	0	2
10:00		5	0	5
10:15		1	1	2
10:30		0	0	0
10:45		0	0	0
11:00		1	1	2
11:15		1	0	1
11:30		1	0	1
11:45		0	0	0
<b>Total</b>		<b>376</b>	<b>305</b>	<b>681</b>
<b>Percent</b>		<b>55.2%</b>	<b>44.8%</b>	
<b>Peak</b>	-	<b>17:00</b>	<b>12:30</b>	<b>12:15</b>
<b>Vol.</b>	-	<b>59</b>	<b>50</b>	<b>101</b>
<b>P.H.F.</b>		<b>0.819</b>	<b>0.781</b>	<b>0.902</b>

## L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: KITT0053  
 Type: Volume / Direction  
 Tech: Judd  
 Count: Axle Hits / 2

Avimor Drive east of SH-55 VOL  
 Date Start: 15-Sep-15  
 Date End: 17-Sep-15  
 Avimor Drive east of SH-55  
 Ada County, Idaho

Start Time	17-Sep-15 Thu	EB	WB	Total
12:00 AM		1	1	2
12:15		1	0	1
12:30		3	0	3
12:45		0	0	0
01:00		0	0	0
01:15		1	1	2
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	1	1
03:15		0	0	0
03:30		0	0	0
03:45		0	1	1
04:00		0	0	0
04:15		1	0	1
04:30		0	0	0
04:45		0	1	1
05:00		0	1	1
05:15		2	1	3
05:30		0	0	0
05:45		0	4	4
06:00		2	4	6
06:15		1	8	9
06:30		2	5	7
06:45		4	13	17
07:00		13	18	31
07:15		12	19	31
07:30		7	12	19
07:45		10	16	26
08:00		9	16	25
08:15		9	11	20
08:30		5	13	18
08:45		12	10	22
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
<b>Total</b>		95	156	251
<b>Percent</b>		37.8%	62.2%	
<b>Peak</b>	-	07:00	07:00	07:00
<b>Vol.</b>	-	42	65	107
<b>P.H.F.</b>		0.808	0.855	0.863
<b>Grand Total</b>		1205	1263	2468
<b>Percent</b>		48.8%	51.2%	

Counter #10 - Dry Creek  
Automatic traffic recorder

- Average Daily Traffic
- [Published reports](#)
- [Combine Sites](#)
- [Your Cart](#)

YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	24-hr Avg.
1990	2496	2624	3066	3634	4690	5240	6207	5783	5000	4251	3321	2507		4077
1991	2297	3348	3162	3577	4610	5471	6619	6421	5380	5050	3547	3267		4403
1992	3031	3646	4010	4387	5993	6101	7002	6944	5513	5533	3952	3067		4951
1993	2982	3517	3519	4273	5980	6223	7859	7414	6467	6011	4503	3948		5237
1994	3829	3578	4123	4864	5671	6777	8655	7554	6794	6386	4194	3872		5539
1995	3778	4423	4261	4877	6195	7123	8691	7872	6407	6226	4742	3822		5701
1996	3439	4303	4426	4875	6039	7145	8813	8317	6742	6142	4629	3578		5704
1997	2639	4375	4173											
1998	3847	4387	4449	5069	6114	7371	9192	8741	7393	6471	5280	4323		6053
1999	4188	4124	4600	5175	6470	7609	9439	8705	7427	6684	5397	4444		6189
2000	4049	4745	4867	5558	6421	8093	9626	8770	7312	6569	5035	4520		6297
2001	4287	4620	4986	5518	7413	8320	9668	9184	7346	6919	5660	4506		6536
2002	4437	4901	4877	5531	7317	8579	10027	9734	7816	7129	5780	5079		6767
2003	4794	5263	5225	5685	7526	8941	10327	9864	7962	7529	5766	5141		7002
2004	4407	5113	5574	6359	7718	9105	10729	9403	8523	7671	6122	5558		7190
2005	5252	5870	6004	6407	7884	9076	11052	10093	8337	7600	6238	5464		7440
2006	5178	5720	5728	6227	7604	9225	11022	10048	8648	8045	6555	5802		7484
2007	5666	5950	6297	6790	8403	9671	10910	10052	8179	7847	6636	5743		7679
2008	4998	5403	5519	5934	7079	8105		9580	7588	6826	5709	4821		
2009	4893	5469	5101	5717	7453	8412	10434	9389	7850	6598	5484	4826		6802
2010	4854	5147	5194	5564	6666	8209	10447	9430	7507	6754	4980	4623		6615
2011	4715	4936	4857	5091	6409	7981	9933	9138	7670	6701	5284	5200		6493
2012	5005	5379	5158	5767	6975	8633	10421	8907	7839	6886	5599	5359		6827
2013	4814	5521	5838	6161	7771	9303	11024	10181	7871	7472	6007	5413		7281
2014	5831	5621	6101	6617	8223	9799	10898	9714	8103	7708	5989	5922		7544
2015	6090	6797	7069	7454	9137	10914	12116	11105	9683					

This Data is also available in the following forms: [Comma Delimited](#), [Tab Delimited](#) and [Space Delimited](#).  
Right-Click and 'Save Target As' to download a copy.  
For a graph of June average daily traffic from year to year -- [click here](#).

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**Appendix B: LOS Worksheets**

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelsohn & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2015		
Analysis Time Period	AM Peak Hour - Sept						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	<b>Northbound</b>			<b>Southbound</b>			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		145	35	1	175		
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.84	0.84	1.00	
Hourly Flow Rate, HFR (veh/h)	0	174	42	1	208	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	1	1	0	
Configuration		T	R	L	T		
Upstream Signal		0			0		
<b>Minor Street</b>	<b>Eastbound</b>			<b>Westbound</b>			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				50		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	1	
Percent Heavy Vehicles	0	0	0	1	0	1	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
<b>Delay, Queue Length, and Level of Service</b>							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (veh/h)		1	62		1		
C (m) (veh/h)		1348	621		872		
v/c		0.00	0.10		0.00		
95% queue length		0.00	0.33		0.00		
Control Delay (s/veh)		7.7	11.4		9.1		
LOS		A	B		A		
Approach Delay (s/veh)	--	--	11.4				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JFR			Intersection	SH 55/Avimor Drive			
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction				
Date Performed	11/12/2015			Analysis Year	2015			
Analysis Time Period	PM Peak Hour - Sept							
Project Description Avimor TIS Update								
East/West Street: Avimor Drive				North/South Street: SH 55				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	<b>Northbound</b>			<b>Southbound</b>				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		270	55	2	215			
Peak-Hour Factor, PHF	1.00	0.87	0.87	0.83	0.83	1.00		
Hourly Flow Rate, HFR (veh/h)	0	310	63	2	259	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	<b>Eastbound</b>			<b>Westbound</b>				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				45		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.75	1.00	0.75		
Hourly Flow Rate, HFR (veh/h)	0	0	0	60	0	1		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
<b>Delay, Queue Length, and Level of Service</b>								
<b>Approach</b>	<b>Northbound</b>	<b>Southbound</b>	<b>Westbound</b>			<b>Eastbound</b>		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		2	60		1			
C (m) (veh/h)		1180	482		732			
v/c		0.00	0.12		0.00			
95% queue length		0.01	0.42		0.00			
Control Delay (s/veh)		8.1	13.5		9.9			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	13.5					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JFR			Intersection	SH 55/Avimor Drive			
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction				
Date Performed	11/12/2015			Analysis Year	2015			
Analysis Time Period	FRIDAY PM Peak Hour - Sept							
Project Description Avimor TIS Update								
East/West Street: Avimor Drive				North/South Street: SH 55				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		685	50	1	280			
Peak-Hour Factor, PHF	1.00	0.97	0.77	0.92	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	706	64	1	304	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				40		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.81	1.00	0.81		
Hourly Flow Rate, HFR (veh/h)	0	0	0	49	0	1		
Percent Heavy Vehicles	0	0	0	3	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		1	49		1			
C (m) (veh/h)		840	264		438			
v/c		0.00	0.19		0.00			
95% queue length		0.00	0.67		0.01			
Control Delay (s/veh)		9.3	21.7		13.2			
LOS		A	C		B			
Approach Delay (s/veh)	--	--	21.5					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JFR			Intersection	SH 55/Avimor Drive			
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction				
Date Performed	11/12/2015			Analysis Year	2015			
Analysis Time Period	AM Peak Hour - Summer							
Project Description Avimor TIS Update								
East/West Street: Avimor Drive				North/South Street: SH 55				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	<b>Northbound</b>			<b>Southbound</b>				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		180	35	1	220			
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.84	0.84	1.00		
Hourly Flow Rate, HFR (veh/h)	0	216	42	1	261	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	<b>Eastbound</b>			<b>Westbound</b>				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				50		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	1		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
<b>Delay, Queue Length, and Level of Service</b>								
<b>Approach</b>	<b>Northbound</b>	<b>Southbound</b>	<b>Westbound</b>			<b>Eastbound</b>		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		1	62		1			
C (m) (veh/h)		1301	547		826			
v/c		0.00	0.11		0.00			
95% queue length		0.00	0.38		0.00			
Control Delay (s/veh)		7.8	12.4		9.4			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	12.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2015		
Analysis Time Period	PM Peak Hour - Summer						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	<b>Northbound</b>			<b>Southbound</b>			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		335	55	2	270		
Peak-Hour Factor, PHF	1.00	0.87	0.87	0.83	0.83	1.00	
Hourly Flow Rate, HFR (veh/h)	0	385	63	2	325	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	1	1	0	
Configuration		T	R	L	T		
Upstream Signal		0			0		
<b>Minor Street</b>	<b>Eastbound</b>			<b>Westbound</b>			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				45		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.75	1.00	0.75	
Hourly Flow Rate, HFR (veh/h)	0	0	0	60	0	1	
Percent Heavy Vehicles	0	0	0	1	0	1	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
<b>Delay, Queue Length, and Level of Service</b>							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (veh/h)		2	60		1		
C (m) (veh/h)		1107	398		665		
v/c		0.00	0.15		0.00		
95% queue length		0.01	0.53		0.00		
Control Delay (s/veh)		8.3	15.6		10.4		
LOS		A	C		B		
Approach Delay (s/veh)	--	--	15.6				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2015		
Analysis Time Period	FRIDAY PM Peak Hour - Summer						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	<b>Northbound</b>			<b>Southbound</b>			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		855	50	1	350		
Peak-Hour Factor, PHF	1.00	0.97	0.77	0.92	0.92	1.00	
Hourly Flow Rate, HFR (veh/h)	0	881	64	1	380	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	1	1		0
Configuration		T	R	L	T		
Upstream Signal		0			0		
<b>Minor Street</b>	<b>Eastbound</b>			<b>Westbound</b>			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				40		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.81	1.00	0.81	
Hourly Flow Rate, HFR (veh/h)	0	0	0	49	0	1	
Percent Heavy Vehicles	0	0	0	3	0	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
<b>Delay, Queue Length, and Level of Service</b>							
<b>Approach</b>	<b>Northbound</b>	<b>Southbound</b>	<b>Westbound</b>			<b>Eastbound</b>	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (veh/h)		1	49		1		
C (m) (veh/h)		722	186		347		
v/c		0.00	0.26		0.00		
95% queue length		0.00	1.01		0.01		
Control Delay (s/veh)		10.0	31.1		15.4		
LOS		A	D		C		
Approach Delay (s/veh)	--	--	30.8				
Approach LOS	--	--	D				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JFR			Intersection	SH 55/Avimor Drive			
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction				
Date Performed	11/12/2015			Analysis Year	2020			
Analysis Time Period								
Project Description Avimor TIS Update								
East/West Street: Avimor Drive				North/South Street: SH 55				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		205	35	1	250			
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.84	0.84	1.00		
Hourly Flow Rate, HFR (veh/h)	0	246	42	1	297	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				50		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	62	0	1		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		1	62		1			
C (m) (veh/h)		1268	501		795			
v/c		0.00	0.12		0.00			
95% queue length		0.00	0.42		0.00			
Control Delay (s/veh)		7.8	13.2		9.5			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	13.1					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2020		
Analysis Time Period	PM Peak Hour - Summer BKGD						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		380	55	2	305		
Peak-Hour Factor, PHF	1.00	0.87	0.87	0.83	0.83	1.00	
Hourly Flow Rate, HFR (veh/h)	0	436	63	2	367	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	1	1		0
Configuration		T	R	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				45		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.75	1.00	0.75	
Hourly Flow Rate, HFR (veh/h)	0	0	0	60	0	1	
Percent Heavy Vehicles	0	0	0	1	0	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (veh/h)		2	60		1		
C (m) (veh/h)		1060	351		622		
v/c		0.00	0.17		0.00		
95% queue length		0.01	0.61		0.00		
Control Delay (s/veh)		8.4	17.4		10.8		
LOS		A	C		B		
Approach Delay (s/veh)	--	--	17.3				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	JFR				Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelson & Associates, Inc				Jurisdiction			
Date Performed	11/12/2015				Analysis Year	2020		
Analysis Time Period	FRI PM Peak Hour - Summer BKGD							
Project Description Avimor TIS Update								
East/West Street: Avimor Drive					North/South Street: SH 55			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		975	50	1	400			
Peak-Hour Factor, PHF	1.00	0.97	0.77	0.92	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	1005	64	1	434	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				40		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.81	1.00	0.81		
Hourly Flow Rate, HFR (veh/h)	0	0	0	49	0	1		
Percent Heavy Vehicles	0	0	0	3	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
<b>Delay, Queue Length, and Level of Service</b>								
<b>Approach</b>	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		1	49		1			
C (m) (veh/h)		648	145		294			
v/c		0.00	0.34		0.00			
95% queue length		0.00	1.37		0.01			
Control Delay (s/veh)		10.6	42.0		17.3			
LOS		B	E		C			
Approach Delay (s/veh)	--	--	41.5					
Approach LOS	--	--	E					

Queues

3: SH 55 & Avimor Drive

12/3/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	406	28	228	311	28	339
v/c Ratio	0.77	0.06	0.23	0.31	0.05	0.34
Control Delay	30.8	6.3	9.1	2.3	8.7	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	6.3	9.1	2.3	8.7	10.1
Queue Length 50th (ft)	145	0	41	0	4	65
Queue Length 95th (ft)	234	15	99	37	19	150
Internal Link Dist (ft)	358		660			315
Turn Bay Length (ft)						
Base Capacity (vph)	1160	1047	1008	992	557	1008
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.03	0.23	0.31	0.05	0.34

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: SH 55 & Avimor Drive

12/3/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑	↗	↙	↑
Volume (vph)	365	25	205	280	25	305
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1693	1515	1782	1515	1524	1782
Flt Permitted	0.95	1.00	1.00	1.00	0.61	1.00
Satd. Flow (perm)	1693	1515	1782	1515	985	1782
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	406	28	228	311	28	339
RTOR Reduction (vph)	0	19	0	135	0	0
Lane Group Flow (vph)	406	9	228	176	28	339
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Parking (#/hr)					0	
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	20.6	20.6	37.4	37.4	37.4	37.4
Effective Green, g (s)	20.6	20.6	37.4	37.4	37.4	37.4
Actuated g/C Ratio	0.31	0.31	0.57	0.57	0.57	0.57
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	528	472	1009	858	558	1009
v/s Ratio Prot	c0.24		0.13			c0.19
v/s Ratio Perm		0.01		0.12	0.03	
v/c Ratio	0.77	0.02	0.23	0.21	0.05	0.34
Uniform Delay, d1	20.5	15.7	7.1	7.0	6.4	7.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.7	0.0	0.5	0.5	0.2	0.9
Delay (s)	27.2	15.7	7.6	7.6	6.5	8.6
Level of Service	C	B	A	A	A	A
Approach Delay (s)	26.5		7.6			8.4
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: SH 55 & Avimor Drive

12/3/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	400	44	517	456	39	378
v/c Ratio	0.81	0.09	0.48	0.41	0.09	0.35
Control Delay	40.5	6.8	12.1	2.3	9.5	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	6.8	12.1	2.3	9.5	10.5
Queue Length 50th (ft)	193	0	134	0	8	88
Queue Length 95th (ft)	294	21	281	43	28	190
Internal Link Dist (ft)	358		660			315
Turn Bay Length (ft)						
Base Capacity (vph)	829	764	1088	1103	422	1088
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.06	0.48	0.41	0.09	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: SH 55 & Avimor Drive

12/3/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↶	↷	↶	↶
Volume (vph)	360	40	465	410	35	340
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1693	1515	1782	1515	1693	1782
Flt Permitted	0.95	1.00	1.00	1.00	0.39	1.00
Satd. Flow (perm)	1693	1515	1782	1515	692	1782
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	400	44	517	456	39	378
RTOR Reduction (vph)	0	31	0	177	0	0
Lane Group Flow (vph)	400	13	517	279	39	378
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	24.7	24.7	51.4	51.4	51.4	51.4
Effective Green, g (s)	24.7	24.7	51.4	51.4	51.4	51.4
Actuated g/C Ratio	0.29	0.29	0.61	0.61	0.61	0.61
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	497	444	1089	925	422	1089
v/s Ratio Prot	c0.24		c0.29			0.21
v/s Ratio Perm		0.01		0.18	0.06	
v/c Ratio	0.80	0.03	0.47	0.30	0.09	0.35
Uniform Delay, d1	27.5	21.2	9.0	7.8	6.7	8.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	0.0	1.5	0.8	0.4	0.9
Delay (s)	36.7	21.2	10.4	8.6	7.2	8.9
Level of Service	D	C	B	A	A	A
Approach Delay (s)	35.1		9.6			8.8
Approach LOS	D		A			A

Intersection Summary

HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: SH 55 & Avimor Drive

12/3/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	394	44	1178	450	39	483
v/c Ratio	0.92	0.11	0.98	0.39	0.71	0.40
Control Delay	73.6	10.7	41.7	3.0	80.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	10.7	41.7	3.0	80.0	10.3
Queue Length 50th (ft)	318	0	911	27	19	170
Queue Length 95th (ft)	#492	30	#1291	67	#54	236
Internal Link Dist (ft)	358		660			315
Turn Bay Length (ft)						
Base Capacity (vph)	465	448	1206	1146	55	1217
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.10	0.98	0.39	0.71	0.40

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 3: SH 55 & Avimor Drive

12/3/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↖	↗	↑
Volume (vph)	355	40	1060	405	35	435
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1693	1515	1765	1515	1676	1782
Flt Permitted	0.95	1.00	1.00	1.00	0.05	1.00
Satd. Flow (perm)	1693	1515	1765	1515	81	1782
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	394	44	1178	450	39	483
RTOR Reduction (vph)	0	33	0	112	0	0
Lane Group Flow (vph)	394	11	1178	338	39	483
Heavy Vehicles (%)	1%	1%	2%	1%	2%	1%
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	32.4	32.4	87.1	87.1	87.1	87.1
Effective Green, g (s)	32.4	32.4	87.1	87.1	87.1	87.1
Actuated g/C Ratio	0.25	0.25	0.68	0.68	0.68	0.68
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	430	384	1205	1034	55	1217
v/s Ratio Prot	c0.23		c0.67			0.27
v/s Ratio Perm		0.01		0.22	0.48	
v/c Ratio	0.92	0.03	0.98	0.33	0.71	0.40
Uniform Delay, d1	46.2	35.7	19.3	8.2	12.4	8.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.0	0.0	21.1	0.8	55.9	1.0
Delay (s)	70.2	35.8	40.4	9.1	68.3	9.8
Level of Service	E	D	D	A	E	A
Approach Delay (s)	66.7		31.7			14.1
Approach LOS	E		C			B

Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	127.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JFR			Intersection	SH 55/North Access		
Agency/Co.	Kittelsohn & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2020		
Analysis Time Period	AM Peak Hour - Summer TOTA						
Project Description Avimor TIS Update							
East/West Street: North Access				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		210	20	1	255		
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00	
Hourly Flow Rate, HFR (veh/h)	0	233	22	1	283	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				75		2	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	83	0	2	
Percent Heavy Vehicles	0	0	0	1	0	1	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT	L		R		
v (veh/h)		1	83		2		
C (m) (veh/h)		1322	520		809		
v/c		0.00	0.16		0.00		
95% queue length		0.00	0.56		0.01		
Control Delay (s/veh)		7.7	13.2		9.5		
LOS		A	B		A		
Approach Delay (s/veh)	--	--	13.1				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	JFR			Intersection	SH 55/North Access			
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction				
Date Performed	11/12/2015			Analysis Year	2020			
Analysis Time Period	PM Peak Hour - Summer TOTA							
Project Description Avimor TIS Update								
East/West Street: North Access				North/South Street: SH 55				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		385	120	1	315			
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00		
Hourly Flow Rate, HFR (veh/h)	0	427	133	1	350	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	0	1	0		
Configuration		T	R	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				60		2		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	66	0	2		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		1	66		2			
C (m) (veh/h)		1016	366		630			
v/c		0.00	0.18		0.00			
95% queue length		0.00	0.65		0.01			
Control Delay (s/veh)		8.5	17.0		10.7			
LOS		A	C		B			
Approach Delay (s/veh)	--	--	16.8					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JFR			Intersection	SH 55/North Access		
Agency/Co.	Kittelsohn & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2020		
Analysis Time Period	FRI PM Peak Hour - Summer TOTA						
Project Description Avimor TIS Update							
East/West Street: North Access				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0 25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		980	120	1	410		
Peak-Hour Factor, PHF	1.00	0.97	0.90	0.90	0.92	1.00	
Hourly Flow Rate, HFR (veh/h)	0	1010	133	1	445	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	0	1	0	
Configuration		T	R	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				60		2	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.90	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	66	0	2	
Percent Heavy Vehicles	0	0	0	3	0	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT	L		R		
v (veh/h)		1	66		2		
C (m) (veh/h)		608	142		292		
v/c		0.00	0.46		0.01		
95% queue length		0.00	2.13		0.02		
Control Delay (s/veh)		10.9	50.7		17.4		
LOS		B	F		C		
Approach Delay (s/veh)	--	--	49.7				
Approach LOS	--	--	E				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelson & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2015		
Analysis Time Period	AM Pk Hr - Summer Max WB Trips						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		180	35	1	220		
Peak-Hour Factor, PHF	1.00	0.83	0.83	0.84	0.84	1.00	
Hourly Flow Rate, HFR (veh/h)	0	216	42	1	261	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	1	1	1	0	
Configuration		T	R	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				350		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.90	
Hourly Flow Rate, HFR (veh/h)	0	0	0	437	0	1	
Percent Heavy Vehicles	0	0	0	1	0	1	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (veh/h)		1	437		1		
C (m) (veh/h)		1301	547		826		
v/c		0.00	0.80		0.00		
95% queue length		0.00	7.66		0.00		
Control Delay (s/veh)		7.8	32.8		9.4		
LOS		A	D		A		
Approach Delay (s/veh)	--	--	32.7				
Approach LOS	--	--	D				

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	JFR		Intersection	SH 55/Avimor Drive				
Agency/Co.	Kittelson & Associates, Inc		Jurisdiction					
Date Performed	11/12/2015		Analysis Year	2015				
Analysis Time Period	PM Pk Hr - Summer Max WB Trips							
Project Description Avimor TIS Update								
East/West Street: Avimor Drive			North/South Street: SH 55					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		335	55	2	270			
Peak-Hour Factor, PHF	1.00	0.87	0.87	0.83	0.83	1.00		
Hourly Flow Rate, HFR (veh/h)	0	385	63	2	325	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				240		1		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.75	1.00	0.75		
Hourly Flow Rate, HFR (veh/h)	0	0	0	320	0	1		
Percent Heavy Vehicles	0	0	0	1	0	1		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		2	320		1			
C (m) (veh/h)		1107	398		665			
v/c		0.00	0.80		0.00			
95% queue length		0.01	7.12		0.00			
Control Delay (s/veh)		8.3	42.2		10.4			
LOS		A	E		B			
Approach Delay (s/veh)	--	--	42.1					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JFR			Intersection	SH 55/Avimor Drive		
Agency/Co.	Kittelsohn & Associates, Inc			Jurisdiction			
Date Performed	11/12/2015			Analysis Year	2015		
Analysis Time Period	FR PM Pk Hr - Sum Max WB Trips						
Project Description Avimor TIS Update							
East/West Street: Avimor Drive				North/South Street: SH 55			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		855	50	1	350		
Peak-Hour Factor, PHF	1.00	0.97	0.77	0.92	0.92	1.00	
Hourly Flow Rate, HFR (veh/h)	0	881	64	1	380	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	1	1	1		0
Configuration		T	R	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				120		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.81	1.00	0.81	
Hourly Flow Rate, HFR (veh/h)	0	0	0	148	0	1	
Percent Heavy Vehicles	0	0	0	3	0	1	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (veh/h)		1	148		1		
C (m) (veh/h)		722	186		347		
v/c		0.00	0.80		0.00		
95% queue length		0.00	5.44		0.01		
Control Delay (s/veh)		10.0	73.5		15.4		
LOS		A	F		C		
Approach Delay (s/veh)	--	--	73.1				
Approach LOS	--	--	F				

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**Appendix C: Internal Trip Estimates**

EXHIBIT 9  
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Project # 201504172-2

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Avimor	Organization:	Kittelson & Associates, Inc
Project Location:	Ada County	Performed By:	
Scenario Description:	Buildout	Date:	10/27/2015
Analysis Year:	2020	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				55	50	5
Retail				155	85	70
Restaurant				55	30	25
Cinema/Entertainment				0		
Residential				615	165	450
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				880	330	550

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	2		9	0	3	0
Restaurant	7	4		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	5	6	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	880	330	550
Internal Capture Percentage	10%	13%	8%
External Vehicle-Trips <sup>5</sup>	794	287	507
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	22%	80%
Retail	12%	20%
Restaurant	60%	48%
Cinema/Entertainment	N/A	N/A
Residential	2%	3%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	Avimor
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	50	50	1.00	5	5
Retail	1.00	85	85	1.00	70	70
Restaurant	1.00	30	30	1.00	25	25
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	165	165	1.00	450	450
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	20		9	0	10	0
Restaurant	8	4		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	9	5	90	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		27	7	0	0	0
Retail	2		15	0	3	0
Restaurant	7	7		0	8	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	14	6	0		0
Hotel	2	3	2	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	11	39	50	39	0	0
Retail	10	75	85	75	0	0
Restaurant	18	12	30	12	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	161	165	161	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	4	1	5	1	0	0
Retail	14	56	70	56	0	0
Restaurant	12	13	25	13	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	437	450	437	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Avimor	Organization:	Kittelson & Associates, Inc
Project Location:	Ada County, ID	Performed By:	
Scenario Description:	Buildout	Date:	9/17/2015
Analysis Year:	2020	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>2</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				50	10	40
Retail				300	140	160
Restaurant				50	30	20
Cinema/Entertainment				0		
Residential				820	515	305
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				1,220	695	525

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses <sup>2</sup>	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500	500		2000	
Retail					2000	
Restaurant					2000	
Cinema/Entertainment						
Residential		1225	1125			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	1	0	1	0
Retail	3		9	0	26	0
Restaurant	1	8		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	10	3	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,220	695	525
Internal Capture Percentage	12%	11%	14%
External Vehicle-Trips <sup>3</sup>	1,068	619	449
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>5</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	90%	23%
Retail	18%	24%
Restaurant	43%	55%
Cinema/Entertainment	N/A	N/A
Residential	6%	6%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Avimor
Analysis Period:	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ	Vehicle-Trips	Person-Trips*	Veh. Occ	Vehicle-Trips	Person-Trips*
Office	1.00	10	10	1.00	40	40
Retail	1.00	140	140	1.00	160	160
Restaurant	1.00	30	30	1.00	20	20
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	515	515	1.00	305	305
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		7	1	0	1	0
Retail	3		46	6	26	8
Restaurant	1	8		2	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	12	89	46	0		9
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	1	0	21	0
Retail	3		9	0	237	0
Restaurant	3	70		0	82	0
Cinema/Entertainment	1	6	1		21	0
Residential	6	10	3	0		0
Hotel	0	3	2	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	9	1	10	1	0	0
Retail	25	115	140	115	0	0
Restaurant	13	17	30	17	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	29	486	515	486	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	9	31	40	31	0	0
Retail	38	122	160	122	0	0
Restaurant	11	9	20	9	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	287	305	287	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

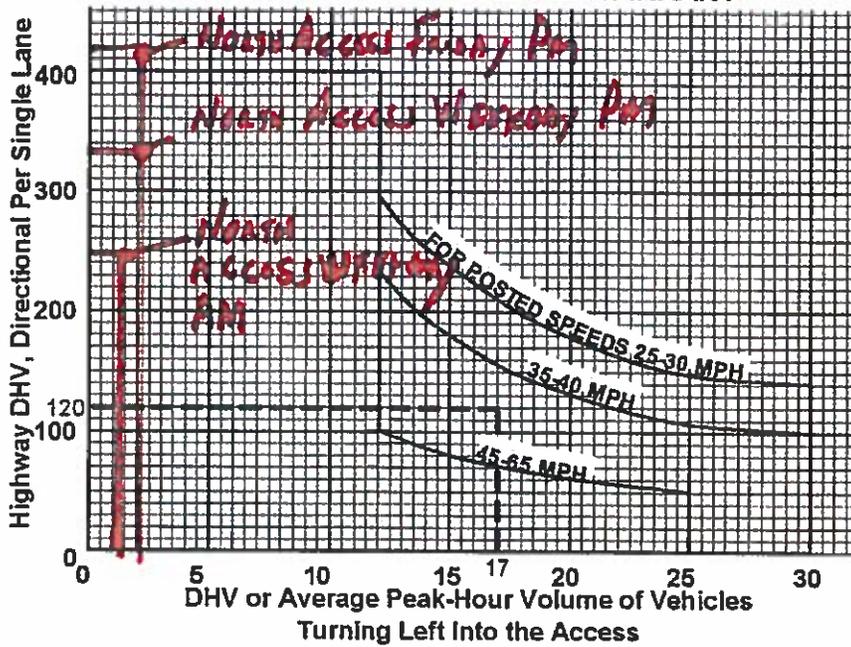
\*Indicates computation that has been rounded to the nearest whole number.

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**Appendix D: Turn Lane Warrants and Signal Warrant Evaluations**

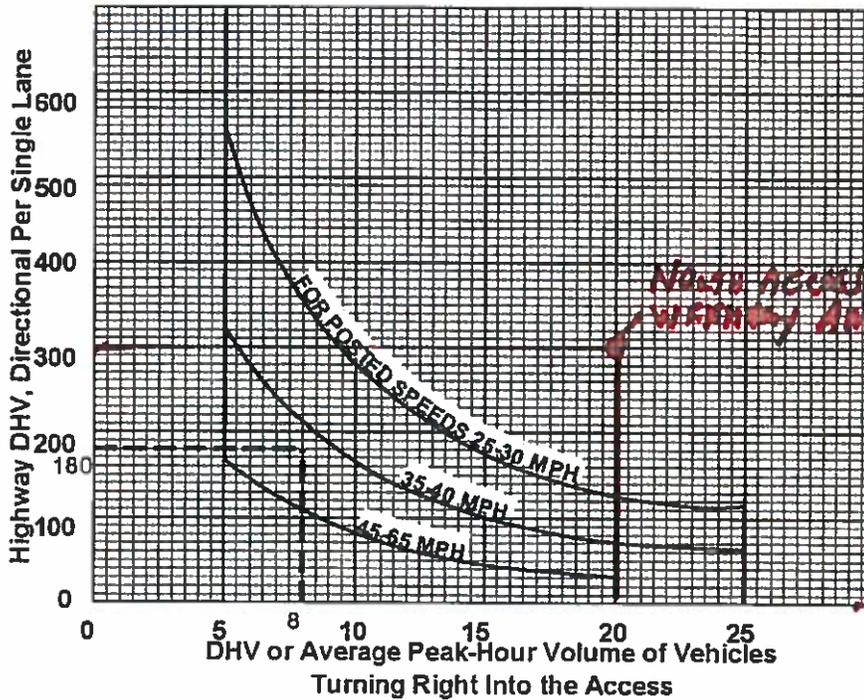
# NORTH ACCESS TUN LANE WARRANTS 2020 TOTAL TRAFFIC

## RURAL LEFT-TURN LANE WARRANT



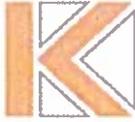
NOT WARRANTED

## RURAL RIGHT-TURN LANE WARRANT



WARRANTED

Source: ITD Highway Design Manual, Section 451.



**KITTELSON & ASSOCIATES, INC.**  
 610 SW Alder, Suite 700  
 Portland, Oregon 97205  
 (503) 228-5230  
 Fax: (503) 273-8169

**Project #:** 19151  
**Project Name:** Avimor TIS Update  
**Analyst:** JFR  
**Date:** 12/4/2015  
**File:**

**Intersection:** SH55/Avimor Drive  
**Scenario:** 2015/2016 Volumes - PM Peak Summer

**Analysis Traffic Volumes**

Hour		Major Street		Minor Street	
Begin	End	NB	SB	EB	WB
5:00 PM	6:00 PM	546	220	0	360
2nd	Highest Hour	522	211	0	345
3rd	Highest Hour	499	201	0	329
4th	Highest Hour	476	192	0	314
5th	Highest Hour	452	182	0	298
6th	Highest Hour	429	173	0	283
7th	Highest Hour	405	163	0	267
8th	Highest Hour	382	154	0	252
9th	Highest Hour	349	141	0	230
10th	Highest Hour	300	121	0	198
11th	Highest Hour	246	99	0	162
12th	Highest Hour	235	95	0	155
13th	Highest Hour	213	86	0	140
14th	Highest Hour	196	79	0	130
15th	Highest Hour	196	79	0	130
16th	Highest Hour	191	77	0	126
17th	Highest Hour	109	44	0	72
18th	Highest Hour	60	24	0	40
19th	Highest Hour	55	22	0	36
20th	Highest Hour	22	9	0	14
21st	Highest Hour	16	7	0	11
22nd	Highest Hour	16	7	0	11
23rd	Highest Hour	11	4	0	7
24th	Highest Hour	11	4	0	7

**Warrant Summary**

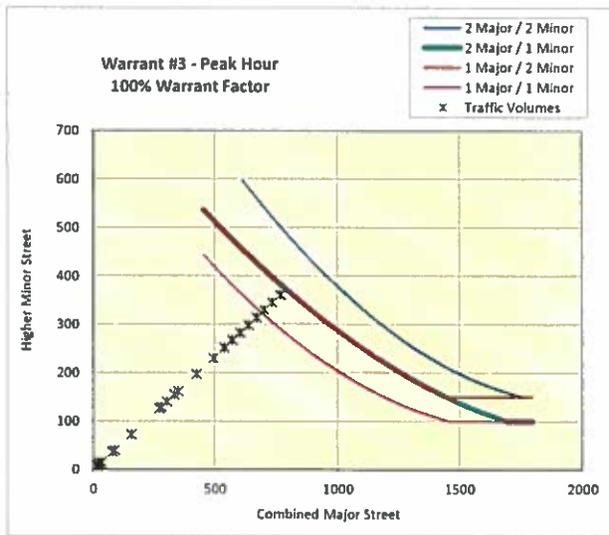
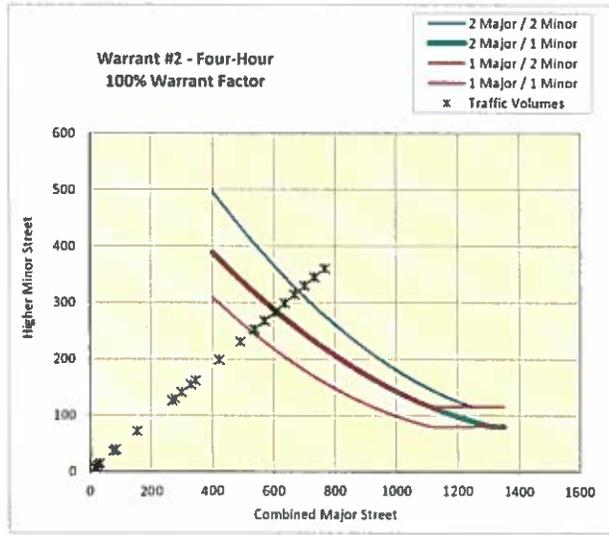
Warrant	Name	Analyzed?	Met?
#1	Eight Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular Volume	Yes	Yes
#3	Peak Hour	Yes	Yes*
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-

**Input Parameters**

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	87%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	87%
Minor Street: 8th-Highest Hour / Peak Hour	70%

**Warrant #1 - Eight Hour**

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	8	Yes	-
	B	750	75	1	No	Yes
80%	A	400	120	10	Yes	Yes
	B	600	60	6	No	-
70%	A	350	105	10	Yes	Yes
	B	525	53	8	Yes	-





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 Portland, Oregon 97205  
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 Fax: (503) 273-8169

**Project #:** 19151  
**Project Name:** Avimor TIS Update  
**Analyst:** JFR  
**Date:** 12/4/2015  
**File:**

**Intersection:** SH55/Avimor Drive  
**Scenario:** 2015/2016 Volumes - PM Peak Summer

**Analysis Traffic Volumes**

Hour	Begin	End	Major Street		Minor Street	
			NB	SB	EB	WB
5:00 PM	6:00 PM		721	275	0	245
2nd	Highest Hour		690	263	0	235
3rd	Highest Hour		659	251	0	224
4th	Highest Hour		628	240	0	214
5th	Highest Hour		597	228	0	203
6th	Highest Hour		566	216	0	193
7th	Highest Hour		535	204	0	182
8th	Highest Hour		505	193	0	172
9th	Highest Hour		461	176	0	157
10th	Highest Hour		396	151	0	135
11th	Highest Hour		324	124	0	110
12th	Highest Hour		310	118	0	105
13th	Highest Hour		281	107	0	96
14th	Highest Hour		259	99	0	88
15th	Highest Hour		259	99	0	88
16th	Highest Hour		252	96	0	86
17th	Highest Hour		144	55	0	49
18th	Highest Hour		79	30	0	27
19th	Highest Hour		72	28	0	25
20th	Highest Hour		29	11	0	10
21st	Highest Hour		22	8	0	7
22nd	Highest Hour		22	8	0	7
23rd	Highest Hour		14	6	0	5
24th	Highest Hour		14	6	0	5

**Warrant Summary**

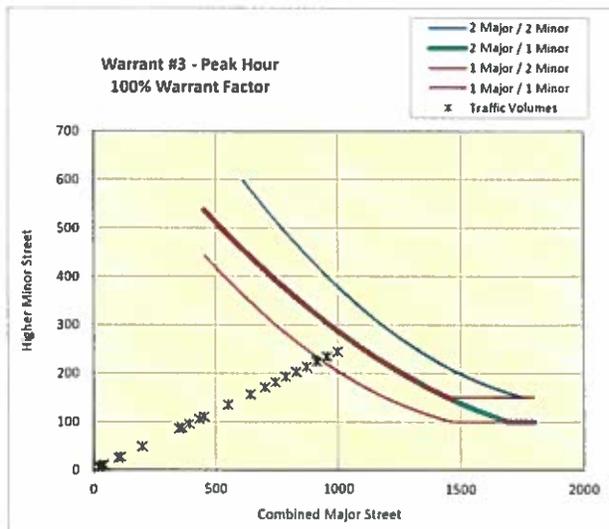
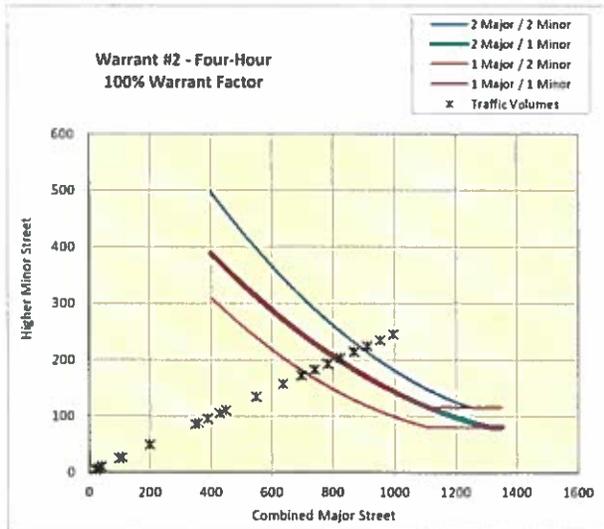
Warrant	Name	Analyzed?	Met?
#1	Eight Hour Vehicular Volume	Yes	Yes
#2	Four Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes*
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-

**Input Parameters**

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	87%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	87%
Minor Street: 8th-Highest Hour / Peak Hour	70%

**Warrant #1 - Eight Hour**

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	9	Yes	
	B	750	75	6	No	Yes
80%	A	400	120	10	Yes	Yes
	B	600	60	9	Yes	
70%	A	350	105	12	Yes	
	B	525	53	10	Yes	Yes





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 Fax: (503) 273-8169

**Project #:** 19151  
**Project Name:** Avimar TIS Update  
**Analyst:** JFR  
**Date:** 12/4/2015  
**File:**  
H:\projects\19151 - Avimar Dr on Signal Volume\2015\Signal Volume Analysis Friday PM Peak Summer.mxd  
**Intersection:** SH55/Avimar Drive  
**Scenario:** 2015/2016 Volumes - Fri PM Peak Summer

**Analysis Traffic Volumes**

Hour	Begin	End	Major Street		Minor Street	
			NB	SB	EB	WB
5:00 PM	6:00 PM		1040	355	0	120
2nd	Highest Hour		996	340	0	115
3rd	Highest Hour		951	325	0	110
4th	Highest Hour		907	309	0	105
5th	Highest Hour		862	294	0	99
6th	Highest Hour		817	279	0	94
7th	Highest Hour		773	264	0	89
8th	Highest Hour		728	249	0	84
9th	Highest Hour		666	227	0	77
10th	Highest Hour		572	195	0	66
11th	Highest Hour		468	160	0	54
12th	Highest Hour		447	153	0	52
13th	Highest Hour		406	138	0	47
14th	Highest Hour		375	128	0	43
15th	Highest Hour		375	128	0	43
16th	Highest Hour		364	124	0	42
17th	Highest Hour		208	71	0	24
18th	Highest Hour		114	39	0	13
19th	Highest Hour		104	36	0	12
20th	Highest Hour		42	14	0	5
21st	Highest Hour		31	11	0	4
22nd	Highest Hour		31	11	0	4
23rd	Highest Hour		21	7	0	2
24th	Highest Hour		21	7	0	2

**Warrant Summary**

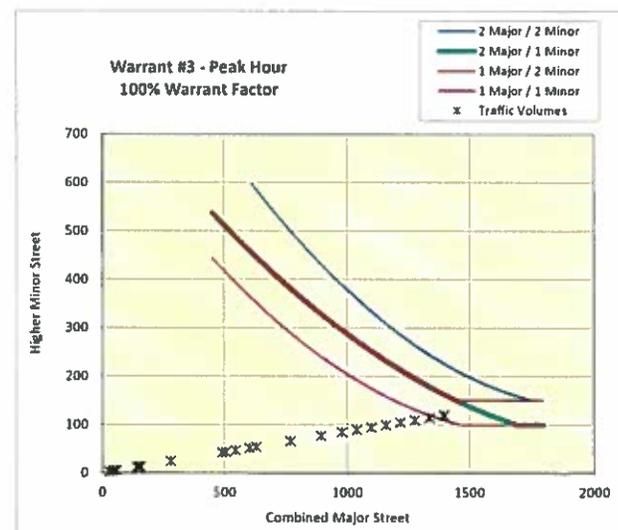
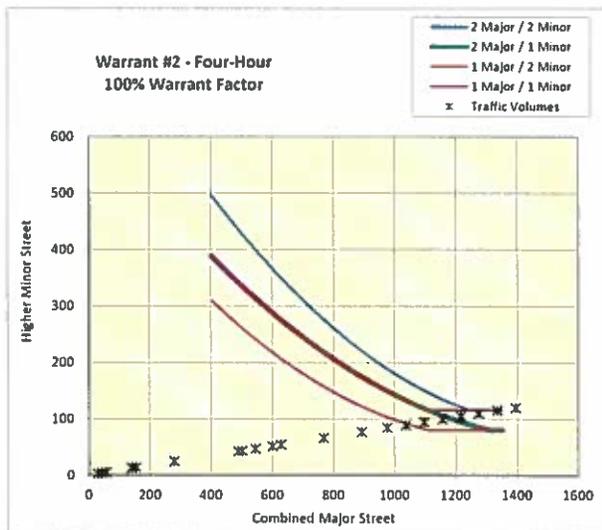
Warrant	Name	Analyzed?	Met?
#1	Eight Hour Vehicular Volume	Yes	Yes
#2	Four Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes*
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-

**Input Parameters**

Volume Adjustment Factor =	1.0
North South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street 4th-Highest Hour / Peak Hour	87%
Major Street 8th-Highest Hour / Peak Hour	70%
Minor Street 4th-Highest Hour / Peak Hour	87%
Minor Street 8th-Highest Hour / Peak Hour	70%

**Warrant #1 - Eight Hour**

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	
	B	750	75	9	Yes	Yes
80%	A	400	120	1	No	
	B	600	60	10	Yes	Yes
70%	A	350	105	4	No	
	B	525	53	11	Yes	Yes





**KITTELSON & ASSOCIATES, INC.**  
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**Project #:** 12094  
**Project Name:** Avimor TIS Update  
**Analyst:** JFR  
**Date:** 12/4/2015  
**File:** \\spg\proj\221111\_Growth Driv. Operations Review\2015\12\04\Warrant Analysis PM Peak\_Traffic Volumes\_Traffic  
**Intersection:** SH55/Avimor Drive - Min to Meet Warrants  
**Scenario:** 2015/2016 Volumes - PM Peak Summer

**Analysis Traffic Volumes**

Hour	Begin	End	Major Street		Minor Street	
			NB	SB	EB	WB
5:00 PM	6:00 PM		525	275	0	85
2nd	Highest Hour		503	263	0	81
3rd	Highest Hour		480	251	0	78
4th	Highest Hour		458	240	0	74
5th	Highest Hour		435	228	0	70
6th	Highest Hour		413	216	0	67
7th	Highest Hour		390	204	0	63
8th	Highest Hour		368	193	0	60
9th	Highest Hour		336	176	0	54
10th	Highest Hour		289	151	0	47
11th	Highest Hour		236	124	0	38
12th	Highest Hour		226	118	0	37
13th	Highest Hour		205	107	0	33
14th	Highest Hour		189	99	0	31
15th	Highest Hour		189	99	0	31
16th	Highest Hour		184	96	0	30
17th	Highest Hour		105	55	0	17
18th	Highest Hour		58	30	0	9
19th	Highest Hour		53	28	0	9
20th	Highest Hour		21	11	0	3
21st	Highest Hour		16	8	0	3
22nd	Highest Hour		16	8	0	3
23rd	Highest Hour		11	6	0	2
24th	Highest Hour		11	6	0	2

**Warrant Summary**

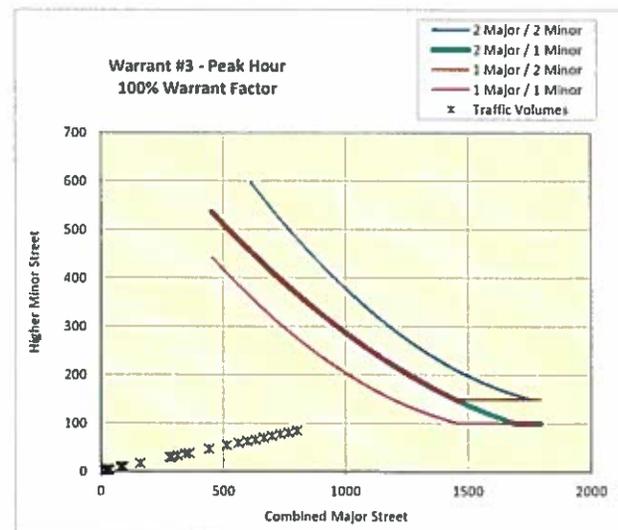
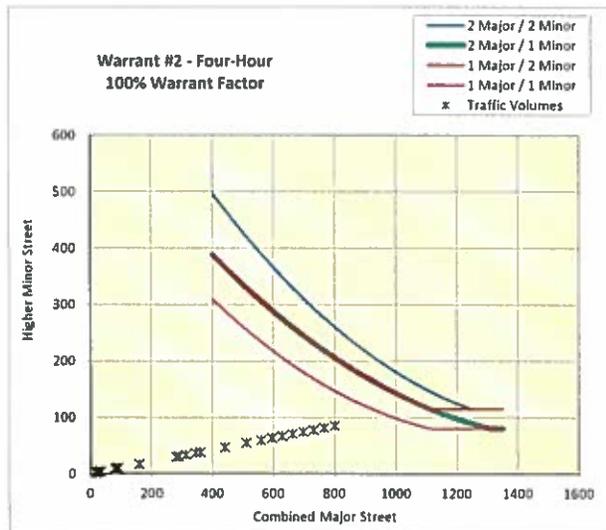
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular Volume	Yes	No
#3	Peak Hour	Yes	Yes*
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-

**Input Parameters**

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	87%
Major Street: 8th-Highest Hour / Peak Hour	70%
Minor Street: 4th-Highest Hour / Peak Hour	87%
Minor Street: 8th-Highest Hour / Peak Hour	70%

**Warrant #1 - Eight Hour**

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	2	No	No
80%	A	400	120	0	No	No
	B	600	60	6	No	No
70%	A	350	105	0	No	Yes
	B	525	53	8	Yes	Yes



---

**Appendix E: Front-on Housing on East-West Collector Evaluation**



# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

## MEMORANDUM

Date: August 13, 2014

Project #: 17902

To: Dan Richter, Avimor Partners, LLC.

From: John Ringert, P.E. and Lauren Nuxoll

Project: Avimor Traffic Evaluation

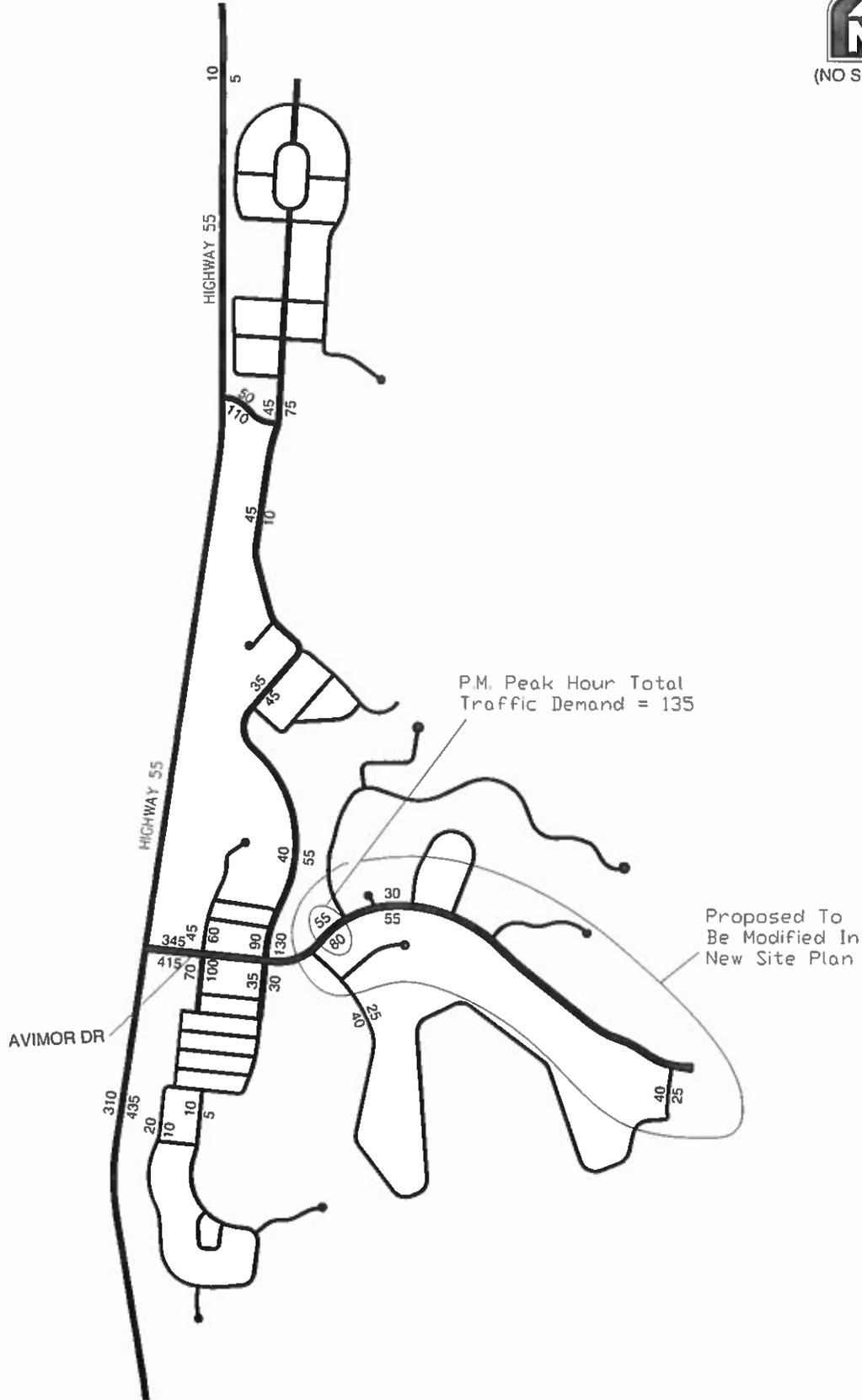
Subject: Front-On Housing on Avimor Collector Road

## INTRODUCTION

Avimor Partners, LLC., is currently in the process of modifying their approved plat for the eastern portion of the Avimor Development located in Ada County, Idaho. The plat modification will improve the design of roads and future houses within the topography of the site. As a result, the extension of Avimor Drive as a "Collector Road" is proposed to have front-on housing for approximately 44 lots. The purpose of this memorandum is to evaluate the section of the Collector Road proposed for front-on housing (houses with driveways that directly access the roadway) and to confirm that front-on housing is acceptable with respect to the ACHD policy for collector roads. In addition, recommendations are provided for the design of the front-on housing.

## BACKGROUND

The Avimor development is currently comprised of seven proposed phases of construction, totaling approximately 684 residential units with some commercial development. Most of the density of the development is focused directly east of SH 55. Figure 1 shows the general roadway network and the projected weekday p.m. peak hour traffic volumes for build-out of the platted Phases 1 through 6. Phases 1 through 6 include approximately 637 residential units and build-out of the commercial uses. Figure 1 also shows the Collector Road (Avimor Drive currently) that is the focus of this analysis. As shown in Figure 1, the maximum two-way traffic volume along the residential portion of the Collector Road is projected to be approximately 135 weekday p.m. peak hour trips. The two-way traffic volume is very low for a Collector Road.



AVIMOR PHASES 1-6 WEEKEND PM PEAK HOUR VOLUMES  
ADA COUNTY, IDAHO

FIGURE  
1

H:\profiles\17902 - Avimor Traffic Evaluation\onhdwgs\figs\17902 - Avimor Traffic Evaluation Figures.dwg Aug 13, 2014 - 2:32pm - hucal Layout Tab: Fig\_01\_Old Site Plan with PH

The original *Spring Valley Ranch Planned Community Transportation Impact and On-Site Transportation System Assessment* (completed in 2004) and the *Avimor Village – Phases 2 – 6 Highway 55/Avimor Drive Intersection Study* (completed in 2007) assumed that the Collector Road has a cul-de-sac at the easternmost terminus, since no development had been planned to the east of the Avimor development. Therefore, a future extension of the Collector Road was not studied with past traffic studies.

While future development to the southeast of the Avimor development has not been studied, Avimor Partners, LLC owns property between the northern end of Cartwright Road and the Avimor development. Development of that property would likely require the Collector Road from the Avimor development to extend to the northern terminus of the existing Cartwright Road. Figure 2 shows a conceptual illustration of the future roadway connection.

Due to the long-term potential for a connection from the Avimor development to Cartwright Road, ACHD requested a traffic evaluation to determine if the future extension might affect the feasibility or design of front-on housing along the Collector Road in the long-term. The traffic evaluation assesses the following scenarios:

- Near Term Conditions: Build-out of Avimor with the Collector Road ending as a cul-de-sac
- Long Term Conditions: Build-out of Avimor with the Collector Road extending to Cartwright Road

## NEAR TERM CONDITIONS

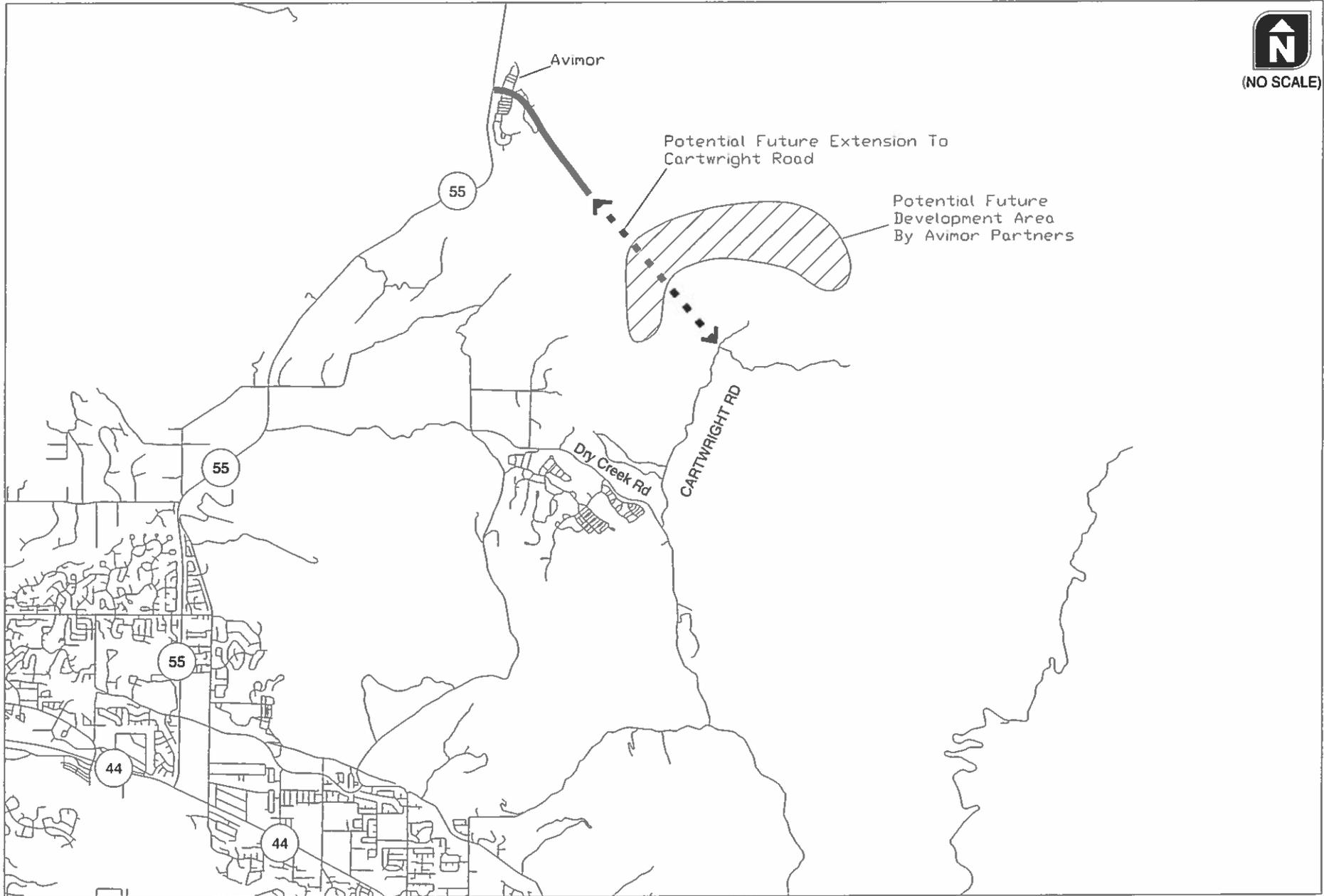
In the near-term, the build-out of the proposed site plan for Avimor was assumed. Figure 3 shows the updated site plan with the proposed Collector Road that will end in a cul-de-sac at the southeast terminus. The traffic volume at the highest-volume location in the section proposed for front-on housing is estimated to be approximately 75 weekday p.m. peak hour trips and approximately 710 daily trips.

The Ada County Highway District policy for allowing front-on housing along collector roadways limits the ADT to 3,000 for new collector roadways and 5,000 for existing collector roadways. Therefore, the projected traffic demand of 710 ADT in the section proposed for front-on housing is well below the ACHD threshold.

## LONG TERM CONDITIONS

The long-term conditions analysis assumes build-out of the Avimor development per the site plan and the potential future extension of the Collector Road to Cartwright Road. Additional development of approximately 500 residential units was assumed along the future extension. In order to evaluate the long-term traffic conditions along the Collector Road, the COMPASS 2040 travel demand model was used. The following was assumed in COMPASS modeling:

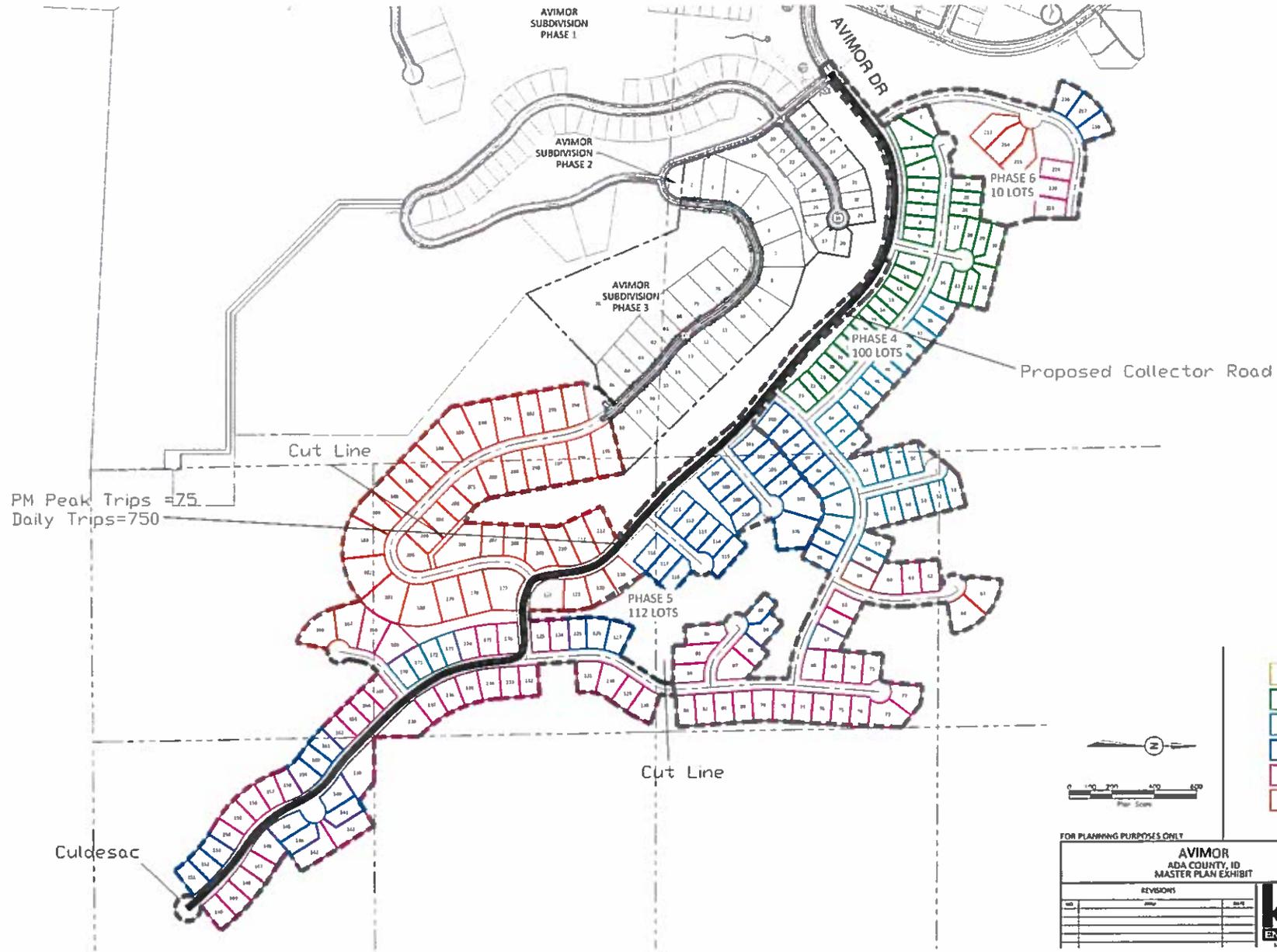
H:\proj\117902 - Avimor Traffic Evaluation\dwgs\fig\_02 - Avimor Traffic Evaluation Figures.dwg Aug 13, 2014 - 2:36 Inxoli Layout Tab: Fig\_02\_Roadway Connection



POTENTIAL FUTURE ROADWAY CONNECTION  
ADA COUNTY, IDAHO

FIGURE  
2

H:\profile\17902 - Avimor Traffic Evaluation\dwg\st\17902 - Avimor Traffic Evaluation Figures.dwg Aug 13, 2014 - 3:22 Inxolf Layout Tab: Fig\_03 New Site Plan with PH



66	67
68	69
70	71
72	73
74	75
76	77
78	79
80	81

FOR PLANNING PURPOSES ONLY

AVIMOR  
ADA COUNTY, ID  
MASTER PLAN EXHIBIT

REVISIONS	
NO.	DATE

**km**  
ENGINEERING

DATE: \_\_\_\_\_  
PROJECT: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_

NEW SITE PLAN NEAR-TERM TRAFFIC ESTIMATES ADA COUNTY, IDAHO

FIGURE 3

- A new Collector Road with a speed of approximately 25 mph.
- Buildout of Avimor per the current approvals (approximately 700 residential units with some commercial).
- Growth in the northwest foothills per the approved regional land-uses (does not include the potential growth assumed in the Northwest Foothills Transportation Study).
- The COMPASS 2040 roadway network which includes the 36<sup>th</sup> Street extension to Cartwright Road.
- Approximately 500 future residential units located west of Cartwright Road along the potential Collector Road extension.

The 2040 daily traffic projections identified a travel demand of approximately 8,400 ADT in the section proposed for front-on housing and a maximum of approximately 11,500 ADT near Cartwright Road. This indicates the potential for significant cut-through from SH 55 to Cartwright Road. In order to determine the cause of the high traffic demand on the Collector Road extension, a select-link analysis was done to determine the origins of the daily traffic on the extension. Figure 4 shows the 2040 select-link output from the model. Following is a summary of the key findings:

- Approximately 2,000 ADT of the 8,400 ADT on the extension is from Avimor and the future Avimor Partners, LLC property along the extension near Cartwright Road.
- Approximately 5,800 ADT of the 8,400 ADT is cut-through from SH 55 to Cartwright Road.
- The remaining approximately 600 ADT of the 8,400 ADT is from future development on west side of SH 55.

The 5,800 ADT is a significant traffic volume projected to turn off of SH 55 and go through the foothills along the new Collector Road and continue on Cartwright Road. In discussions with MaryAnn Waldinger at COMPASS the week of July 25, 2014, the results are likely due to the following:

- Sections of SH 55, SH 44, State Street and other routes into downtown Boise are over capacity in 2040. Therefore, alternate routes attract traffic.
- The model tends to be very sensitive to distance and the new extension route conceptually reduces the total travel distance for trips heading toward downtown Boise. The model doesn't directly take into account the topography and ultimate roadway alignment through the foothills.

Without the addition of the cut-through traffic from SH 55, the Collector Road is projected to carry between 2,000 and 3,000 ADT in year 2040. This is within the ACHD limit for front-on housing. With the projected cut-through traffic from SH 55 identified in the 2040 traffic modeling, many potential traffic issues could surface in addition to the impacts for lots with front-on housing.



To/From Future Development West of SH 55 Development = 600 ADT

To/From Highway 55 = 5800 ADT

TAZ For Avimor Development (Approx. 700 Residential Units)

To/From Avimor East of SH 55 = 2000 ADT

Approximate Location of Front-On Housing Total ADT = 8400 ADT

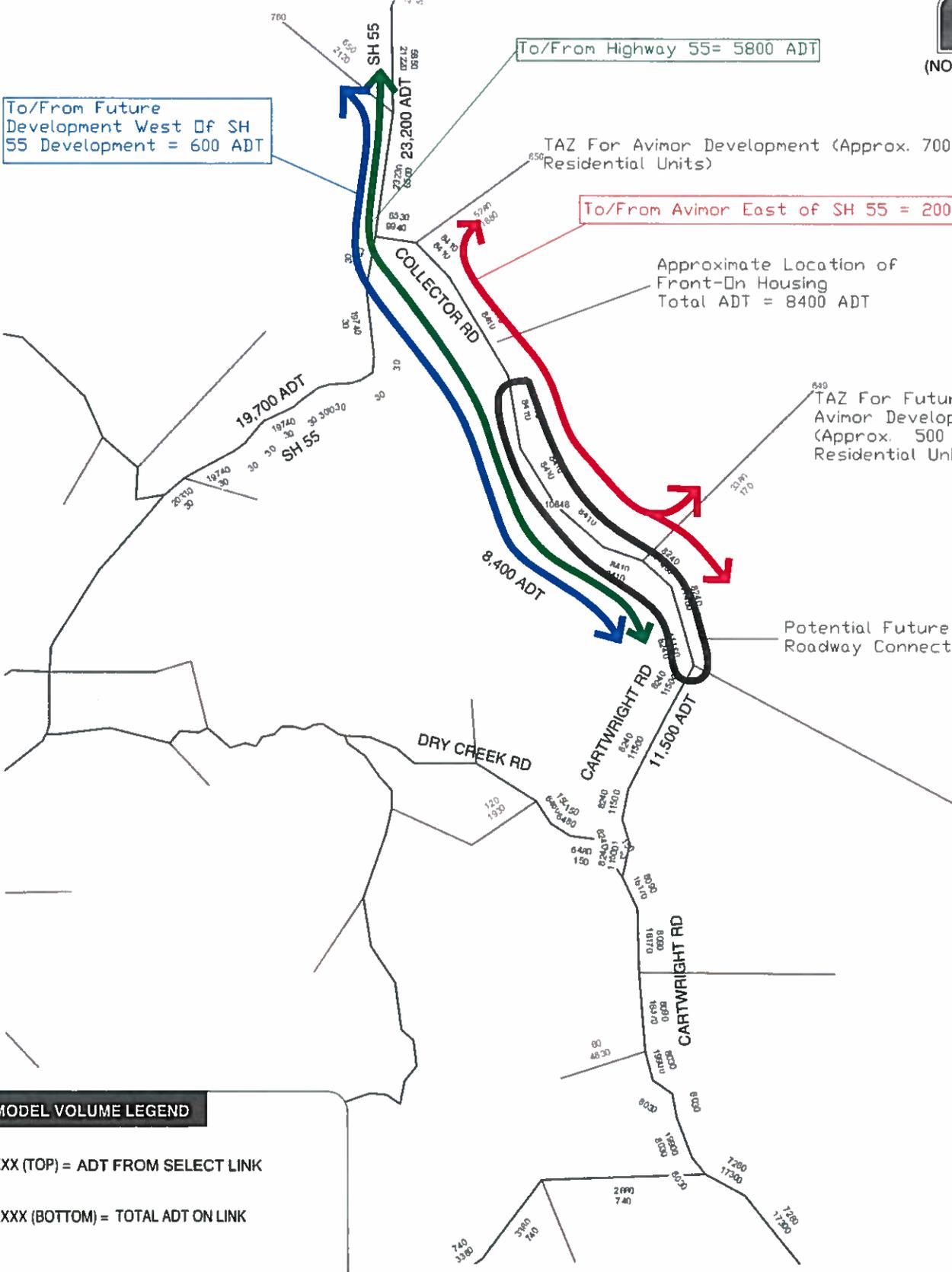
TAZ For Future Avimor Development (Approx. 500 Residential Units)

Potential Future Roadway Connection

**MODEL VOLUME LEGEND**

XXX (TOP) = ADT FROM SELECT LINK

XXXX (BOTTOM) = TOTAL ADT ON LINK



**2040 COMPASS MODEL SELECT LINK VOLUMES  
ADA COUNTY, IDAHO**

**FIGURE  
4**

H:\projfiles\17902 - Avimor Traffic Evaluation\dwgs\figs\17902 - Avimor Traffic Evaluation Figures.dwg Aug 13, 2014 - 5:17pm - Inuxol Layout Tab: Fig\_04\_2040 Model

In general, the level of cut-through traffic projected from SH 55 would have a negative impact on the Avimor development as well as all the land-uses along the Collector Road and Cartwright Road. Avimor Drive and the proposed development along Avimor Drive are not designed to accommodate that level of traffic demand. Cartwright Road is steep and relatively narrow to the north of Dry Creek Road and will likely not be able to accommodate high levels of traffic. Therefore, care should be taken in the planning of any future extension of the Collector Road to Cartwright Road. In order to reduce the potential for cut-through traffic, the following are recommended for any potential Collector Road connection to Cartwright Road:

- The design should encourage an average speed of 25 mph or less.
- The alignment should require some out-of direction travel to increase travel distance.
- Potential safety and traffic calming measures, such as roundabouts and discontinuous street connections, should be considered where appropriate.

In addition, the modeling results emphasize the need for ITD and ACHD to expand the SH44 and State Street corridors.

## FRONT-ON HOUSING DESIGN ELEMENTS

Due to the topography and the potential of cut-through traffic from SH 55 in the long term, the design of the front-on housing should incorporate options that allow vehicles to exit lots facing the road versus backing into the road. Most of the lots are well-sized, such that the following options could potentially be incorporated in the designs:

- Side access garages that allow the exiting vehicle to face the roadway at the driveway.
- Driveway designs that provide an area for a vehicle to turn around.
- Larger driveways shared between two homes that allow the exiting vehicles to face the roadway at the driveway.

While some parcels may require vehicles to back into the roadway, the need for backing into the roadway should be avoided where possible. In such locations, adequate intersection sight distance should be provided for the vehicle exiting the driveway from the position of the driver.

## CONCLUSIONS AND RECOMMENDATIONS

Based on this evaluation, front-on housing will be acceptable based on the ACHD policy for collector roads. If the Collector Road is ever extended to Cartwright Road, there is a likelihood that traffic headed toward downtown Boise from SH 55 may want to utilize the connection due to the projected traffic congestion on SH 55, SH 44, and State Street. Therefore, we recommend the following:

- Design the Collector Road extension alignment to:
  - Encourage lower speeds (25 miles per hour or less)

- Discourage cut-through traffic through a more circuitous route
- Houses along the Collector Road with front-on housing should provide an option for a vehicle exiting to face the road and not have to back out of the driveway.

We trust that the information provided herein adequately addresses the question about front-on housing on the proposed Collector Road. Please let us know if you have any questions or need any additional information.

229968



Recording Requested By and  
When Recorded Return to:

First American Title Insurance Company  
4801 East Washington Street  
Phoenix, AZ 85034  
Phone: (602) 685-7000

ADA COUNTY RECORDER J. DAVID NAVARRO  
BOISE IDAHO 07/25/03 03:53 PM  
DEPUTY Bonnie Oberbillig  
RECORDED - REQUEST OF  
Pioneer  
AMOUNT 54.00

18



(SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY)

**SPECIAL WARRANTY DEED**

**(SPRING VALLEY-ADA)**

THIS SPECIAL WARRANTY DEED made this 24<sup>th</sup> day of July, 2003, between SPRING VALLEY LIVESTOCK COMPANY, INC., an Idaho corporation ("Grantor"), and FIRST AMERICAN TITLE INSURANCE COMPANY, a California corporation, as TRUSTEE OF THE DUAL BENEFICIARY TRUST CREATED PURSUANT TO THE SUBDIVISION TRUST AGREEMENT DATED OCTOBER 8, 2003, as amended ("Grantee"), as said Subdivision Trust Agreement was entered into between Grantor, Grantee and SUNCOR DEVELOPMENT COMPANY, an Arizona corporation ("SunCor"), as Second Beneficiary thereunder, and together with the Contribution Agreement executed contemporaneously therewith by Grantor and SunCor, is evidenced by a Memorandum of Agreements recorded October 22, 2002, as Instrument No. 102121552, Official Records of Ada County (all rights, title and interest of SunCor under said Subdivision Trust Agreement and said Contribution Agreement having been assigned by SunCor to SPRING VALLEY DEVELOPMENT LLC, an Idaho limited liability company ["SV Development"]), witnesseth:

That Grantor, for and in consideration of the sum of Ten Dollars and No Cents (\$10.00), and other good and valuable consideration, the receipt and sufficiency whereof is hereby acknowledged, does, by these presents, convey unto Grantee and its successors and assigns forever upon and pursuant to the terms of the aforementioned Subdivision Trust Agreement and the Contribution Agreement, all the following described real estate situated in the County of Ada, State of Idaho.

SEE SCHEDULE I ATTACHED HERETO AND  
INCORPORATED HEREIN.

Together with all and singular the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, the rents, issues and profits thereof, including all water rights, permits and licenses appurtenant thereto; and all estate, right, title and interest in and to the property, as well in law as in equity, except as expressly provided otherwise herein. To have

and to hold, all and singular the above-described premises together with the appurtenances unto Grantee and its successors and assigns forever.

SUBJECT TO the provisions of the aforementioned Subdivision Trust Agreement and the Contribution Agreement which govern the duties and responsibilities of Grantor, Grantee and SV Development and survive the recording of this deed, and those exceptions to title set forth in SCHEDULE II attached hereto and made part hereof, Grantor makes no covenants or warranties with respect to title, express or implied, other than (i) that previous to the date of this instrument, neither Grantor nor Grantor's immediate predecessor in interest (Colin McLeod III and Teresa McLeod, husband and wife) have conveyed the same estate, or any right, title or interest therein, to any person other than Grantee and (ii) that such estate is at the time of the execution of this instrument free from encumbrances done, made or suffered by Grantor or Grantor's immediate predecessor in interest, or any person claiming under Grantor or Grantor's immediate predecessor in interest.

**GRANTOR:**

SPRING VALLEY LIVESTOCK COMPANY,  
INC, an Idaho corporation

By *Colin McLeod III*  
Its *[Signature]*

STATE OF IDAHO            )  
  ) ss.  
County of Ada            )

On this 24 day of July, 2003, before me, Brenda Fitzsimons Notary Public in and for said State, personally appeared Colin McLeod III, known to me to be President of SPRING VALLEY LIVESTOCK COMPANY, INC., the corporation that executed the within instrument or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

WITNESS MY HAND and official seal hereto affixed the day, month and year in this certificate first above written.



*Brenda Fitzsimons*  
Notary Public for the State of Idaho  
Residing at Caldwell  
My commission expires 11-16-2008

**SCHEDULE I**

**Legal Description**

July 22, 2003

Project No: 2408

**Legal Description**

Suncor Development Company

McLeod Properties located in Ada County

A tract of land located in Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

In Section 13, the Northeast One Quarter, the Southeast One Quarter of the Northwest One Quarter and the South One Half of the Southwest One Quarter, and;

In Section 14, the North One Half of the Northeast One Quarter, the Southeast One Quarter of the Northeast One Quarter, the South One Half of the Northwest One Quarter, the North One Half of the Southeast One Quarter, the Southwest One Quarter of the Southeast One Quarter and the Northeast One Quarter of the Southwest One Quarter, and;

In Section 22, the Southeast One Quarter of the Northeast One Quarter and the Northeast One Quarter of the Southeast One Quarter, and;

In Section 26, the Northwest One Quarter of the Northwest One Quarter, and;

In Section 27, the Northeast One Quarter of the Northeast One Quarter.

**AND ALSO**

A tract of land located in Township 5 North, Range 1 East, Boise Meridian, Ada County, Idaho described as follows:

In Section 1, those portions of Government Lot 1, the South One Half of the Northeast One Quarter lying in Ada County, the West One Half of the Southeast One Quarter and the Southeast One Quarter of the Southwest One Quarter.

In Section 3, the East One Half of the Southwest One Quarter and the Southeast One Quarter and;

In Section 4, the South One Half and the South One Half of the Northwest One Quarter and;

In Section 5, the Northeast One Quarter of the Southeast One Quarter and;

In Section 7, Government Lot 4 and;

In Section 8, the South One Half of the Northeast One Quarter, the East One Half of the Northwest One Quarter, the North One Half of the Southwest One Quarter and the Southwest One Quarter of the Southwest One Quarter and;

In Section 10, the Southeast One Quarter of the Northeast One Quarter, and;

In Section 11, the South One Half of the Northwest One Quarter, and;

In Section 12, the Northeast One Quarter of the Northwest One Quarter and the Northwest One Quarter of the Northeast One Quarter, and;

In Section 17, the Northwest One Quarter, the North One Half of the Southwest One Quarter, and;

In Section 18, Government Lots 1 and 2, and;

In Section 19, Government Lots 1 and 2;

AND ALSO

A tract of land located in Township 5 North, Range 2 East, Boise Meridian, Ada County, Idaho described as follows:

In Section 21, all the portions which lie within the Northwest One Quarter of the Northeast One Quarter of Ada County;

Except that portion conveyed to Ada County for Healy Toll Road by deed recorded under Instrument Number 19780 in Book 74 of Deeds, Page 254, records of Ada County, Idaho.

Subject to all existing easements and rights-of-way, recorded or prescriptive.

Prepared By: ROYLANCE & ASSOCIATES P.A.  
391 W. STATE STREET, SUITE E  
EAGLE, IDAHO 83616  
208-939-2824  
208-939-2855 (FAX)



7-24-03

July 24, 2003

Project No: 2408

**Legal Description**

Suncor Development Company

Spring Valley Livestock Company properties in Ada County

A tract of land located in Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

In Section 10, the East One Half of the Southeast One Quarter, and;

In Section 14, the Southwest One Quarter of the Northeast One Quarter, the North One Half of the Northwest One Quarter and the Southeast One Quarter of the Southwest One Quarter, and;

In Section 15, the Northeast One Quarter of the Northeast One Quarter.

**AND ALSO**

A tract of land located in Township 5 North, Range 1 East, Boise Meridian, Ada County, Idaho described as follows:

In Section 1, the South One Half of the Northwest One Quarter, the North One Half of the Southwest One Quarter, the Southwest One Quarter of the Southwest One Quarter, and the West One Half of the Southeast One Quarter, Government Lots 3 and 4 and the portion of Government Lot 2 lying in Ada County,

Except that portion conveyed to the State of Idaho for public road by deed recorded under Instrument No. 127565 in Book 182 of Deeds, Page 23.

In Section 2, the South One Half of the Northwest One Quarter, the South One Half and Government Lots 3 and 4, and;

In Section 3, the South One Half of the Northeast One Quarter, the Southeast One Quarter of the Northwest One Quarter and Government Lots 1, 2, 3 and 4, and;

In Section 4, the Southeast One Quarter of the Northeast One Quarter and Government Lots 1 and 4, and;

In Section 5, the South One Half of the Northeast One Quarter and Government Lots 1 and 2, and;

In Section 7, the Southwest One Quarter of the Southeast One Quarter and the Southeast One Quarter of the Southwest One Quarter, and;

In Section 8, the Southeast One Quarter of the Southeast One Quarter, and;

In Section 9, the Northwest One Quarter, the South One Half, the North One Half of the

Northeast One Half and the Southwest One Quarter of the Northeast One Quarter, and;

In Section 10, the Southwest One Quarter, and;

In Section 11, the North One Half of the Northeast One Quarter, and;

In Section 12, the South One Half, the West One Half of the Northwest One Quarter, the Southeast One Quarter of the Northwest One Quarter, the East One Half of the Northeast One Quarter and the Southwest One Quarter of the Northeast One Quarter,

Except from the Southwest One Quarter of the Southwest One Quarter of said Section 12, a one acre parcel for a school house lot reserved in Sheriff's Deed recorded under Instrument No. 143440 in Book 183 of Deeds, page 171.

In Section 13, the North One Half, the Southeast One Quarter and the North One Half of the Southwest One Quarter, and;

In Section 18, the East One Half of the Northwest One Quarter, the East One Half of the Southwest One Quarter, the West One Half of the Northeast One Quarter, The Southeast One Quarter of the Northeast One Quarter and the Southeast One Quarter, and;

In Section 19, the Northeast One Quarter, the Southeast One Quarter and the East One Half of the Northwest One Quarter, and;

In Section 20, the West One Half of the Southwest One Quarter and the Southwest One Quarter of the Northwest One Quarter, and;

In Section 24, the North One Half of the Northeast One Quarter.

**AND ALSO**

A tract of land located in Township 5 North, Range 2 East, Boise Meridian, Ada County, Idaho described as follows:

In Section 6, all portions which lie within Ada County,

Except that portion conveyed to the State of Idaho for public road by deed recorded under Instrument No. 127565 in Book 182 of Deeds, Page 23.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 191535 in Book 235 of Deeds, Page 542. And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 8514764.

In Section 7, all portions which lie within Ada County,

Except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 160917 in Book 208 of Deeds, Page 611.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 191535 Book, Page 542.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 8514764.

In Section 8, those portions of the Southwest One Quarter and the Southwest One Quarter of the Southeast One Quarter lying in Ada County, and;

In Section 17, the West One Half of the West One Half, the Southeast One Quarter of the South West One Quarter, the South One Half of the Southeast One Quarter, the Northwest One Quarter of the Southeast One Quarter, the Northeast One Quarter of the Northwest One Quarter and those portions of the North One Half of the Northeast One Quarter lying in Ada County, and;

All of Section 18, Except that portion conveyed to the State of Idaho for public road by deed recorded under Instrument No. 127564 in Book 182 of Deeds, Pages 21 and 22.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 160917 in Book 208 of Deeds, Page 611.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 610585.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 8514764.

In Section 19, the North One Half of the Northeast One Quarter, the East One Half of the Southeast One Quarter, the East One Half of the Northwest One Quarter and Government Lot 1,

Except that portion conveyed to the State of Idaho for a right-of-way for a Public Highway by deed recorded under Instrument No. 160903 in Book 208 of Deeds, Page 595.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 160917 in Book 208 of Deeds, Page 611.

And except that portion conveyed to Ada County for Healy Toll Road by deed recorded under Instrument No. 19780 in Book 74 of Deeds, Page 254.

And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 610585. And except that portion conveyed to the State of Idaho by deed recorded under Instrument No. 645947.

All of Section 20, Except that portion conveyed to Ada County for Healy Toll Road by deed recorded under Instrument No. 19780 in Book 74 of Deeds, Page 254.

In Section 21, the South One Half, the Northwest One Quarter, and the Southwest One Quarter of the Northeast One Quarter, and all the portions in the East One Half of the Northeast One Quarter lying in Ada County,

Except that portion conveyed to School District No. 50 by deed recorded under Instrument No. 58453 in Book Of Deeds, Pages 161 and 162.

And except that portion conveyed to Ada County for Healy Toll Road by deed recorded under Instrument No. 19780 in Book 74 of Deeds, Page 254.

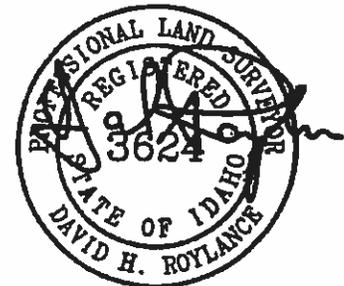
In Section 22, all portions which lie within Ada County, and;

In Section 27, the Northwest One Quarter of the Northwest One Quarter, and;  
In Section 28, the North One Half of the North One Half, and;  
In Section 29, the North One Half of the Northwest One Quarter, and;  
In Section 30, the North One Half of the Northeast One Quarter, the Southeast One Quarter of the Northeast One Quarter and the East One Half of the Northwest One Quarter and Government Lot 2,

Except that portion conveyed to Ada County for Healy Toll Road by deed recorded under Instrument No. 19780 in Book 74 of Deeds, Page 254.

Subject to all existing easements and rights-of-way, recorded or prescriptive.

Prepared By: ROYLANCE & ASSOCIATES P.A.  
391 W. STATE STREET, SUITE E  
EAGLE, IDAHO 83616  
208-939-2824  
208-939-2855 (FAX)



7-24-03

**SCHEDULE II**

**Permitted Exceptions to Title**

## Ada County Permitted Exceptions

1. Easements, claims of easement or encumbrances which are not shown by the public records.
2. Discrepancies, conflicts in boundary lines, shortage in area, encroachments or any other facts which a correct survey would disclose, and which are not shown by the public records.
3. Unpatented mining claims: reservations or exceptions in patents or in acts authorizing the issuance thereof.
4. Reservations contained in patent  
Dated: March 3, 1909  
Recorded: October 5, 1916  
Instrument No.: 65939 in 5 of Patents, Page 381
5. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: January 9, 1935  
Instrument No.: 160903 in Book 208 of deeds, Page 595
6. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: January 9, 1935  
Instrument No.: 160917 in Book 208 of Deeds, Page 611
7. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: August 10, 1939  
Instrument No.: 191535 in Book 235 of deeds, Page 542
8. Rights of claims in and to any ditch, canal and/or lateral right of ways.
9. Right, title and interest in and to all gas, oil, and minerals of every description and kind underlying the surface as conveyed by deed.  
Dated: August 27, 1940  
To: Robert M. Owensby  
Recorded: October 24, 1940  
Instrument No.: 200626 in Book 244 of Deeds Page 114
10. Reservations contained in Deed  
Dated: September 27, 1940  
Between: Robert M. Owensby and Charles Cairns  
Recorded: April 2, 1941  
Instrument No.: 203680, 248 of Deeds, Page 400  
As Follows: Reserving all of the oil, gas and minerals underlying said lands, together with the right to drill, and prospect for said oil, gas and minerals, and to produce the same, and also reserving all reasonable and necessary to the extraction and production of any or all of said products.

11. Reservations contained in Deed  
 Dated: June 26, 1941  
 Executed by: Frank L. Vincen and Dolly Vincen  
 Recorded: July 9, 1941 and March 13, 1942  
 Instrument No.: 206007 in Book 250, Page 193 and 211002 in Book 254, Page 102  
 As Follows: The Grantors reserve the oil and gas rights upon the premises aforesaid together with the right to collect and receive the royalties from any out-standing lessee or leases thereon, also the right to prospect for oil and gas, sink wells, and remove oil and gas products from the premises aforesaid according to the usual course and custom of natural gas and oil operation.
  
12. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Right of way and easement  
 In Favor of: American Telephone & Telegraph Company of Wyoming  
 Recorded: October 11, 1941  
 Instrument No.: 207985 in Book 17 of Misc., Page 489
  
13. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Right of way and easement  
 In Favor of: American Telephone & Telegraph Company of Wyoming  
 Recorded: October 27, 1941  
 Instrument No.: 208341 in Book 17 of Misc., Page 557
  
14. Reservations contained in patent  
 Recorded: July 7, 1943  
 Instrument No.: 220082 Book 6 of Patents, Page 457  
 As Follows: Subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connections with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and there is reserved from the lands hereby granted, a right of way thereon for ditches or canals constructed by the authority of the United States, excepting and reserving, however, to the United States all the coal and other minerals in the lands so entered and patented, together with the right to prospect for, mine, and remove the same pursuant to the provisions and limitations of the act of December 29, 1916 (39 Stat., 862).
  
15. Reservations contained in patent  
 Dated: May 24, 1912  
 Recorded: July 10, 1944  
 Instrument No.: 228610 in Book 6 of Patents, Page 467
  
16. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Power Line Easement  
 In Favor of: Idaho Power Company  
 Recorded: March 5, 1946  
 Instrument No.: 246695 in Book 19 of Misc., Page 375

17. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: April 30, 1946  
Instrument No.: 249123 in Book 19 of Misc., Page 440
18. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: February 1, 1947  
Instrument No.: 259460, 20 Misc., Page 126
19. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: February 7, 1947  
Instrument No.: 259465, Book 20 of Misc., Page 131
20. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: October 9, 1947  
Instrument No.: 268134, 20 Misc., Page 354

21. Any Right of interest in any mineral, mineral rights, or related matters, including but not limited to oil, gas, coal, and other hydrocarbons.  
 Said rights include but are not necessarily limited to:  
 Oil and gas lease in favor of Warren Sheare recorded March 31, 1952 under Instrument No. 329752;  
 Mineral deed in Favor of C.R. Bennett Recorded May 12, 1952 under Instrument No. 331340;  
 Conveyance in favor of Nemara Royalty Company of Tulsa, Oklahoma recorded under Instrument No. 416879;  
 Conveyance of oil, gas and other interest in favor of Livingston Oil Company Recorded May 8, 1964 under Instrument No. 583103;  
 Mineral deed in favor of Electronic Research Development Corporation recorded January 31, 1968 under Instrument No. 631672;  
 Geothermal lease in favor of the Anschutz Corporation recorded June 18, 1973 under Instrument No. 850707;  
 Oil and gas lease in favor of Skyline Oil Company recorded June 24, 1983 under Instrument No. 8331021;  
 Ratification and rental division order recorded under Instrument Numbers 8331022 and 8414114;  
 Statement of claim and notice of intent to preserve by Ladd Petroleum Corporation recorded September 24, 1984 under Instrument No. 8447515  
 General Conveyance in favor of Universal Resources Corporation recorded April 27, 1994, under Instrument No. 94038747.
22. Right, title and interest of Warren Shear in and to an undivided one half interest in and to all oil, gas and other minerals and conveyed by deed recorded under Instrument No. 329756.
23. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Watershed Protection Easement  
 In Favor of: Dry Creek Soil Conservation District  
 Recorded: May 21, 1954  
 Instrument No.: 360059
24. Right, title and interest of Ada County in and to the mineral rights as conveyed by Tax deeds recorded under instrument Nos. 390508 and 521413.
25. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Power Line Easement  
 In Favor of: Idaho Power Company  
 Recorded: May 10, 1957  
 Instrument No.: 410037
26. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
 For: Power Line Easement  
 In Favor of: Idaho Power Company  
 Recorded: May 31, 1960  
 Instrument No.: 480341

27. Right, title and interest of Livingston Oil Company in and to mineral interests, etc., as described in conveyance recorded under Instrument No. 583103.
28. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: May 4, 1965  
Instrument No.: 610585
29. Relinquishment of Right of Access to Highway under terms of Deed.  
In Favor of: State of Idaho  
Recorded: May 4, 1965  
Instrument No.: 610585
30. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: The purpose of constructing thereon a channel change of Spring Valley Creek  
In Favor of: State of Idaho  
Recorded: May 4, 1965  
Instrument No.: 610586
31. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: October 7, 1965  
Instrument No.: 623010
32. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: August 11, 1966  
Instrument No.: 645947
33. Relinquishment of Right of Access to Highway under terms of Deed.  
In Favor of: State of Idaho  
Recorded: August 11, 1966  
Instrument No.: 645947
34. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Easement For Access  
In Favor of: Adjoining property  
Recorded: August 19, 1974  
Instrument No.: 896714
35. Covenants, Conditions, restrictions and easements contained in Deed to the State of Idaho, conveying a portion of the property adjoining.  
Recorded: March 19, 1985  
Instrument No.: 8514764

36. Relinquishment of Right of Access to Highway under terms of Deed.  
In Favor of: The County of Canyon, Grantor, and the State of Idaho, by and through the Idaho  
Transportation Board for the Division of Highways  
Recorded: March 19, 1985  
Instrument No.: 8514764
37. An easement containing certain terms, conditions and provisions affecting a portion of said premises  
and for the purposes stated herein  
For: Private Road Easement  
In Favor of: Adjoining property  
Recorded: April 13, 1993  
Instrument No.: 9326686
38. An easement containing certain terms, conditions and provisions affecting a portion of said premises  
and for the purposes stated herein  
For: Private Road Easement  
In Favor of: Adjoining property  
Recorded: April 13, 1993  
Instrument No.: 9326687
39. An easement containing certain terms, conditions and provisions affecting a portion of said premises  
and for the purposes stated herein  
For: Power Line Easement  
In Favor of: Idaho Power Company  
Recorded: December 17, 1997  
Instrument No.: 97104659
40. An easement containing certain terms, conditions and provisions affecting a portion of said premises  
and for the purposes stated herein  
For: Private Road Easement  
In Favor of: Adjoining Property  
Recorded: November 16, 1998  
Instrument No.: 98110048
41. Matters disclosed by Record of Survey  
Recorded: July 16, 1999  
Instrument No.: 99070925  
Survey No.: 4688
42. Terms, covenants, conditions, provisions and stipulations contained in that certain order of annexation  
into the district herein noted.  
District: North Ada County Fire and Rescue District  
Recorded: September 9, 1999  
Instrument No.: 99090030

43. Terms and provisions of easement agreement  
Dated: July 13, 1999  
Between: Spring Valley Livestock Company, Inc., Colin McLeod, III and Ida-Vice, LLC  
Recorded: December 17, 1999  
Instrument No.: 99119886
44. Right, title and interest of the following party by reason of the recording of a deed.  
Executed By: W.E. Binko and Alice M. Binko  
Party: Highland Livestock and Land, Co., a corporation  
Dated: April 1, 1971  
Recorded: April 20, 1971  
Instrument No.: 768268  
Said grantor had no record interest in said premises at the time of execution of the deed nor has he/she since acquired a record interest.
45. Any question that may arise or claim that may be made concerning the location of the "one acre school house lot" in the Southwest quarter of the Southwest quarter of Section 12, Township 5 North, Range 1 East of Boise Meridian in Ada County, Idaho.
46. Right, title and interest of the County of Ada in and to that portion lying in the South half of the Southwest quarter of Section 8, Township 5 North, Range 2 East, of Boise Meridian, in Ada County, Idaho.
47. An easement containing certain terms, conditions and provisions affecting a portion of said premises and for the purposes stated herein  
For: Grant of easement and right-of-way for access to mining property  
In Favor of: Larry Ridley  
Recorded: April 11, 2002  
Instrument No.: 102042432
48. Terms and provisions of unrecorded Subdivision Trust Agreement disclosed by Memorandum of Agreements.  
Dated: October 8, 2002  
Between: Suncor Development Company, Spring Valley Livestock Company, Inc., Colin McLeod III and Teresa McLeod, husband and wife  
Recorded: October 22, 2002  
Instrument No.: 102121552
49. Terms and provisions of unrecorded Contribution Agreement disclosed by Memorandum of Agreements.  
Dated: October 8, 2002  
Between: Suncor Development Company, Spring Valley Livestock Company, Inc., Colin McLeod III and Teresa McLeod, husband and wife  
Recorded: October 22, 2002  
Instrument No.: 102121552

50. Covenants, Conditions, Restrictions and Easements

Dated: May 9, 2003

Executed by: Suncor Development Company, an Arizona corporation, Spring Valley Livestock Company, Inc., an Idaho corporation and Colin McLeod III and Teresa McLeod, husband and wife, jointly and severally

Recorded: June 13, 2003

Instrument No.: 103097805

Said Declaration is a re-recording of No. 103079787.



# Project #201504177 S Vicinity Map

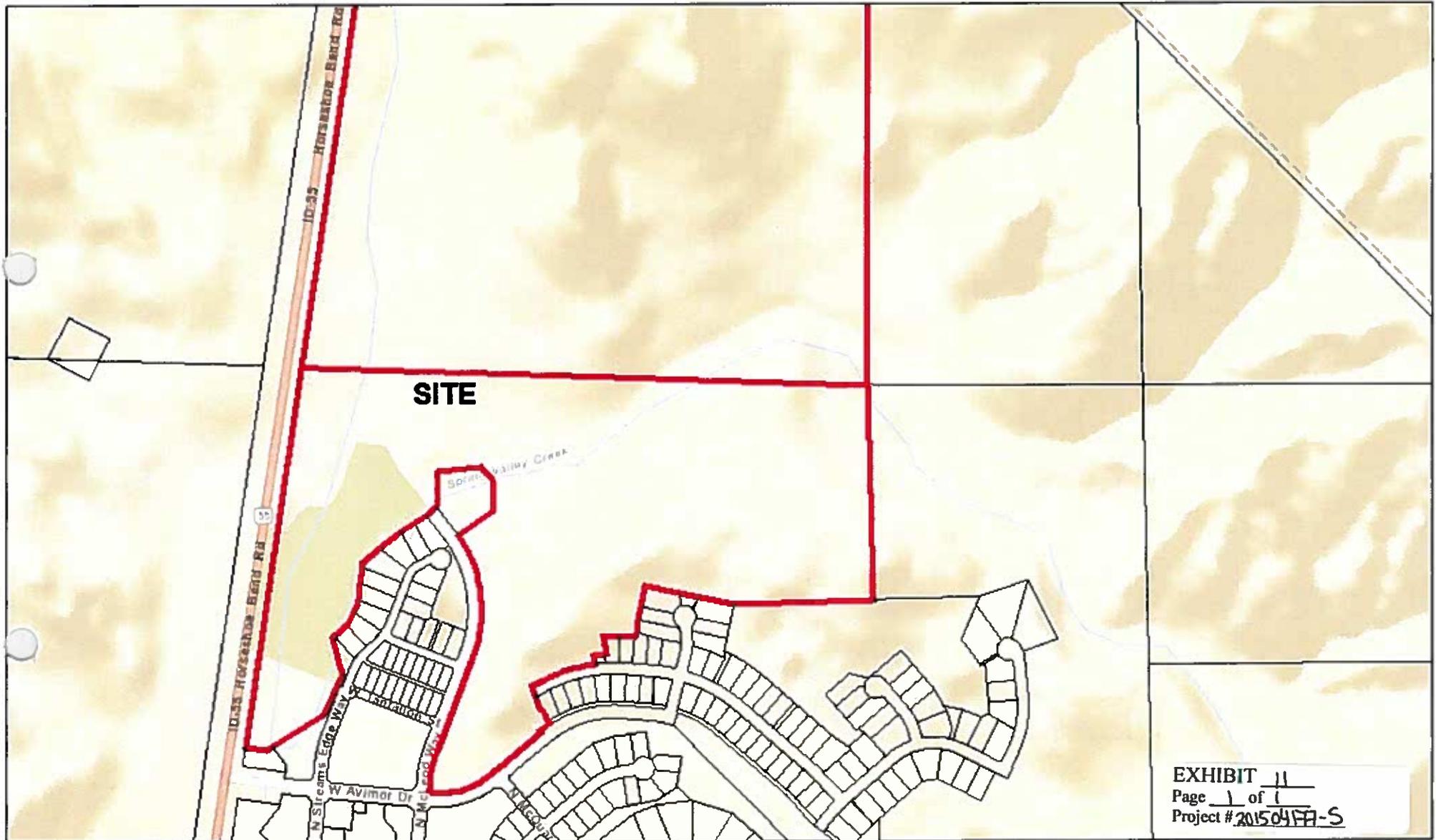


EXHIBIT 11  
Page 1 of 1  
Project # 201504177-S

Search Results:  
Parcels

- Parcels
- Parks

0 0.05 0.1 0.2 Miles

Date: 12/21/2015



This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.



# Project #201504177 S Aerial

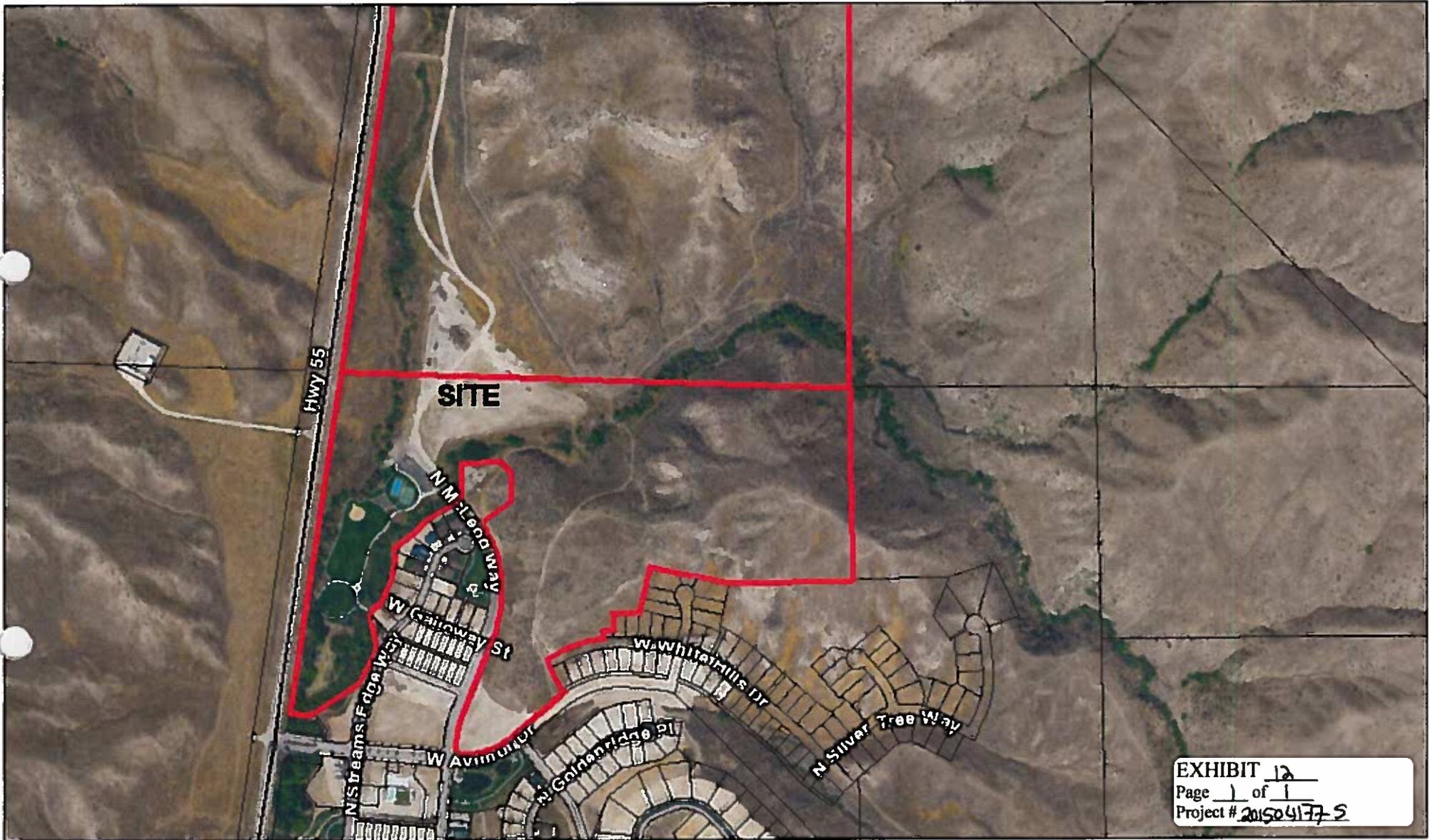


EXHIBIT 12  
 Page 1 of 1  
 Project # 201504177-S

Search Results: — Major Streets  
 Parcels

Parcels  Parks

Street Names

0 0.075 0.15 0.3 Miles

Date: 12/21/2015



This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.



# Project #201504177 S Zoning



EXHIBIT 13  
 Page 1 of 1  
 Project # 201504177-S

Search Results: — Major Streets  
 Parcels

Parcels  Parks

Street Names

0 0.075 0.15 0.3 Miles

Date: 12/21/2015



This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

**Brent Danielson**

**From:** Brent Danielson  
**Sent:** Monday, December 21, 2015 10:55 AM  
**To:** nancy@drycreekcemetery.com; adam.straubinger@idpr.idaho.gov; chornsby@idahopower.com; amurray@idahopower.com; lbishop@idahopower.com; hatch.lohrea@meridianschools.org; sdouglas@idl.idaho.gov; john.lee@unitedwater.com; tfischer@blm.gov; Amy Aaron; Scott Williams; carla.bernardi@cableone.biz; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; cmiller@compassidaho.org; tfuller@compassidaho.org; chalberg@cableone.net; twononas@msn.com; kmccleddy@eaglefire.org; sbuck@eaglefire.org; rward@idfg.idaho.gov; klangford@idl.idaho.gov; danielle.robbs@deq.idaho.gov; westerninfo@idwr.idaho.gov; aaron.golart@idwr.idaho.gov; jim.morrison@itd.idaho.gov; shona.tonkin@itd.idaho.gov; mark.wasdahl@itd.idaho.gov; msinglet@intgas.com; sp@nacfa.net; greg.j.martinez@usace.army.mil; greg.j.martinez@usace.army.mil; bob\_kibler@fws.gov; swidrcd@idahorcd.org; info@payetteriverscenicbyway.com; fromm.carla@epa.gov; ethan.morton@ishs.idaho.gov; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Scott Koberg; Carolyn Nitz; Ryan Strain; Ryan Strain; Brian Wilbur; cherylwright@cwidaho.cc; Brent Danielson; mdewalt@adalib.org; Mark Ferm; Angela Gilman; Jerry Hastings; Jean Schaffer; Dale Ann Barton; Jerry Servatius; rkinney@republicservices.com; brandon.w.hobbs@usace.army.mil; jstuber@republicservices.com; Brent Danielson  
**Cc:** Kristy Inselman; Mindy Wallace (mwallace@achdidaho.org)  
**Subject:** Ada County Application Transmittal Notice.



<b>File Number:</b> <a href="#">201504177-S</a>	<b>X-Reference:</b> 200700016 S-HD
<b>Description:</b> A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.	
<b>Reviewing Body:</b> P AND Z	<b>Hearing Date:</b> 2/11/2016
<b>Applicant:</b> KM ENGINEERING LLP	<b>P&amp;Z Recommendation:</b>
<b>Property:</b> The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 BOISE 83714, Sections 7 and 18, 5N 2E.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service’s Application Tracking System (ATS) web site at [gisx.adaweb.net/acdsv2/](http://gisx.adaweb.net/acdsv2/) and search by file number. Hover over the pushpin that appears on the map with your mouse and select “Additional Info” from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 1/5/2016. When responding, please reference the file number identified above. If responding by email, please send comments to [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,  
BRENT DANIELSON, ASSOCIATE PLANNER  
200 W Front Street  
Boise ID 83702  
[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)  
(208) 287-7913

## Brent Danielson

**From:** Brent Danielson  
**Sent:** Monday, December 21, 2015 11:06 AM  
**To:** racanody@co.boise.id.us; 'choem@co.gem.id.us'  
**Subject:** FW: Ada County Application Transmittal Notice.

**From:** Brent Danielson  
**Sent:** Monday, December 21, 2015 10:55 AM  
**To:** [nancy@drycreekcemetery.com](mailto:nancy@drycreekcemetery.com); [adam.straubinger@idpr.idaho.gov](mailto:adam.straubinger@idpr.idaho.gov); [chornsby@idahopower.com](mailto:chornsby@idahopower.com); [amurray@idahopower.com](mailto:amurray@idahopower.com); [lbishop@idahopower.com](mailto:lbishop@idahopower.com); [hatch.lohrea@meridianschools.org](mailto:hatch.lohrea@meridianschools.org); [sdouglas@idl.idaho.gov](mailto:sdouglas@idl.idaho.gov); [john.lee@unitedwater.com](mailto:john.lee@unitedwater.com); [tfischer@blm.gov](mailto:tfischer@blm.gov); Amy Aaron; Scott Williams; [carla.bernardi@cableone.biz](mailto:carla.bernardi@cableone.biz); [mreno@cdhd.idaho.gov](mailto:mreno@cdhd.idaho.gov); [lbadigia@cdhd.idaho.gov](mailto:lbadigia@cdhd.idaho.gov); [mwilliams@cityofeagle.org](mailto:mwilliams@cityofeagle.org); [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org); [tfuller@compassidaho.org](mailto:tfuller@compassidaho.org); [chalberg@cableone.net](mailto:chalberg@cableone.net); [twononas@msn.com](mailto:twononas@msn.com); [kmccienny@eaglefire.org](mailto:kmccienny@eaglefire.org); [sbuck@eaglefire.org](mailto:sbuck@eaglefire.org); [rward@idfg.idaho.gov](mailto:rward@idfg.idaho.gov); [klangford@idl.idaho.gov](mailto:klangford@idl.idaho.gov); [danielle.robbins@deg.idaho.gov](mailto:danielle.robbins@deg.idaho.gov); [westerninfo@idwr.idaho.gov](mailto:westerninfo@idwr.idaho.gov); [aaron.golart@idwr.idaho.gov](mailto:aaron.golart@idwr.idaho.gov); [jim.morrison@itd.idaho.gov](mailto:jim.morrison@itd.idaho.gov); [shona.tonkin@itd.idaho.gov](mailto:shona.tonkin@itd.idaho.gov); [mark.wasdahl@itd.idaho.gov](mailto:mark.wasdahl@itd.idaho.gov); [msinglet@intgas.com](mailto:msinglet@intgas.com); [sp@nacfa.net](mailto:sp@nacfa.net); [greg.j.martinez@usace.army.mil](mailto:greg.j.martinez@usace.army.mil); [greg.j.martinez@usace.army.mil](mailto:greg.j.martinez@usace.army.mil); [bob.kibler@fws.gov](mailto:bob.kibler@fws.gov); [swidrcd@idahorcd.org](mailto:swidrcd@idahorcd.org); [info@payetteriverscenicbyway.com](mailto:info@payetteriverscenicbyway.com); [fromm.carla@epa.gov](mailto:fromm.carla@epa.gov); [ethan.morton@ishs.idaho.gov](mailto:ethan.morton@ishs.idaho.gov); Darby Weston; Darby Weston; [clittle@achdidaho.org](mailto:clittle@achdidaho.org); [syarrington@achdidaho.org](mailto:syarrington@achdidaho.org); Scott Koberg; Carolyn Nitz; Ryan Strain; Ryan Strain; Brian Wilbur; [cherylwright@cwidaho.cc](mailto:cherylwright@cwidaho.cc); Brent Danielson; [mdewalt@adalib.org](mailto:mdewalt@adalib.org); Mark Ferm; Angela Gilman; Jerry Hastings; Jean Schaffer; Dale Ann Barton; Jerry Servatius; [rkinney@republicservices.com](mailto:rkinney@republicservices.com); [brandon.w.hobbs@usace.army.mil](mailto:brandon.w.hobbs@usace.army.mil); [jstuber@republicservices.com](mailto:jstuber@republicservices.com); Brent Danielson  
**Cc:** Kristy Inselman; Mindy Wallace ([mwallace@achdidaho.org](mailto:mwallace@achdidaho.org))  
**Subject:** Ada County Application Transmittal Notice.



### Ada County Development Services Planning & Zoning Division Transmittal

<b>File Number:</b> <a href="#">201504177-S</a>	<b>X-Reference:</b> 200700016 S-HD
<b>Description:</b> A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.	
<b>Reviewing Body:</b> P AND Z	<b>Hearing Date:</b> 2/11/2016
<b>Applicant:</b> KM ENGINEERING LLP	<b>P&amp;Z Recommendation:</b>
<b>Property:</b> The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 BOISE 83714, Sections 7 and 18, 5N 2E.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at [gisx.adaweb.net/acdsv2/](http://gisx.adaweb.net/acdsv2/) and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 1/5/2016. When responding, please reference the file number identified above. If responding by email, please send comments to [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,  
BRENT DANIELSON, ASSOCIATE PLANNER  
200 W Front Street  
Boise ID 83702  
[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)  
(208) 287-7913



ADA COUNTY  
Development Services Department

December 21, 2015

Kevin McCarthy  
KM Engineering  
9233 W. State Street  
Boise, ID 83714

RE: PROJECT #201504177-S; AVIMOR SUB #5

Dear Mr. McCarthy;

This is to notify you that your application has been scheduled to be heard by the Ada County Planning and Zoning Commission on **February 11, 2016** and by the Board of Ada County Commissioners on **March 2, 2016**. The hearings will begin at 6:00 p.m. and will be held in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID. You or your representative must be present.

A copy of the staff report will be sent to you (and available online) prior to the meetings. Please contact me if you have any questions or comments regarding this application, the staff reports, or any conditions, which may be attached to the staff reports. I can be reached at 287-7913 or via e-mail at [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

In accordance with State law, "Notice of Public Hearing" must be posted on the site. Ada County recently amended the code to require the applicant to post the sign.

The sign is required to be posted ten (10) days in advance of the hearing. If the property is not posted correctly or the certification form is not submitted to Development Services at least seven (7) days prior to the public hearing, the application will be tabled until the next available hearing date. The certification form is available to download on our website at [www.adaweb.net/DevelopmentServices](http://www.adaweb.net/DevelopmentServices). The sign is required to be taken down no later than three (3) days after the final decision. If there are multiple hearings on the application, the sign does not need to be taken down between hearings. However, the sign will need to be updated with the new hearing dates as the application goes through the hearing process.

Sincerely,

Handwritten signature of Brent Danielson in cursive.

Brent Danielson, AICP  
Associate Planner  
Ada County Development Services, Planning & Zoning Division

Cc: Dan Richter, Avimor Development, LLC, 18454 N. McLeod Way, Boise, ID 83714

EXHIBIT 15  
Page 1 of 1  
Project # 201504177-S

Megan M. Leatherman, MCRP  
Director

Ada County Courthouse  
200 West Front Street  
Boise ID 83702  
208.287.7900  
Fax 208.287.7909  
[www.adacounty.id.gov](http://www.adacounty.id.gov)

Department Divisions  
Building  
Engineering & Surveying  
Permitting  
Planning & Zoning

Ada County Commissioners  
Jim Tibbs, First District  
Rick Yzaguirre, Second District  
David L. Case, Third District

# MEMORANDUM

---



DATE: 12/21/2015

RE: 201504177-S Avimor # 5

TO: Brent Danielson, Associate Planner

FROM: Mark Ferm, Ada County Building Official



---

## Summary of Project:

A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.

## Findings and Conditions:

The building division has no objection to the proposed development.

## Conclusion:

Approved as submitted

Mark Ferm  
Ada County Building Official  
200 W Front Suite 2125  
Boise Idaho 83702  
Phone 287-7910

[markf@adaweb.net](mailto:markf@adaweb.net)

## Brent Danielson

---

**From:** Ethan Morton <Ethan.Morton@ishs.idaho.gov>  
**Sent:** Monday, December 21, 2015 2:25 PM  
**To:** Brent Danielson  
**Cc:** 'cbaun@ecs-services.com'; ANewell@kmengllp.com; McCauley, Margaret; Farris.Erika@epa.gov  
**Subject:** RE: Ada County Application Transmittal Notice. (Idaho SHPO REV 2014-1192, 2015-880)  
**Attachments:** 2015-880\_Avimor Development.pdf

Mr. Danielson,

Our office continues to have some concerns regarding this development. I have attached our correspondence from August of 2015. If KM Engineering needs to apply for a Notice of Intent through the EPA for a SWPPP then there may be a federal nexus on this project and if so we will recommend that the EPA require a survey to assess potential effects to historic properties. Please do not hesitate to contact me if you have any questions.

Thank You,

Ethan Morton  
Idaho State Historic Preservation Office  
210 Main Street  
Boise, Idaho 83702  
208-334-3861 x107  
[ethan.morton@ishs.idaho.gov](mailto:ethan.morton@ishs.idaho.gov)



**\*Please see our new landing page for Forms, Guidelines, and Templates\***  
**<http://history.idaho.gov/forms-guidelines-and-templates>**

*"The head of any federal agency having direct or indirect jurisdiction over a proposed federal or federally assisted undertaking in any state and the head of any federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register." Section 106 of the National Historic Preservation Act of 1966 amended through 1992 (16 U.S.C. 470f)*

*"Undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license or approval". (36 CFR 800(y))*

---

**From:** Brent Danielson [mailto:[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)]  
**Sent:** Monday, December 21, 2015 10:55 AM  
**To:** nancy@drycreekcemetery.com; Adam Straubinger; chornsby@idahopower.com; amurray@idahopower.com; lbishop@idahopower.com; hatch.lohrea@meridianschools.org; sdouglas@idl.idaho.gov; john.lee@unitedwater.com; tfischer@blm.gov; Amy Aaron; Scott Williams; carla.bernardi@cableone.biz; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; cmiller@compassidaho.org; tfuller@compassidaho.org; chalberg@cableone.net; twononas@msn.com; kmccleddy@eaglefire.org; Scott Buck; rward@idfg.idaho.gov; klangford@idl.idaho.gov; danielle.robbins@deq.idaho.gov; westerninfo@idwr.idaho.gov; aaron.golart@idwr.idaho.gov; jim.morrison@itd.idaho.gov; shona.tonkin@itd.idaho.gov; mark.wasdahl@itd.idaho.gov; msinglet@intgas.com; sp@nacfa.net; greg.j.martinez@usace.army.mil; greg.j.martinez@usace.army.mil; bob\_kibler@fws.gov; swidrcd@idahorcd.org; info@payetteriverscenicbyway.com; fromm.carla@epa.gov; Ethan Morton; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Scott Koberg; Carolyn Nitz; Ryan Strain; Ryan Strain; Brian Wilbur; cherylwright@cwidaho.cc; Brent Danielson; mdewalt@adalib.org; Mark Ferm; Angela Gilman; Jerry Hastings; Jean Schaffer; Dale Ann Barton; Jerry Servatius; rkinney@republicservices.com; brandon.w.hobbs@usace.army.mil;

jstuber@republicservices.com; Brent Danielson  
Cc: Kristy Inselman; Mindy Wallace (mwallace@achdidaho.org)  
Subject: Ada County Application Transmittal Notice.



## Ada County Development Services Planning & Zoning Division Transmittal

<b>File Number:</b> <u>201504177-S</u>	<b>X-Reference:</b> 200700016 S-HD
<b>Description:</b> A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.	
<b>Reviewing Body:</b> P AND Z	<b>Hearing Date:</b> 2/11/2016
<b>Applicant:</b> KM ENGINEERING LLP	<b>P&amp;Z Recommendation:</b>
<b>Property:</b> The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 BOISE 83714, Sections 7 and 18, 5N 2E.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at [gisx.adaweb.net/acdsv2/](http://gisx.adaweb.net/acdsv2/) and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 1/5/2016. When responding, please reference the file number identified above. If responding by email, please send comments to [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,  
BRENT DANIELSON, ASSOCIATE PLANNER  
200 W Front Street  
Boise ID 83702  
[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)  
(208) 287-7913



**CENTRAL DISTRICT HEALTH DEPARTMENT**  
**Environmental Health Division**

Return to:

- ACZ
- Boise
- Eagle
- Garden City
- Kuna
- Meridian
- Star

Rezone # \_\_\_\_\_

Conditional Use # \_\_\_\_\_

Preliminary / Final / Short Plat 2015-04177-S

Arimar Sub #5

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. We will require more data concerning soil conditions on this Proposal before we can comment.
- 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
  - high seasonal ground water
  - waste flow characteristics
  - bedrock from original grade
  - other \_\_\_\_\_
- 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
- 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
  - central sewage
  - community sewage system
  - community water well
  - interim sewage
  - central water
  - individual sewage
  - individual water
- 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
  - central sewage
  - community sewage system
  - community water
  - sewage dry lines
  - central water
- 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
- 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 12. We will require plans be submitted for a plan review for any:
  - food establishment
  - swimming pools or spas
  - beverage establishment
  - grocery store
- 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.



14. \_\_\_\_\_

Reviewed By: [Signature]

Date: 12/23/15

EXHIBIT 18  
 Page 1 of 1  
 Project # 201504177-S



**RECEIVED**  
**JAN 04 2016**  
**ADA COUNTY**  
**DEVELOPMENT SERVICES**

Scott Buck, Deputy Fire Marshal  
208-939-6463 / Fax 208-939- 2717

## **FIRE CODE ENFORCEMENT**

December 30, 2015

Brent Danielson, Associate Planner  
Ada County Development Services  
200 W. Front Street  
Boise, Idaho 83702

Reference: File # 201504177-S (Avimor Subdivision No.5 Preliminary Plat)

The Eagle Fire Department has reviewed the above referenced preliminary plat application located at the Avimor Planned Community on Highway 55. The following comments are from the review of that application.

Roads 20 to 26 feet in width shall be posted on both sides No Parking Fire Lane in accordance with Appendix D sections D103.6 and D103.6.1 of the 2012 Edition of the International Fire Code. The 24 foot street section shown on sheet C4 of the plat indicates there will be parking on one side. In order for there to be parking on one side, the street would have to be widen to more than 26 feet in width.

Roads more than 26 feet in width and less than 32 feet in width shall be posted on one side No Parking Fire Lane. In accordance with Appendix D sections D103.6 and D103.6.2 of the 2012 Edition of the International Fire Code.

The fire department access roads in this subdivision shall be provided and maintained in accordance with section 503 and Appendix D of the 2012 International Fire Code. This shall include adequate roadway widths, signage, turnarounds and minimum turning radius for fire apparatus.

The turning radius for our apparatus is 28 feet in side. Ensure that all the radiuses for the curves and intersections meet this requirement.

The minimum fire flow and flow duration for one and two family dwellings shall be as specified in Appendix B of the 2012 edition of the International Fire Code.

The number of fire hydrants and spacing of those hydrants shall be in accordance with Appendix C of the 2012 International Fire Code. Fire hydrant locations and required fire flows shall be witnessed by the fire department prior to any building permits being issued.

All street signs shall be installed and approved by the fire department prior to any building permits being issued.

The secondary emergency access that runs north to highway 55 shall be maintained and serviceable for this phase of the subdivision.

Please contact me if you have any questions or concerns

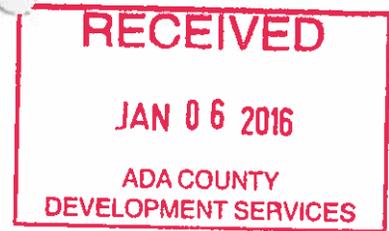
Respectfully,



Scott Buck  
Deputy Fire Marshal



STATE OF IDAHO  
 DEPARTMENT OF ENVIRONMENTAL QUALITY  
 BOISE REGIONAL OFFICE  
 1445 North Orchard Street • Boise, ID 83706-2239 • (208) 373-0550



**DEQ Response to Request for Environmental Comment**

Date: 01/06/2016  
 Agency Requesting Comments: Ada County Development Services  
 Date Request Received: 12/21/2015  
 Applicant/Description: 201504177-S Revised Preliminary Plat Avimor Subdivision No. 5

*Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <http://www.deq.idaho.gov/ieq/>.*

*The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:*

**1. Air Quality**

- *Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).*

*For questions, contact David Luft, Air Quality Manager, at 373-0550.*

- *IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.*

*For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.*

**2. Wastewater and Recycled Water**

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

*All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.*

- *DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.*
- *DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager, at 373-0550.*

### **3. Drinking Water**

- *DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.*
- *IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.*

*All projects for construction or modification of public drinking water systems require preconstruction approval.*

- *DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at <http://www.deq.idaho.gov/water-quality/drinking-water.aspx>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.*
- *If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.*
- *DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.*
- *DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.*

*For questions, contact Todd Crutcher, Engineering Manager at 373-0550.*

#### **4. Surface Water**

- *A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.*
- *Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. If this project disturbs more than one acre, a stormwater permit from EPA may be required.*
- *If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.*
- *The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>*
- *The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.*

*For questions, contact Lance Holloway, Surface Water Manager, at 373-0550.*

#### **5. Hazardous Waste And Ground Water Contamination**

- **Hazardous Waste.** *The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.*
- *No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.*
- **Water Quality Standards.** *Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).*

*Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.*

- **Ground Water Contamination.** *DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."*

*For questions, contact Dean Ehlert, Waste & Remediation Manager, at 373-0550.*

**6. Additional Notes**

- *If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 373-0550, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.*
- *If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.*

*We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any our technical staff at 208-373-0550.*

Sincerely,

***Danielle Robbins***

Danielle Robbins  
[danielle.robbs@deq.idaho.gov](mailto:danielle.robbs@deq.idaho.gov)  
Boise Regional Office  
Idaho Department of Environmental Quality

C: File # 2104



# 201504177 S Radius Map

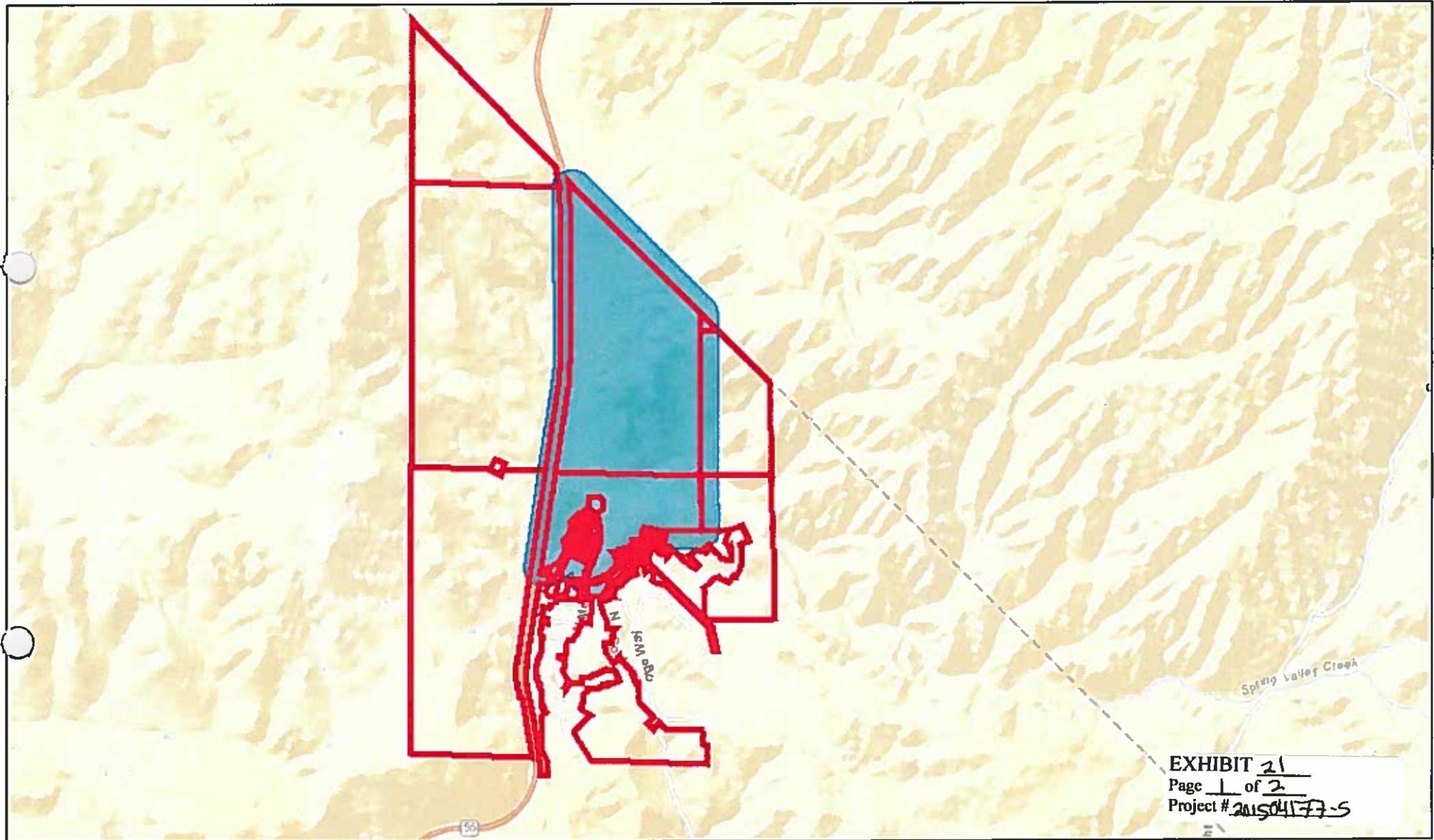


EXHIBIT 21  
 Page 1 of 2  
 Project # 201504177-S

- |                 |             |          |
|-----------------|-------------|----------|
| Search Results: | EAGLE       | MERIDIAN |
| Parcels         | GARDEN CITY | STAR     |
| City Limits     | BOISE       | KUNA     |
|                 | Parks       |          |

0 0.275 0.55 1.1 Miles

Date: 1/6/2016



This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.



# 201504177 S Radius Map

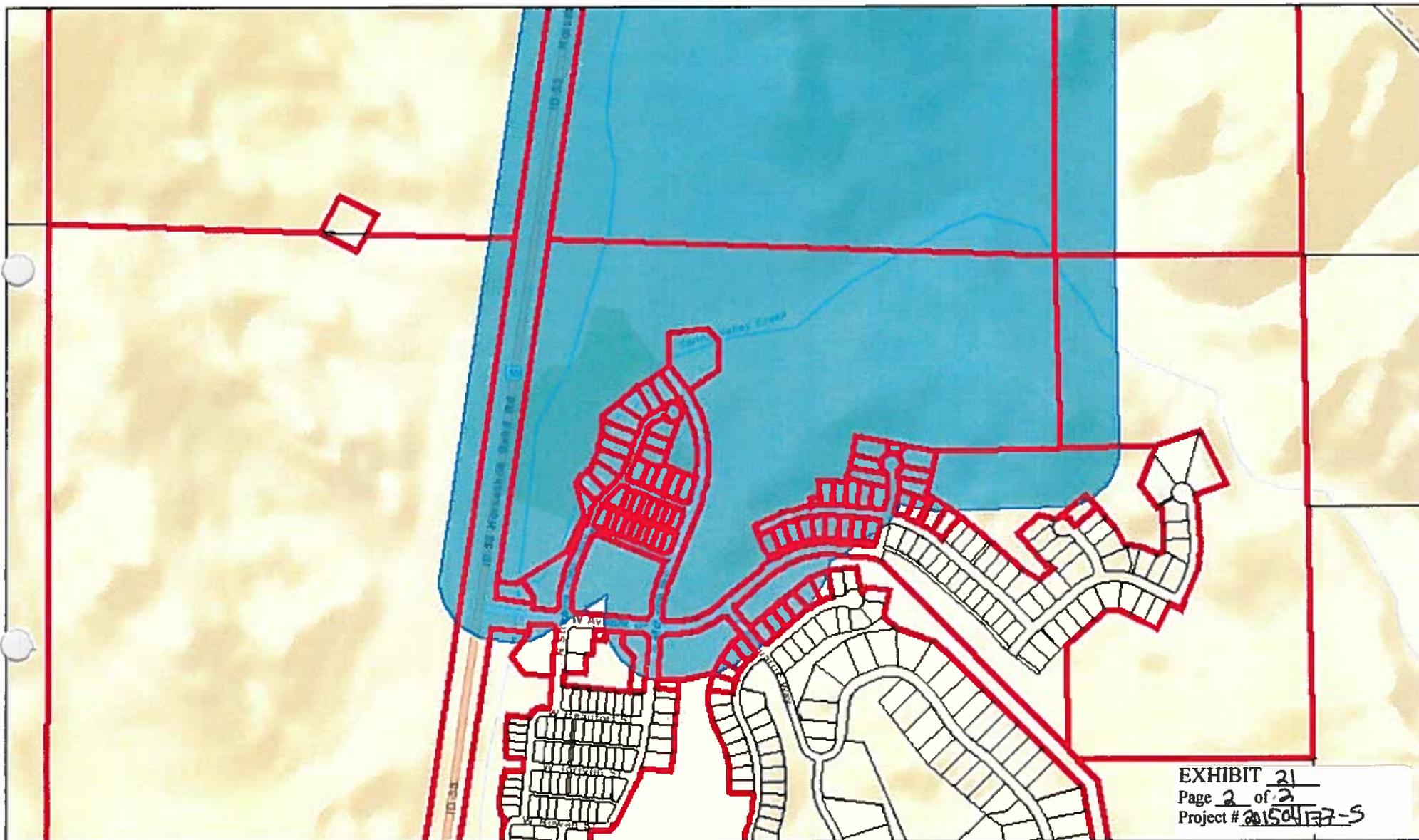
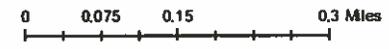


EXHIBIT 21  
 Page 2 of 2  
 Project # 201504177-S

- Search Results: City Limits
- GARDEN CITY
  - STAR
  - BOISE
  - KUNA
  - Parks
  - EAGLE
  - MERIDIAN
- Parcels
- Parcels



Date: 1/6/2016



This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

PRIMOWNER  
AMADO STEVEN J  
ANZELC ROBERT F  
ARL JAMES M  
AVIMOR DEVELOPMENT LLC  
AVIMOR RESIDENTIAL COMMUNITY ASSOCIATION II  
BENTLEY SUSAN  
CRUMBAKER JOHN A  
CUSHMAN COLE R  
DARON FAMILY LIVING TRUST  
DUAL BENEFICIARY TRUST TRUST NO 8562  
DYMOKE KERBY J  
FIRST AMERICAN TITLE INSURANCE COMPANY - TRU  
GREER DAVID  
HERRINGTON PETER  
HOLSCLAW DANIEL  
IDAHO STATE DEPT OF LANDS  
JARMIN LORETTA  
JOHNSON BENJAMIN R & HEATHER R FAMILY TRUST  
JONES JASON L  
LARSON TODD  
LOVE ROBERT W  
MANSIONS AND MAKEOVERS LLC  
MARONEY KIMBERLY M  
MCNEECE GARY L  
MEIS KURT  
MINCH DONALD A  
NAMER STORMY R  
PINTAR THOMAS M  
REEDER RANDY E  
RIETKERK PETER JR  
ROOT SORON T  
SANTIAGO PEREZ TRUST  
SHACKELFORD JAMES S

SECOWNER  
AMADO AMY  
ANZELC PATRICIA A  
  
BENTLEY RYAN  
CRUMBAKER DARLA A  
CUSHMAN PAMELA A  
  
KREUTZER LOU ANN  
GREER MARY ELIZABETH  
  
HOLSCLAW VICTORIA  
  
BYERS PATRICIA A  
  
MARONEY KENNETH W  
MCNEECE PAULA D  
MEIS LAURIE  
MINCH THERESA F  
  
PINTAR PATRICIA D  
REEDER KIMBERLY K  
  
ROOT KATHERINE L  
SHACKELFORD NAOMIE L

ADDCONCAT  
18914 N STREAMS EDGE PL  
18591 N GOLDENRIDGE PL  
18539 N GOLDENRIDGE WAY  
PO BOX 1360  
2180 W SR 434 STE 5000  
5839 W GALLOWAY ST  
5832 W GALLOWAY ST  
PO BOX 1457  
5825 W GALLOWAY ST  
PO BOX 1360  
18941 N STREAMS EDGE PL  
PO BOX 1360  
18872 N STREAMS EDGE PL  
18563 N GOLDENRIDGE PL  
5655 W WHITE HILLS DR  
300 N 6TH ST  
5818 W GALLOWAY ST  
PO BOX 1784  
5853 W GALLOWAY ST  
18856 N STREAMS EDGE PL  
18555 N GOLDENRIDGE PL  
PO BOX 1621  
5824 W TANTALLON ST  
18923 N STREAMS EDGE PL  
18887 N SUMMER PL  
18597 N GOLDENRIDGE PL  
5936 W TANTALLON ST  
18575 N GOLDENRIDGE PL  
18869 N STREAMS EDGE PL  
5501 W WHITE HILLS DR  
18780 N START POINT PL  
5811 W GALLOWAY ST  
18851 N STREAMS EDGE PL

STATCONCAT  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
CALDWELL, ID 83606-1360  
LONGWOOD, FL 32779-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
NOME, AK 99762-0000  
BOISE, ID 83714-0000  
CALDWELL, ID 83606-1360  
BOISE, ID 83714-0000  
CALDWELL, ID 83606-1360  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83720-0000  
BOISE, ID 83714-0000  
EAGLE, ID 83616-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
EAGLE, ID 83616-0000  
BOISE, ID 83714-0000  
GARDEN CITY, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000  
BOISE, ID 83714-0000

SOMERVILLE LEANNA M  
USA (BUREAU OF LAND MANAGEMENT)  
YODER TERRY

YODER PETRA

5852 W TANTALLON ST  
1387 S. VINNELL WAY  
5867 W GALLOWAY ST

BOISE, ID 83714-0000  
BOISE, ID 83709-0000  
BOISE, ID 83714-0000

ADA COUNTY DEVELOPMENT SERVICES  
200 W FRONT ST BOISE ID 83702



January 8, 2015

Dear Property Owner:

LEGAL NOTICE IS HEREBY GIVEN THAT the Ada County Planning & Zoning Commission will hold a public hearing on **February 11, 2016** at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear the following:

**201504177-S AVIMOR SUB #5**, A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD. The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 in Sections 7 and 18, T. 5N, R. 2E, Boise, ID.

Contact, Brent Danielson, AICP, Associate Planner, at 287-7913 for more information.

This is an Official Notice of Public Hearing regarding the use of a property near your own. You have been notified because records indicated that you own property near or within **300'** of the applicant's project boundary. You are invited to attend the public hearing and offer your comments for consideration. If you are unable to attend, you may send comments to our office before the hearing date, and they will be entered in the public hearing record.

This application can be viewed by completing the following:

- 1 Type <http://gisx.adaweb.net/acdsv2>
- 2 Enter "**201504177-S**" in search application by file number.
- 3 Click on 'Application Information'.
- 4 Review documents by clicking on 'Supporting Documents'.

5 days prior to the hearing you can go to <https://adacounty.id.gov> to view the agenda or staff report.



NOTES:

- This item may not be heard at the scheduled time of 6:00 p.m. , as multiple items may be considered during the hearing.
- Video, audio, PowerPoint, or other computer-generated visuals used to present testimony, must be provided to the Planner ½ hour prior to the start of the hearing: file format compatibility cannot be guaranteed.
- Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 or 287-7979 (TDD) three days prior to this public hearing to make arrangements.

EXHIBIT 23  
Page 1 of 1  
Project # 201504177-S

**Brent Danielson**

**From:** Brent Danielson  
**Sent:** Friday, January 15, 2016 10:38 AM  
**To:** nancy@drycreekcemetery.com; adam.straubinger@idpr.idaho.gov; chornsby@idahopower.com; amurray@idahopower.com; lbishop@idahopower.com; hatch.lohrea@meridianschools.org; sdouglas@idl.idaho.gov; john.lee@unitedwater.com; tfischer@blm.gov; Amy Aaron; Scott Williams; carla.bernardi@cableone.biz; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; cmiller@compassidaho.org; tfuller@compassidaho.org; chalberg@cableone.net; twononas@msn.com; kmccclenny@eaglefire.org; sbuck@eaglefire.org; rward@idfg.idaho.gov; klangford@idl.idaho.gov; danielle.robbins@deq.idaho.gov; westerninfo@idwr.idaho.gov; aaron.golart@idwr.idaho.gov; jim.morrison@itd.idaho.gov; shona.tonkin@itd.idaho.gov; mark.wasdahl@itd.idaho.gov; msinglet@intgas.com; sp@nacfa.net; greg.j.martinez@usace.army.mil; greg.j.martinez@usace.army.mil; bob\_kibler@fws.gov; swidrcd@idahorcd.org; info@payetteriverscenicbyway.com; fromm.carla@epa.gov; ethan.morton@ishs.idaho.gov; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Scott Koberg; Carolyn Nitz; Ryan Strain; Ryan Strain; Brian Wilbur; cherylwright@cwidaho.cc; Brent Danielson; mdewalt@adalib.org; Mark Ferm; Angela Gilman; Jerry Hastings; Jean Schaffer; Dale Ann Barton; Jerry Servatius; rkinney@republicservices.com; brandon.w.hobbs@usace.army.mil; jstuber@republicservices.com; racanody@co.boise.id.us; choem@co.gem.id.us; Brent Danielson  
**Cc:** Kristy Inselman; Mindy Wallace (mwallace@achdidaho.org)  
**Subject:** Ada County Application Transmittal Notice.



<b>File Number:</b> <a href="#">201504177-S</a>	<b>X-Reference:</b> 200700016 S-HD
<b>Description:</b> A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.	
<b>Reviewing Body:</b> BOCC	<b>Hearing Date:</b> 3/2/2016
<b>Applicant:</b> KM ENGINEERING LLP	<b>P&amp;Z Recommendation:</b>
<b>Property:</b> The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 BOISE 83714, Sections 7 and 18, 5N 2E.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at [gisx.adaweb.net/acdsv2/](http://gisx.adaweb.net/acdsv2/) and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 1/30/2016. When responding, please reference the file number identified above. If responding by email,

please send comments to [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,  
BRENT DANIELSON, ASSOCIATE PLANNER  
200 W Front Street  
Boise ID 83702  
[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)  
(208) 287-7913

MEMORANDUM

---



DATE: 1/15/2016

RE: 201504177-S #2 Avimor # 5

TO: Brent Danielson, Associate Planner

FROM: Mark Ferm, Ada County Building Official



---

Summary of Project:

A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.

Findings and Conditions:

The building division has no objection to the proposed development.

Conclusion:

Approved as submitted

Mark Ferm  
Ada County Building Official  
200 W Front Suite 2125  
Boise Idaho 83702  
Phone 287-7910

[markf@adaweb.net](mailto:markf@adaweb.net)

**Brent Danielson**

RECEIVED

IAN 19 2016

ADA COUNTY  
DEVELOPMENT SERVICES

**From:** Ethan Morton <Ethan.Morton@ishs.idaho.gov>  
**Sent:** Tuesday, January 19, 2016 9:40 AM  
**To:** Brent Danielson  
**Subject:** RE: Ada County Application Transmittal Notice. (Idaho SHPO REV 2015-880 and 2014-1192)  
**Attachments:** 2015-880\_Avimor Development.pdf; 2014-1192\_Avimor Subdivision Phase 4.pdf

Good Morning Brent,

Our concerns remain unchanged from last August (letter attached). We have also been consulted separately on this undertaking by KM Engineering (on behalf of the EPA) as part of the NOI process for a SWPPP permit. We also recommended a survey as part of that federal undertaking.

Thank You,

Ethan Morton  
Idaho State Historic Preservation Office  
210 Main Street  
Boise, Idaho 83702  
208-334-3861 x107  
[ethan.morton@ishs.idaho.gov](mailto:ethan.morton@ishs.idaho.gov)



**\*Please see our new landing page for Forms, Guidelines, and Templates\***  
<http://history.idaho.gov/forms-guidelines-and-templates>

*"The head of any federal agency having direct or indirect jurisdiction over a proposed federal or federally assisted undertaking in any state and the head of any federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register." Section 106 of the National Historic Preservation Act of 1966 amended through 1992 (16 U.S.C. 470f)*

*"Undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license or approval". (36 CFR 800(y))*

**From:** Brent Danielson [mailto:bdanielson@adaweb.net]  
**Sent:** Friday, January 15, 2016 10:38 AM  
**To:** nancy@drycreekcemetery.com; Adam Straubinger; chornsby@idahopower.com; amurray@idahopower.com; lbishop@idahopower.com; hatch.lohrea@meridianschools.org; sdouglas@idl.idaho.gov; john.lee@unitedwater.com; tfischer@blm.gov; Amy Aaron; Scott Williams; carla.bernardi@cableone.biz; mreno@cdhd.idaho.gov; lbadigia@cdhd.idaho.gov; mwilliams@cityofeagle.org; cmiller@compassidaho.org; tfuller@compassidaho.org; chalberg@cableone.net; twononas@msn.com; kmccleenny@eaglefire.org; Scott Buck; rward@idfg.idaho.gov; klangford@idl.idaho.gov; danielle.robbins@deq.idaho.gov; westerninfo@idwr.idaho.gov; aaron.golart@idwr.idaho.gov; jim.morrison@itd.idaho.gov; shona.tonkin@itd.idaho.gov; mark.wasdahl@itd.idaho.gov; msinglet@intgas.com; sp@nacfa.net; greg.j.martinez@usace.army.mil; greg.j.martinez@usace.army.mil; bob\_kibler@fws.gov; swidrcd@idahorcd.org; info@payetteriverscenicbyway.com; fromm.carla@epa.gov; Ethan Morton; Darby Weston; Darby Weston; clittle@achdidaho.org; syarrington@achdidaho.org; Scott Koberg; Carolyn Nitz; Ryan Strain; Ryan Strain; Brian Wilbur; cherylwright@cwidaho.cc; Brent Danielson; mdewalt@adalib.org; Mark Fern; Angela Gilman; Jerry Hastings; Jean Schaffer; Dale Ann Barton; Jerry Servatius; rkinney@republicservices.com; brandon.w.hobbs@usace.army.mil; jstuber@republicservices.com; racanody@co.boise.id.us; choem@co.gem.id.us; Brent Danielson  
**Cc:** Kristy Inselman; Mindy Wallace (mwallace@achdidaho.org)  
**Subject:** Ada County Application Transmittal Notice.



## Ada County Development Services Planning & Zoning Division Transmittal

<b>File Number:</b> <a href="#">201504177-S</a>	<b>X-Reference:</b> 200700016 S-HD
<b>Description:</b> A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD.	
<b>Reviewing Body:</b> BOCC	<b>Hearing Date:</b> 3/2/2016
<b>Applicant:</b> KM ENGINEERING LLP	<b>P&amp;Z Recommendation:</b>
<b>Property:</b> The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community on Highway 55 BOISE 83714, Sections 7 and 18, 5N 2E.	

Ada County Development Services is requesting comments and recommendations on the application referenced above. To review detailed information about the request please either click on the file number identified above, or visit the Ada County Development Service's Application Tracking System (ATS) web site at [gisx.adaweb.net/acdsv2/](http://gisx.adaweb.net/acdsv2/) and search by file number. Hover over the pushpin that appears on the map with your mouse and select "Additional Info" from the pop-up box. You will then be able to review individual documents, drawings and other information detailing the request.

We request that you submit your comments or recommendations by 1/30/2016. When responding, please reference the file number identified above. If responding by email, please send comments to [bdanielson@adaweb.net](mailto:bdanielson@adaweb.net).

To request a hard copy of materials associated with this application, for additional information, or to provide comment on Ada County's Development Services ATS, please call me at the number listed below.

Sincerely yours,  
BRENT DANIELSON, ASSOCIATE PLANNER  
200 W Front Street  
Boise ID 83702  
[bdanielson@adaweb.net](mailto:bdanielson@adaweb.net)  
(208) 287-7913



August 14, 2015

C.L. "Butch" Otter  
Governor of Idaho

Janet Gallimore  
Executive Director

Administration  
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Education Programs  
610 North Julia Davis Drive  
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State Historic Preservation  
Office and Historic Sites  
Archeological Survey of Idaho  
210 Main Street  
Boise, Idaho 83702-7264  
Office: (208) 334-3861  
Fax: (208) 334-2775

Statewide Sites:  
• Franklin Historic Site  
• Pierce Courthouse  
• Rock Creek Station and  
• Stricker Homesite

Old Penitentiary  
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North Idaho Office  
112 West 4th Street, Suite #7  
Moscow, Idaho 83843  
Office: (208) 882-1540  
Fax: (208) 882-1763

Mr. Brent Danielson  
Associate Planner  
Ada County Development Services  
Planning & Zoning Division  
200 W. Front Street  
Boise, ID 83702

RE: Avimor Development, File No. 201502322/200700016 (Idaho SHPO REV 2015-880)

Dear Mr. Danielson,

Thank you for your informational letter and project materials regarding the proposed changes and modifications to the Avimor Planned Community. We understand that you are contacting our office in regards to solicit any concerns we have regarding potential effects to cultural resources as directed by Ada County's comprehensive plan. Our records indication at Phase 1 of the development had a cultural resource study completed which included a survey, subsurface testing, and construction monitoring (Idaho SHPO REV 2005-1086). We have reviewed the application packet and would like to take this opportunity to make a few comments and provide a recommendation.

The area of potential effect (APE) addressed in 2006 was limited to Phase 1 and did not include the larger area of potential effect presented in the current materials. Therefore we do not concur that the Historic Resources (ACC 9-4E-4D6) section of Natural Features Analysis on the preliminary plat checklist has been "previously done".

Our preliminary review indicates the presence of known *historic properties* (properties which are eligible or potentially eligible for the National Register of Historic Places) within the expanded APE including portions of the Boise to Pearl Wagon Road, the Spring Valley Ranch, and archaeological site 10AA615. It is also likely that there are unknown or undocumented cultural resources within the APE.

We recommend that the applicant conduct a survey of the area of the (APE) to identify and evaluate known and unknown cultural resources, evaluate the National Register eligibility of any cultural resources, assess any adverse effects to any *historic properties*, and propose mitigation if warranted. The APE should be designed to include potential direct and indirect effects

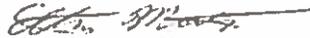


We believe completing this analysis early in the process will benefit the applicant as they will likely incur a federal involvement in a later phase of the project. Federal involvement may be related to the issuance of a 404 permit from the US Army Corp of Engineers and the filing of intent for a National Pollutant Discharge Elimination System through the Environmental Protection Agency. Incurring federal involvement will likely require consultation with our office through compliance with Section 106 of the National Historic Preservation Act.

The survey should be conducted by a professional(s) that meet the Secretary of Interior Standards for Archaeology and Architectural History. A list of qualified professionals can be found on Preservation Idaho's website: <http://www.preservationidaho.org/resources/cultural-resources-consultants>.

We appreciate your consulting with our office and look forward to receiving a report which documents the survey, and provides an overall recommendation regarding project effect. If you have any questions feel free to contact me at 208-334-3847 x107 or ethan.morton@ishs.idaho.gov.

Sincerely,



Ethan Morton, State Historic Preservation Office



September 18, 2014

C.L. "Butch" Otter  
Governor of Idaho

Janet Gallimore  
Executive Director

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Mr. Andrew Newell  
Project Engineer  
KM Engineering, LLP  
9233 West State Street  
Boise, Idaho 83714

RE: Avimor Subdivision Phase 4 (Idaho SHPO REV 2014-1192)

Dear Mr. Newell,

Thank you for your informational letter and project materials regarding the proposed undertaking received at our office on September 11, 2014. We understand that you are requesting our office's recommendation regarding potential adverse effects to *historic properties* as directed by the Environmental Protection Agency's (EPAs) *Historical Properties Screening Process* for issuing a National Pollutant Discharge Elimination System permit.

Due to the relatively undisturbed nature of the project area, we believe the proposed undertaking has the potential to adversely affect *historic properties* and therefore we recommend a survey be conducted to identify any *historic properties*, evaluate effects, and propose mitigation if warranted. We would also like to bring to your attention that the historic era Boise to Pearl Wagon Road (10AA619) is documented as passing through this area.

The EPA has determined that the issuance of a permit is an undertaking as defined by the regulations that implement Section 106 of the National Historic Preservation Act (NHPA). In order for the EPA to be in compliance with the NHPA they are required to consult with our office and other interested parties regarding potential effects to *historic properties*. While the EPA has delegated this consultation responsibility to its permit applicants it remains legally responsible as the Federal authority for complying with the NHPA.

We appreciate your consulting with our office and look forward to receiving a report which documents the results of the survey and provides an overall recommendation regarding effect. A list of qualified professionals can be found on Preservation Idaho's website: <http://www.preservationidaho.org/resources/cultural-resources-consultants>.

If you have any further questions regarding your role in fulfilling the EPA's compliance with the Section 106 of the NHPA please contact Margaret McCauley or Erika Farris with the EPA. Ms. McCauley can be reached at [mccauley.margaret@epa.gov](mailto:mccauley.margaret@epa.gov) and Ms. Farris can be reached at [Farris.Erika@epa.gov](mailto:Farris.Erika@epa.gov).

Sincerely,

Ethan Morton, Idaho State Historic Preservation Office

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**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028  
Boise, ID 83707-2028

(208) 334-8300  
itd.idaho.gov

January 19, 2016

Brent Danielson  
Ada County Development Services  
200 W Front Street  
Boise ID 83702



**VIA EMAIL**

**RE: 201504177-S AVIMORE SUBDIVISION NO. 5**

The Idaho Transportation Department (ITD) has reviewed the referenced preliminary subdivision application for Avimore Subdivision No. 5 located at milepost 52 on SH-55. ITD has the following comments:

1. ITD does not object to the preliminary plat changes within the subdivision.
2. All previous requirements and restrictions are unchanged and remain in effect.
3. ITD objects to the north access shown in the application. The Developer did discuss this location as a north access to the development with ITD. Upon further review by ITD, the north access that was previously permitted, and has since expired, was located at approximately milepost 53.61. The applicant will need to submit a new application for an approach in this location. The emergency access shown, and requested as a north access, in the application is to be deleted. ITD would be willing to review leaving the emergency access in place as an emergency access until a north access is constructed.
4. ITD agrees a signal at Avimore Drive is not warranted with existing traffic volumes.
5. ITD used HCM 2010, version 6.70, to review the Traffic Impact Study (TIS) for future changes to SH-55 and had difficulties duplicating the numbers shown in the TIS. ITD would be willing to meet and discuss what would need to be included in future traffic impact studies to make reviews easier and faster.
6. Any work within ITD right-of-way will require an approved permit before any work begins. The applicant may contact Shona Tonkin for an application.
7. Idaho Code 40-1910 does not allow advertising within the right-of-way of any highway system.
8. IDAPA 39.03.60 governs advertising along the State highway system.

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If you have any questions, you may contact Shona Tonkin at 334-8341 or me at 332-7191.

Sincerely,

A handwritten signature in blue ink that reads "James K. Morrison". The signature is written in a cursive style.

James K. Morrison  
Development Services Manager  
[jim.morrison@itd.idaho.gov](mailto:jim.morrison@itd.idaho.gov)

LEGAL NOTICE OF PUBLIC HEARING Legal notice is hereby given that the Ada County Planning and Zoning Commission will hold a public hearing on February 11, 2016 at 6:00 p.m. in the Commissioners Main Hearing Room #1235, on the first floor, 200 W. Front Street, Boise, ID, to hear a request for: 201400392-DA-M & 201503797-S-ZC, TEALEYS LAND SURVEYING; Preliminary Plat, Zoning Ordinance Map Amendment and Development Agreement Modification applications for Running Springs Sub No 3. This phase consists of 14 residential lots, and 5 common lots. The zoning ordinance map amendment is to rezone the property from a Medium High Density Residential (R8) District to a High Density Residential (R12) District. This is a revised preliminary plat application to change the originally approved duplex lots to single family attached lots. The property contains 2.93 acres and is located at 10333 W. Lake Hazel Rd., Boise ID 83709 in Section 2, T. 2N, R. 1E. Kristy Inselman 287-7998. 201500547-CU, VERIZON WIRELESS; A conditional use for an 80 foot monopole tower, a 6" lightning rod, 12 panel antennas and 2 future microwave dishes. The property contains 2.214 acres and is located at 5220 N Linder Rd. Meridian ID 83646 in Section 25, T. 4N, R. 1W. Diana Sanders 287-7905. 201503969-CPA-ZOA, SLN PLANNING INC; A comprehensive plan text amendment and zoning ordinance text amendment to create a rural cluster development allowance within the Ada County Comprehensive Plan and the adoption of standards and regulations for cluster developments within the Ada County Zoning Ordinance. Brent Danielson 287-7913 201504098-ZOA, L&R ENVIRONMENTAL; Zoning Ordinance Text Amendment to amend current Ada County Code to allow Private Septage Treatment & Disposal Facilities in the Rural Preservation (RP) District outside any city area of impact. Diana Sanders 287-7905. 201504177-S, KM ENGINEERING LLP; A preliminary plat for an 84 lot subdivision (Avimor Subdivision No. 5) in the Avimor Planned Community consisting of 76 village residential lots, three (3) village center lots, two (2) village open space lots, two (2) foothills open space lots, and one (1) community services lot. This is a revised preliminary plat to change roadway configuration and lot product type from what was approved in 2007 through Project #200700016 S-HD. The property encompassing the proposed subdivision contains approximately 66.6 acres and is located at the Avimor Planned Community contains 670.57 acres and is located at 18700 N. Highway 55. Boise ID 83714 in Sections 7 and 18, R. 5N, R. 2E. Brent Danielson 287-7913. Staff Reports Available On-Line 5 Days before Hearing Date - adaweb.net Auxiliary aids or services for persons with disabilities are available upon request. Please call 287-7900 or 287-7979

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(TDD) by 5:00 p.m. three days prior to this public hearing so that arrangements can be made. ADA COUNTY PLANNING AND ZONING COMMISSION Mark Perfect, Planning & Zoning Administrator Pub. Jan. 26, 2016  
**Publish Dates:** 1/26/2016 -2/9/2016 1

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