



AGENDA

PLANNING & ZONING COMMISSION REGULAR MEETING CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO 160 South 3rd East Street

Live Stream Viewing: <https://www.youtube.com/c/MountainHomeIdaho>

Tuesday, July 1, 2025, at 5:30 PM

I ESTABLISH A QUORUM

II APPROVE MINUTES

*June 17, 2025

III RECOGNIZING PERSONS NOT ON THE AGENDA

IV CONFLICT OF INTEREST/EX-PARTE CONTACT DECLARATIONS

* Does any Commissioner, Commissioner's employer, or Commissioner's family member have an economic interest in any matter on the agenda? (Idaho Code 67-6506)

* Have any Commissioners received communications or engaged in discussions regarding matters on this agenda outside of this meeting?

V PUBLIC HEARING AND ACTION

*** Action Item – Annex and Zone R-4 – Open Door Rentals/Endurance Holdings**

A request by Bonnie Layton of NV5 on behalf of Open Door Rentals, LLC. /Endurance Holdings, LLC, to annex and zone to R-4 a forty (40) +/- acre parcel of land, and all of that portion of Smith Road that fronts this parcel. The parcel is located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, and West of SW Rolling Hills Avenue, Mountain Home, ID. (RP03S06E356610) (PZ-25-11)

***Action Item – Rezone to R-4 Planned Unit Development – Blue Yonder West Subdivision - Open Door Rentals/Endurance Holdings**

A request by Bonnie Layton of NV5 on behalf of Open Door Rentals, LLC. /Endurance Holdings, LLC. To rezone to R-4 Planned Unit Development for the Blue Yonder West Subdivision. The development will consist of a total of three-hundred and ninety-eight (398) lots and will provide for a mix of lot sizes ranging from thirty-four (34) to ninety-two (92) feet in width., providing a total of three-hundred and seventy-six (376) dwelling units. The development will consist of 11.45 acres of common area open space, designed, and landscaped with drought tolerant plantings, a large park, several micro pathways, as well as a variety of pocket parks, playground and tot lot areas and sport court. The applicant is seeking deviations from the bulk and coverage standards, The parcels comprising this development are located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, West and South of SW Rolling Hills Avenue, and West of Edward Street.

(RPA3S06E354855 and RP03S06E356610) (PZ-25-10)

***Action Item – Preliminary Plat – Blue Yonder West Subdivision - Open Door Rentals/Endurance Holdings**

A request by Bonnie Layton of NV5 on behalf of Open Door Rentals, LLC. /Endurance Holdings, LLC. for the approval of a preliminary plat for the Blue Yonder West Subdivision. The development will consist of a total of three-hundred and ninety-eight (398) lots and will provide for a mix of lot sizes ranging from thirty-four (34) to ninety-two (92) feet in width., providing a

total of three-hundred and seventy-six (376) dwelling units. The development will consist of 11.45 acres of common area open space, designed, and landscaped with drought tolerant plantings, a large park, several micro pathways, as well as a variety of pocket parks, playground and tot lot areas and sport court. The applicant is seeking deviations from the bulk and coverage standards, The parcels comprising this development are located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, West and South of SW Rolling Hills Avenue, and West of Edward Street. (RPA3S06E354855 and RP03S06E356610) (PZ-25-12)

VI NEW BUSINESS

*None

VII OLD BUSINESS

*None

VIII DEPARTMENT HEAD ITEMS

*None

IX ITEMS REQUESTED BY COMMISSIONERS/STAFF

X FINAL COMMENTS

XI ADJOURN

P & Z / COUNCIL MAY REVIEW ALL PLATS AT CITY HALL AND DISCUSS
ALL ITEMS OF BUSINESS WITH STAFF AT CITY HALL PRIOR TO MEETING

**More Information or Questions contact Community Development Department.
Anyone desiring accommodation for disabilities should contact the City Clerk's Office
at 208-587-2104 by at least 9:00 AM the morning of the public meeting.**



**MINUTES OF THE PLANNING AND ZONING COMMISSION REGULAR MEETING
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO**

Live Stream Viewing:

<https://www.youtube.com/c/MountainHomeIdaho>

Tuesday, June 17th, 2025, at 5:30 PM

ESTABLISH A QUORUM

Vice Chairperson William Roeder noted a quorum present and called the June 17, 2025, Regular Meeting of the Planning and Zoning Commission to order. Attending were Planning and Zoning Commission Members, William Roeder, Rob McCormick, and Cristina Drake.

Chairperson Kristopher Wallaert was not present.

Staff members attending were Senior City Planner Brenda Ellis, City Planner Nicole Coffey. Legal Counsel Geoff Schroeder

MINUTES

*May 20, 2025

Commission Member Cristina Drake made a motion to approve the May 20th, 2025, minutes.

Commission Member Rob McCormick seconded the motion. All in favor; aye. The motion passed by a unanimous vote.

RECOGNIZING PERSONS NOT ON THE AGENDA

*None

CONFLICT OF INTEREST DECLARATION

* Does any Commissioner, Commissioner's employer, or Commissioner's family member have an economic interest in any matter on the agenda? (Idaho Code 67-6506) - None

* Have any Commissioners received communications or engaged in discussions regarding matters on this agenda outside of this meeting? – *None

NEW BUSINESS

*None

OLD BUSINESS

***Land Use Chart- Discussion**

There was a discussion regarding in the packet what all the different colors meant.

There was a discussion regarding who enforces the code violations. Depending on what the code violation is it could be code enforcement or the building official.

There was a discussion regarding the temporary structure code. Having legal counsel go over the code and adjust where necessary.

There was a discussion regarding the comp plan. Comp plan, looking it over and changing what needs to be changed. This will take a lot of time and meetings.

There was a discussion regarding the next meeting being July 1st and asking if we will have a quorum with a holiday that week.

There was a discussion regarding the building permit report.

There was a discussion about revisiting the Land Use final changes.

DEPARTMENT HEAD ITEMS

- * Monthly Building Permit Report – May 2025
- *Monthly Code Enforcement Report – May 2025
- *Monthly GIS Report – May 2025

ITEMS REQUESTED BY COMMISSIONERS/STAFF

- *Updated water and sewer EDUs.

ADJOURN

Vice Chairperson William Roeder adjourned the meeting at 5:49 p.m.

Chair

Staff Report



To: Planning & Zoning Commission

Presenter: Brenda Ellis, Senior City Planner

Request: A request to [Annex and Zone to R-4 residential](#) a parcel of land consisting of 40 acres +/- and that portion of Smith Road that abuts the parcel. (RPO03S06E356610)

Application: PZ-25-11

Applicant: Bonnie Layton with NV5 on behalf of

Open-Door Rentals, Inc.

690 S Industry Way Suite 10,
Meridian, ID 83642.

P&Z Public Hearing: 7/1/2025

Request Summary

A request by Bonnie Layton, of NV5, on behalf of Open-Door Rentals, LLC/Endurance Holdings, LLC to annex and zone to R-4 a parcel of land approximately forty (40) acres in size, and that portion of Smith Road that abuts the parcel. The parcel of land is located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, and West of SW Rolling Hills Avenue.

The applicant is seeking annexation for the future development of the Blue Yonder West Subdivision. The proposed Residential Planned Unit Development will consist of a mix of single-family residential lots sizes, along with a variety of open spaces and amenities across two parcels, one of which is already inside the City Limits of the City of Mountain Home (RPA3S06E354855), totaling 65.41-acres site to be developed.

History

This parcel has been historically vacant ground.

The land to north of this parcel is vacant land but is within the City Limits of the City of Mountain Home and is zoned R-4 Residential. Land to the east of this parcel is the Blue Yonder Subdivision and is inside the City Limits of Mountain Home and is Zone R-4 Residential and approved for.

Approval Process

Under Title 9, Chapter 6, Section 4: Annexation, The Planning & Zoning Commission shall hold at least one public hearing for each annexation and zoning request as prescribed by Idaho Code and this chapter, public hearings. Further, the Commission shall file its recommendation on each annexation application with the city clerk as prescribed in this chapter.

The Commission's recommendation on annexation applications shall be in accordance with the following policies:

- a. That the annexation shall incorporate the city sewer planning area.
- b. Be consistent with existing areas of impact agreements.
- c. Attempt to balance costs of services with anticipated revenues.
- d. Promote other population balance goals, contiguous development, and prevention of costs due to leapfrog development.
- e. Promote to keep city limit boundaries that are squared off and not irregular in shape.

Notification & Responses

- A notification was sent to sixty-one (61) property owners within 300 ft. on 06/02/2025.
- A notification was sent to twenty-seven (27) Public Entities on 06/02/2025.
- Notice of Public Hearing was in the Mountain Home News on 6/11/2025 and 6/18/2025.
- Notice of the Public Hearing was posted on the property on 06/12/2025.
- As of 6/25/2025, we have received No letters in opposition or in favor of the request.

Applicable Regulations or Codes

City Code 9-6-10: Public Hearing Procedure

City Code 9-6-4: Annexation

Idaho State Code 50-222: Annexation by Cities

Comprehensive Plan Compliance

The land use map designates planned land uses within the city and the City's Area of Impact, illustrating the City's goals and objectives for the framework of the community and future development. (pg. 39)

- The Future Land-Use Map designates the area as Residential.

Comprehensive Plan 6.3 Land Use Future: Growth Accommodation Annexation. The City of Mountain Home will continue to look toward landowner willingness for annexation. (Comp. Plan Pg. 40).

- The property owner has requested annexation.

The residential land use per the comprehensive plan provides for the full range of residential uses and limited office land uses. Note 1 in the 6.7 Land Use Designation Table states that the City reserves the right to allow development based on compatibility with existing adjacent uses including, but not limited to, the transition of lot sizes, compatibility of use, the intensity of use, the overall design of a project, the impact to infrastructure, and the ability to serve a specific use or project. (Comp. Plan Pg. 43).

- The surrounding property is residential. Blue Yonder to the east of this site is underdevelopment. Final Plat applications have been received. The land to the west is in the county and is residential. The land to the north is vacant but is zoned residential and is inside the City Limits of the City of Mountain Home and zoned R-4. The land to the south is vacant land and is in the county.

Staff Review

Staff has determined that given the subject property's location to the existing R-4 Residential District, the Future Land-Use Map defines the area residential, and that the applicant is seeking

future single-family development, the R-4 Residential Zoning designation is appropriate and recommended. A Water Rights Fee shall be imposed upon and paid at the time of annexation of property that was not previously a part of the city.

This annexation has been requested in writing by the applicant, and this parcel is contiguous to the City Limits of the City of Mountain Home and is within the Area of Impact.

Conclusion

If the Commission determines the proposed request appropriate, you may recommend approval to the City Council, as presented, subject to the following conditions.

- 1) Subject to site plan amendments as required by Building, Public Works, Fire, and Zoning Officials to comply with applicable City Codes and standards.
- 2) All future development will comply with the uses and bulk & coverage controls of the R- 4 Zoning District.
- 3) A Water Rights Fee in the amount of \$2,000.00 per acres shall be paid at the time of annexation.
- 4) Annexation is contingent upon approval of the Planned Unit Development PZ-25-10 and Preliminary Plat PZ-25-12 of the Blue Yonder West Subdivision.
- 5) All development regarding this application will be subject to the City of Mountain Home's ability to provide municipal water services.

Attachments

1. Applicant Narrative
2. Vicinity/Current Zoning Map
3. Future Land Use Map
4. Landscape Plan

March 10, 2025

updated 6-17-25

Ms. Brenda Ellis
Mountain Home Planning and Zoning
150 South 3rd East Street
Mountain Home, ID 83647

sent via email

RE: Blue Yonder West Annexation, Planned Unit Development and Preliminary Plat Applications

Dear Ms. Ellis,

On behalf of Trilogy Development, Inc., please accept our applications for a partial Annexation, Planned Unit Development and Preliminary Plat for our Blue Yonder West Planned Unit Development. As discussed at our roundtable meeting held on April 24, 2024, Blue Yonder West is a Residential Planned Unit Development encompassing a mix of single-family residential lot sizes, along with a variety of open spaces and amenities across nearly this 64.41-acre site.

SITE HISTORY

The northern portion of our site is already annexed into the City of Mountain Home with a zoning designation of R4 (Parcel No. RPA3S06E354855). Since the time of annexation, that parcel has remained as vacant ground. The southern parcel of our site (Parcel No. RP03S06E356610) is not currently annexed and is also vacant ground.

COMPREHENSIVE PLAN, FUTURE LAND USE MAP & ZONING

The City of Mountain Home's 2020 Comprehensive Plan and Future Land Use Map identifies these parcels as Residential. Blue Yonder West is designed to accomplish many goals set forth in the Comprehensive Plan by providing a well-planned project with a variety of housing types and ensures for orderly growth of the city. This Annexation and Zoning request will allow for the continuation of the residential development pattern in the immediate area and provide much needed housing in the community as identified in the Comprehensive Plan as a Top 5 priority issue for the City of Mountain Home.

PROJECT DESIGN

Blue Yonder West is a thoughtfully planned residential development project. As proposed, our Planned Unit Development will include 376 dwelling units, with a variety of lot sizes ranging in width from 34 feet to 92 feet, and an overall density of 5.81 dwelling units per acre. This development application is submitted in accordance with the Mountain Home City Code, Chapter 18 Planned Unit Developments to foster a greater mix of lot sizes and homes than would typically be required per the standard R-4 Zoning District Standards outlined in 9-7-8: Zoning Schedule of Bulk Coverage Controls in the Mountain Home City Code.

Primary access into the project will be from Smith Road as well as connections from Blue Yonder Subdivision to the east at Nathan Street and Timber Trail Street. There are a variety of housing types and a total of 376 residential units. The variety of lot sizes allows in flexibility and housing choices for residents and provides the possibility for more attainable home ownership.

PHASING PLAN

Blue Yonder West will be developed in multiple phases of approximately 30 lots per phase and will somewhat depend on market conditions at the time.

BULK ZONING STANDARDS

As part of the PUD process, Blue Yonder West proposes a modification to the bulk zoning standards as follows:

Lot Size/DU ^{3,6}						Yard Setbacks						
						Front ^{7,10,11}		Rear ¹¹	Side ^{8,11}			
	1	2	3	4	5	6	7	8	9	10	11	12
District	Minimum	Range	Maximum Lot Coverage	Minimum Yard Area	Minimum Street Frontage	Lot With Front Loaded Garage	Lot With Garage Loaded Setback Or Rear Loaded		Interior Minimum	Street	Maximum Building Height	Minimum Floor Area
Lot Size/DU ^{3,6}						Yard Setbacks						
						Front ^{7,10,11}		Rear ¹¹	Side ^{8,11}			
	1	2	3	4	5	6	7	8	9	10	11	12
District	Minimum	Range	Maximum Lot Coverage	Minimum Yard Area	Minimum Street Frontage	Lot With Front Loaded Garage	Lot With Garage Loaded Setback Or Rear Loaded		Interior Minimum	Street	Maximum Building Height	Minimum Floor Area
R-4	5,000 sf 3,400 sf	5,000 - 7,000 sf 13,317 sf	n/a ¹³	n/a ¹³	50' 34'	15' ¹ 20' (garage)	15'	15'	5' 12'	15'	30'	n/a

Having built thousands of homes across Southern Idaho over the last 30+ years, we have been able to home in on what our homeowners are looking for. We have found that the homes and homesites developed to the modified bulk standards listed above, as well as a maximum lot coverage of 60%, to be the most desirable while still meeting all the functional and safety standards of building and fire codes. In addition to these proposed changes to the bulk zoning standards, we are requesting a modified street section whereby the back of curb to back of curb width is reduced from 42 feet to 36 feet. We have found that this reduction in road width to be an effective way to reduce vehicular speeds throughout the subdivision and that the long-term maintenance of the asphalt is more economical for the street department since there is less surface area to maintain.

OPEN SPACES & AMENITIES

In accordance with the Planned Unit Development Ordinance and City of Mountain Home's Landscaping Ordinance, Blue Yonder West has been designed to provide for a robust and amenitized site plan. Blue Yonder West includes 7.21 acres or 11.2% of common area open space, much of which will be designed and landscaped with drought tolerant plantings and permabark to conserve on the precious water resources in the area. Multiple parks are dispersed throughout the site with several micro pathways and sidewalks to provide for pedestrian connectivity and safety. The community also has a variety of playground and tot lot areas and sport court.

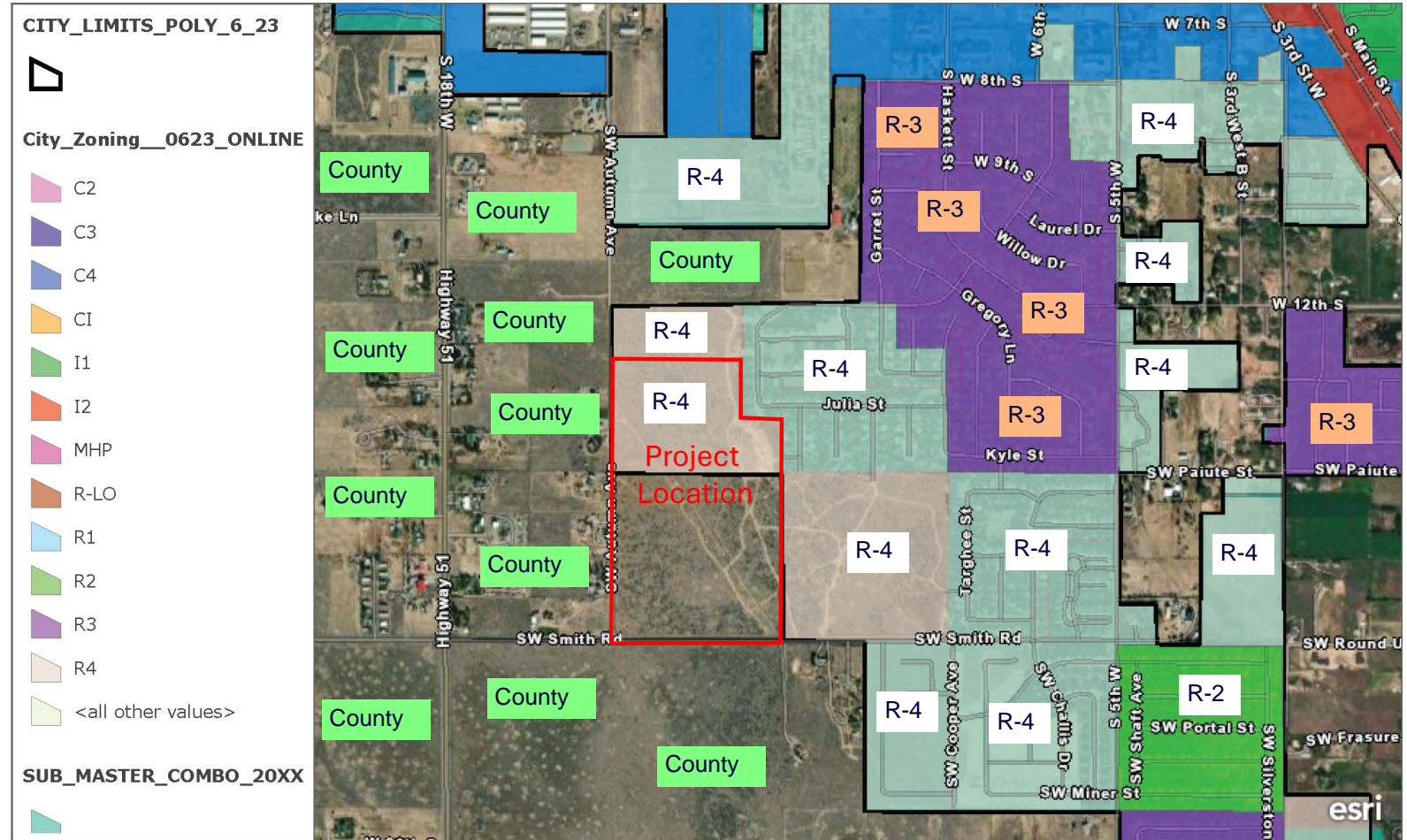
On behalf of Trilogy Development and the entire design team we appreciate your time and effort in reviewing our application and I am happy to answer any questions you might have. I can best be reached at 208-724-2624. Thank you for your time and I look forward to hearing from you.

Kind regards,

Bonnie Layton

Bonnie Layton

2023 City of Mountain Home Area Public Information



Public Information map

0.2mi



FUTURE LAND USE MAP

RP03S06E356610 : OPEN DOOR
RENTALS LLC

Parcel to be annexed

Table Zoom to

Subdivision: T3S R6E

Legal Description: Se4sw4, Sec 35, T3s R6e

Acres: 40

RPA3S06E354855 : ENDURANCE
HOLDING LLC

Parcel already inside City Limits

Table Zoom to

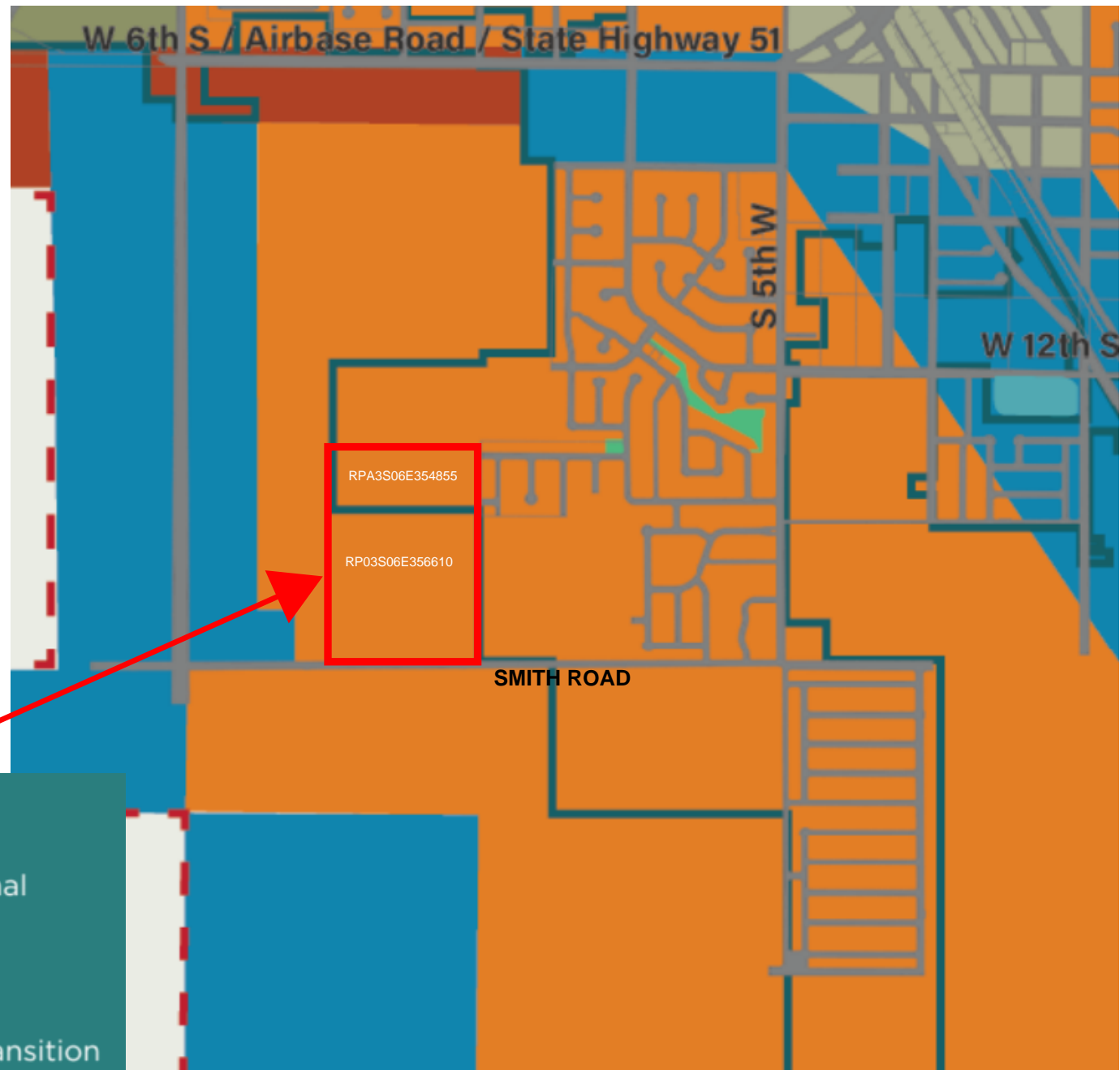
Subdivision: T3S R6E

Legal Description: Tax 131, Sec 35, T3s R6e

Acres: 24.112

Proposed site of
Blue Yonder West
is residential

○	Residential
○	Central Business
○	Open Space / Recreational
○	Commercial
○	Light Industrial
○	Heavy Industrial
○	Urban Development / Transition





BLUE YONDER WEST SUBDIVISION

MOUNTAIN HOME, ID

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER

OPEN DOOR RENTALS LLC
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, IDAHO 83642

PLANNER/CONTACT

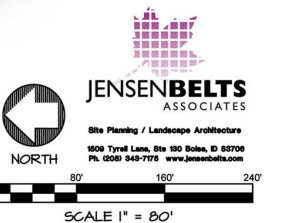
BONNIE LAYTON
NVS
690 S. INDUSTRY WAY, STE 10
MERIDIAN, IDAHO 83642
Phone (208) 342-5400

ENGINEER

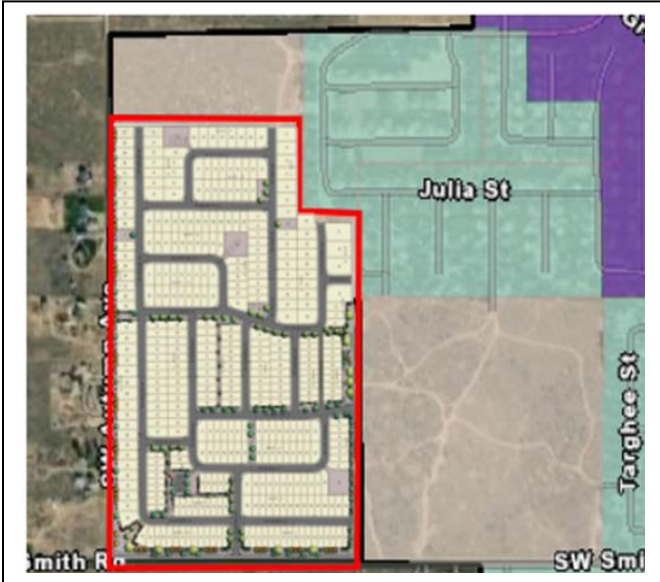
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST. SUITE 210
EAGLE, IDAHO 83616
Phone (208) 938-0013

DEVELOPER

TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST., STE. 101
BOISE, IDAHO 83709
Phone (208) 895-8858



JUNE 13, 2025



To: Planning & Zoning Commission

Presenter: Brenda Ellis, Senior City Planner

Request: To approve a **request to Rezone to R-4 PUD for Blue Yonder West Subdivision** approximately 65 acres +/- (PARCELS RPA3S35485506E & RP03S06E356610) The parcels of land are located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, West of SW Rolling Hills Avenue, and West of Edward Street. **Application:** PZ-25-10

Applicant: Bonnie Layton of NV5

Owner:

Open Door Rentals/Endurance Holdings

1977 East Overland Road

Meridian, Id. 83642

P&Z Public Hearing: 07/01/2025

STAFF REPORT

Request Summary

A request to Rezone to R-4 Planned Unit Development for the **Blue Yonder West Subdivision** consisting of 65 +/- acres. This application is running contemporaneously with a Preliminary Plat, and annexation. The development is located North and adjacent to Smith Road, East of and adjacent to Autumn Road, West of SW Rolling Hills Avenue, and West of Edward Street. Parcels RPA3S35485506E & RP03S06E356610 will make up the proposed sixty-five (65) acre development.

The development will consist of a total of three-hundred and ninety-eight (398) lots and will provide for a mix of lot sizes ranging from thirty-four (34) to ninety-two (92) feet in width, with twenty-two (22) common lots, and providing a total of three-hundred and seventy-six (376) dwelling units. The applicant believes the variety of lot sizes allows in flexibility and housing choices for residents and provides the possibility for more attainable home ownership. Primary access will be from Smith Road onto what will be Pebblebrook Way developed as part of Blue Yonder West, Tiger Hollow to be developed with the Blue Yonder Subdivision, and there will be no access from Autumn Road

The development via an R-4 Planned Unit Development will consist of a minimum lot size of 3,400 sq. ft with a range up to 13,317 sq. ft., a minimum street frontage of thirty-four (34) feet, with interior side setbacks of five (5) feet. In addition, the applicant is requesting a modified street section reduced to thirty-six (36) feet from back of curb to back of curb. The development will consist of 11.45 acres of common area open space, designed, and landscaped with drought tolerant plantings, a large park, several micro pathways, as well as a variety of pocket parks, playground tot lot areas and sport courts.

Blue Yonder West will be built in phases of approximately thirty (30) lots per phase dependent on market conditions at the time. A phasing plan is attached.

Property to the north and east are zoned R-4, properties to the west and south are outside the city limits of Mountain Home. The property is designated residential per the Future Land Use Map.

All structures will conform to the approved PUD Agreement. The applicant is seeking deviations from the bulk and coverage standards of the range of lot size requirements, minimum street frontage requirement, and the interior minimum side set back, as shown in the Project Narrative. Applicant is seeking approval of blocks to exceed nine hundred (900) feet with traffic calming measures such as bulb outs at T intersections.

The applicant is proposing Natural Landscape and Permapark in largest open space and is proposing permapark in all other open space areas, including stormwater areas. Open spaces in Block 15, lot 13, and Block 12, lot 19, will contain only permapark, all other open spaces will contain trees, shrubs, ornamental grasses and perennials as shown on the Landscape Master Plans.

City Code 9-9-11 Stormwater landscaping: C. Minimum Requirements: 1. States, "that all stormwater retention facilities shall be planted with grass appropriate to the function of the area. Areas to be used for active recreation shall be turf type grasses and irrigated with a permanent irrigation system. Areas to be maintained for habitat enhancement shall be seeded to native grasses and wildflowers. The property owner shall establish a complete, weed free stand of grass. Trail corridors may be seeded with native grasses if appropriately integrated with adjacent improvements."

Public Works has no issue with the substitution of permapark for grass.

The development schedule per the Planned Unit Development Agreement states that it is the intent of the Applicant to commence site development as soon as possible after engineering approval, with the goal of completing all civil improvements and recording a plat within the timeframes permitted by code. Vertical construction, other than model homes, shall commence thereafter in multiple phases of approximately thirty (30) lots per phase and continue at a pace driven by market absorption.

History

Per City and County records the subject property has been historically vacant.

Additional Information:

Fire Review

The two parcels at the end of Crestview Avenue have been noted as a hammerhead turnaround for fire trucks and non-buildable until such a time that Crestview Avenue is extended to the north. Fire commented regarding minor street naming issues, but nothing else.

Building Department

Building also commented regarding the street naming issues as there was an existing Desert Sage Drive, and that all street names need to be designated as "SW" before all street names. This matter has been resolved and new name approval received from E911.

Building Permits Issued in 2025

Since January 2025 to June 20 of 2025 there have been seventy-one (71) building permits issued, utilizing 150 EDU's. (66 Single Family, 6 24-unit apartments (72), 2 4 plex (8), 4 manufactured homes = 150 EDUs)

Traffic Impact Study

A Traffic Impact Study dated August 23, 2024, was submitted with the application.

Originally Blue Yonder West was to consist of three hundred and forty-four (344) residential units. The applicant pulled the original plat/PUD submittal and resubmitted the development to include an additional thirty-two residential lots, consisting of three hundred seventy-six residential units. The applicant has provided an updated memo regarding the increase in number of units and their impact. That memo is included in the attachments.

The TIS evaluated the potential traffic impacts resulting from background traffic growth, in-process developments in the area, and the proposed development, and identified improvements to mitigate the impacts if needed. Table 1 summarizes the improvements needed to mitigate the traffic impacts (pg. 1). There were three identified intersections in the TIS Intersection Mitigation Improvement Summary, with prior mitigation improvements. The intersection identified were: 1) State Highway 51, identifying the need for a Southbound left-turn lane. 2) S. 5th West Street and Smith Road, no improvements needed. 3) Tiger Hollow Street and Smith Road, which is a future unsignalized T-intersection to be constructed with Blue Yonder Subdivision.

The estimated site traffic distribution patterns are: 50% west of the site traveling on Smith Road, 40% east of the site traveling on Smith Road, and 10% of the site traffic is estimated to travel through the existing neighborhoods. Blue Yonder West is planning to connect Tiger Hollow Street, Rolling Hills Avenue, and Nathan Street for site access.

Based on the historical crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road Intersection: 1) Improve stop bar visibility on the Smith Road approaches. 2) Install advanced "Stop Ahead" warning signs and pavement markings on the Smith Road approaches. 3) Install advanced "Intersection warning signs on the SH 51 approaches. 4) SH 51 and Smith Road Intersection warrants a Southbound left-turn lane based on the Idaho Transportation (ITD) turn lane guidelines.

The 2030 background traffic was estimated by extrapolating the existing traffic volumes with a 3.0% annual growth rate, and off-site traffic generated by two in-process developments adjacent to site, Morning View Subdivision and Blue Yonder Subdivision.

ITD Response

In October of 2024 ITD provided a comment letter regarding Blue Yonder West. At that time the Blue Yonder West Subdivision was a proposed development containing three hundred and forty-seven (347) residential lots. This new submittal contains Three hundred and seventy-six (376) residential lots and increase of thirty-two residential units. ITD is aware of this increase, has been in contact with staff via email and confirmed that their comments regarding the mitigation requirements of this development in the letter dated in October of 2024 do not need to be revised.

Water/Wastewater

Water and sewer infrastructure is not adjacent to this parcel at this time. The infrastructure for the Blue Yonder West Subdivision is proposed to connect to the infrastructure that will be developed in the adjacent subdivision of Blue Yonder Subdivision and Rolling Hills Subdivision. Blue Yonder is in various stages of approval and final plats for Blue Yonder No. 2, No. 3. And No. 4 will be moving forward soon.

Per review by Keller, A 16" water line will be installed along SW Smith Road, Pebblebrook Way and Crestview Avenue with stub outs to Autumn Road for future development. Stub outs for Sewer are also

noted in the review but not shown on the preliminary plat, the stub outs for wastewater must be shown on the development plans and reviewed for inclusion on development plans.

Blue Yonder West will be installing a lift station to service wastewater and shall be installed as part of Phase 1 of the development. The lift station is needed as the elevations at this location do not provide gravity flow and therefore, must be pushed utilizing the lift station.

Public Works has done a variety of improvements to mitigate groundwater infiltration such as manhole lining. Fifteen have been done to date. The first six stopped 200,000 gallons of water a day. In addition, aeration should be installed in lagoon cell one by the end of fall, which will reduce the sludge blanket allowing the lagoons to stay active in the winter providing approximately 150,000 to 200,000 gallons of additional evaporation per month.

Water Rights Fee

Water Rights Fees in the amount of \$2000.00 per acre are required for new development to be paid at final plat for Tax Parcel RPA3S06E354855 which is approximately 24.112 acres. Tax Parcel RP03S06E356610 is approximately 40 acres and the water rights fee for this parcel is required to be paid upon annexation.

Impact Fees

This development is subject to the Impact Fees in place at the time of Building Permit issuance.

Comprehensive Plan Compliance

The subject parcels are identified as “Residential” per the 2020 Mountain Home City Comprehensive Plan.

Chapter 2, Community Vision

Per the City’s adopted Comprehensive Plan, determined that housing is one of the City’s top five (5) priorities (pg. 9).

Chapter 3. Economic Development

To maintain a balance of managed growth, suitable land and adequate infrastructure must be appropriate and available when marketing Mountain Home to potential incoming companies.

Economic development is affected by lack of workforce housing. This includes concerns for Mountain Home Air Force Base’s operations and missions, the proposed rail park, in addition to others. (pg. 17)

Housing is a critical priority for Economic Development. A Key strategy is to focus on density. Higher density needs to be contemplated to address the housing crisis and minimize impacts to economic growth. (pg. 18)

Chapter 4. Population

4.7 Goal 1, is to proactively manage growth by remaining proactive and become highly focused on balancing the housing needs in concert with ensuring that population growth does not outpace the City’s ability to provide services, and to ensure that no development is granted building privileges unless, water, sewer, gas, and power availability and capacity can be secured/verified. (pg. 27)

Chapter 5, Housing

Availability of a mix of housing types is essential for the social structure of a community. (pg. 28)

Single-family homes are the highest priority for all age groups. (Pg. 31)

The City's goal is to promote a variety of housing choices. (pg.33)

Chapter 6, Land Use

The Comprehensive Plan Land Use Map provides a clear picture of what the City's objectives are for growth and development. (pg. 39)

The Comprehensive Plan states the importance of exploring the allowance of a full range of housing types. (pg. 36).

The residents of the community see the need for growth which seems to be land use that focuses on immediate needs: jobs and housing. (pg. 41)

6.13 Tie development approvals to availability of infrastructure, both existing and proposed.

6.13 Goal 4 Work to ensure that anticipated growth areas are supported with appropriate infrastructure for expansion. To encourage growth in areas that may be served most efficiently with existing infrastructure.

Chapter 12, Air Force Base

Mountain Home Air Force Base is an essential part of the City of Mountain Home. 12.6 Goal 2 is to protect the viability and success of the base to accommodate expansions and/or new missions. The City will cooperate and work collaboratively with MHAFFB officials in identifying strategies to meet the housing needs of military personnel and their families. (pg. 83)

Notification & Responses

- A notification was sent to sixty-one (61) property owners within 300 ft. on 06/02/2025.
- A notification was sent to twenty-seven (27) Public Entities on 06/02/2025.
- Notice of Public Hearing was in the Mountain Home News on 06/11/2025 and 06/18/2025.
- Notice of the Public Hearing was posted on the property on 06/12/2025.
- As of 06/25/2025, we have received no letters in opposition to the proposed Preliminary Plat.
- As of 06/25/2025, we have received no letters in favor of the proposed Preliminary Plat.

Applicable Regulations or Codes

City Code 9-18, Regulations concerning Planned Unit Development (PUD) procedures and development.

City Code 9-6-3, Regulations concerning Rezone rules and procedures.

9-6-10 Public Hearing Procedures

9-19: Design Standards

Approval Process Rezone

The Commission and Council shall review the particular facts and circumstances of each proposal in terms of the following standards and shall find adequate evidence to answer the following questions about the proposed amendment/rezone:

- a) Will the new zoning be harmonious with and in accordance with the comprehensive plan and, if not, has there been an application for a comprehensive plan amendment.

- b) Is the area included in the zoning amendment intended to be rezoned in the future;
- c) Has there been a change in the area or adjacent areas which may dictate that the area should be rezoned;
- d) Will the proposed uses be designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area;
- e) Will the proposed uses not be hazardous or disturbing to existing or future neighboring uses;
- f) Will the area be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, and sewer, or that the person responsible for the establishment of the proposed zoning amendment shall be able to provide adequately any of such services;
- g) Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community;
- h) Will the proposed uses not involve uses, activities, processes, materials, equipment, and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors;
- i) Will the area have vehicular approaches to the property which shall be designed so as not to create an interference with traffic on surrounding public streets;
- j) Will not result in the destruction, loss, or damage of a natural or scenic feature of major importance; and
- k) Is the proposed zoning amendment in the best interest of the city?

Planned Unit Development

The Planning & Zoning Commission and City Council shall ensure that the requested rezone to R-4 PUD accomplishes all or some of the purpose and intent of Planned Unit Developments as outlined in 9-18 of the City Code:

- To foster and promote a variety of appropriate land use combinations in a preplanned development pattern;
- To encourage developers to use a creative approach in land development;
- To retain and conserve natural land and topographic features;
- To promote greater use of streetscape and pedestrian-oriented aesthetics;
- To promote the creation and efficient use of open spaces;
- To create flexibility and variety in the location of improvements on lots; and
- Provide flexibility in development standards to facilitate creative land development concepts.

Further, the approval of a PUD shall be based on the following standards:

- The proposed uses shall not be detrimental to any surrounding uses, nor shall they be detrimental to the public's health, safety, and general welfare.
- Any variation from the underlying zoning district development requirements must be warranted by the design and amenities incorporated in the conceptual development plan.
- The underlying zoning district and the conceptual development plan shall conform to the comprehensive plan.
- Existing and/or proposed streets and utility services must be suitable and adequate for the proposed development.

Conclusion

If the Commission determines the proposed request appropriate, you may recommend approval to the City Council, as presented, subject to the following conditions and any modifications or additional conditions required by the Commission.

1. Subject to site plan amendments as required by Building, Public Works, Fire, and Zoning Officials to comply with applicable City Codes and standards.
2. All future development will comply with the uses and bulk & coverage and landscaping controls as provided in the attached "Site Masterplan", Landscape Plan and Planned Unit Development agreement.
3. All development regarding this application will be subject to the City of Mountain Home's ability to provide municipal water and wastewater services.
4. All future development will comply with the uses and bulk & coverage controls as provided in attached "Proposed Planned Unit Agreement" and "Master Plan".
5. Prior to a Final Plat being recorded the applicant shall receive all necessary approvals from Idaho Transportation Department as stated in their response letter and the Mountain Home Highway District if required for any mitigation requirements stated in the Traffic Impact Study regarding State Highway 51 and Smith Road.
6. Water Rights Fee shall be paid at final plat approval for parcel RPA3S06E354855. Parcel RP03S06E356610 shall pay water rights fee upon annexation unless otherwise agreed upon.
7. All development regarding this application will be subject to the City of Mountain Home's ability to provide municipal water and wastewater services.

Along with any additional conditions.

Attachments

1. Vicinity and zoning Map
2. Future Land Use Map
3. Project Narrative
4. Proposed Preliminary Plat
5. Proposed Landscape Master Plan
6. Proposed PUD Agreement
7. ITD Response
8. Traffic Impact Study
9. Keller Letter
10. Public Works Letter regarding Keller Letter



To: Planning & Zoning Commission
Presenter: Brenda Ellis, Senior City Planner
Request: To approve a **Preliminary Plat for Blue Yonder West Subdivision** approximately 65 acres +/- (PARCELS RPA3S35485506E & RP03S06E356610) The parcels of land are located North of and adjacent to Smith Road, East of and adjacent to Autumn Road, West of SW Rolling Hills Avenue, and West of Edward Street. **Application:** PZ-25-12
Applicant: **Bonnie Layton of NV5**
Owner:
Open Door Rentals/Endurance Holdings
1977 East Overland Road
Meridian, Id. 83642

P&Z Public Hearing: 07/01/2025

Staff Report

Request Summary

A request to approve the **Blue Yonder West Preliminary Plat** consisting of 65 +/- acres. This application is running contemporaneously with a zoning request of an R-4 Planned Unit Development. The development is located North and adjacent to Smith Road, East of and adjacent to Autumn Road, West of SW Rolling Hills Avenue, and West of Edward Street. Parcels RPA3S35485506E & RP03S06E356610 will make up the proposed sixty-five (65) acre development.

The development will consist of a total of three-hundred and ninety-eight (398) lots and will provide for a mix of lot sizes ranging from thirty-four (34) to ninety-two (92) feet in width, with twenty-two (22) common lots, and providing a total of three-hundred and seventy-six (376) dwelling units. The applicant believes the variety of lot sizes allows in flexibility and housing choices for residents and provides the possibility for more attainable home ownership. Primary access will be from Smith Road onto what will be Pebblebrook Way developed as part of Blue Yonder West, Tiger Hollow to be developed with the Blue Yonder Subdivision, and there will be no access from Autumn Road

The development via an R-4 Planned Unit Development (attachment 6) will consist of a minimum lot size of 3,400 sq. ft with a range up to 13,317 sq. ft., a minimum street frontage of thirty-four (34) feet, with interior side setbacks of five (5) feet. In addition, the applicant is requesting a modified street section reduced to thirty-six (36) feet from back of curb to back of curb. The development will consist of 11.45 acres of common area open space, designed, and landscaped with drought tolerant plantings, a large park, several micro pathways, as well as a variety of pocket parks, playground tot lot areas and sport courts.

Blue Yonder West will be built in phases of approximately thirty (30) lots per phase dependent on market conditions at the time. A phasing plan is attached.

Property to the north and east are zoned R-4, properties to the west and south are outside the city limits of Mountain Home. The property is designated residential per the Future Land Use Map.

All structures will conform to the approved PUD Agreement. The applicant is seeking deviations from the bulk and coverage standards of the range of lot size requirements, minimum street frontage requirement, and the interior minimum side setbacks as shown in the Project Narrative. Applicant is seeking approval of blocks to exceed nine hundred (900) feet with traffic calming measures such as built outs at T intersections.

The applicant is proposing Natural Landscape and Permapark in largest open space and is proposing permapark in all other open space areas, including stormwater areas. Open spaces in Block 15, lot 13, and Block 12, lot 19, will contain only permapark, all other open spaces will contain trees, shrubs, ornamental grasses and perennials as shown on the Landscape Master Plans.

City Code 9-9-11 Stormwater landscaping: C. Minimum Requirements: 1. States, 'that all stormwater retention facilities shall be planted with grass appropriate to the function of the area. Areas to be used for active recreation shall be turf type grasses and irrigated with a permanent irrigation system. Areas to be maintained for habitat enhancement shall be seeded to native grasses and wildflowers. The property owner shall establish a complete, weed free stand of grass. Trail corridors may be seeded with native grasses if appropriately integrated with adjacent improvements.'

Public Works has no issue with the substitution of permapark for grass.

The development schedule per the Planned Unit Development Agreement states that it is the intent of the Applicant to commence site development as soon as possible after engineering approval, with the goal of completing all civil improvements and recording a plat within the timeframes permitted by code. Vertical construction, other than model homes, shall commence thereafter in multiple phases of approximately thirty (30) lots per phase and continue at a pace driven by market absorption.

History

Per City and County records the subject property has been historically vacant.

Additional Information:

Fire Review

The two parcels at the end of Crestview Avenue have been noted as a hammerhead turnaround for fire trucks and non-buildable until such a time that Crestview Avenue is extended to the north. Fire commented regarding minor street naming issues, but nothing else.

Building Department

Building also commented regarding the street naming issues as there was an existing Desert Sage Drive, and that all street names need to be designated as "SW" before all street names. This matter has been resolved and new name approval received from E911.

Building Permits Issued in 2025

Since January 2025 to June 20 of 2025 there have been seventy-one (71) building permits issued, utilizing 150 EDU's. (66 Single Family, 6 24-unit apartments (72), 2 4 plex (8), 4 manufactured homes = 150 EDUs)

Traffic Impact Study

A Traffic Impact Study dated August 23, 2024, was submitted with a prior application.

Originally Blue Yonder West was to consist of three hundred and forty-four (344) residential units. The applicant pulled the original plat/PUD submittal and resubmitted the development to include an additional thirty-two residential lots, consisting of three hundred seventy-six residential units. The applicant has provided an updated memo regarding the increase in number of units and their impact. That memo is included in the attachments.

The TIS evaluated the potential traffic impacts resulting from background traffic growth, in-process developments in the area, and the proposed development, and identified improvements to mitigate the impacts if needed. Table 1 summarizes the improvements needed to mitigate the traffic impacts (pg. 1). There were three identified intersections in the TIS Intersection Mitigation Improvement Summary, with prior mitigation improvements. The intersection identified were: 1) State Highway 51, identifying the need for a Southbound left-turn lane. 2) S. 5th West Street and Smith Road, no improvements needed. 3) Tiger Hollow Street and Smith Road, which is a future unsignalized T-intersection to be constructed with Blue Yonder Subdivision.

The estimated site traffic distribution patterns are: 50% west of the site traveling on Smith Road, 40% east of the site traveling on Smith Road, and 10% of the site traffic is estimated to travel through the existing neighborhoods. Blue Yonder West is planning to connect Tiger Hollow Street, Rolling Hills Avenue, and Nathan Street for site access.

Based on the historical crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road Intersection: 1) Improve stop bar visibility on the Smith Road approaches. 2) Install advanced "Stop Ahead" warning signs and pavement markings on the Smith Road approaches. 3) Install advanced "Intersection warning signs on the SH 51 approaches. 4) SH 51 and Smith Road Intersection warrants a Southbound left-turn lane based on the Idaho Transportation (ITD) turn lane guidelines.

The 2030 background traffic was estimated by extrapolating the existing traffic volumes with a 3.0% annual growth rate, and off-site traffic generated by two in-process developments adjacent to site, Morning View Subdivision and Blue Yonder Subdivision.

The City of Mountain Home growth rate closer to a 1% growth rate annually rather than 3% projected.

ITD Response

In October of 2024 ITD provided a comment letter regarding Blue Yonder West. At that time the Blue Yonder West Subdivision was a proposed development containing three hundred and forty-seven (347) residential lots. This new submittal contains Three hundred and seventy-six (376) residential lots and increase of thirty-two residential units. ITD is aware of this increase, has been in contact with staff via email and confirmed that their comments regarding the mitigation requirements of this development in the letter dated in October of 2024 do not need to be revised.

Water/Wastewater

Water and sewer infrastructure is not adjacent to this parcel at this time. The infrastructure for the Blue Yonder West Subdivision is proposed to connect to the infrastructure that will be developed in the adjacent subdivision of Blue Yonder Subdivision and Rolling Hills Subdivision. Blue Yonder is in various stages of approval and final plats for Blue Yonder No. 2, No. 3. And No. 4 will be moving forward soon.

Per review by Keller, A 16" water line will be installed along SW Smith Road, Pebblebrook Way and Crestview Avenue with stub outs to Autumn Road for future development. Stub outs for Sewer are also noted in the review but not shown on the preliminary plat, these stub outs for both water and wastewater must be shown on the development plans and reviewed for inclusion on development plans and before final plat approvals.

Blue Yonder West will be installing a lift station to service wastewater and shall be installed as part of Phase 1 of the development. The lift station is needed as the elevations at this location do not provide gravity flow and therefore, must be pushed utilizing the lift station.

Public Works has done a variety of improvements to mitigate groundwater infiltration such as manhole lining. Fifteen have been done to date. The first six stopped 200,000 gallons of water a day. In addition, aeration should be installed in lagoon cell one by the end of fall, which will reduce the sludge blanket allowing the lagoons to stay active in the winter providing approximately 150,000 to 200,000 gallons of additional evaporation per month.

Water Rights Fee

Water Rights Fees in the amount of \$2000.00 per acre are required for new development to be paid at final plat for Tax Parcel RPA3S06E354855 which is approximately 24.112 acres. Tax Parcel RP03S06E356610 is approximately 40 acres and the water rights fee for this parcel is required to be paid upon annexation.

Impact Fees

This development is subject to the Impact Fees in place at the time of Building Permit issuance.

Comprehensive Plan Compliance

The subject parcels are identified as "Residential" per the 2020 Mountain Home City Comprehensive Plan.

Chapter 2, Community Vision

Per the City's adopted Comprehensive Plan, determined that housing is one of the City's top five (5) priorities (pg. 9).

Chapter 3. Economic Development

To maintain a balance of managed growth, suitable land and adequate infrastructure must be appropriate and available when marketing Mountain Home to potential incoming companies.

Economic development is affected by lack of workforce housing. This includes concerns for Mountain Home Air Force Base's operations and missions, the proposed rail park, in addition to others. (pg. 17)

Housing is a critical priority for Economic Development. A Key strategy is to focus on density. Higher density needs to be contemplated to address the housing crisis and minimize impacts to economic growth. (pg. 18)

Chapter 4. Population

4.7 Goal 1, is to proactively manage growth by remaining proactive and become highly focused on balancing the housing needs in concert with ensuring that population growth does not outpace the City's ability to provide services, and to ensure that no development is granted building privileges unless, water, sewer, gas, and power availability and capacity can be secured/verified. (pg. 27)

Chapter 5, Housing

Availability of a mix of housing types is essential for the social structure of a community. (pg. 28)

Single-family homes are the highest priority for all age groups. (Pg. 31)

The City's goal is to promote a variety of housing choices. (pg.33)

Chapter 6, Land Use

The Comprehensive Plan Land Use Map provides a clear picture of what the City's objectives are for growth and development. (pg. 39)

The Comprehensive Plan states the importance of exploring the allowance of a full range of housing types. (pg. 36).

The residents of the community see the need for growth which seems to be land use that focuses on immediate needs: jobs and housing. (pg. 41)

6.13 Tie development approvals to availability of infrastructure, both existing and proposed.

6.13 Goal 4 Work to ensure that anticipated growth areas are supported with appropriate infrastructure for expansion. To encourage growth in areas that may be served most efficiently with existing infrastructure.

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- Notice of Public Hearing was in the Mountain Home News on 6/11/2025 and 6/18/2025.
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- As of 6/25/2025, we have received no letters in opposition to the proposed Preliminary Plat.
- As of 6/25/2025, we have received no letters in favor of the proposed Preliminary Plat.

Applicable Regulations or Codes

Title 9 Chapter 16, Subdivisions

City Code 9-16-3: Purpose: The purpose is to promote the public health, safety, and general welfare, and to provide for, the harmonious development of the area; The coordination of streets and roads within the subdivision with other existing or planned streets and roads; Adequate open space for travel, light, air and recreation; Adequate transportation, water drainage and sanitary facilities; The avoidance of scattered subdivision of land that would result in either of the following: 1. The lack of water supply, sewer service, drainage, transportation or other public services; and 2. The unnecessary imposition of an excessive expenditure of public funds for the supply of such services; The requirements as to the extent and the manner in which: 1. Streets and roads shall be created and improved; and 2. Water and sewer

and other utility mains, piping connections or other facilities shall be installed; The manner and form of making and filing of any plat; and The administration of these regulations by defining the powers and duties of approval authorities.

9-16-10: Preliminary Plat: City of Mountain Home rules and regulations concerning the procedures and decisions, and criteria for a Preliminary Plat.

9-6-10 Public Hearing Procedures

Approval Process

P&Z Commission Review & Action:

The Commission shall review the preliminary plat, comments from the concerned persons and agencies, and the report from the administrator to arrive at a decision on the preliminary plat.

(9-16-10: Preliminary Plat: F. Commission Review)

In determining the acceptance of a proposed subdivision, the Commission shall consider the objects of this chapter and at least the following:

1. The availability of public services to accommodate the proposed development.
2. The continuity of the proposed development with the capital improvement program, if applicable.
3. The public financial capability of supporting services for the proposed development; and
4. The other health, safety, or environmental problems that may be brought to the Commission's attention.

(9-16-10: Preliminary Plat: G. Commission Action on Preliminary Plat)

The commission shall review and recommend to the council to approve, conditionally approve, disapprove, or table for additional information when acting on the preliminary plat. Upon granting or denying a preliminary plat the commission shall specify:

1. The regulations and standards used in evaluating the application.
2. The reasons for approval or denial; and
3. The actions, if any, that the applicant could take to obtain plat approval.

City Council Action:

(9-16-10: Preliminary Plat: I. Council Action on Preliminary Plat)

Upon recommendation from the Commission, the council will then either reject the plat or approve it subject to conditions that may be set forth. These conditions will be expressed in a written letter to the developer. The developer, after adding these conditions to the plat, will then resubmit it to the administrator for his review and approval of technical data, placement of utilities, etc.

Conclusion

If the Commission determines the proposed request appropriate, you may recommend approval to the City Council, as presented, subject to the following conditions,

1. Subject to site plan amendments as required by Building, Public Works, Fire, and Zoning Officials to comply with applicable City Codes and standards.
2. The Final Plat and all future development will comply with the uses and bulk & coverage controls as provided in attached "Proposed Planned Unit Agreement" and "Master Plan".

3. Prior to a Final Plats being recorded the applicant shall receive all necessary approvals from the Central Health District regarding water and sewer infrastructure.
4. Prior to a Final Plat being recorded the applicant shall receive all necessary approvals from Idaho Transportation Department and the Mountain Home Highway District for any mitigation requirements stated in the Traffic Impact Study regarding State Highway 51 and Smith Road.
5. Per City Code 9-16-10(J), Failure to file and obtain the certification of the acceptance of the final plat application by the administrator within one year after action by the Commission shall cause all approvals of said preliminary plat to be null and void unless a one-year extension of time is applied for, thirty (30) days before the expiration, by the subdivider and granted by the Commission. A preliminary plat may be extended one time only, after which it shall be.
6. Water Rights Fee shall be paid at final plat approval for parcel RPA3S06E354855. Parcel RP03S06E356610 shall pay water rights fee upon annexation unless otherwise agreed upon.
7. Note number 9 shall be updated to the reflect the proper lot and block numbers.
8. Sewer Stub outs to Autumn Road must be shown on the development plans.
9. All development regarding this application will be subject to the City of Mountain Home's ability to provide municipal water and wastewater services.

Along with any additional conditions.

Attachments

1. Vicinity and zoning Map
2. Future Land Use Map
3. Project Narrative
4. Proposed Preliminary Plat
5. Proposed Landscape Master Plan
6. Proposed PUD Agreement
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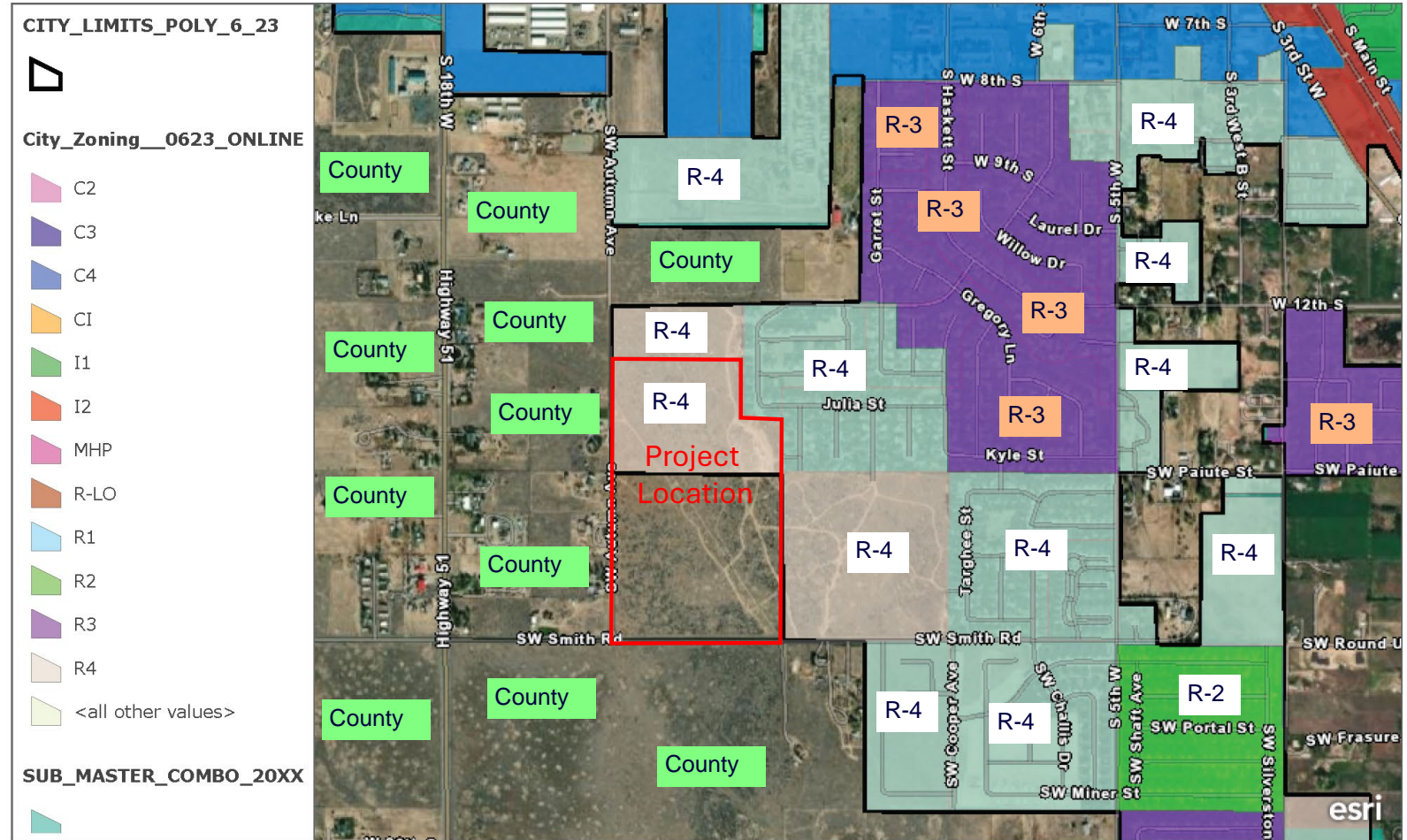
**The Following Attachments
are to be utilized
with applications:**

**PZ-25-10
Planned Unit Development -
Blue Yonder West Subdivision**

and

**PZ-25-12
Preliminary Plat -
Blue Yonder West Subdivision**

2023 City of Mountain Home Area Public Information



Public Information map

0.2mi



FUTURE LAND USE MAP

RP03S06E356610 : OPEN DOOR
RENTALS LLC

Parcel to be annexed

Table Zoom to

Subdivision: T3S R6E

Legal Description: Se4sw4, Sec 35, T3s R6e

Acres: 40

RPA3S06E354855 : ENDURANCE
HOLDING LLC

Parcel already inside City Limits

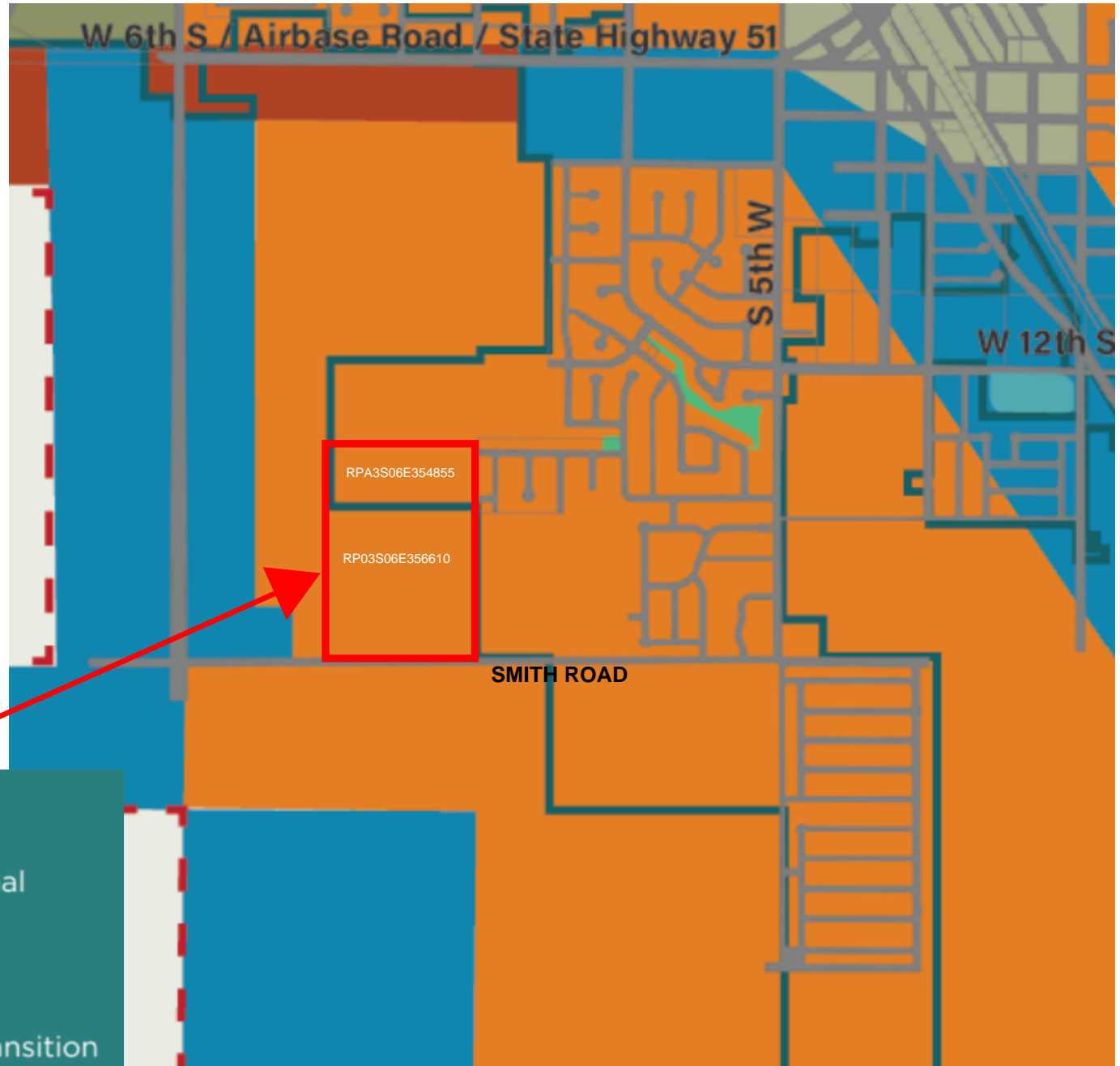
Table Zoom to

Subdivision: T3S R6E

Legal Description: Tax 131, Sec 35, T3s R6e

Acres: 24.112

Proposed site of
Blue Yonder West
is residential



- Residential
- Central Business
- Open Space / Recreational
- Commercial
- Light Industrial
- Heavy Industrial
- Urban Development / Transition

March 10, 2025

updated 6-17-25

Ms. Brenda Ellis
Mountain Home Planning and Zoning
150 South 3rd East Street
Mountain Home, ID 83647

sent via email

RE: Blue Yonder West Annexation, Planned Unit Development and Preliminary Plat Applications

Dear Ms. Ellis,

On behalf of Trilogy Development, Inc., please accept our applications for a partial Annexation, Planned Unit Development and Preliminary Plat for our Blue Yonder West Planned Unit Development. As discussed at our roundtable meeting held on April 24, 2024, Blue Yonder West is a Residential Planned Unit Development encompassing a mix of single-family residential lot sizes, along with a variety of open spaces and amenities across nearly this 64.41-acre site.

SITE HISTORY

The northern portion of our site is already annexed into the City of Mountain Home with a zoning designation of R4 (Parcel No. RPA3S06E354855). Since the time of annexation, that parcel has remained as vacant ground. The southern parcel of our site (Parcel No. RP03S06E356610) is not currently annexed and is also vacant ground.

COMPREHENSIVE PLAN, FUTURE LAND USE MAP & ZONING

The City of Mountain Home's 2020 Comprehensive Plan and Future Land Use Map identifies these parcels as Residential. Blue Yonder West is designed to accomplish many goals set forth in the Comprehensive Plan by providing a well-planned project with a variety of housing types and ensures for orderly growth of the city. This Annexation and Zoning request will allow for the continuation of the residential development pattern in the immediate area and provide much needed housing in the community as identified in the Comprehensive Plan as a Top 5 priority issue for the City of Mountain Home.

PROJECT DESIGN

Blue Yonder West is a thoughtfully planned residential development project. As proposed, our Planned Unit Development will include 376 dwelling units, with a variety of lot sizes ranging in width from 34 feet to 92 feet, and an overall density of 5.81 dwelling units per acre. This development application is submitted in accordance with the Mountain Home City Code, Chapter 18 Planned Unit Developments to foster a greater mix of lot sizes and homes than would typically be required per the standard R-4 Zoning District Standards outlined in 9-7-8: Zoning Schedule of Bulk Coverage Controls in the Mountain Home City Code.

Primary access into the project will be from Smith Road as well as connections from Blue Yonder Subdivision to the east at Nathan Street and Timber Trail Street. There are a variety of housing types and a total of 376 residential units. The variety of lot sizes allows in flexibility and housing choices for residents and provides the possibility for more attainable home ownership.

PHASING PLAN

Blue Yonder West will be developed in multiple phases of approximately 30 lots per phase and will somewhat depend on market conditions at the time.

BULK ZONING STANDARDS

As part of the PUD process, Blue Yonder West proposes a modification to the bulk zoning standards as follows:

Lot Size/DU ^{3,6}						Yard Setbacks						
						Front ^{7,10,11}		Rear ¹¹	Side ^{8,11}			
	1	2	3	4	5	6	7	8	9	10	11	12
District	Minimum	Range	Maximum Lot Coverage	Minimum Yard Area	Minimum Street Frontage	Lot With Front Loaded Garage	Lot With Garage Loaded Setback Or Rear Loaded		Interior Minimum	Street	Maximum Building Height	Minimum Floor Area
Lot Size/DU ^{3,6}						Yard Setbacks						
						Front ^{7,10,11}		Rear ¹¹	Side ^{8,11}			
	1	2	3	4	5	6	7	8	9	10	11	12
District	Minimum	Range	Maximum Lot Coverage	Minimum Yard Area	Minimum Street Frontage	Lot With Front Loaded Garage	Lot With Garage Loaded Setback Or Rear Loaded		Interior Minimum	Street	Maximum Building Height	Minimum Floor Area
R-4	5,000 sf 3,400 sf	5,000 - 7,000 sf 13,317 sf	n/a ¹³	n/a ¹³	50' 34'	15' ¹ 20' (garage)	15'	15'	5' 12'	15'	30'	n/a

Having built thousands of homes across Southern Idaho over the last 30+ years, we have been able to home in on what our homeowners are looking for. We have found that the homes and homesites developed to the modified bulk standards listed above, as well as a maximum lot coverage of 60%, to be the most desirable while still meeting all the functional and safety standards of building and fire codes. In addition to these proposed changes to the bulk zoning standards, we are requesting a modified street section whereby the back of curb to back of curb width is reduced from 42 feet to 36 feet. We have found that this reduction in road width to be an effective way to reduce vehicular speeds throughout the subdivision and that the long-term maintenance of the asphalt is more economical for the street department since there is less surface area to maintain.

OPEN SPACES & AMENITIES

In accordance with the Planned Unit Development Ordinance and City of Mountain Home's Landscaping Ordinance, Blue Yonder West has been designed to provide for a robust and amenitized site plan. Blue Yonder West includes 7.21 acres or 11.2% of common area open space, much of which will be designed and landscaped with drought tolerant plantings and permabark to conserve on the precious water resources in the area. Multiple parks are dispersed throughout the site with several micro pathways and sidewalks to provide for pedestrian connectivity and safety. The community also has a variety of playground and tot lot areas and sport court.

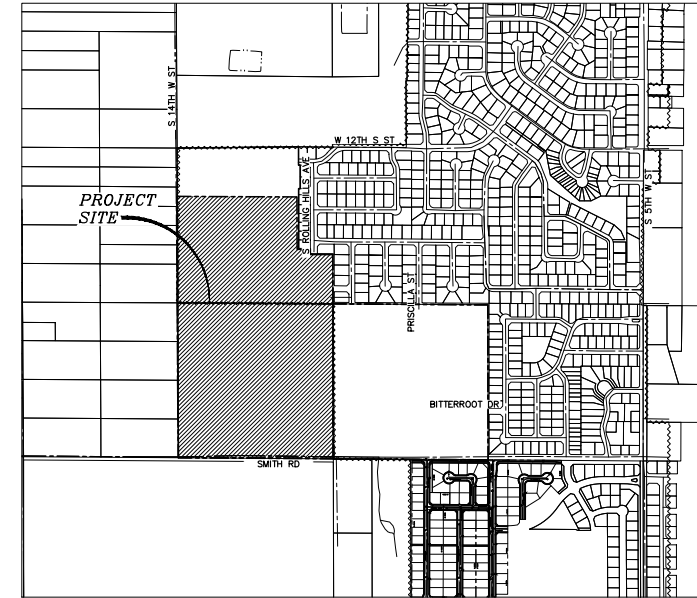
On behalf of Trilogy Development and the entire design team we appreciate your time and effort in reviewing our application and I am happy to answer any questions you might have. I can best be reached at 208-724-2624. Thank you for your time and I look forward to hearing from you.

Kind regards,

Bonnie Layton

Bonnie Layton

PRELIMINARY INDEX FOR
BLUE YONDER WEST SUBDIVISION
LOCATED IN THE E 1/2 OF THE SW 1/4 AND THE SW 1/4 SE 1/4
OF SECTION 35 T.3S., R.6E., B.M.
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO
2024



Common Lots		
Lot	Area	Type
BLOCK 1 Lot 1 OPEN	15713	COMMON OPEN
BLOCK 2 Lot 1 OPEN	45260	COMMON OPEN
BLOCK 3 Lot 1 OPEN	12154	COMMON OPEN
BLOCK 4 Lot 1 OPEN	15933	COMMON OPEN
BLOCK 5 Lot 1 OPEN	8360	COMMON OPEN
BLOCK 6 Lot 1 OPEN	4568	COMMON OPEN
BLOCK 7 Lot 1 OPEN	18850	COMMON OPEN
BLOCK 8 Lot 1 OPEN	3130	COMMON OPEN
BLOCK 9 Lot 1 OPEN	4736	COMMON OPEN
BLOCK 10 Lot 1 OPEN	1249	PATHWAY
BLOCK 11 Lot 1 OPEN	3864	PATHWAY
BLOCK 12 Lot 1 OPEN	34054	PARK OPEN
BLOCK 13 Lot 1 OPEN	5739	DRAINAGE
BLOCK 14 Lot 1 OPEN	6751	DRAINAGE
BLOCK 15 Lot 1 OPEN	16024	DRAINAGE
BLOCK 16 Lot 1 OPEN	6173	DRAINAGE
BLOCK 17 Lot 1 OPEN	15471	DRAINAGE
BLOCK 18 Lot 1 OPEN	96216	COMMON OPEN

- NOTES:
- A TEN (10) FOOT WIDE PERMANENT PUBLIC UTILITIES AND PROPERTY DRAINAGE EASEMENT IS HEREBY DESIGNATED ALONG ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY AND ALONG ALL REAR LOT LINES. A FIVE (5) FOOT WIDE PUBLIC UTILITIES AND PROPERTY DRAINAGE EASEMENT IS HEREBY DESIGNATED ALONG EACH SIDE OF INTERIOR LOT LINES UNLESS OTHERWISE SHOWN.
 - ANY RE-SUBDIVISION OF THIS PLAT SHALL BE IN COMPLIANCE WITH THE MOST RECENTLY APPROVED SUBDIVISION STANDARDS OF THE CITY OF MOUNTAIN HOME.
 - THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
 - BUILDING SETBACKS IN THIS SUBDIVISION SHALL CONFORM TO THE APPLICABLE ZONING REGULATIONS IN EFFECT FOR THE CITY OF MOUNTAIN HOME, UNLESS OTHERWISE OUTLINED IN THE BLUE YONDER WEST PLANNED UNIT DEVELOPMENT AGREEMENT INTS# _____.
 - ALL COMMON LOTS SHALL BE OWNED AND MAINTAINED BY THE BLUE YONDER WEST HOMEOWNER'S ASSOCIATION. ALL COMMON LOTS ARE SUBJECT TO A BLANKET PUBLIC UTILITY EASEMENT AND IRRIGATION EASEMENT.
 - THE DEVELOPMENT SHALL CONSIST OF A MIXTURE OF LOTS: 82 SINGLE FAMILY RESIDENCE DETACHED 52'-67' LOTS(80 UNTIL CONNECTION OF CRESTVIEW), 4 SFR DETACHED 74'-92', 213 SINGLE FAMILY RESIDENCE DETACHED 38'-42' LOTS AND 77 COTTAGE 34' LOTS, 18 COMMON LOTS TOTAL.
 - EXISTING SEWER MAINS ARE TOO SHALLOW TO SERVICE THE PROJECT. A TEMPORARY SEWER LIFT STATION IS PROPOSED TO BE INSTALLED IN LOT 1 BLOCK 16 AT THE SW CORNER OF PROJECT NEAR INTERSECTION OF SMITH AND SW 14TH AVE. FORCE MAIN WILL BE INSTALLED UP SMITH RD TO EXISTING GRAVITY SEWER MANHOLES. INVERT INTO LIFT STATION SHALL BE COORDINATED WITH FUTURE CITY GRAVITY LINE TO ALLOW THE BLUE YONDER WEST LIFT STATION TO BE DECOMMISSIONED AT TIME OF GRAVITY LINE CONSTRUCTION. MANHOLE B1 INVERT INFORMATION IS SUBJECT TO CHANGE PENDING COORDINATION WITH FUTURE CITY GRAVITY LINE.
 - LOT 5 BLOCK 5 SHALL HAVE A 10'x10' PAD FOR A FUTURE MUNI FIBER OPTIC SITE.
 - LOT 1 BLOCK 15 AND LOT 54 BLOCK 16 CONTAIN A TEMPORARY HAMMERHEAD TURNAROUND FOR FIRETRUCKS, PER FIRE CODE. LOT 1 BLOCK 13 AND LOT 52 BLOCK 14 WILL REMAIN NON-BUILDABLE UNTIL SUCH TIME THAT CRESTVIEW AVE IS EXTENDED TO THE NORTH. AT THIS TIME LOTS WILL BECOME BUILDABLE LOTS.

LEGEND	
	RIGHT-OF-WAY LINE
	LOT LINE
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	STORM DRAIN LINE
	ROAD CENTERLINE
	ROLLED CURB/GUTTER AND SIDEWALK
	LOT NUMBER
	BLOCK NUMBER
	FLOW ARROW
	STREET NAME
	HANDICAP RAMP
	HYDRANT
	STREET LIGHT

SURVEY LEGEND	
	SUBDIVISION BOUNDARY
	SECTION LINE
	EXISTING CONTOUR
	EXISTING CURB & SIDEWALK
	EXISTING EDGE OF PAVEMENT
	EXISTING WATER LINE
	EXISTING SEWER LINE
	FOUND ALUMINUM CAP MONUMENT, PLS 15758 UNLESS OTHERWISE NOTED
	SET 5/8" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758
	FOUND 5/8" IRON PIN W/ PLASTIC CAP, PLS 15758 UNLESS OTHERWISE NOTED
	SET 1/2" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758
	FOUND 1/2" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758 UNLESS OTHERWISE NOTED
	CALCULATED POINT
	EXISTING POWER POLE

LAND USE SUMMARY	
OVERALL PROJECT DATA	
CURRENT ZONING	RR/RA
PROPOSED ZONING	RA PUD
TOTAL PARCEL AREA	64.43
TOTAL LOTS	394
COMMON LOTS	18
COMMERCIAL LOTS	0
RESIDENTIAL BUILDABLE LOTS	376* (374 + 2 WHEN CRESTVIEW TIES IN AT NORTH)
SFR DETACHED 52-67'	82(80 UNTIL CRESTVIEW TIES IN)
SFR DETACHED 74-92'	4
SFR DETACHED	213
COTTAGE	77
RESIDENTIAL GROSS DENSITY	5.81 UNITS/ACRE
COMMON OPEN SPACE	7.23 ACRES / 11.2%
ADDITIONAL DETAIL	
SEWER	CITY OF MOUNTAIN HOME
WATER	CITY OF MOUNTAIN HOME
SCHOOL DISTRICT	MOUNTAIN HOME
IRRIGATION	NONE
FIRE DISTRICT	MOUNTAIN HOME

OWNERS
OPEN DOOR RENTALS LLC
INDURANCE HOLDINGS LLC
1977 E OVERLAND
MERIDIAN, ID 83642

DEVELOPER
TRILOGY DEVELOPMENT, INC.
1818 W GABLE CARI ST.
BOISE, ID 83709

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST., SUITE 210
EAGLE, ID 83616

PLANNER/CONTACT
BONNIE LAYTON
NVO
690 S INDUSTRY WAY SUITE 10
MERIDIAN, IDAHO
83642
208-342-5400

PRELIMINARY PLAT FOR
BLUE YONDER WEST SUBDIVISION
LOCATED IN THE E 1/2 OF THE SW 1/4 AND THE SW 1/4 SE 1/4
OF SECTION 35 T.3S., R.8E., B.M.
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO
2025

Ballley Engineering, Inc.
CIVIL ENGINEERING/PLANNING/CADD
1100E STATE ST., SUITE 210
BOISE, IDAHO 83725
TEL: 208-888-8003
FAX: 208-888-8004
WWW.BALLENGINEERING.COM



CHECKED BY:
DAVID A. BAILEY P.E.
DRAWN BY:
LAWRENCE

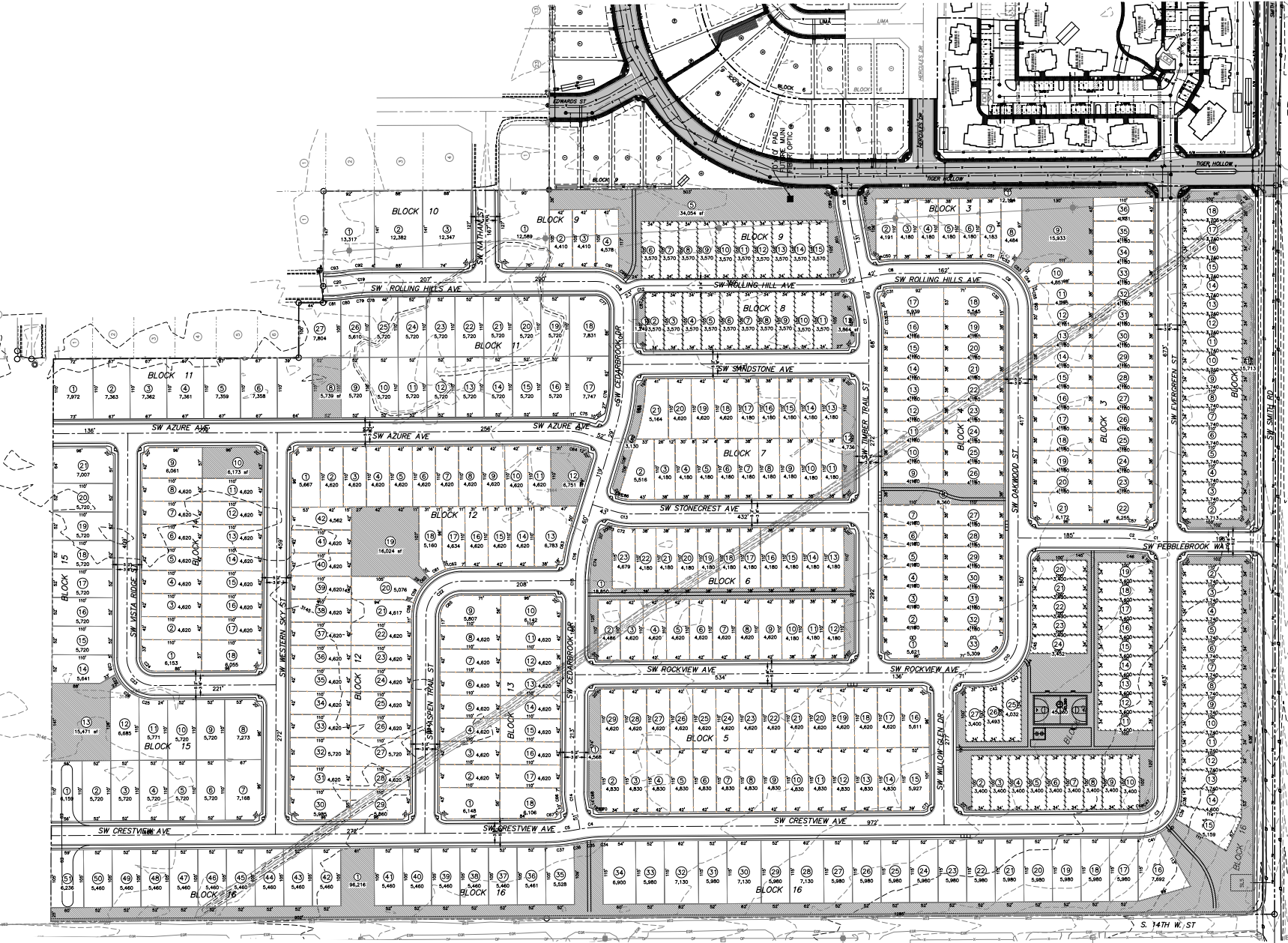
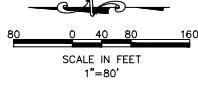
REVISED	NO.	DATE	DESCRIPTION

PRELIMINARY PLAT
BLUE YONDER WEST SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE:
05-27-2024
PROJECT:
C2024-005
SHEET:
PP-2

- LEGEND
- RIGHT-OF-WAY LINE
 - LOT LINE
 - PROPOSED SEWER LINE
 - PROPOSED WATER LINE
 - STORM DRAIN LINE
 - ROAD CENTERLINE
 - ROLLED CURB/GUTTER AND SIDEWALK
 - LOT NUMBER
 - LOT AREA
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 - FLOW ARROW
 - STREET NAME
 - HANDICAP RAMP
 - HYDRANT
 - STREET LIGHT

- SURVEY LEGEND
- SUBDIVISION BOUNDARY
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 - EXISTING CONTOUR
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 - CALCULATED POINT
 - EXISTING POWER POLE



RP0350615415
11115 DOLAR DR
PETERSON, JAMES J

RP0350615410
740 SW AUTUMN AVE
BRIDGES, PAMELA J

RP0350615415
730 HWY 51
JACOBS, DANIEL L

RP0350615420
730 HWY 51
JACOBS, DANIEL L

RP035061554025
730 HWY 51
JACOBS, DANIEL L

RP0350615410
730 HWY 51
JACOBS, DANIEL L

RP03506150880
1101 SW AUTUMN AVE
REILLY, CHRISTINE

RP03506154585
1000 SW AUTUMN AVE
LEE, JUSTINE D

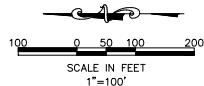
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1101 SW AUTUMN AVE
REYNOLDS, LOWELL CORY

RP03506156810
1000 SW AUTUMN AVE
ROBERTSON, KRISTIN

RP03506156810
1000 SW AUTUMN AVE
DAVIS, EDWARD SCOTT

RP03506156810
1415 SW AUTUMN AVE
BURBANK, BRIAN J

RP03506156810
1415 SW AUTUMN AVE
BURBANK, BRIAN J



ADJACENT PROPERTIES FOR
BLUE YONDER WEST SUBDIVISION
LOCATED IN THE E 1/2 OF THE SW 1/4 AND THE SW 1/4 SE 1/4
OF SECTION 35 T.38S., R.6E., B.M.
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO
2024

SMITH RD

RP0450622485
1507 N 7TH AVE
WRIGHT, MARSHALL B

RP0450620740
1602 SW ILAC DR
LUPEL, VICTOR

UNINCORPORATED

ADJACENT PROPERTIES
BLUE YONDER SUBDIVISION
TRILOGY DEVELOPMENT, INC

DATE:
05-25-2024
PROJECT:
C2024-005

SHEET
PP-5

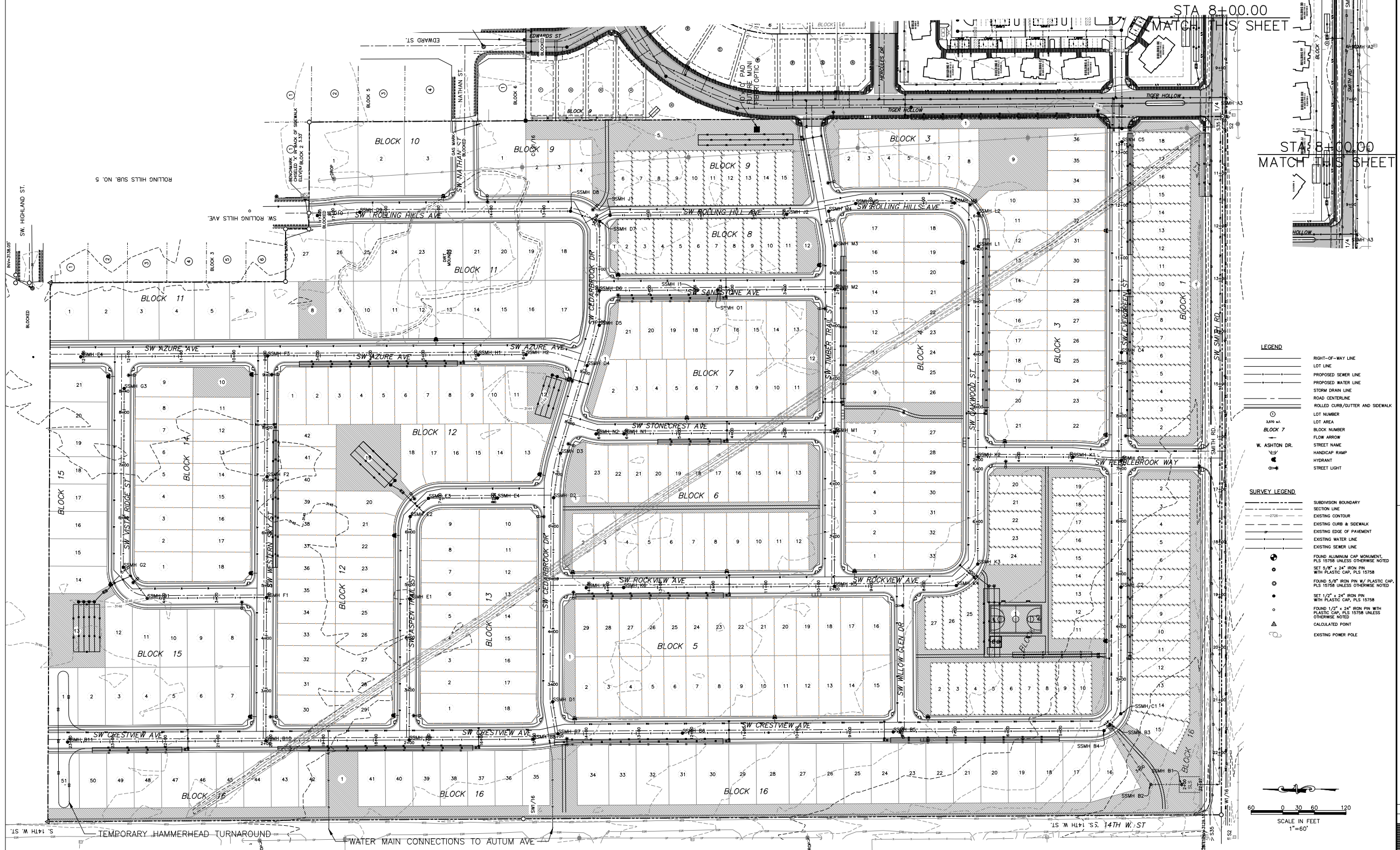
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NO. DATE DESCRIPTION

CHECKED BY:
DAVID A. MALEY P.E.
DRAWN BY:
LAW/DEM

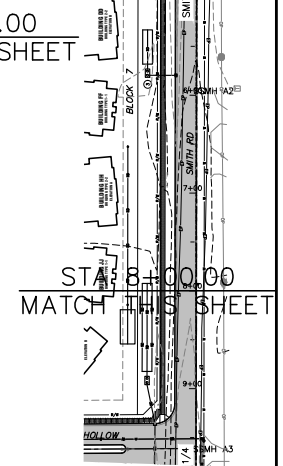
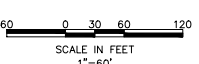


Ballley Engineering, Inc.
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11706 STATE ST., SUITE 210
TEL: 208-888-8003
WWW.BALLEYENGINEERING.COM

PRELIMINARY ENGINEERING FOR
BLUE YONDER WEST SUBDIVISION
LOCATED IN THE E 1/2 OF THE SW 1/4 AND THE SW 1/4 SE 1/4
OF SECTION 35 T.3S., R.6E., B.M.
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO
2025



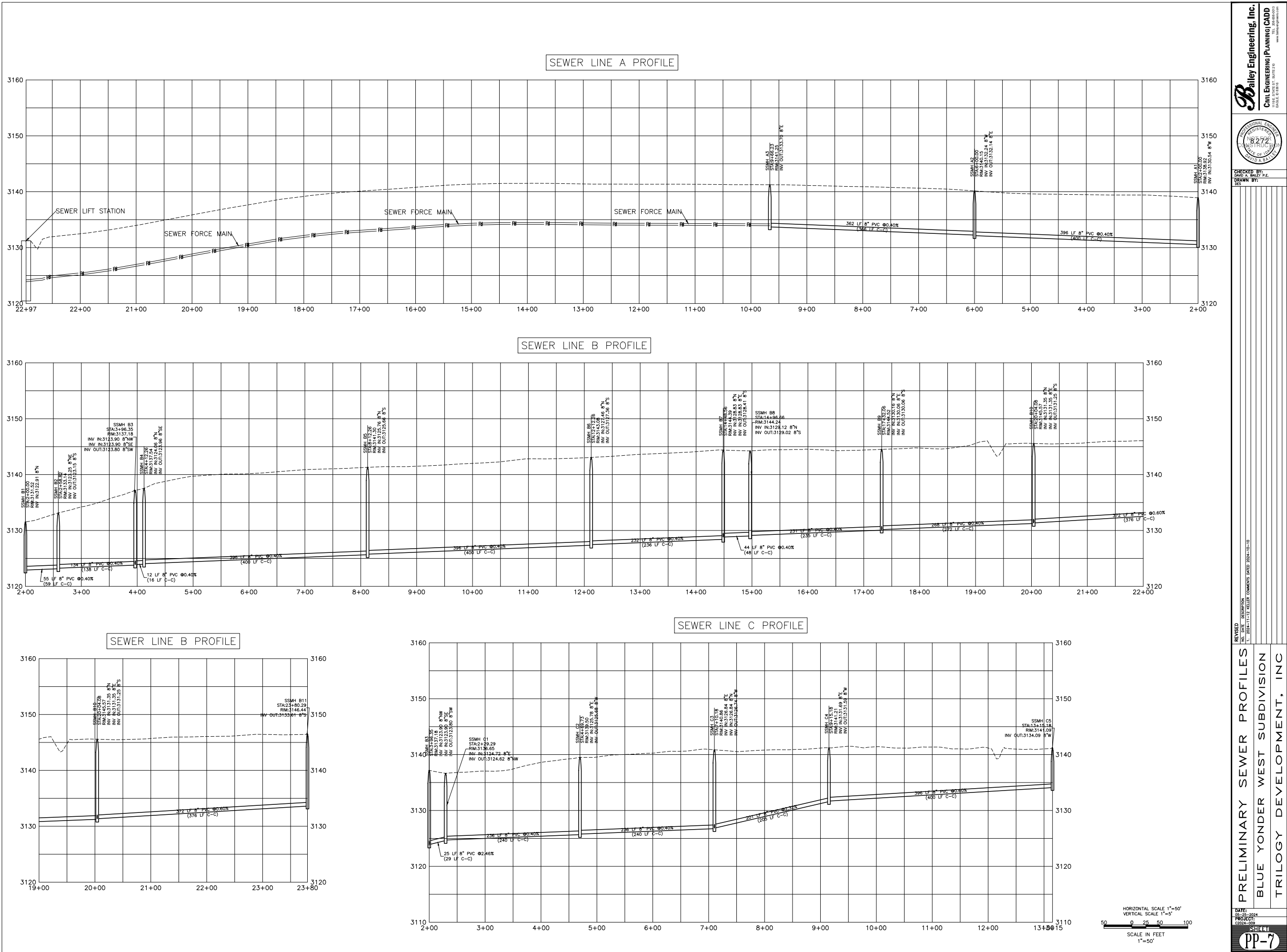
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 - LOT LINE
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 - PROPOSED WATER LINE
 - STORM DRAIN LINE
 - ROAD CENTERLINE
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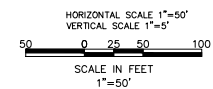
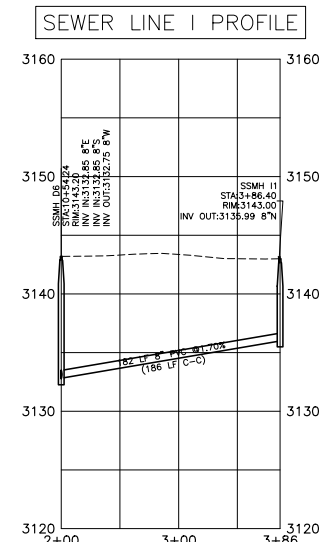
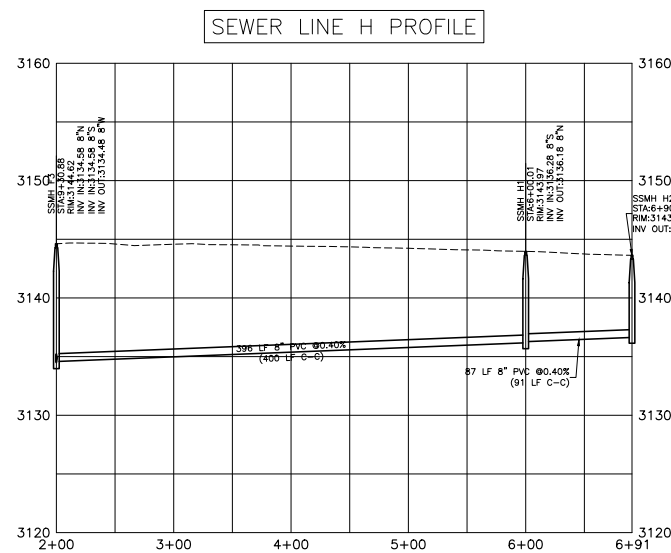
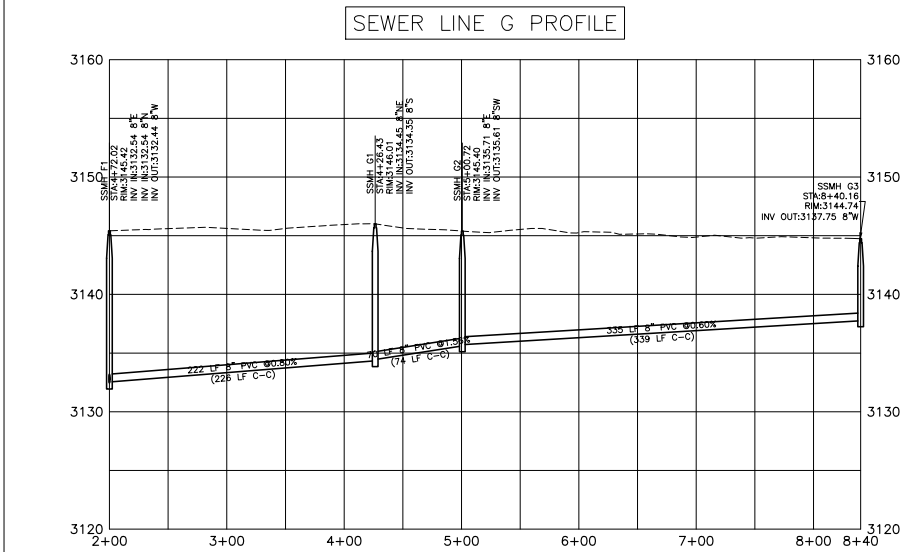
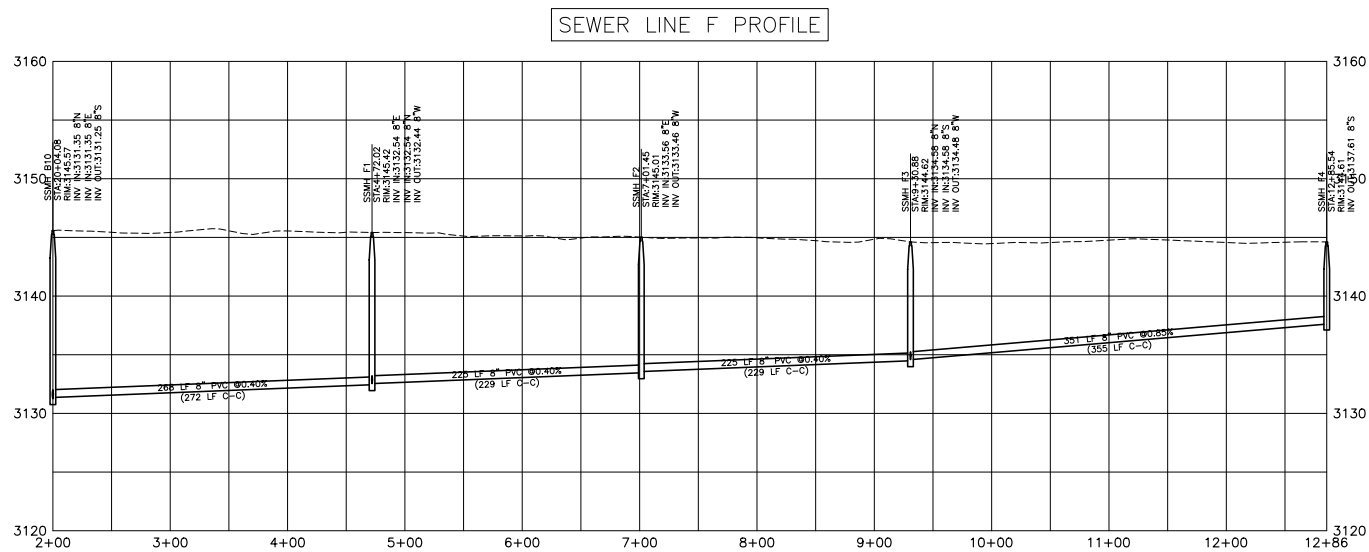
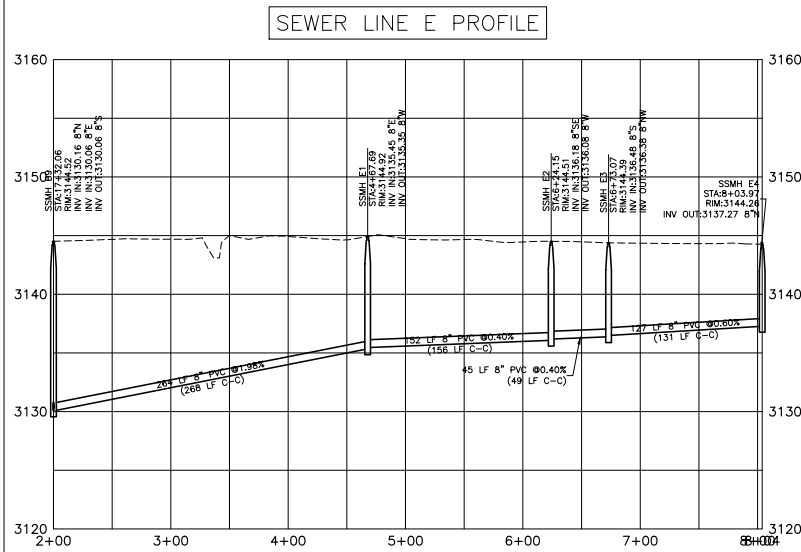
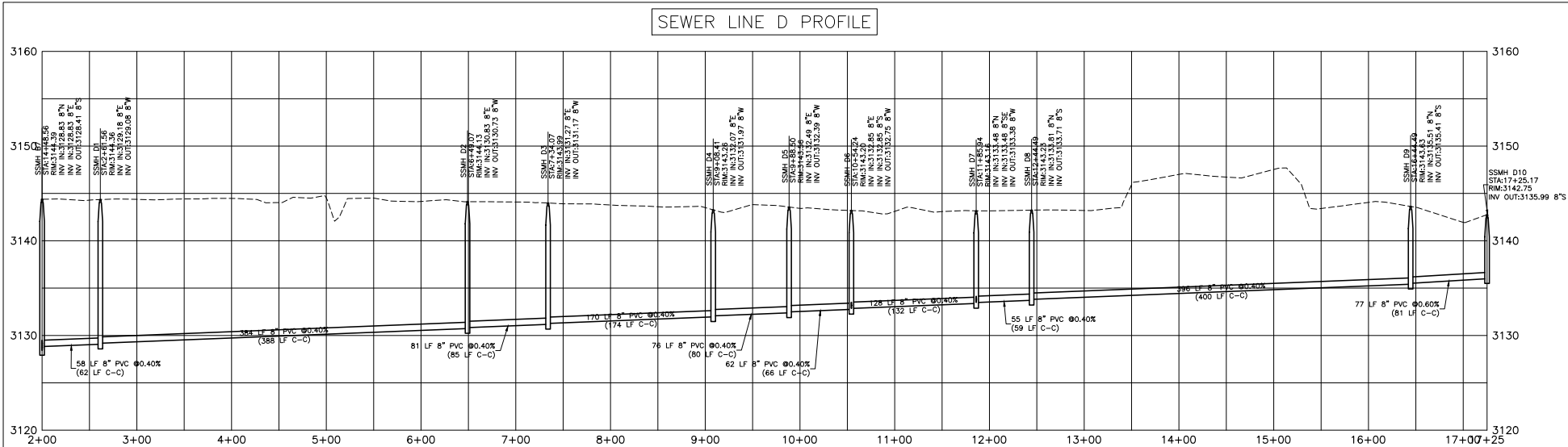


PRELIMINARY ENGINEERING
BLUE YONDER WEST SUBDIVISION
TRILOGY DEVELOPMENT, INC

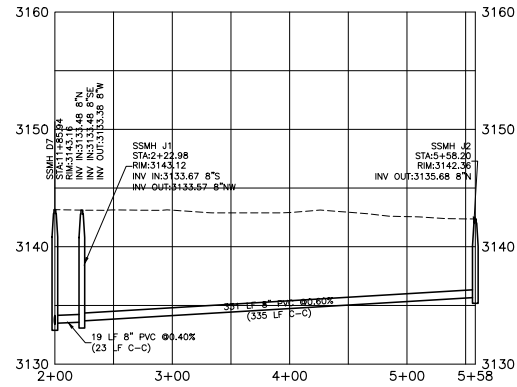
REVISIONS

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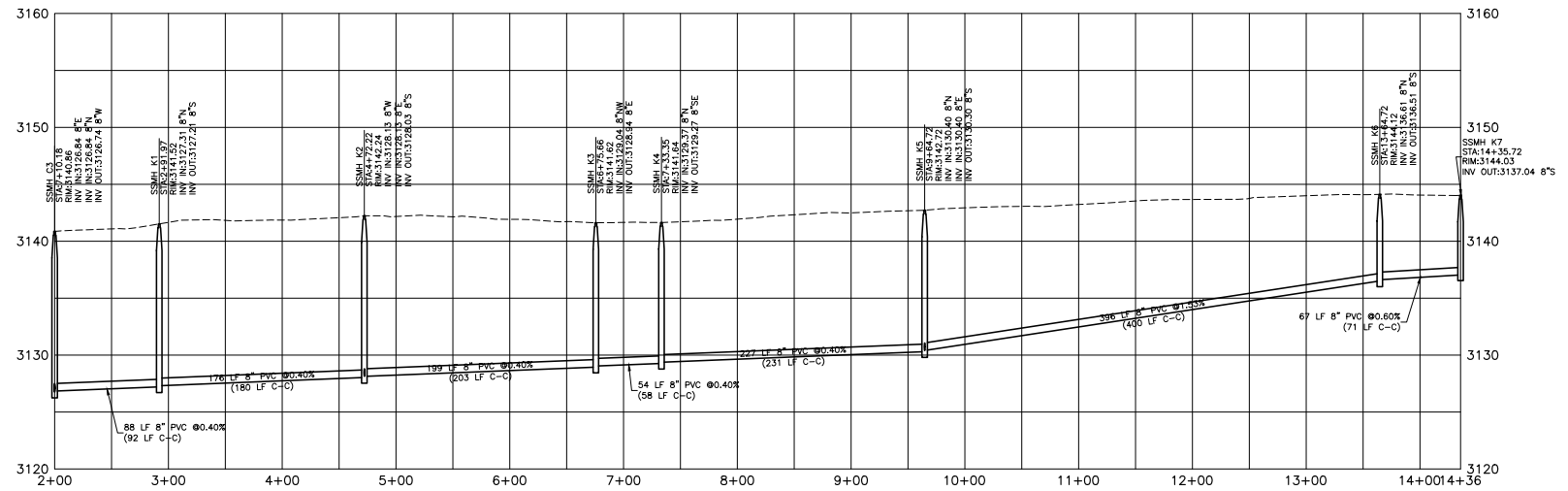




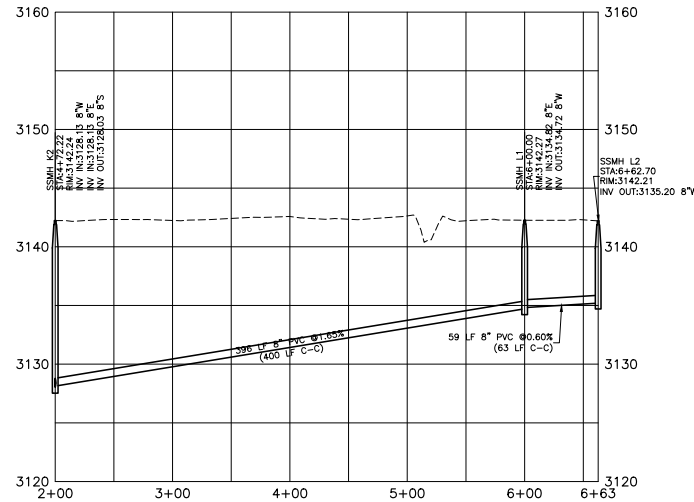
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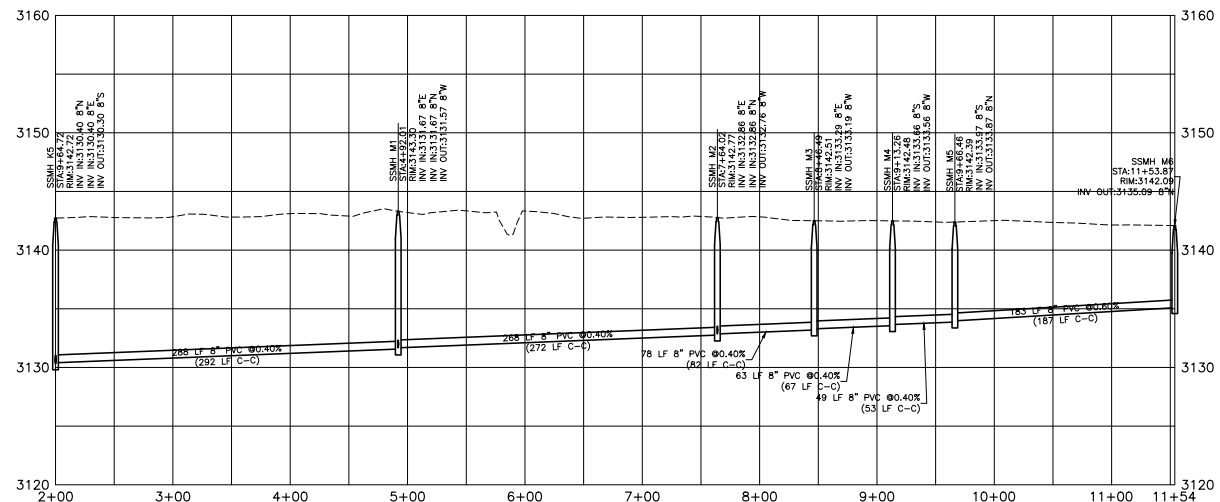
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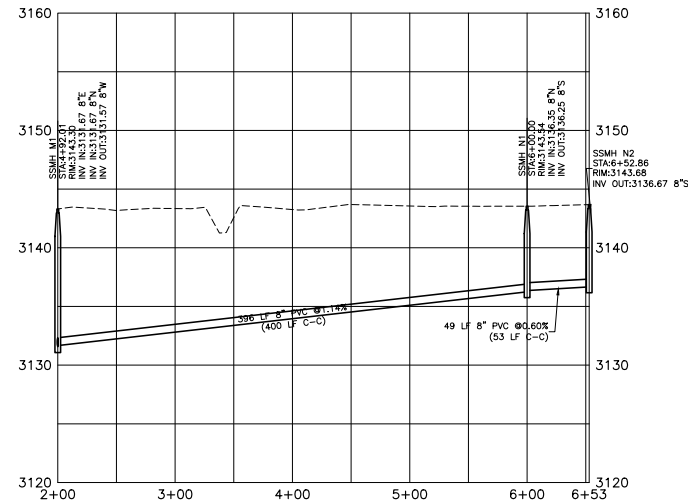
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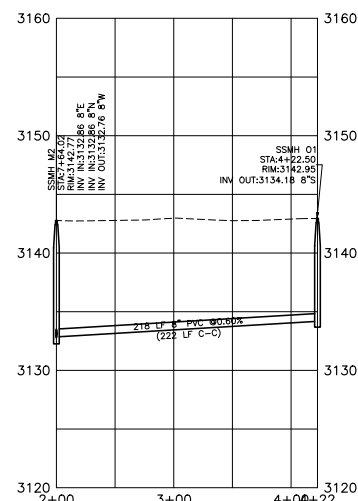
SEWER LINE M PROFILE



SEWER LINE N PROFILE

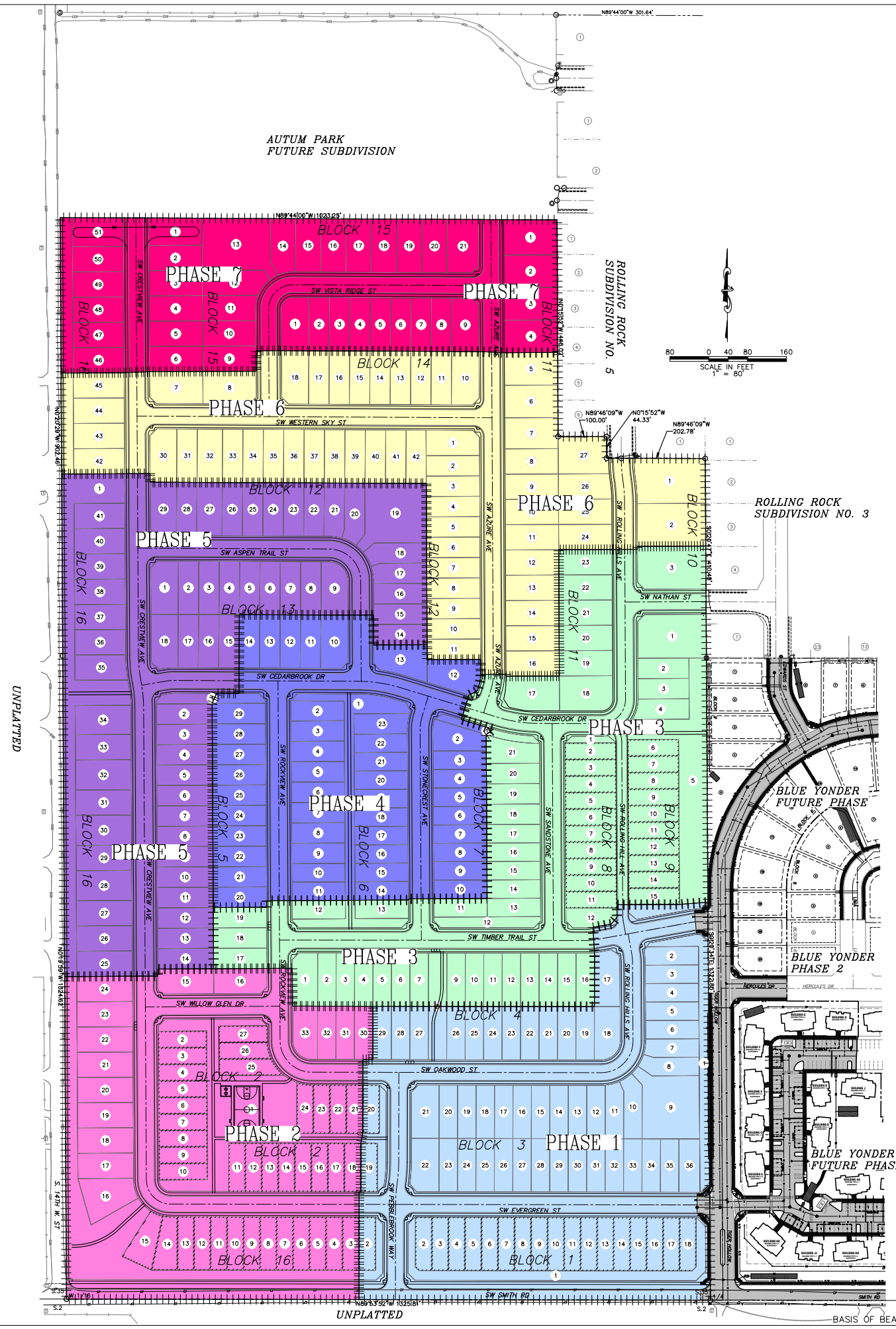


SEWER LINE O PROFILE



HORIZONTAL SCALE 1"=50'
VERTICAL SCALE 1"=5'
SCALE IN FEET
1"=50'

PHASE MAP FOR
BLUE YONDER WEST SUBDIVISION
LOCATED IN THE E 1/2 OF THE SW 1/4 AND THE SW 1/4 SE 1/4
OF SECTION 35 T.3S., R.6E., B.M.
CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO
2024



PHASE 1
±10.99 acres
57 BUILT LOTS, SEWER LIFT STATION INCLUDED IN THIS PHASE OF CONSTRUCTION

PHASE 2
±9.25 acres
52 BUILT LOTS

PHASE 3
±10.43 acres
62 BUILT LOTS

PHASE 4
±6.95 acres
45 BUILT LOTS

PHASE 5
±10.34 acres
58 BUILT LOTS

PHASE 6
±5.66 acres
55 BUILT LOTS

PHASE 7
±6.81 acres
37 BUILT LOTS

- LEGEND
- RIGHT-OF-WAY LINE
 - LOT LINE
 - PROPOSED SEWER LINE
 - PROPOSED WATER LINE
 - STORM DRAIN LINE
 - ROAD CENTERLINE
 - ROLLED CURB/GUTTER AND SIDEWALK
 - LOT NUMBER
 - LOT AREA
 - BLOCK NUMBER
 - FLOW ARROW
 - STREET NAME
 - HANDICAP RAMP
 - HYDRANT
 - STREET LIGHT
- SURVEY LEGEND
- SUBDIVISION BOUNDARY
 - SECTION LINE
 - EXISTING CONTOUR
 - EXISTING CURB & SIDEWALK
 - EXISTING EDGE OF PAVEMENT
 - EXISTING WATER LINE
 - EXISTING SEWER LINE
 - FOUND ALUMINUM CAP MONUMENT, PLS 15758 UNLESS OTHERWISE NOTED
 - SET 5/8" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758
 - FOUND 5/8" IRON PIN W/ PLASTIC CAP, PLS 15758 UNLESS OTHERWISE NOTED
 - SET 1/2" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758
 - FOUND 1/2" x 24" IRON PIN WITH PLASTIC CAP, PLS 15758 UNLESS OTHERWISE NOTED
 - OTHERWISE NOTED
 - CALCULATED POINT
 - EXISTING POWER POLE

REVISIONS

NO.	DATE	DESCRIPTION
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PHASE MAP

BLUE YONDER WEST SUBDIVISION

TRILOGY DEVELOPMENT, INC

DATE: 06-17-2025
PROJECT: C2024-005
SHEET: 1/16
PHASE

Ballley Engineering, Inc.
CIVIL ENGINEERING/PLANNING/CADD
404 N. BROOKSIDE LANE
BOISE, ID 83714
www.ballleyengineering.com



CHECKED BY: DAVID A. BAILEY, P.E.
DRAWN BY: [Signature]
DATE: 06-17-2025



BLUE YONDER WEST SUBDIVISION

MOUNTAIN HOME, ID

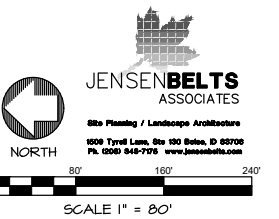
PRELIMINARY PLAT LANDSCAPE PLAN

OWNER
OPEN DOOR RENTALS LLC
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, IDAHO 83642

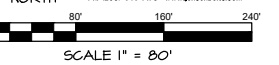
PLANNER/CONTACT
BONNIE LAYTON
NVS
690 S. INDUSTRY WAY, STE 10
MERIDIAN, IDAHO 83642
Phone (208) 342-5400

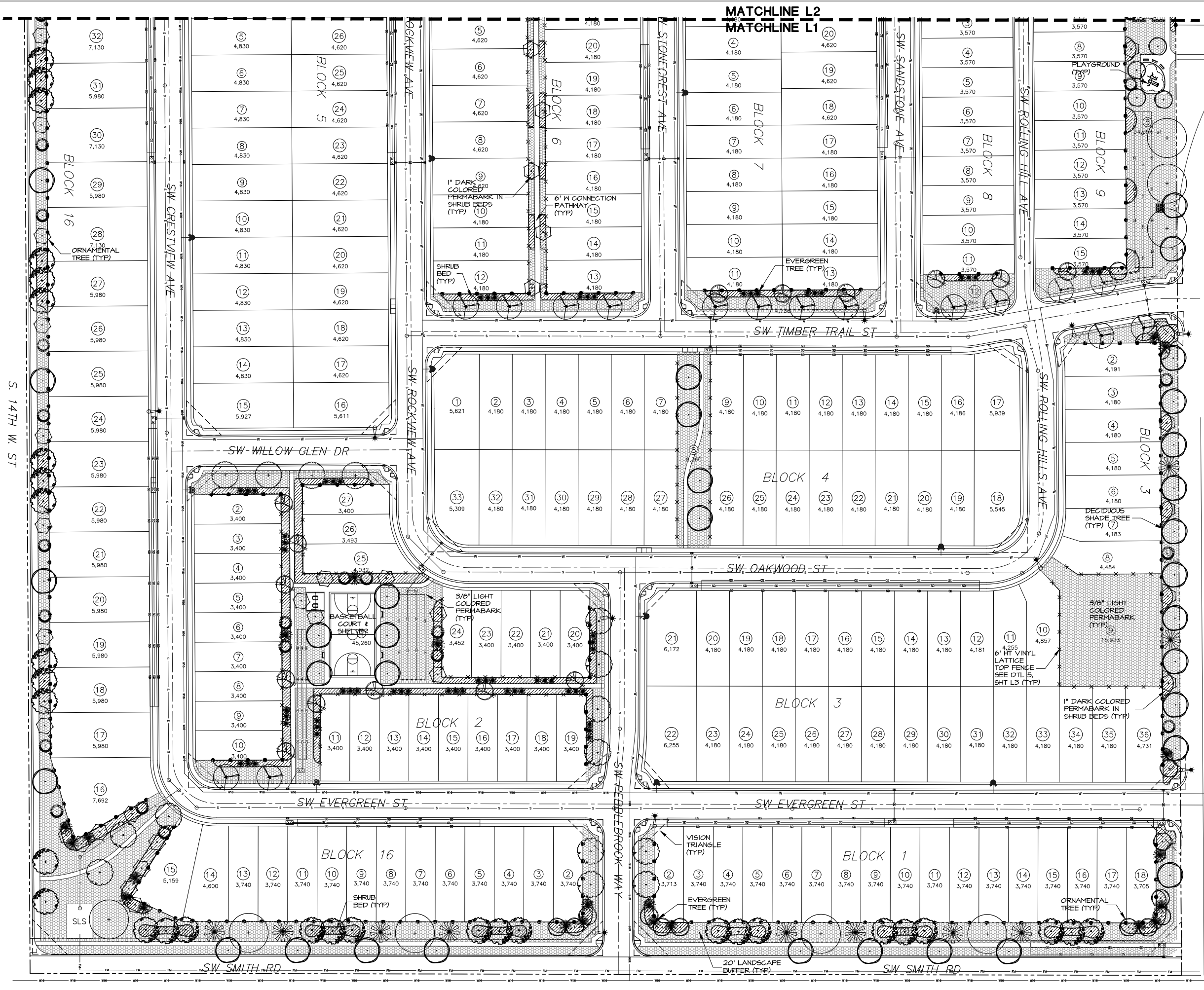
ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST. SUITE 210
EAGLE, IDAHO 83616
Phone (208) 938-0013

DEVELOPER
TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST., STE. 101
BOISE, IDAHO 83709
Phone (208) 895-8858



JUNE 13, 2025





PLANT PALETTE

(REFERENCE SHEET L3)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLF'S PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS III)	
	PACIFIC SUNSET MAPLE
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	TULIP TREE
ORNAMENTAL TREES (CLASS I)	
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	CHANTICLEER PEAR
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	RED FLOWER CARPET ROSE
	GRO-LOW SUMAC
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	IVORY TOWER YUCCA
	MAIDEN GRASS
	BRAKELIGHTS RED YUCCA
	SUMMERWINE NINEBARK

	3/8" LIGHT COLORED PERMEABARK (TYP)
	1" DARK COLORED PERMEABARK IN SHRUB BEDS (TYP)

	6" VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 3, SHT L3.
	6" VINYL LATTICE TOP FENCE ADJACENT TO INTERIOR COMMON LOTS (TYP). SEE DTL 4, SHT L3.

NOTES

1. REFER TO SHEET L3 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE NOTES, DETAILS, AND CALCULATIONS.

NORTH

SCALE 1" = 50'

Bailey Engineering, Inc.
CIVIL ENGINEERING / PLANNING / CADD
1118 E. STATE ST., SUITE 210
DULUTH, GA 30090
TEL: 404.251.1011
WWW.BAILEYENGINEERING.COM

Checked By:
KCS
Drawn By:
JUN

REVISED

NO.	DATE	DESCRIPTION
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PRELIMINARY PLAT LANDSCAPE PLAN

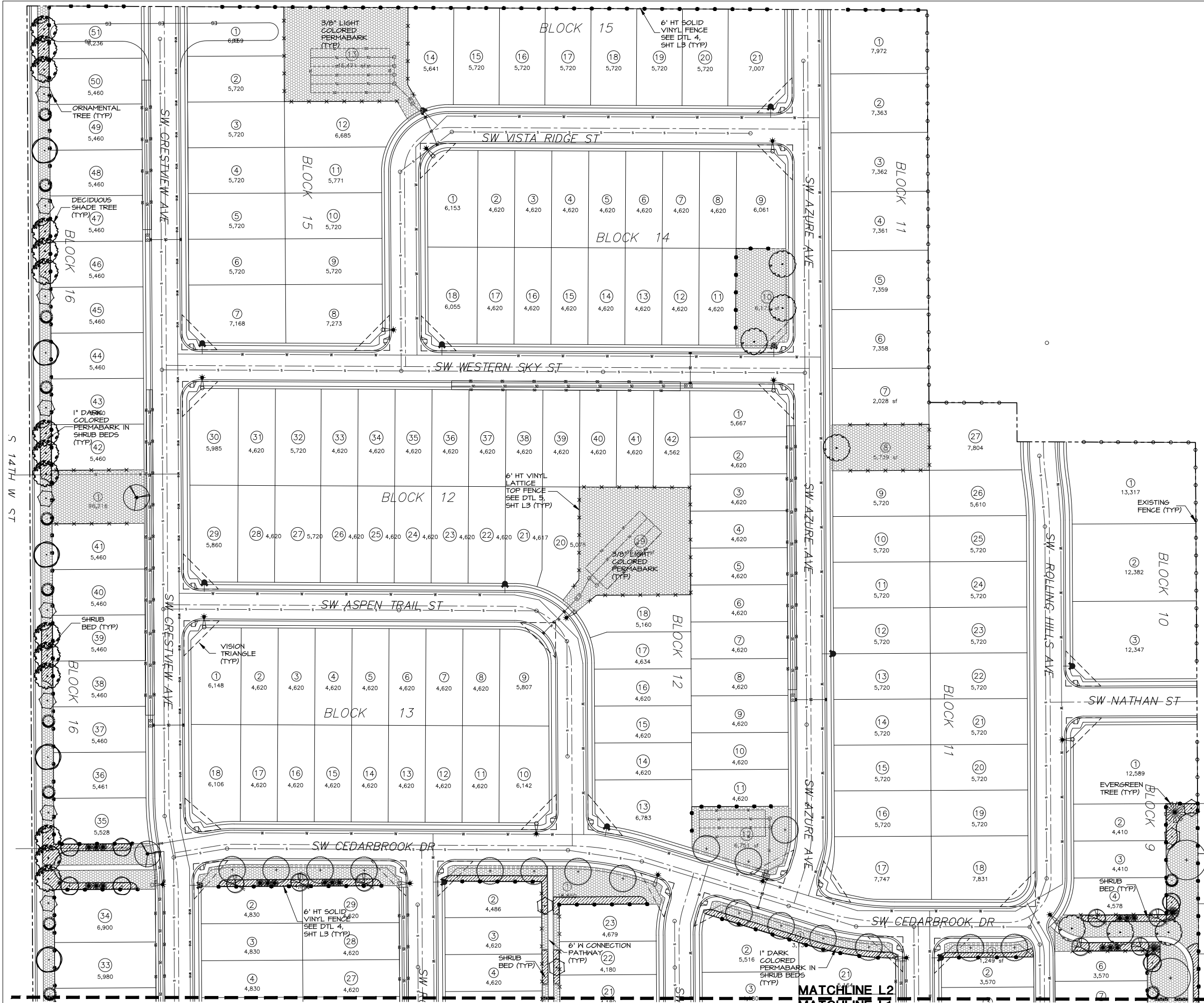
BLUE YONDER WEST SUBDIVISION

TRILOGY DEVELOPMENT, INC.

DATE:
6-13-25

PROJECT:
JBA-2410

SHEET
L1



PLANT PALETTE
(REFERENCE SHEET L3)

SYM	COMMON NAME
-----	-------------

- EVERGREEN TREES
- AUSTRIAN PINE
 - BLACK HILLS SPRUCE
 - FAT ALBERT BLUE SPRUCE
 - MOONGLOW JUNIPER
 - NORWAY SPRUCE
 - VANDERWOLF'S PINE

- SHADE TREES (CLASS III)
- BLOODGOOD LONDON PLANETREE
 - SWAMP OAK

- SHADE/STREET TREES (CLASS III)
- PACIFIC SUNSET MAPLE
 - SKYLINE HONEYLOCUST
 - LITTLELEAF LINDEN
 - TULIP TREE

- ORNAMENTAL TREES (CLASS I)
- CANADA RED CHOKECHERRY
 - CRUZAN CRUSADER HAWTHORN
 - CHANTICLEER PEAR
 - HOTWINGS MAPLE
 - ROYAL RAINDROPS GRABAPPLE
 - SPRING SNOW GRABAPPLE

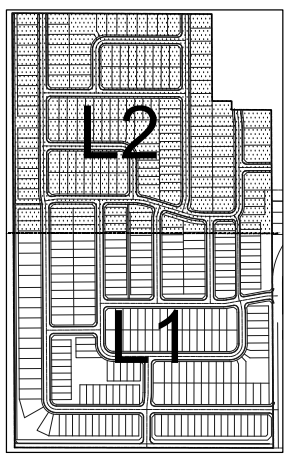
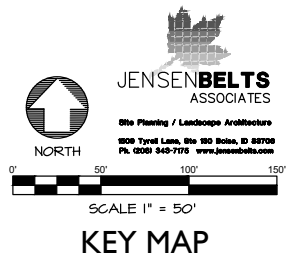
- SHRUBS/ORNAMENTAL GRASSES/PERENNIALS
- ARIZONA SUN GAILLARDIA
 - BLACK EYED SUSAN
 - BLUE GRAMMA GRASS
 - BLUE MIST SPIREA
 - BLUE OAT GRASS
 - BLUE RUG JUNIPER
 - RED FLOWER CARPET ROSE
 - GRO-LOW SUMAC
 - HUSKER RED PENSTEMON
 - IVORY HALO DOGWOOD
 - KARL FOERSTER REED GRASS
 - IVORY TOWER YUCCA
 - MAIDEN GRASS
 - BRAKELIGHTS RED YUCCA
 - SUMMERWINE NINEBARK

- 3/8" LIGHT COLORED PERMABARK (TYP)
- 1" DARK COLORED PERMABARK IN SHRUB BEDS (TYP)

- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 3, SHT L3.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO INTERIOR COMMON LOTS (TYP). SEE DTL 4, SHT L3.

NOTES

1. REFER TO SHEET L3 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE NOTES, DETAILS, AND CALCULATIONS.



PRELIMINARY PLAT LANDSCAPE PLAN

BLUE YONDER WEST SUBDIVISION

TRILOGY DEVELOPMENT, INC.

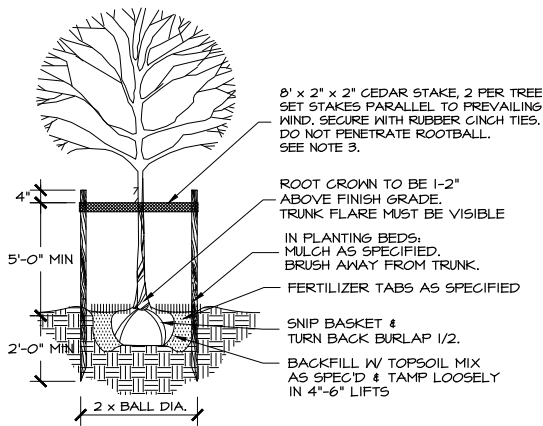
DATE: 6-13-25
PROJECT: JBA-2410
SHEET: L2

REVISIONS

NO.	DATE	DESCRIPTION
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Drawn By: JBA

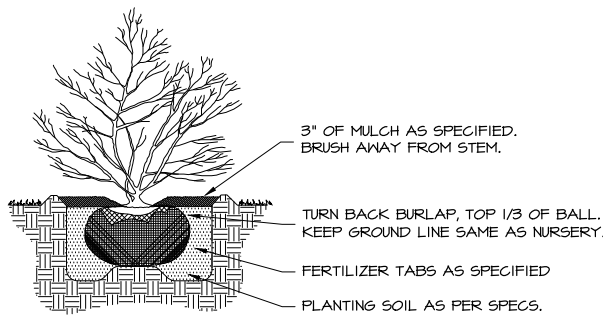
BAILEY ENGINEERING, INC.
CIVIL ENGINEERING / PLANNING / CAD
1100 E STREET, SUITE 20
DENVER, CO 80202
TEL: 303.733.0011
WWW.BAILEYENGINEERING.COM



- NOTES:**
1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.
 2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/2 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.
 3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.
 4. TREE PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

1 TREE PLANTING/STAKING

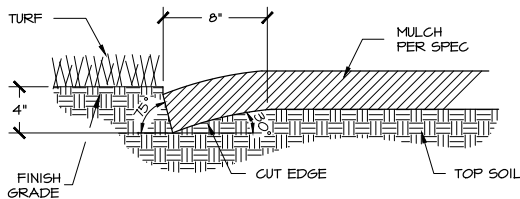
NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

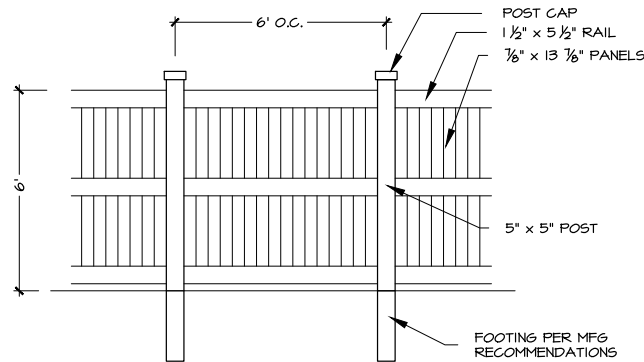
2 SHRUB PLANTING

NOT TO SCALE



3 PLANTER CUT BED EDGE

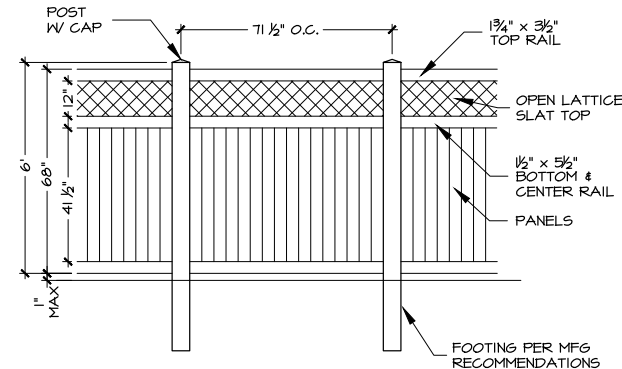
NOT TO SCALE



- NOTES:**
1. VINYL FENCE STYLE MAY VARY SLIGHTLY.
 2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.

4 VINYL FENCE

NOT TO SCALE



- NOTES:**
1. VINYL FENCE STYLE MAY VARY SLIGHTLY.
 2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.

5 VINYL LATTICE TOP FENCE

NOT TO SCALE

DEVELOPMENT DATA

TOTAL AREA	64.41 ACRES
SF RESIDENTIAL LOTS	374
COMMON LOTS	22
TOTAL LOTS	396
COMMON OPEN SPACE	7.21 ACRES (11.2%)
EXISTING ZONING	RR/R4
PROPOSED ZONING	R4 PUD

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
EVERGREEN TREES			
	AUSTRIAN PINE	PINUS NIGRA	6-8' HT B4B
	BLACK HILLS SPRUCE	PICEA GLAUCA 'DENSATA'	6-8' HT B4B
	FAT ALBERT BLUE SPRUCE	PICEA PUNGENS 'FAT ALBERT'	6-8' HT B4B
	MOONGLOW JUNIPER	JUNIPERUS SCOPLULORUM 'MOONGLOW'	6-8' HT B4B
	NORWAY SPRUCE	PICEA ABIES	6-8' HT B4B
	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	6-8' HT B4B
SHADE TREES (CLASS III)			
	BLOODGOOD LONDON PLANETREE	PLATANUS x ACERIFOLIA 'BLOODGOOD'	2" CAL B4B
	SWAMP OAK	QUERCUS BICOLOR	2" CAL B4B
SHADE/STREET TREES (CLASS II)			
	PACIFIC SUNSET MAPLE	ACER TRUNCATUM x A. PLATANOIDIES 'WARRENRED'	2" CAL B4B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B4B
	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B4B
	TULIP TREE	LIRODENDRON TULIPIFERA	2" CAL B4B
ORNAMENTAL TREES (CLASS I)			
	CANADA RED CHOKECHERRY	PRUNUS VIRGINIANA 'CANADA RED'	6-8' HT. MULTI-STEM
	CRUZAN CRUSADER HAWTHORN	PYRUS CALLERYANA 'GLEN'S FORM'	2" CAL B4B
	CHANTICLEER PEAR	CRATAEGUS CRUS-GALLI 'CRUZAM'	2" CAL B4B
	HOTWINGS MAPLE	ACER TATARICUM 'GARANN'	6-8' HT. MULTI-STEM
	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KWS'	2" CAL B4B
	SPRING SNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B4B
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS			
	ARIZONA SUN GAILLARDIA	GAILLARDIA x 'ARIZONA SUN'	1 GAL
	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL
	BLUE GRAMMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL
	BLUE MIST SPIREA	CARYOPTERIS x GLANDONENSIS 'BLUE MIST'	2 GAL
	BLUE OAT GRASS	HELIOTRICHON SEMPERVIRENS	1 GAL
	BLUE RUG JUNIFER	JUNIPERUS HORIZONTALIS 'MILTONI'	3 GAL
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	2 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL
	HUSKER RED PENSTEMON	PENSTEMON DIGITALIS 'HUSKER RED'	1 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
	IVORY TOWER YUCCA	YUCCA FILAMENTOSA 'IVORY TOWER'	1 GAL
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'PERPA'	1 GAL
	SUMMERWINE NINEBARK	PHYSCARPUS OPULIFOLIA 'SEWARD'	5 GAL
	3/8" LIGHT COLORED PERMABARK (TYP)		
	1" DARK COLORED PERMABARK IN SHRUB BEDS (TYP)		

- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 4, THIS SHT.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO CONNECTION LOTS (TYP). SEE DTL 5, THIS SHT.

NOTES

1. ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH MOUNTAIN HOME CITY ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS (IF PRESENT).
4. NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
5. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE UTILITIES. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
6. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
7. THERE ARE NO EXISTING TREES ON SITE.

OWNER
OPEN DOOR RENTALS LLC
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, IDAHO 83642

DEVELOPER
TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST., STE. 101
BOISE, IDAHO 83709
Phone (208) 895-8858

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST. SUITE 210
EAGLE, IDAHO 83616
Phone (208) 938-0013

PLANNER/CONTACT
BONNIE LAYTON
NV5
690 S. INDUSTRY WAY, STE 10
MERIDIAN, IDAHO 83642
Phone (208) 342-5400

JENSEN BELTS ASSOCIATES
1900 Tyrrell Lane, Ste 120 Boise, ID 83709
Ph: (208) 849-7778 www.jensenbelts.com



BLUE YONDER WEST SUBDIVISION

MOUNTAIN HOME, ID

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER

OPEN DOOR RENTALS LLC
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, IDAHO 83642

PLANNER/CONTACT

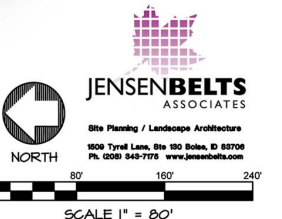
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Phone (208) 895-8858



JUNE 13, 2025

**Blue Yonder West
Planned Unit Development Agreement**

THIS AGREEMENT is made effective this ____ day of _____, 2025, by and between the CITY OF MOUNTAIN HOME, IDAHO, a municipal corporation organized pursuant to the laws of the State of Idaho, of P. O. Box 10, Mountain Home, Idaho 83647, hereinafter referred to as the “City,” and OPEN DOOR RENTALS, LLC/ENDURANCE HOLDINGS, LLC, both Idaho limited liability companies, hereinafter referred to as the “Owner”.

WHEREAS, the owner owns and desires to develop certain real property located in the City of Mountain Home, Idaho, Elmore County Tax Assessor Parcel Numbers RP03S06E356610 and RPA3S06E354855, the “Property”, which is legally described in Exhibit A, attached hereto and incorporated herein by this reference.

WHEREAS, the owner desires to develop the property consistent with the Blue Yonder West Planned Unit Development (the “Masterplan”), which is attached hereto as Exhibit B, attached hereto and incorporated herein by this reference.

WHEREAS, this Development Agreement intends to ensure the Property is developed in a manner consistent with Mountain Home’s City Code; and

WHEREAS, the Owner has agreed to the development standards set forth herein upon the use and development of the Property with the requirements outlined in this Development Agreement; and

WHEREAS, the Blue Yonder West Planned Unit Development is proposed to be an attractive community that provides the following:

- A range of lot sizes with a mix of home sizes and types including detached single-family homes.
- Exceptional pedestrian connectivity to community amenities with walking trails throughout.
- Pocket parks located throughout the project.
- Space for a city fiberoptic hub approximately 10’x10’ in size.
- **Sewer lift station to be built in the first phase of the project and will be owned and maintained by the City of Mountain Home.**

NOW, THEREFORE, IN CONSIDERATION of the covenants and conditions set forth herein, the parties agree as follows:

1. Construct to City Standards: Owner agrees that all improvements required by this Agreement or by City codes shall be built to City standards or to the standards of any applicable public agency providing service to the development, adhering to all City policies and procedures; including, but not limited to the sanitary sewer improvements, water lines, fire hydrants, flood works, stormwater management, curbs, sidewalks, and roads UNLESS otherwise exempted in the proposed Planned Unit Development or this Agreement. Such policies include extending

the utility lines in a manner acceptable to the City to make service available to adjoining lands and to maintain continuity of municipal systems at minimal public cost.

2. Applicable Standards: The Owner agrees that all laws, standards, policies, and procedures regarding public improvement construction that the Owner is required to comply with or otherwise meet according to this Agreement or City codes shall be those in effect when construction is commenced. If Owner fails to comply with applicable laws while constructing improvements, public or otherwise, on the lands subject to this Agreement, Owner consents to suspension of issuance of building permits or denial of certificates of occupancy until such compliance is attained.
3. Covenant to Run with the Land: The covenants herein to be performed by Owner shall be binding upon Owner and Owner's heirs, assigns, and successors in interest, and shall be deemed to be covenants running with the land.
4. Severability: Should any provision of this Agreement be declared invalid by a court of competent jurisdiction; the remaining provisions shall continue in full force and effect and be interpreted to effectuate the purposes of the entire Agreement to the greatest extent possible.
5. Merger and Amendment: All promises and prior negotiations of the parties merge into this Agreement. The parties agree that this Agreement shall only be amended in writing and signed by both parties. The parties agree that this Agreement shall not be amended by a change in law. The parties agree that this Agreement is not intended to replace any other requirement of City Code and that its execution shall not constitute a waiver of requirements established by City ordinance or other applicable provisions of law.
6. Allowed Residential Land Uses: The development shall only consist of single-family detached homes. Duplexes, fourplexes, attached townhomes, and any other multi-family housing types are prohibited.
7. Development Schedule: It is the intent of the Applicant to commence site development as soon as possible after engineering approval, with the goal of completing all civil improvements and recording a plat within the timeframes permitted by code. Vertical construction, other than model homes, shall commence thereafter and continue at a pace driven by market absorption.
8. Subdivision Design Standards: All future development and improvements shall conform to the standards and regulations of Mountain Home City Code Title 9 – Chapter 16 – Section 13: Subdivision Design Standards for the area designated as “Blue Yonder West PUD”, or as amended, and all references to other sections therein except for the following:
 - a. Street Specifications:
 - i. Street Right of Way Widths:

1. All new streets will be public streets that are at least thirty-six feet (36') wide back-of-curb to back-of-curb and within a fifty-two foot (52') right of way;
 2. Private driveways to serve single family homes to be at least eighteen feet (18') wide;
 3. Alleys to be twenty-four feet (24') wide.
- b. Pedestrian Walkways:
1. Sidewalks will be contiguous with the public streets and will be concrete and 5' wide. Sidewalks will be located within the street right of way OR in a street-side buffer strip/common lot.
 2. Pathways will be concrete and at least 5' wide located in common lots/tracts.
 3. Sidewalk at Smith Road will be a 5' detached sidewalk with 10' landscape buffer between sidewalk and back of curb.
- c. Mailboxes:
- i. The development shall provide cluster mailboxes or individual drop box mailboxes as indicated on the site plan or as approved by the local postmaster and Public Works Director.
- d. Easements/Utility and Drainageway:
- i. Unobstructed utility easements shall be provided: along front lot lines, ten feet (10'); rear lot lines, ten feet (10'); and five feet (5') side lot line utility easements. Easements of greater width may be required along lines across lots or along boundaries where necessary for surface drainage or the extension of main sewers or other utilities.
- e. Lots/Blocks:
- i. Blocks: Block length shall not exceed nine hundred feet (900') unless broken up with traffic calming measures such as bulb outs at T intersections.
 - ii. Lots
 1. Corner lots shall NOT BE REQUIRED to be twenty percent (20%) greater in size than the minimum lot size for the zoning district.
 2. At the time of platting, corner lots ARE NOT required to be larger to accommodate setbacks for two (2) street frontages.
- f. Buffer Yards and Reserve Strips:
- i. Buffer Yards and Reserve Strips: Fifteen-foot (15') buffer areas shall be required to be placed next to features such as arterial roadways, collectors, highways, railroads, commercial or industrial uses to screen the view from residential properties and may include a part of the normal street right of way or utility easement, as approved through engineering plan review. Streetlights may be located in the buffer areas, provided that a maintenance easement is noted on the face of the plat. These fifteen-foot (15') buffer areas shall be developed according to the landscape standards of the Blue Yonder West PUD.
- g. Public Spaces and/or Open Spaces:

- i. The Owner shall construct and provide the following:
 - 1. Public internal neighborhood pathways as shown on the preliminary plat in addition to Item b. Pedestrian Walkways referenced above.
 - 2. Sport court and picnic structure as shown on the landscape plans and a tot lot in Lot 5, Block 9.
 - h. Homeowners' Agreement and/or Maintenance Agreement: to be recorded after recordation of the first final plat for Blue Yonder West PUD.
9. Bulk & Coverage Standards; Setbacks: All future development and improvements shall conform to the standards and regulations of Mountain Home City Code Title 9 – Chapter 7 – Section 6: Zoning Districts, (C) R-4 zone/residential zone for the area designated as “Blue Yonder West PUD”, or as amended, and all references to other sections therein except for the following:
- a. Minimum Lot Size: 3,400 square feet. The majority of lots will exceed these minimums.
 - b. Lot Coverage: Up to 60% Excludes uncovered non-permeable surfaces (driveways, sidewalks non-covered patios etc.)
 - c. Minimum Street Frontage: 34 feet.
 - d. Side setback, interior: 5 feet (all stories)
 - e. Street side yard setback: 15 feet from ROW edge.
 - f. Front yard setback: 15 feet minimum for alley-loaded homes; 15 feet to living space and covered front porches, 20 feet to garage face for front loaded garages.
 - g. Rear yard setback: 15' minimum
 - h. Minimum floor area: No minimum.
- i. Residential Planned Unit Development Design Standards: All future development and improvements shall conform to the standards and regulations of Mountain Home City Code Title 9 – Chapter 19 – Article B: Residential Planned Unit Development Design Standards for the area designated as “Blue Yonder West PUD”, or as amended, and all references to other sections therein except for the following:
- j. Front Yards / Entrances: due to lack of irrigation water rights, traditional landscaping (grass/sod) will be minimal.
 - k. Landscaping: Landscaping will be as illustrated on the Blue Yonder West landscape plans, with detailed City of Mountain Home review and approval through the engineering review process. Homeowners will be encouraged to maintain/plant front yards with drought-tolerant plants. Native vegetation is encouraged when and where available and feasible.
 - l. Building Design:
 - i. Conceptual building designs are included as Exhibit C to this Agreement. Final building designs shall be materially and substantially consistent with the conceptual plans illustrated in Exhibit C.
 - ii. Lot coverage shall not exceed sixty percent (60%).

10. Landscaping Requirements: All future development and improvements shall conform to the standards and regulations of Mountain Home City Code Title 9 – Chapter 11 – Sections 7: Residential Landscaping, and consistent with the Blue Yonder West landscape plans (Ex. B), or as amended, and all references to other sections therein except for the following:

- a. Individual Residential Lots: See Section 10(b) of this document.
- b. Subdivision Open Areas: Shall be landscaped with mulch-like material (such as fine lava cinders mulch) that requires no water and little maintenance.

11. Fiber Infrastructure Requirements:

- a. The developer shall install fiber conduit, ducts, vaults, and handhold boxes as designed by the City and provided for by City standards for fiber installation at the time of construction. All such installations shall be subject to City inspection and require City approval before cable installation.
- b. Developer and/or Property owner shall designate on the required final plat and building site plan the locations where the fiber drop duct ends shall terminate. All installation of fiber duct and related infrastructure shall be installed according to the standards adopted by the City of Mountain Home and subject to inspection and approval by the City of Mountain Home before issuance of a certificate of occupancy.
- c. The developer shall pay all associated fiber development fees at the time building permits are pulled pursuant to the applicable city ordinance.

12. Water & Wastewater Infrastructure Improvements:

- a. The developer shall be responsible for the construction of a sewer lift station as part of Phase 1 of the development. This lift station will be owned and maintained by the City of Mountain Home.
- b. The developer shall comply with all other requirements as outlined in the project review letter dated May 29, 2025 from Public Works.

13. Impact Fees:

- a. Development impact fees shall be calculated at the time of building permit application and imposed at time of building permit issuance according to applicable City of Mountain Home impact fee ordinance.

14. Enforcement - Attorney's Fees: Should either party require the services of legal counsel to enforce compliance with the terms of this Agreement, the prevailing party shall be entitled to its reasonable attorney's fees and related costs of enforcement.

IN WITNESS WHEREOF, the City of Mountain Home has caused this Agreement to be executed by its Mayor and City Clerk, and the Owner has executed this Agreement to be effective the day and year first above written.

SIGNATURE PAGES FOLLOW

CITY OF MOUNTAIN HOME

By: _____
Rich Sykes, Mayor

ATTEST:

Tiffany Belt, City Clerk

STATE OF IDAHO)

) ss.

County of Elmore)

On this _____ day of _____, 2025, before me, the undersigned, a Notary Public in and for said state, personally appeared Rich Sykes and Tiffany Belt, known to me to be the Mayor and City Clerk, respectively, of the City of Mountain Home and the persons who executed the foregoing instrument and acknowledged to me that they executed this Agreement on behalf of the City of Mountain Home in their official capacity.

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

Notary Public for Idaho
Residing at Mountain Home, Idaho.
Commission Expires: .

OWNER:

ACKNOWLEDGMENT

STATE OF _____)

) ss.

County of _____)

On this _____ day of _____, 2025, before me, the undersigned, a Notary in and for the State of Idaho, personally appeared Patrick Ginn, known or identified to me to be the persons who executed the foregoing instrument and acknowledged to me that they executed the same as Owner of the Property.

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

Notary Public for _____

Residing at: _____

Commission Expires: _____



PROPERTY DESCRIPTION
FOR
Blue Yonder West

A parcel of land lying in the SW1/4 of Section 35, Township 3 South, Range 6 East, Boise Meridian, Elmore County, Idaho, said parcel being more particularly described as follows:

Commencing at a 5/8-inch iron pin marking the S 1/4 corner of said section 35, said rebar being the POINT OF BEGINNING;

Thence, along the south line of Section 35 N.89°53'52"W. a distance of 1325.81 feet to a 5/8-inch iron pin marking the W 1/16 corner;

Thence, N.0°19'59"W. a distance of 1324.62 feet to a 5/8-inch iron pin marking the SW 1/16 corner;

Thence, N.0°20'29"W. a distance of 902.46 feet to a point;

Thence, along the south boundary of the proposed Autom Park Subdivision S.89°44'00"E. a distance of 1023.25 feet to a point;

Thence, along Rolling Hills Sub. No 5 for the next 4 calls, S.0°15'52"E. a distance of 446.02 feet to a 5/8-inch iron pin;

Thence, S.89°46'09"E. a distance of 100.00 feet to a 5/8-inch iron pin;

Thence, S.0°15'52"E. a distance of 44.33 feet to a 5/8-inch iron pin;

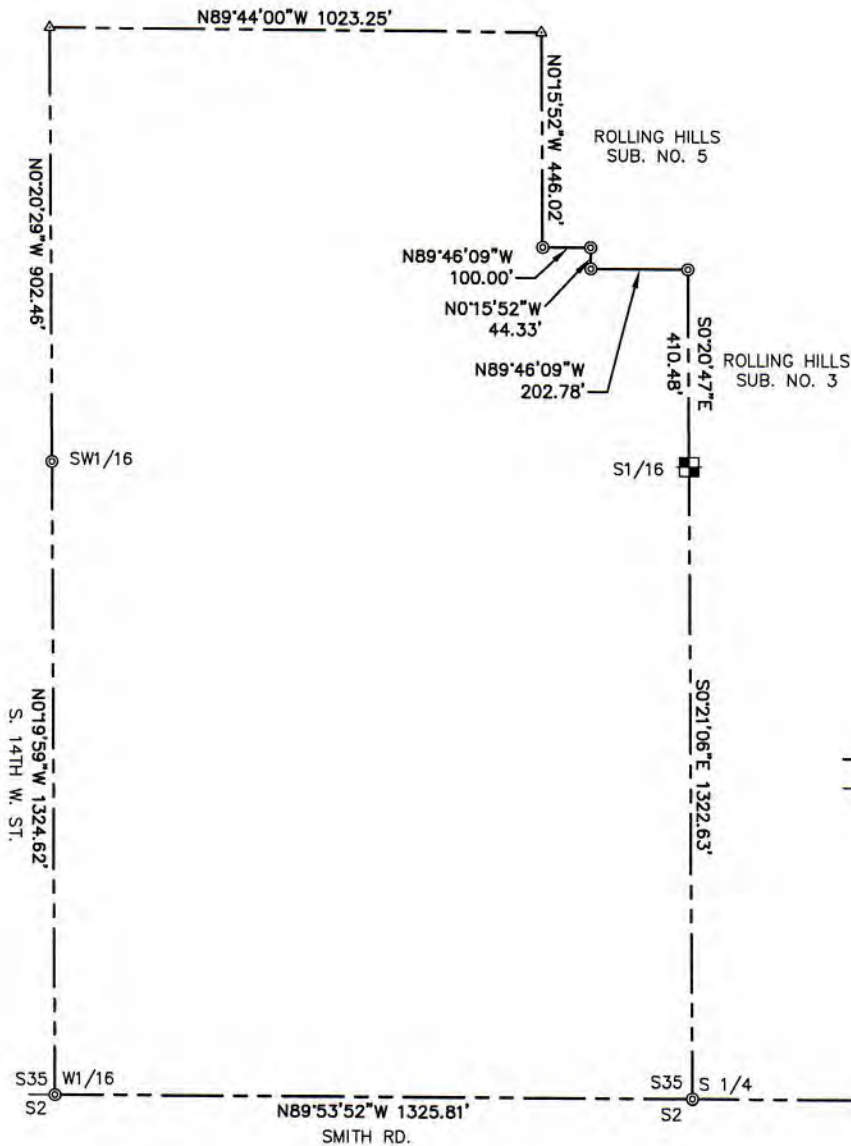
Thence, S.89°46'09"E. a distance of 202.78 feet to a 5/8-inch iron pin;

Thence, along the west line of Rolling Hills Sub. No. 3 S.0°20'47"E. a distance of 410.48 feet to an aluminum marking the CS 1/16 corner;

Thence, S.0°21'06"E. a distance of 1322.63 feet to a 1/2-inch iron pin marking the S 1/4 corner of section 35, also being the POINT OF BEGINNING;

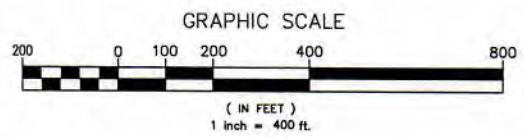
Said parcel contains 65.41 acres, more or less, and is subject to all existing easements and right-of-ways of record or implied.

ANNEXATION EXHIBIT
EXHIBIT DRAWING SHOWING LAND TO BE ANNEXED
INTO THE CITY OF MOUNTAIN HOME
LYING IN THE E 1/2 OF THE SW 1/4 OF
SECTION 35, T.3S., R.6E., B.M., ELMORE COUNTY,
IDAHO



LEGEND

- PROJECT BOUNDARY LINE
- LOT LINE
- ⊙ FOUND 5/8" IRON PIN
- ⊞ FOUND ALUMINUM CAP
- △ CALCULATED POINT - NOT SET




 J.J. HOWARD MAPPING / SURVEYING <small>2007 N. STATE ST., STE. D / Boise, Idaho 83703 (208) 848-0837</small>	DATE: 7/16/24	DESIGN BY: CLS	SHEET: OF 1 1	BLUE YONDER WEST SUBDIVISION
	SCALE: 1" = 400'	DRAWN BY: CLS	DRAWING NO. -----	ANNEXATION EXHIBIT

EXHIBIT B: BLUE YONDER WEST CONCEPTUAL SITE PLAN



Exhibit C

34' Bungalow



Exhibit C

34' Bungalow



Exhibit C

36'- 42' Lots



Exhibit C

36'- 42' Lots



Exhibit C

52'- 67' Lots



Exhibit C

53'- 67' Lots



Exhibit C

67'- 90' Lots



Exhibit C

67'- 90' Lots





May 29, 2025

Bonnie Layton
690 S. Industrial Way, Suite 10
Meridian, ID 83642

RE: Blue Yonder West Preliminary Plat Application

Mrs. Layton,

Keller Associates is providing engineering support to the City of Mountain Home for all proposed developments within the city. Below are the city's comments, organized by line item, regarding Keller Associates' feedback on your preliminary plat application for Blue Yonder West.

Water

1. CIP project 3.2 is attached. The city will require the developer to install the 16-inch waterline on the southern end of the development within the subdivision, along with a 5-foot utility easement.
2. CIP project 3.6 is attached. The city will require the developer to complete the portion of the 16-inch waterline as noted in the preliminary plat, within a 5-foot easement to the west side of Pebble Brook and Crestview, including stub-out as mentioned in Keller's report. Five-foot easements will be necessary for the 16-inch line to the northwest corner.
3. The city will require the preliminary plat and development plan to show the connection to the existing waterline as described in Keller's report.
4. The city will address the pressure issue noted in CIP project 1.6.

Sewer

1. The city will require the developer to coordinate the invert into the lift station with the future 24-inch trunkline invert, so that the lift station can be abandoned when the trunkline is constructed. Additionally, the city will require the developer to pay up to \$7,500 for a detailed service study, as discussed in the letter, to coordinate the lift station's depth and diameter. This survey will include a site survey, invert coordination, and assessment of the surrounding area to determine the upsize requirement.
 - a. The lift station shall be in place as part of phase 1 of the development.
 - b. As with water, a sewer stub-out to Autumn Road will be required.
2. The city will require the addition of a manhole at the intersection of SW Paite Street and S 5th West Street as detailed in Keller's report.

3. The city is aware of the need for upgrades to the wastewater treatment facility and is considering options for improvements, which include an additional winter storage pond, pond aeration, and upgrading to a mechanical treatment facility.

If you have any questions, please let me know.

A handwritten signature in black ink, appearing to read "Chris Curtis", is displayed on a light gray background.

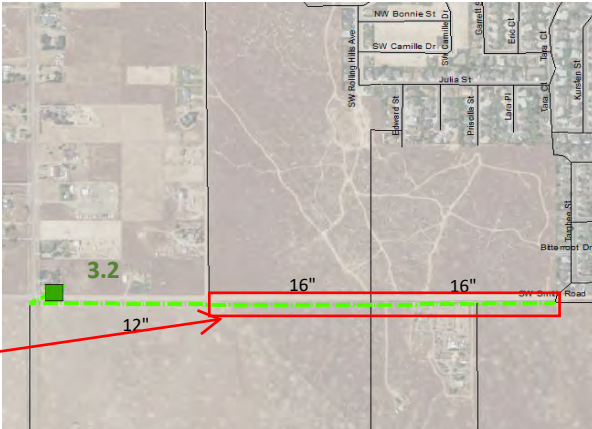
Chris Curtis
Director of Public Works

Attachments:

1 – CIP Project 3.2

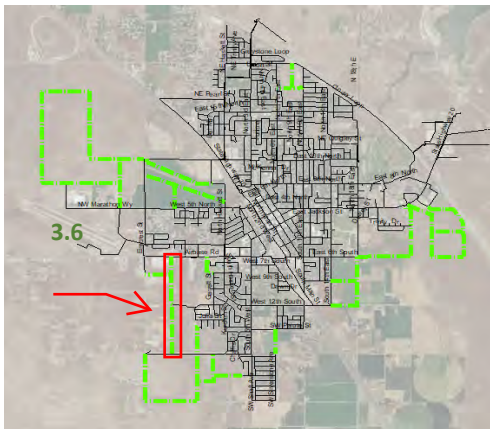
2 – CIP Project 3.6

Mountain Home Capital Improvements

Distribution Project Title: Well 18 - SW Mountain Home		Location: SW Smith Road			
Project Identifier: 3.2					
Objective: Increase the City's firm capacity to meet 2040 requirements, dependent on residential growth					
Design Considerations: <ul style="list-style-type: none">• Meet City's need for standby power• Provide ability to meet demands of new developments and also provide large flows to supplement City supply					
South Side of Blue Yonder West, 10" Easement					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2019 Dollars)
Well Hole	1	LS	\$ 300,000	\$300,000	
Building (Roll-away capable)	1	LS	\$ 138,840	\$138,900	
Generator	1	LS	\$ 102,071	\$102,100	
Yard Piping	1	LS	\$ 64,801	\$64,900	
Site	1	LS	\$ 15,758	\$15,800	
Mechanical	1	LS	\$ 108,978	\$109,000	
HVAC	1	LS	\$ 25,928	\$26,000	
Electrical	1	LS	\$ 112,294	\$112,300	
Pump (500 HP)	1	LS	\$ 116,532	\$116,600	
Mobilization	1	LS	\$ 1,156	\$1,200	
<i>Well Subtotal</i>					\$986,800
12-inch PVC Pipe - Excavation, Backfill, Valves, Hydrants, Fittings, Valves, Services, Hydrants	1,360	LF	\$ 110	\$149,600	
16-inch PVC Pipe - Excavation, Backfill, Valves, Hydrants, Fittings, Valves, Services, Hydrants	2,637	LF	\$ 139	\$366,900	
Gravel Road Repair (Trench Width - 4')	3,997	LF	\$ 5	\$20,000	
Connect to Existing Water Main (10" & 12")	1	EA	\$ 6,500	\$6,500	
Rock Excavation	3,000	LF	\$ 55	\$165,000	
Traffic Control w/o Flaggers	3,997	LF	\$ 4	\$16,000	
<i>Pipeline Subtotal</i>					\$724,000
<i>Well + Pipeline Subtotal</i>					\$1,710,800
Mobilization, Bonding & Insurance - Percent of Item Cost Sum			10%	\$ 72,400	
Contingency			30%	\$ 217,200	
<i>Total Construction Costs</i>					\$2,000,400
Permitting				\$ 25,000	
Engineering and CMS - % of total construction costs			20%	\$ 400,080	
Total Project Costs (rounded)					\$2,426,000

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.

Mountain Home Capital Improvements

Distribution Project Title: City-wide Pipesize Upsizing		Location: City-wide				
Project Identifier: 3.6						
Objective: <ul style="list-style-type: none">• Provide distribution for future growth.						
Design Considerations: <ul style="list-style-type: none">• Maintaining services• Connections to existing system• Expansion of City limits and service areas						
Autumn Road						
General Line Item		Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2019 Dollars)
10-inch Upsize Cost		21,070	LF	\$ 15	\$310,007	
12-inch Upsize Cost		35,160	LF	\$ 30	\$1,044,716	
16-inch Upsize Cost		5,330	LF	\$ 59	\$313,464	
Total Project Costs (rounded)						\$1,669,000

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.



May 20, 2025

Chris Curtis
Public Works Director
160 South 3rd East
Mountain Home, ID 83647

Re: Blue Yonder West Preliminary Plat Application

Dear Mr. Curtis,

Keller Associates, Inc. has reviewed the Preliminary Plat for the Blue Yonder West dated May 25, 2024. We reviewed the applicant's package for general conformance with the City's Capital Improvement Plans (CIP) and existing infrastructure. We have the following comments.

Water

1. CIP project 3.2 includes a 16-inch waterline on Smith Road along the southern portion of the development. We recommend the City require the Developer to construct the 16-inch line along their southern property line in Smith Road.
2. CIP project 3.6 includes a 16-inch waterline on Autumn Avenue. We understand that Autumn Avenue is a private road that does not have public right-of-way. We recommend the City require the Developer to construct the 16-inch line within the development along their most western street (Pebblebrook Way and Crestview Avenue as noted in the Preliminary Plat). The Preliminary Plat shows two waterline stub-outs off Crestview Avenue west to Autumn Avenue. Keller Associates agrees with the stub-outs, and it is recommended the City require these in the event water services is wanted on Autumn Avenue in the future. Additionally, we recommend the City require the Developer to provide an easement for future phases for the 16-inch waterline to the development's northwest corner. In case the development doesn't complete all future phases, this would allow the City the option of constructing the 16-inch waterline within the easement.
3. The plans provided do not show the Development's water piping connecting to the existing waterline on SW Rolling Hills Avenue in the existing subdivision to the north. It is recommended that the City require the Development to connect to this existing waterline to improve system redundancy, looping, and efficiency.
4. With the addition of this development and other previous preliminary plats, pressures on N 14th E Street and E 18th N St drop below 40 psi. CIP project 1.6 will need to be completed to have this area in the middle pressure zone to avoid pressures under 40 psi during seasonal peak hour demand conditions.

Sewer

1. The Wastewater Master Plan accounted for this area being served long term by the new 24-inch trunkline to the west (CIP project 3.1). A temporary lift station near the southwest corner

of the development is proposed to temporarily service this development to the east. This temporary concept was also envisioned by the Wastewater Master Plan. It is required that the developer coordinate the invert into the proposed lift station with the future 24-inch trunkline invert so the lift station can be abandoned when the trunkline is constructed. The City should also consider doing a more detailed service study including the areas to the north to coordinate depth of the lift station invert, diameter of the sewer line running north through the development, and invert depth on the north property line. The same comments regarding Autum Avenue under the water section apply to this sewer section.

2. If the development were allowed to be serviced to the east, either by gravity or with a force main from the temporary lift station, the model shows surcharging in the 8-inch line on S 5th W Street. It is recommended that the City require the development to add a new manhole at the intersection of SW Paiute Street and S 5th W Street and divert flow from the exiting 8-inch line to the existing 24-inch line.
3. Similar to other recent developments, with the addition of this development, this will accelerate the need for wastewater treatment facility upgrades such as winter storage, chlorine contact chamber improvements, and aeration. Completing the winter storage improvements will be needed to service the City's committed capacity.

If you have any questions, please do not hesitate to call Keller Associates at (208) 244-5065.

Sincerely,

KELLER ASSOCIATES, INC.



Jordan Crane, P.E.
City Engineer

cc: File



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

October 24, 2024

Brenda Ellis
Senior City Planner
Mountain Home, Idaho 83647

RE: Blue Yonder West Subdivision - ITD Development Staff Report

Dear Brenda,

The Idaho Transportation Department (ITD) has completed our review of the Blue Yonder West Traffic Impact Study (TIS). The proposed development will be located on Smith Rd. & Autumn Rd., approx. ¼ E. of HWY 51 in Mountain Home, Idaho.

Development Summary

- The proposed development will consist of 347 residential lots.

ITD Staff Requirements

- ITD requires the following mitigation for the proposed development. The developer shall install a southbound left turn lane at SH-51 & Smith Road with the following dimensions:
 - 505' Deceleration area
 - 100' Storage area
 - 210' Gap Length
 - 14' Wide
 - 910' Taper Length

Expiration of Staff Report

- In the event an approved encroachment permit is not obtained within one year, this staff report will no longer be valid and ITD may request an updated TIS to reflect current traffic conditions.

Notices

- This report does not supersede or nullify any local land use requirements or legal property restrictions. Legal property restrictions include but are not limited to easements, access agreements, deed restrictions, plat restrictions, liens or other encumbrances. Removing, modifying, or establishing legal property restrictions is the responsibility of the developer.
- This report does not constitute a permit approval, or denial issued pursuant to IDAPA 29.03.42.

ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Mountain Home, Idaho as we want all residents to travel safely and efficiently on the highway system.

If you have any questions, feel free to contact me at Brian.Duran@itd.idaho.gov or Kendra Conder, Development Services Coordinator, at (208) 334-8377 or email Kendra.Conder@itd.idaho.gov.

Sincerely,

Brian Duran
Development Services Manager
Idaho Transportation Department | District 3

MEMORANDUM

DATE: June 23, 2025

TO: Bonny Layton, Senior Planner
NV5

Shawn Brownlee
Trilogy Development Inc.

FROM: Chhang Ream, P.E., PTOE
CR Engineering, Inc.

PROJECT: Blue Yonder West Subdivision
Mountain Home, Idaho

SUBJECT: Trip Generation Update

CR Engineering, Inc. completed a traffic impact study (TIS) for the proposed Blue Yonder West Subdivision located north of Smith Road between SH 51 and S 5th West Street in Mountain Home, Idaho. The City of Mountain Home and the Idaho Transportation Department reviewed and accepted the TIS in October 2024. The 2024 TIS was based on the original site plan, which contained 344 single-family lots. Trilogy Development, Inc. has revised the site plan to contain 376 single-family lots and proposes an additional site access on Smith Road. Figure 1 shows the revised site plan for the proposed Blue Yonder West Subdivision.

As requested, CR Engineering, Inc. conducted a trip generation analysis for the revised site plan. Table 1 summarizes the estimated site trip generation update. With 376 single-family lots, the proposed development is estimated to generate approximately 3,413 trips per weekday, 249 trips during the AM peak hour, and 345 trips during the PM peak hour. As summarized in Table 2, the revised development is estimated to generate 269 more trips per weekday, 20 trips in the AM peak hour, and 28 trips in the PM peak hour compared to the 2024 TIS. Table 3 summarizes the site traffic percentage at each study area intersection.

The revised site plan is estimated to generate a minimal more trips compared to the 2024 TIS. The site traffic increase is not anticipated to have significant impacts on the study area intersections' operations to change the results and findings of the 2024 TIS.

Figure 1 – Revised Preliminary Site Plan

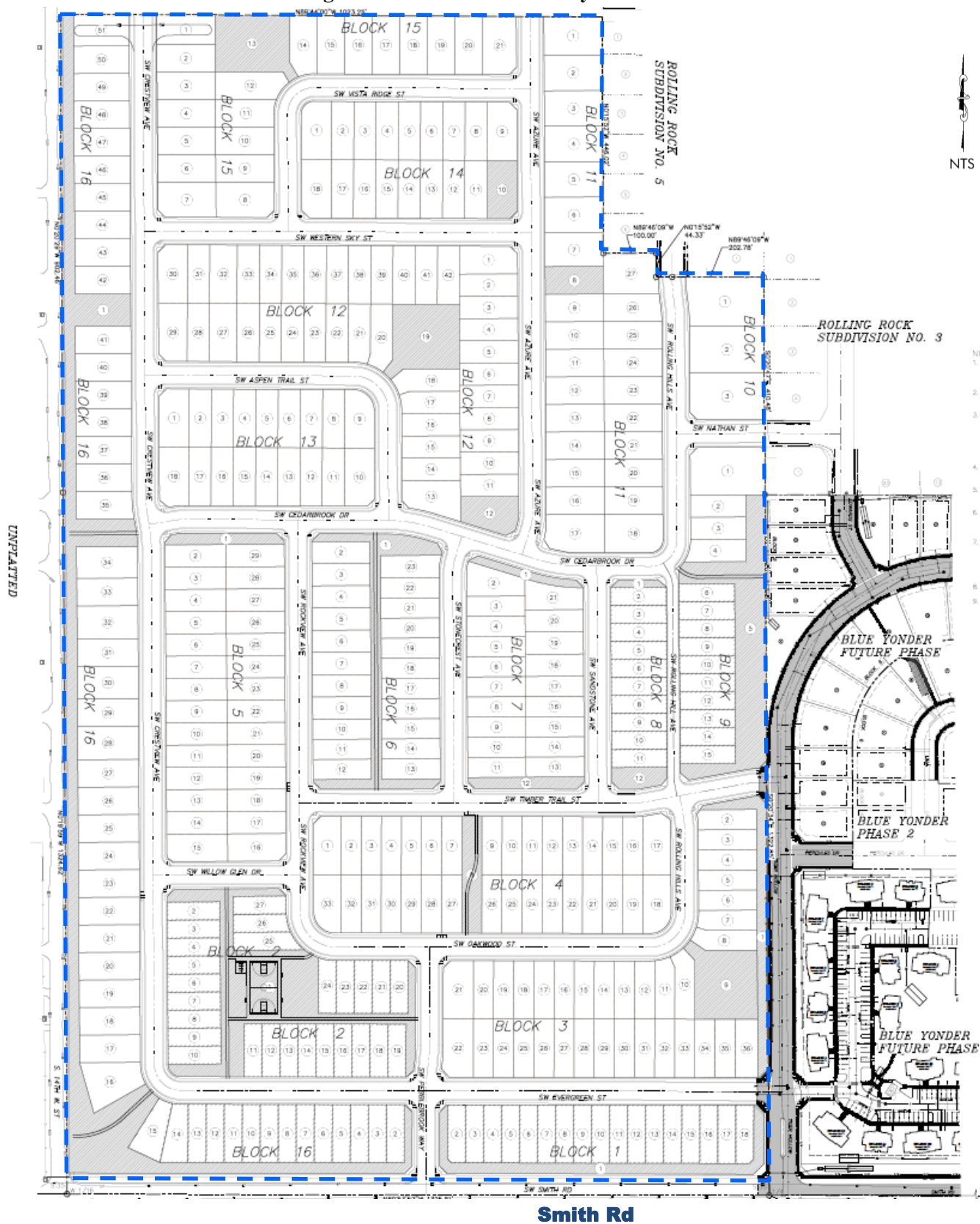


Table 1 – Site Trip Generation Update

Land Use	ITE Code	Size	Unit	Period	Total	Entering		Exiting	
Single-Family Detached Housing	210	376	DU	Weekday (vpd)	3,413	50%	1,707	50%	1,706
				AM Peak (vph)	249	25%	62	75%	187
				PM Peak (vph)	345	63%	217	37%	128

Table 2 – Site Trip Generation Comparison

Site Plan	ITE Land Use Code	Size	Unit	Weekday Trips		
				Daily (vpd)	AM Peak (vph)	PM Peak (vph)
Original Site Plan Used in 2024 TIS	210	344	DU	3,144	229	317
Revised Site Plan	210	376	DU	3,413	249	345
Trip Difference				+269	+20	+28

Table 3 – Build-Out Site Traffic Percentage of 2030 Total Traffic

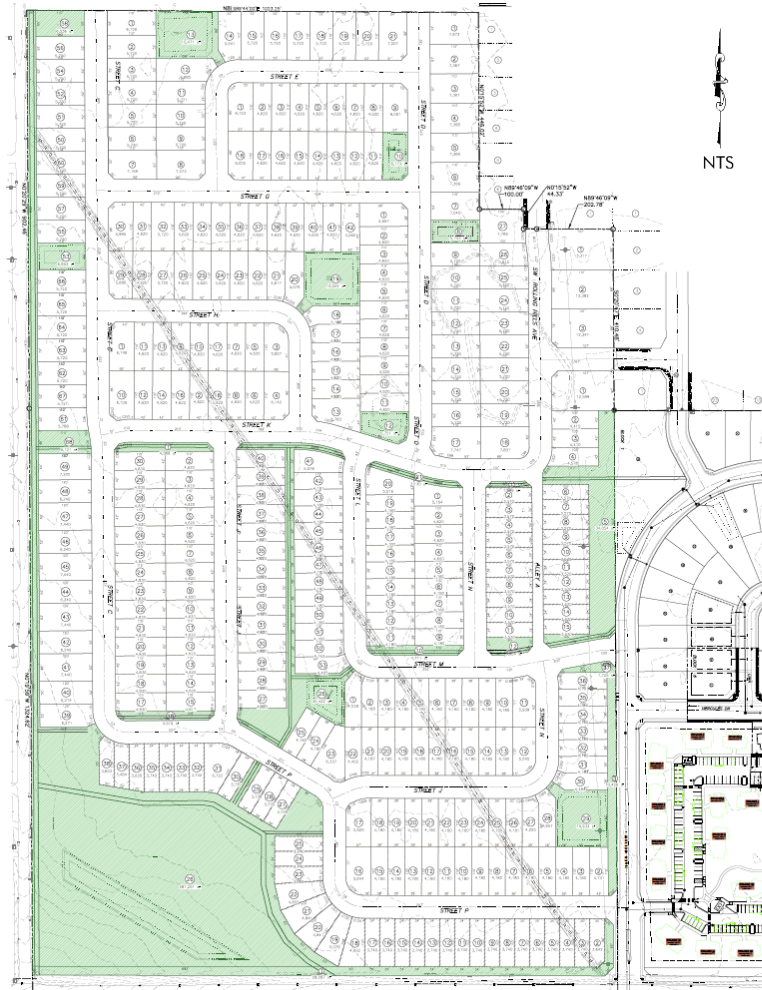
Intersection		2024 TIS (344 DU)			Revised Site Plan (376 DU)		
		AM Peak	PM Peak	Average	AM Peak	PM Peak	Average
①	SH 51 and Smith Road	20.9%	23.2%	22.1%	22.3%	24.7%	23.5%
②	S 5 th West Street and Smith Road	24.4%	22.9%	23.6%	26.0%	24.4%	25.2%
③	Tiger Hollow Street and Smith Road	50.0%	51.3%	50.7%	31.2%	32.3%	31.7%
④	Pebblebrook Way and Smith Rd	Not proposed			52.6%	53.3%	53.0%

TRAFFIC IMPACT STUDY

BLUE YONDER WEST SUBDIVISION

Mountain Home, Idaho

August 23, 2024



Prepared For:

Smith Rd



Prepared By:



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

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EXECUTIVE SUMMARY

Trilogy Development, LLC plans to develop the Blue Yonder West Subdivision north of Smith Road between SH 51 and S 5th West Street in Mountain Home, Idaho, as shown in **Figure 1.1**. CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed development. The scope of the TIS was determined through coordination with the City of Mountain Home (City).

The TIS evaluated the potential traffic impacts resulting from background traffic growth, in-process developments in the area, and the proposed development, and identified improvements to mitigate the impacts if needed. Traffic impacts were evaluated based on the proposed land use and access as shown in the preliminary site plan under weekday AM and PM peak hour traffic conditions. **Table 1** summarizes the improvements needed to mitigate the traffic impacts for the following analysis years' traffic conditions:

- 2024 existing traffic
- 2030 build-out year background traffic
- 2030 build-out year total traffic

Table 1 – Intersection Mitigation Improvements Summary

Intersection		2024 Existing	2030 Build-Out Year	
			Background	Total
Prior mitigation improvements included in the analysis		NA	2024 Existing	2024 Existing 2030 Background
①	SH 51 and Smith Rd	Southbound left-turn lane	None beyond ¹ Prior improvements	None beyond ¹ Prior improvements
②	S 5 th West St and Smith Rd	None	None	None
③	Tiger Hollow St and Smith Rd	Future site access intersection	Unsignalized T-intersection ²	None beyond Prior improvements

¹ Meets minimum operational thresholds without a turn lane

² To be constructed with Blue Yonder Subdivision

1.0 Proposed Development

- 1.1 Blue Yonder West Subdivision is a proposed residential development containing 344 single-family lots with an expected 2030 build-out year
- 1.2 Based on the ITE *Trip Generation Manual, 11th Edition*, the proposed is estimated to generate approximately 3,144 trips per weekday, 229 trips during the AM peak hour, and 317 trips during the PM peak hour:
 - The development is not expected to retain trips internally within the site or generate pass-by trips
 - All trips generated by the development were assumed to be made by personal or commercial vehicles
 - The estimated site traffic distribution patterns are:
 - 50% west of the site traveling on Smith Road
 - 40% east of the site traveling on Smith Road
 - 10% of the site traffic is estimated to travel through the existing neighborhoods

- 1.3 Blue Yonder West Subdivision is planning to connect to Tiger Hollow Street, Rolling Hills Avenue, and Nathan Street for site access:
- **Tiger Hollow Street on Smith Road**
 - Tiger Hollow Street is a proposed roadway connecting to Smith Road to be constructed with the in-process Blue Yonder Subdivision
 - The Tiger Hollow Street and Smith Road intersection is not anticipated to warrant any turn lane under 2030 total traffic conditions based on NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* turn lane guidelines
 - The intersection is anticipated to meet minimum operational thresholds under 2030 total traffic conditions as an unsignalized intersection
 - **Rolling Hills Avenue connection**
 - The site is proposing to connect to Rolling Hills Avenue within the existing Rolling Hills Subdivision to the north
 - The estimated site traffic using the Rolling Hills connection is approximately 160 vehicles per day (vpd)
 - **Nathan Street connection**
 - The site is proposing to connect to Nathan Street within the existing Rolling Hills Subdivision to the east
 - The estimated site traffic using the Nathan Street connection is approximately 160 vpd
- 1.4 All internal local roads within the site are estimated to carry less than 1,000 vpd, except for one roadway segment. A short segment of Street M is anticipated to carry approximately 1,920 vpd

2.0 2024 Existing Traffic Conditions

- 2.1 Based on the most current five-year (2019-2023) historical crash data, the SH 51 and Smith Road intersection has a crash rate exceeding 1.00 crashes per million entering vehicles. Based on the crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road intersection:
- Improve stop bar visibility on the Smith Road approaches
 - Install advanced “Stop Ahead” warning signs and pavement markings on the Smith Road approaches
 - Install advanced “Intersection” warning signs on the SH 51 approaches
- 2.2 With 2024 existing traffic, all study area intersections currently meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. One study area intersection warrants a turn lane based on the Idaho Transportation (ITD) turn lane guidelines. The intersection and warranted turn lane are:
- **SH 51 and Smith Road intersection**
 - Southbound left-turn lane

3.0 2030 Background Traffic Conditions

- 3.1 2030 background traffic was estimated by extrapolating the existing traffic volumes with a 3.0% annual growth rate. Additionally, off-site traffic generated by two in-process developments adjacent to the site was included in the background traffic:
- Morning View Subdivision – 117 lots have been constructed and occupied, 76 single-family lots remain
 - Blue Yonder Subdivision – Contains 94 single-family lots, 20 duplex dwelling units, and 140 multifamily dwelling units

- 3.2 With 2030 background traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the turn lane needed under 2024 existing traffic. Additionally, none of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 background traffic operations

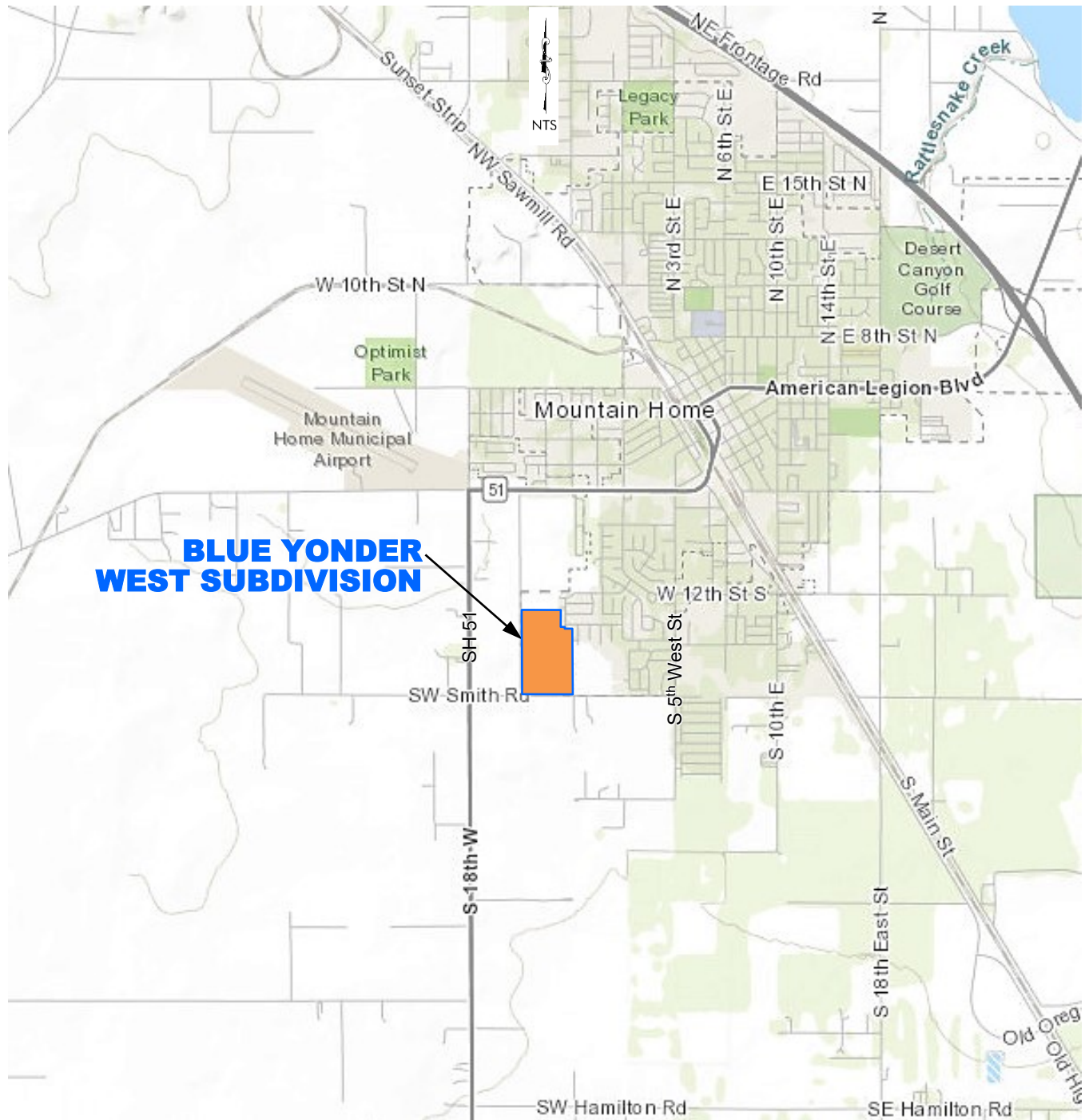
4.0 2030 Build-Out Year Total Traffic Conditions

- 4.1 With 2030 total traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the turn lane needed under 2024 existing traffic. Additionally, none of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 total traffic operations
- 4.2 The site traffic percentage of 2030 build-out year total traffic at the study area intersections are:
- SH 51 and Smith Road intersection : AM Peak = 20.9%, PM Peak = 23.2%
 - S 5th West Street and Smith Road intersection : AM Peak = 24.4%, PM Peak = 22.9%
 - Tiger Hollow Street and Smith Road intersection : AM Peak = 50.0%, PM Peak = 51.3%

1.0 INTRODUCTION

Blue Yonder West Subdivision is a proposed residential development located north of Smith Road between SH 51 and S 5th West Street in Mountain Home, Idaho. **Figure 1.1** shows the site location and its vicinity. This traffic impact study (TIS) evaluated the potential traffic impacts resulting from background traffic growth, in-process developments, and the proposed development, and identified improvements needed to mitigate the impacts.

Figure 1.1 – Site Location and Vicinity

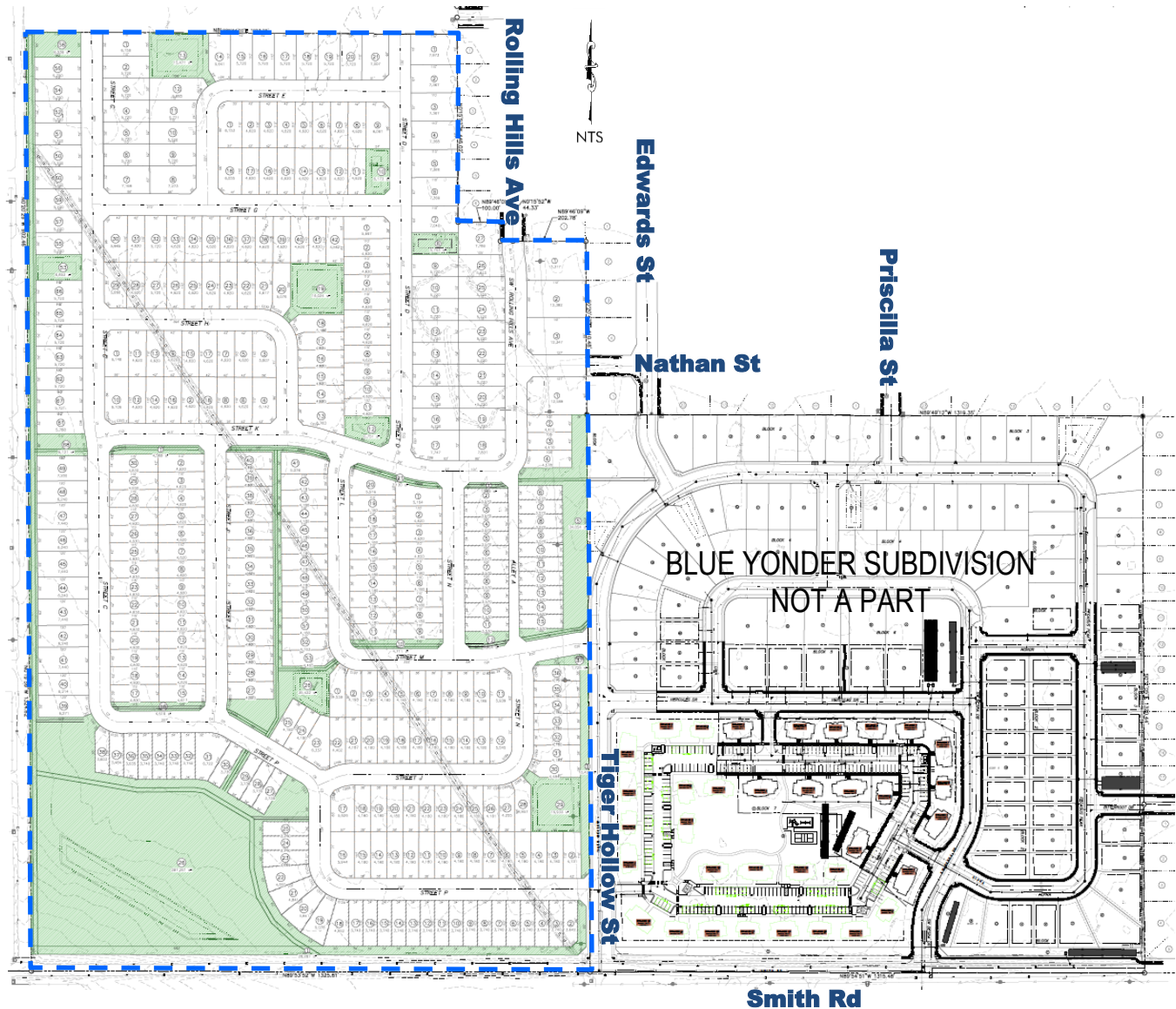


1.1 Proposed Development

Figure 1.2 shows the preliminary site plan for the proposed development. Blue Yonder West Subdivision contains 344 single-family lots with an estimated 2030 build-out year.

Blue Yonder West Subdivision along with the in-process Blue Yonder Subdivision are planning to construct Tiger Hollow Street connecting to Smith Road for access. Additionally, the site will be connected to the adjacent existing neighborhood via Rolling Hills Avenue and Nathan Street.

Figure 1.2 – Preliminary Site Plan



1.2 Study Approach

According to the 2020 City Code for Mountain Home, traffic impact analysis is required for all subdivisions containing more than 20 dwelling units. The study area, specific parameters, and requirements for the TIS were based on coordination with the City of Mountain Home (City). Scope of Work correspondence is included in the appendix.

1.3 Study Area

The following study area intersections were identified for collecting peak hour turning movement counts and traffic impact analysis:

- SH 51 and Smith Road intersection
- S 5th West Street and Smith Road intersection
- Tiger Hollow Street and Smith Road intersection (shared site access)

1.4 Study Period

The analysis peak periods are weekday AM and PM peak hours of operation of the transportation system. The analysis years and traffic conditions are:

- 2024 existing traffic
- 2030 build-out year background traffic
- 2030 build-out year total traffic

1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using Synchro 11 (11.1.2.9), which utilizes the 6th Edition Highway Capacity Manual methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. The level of service for the intersection is based on the average delay of vehicles traveling through the intersection ranking from LOS A (best) alphabetically to LOS F (worst).

The study area intersections fall under the jurisdiction of the City and Idaho Transportation Department (ITD). The minimum acceptable level of service for study area intersections is LOS D for the worst movement.

The need for additional turn lanes on the major road approaches of unsignalized intersections is based on ITD and AASHTO guidelines for the SH 51 and Smith Road intersection. The NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* turn lane guidelines were used for other intersections.

2.0 EXISTING CONDITIONS

2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway characteristics are based on the City of Mountain Home 2020 Comprehensive Plan. **Figure 2.1** depicts the existing study area intersection control and lane configuration.

Table 2.1 – Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Pedestrian Facilities
SH 51	Principal Arterial	2	65 south / 55 north of Smith Rd	• No sidewalks or bicycle lanes
Smith Road	Collector Street	2	35 west / 25 east of site	• Partial sidewalks along developed frontages
S 5 th West St	Minor Arterial	2	25	• Partial sidewalks along developed frontages

2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were collected at the study area intersections on July 23, 2024. The peak hour intersection turning movement counts were collected on a typical weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 during the PM peak travel period. Traffic count data is included in the appendix. **Figure 2.2** summarizes the 2024 existing peak hour traffic volumes at the study area intersections.

2.3 Intersection Crash Data

The most current five-year crash data (2019-2023) was obtained from the ITD Highway Safety website (<https://itd.idaho.gov/safety>) and summarized in **Table 2.2**. No crashes were reported at the S 5th West Street and Smith Road intersection between 2019 and 2023. There were six reported crashes at the SH 51 and Smith Road intersection between 2019 and 2023. Based on the crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road intersection:

- Improve stop bar visibility on the Smith Road approaches
- Install advanced “Stop Ahead” warning signs and pavement markings on the Smith Road approaches
- Install advanced “Intersection Ahead” warning signs on the SH 51 approaches

Table 2.2 – Intersection Crash Data (2019-2023)

Intersection	Total Crashes	Crash Severity			Notes	Crash Rate (ACC/MEV)
		PDO	Injury	Fatal		
① SH 51 and Smith Rd	6	2	4	0	<ul style="list-style-type: none"> • 3 angle crashes and 3 loss of control crashes • 3 crashes due to speed too fast for conditions 	1.02
② S 5 th West St and Smith Rd	No reported crashes					

Figure 2.1 – 2024 Existing Intersection Control and Lane Configuration

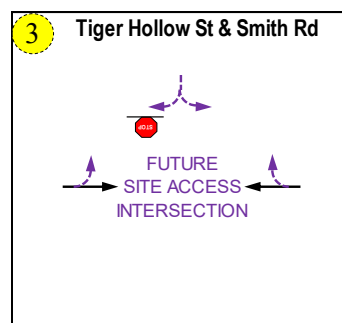
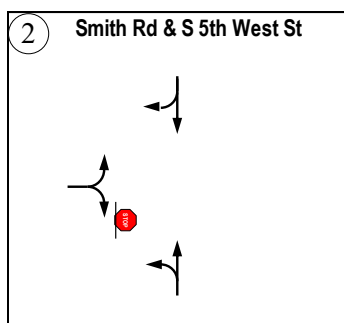
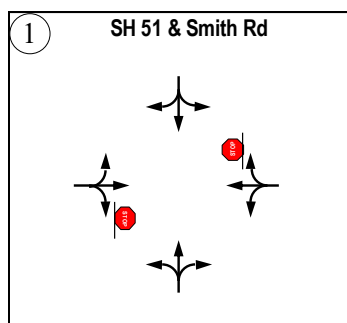
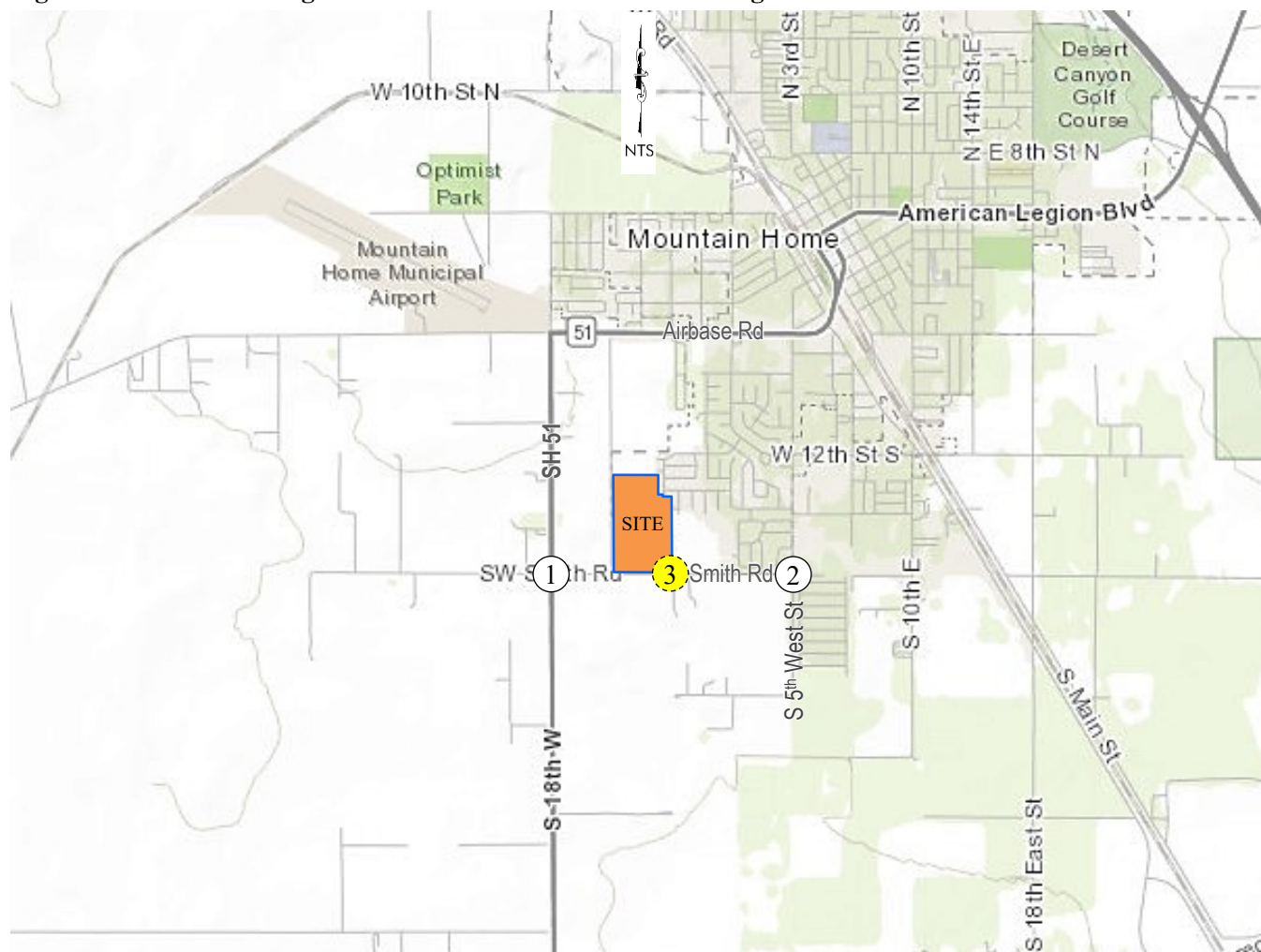
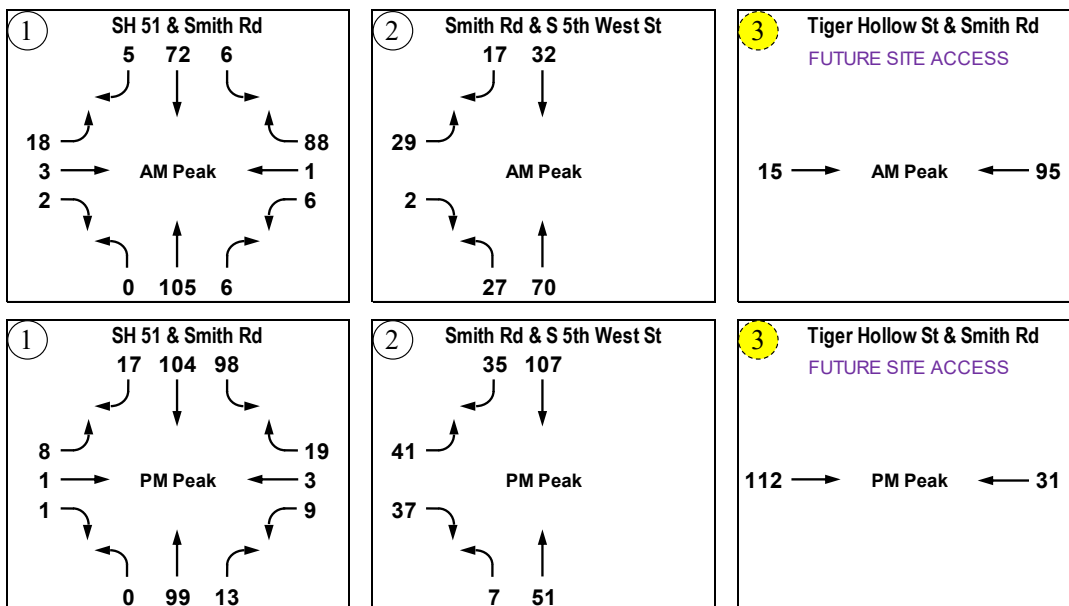
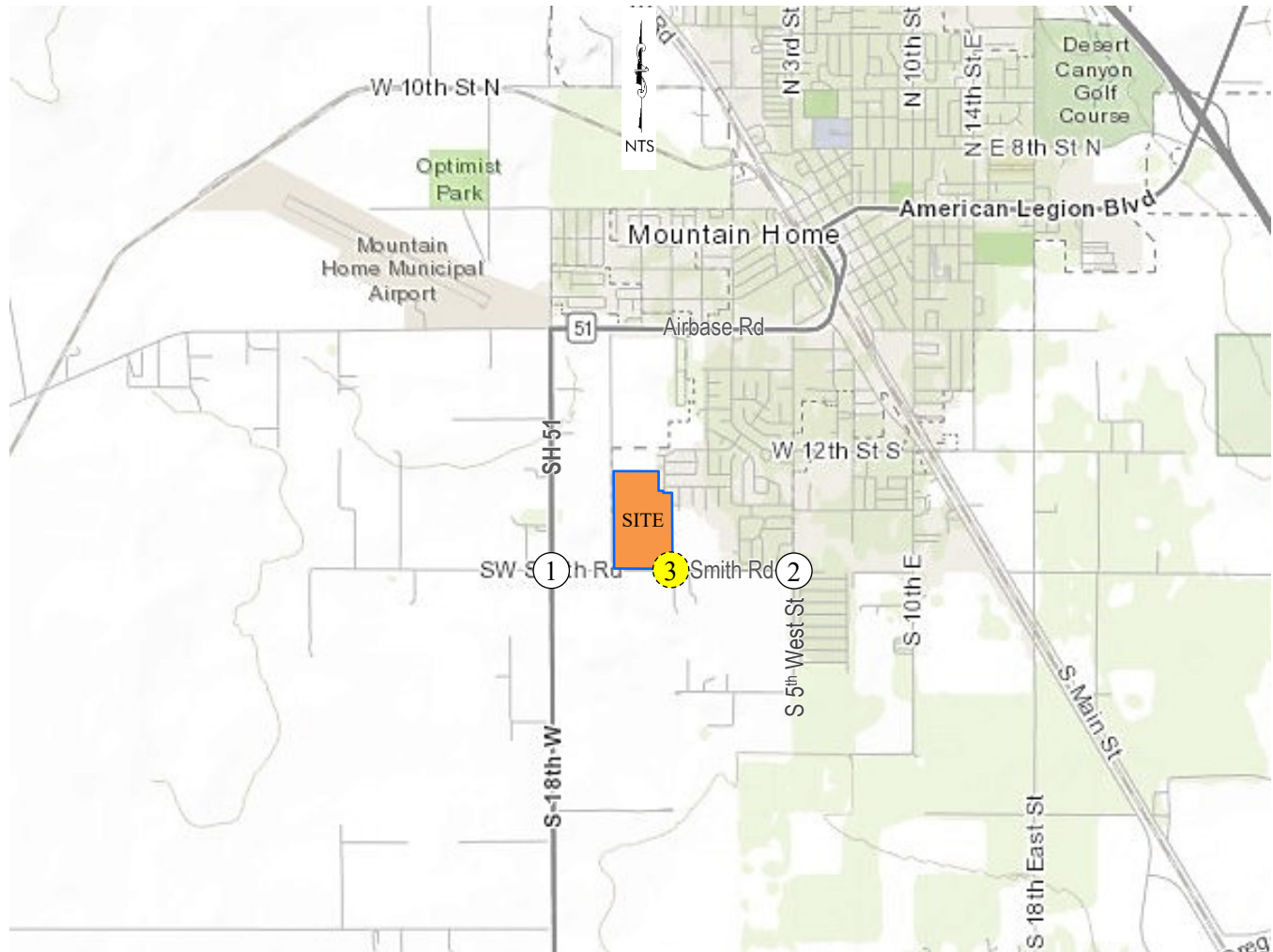


Figure 2.2 – 2024 Existing Peak Hour Traffic



2.4 Intersection Operations

To determine the existing traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration and the 2024 existing peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections meet minimum operational thresholds under 2024 existing traffic conditions.

Table 2.3 – Intersection Operations – 2024 Existing Traffic

Intersection	Control / Lane	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 and Smith Rd		NB	A	-	-	A	-	-
		EB	B	11	0.04	B	13	0.02
		WB	A	10	0.12	B	11	0.05
		SB	A	8	0.01	A	8	0.08
② S 5 th West St and Smith Rd		NB	A	7	0.02	A	8	0.01
		EB	A	10	0.04	A	10	0.11
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		Future site access intersection						

2.5 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds under 2024 existing traffic conditions. One study area intersection warrants a turn lane based on ITD and NCHRP Report 457 turn lane guidelines. The intersection and warranted turn lane are:

- SH 51 and Smith Road intersection
 - Southbound left-turn lane

Table 2.4 summarizes the intersection mitigation analysis results. The southbound left-turn lane is anticipated to reduce vehicle conflicts and potential crashes on SH 51.

Table 2.4 – SH 51 and Smith Road Intersection – 2024 Existing Traffic Mitigation

Intersection	Control / Lane Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 and Smith Rd		NB	A	-	-	A	-	-
		EB	B	11	0.04	B	13	0.02
		WB	A	10	0.12	B	11	0.05
		SBL	A	8	0.01	A	8	0.08
		SBTR	-	-	-	-	-	-

3.0 2030 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

The existing study area roadways and intersections are expected to remain the same as the mitigated existing traffic conditions. The in-process Blue Yonder Subdivision located adjacent to the site is anticipated to construct Tiger Hollow Street connecting to Smith Road for access.

3.2 Background Traffic

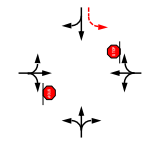
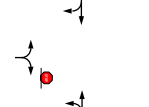
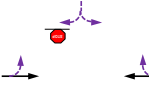
Future background traffic for the study area intersections was estimated by extrapolating the existing traffic counts by a 3.0% annual growth rate on all study area roadways. This growth rate is based on historical traffic data in the area. Additionally, off-site traffic generated by two in-process developments adjacent to the site was also included in the analysis; Morning View Subdivision and Blue Yonder Subdivision.

Figure 3.1 summarizes the estimated 2030 build-out year background traffic for the AM and PM peak hours.

3.3 Intersection Operations

To determine the 2030 background traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration or turn lane needed under 2024 existing traffic. Copies of the analysis reports are included in the appendix. Table 3.1 summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet minimum operational thresholds under 2030 background traffic conditions.

Table 3.1 – Intersection Operations – 2030 Build-Out Year Background Traffic

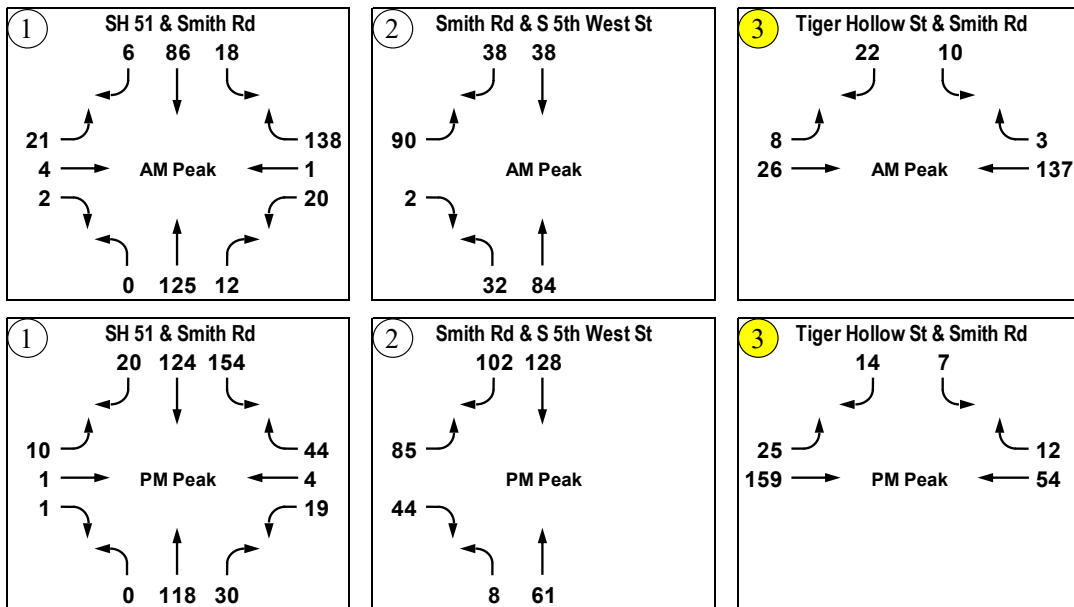
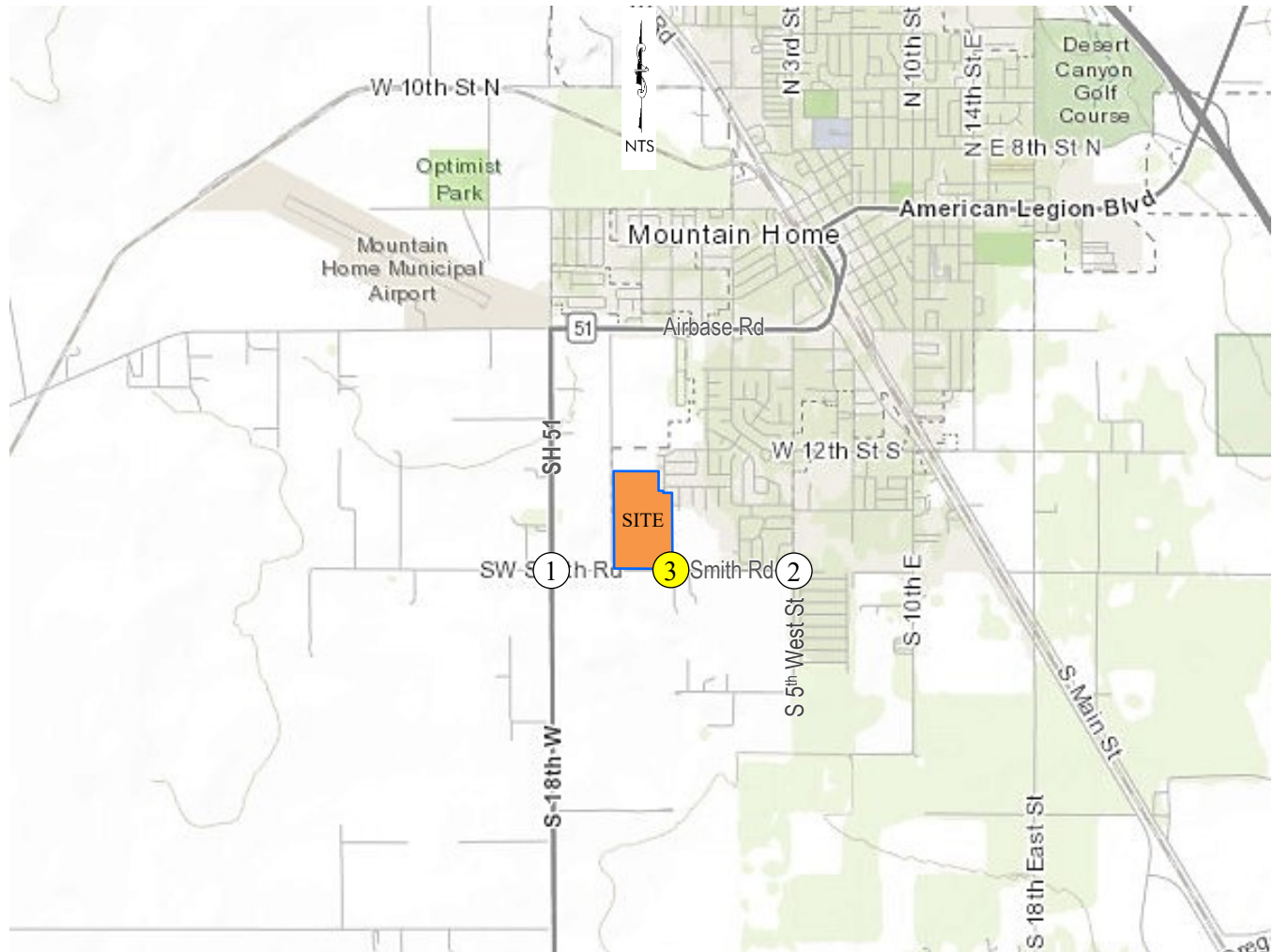
Intersection	Control / Lane 2024 Mitigation Off-Site Improvements	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 ¹ and Smith Rd		NB	A	-	-	A	-	-
		EB	B	12	0.06	C	17	0.04
		WB	B	10	0.21	B	12	0.13
		SBL	A	8	0.01	A	8	0.12
		SBTR	-	-	-	-	-	-
② S 5 th West St and Smith Rd		NB	A	7	0.02	A	8	0.01
		EB	B	11	0.14	B	11	0.19
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		EB	A	8	0.01	A	7	0.02
		WB	-	-	-	-	-	-
		SB	A	9	0.04	A	9	0.03

¹ Meets minimum operational thresholds without a turn lane

3.4 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2030 background traffic conditions. Additionally, none of the study area intersections is anticipated to require additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 build-out year background traffic operations.

Figure 3.1 – 2030 Build-Out Year Peak Hour Background Traffic



4.0 2030 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the 2030 background traffic conditions. Blue Yonder West Subdivision is planning to improve Smith Road along the site frontages and connect to existing stub roads within the adjacent neighborhoods.

4.2 Site Traffic

4.2.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the *Trip Generation Manual (11th Edition)*, published by the Institute of Transportation Engineers (ITE). **Table 4.1** summarizes the site trip generation. Blue Yonder Subdivision is estimated to generate approximately 3,144 trips per weekday, 229 trips during the AM peak hour, and 317 trips during the PM peak hour.

Table 4.1 – Build-Out Site Trip Generation Summary

Land Use	ITE Code	Size	Unit	Period	Total	Entering		Exiting	
Single-Family Detached Housing	210	344	DU	Weekday (vpd)	3,144	50%	1,572	50%	1,572
				AM Peak (vph)	229	25%	57	75%	172
				PM Peak (vph)	317	63%	200	37%	117

4.2.2 Trip Capture

Based on the proposed land use and ITE methodologies, the development is not expected to capture trips internally within the site. No reduction for trip capture was assumed in the traffic analysis.

4.2.3 Pass-by Trips

Based on the proposed land use and ITE pass-by rates, the development is not expected to attract pass-by trips. No pass-by trips were assumed in the traffic analysis.

4.2.4 Modal Split

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

4.2.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on the current travel patterns, site layout, and the general location of the site within the area. **Figure 4.1** summarizes the estimated site traffic distribution patterns. **Figure 4.2** summarizes the estimated peak hour site traffic at the study area intersections.

4.3 Total Traffic

The Blue Yonder Subdivision build-out site traffic is then added to the 2030 background traffic as determined above to obtain the 2030 build-out year total traffic. **Figure 4.3** summarizes the estimated 2030 build-out year peak hour total traffic. **Table 4.2** summarizes the build-out site traffic percentage estimate at each study area intersection.

Intersection		% Site Traffic of 2030 Total Traffic		
		AM Peak	PM Peak	Average
①	SH 51 and Smith Road	20.9%	23.2%	22.1%
②	S 5 th West St and Smith Rd	24.4%	22.9%	23.6%
③	Tiger Hollow St and Smith Rd	50.0%	51.3%	50.7%

[illegible]

Figure 4.2 – Build-Out Peak Hour Site Traffic

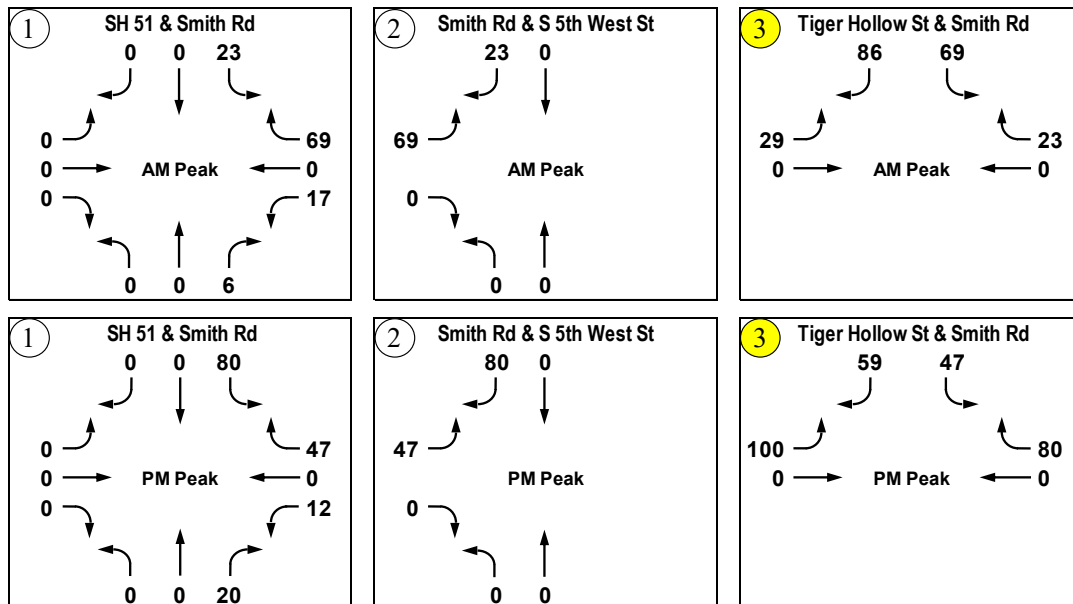
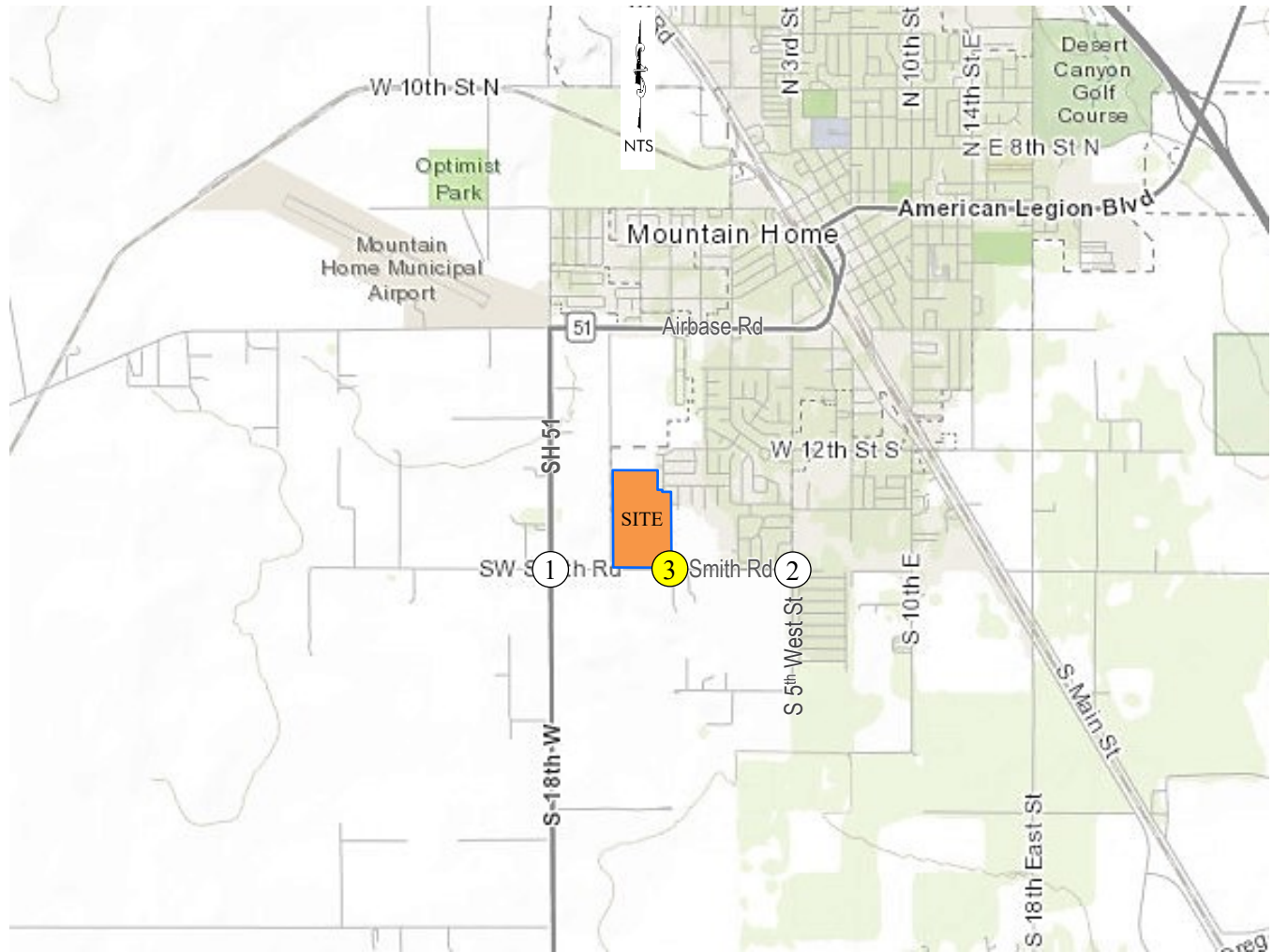
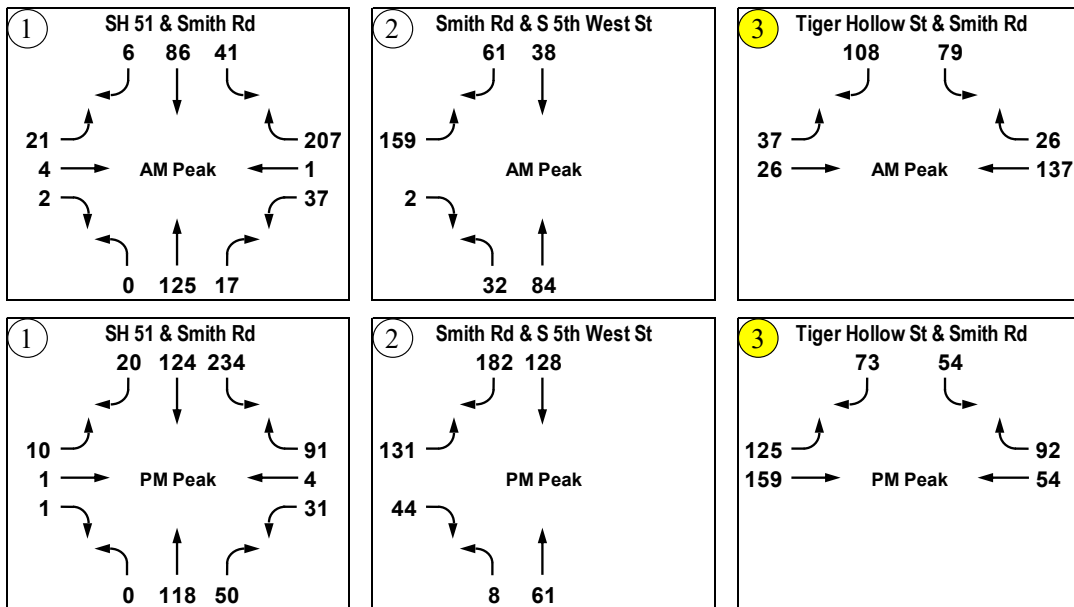
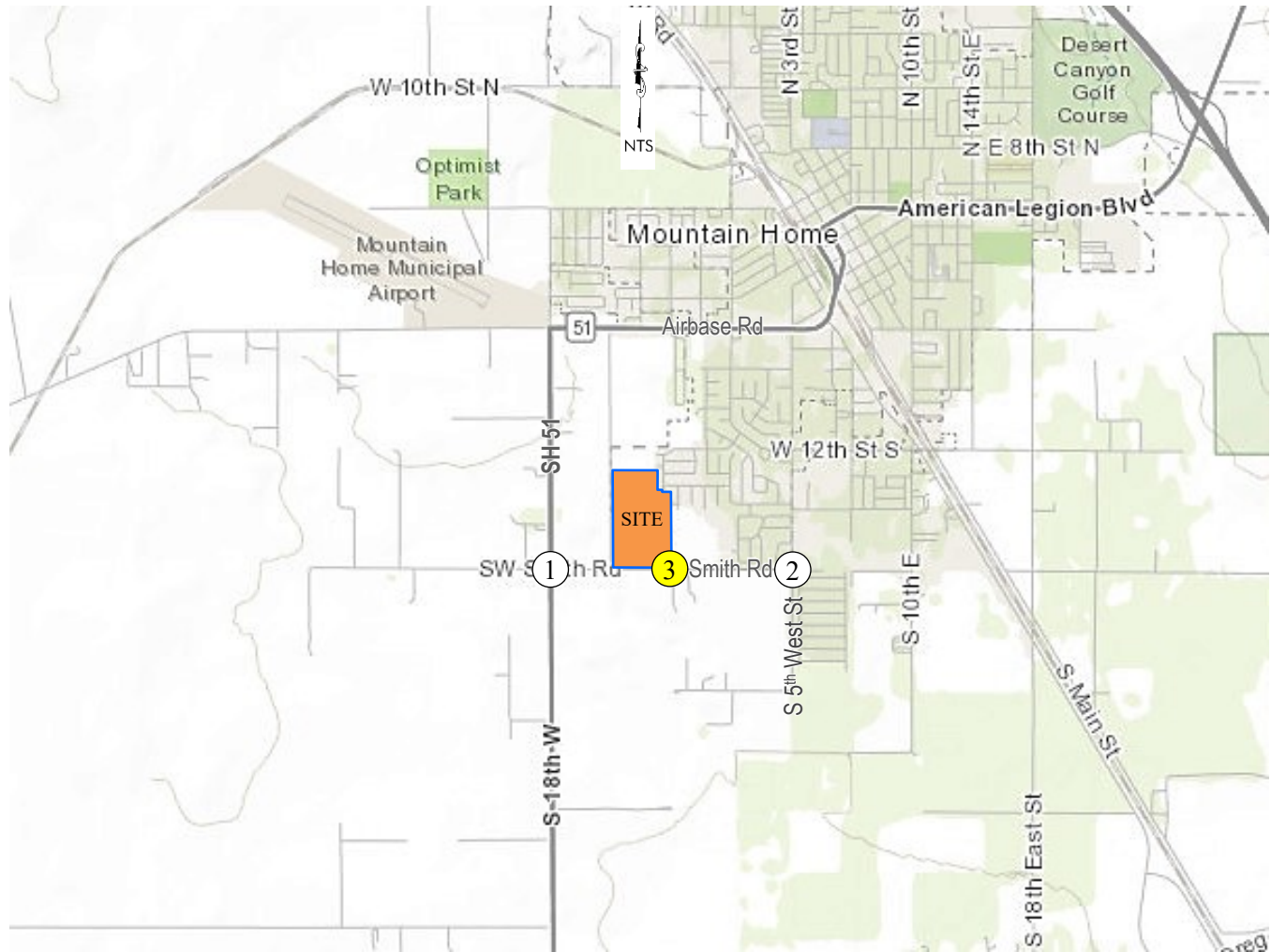


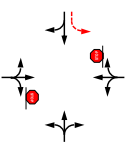
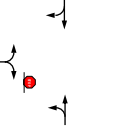
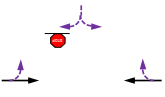
Figure 4.3 – 2030 Build-Out Year Peak Hour Total Traffic



4.4 Intersection Operations

To determine 2030 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration or turn lane needed under 2024 existing traffic. Copies of the analysis reports are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet minimum operational thresholds.

Table 4.3 – Intersection Operations – 2030 Build-Out Year Total Traffic

Intersection	Control / Lane 2024 Mitigation Off-Site Improvements	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 ¹ and Smith Rd		NB	A	-	-	A	-	-
		EB	B	14	0.07	C	23	0.06
		WB	B	11	0.33	B	15	0.28
		SBL	A	8	0.03	A	8	0.19
		SBTR	-	-	-	-	-	-
② S 5 th West St and Smith Rd		NB	A	8	0.02	A	8	0.01
		EB	B	12	0.25	B	12	0.28
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		EB	A	8	0.03	A	8	0.10
		WB	-	-	-	-	-	-
		SB	B	11	0.26	B	12	0.23

¹ Meets minimum operational thresholds without a turn lane

4.5 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2030 total traffic conditions. None of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 build-out year total traffic operations.

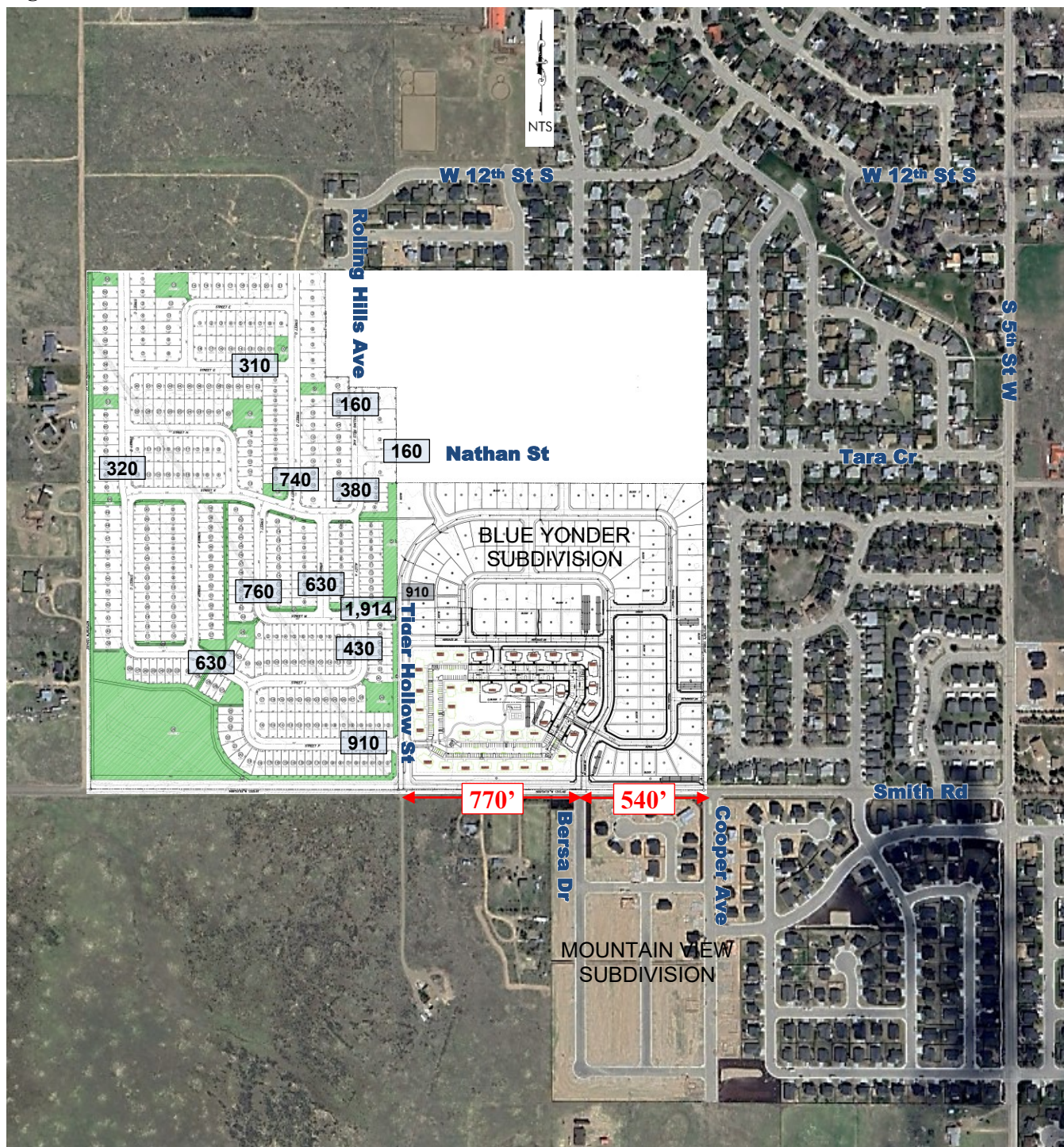
4.6 Site Access, Circulation, and ADT

Figure 4.4 summarizes site access, circulation, and site average daily traffic (ADT) estimates on the internal roads. Blue Yonder West Subdivision along with the in-process Blue Yonder Subdivision are planning to construct Tiger Hollow Street connecting to Smith Road for access. Additionally, the site is connecting to the adjacent neighborhoods via Rolling Hills Avenue and Nathan Street.

With connectivities with the existing neighborhoods, some site traffic is expected to travel on the local roads within the adjacent neighborhoods to access the external roadways. Blue Yonder West Subdivision is estimated to add approximately 320 vpd on the local roads within the Rolling Hills Subdivision. Likewise, some neighborhood traffic having origins/destinations south/west of the site is expected to travel through the site or Blue Yonder Subdivision to access Smith Road, offsetting the site traffic impacts.

All proposed internal roads are anticipated to carry less than 1,000 vpd except Street M. A short segment of Street M is anticipated to carry approximately 1,920 vpd at the Tiger Hollow Street intersection.

Figure 4.4 – Site Access, Circulation, and Site ADT



APPENDIX A: Scope of Work

RE: Blue Yonder West Subdivision - Traffic Impact Study Scope

1 message

Christopher Curtis <ccurtis@mountain-home.us>
To: Chhang Ream <chhream@gmail.com>

Mon, Jun 3, 2024 at 10:33 AM

Good morning,

The intersections of concern are the following:

- S 5th West and SW Smith Road
- SW Smith Road and Highway 51

In-process developments include:

- Morning View subdivision, directly south of this project.

Thank you,



Chris Curtis
Public Works Director

City of Mountain Home
1150 South Main street
Mountain Home, ID 83647

<https://mountainhomeid.portal.opengov.com/>

T 208.587-2108
C 208-571-2868

ccurtis@mountain-home.us

From: Chhang Ream <chhream@gmail.com>
Sent: Friday, May 31, 2024 12:41 PM
To: Christopher Curtis <ccurtis@mountain-home.us>
Subject: Blue Yonder West Subdivision - Traffic Impact Study Scope

Hello Christopher,

We have been asked to prepare a traffic impact study for the referenced proposed development in Mountain Home and would like to verify the scope of the study. Attached is the site plan.

For the study area, which intersections should we evaluate. What in-process developments in the area should we include in the background traffic?

Please let me know if you have any questions or specific issues we should address in the study.

Thank you,

Chhang Ream

CR Engineering, Inc.

[181 E 50th St](#)

[Garden City, Idaho 83714](#)

208-841-4996

APPENDIX B: Traffic Counts

SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	1	21	1	0	23	0	1	1	31	0	33	0	0	21	1	0	22	0	9	1	0	0	10	88
7:15 AM	0	1	16	0	0	17	0	1	0	28	0	29	0	0	38	1	0	39	0	5	0	0	0	5	90
7:30 AM	0	3	22	0	0	25	0	3	0	20	0	23	0	0	20	1	0	21	0	3	0	1	0	4	73
7:45 AM	0	1	13	4	0	18	0	1	0	9	0	10	0	0	26	3	0	29	0	1	2	1	0	4	61
Hourly Total	0	6	72	5	0	83	0	6	1	88	0	95	0	0	105	6	0	111	0	18	3	2	0	23	312
8:00 AM	0	1	13	1	0	15	0	2	0	2	0	4	0	0	28	3	0	31	0	3	1	0	0	4	54
8:15 AM	0	2	23	2	0	27	0	1	1	13	0	15	0	0	19	0	0	19	0	1	0	1	0	2	63
8:30 AM	0	5	16	0	0	21	0	1	2	13	0	16	0	0	25	1	0	26	0	0	1	0	0	1	64
8:45 AM	0	5	14	0	0	19	0	0	0	5	0	5	0	1	21	0	0	22	0	3	2	1	0	6	52
Hourly Total	0	13	66	3	0	82	0	4	3	33	0	40	0	1	93	4	0	98	0	7	4	2	0	13	233

SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	20	12	3	0	35	0	3	0	2	0	5	0	0	26	4	0	30	0	3	1	0	0	4	74
4:15 PM	0	31	26	6	0	63	0	1	0	6	0	7	0	0	29	4	0	33	0	1	0	0	0	1	104
4:30 PM	0	17	24	3	0	44	0	2	0	8	0	10	0	0	19	6	0	25	0	4	1	0	0	5	84
4:45 PM	0	34	26	3	0	63	0	3	1	1	0	5	0	0	25	2	0	27	0	1	0	0	0	1	96
Hourly Total	0	102	88	15	0	205	0	9	1	17	0	27	0	0	99	16	0	115	0	9	2	0	0	11	358
5:00 PM	0	16	28	5	0	49	0	3	2	4	0	9	0	0	26	1	0	27	0	2	0	1	0	3	88
5:15 PM	0	11	27	3	0	41	0	5	2	5	0	12	0	0	24	3	0	27	0	2	0	0	0	2	82
5:30 PM	0	10	24	3	0	37	0	3	0	3	0	6	0	0	17	5	0	22	0	4	2	0	0	6	71
5:45 PM	0	7	27	3	0	37	0	0	3	4	0	7	0	1	22	3	0	26	0	2	0	0	0	2	72
Hourly Total	0	44	106	14	0	164	0	11	7	16	0	34	0	1	89	12	0	102	0	10	2	1	0	13	313

SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024
AM Peak Hour

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:00 AM	0	1	21	1	0	23	0	1	1	31	0	33	0	0	21	1	0	22	0	9	1	0	0	10	88
7:15 AM	0	1	16	0	0	17	0	1	0	28	0	29	0	0	38	1	0	39	0	5	0	0	0	5	90
7:30 AM	0	3	22	0	0	25	0	3	0	20	0	23	0	0	20	1	0	21	0	3	0	1	0	4	73
7:45 AM	0	1	13	4	0	18	0	1	0	9	0	10	0	0	26	3	0	29	0	1	2	1	0	4	61
Peak Hour Total	0	6	72	5	0	83	0	6	1	88	0	95	0	0	105	6	0	111	0	18	3	2	0	23	312
PHF	0.000	0.500	0.818	0.313	0.000	0.830	0.000	0.500	0.250	0.710	0.000	0.720	0.000	0.000	0.691	0.500	0.000	0.712	0.000	0.500	0.375	0.500	0.000	0.575	0.867
Heavy Vehicle %	0.00%	0.00%	29.17%	0.00%	0.00%	25.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.43%	0.00%	0.00%	10.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.6%

Total Vehicles On Leg			294		
Vehicles Entering Intersection 83			Vehicles Exiting Intersection 211		
Southbound					
Cars	5	51	6	0	0
Heavy	0	21	0	0	0
Total	5	72	6	0	0



Total Vehicles on Leg 29	Vehicles Entering Intersection 23	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 6		0	0	0
			0	0	0
			18	0	18
			3	0	3
			2	0	2



AM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 95	Total Vehicles on Leg 110
88	0	88			
1	0	1			
6	0	6			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 15	



Cars	0	0	0	93	6
Heavy	0	0	0	12	0
Total	0	0	0	105	6
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
111			80		
Total Vehicles On Leg			191		



SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024
PM Peak Hour

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:15 PM	0	31	26	6	0	63	0	1	0	6	0	7	0	0	29	4	0	33	0	1	0	0	0	1	104
4:30 PM	0	17	24	3	0	44	0	2	0	8	0	10	0	0	19	6	0	25	0	4	1	0	0	5	84
4:45 PM	0	34	26	3	0	63	0	3	1	1	0	5	0	0	25	2	0	27	0	1	0	0	0	1	96
5:00 PM	0	16	28	5	0	49	0	3	2	4	0	9	0	0	26	1	0	27	0	2	0	1	0	3	88
Peak Hour Total	0	98	104	17	0	219	0	9	3	19	0	31	0	0	99	13	0	112	0	8	1	1	0	10	372
PHF	0.000	0.721	0.929	0.708	0.000	0.869	0.000	0.750	0.375	0.594	0.000	0.775	0.000	0.000	0.853	0.542	0.000	0.848	0.000	0.500	0.250	0.250	0.000	0.500	0.894
Heavy Vehicle %	0.00%	1.02%	1.92%	5.88%	0.00%	1.83%	0.00%	0.00%	0.00%	10.53%	0.00%	6.45%	0.00%	0.00%	3.03%	0.00%	0.00%	2.68%	0.00%	0.00%	0.00%	100.00%	0.00%	10.00%	2.7%

Total Vehicles On Leg			345		
Vehicles Entering Intersection		219	Vehicles Exiting Intersection		126
Southbound					
Cars	16	102	97	0	0
Heavy	1	2	1	0	0
Total	17	104	98	0	0



Total Vehicles on Leg 30	Vehicles Entering Intersection, 10	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection, 20		0	0	0
			0	0	0
			8	0	8
			1	0	1
			0	1	1



PM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 31	Total Vehicles on Leg 143
17	2	19			
3	0	3			
9	0	9			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 112	



Cars	0	0	0	96	13
Heavy	0	0	0	3	0
Total	0	0	0	99	13
Northbound					
Vehicles Entering Intersection 112			Vehicles Exiting Intersection 114		
Total Vehicles On Leg			226		

S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	8	4	0	12	0	0	0	0	0	0	0	13	20	0	0	33	0	5	0	0	0	5	50
7:15 AM	0	0	8	2	0	10	0	0	0	0	0	0	0	9	13	0	0	22	0	11	0	0	1	11	43
7:30 AM	0	0	7	6	0	13	0	0	0	0	0	0	0	1	15	0	0	16	0	6	0	2	0	8	37
7:45 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	22	0	0	26	0	7	0	0	0	7	47
Hourly Total	0	0	32	17	0	49	0	0	0	0	0	0	0	27	70	0	0	97	0	29	0	2	1	31	177
8:00 AM	0	0	8	1	0	9	0	0	0	0	0	0	0	1	10	0	0	11	0	9	0	0	2	9	29
8:15 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	11	0	0	15	0	3	0	1	2	4	33
8:30 AM	0	0	6	2	0	8	0	0	0	0	0	0	0	5	20	0	0	25	0	4	0	3	0	7	40
8:45 AM	0	0	9	2	0	11	0	0	0	0	0	0	0	3	10	0	0	13	0	8	0	3	2	11	35
Hourly Total	0	0	32	10	0	42	0	0	0	0	0	0	0	13	51	0	0	64	0	24	0	7	6	31	137

S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	22	7	0	29	0	0	0	0	0	0	0	1	12	0	0	13	0	7	0	6	0	13	55
4:15 PM	0	0	23	5	0	28	0	0	0	0	0	0	0	2	15	0	0	17	0	9	0	5	0	14	59
4:30 PM	0	0	25	4	0	29	0	0	0	0	0	0	0	1	8	0	0	9	0	14	0	8	0	22	60
4:45 PM	0	0	26	6	0	32	0	0	0	0	0	0	0	2	15	0	0	17	0	11	0	12	0	23	72
Hourly Total	0	0	96	22	0	118	0	0	0	0	0	0	0	6	50	0	0	56	0	41	0	31	0	72	246
5:00 PM	0	0	26	14	0	40	0	0	0	0	0	0	0	2	14	0	0	16	0	4	0	8	0	12	68
5:15 PM	0	0	30	11	0	41	0	0	0	0	0	0	0	2	14	0	0	16	0	12	0	9	0	21	78
5:30 PM	0	0	28	6	0	34	0	0	0	0	0	0	0	1	13	0	0	14	0	4	0	6	1	10	58
5:45 PM	0	0	19	10	0	29	0	0	0	0	0	0	0	1	22	0	0	23	0	6	0	5	0	11	63
Hourly Total	0	0	103	41	0	144	0	0	0	0	0	0	0	6	63	0	0	69	0	26	0	28	1	54	267

S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024
AM Peak Hour

	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd							
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	VEHICLE TOTAL	
7:00 AM	0	0	8	4	0	12	0	0	0	0	0	0	0	13	20	0	0	0	33	0	5	0	0	0	5	50
7:15 AM	0	0	8	2	0	10	0	0	0	0	0	0	0	9	13	0	0	0	22	0	11	0	0	1	11	43
7:30 AM	0	0	7	6	0	13	0	0	0	0	0	0	0	1	15	0	0	0	16	0	6	0	2	0	8	37
7:45 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	22	0	0	0	26	0	7	0	0	0	7	47
Peak Hour Total	0	0	32	17	0	49	0	0	0	0	0	0	0	27	70	0	0	0	97	0	29	0	2	1	31	177
PHF	0.000	0.000	0.889	0.708	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.519	0.795	0.000	0.000	0.735	0.000	0.659	0.000	0.250	0.250	0.705	0.885	
Heavy Vehicle %	0.00%	0.00%	18.75%	5.88%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.57%	0.00%	0.00%	6.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.3%	

Total Vehicles On Leg			148		
Vehicles Entering Intersection		49	Vehicles Exiting Intersection		99
Southbound					
Cars	16	26	0	0	0
Heavy	1	6	0	0	0
Total	17	32	0	0	0



Total Vehicles on Leg 75	Vehicles Entering Intersection, 31	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection, 44		1	0	1
			0	0	0
			29	0	29
			0	0	0
			2	0	2



AM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			



Cars	0	0	27	64	0
Heavy	0	0	0	6	0
Total	0	0	27	70	0
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
97			34		
Total Vehicles On Leg			131		

S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024
PM Peak Hour

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:30 PM	0	0	25	4	0	29	0	0	0	0	0	0	0	1	8	0	0	9	0	14	0	8	0	22	60
4:45 PM	0	0	26	6	0	32	0	0	0	0	0	0	0	2	15	0	0	17	0	11	0	12	0	23	72
5:00 PM	0	0	26	14	0	40	0	0	0	0	0	0	0	2	14	0	0	16	0	4	0	8	0	12	68
5:15 PM	0	0	30	11	0	41	0	0	0	0	0	0	0	2	14	0	0	16	0	12	0	9	0	21	78
Peak Hour Total	0	0	107	35	0	142	0	0	0	0	0	0	0	7	51	0	0	58	0	41	0	37	0	78	278
PHF	0.000	0.000	0.892	0.625	0.000	0.866	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.850	0.000	0.000	0.853	0.000	0.732	0.000	0.771	0.000	0.848	0.891
Heavy Vehicle %	0.00%	0.00%	2.80%	0.00%	0.00%	2.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	0.00%	0.00%	1.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.4%

Total Vehicles On Leg			234		
Vehicles Entering Intersection		142	Vehicles Exiting Intersection		92
Southbound					
Cars	35	104	0	0	0
Heavy	0	3	0	0	0
Total	35	107	0	0	0








Total Vehicles on Leg 120	Vehicles Entering Intersection, 78	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection, 42		0	0	0
			0	0	0
			41	0	41
			0	0	0
			37	0	37



PM Peak Hour Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			

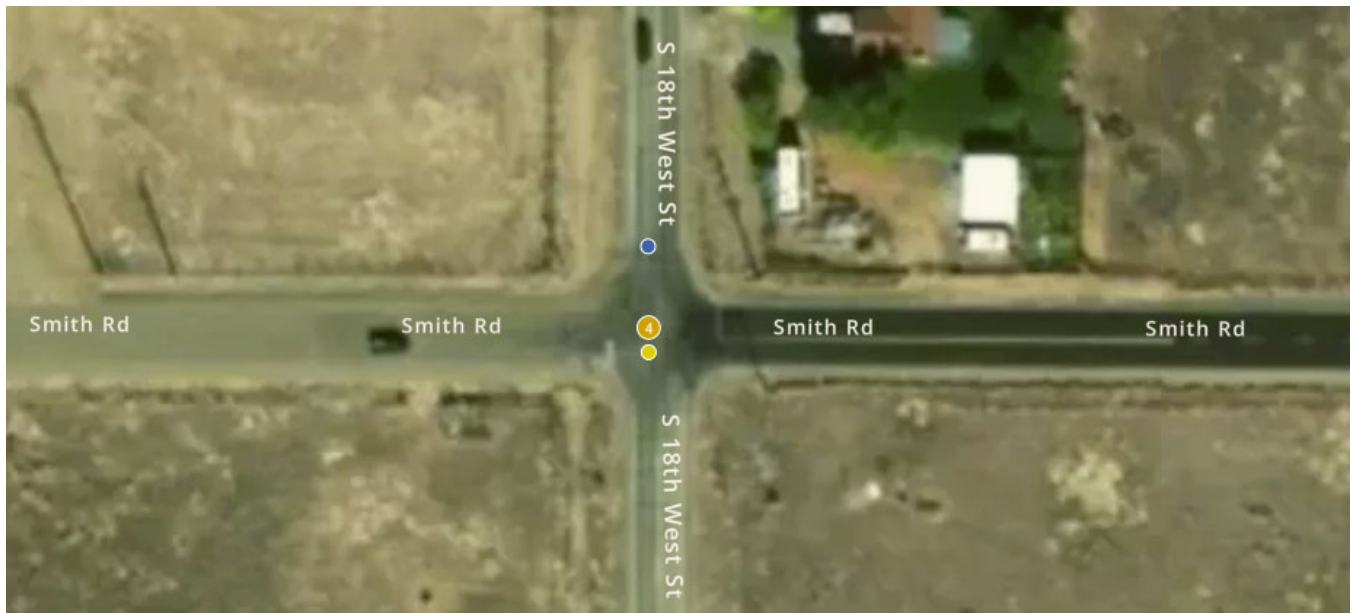


					
Cars	0	0	7	50	0
Heavy	0	0	0	1	0
Total	0	0	7	51	0
Northbound					
Vehicles Entering Intersection			58	Vehicles Exiting Intersection	
Total Vehicles On Leg				144	
			202		

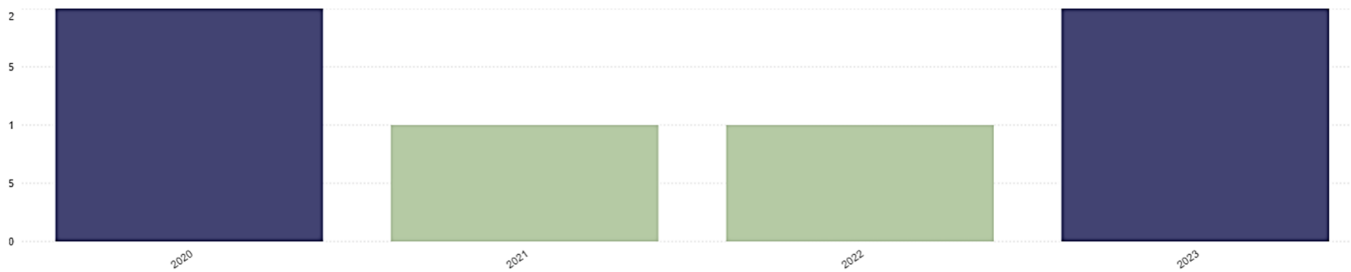


APPENDIX C: Intersection Crash Data

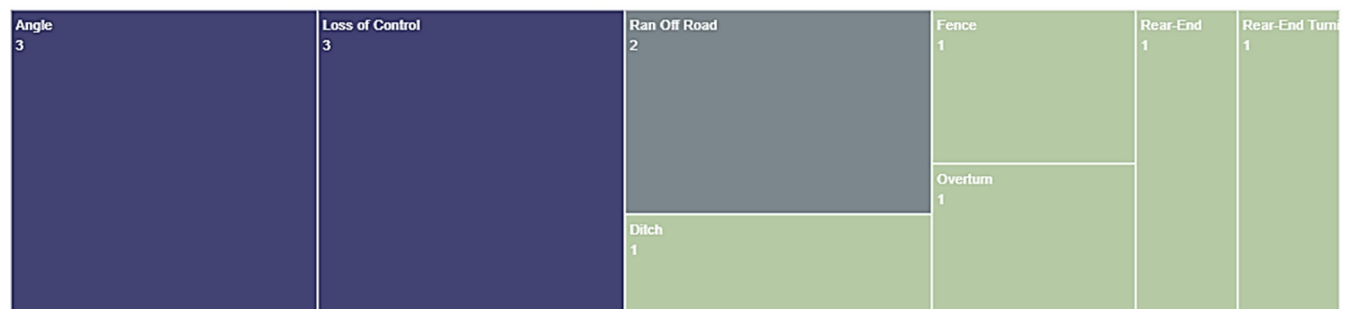
SW Smith Road & SH 51 Intersection 2019-2023 Crash Data



Crashes by Year



Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
Failed to Yield	1	
Improper Overtaking	1	
Inattention	1	
None	6	
Other	1	
Speed Too Fast For Conditions	3	
Vision Obstruction	1	

APPENDIX D: 2024 Synchro Reports

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	3	2	6	1	88	0	105	6	6	72	5
Future Vol, veh/h	18	3	2	6	1	88	0	105	6	6	72	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	21	3	2	7	1	101	0	121	7	7	83	6




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	276	228	86	228	228	125	89	0	0	128	0	0
Stage 1	100	100	-	125	125	-	-	-	-	-	-	-
Stage 2	176	128	-	103	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	676	671	973	727	671	926	1506	-	-	1458	-	-
Stage 1	906	812	-	879	792	-	-	-	-	-	-	-
Stage 2	826	790	-	903	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	599	668	973	720	668	926	1506	-	-	1458	-	-
Mov Cap-2 Maneuver	599	668	-	720	668	-	-	-	-	-	-	-
Stage 1	906	808	-	879	792	-	-	-	-	-	-	-
Stage 2	735	790	-	893	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11	9.5	0	0.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	628 906	1458	-	-
HCM Lane V/C Ratio	-	-	-	0.042 0.121	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	11 9.5	7.5	0	-
HCM Lane LOS	A	-	-	B A	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 0.4	0	-	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2024 Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	2	27	70	32	17
Future Vol, veh/h	29	2	27	70	32	17
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	9	19	6
Mvmt Flow	33	2	30	79	36	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	186	47	56	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	803	1022	1549	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	1021	1548	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1548	-	797	-	-
HCM Lane V/C Ratio	0.02	-	0.044	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

2024 Existing
PM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	1	9	3	19	0	99	13	98	104	17
Future Vol, veh/h	8	1	1	9	3	19	0	99	13	98	104	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	9	1	1	10	3	21	0	111	15	110	117	19




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	478	473	127	467	475	119	136	0	0	126	0	0
Stage 1	347	347	-	119	119	-	-	-	-	-	-	-
Stage 2	131	126	-	348	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	498	372	923	506	488	909	1448	-	-	1460	-	-
Stage 1	669	493	-	885	797	-	-	-	-	-	-	-
Stage 2	873	637	-	668	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	341	923	473	448	909	1448	-	-	1460	-	-
Mov Cap-2 Maneuver	453	341	-	473	448	-	-	-	-	-	-	-
Stage 1	669	453	-	885	797	-	-	-	-	-	-	-
Stage 2	849	637	-	611	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13	10.7	0	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	461 665	1460	-	-
HCM Lane V/C Ratio	-	-	-	0.024 0.052	0.075	-	-
HCM Control Delay (s/veh)	0	-	-	13 10.7	7.7	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 0.2	0.2	-	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2024 Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	37	7	51	107	35
Future Vol, veh/h	41	37	7	51	107	35
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	46	42	8	57	120	39

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	214	141	160	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	774	907	1419	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	906	1418	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	828	-	-
HCM Lane V/C Ratio	0.006	-	0.106	-	-
HCM Control Delay (s/veh)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.4	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

Mitigation
2024 Existing AM Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	18	3	2	6	1	88	0	105	6	6	72	5
Future Vol, veh/h	18	3	2	6	1	88	0	105	6	6	72	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	21	3	2	7	1	101	0	121	7	7	83	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	276	228	86	228	228	125	89	0	0	128	0	0
Stage 1	100	100	-	125	125	-	-	-	-	-	-	-
Stage 2	176	128	-	103	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	676	671	973	727	671	926	1506	-	-	1458	-	-
Stage 1	906	812	-	879	792	-	-	-	-	-	-	-
Stage 2	826	790	-	903	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	599	668	973	720	668	926	1506	-	-	1458	-	-
Mov Cap-2 Maneuver	599	668	-	720	668	-	-	-	-	-	-	-
Stage 1	906	808	-	879	792	-	-	-	-	-	-	-
Stage 2	735	790	-	893	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11	9.5	0	0.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	628 906	1458	-	-
HCM Lane V/C Ratio	-	-	-	0.042 0.121	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	11 9.5	7.5	-	-
HCM Lane LOS	A	-	-	B A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 0.4	0	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

Mitigation
2024 Existing PM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	8	1	1	9	3	19	0	99	13	98	104	17
Future Vol, veh/h	8	1	1	9	3	19	0	99	13	98	104	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	9	1	1	10	3	21	0	111	15	110	117	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	478	473	127	467	475	119	136	0	0	126	0	0
Stage 1	347	347	-	119	119	-	-	-	-	-	-	-
Stage 2	131	126	-	348	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	498	372	923	506	488	909	1448	-	-	1460	-	-
Stage 1	669	493	-	885	797	-	-	-	-	-	-	-
Stage 2	873	637	-	668	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	344	923	475	451	909	1448	-	-	1460	-	-
Mov Cap-2 Maneuver	456	344	-	475	451	-	-	-	-	-	-	-
Stage 1	669	456	-	885	797	-	-	-	-	-	-	-
Stage 2	849	637	-	615	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13	10.7	0	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	464 667	1460	-	-
HCM Lane V/C Ratio	-	-	-	0.024 0.052	0.075	-	-
HCM Control Delay (s/veh)	0	-	-	13 10.7	7.7	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 0.2	0.2	-	-

APPENDIX E: 2030 Background Synchro Reports

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	21	4	2	20	1	138	0	125	12	18	86	6
Future Vol, veh/h	21	4	2	20	1	138	0	125	12	18	86	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	23	4	2	22	1	153	0	139	13	20	96	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	363	292	100	289	289	146	103	0	0	152	0	0
Stage 1	140	140	-	146	146	-	-	-	-	-	-	-
Stage 2	223	152	-	143	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	593	619	956	663	621	901	1489	-	-	1429	-	-
Stage 1	863	781	-	857	776	-	-	-	-	-	-	-
Stage 2	780	772	-	860	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	486	610	956	651	612	901	1489	-	-	1429	-	-
Mov Cap-2 Maneuver	486	610	-	651	612	-	-	-	-	-	-	-
Stage 1	863	770	-	857	776	-	-	-	-	-	-	-
Stage 2	646	772	-	841	768	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	12.3		10.3		0		1.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	521	857	1429	-	-
HCM Lane V/C Ratio	-	-	-	0.058	0.206	0.014	-	-
HCM Control Delay (s/veh)	0	-	-	12.3	10.3	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2	0.8	0	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

2030 Background - Without turn lane
AM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	4	2	20	1	138	0	125	12	18	86	6
Future Vol, veh/h	21	4	2	20	1	138	0	125	12	18	86	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	23	4	2	22	1	153	0	139	13	20	96	7




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	363	292	100	289	289	146	103	0	0	152	0	0
Stage 1	140	140	-	146	146	-	-	-	-	-	-	-
Stage 2	223	152	-	143	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	593	619	956	663	621	901	1489	-	-	1429	-	-
Stage 1	863	781	-	857	776	-	-	-	-	-	-	-
Stage 2	780	772	-	860	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	486	610	956	650	612	901	1489	-	-	1429	-	-
Mov Cap-2 Maneuver	486	610	-	650	612	-	-	-	-	-	-	-
Stage 1	863	769	-	857	776	-	-	-	-	-	-	-
Stage 2	646	772	-	840	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	12.3		10.3		0		1.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	521 857	1429	-	-
HCM Lane V/C Ratio	-	-	-	0.058 0.206	0.014	-	-
HCM Control Delay (s/veh)	0	-	-	12.3 10.3	7.6	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2 0.8	0	-	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2030 Background
AM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	2	32	84	38	38
Future Vol, veh/h	90	2	32	84	38	38
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	19	6
Mvmt Flow	100	2	36	93	42	42




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	229	64	85	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	759	1000	1512	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	999	1511	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.6	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1511	-	743	-	-
HCM Lane V/C Ratio	0.024	-	0.138	-	-
HCM Control Delay (s/veh)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.5	-	-

HCM 6th TWSC
3: Smith Rd & Tiger Hollow St

2030 Background
AM Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	26	137	3	10	22
Future Vol, veh/h	8	26	137	3	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	152	3	11	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	155	0	201
Stage 1	-	-	154
Stage 2	-	-	47
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1425	-	788
Stage 1	-	-	874
Stage 2	-	-	975
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1425	-	783
Mov Cap-2 Maneuver	-	-	783
Stage 1	-	-	869
Stage 2	-	-	975

Approach	EB	WB	SB
HCM Control Delay, s/v	1.8	0	9.4
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1425	-	-	-	855
HCM Lane V/C Ratio	0.006	-	-	-	0.042
HCM Control Delay (s/veh)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	10	1	1	19	4	44	0	118	30	154	124	20
Future Vol, veh/h	10	1	1	19	4	44	0	118	30	154	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	11	1	1	21	4	49	0	131	33	171	138	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	665	655	149	640	650	148	160	0	0	164	0	0
Stage 1	491	491	-	148	148	-	-	-	-	-	-	-
Stage 2	174	164	-	492	502	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	284	898	388	388	876	1419	-	-	1414	-	-
Stage 1	559	415	-	855	775	-	-	-	-	-	-	-
Stage 2	828	610	-	558	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	317	250	898	350	341	876	1419	-	-	1414	-	-
Mov Cap-2 Maneuver	317	250	-	350	341	-	-	-	-	-	-	-
Stage 1	559	365	-	855	775	-	-	-	-	-	-	-
Stage 2	777	610	-	488	476	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	16.5		12.2		0		4.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	327 576	1414	-	-
HCM Lane V/C Ratio	-	-	-	0.041 0.129 0.121	-	-	-
HCM Control Delay (s/veh)	0	-	-	16.5 12.2 7.9	-	-	-
HCM Lane LOS	A	-	-	C B A	-	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 0.4 0.4	-	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	1	19	4	44	0	118	30	154	124	20
Future Vol, veh/h	10	1	1	19	4	44	0	118	30	154	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	11	1	1	21	4	49	0	131	33	171	138	22




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	665	655	149	640	650	148	160	0	0	164	0	0
Stage 1	491	491	-	148	148	-	-	-	-	-	-	-
Stage 2	174	164	-	492	502	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	284	898	388	388	876	1419	-	-	1414	-	-
Stage 1	559	415	-	855	775	-	-	-	-	-	-	-
Stage 2	828	610	-	558	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	314	246	898	347	336	876	1419	-	-	1414	-	-
Mov Cap-2 Maneuver	314	246	-	347	336	-	-	-	-	-	-	-
Stage 1	559	360	-	855	775	-	-	-	-	-	-	-
Stage 2	777	610	-	482	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.6	12.2	0	4.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	324	573	1414	-
HCM Lane V/C Ratio	-	-	-	0.041	0.13	0.121	-
HCM Control Delay (s/veh)	0	-	-	16.6	12.2	7.9	0
HCM Lane LOS	A	-	-	C	B	A	A
HCM 95th %tile Q (veh)	0	-	-	0.1	0.4	0.4	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2030 Background
PM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	85	44	8	61	128	102
Future Vol, veh/h	85	44	8	61	128	102
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	94	49	9	68	142	113




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	286	200	256	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	704	841	1309	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	698	840	1308	-	-	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	741	-	-
HCM Lane V/C Ratio	0.007	-	0.193	-	-
HCM Control Delay (s/veh)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.7	-	-

HCM 6th TWSC
3: Smith Rd & Tiger Hollow St

2030 Background
PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	159	54	12	7	14
Future Vol, veh/h	25	159	54	12	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	177	60	13	8	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	73	0	0 300 67
Stage 1	-	-	- 67 -
Stage 2	-	-	- 233 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1527	-	- 691 997
Stage 1	-	-	- 956 -
Stage 2	-	-	- 806 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1527	-	- 677 997
Mov Cap-2 Maneuver	-	-	- 677 -
Stage 1	-	-	- 937 -
Stage 2	-	-	- 806 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1	0	9.3
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	861
HCM Lane V/C Ratio	0.018	-	-	-	0.027
HCM Control Delay (s/veh)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

APPENDIX F: 2030 Total Synchro Reports

HCM 6th TWSC
1: SH 51 & Smith Rd

2030 Total
AM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	21	4	2	37	1	207	0	125	17	41	86	6
Future Vol, veh/h	21	4	2	37	1	207	0	125	17	41	86	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	23	4	2	41	1	230	0	139	19	46	96	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	456	350	100	344	344	149	103	0	0	158	0	0
Stage 1	192	192	-	149	149	-	-	-	-	-	-	-
Stage 2	264	158	-	195	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	515	574	956	610	579	898	1489	-	-	1422	-	-
Stage 1	810	742	-	854	774	-	-	-	-	-	-	-
Stage 2	741	767	-	807	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	556	956	590	560	898	1489	-	-	1422	-	-
Mov Cap-2 Maneuver	373	556	-	590	560	-	-	-	-	-	-	-
Stage 1	810	718	-	854	774	-	-	-	-	-	-	-
Stage 2	550	767	-	774	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	14.4		11.4		0		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	412 830	1422	-	-
HCM Lane V/C Ratio	-	-	-	0.073 0.328	0.032	-	-
HCM Control Delay (s/veh)	0	-	-	14.4 11.4	7.6	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2 1.4	0.1	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

2030 Total - Without turn lane
AM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	4	2	37	1	207	0	125	17	41	86	6
Future Vol, veh/h	21	4	2	37	1	207	0	125	17	41	86	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	11	2	2	29	2
Mvmt Flow	23	4	2	41	1	230	0	139	19	46	96	7




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	456	350	100	344	344	149	103	0	0	158	0	0
Stage 1	192	192	-	149	149	-	-	-	-	-	-	-
Stage 2	264	158	-	195	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	515	574	956	610	579	898	1489	-	-	1422	-	-
Stage 1	810	742	-	854	774	-	-	-	-	-	-	-
Stage 2	741	767	-	807	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	372	554	956	589	559	898	1489	-	-	1422	-	-
Mov Cap-2 Maneuver	372	554	-	589	559	-	-	-	-	-	-	-
Stage 1	810	717	-	854	774	-	-	-	-	-	-	-
Stage 2	550	767	-	773	714	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	14.4		11.4		0		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	411 830	1422	-	-
HCM Lane V/C Ratio	-	-	-	0.073 0.328	0.032	-	-
HCM Control Delay (s/veh)	0	-	-	14.4 11.4	7.6	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2 1.4	0.1	-	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2030 Total
AM Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	159	2	32	84	38	61
Future Vol, veh/h	159	2	32	84	38	61
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	19	6
Mvmt Flow	177	2	36	93	42	68




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	242	77	111	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	746	984	1479	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	725	983	1478	-	-	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.6	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	727	-	-
HCM Lane V/C Ratio	0.024	-	0.246	-	-
HCM Control Delay (s/veh)	7.5	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-

HCM 6th TWSC
3: Smith Rd & Tiger Hollow St

2030 Total
AM Peak Hour

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	26	137	26	79	108
Future Vol, veh/h	37	26	137	26	79	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	29	152	29	88	120

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	181	0	278
Stage 1	-	-	167
Stage 2	-	-	111
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1394	-	712
Stage 1	-	-	863
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1394	-	691
Mov Cap-2 Maneuver	-	-	691
Stage 1	-	-	837
Stage 2	-	-	914

Approach	EB	WB	SB
HCM Control Delay, s/v	4.5	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1394	-	-	-	787
HCM Lane V/C Ratio	0.029	-	-	-	0.264
HCM Control Delay (s/veh)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	1.1

HCM 6th TWSC
1: SH 51 & Smith Rd

2030 Total
PM Peak Hour

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	10	1	1	31	4	91	0	118	50	234	124	20
Future Vol, veh/h	10	1	1	31	4	91	0	118	50	234	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	11	1	1	34	4	101	0	131	56	260	138	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	881	856	149	829	839	159	160	0	0	187	0	0
Stage 1	669	669	-	159	159	-	-	-	-	-	-	-
Stage 2	212	187	-	670	680	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	267	209	898	290	302	863	1419	-	-	1387	-	-
Stage 1	447	334	-	843	766	-	-	-	-	-	-	-
Stage 2	790	594	-	446	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	199	170	898	247	246	863	1419	-	-	1387	-	-
Mov Cap-2 Maneuver	199	170	-	247	246	-	-	-	-	-	-	-
Stage 1	447	272	-	843	766	-	-	-	-	-	-	-
Stage 2	693	594	-	360	367	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	23.3		14.7		0		5.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	210	510	1387	-	-
HCM Lane V/C Ratio	-	-	-	0.063	0.275	0.187	-	-
HCM Control Delay (s/veh)	0	-	-	23.3	14.7	8.2	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2	1.1	0.7	-	-

HCM 6th TWSC
1: SH 51 & Smith Rd

2030 Total - Without turn lane
PM Peak Hour

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	1	31	4	91	0	118	50	234	124	20
Future Vol, veh/h	10	1	1	31	4	91	0	118	50	234	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	100	2	2	2	11	2	3	2	2	2	6
Mvmt Flow	11	1	1	34	4	101	0	131	56	260	138	22




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	881	856	149	829	839	159	160	0	0	187	0	0
Stage 1	669	669	-	159	159	-	-	-	-	-	-	-
Stage 2	212	187	-	670	680	-	-	-	-	-	-	-
Critical Hdwy	7.12	7.5	6.22	7.12	6.52	6.31	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.9	3.318	3.518	4.018	3.399	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	267	209	898	290	302	863	1419	-	-	1387	-	-
Stage 1	447	334	-	843	766	-	-	-	-	-	-	-
Stage 2	790	594	-	446	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	166	898	242	240	863	1419	-	-	1387	-	-
Mov Cap-2 Maneuver	196	166	-	242	240	-	-	-	-	-	-	-
Stage 1	447	265	-	843	766	-	-	-	-	-	-	-
Stage 2	693	594	-	352	358	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	23.7		14.9		0		5.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	206 504	1387	-	-
HCM Lane V/C Ratio	-	-	-	0.065 0.278	0.187	-	-
HCM Control Delay (s/veh)	0	-	-	23.7 14.9	8.2	0	-
HCM Lane LOS	A	-	-	C B	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.2 1.1	0.7	-	-

HCM 6th TWSC
2: S 5th West St & Smith Rd

2030 Total
PM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	131	44	8	61	128	182
Future Vol, veh/h	131	44	8	61	128	182
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	146	49	9	68	142	202




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	330	244	345	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	665	795	1214	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	794	1213	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	688	-	-
HCM Lane V/C Ratio	0.007	-	0.283	-	-
HCM Control Delay (s/veh)	8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	1.2	-	-

HCM 6th TWSC
3: Smith Rd & Tiger Hollow St

2030 Total
PM Peak Hour

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	159	54	92	54	73
Future Vol, veh/h	125	159	54	92	54	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	177	60	102	60	81
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	162	0	-	0	566	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1417	-	-	-	486	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	433	942
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	639	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	3.4	0		12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1417	-	-	-	628	
HCM Lane V/C Ratio	0.098	-	-	-	0.225	
HCM Control Delay (s/veh)	7.8	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q (veh)	0.3	-	-	-	0.9	

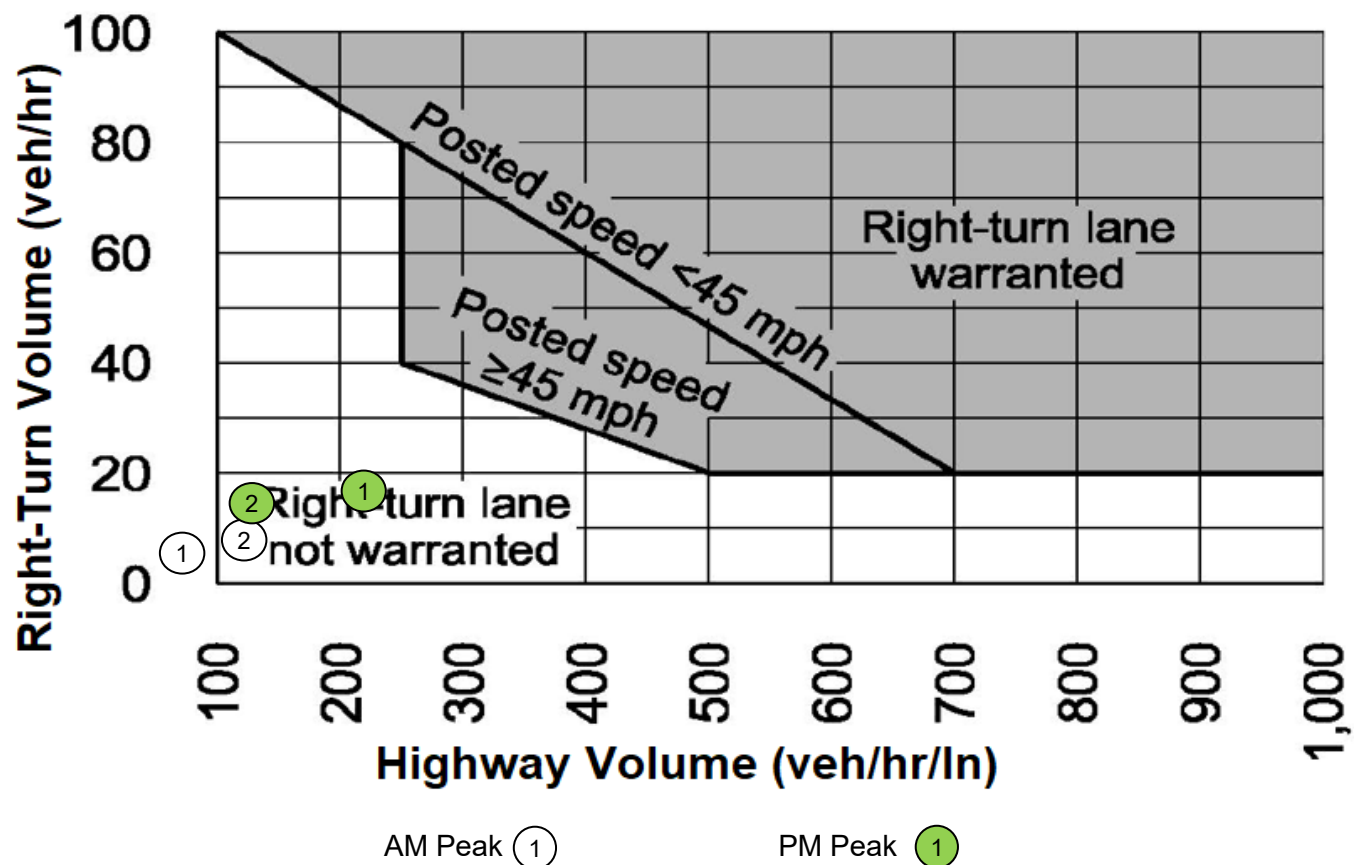
APPENDIX G: Turn Lane Warrant Worksheets

**Blue Yonder West Subdivision
Mountain Home, Idaho**

**ITD Right-Turn Lane Analysis
2024 Existing Traffic**

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
①	SH 51 & SW Smith Rd	SB	55	AM	5	83	No
				PM	17	219	No
②	SH 51 & SW Smith Rd	NB	65	AM	6	111	No
				PM	13	112	No*

*Total approach volume less than 100 vph or right-turn volume < 20 vph = Not Warranted

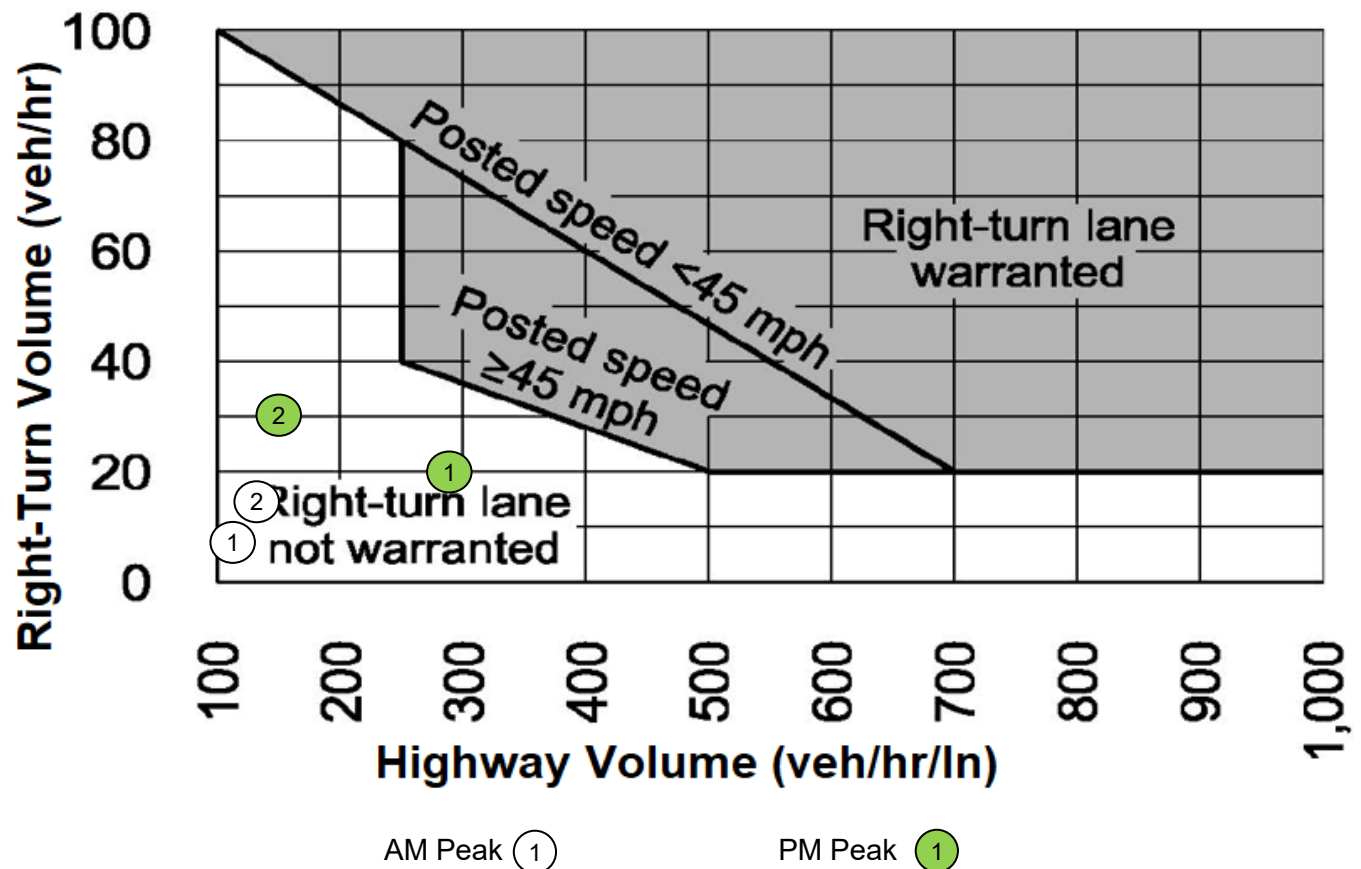


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**ITD Right-Turn Lane Analysis
2030 Background Traffic**

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
①	SH 51 & SW Smith Rd	SB	55	AM	6	110	No
				PM	20	298	No
②	SH 51 & SW Smith Rd	NB	65	AM	12	137	No
				PM	30	148	No

*Total approach volume less than 100 vph or right-turn volume < 20 vph = Not Warranted

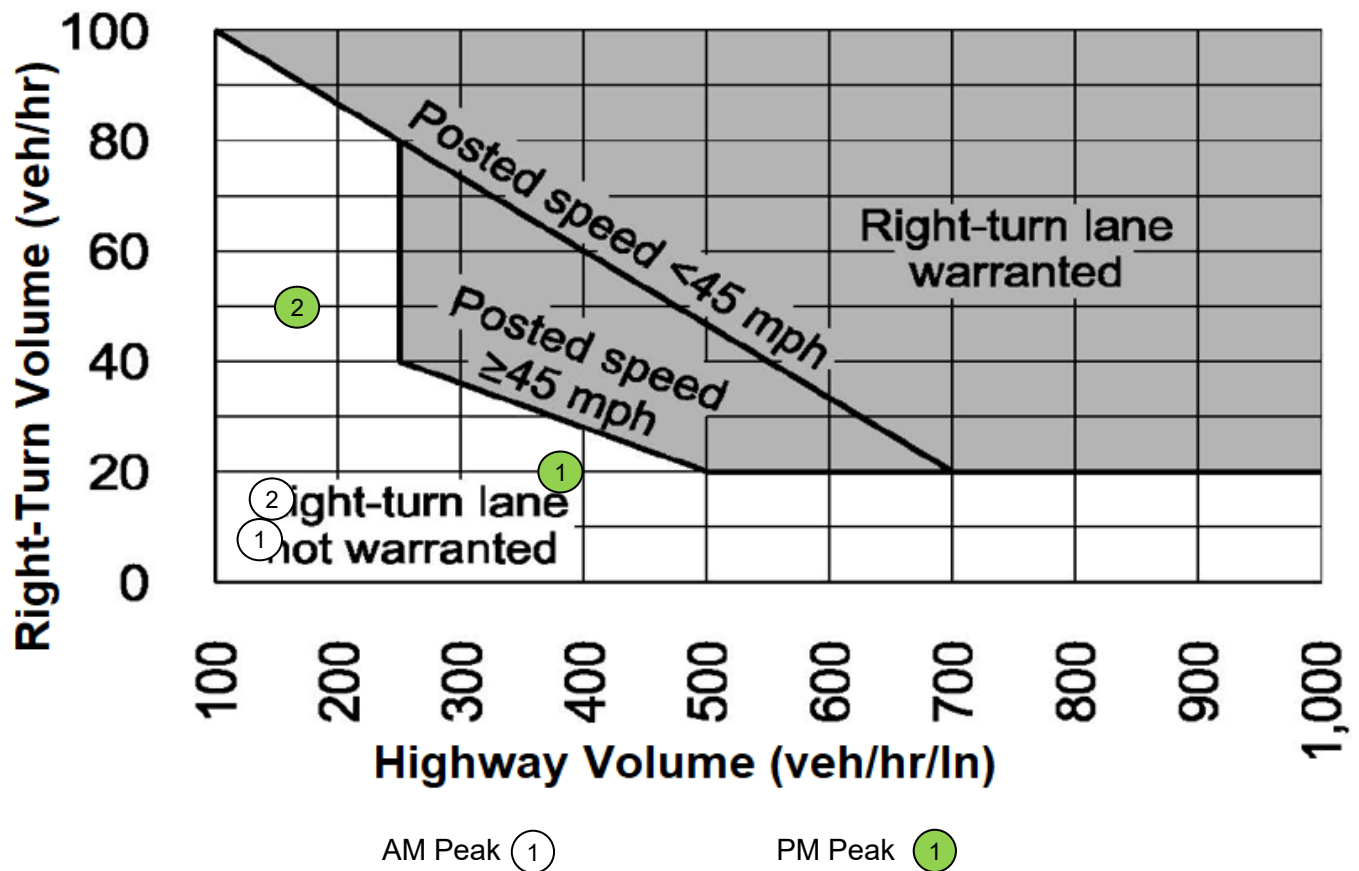


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**ITD Right-Turn Lane Analysis
2030 Total Traffic**

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
①	SH 51 & SW Smith Rd	SB	55	AM	6	133	No
				PM	20	378	No
②	SH 51 & SW Smith Rd	NB	65	AM	17	142	No
				PM	50	168	No

*Total approach volume less than 100 vph or right-turn volume < 20 vph = Not Warranted

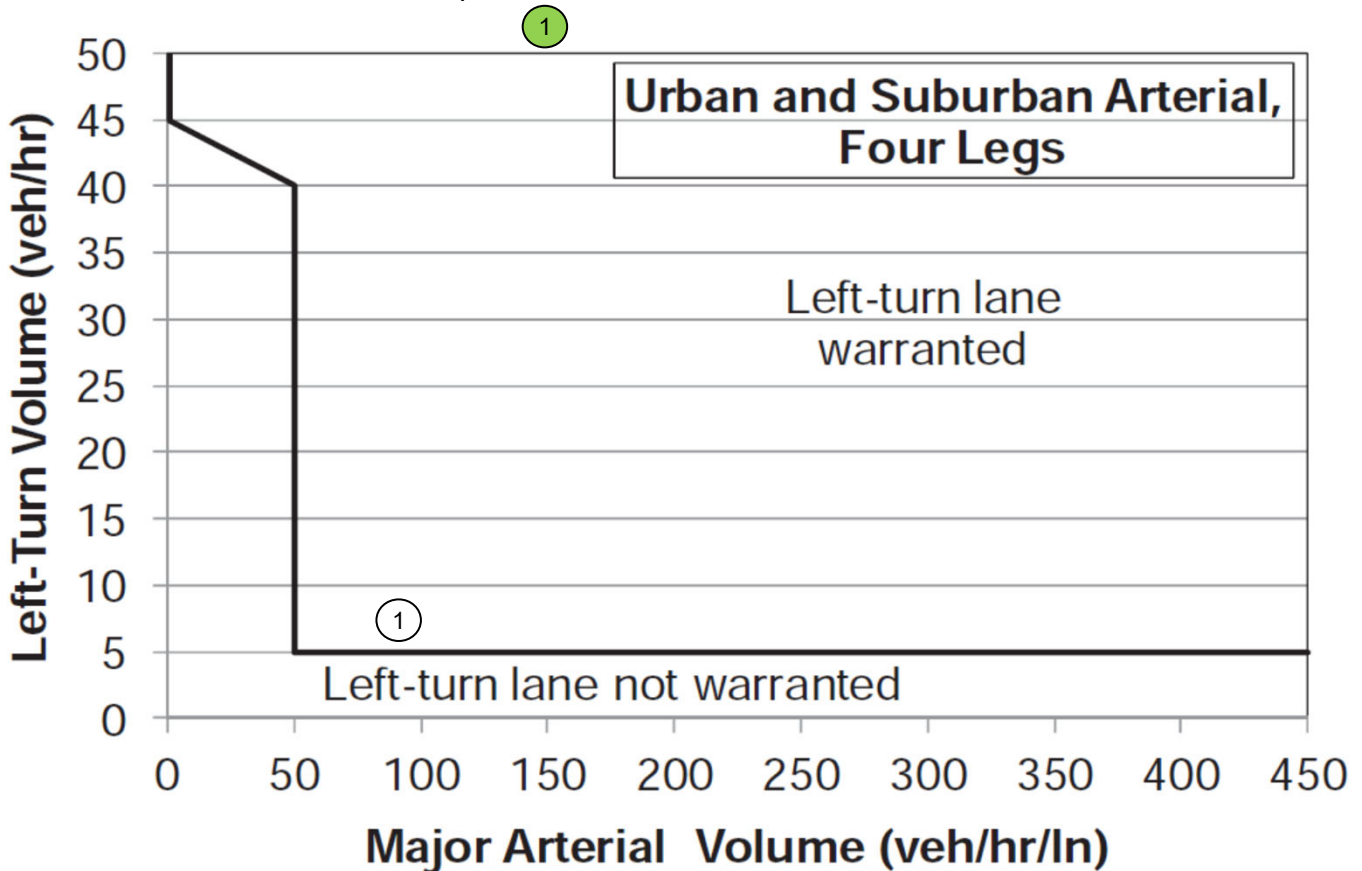


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**AASHTO Left-turn Lane Guidelines for Two-Lane Roadways
2024 Existing Traffic**

Intersection	Approach	Speed Limit	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① SH 51 & SW Smith Rd	SB	55	AM	6	97	Yes
			PM	98	166	Yes
② SH 51 & SW Smith Rd	NB	65	AM	0	97	No*
			PM	0	166	No*

* Left-Turn Volume Less Than 5 vph - Not Warranted

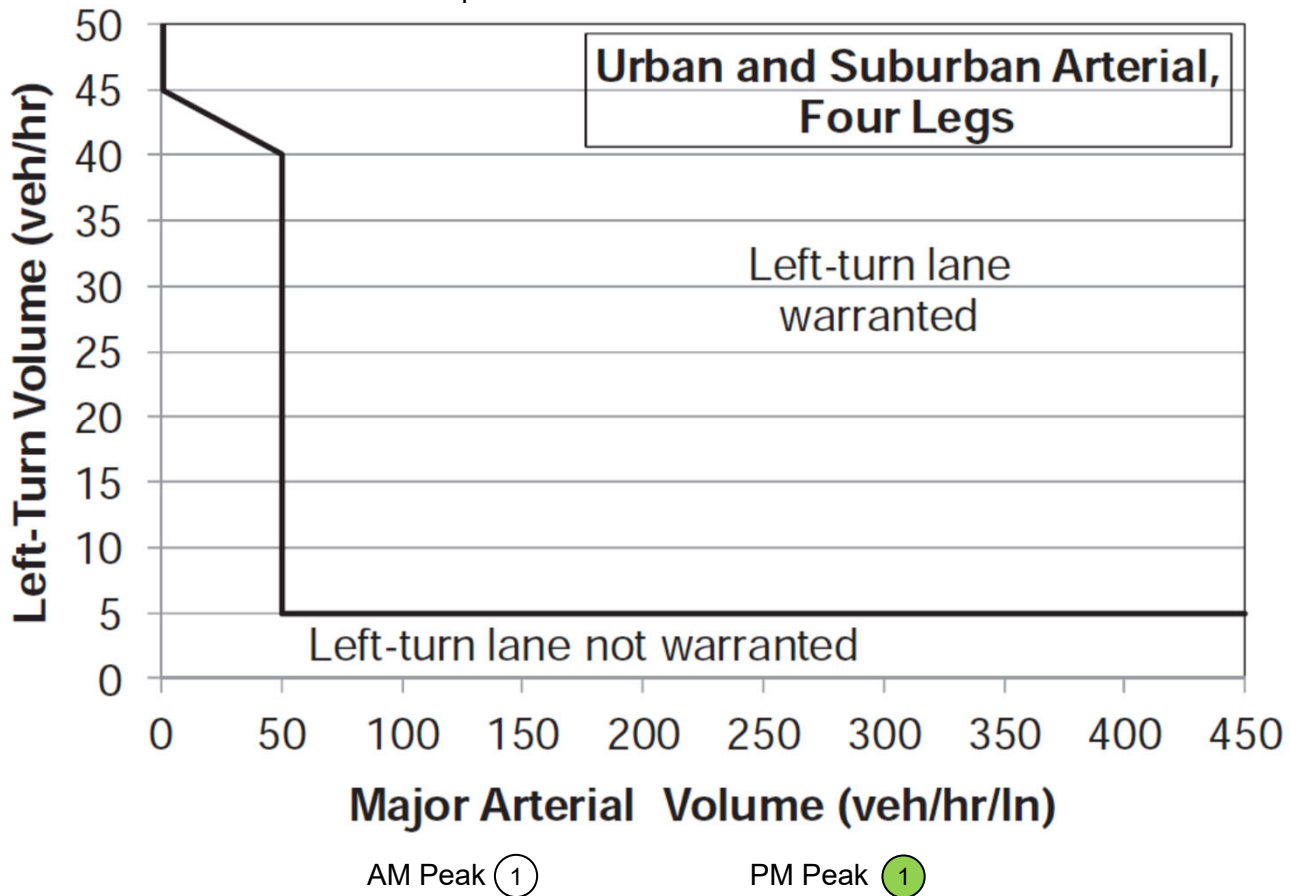


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**AASHTO Left-turn Lane Guidelines for Two-Lane Roadways
2030 Background Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
①	SH 51 & SW Smith Rd	SB	55	Warranted Under 2024 Existing Traffic			
②	SH 51 & SW Smith Rd	NB	55	AM	0	124	No*
				PM	0	223	No*

* Left--Turn Volume Less Than 5 vph - Not Warranted

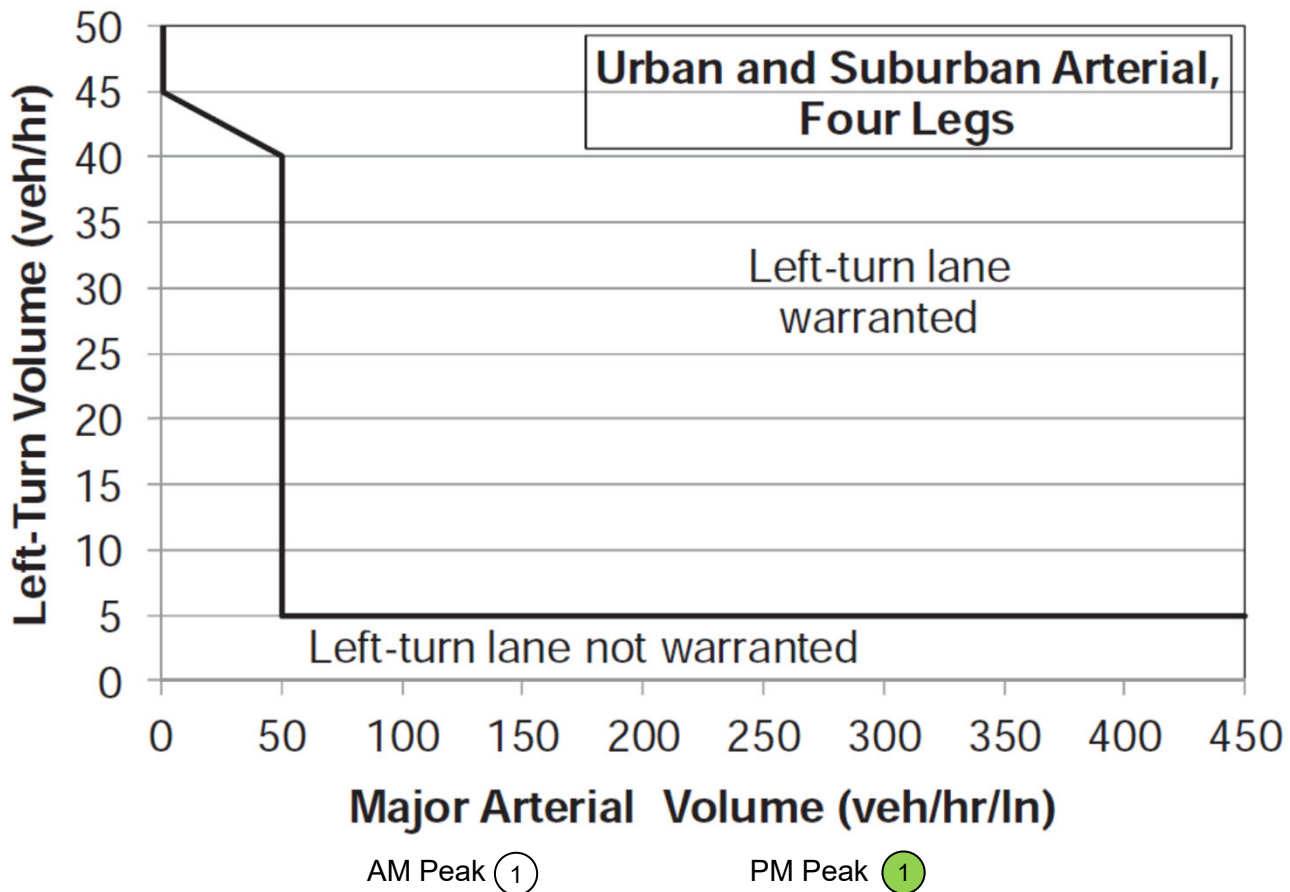


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**AASHTO Left-turn Lane Guidelines for Two-Lane Roadways
2030 Total Traffic**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① SH 51 & SW Smith Rd	SB	55	Warranted Under 2024 Existing Traffic			
② SH 51 & SW Smith Rd	NB	55	AM	0	138	No*
			PM	0	223	No*

* Left--Turn Volume Less Than 5 vph - Not Warranted

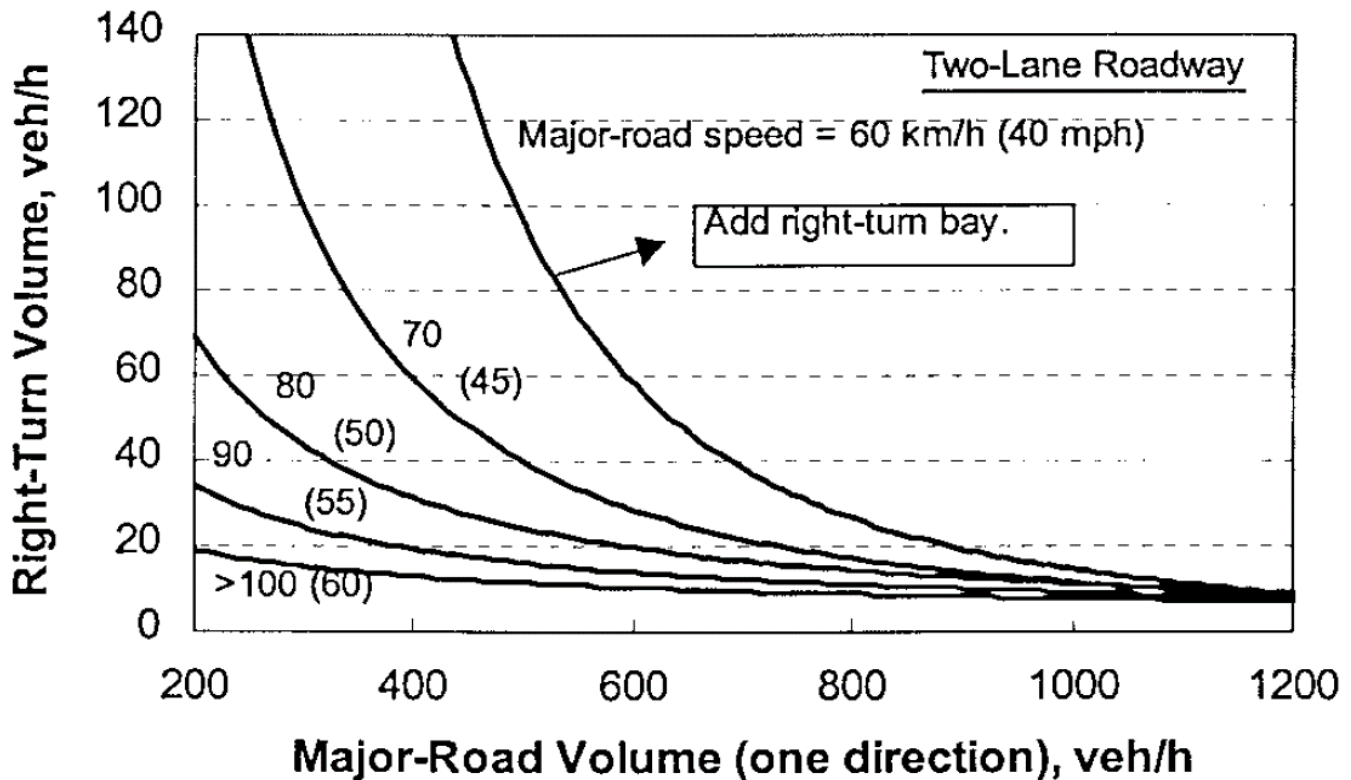


**Blue Yonder West Subdivision
Mountain Home, Idaho**

**NCHRP 457 Right-Turn Lane Analysis
2024 Existing Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
①	S 5th West Street & Smith Road	SB	25	AM	17	49	No*
				PM	35	142	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph - off graph = Not warranted



AM Peak ①

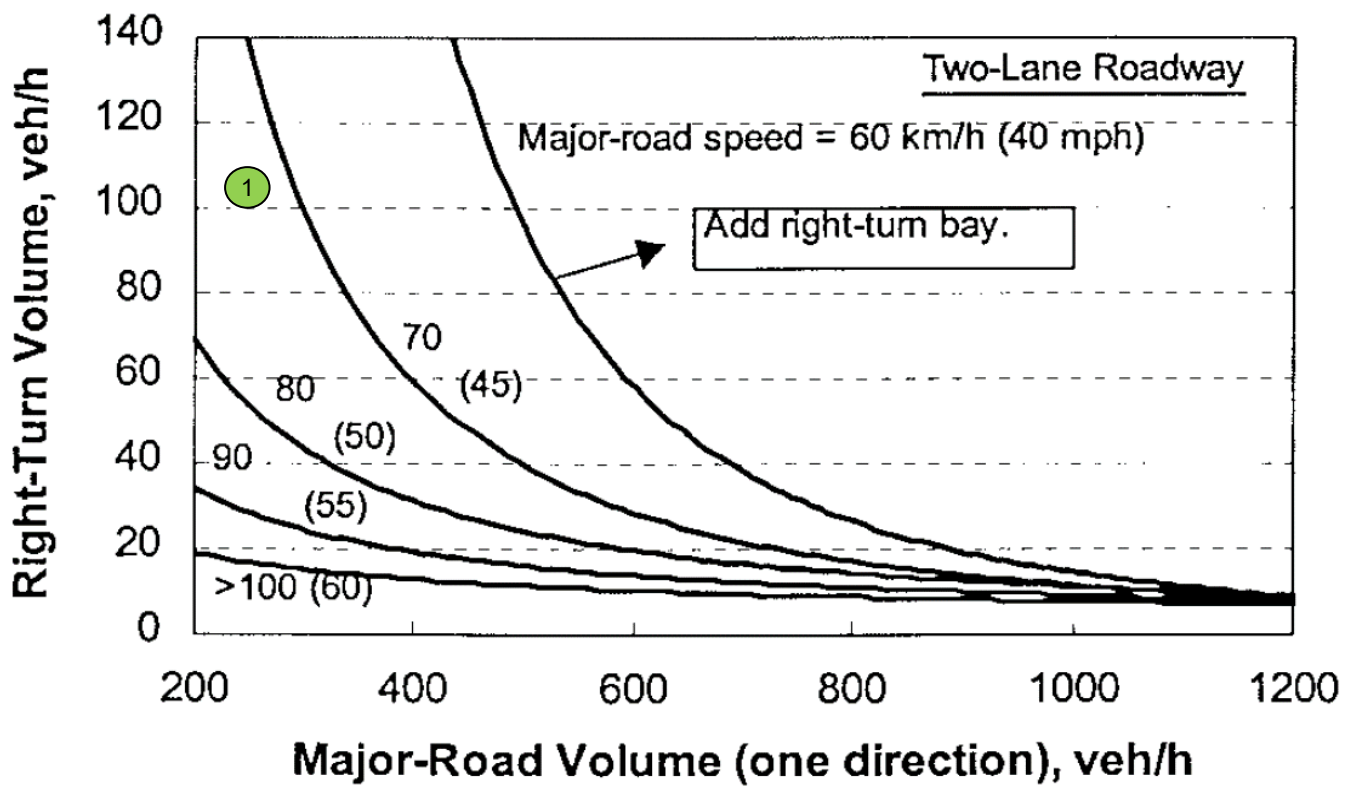
PM Peak ①

**Blue Yonder West Subdivision
Mountain Home, Idaho**

**NCHRP 457 Right-Turn Lane Analysis
2030 Background Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
①	S 5th West Street & Smith Road	SB	25	AM	38	76	No*
				PM	102	230	No
②	Tiger Hollow Street & Smith Road	WB	35	AM	3	140	No*
				PM	12	66	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph - off graph = Not warranted



AM Peak ①

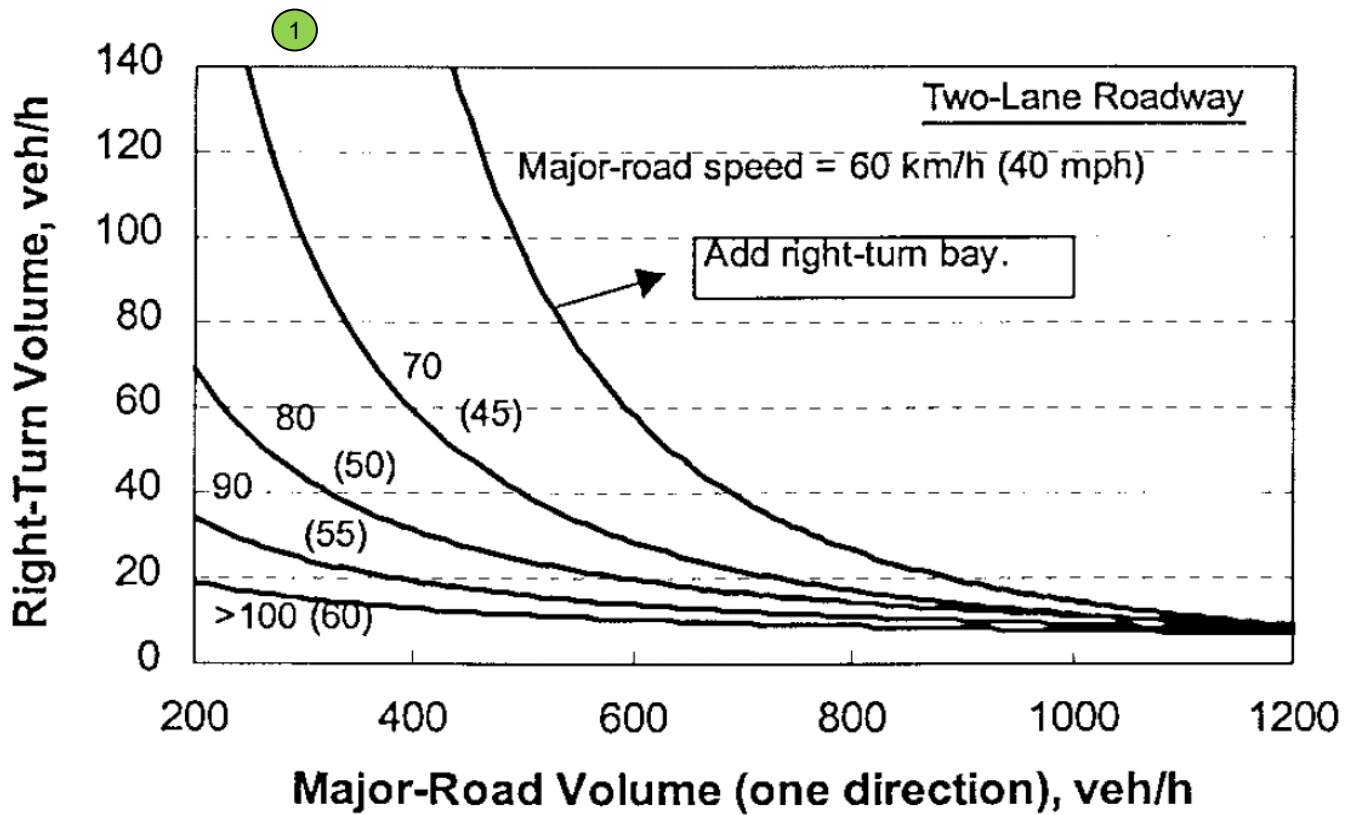
PM Peak ①

**Blue Yonder West Subdivision
Mountain Home, Idaho**

**NCHRP 457 Right-Turn Lane Analysis
2030 Total Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
①	S 5th West Street & Smith Road	SB	25	AM	61	99	No*
				PM	182	310	No
②	Tiger Hollow Street & Smith Road	WB	35	AM	26	162	No*
				PM	92	146	No*

*Major approach volume < 200 vph and/or right-turn volume < 10 vph - off graph = Not warranted



AM Peak ①

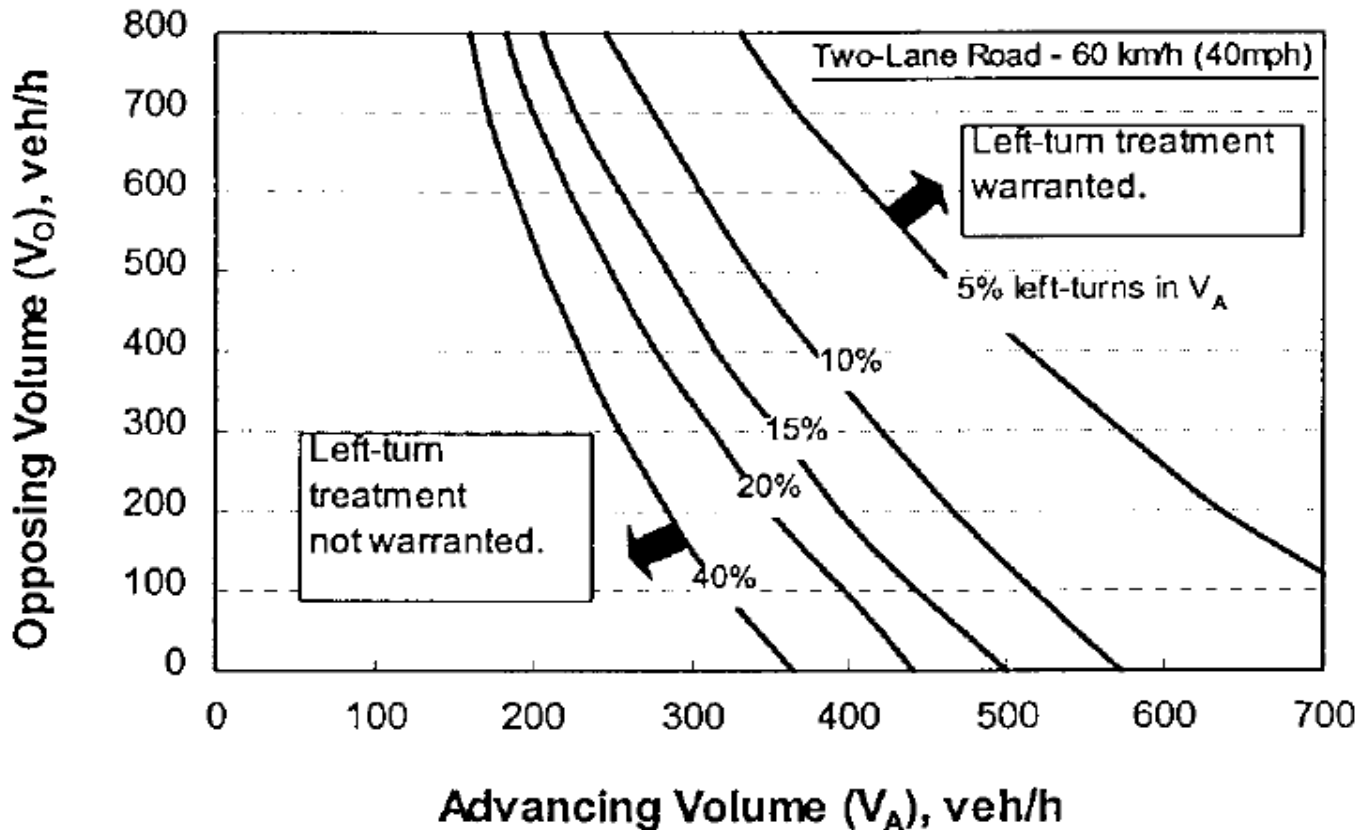
PM Peak ①

Blue Yonder West Subdivision
Mountain Home, Idaho

NCHRP 457 Left-Turn Lane Analysis for <40 mph Roadways
2024 Existing Traffic

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
①	S 5th West Street & Smith Road	NB	25	AM	97	49	27.8%	No*
				PM	58	142	12.1%	No*

*Advancing and/or Opposing Volume < 250 vph = Not Warranted



AM Peak ①

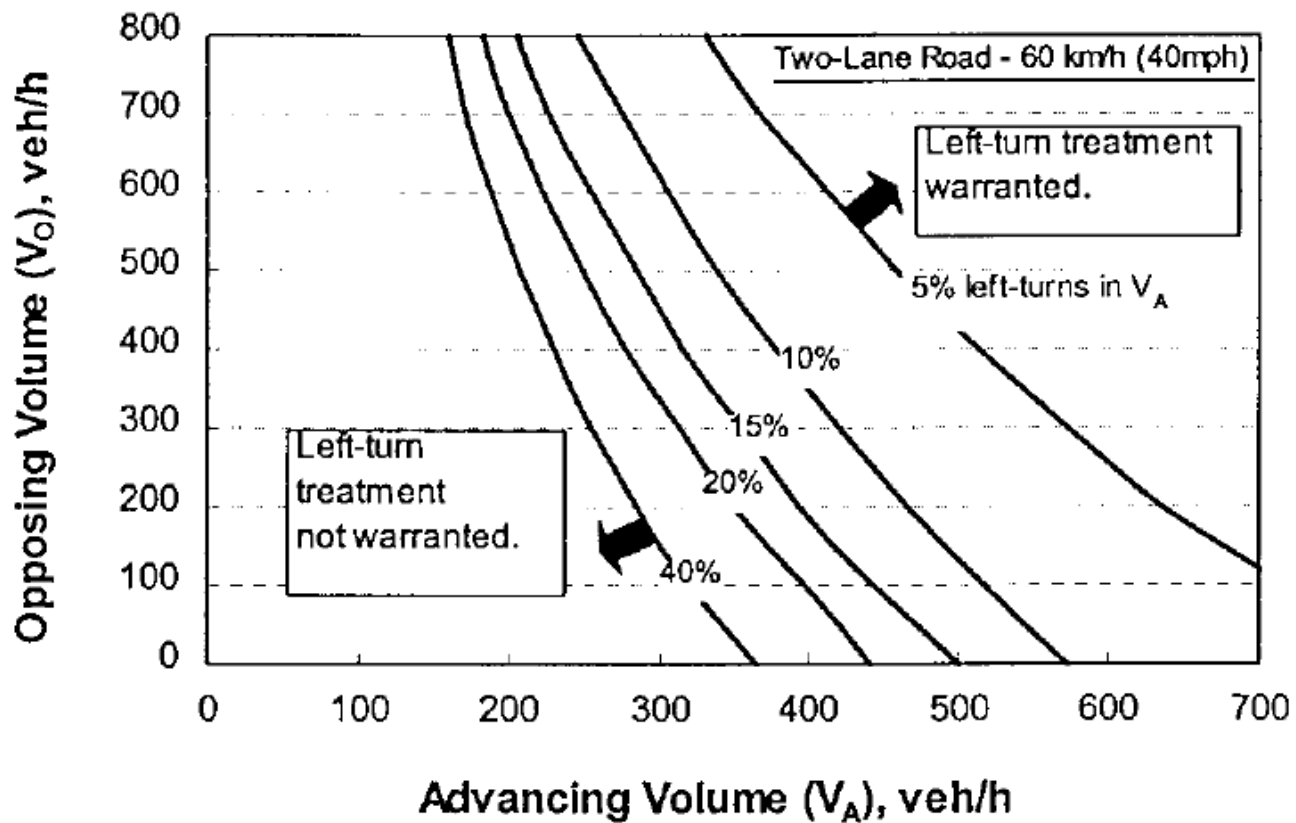
PM Peak ①

**Blue Yonder West Subdivision
Mountain Home, Idaho**

**NCHRP 457 Left-Turn Lane Analysis for 40 mph Roadways
2030 Background Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
①	S 5th West Street & Smith Road	NB	25	AM	116	76	27.6%	No*
				PM	69	230	11.6%	No*
②	Tiger Hollow Street & Smith Road	EB	35	AM	34	140	23.4%	No*
				PM	184	66	13.6%	No*

*Advancing and/or Opposing Volume < 250 vph = Not Warranted



AM Peak ①

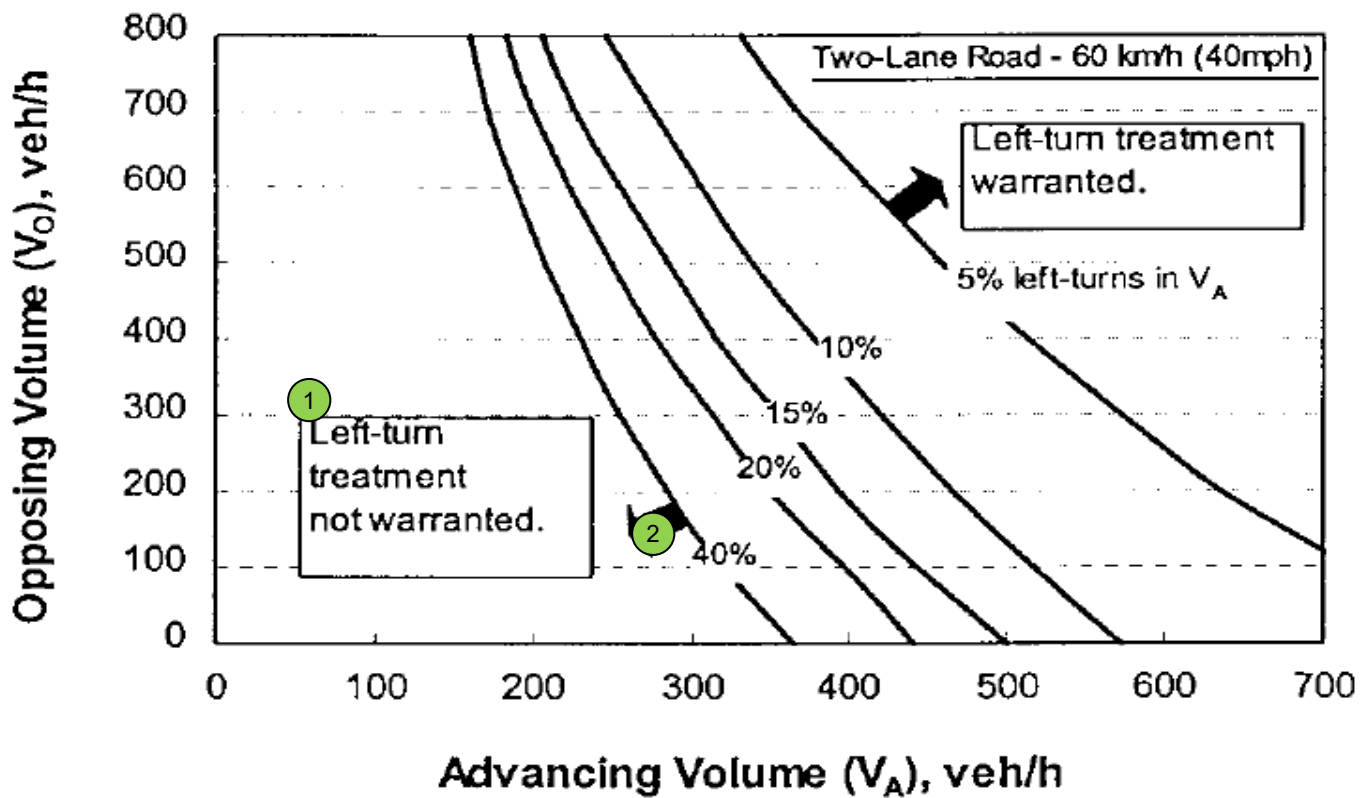
PM Peak ①

**Blue Yonder West Subdivision
Mountain Home, Idaho**

**NCHRP 457 Left-Turn Lane Analysis for <40 mph Roadways
2030 Total Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
①	S 5th West Street & Smith Road	NB	25	AM	116	99	27.6%	No*
				PM	69	310	11.6%	No
②	Tiger Hollow Street & Smith Road	EB	35	AM	63	162	58.3%	No*
				PM	284	146	43.9%	No

*Advancing and/or Opposing Volume < 250 vph = Not Warranted



AM Peak ①

PM Peak ①



May 29, 2025

Bonnie Layton
690 S. Industrial Way, Suite 10
Meridian, ID 83642

RE: Blue Yonder West Preliminary Plat Application

Mrs. Layton,

Keller Associates is providing engineering support to the City of Mountain Home for all proposed developments within the city. Below are the city's comments, organized by line item, regarding Keller Associates' feedback on your preliminary plat application for Blue Yonder West.

Water

1. CIP project 3.2 is attached. The city will require the developer to install the 16-inch waterline on the southern end of the development within the subdivision, along with a 5-foot utility easement.
2. CIP project 3.6 is attached. The city will require the developer to complete the portion of the 16-inch waterline as noted in the preliminary plat, within a 5-foot easement to the west side of Pebble Brook and Crestview, including stub-out as mentioned in Keller's report. Five-foot easements will be necessary for the 16-inch line to the northwest corner.
3. The city will require the preliminary plat and development plan to show the connection to the existing waterline as described in Keller's report.
4. The city will address the pressure issue noted in CIP project 1.6.

Sewer

1. The city will require the developer to coordinate the invert into the lift station with the future 24-inch trunkline invert, so that the lift station can be abandoned when the trunkline is constructed. Additionally, the city will require the developer to pay up to \$7,500 for a detailed service study, as discussed in the letter, to coordinate the lift station's depth and diameter. This survey will include a site survey, invert coordination, and assessment of the surrounding area to determine the upsize requirement.
 - a. The lift station shall be in place as part of phase 1 of the development.
 - b. As with water, a sewer stub-out to Autumn Road will be required.
2. The city will require the addition of a manhole at the intersection of SW Paite Street and S 5th West Street as detailed in Keller's report.

3. The city is aware of the need for upgrades to the wastewater treatment facility and is considering options for improvements, which include an additional winter storage pond, pond aeration, and upgrading to a mechanical treatment facility.

If you have any questions, please let me know.

A handwritten signature in black ink, appearing to read "Chris Curtis", is displayed on a light gray background.

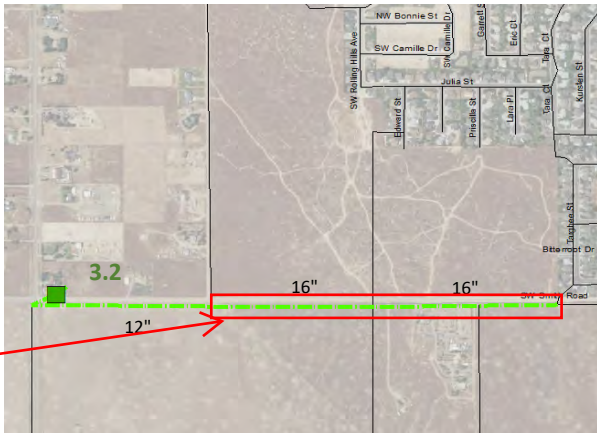
Chris Curtis
Director of Public Works

Attachments:

1 – CIP Project 3.2

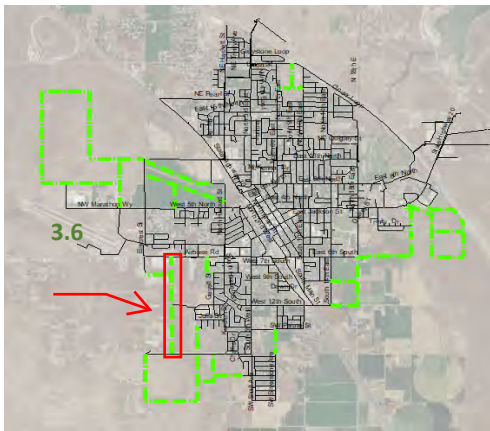
2 – CIP Project 3.6

Mountain Home Capital Improvements

Distribution Project Title: Well 18 - SW Mountain Home		Location: SW Smith Road			
Project Identifier: 3.2					
Objective: Increase the City's firm capacity to meet 2040 requirements, dependent on residential growth					
Design Considerations: <ul style="list-style-type: none">• Meet City's need for standby power• Provide ability to meet demands of new developments and also provide large flows to supplement City supply					
South Side of Blue Yonder West, 10" Easement					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2019 Dollars)
Well Hole	1	LS	\$ 300,000	\$300,000	
Building (Roll-away capable)	1	LS	\$ 138,840	\$138,900	
Generator	1	LS	\$ 102,071	\$102,100	
Yard Piping	1	LS	\$ 64,801	\$64,900	
Site	1	LS	\$ 15,758	\$15,800	
Mechanical	1	LS	\$ 108,978	\$109,000	
HVAC	1	LS	\$ 25,928	\$26,000	
Electrical	1	LS	\$ 112,294	\$112,300	
Pump (500 HP)	1	LS	\$ 116,532	\$116,600	
Mobilization	1	LS	\$ 1,156	\$1,200	
<i>Well Subtotal</i>					\$986,800
12-inch PVC Pipe - Excavation, Backfill, Valves, Hydrants, Fittings, Valves, Services, Hydrants	1,360	LF	\$ 110	\$149,600	
16-inch PVC Pipe - Excavation, Backfill, Valves, Hydrants, Fittings, Valves, Services, Hydrants	2,637	LF	\$ 139	\$366,900	
Gravel Road Repair (Trench Width - 4')	3,997	LF	\$ 5	\$20,000	
Connect to Existing Water Main (10" & 12")	1	EA	\$ 6,500	\$6,500	
Rock Excavation	3,000	LF	\$ 55	\$165,000	
Traffic Control w/o Flaggers	3,997	LF	\$ 4	\$16,000	
<i>Pipeline Subtotal</i>					\$724,000
<i>Well + Pipeline Subtotal</i>					\$1,710,800
Mobilization, Bonding & Insurance - Percent of Item Cost Sum			10%	\$ 72,400	
Contingency			30%	\$ 217,200	
<i>Total Construction Costs</i>					\$2,000,400
Permitting				\$ 25,000	
Engineering and CMS - % of total construction costs			20%	\$ 400,080	
Total Project Costs (rounded)					\$2,426,000

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.

Mountain Home Capital Improvements

Distribution Project Title: City-wide Pipesize Upsizing	Location: City-wide				
Project Identifier: 3.6 Objective: <ul style="list-style-type: none">• Provide distribution for future growth. Design Considerations: <ul style="list-style-type: none">• Maintaining services• Connections to existing system• Expansion of City limits and service areas <div>Autumn Road</div>					
General Line Item	Estimated Quantity	Unit	Unit Price	Item Cost (Rounded)	Total Cost (2019 Dollars)
10-inch Upsize Cost	21,070	LF	\$ 15	\$310,007	
12-inch Upsize Cost	35,160	LF	\$ 30	\$1,044,716	
16-inch Upsize Cost	5,330	LF	\$ 59	\$313,464	
Total Project Costs (rounded)					\$1,669,000

The cost estimate herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the cost presented herein.



May 20, 2025

Chris Curtis
Public Works Director
160 South 3rd East
Mountain Home, ID 83647

Re: Blue Yonder West Preliminary Plat Application

Dear Mr. Curtis,

Keller Associates, Inc. has reviewed the Preliminary Plat for the Blue Yonder West dated May 25, 2024. We reviewed the applicant's package for general conformance with the City's Capital Improvement Plans (CIP) and existing infrastructure. We have the following comments.

Water

1. CIP project 3.2 includes a 16-inch waterline on Smith Road along the southern portion of the development. We recommend the City require the Developer to construct the 16-inch line along their southern property line in Smith Road.
2. CIP project 3.6 includes a 16-inch waterline on Autumn Avenue. We understand that Autumn Avenue is a private road that does not have public right-of-way. We recommend the City require the Developer to construct the 16-inch line within the development along their most western street (Pebblebrook Way and Crestview Avenue as noted in the Preliminary Plat). The Preliminary Plat shows two waterline stub-outs off Crestview Avenue west to Autumn Avenue. Keller Associates agrees with the stub-outs, and it is recommended the City require these in the event water services is wanted on Autumn Avenue in the future. Additionally, we recommend the City require the Developer to provide an easement for future phases for the 16-inch waterline to the development's northwest corner. In case the development doesn't complete all future phases, this would allow the City the option of constructing the 16-inch waterline within the easement.
3. The plans provided do not show the Development's water piping connecting to the existing waterline on SW Rolling Hills Avenue in the existing subdivision to the north. It is recommended that the City require the Development to connect to this existing waterline to improve system redundancy, looping, and efficiency.
4. With the addition of this development and other previous preliminary plats, pressures on N 14th E Street and E 18th N St drop below 40 psi. CIP project 1.6 will need to be completed to have this area in the middle pressure zone to avoid pressures under 40 psi during seasonal peak hour demand conditions.

Sewer

1. The Wastewater Master Plan accounted for this area being served long term by the new 24-inch trunkline to the west (CIP project 3.1). A temporary lift station near the southwest corner

of the development is proposed to temporarily service this development to the east. This temporary concept was also envisioned by the Wastewater Master Plan. It is required that the developer coordinate the invert into the proposed lift station with the future 24-inch trunkline invert so the lift station can be abandoned when the trunkline is constructed. The City should also consider doing a more detailed service study including the areas to the north to coordinate depth of the lift station invert, diameter of the sewer line running north through the development, and invert depth on the north property line. The same comments regarding Autum Avenue under the water section apply to this sewer section.

2. If the development were allowed to be serviced to the east, either by gravity or with a force main from the temporary lift station, the model shows surcharging in the 8-inch line on S 5th W Street. It is recommended that the City require the development to add a new manhole at the intersection of SW Paiute Street and S 5th W Street and divert flow from the exiting 8-inch line to the existing 24-inch line.
3. Similar to other recent developments, with the addition of this development, this will accelerate the need for wastewater treatment facility upgrades such as winter storage, chlorine contact chamber improvements, and aeration. Completing the winter storage improvements will be needed to service the City's committed capacity.

If you have any questions, please do not hesitate to call Keller Associates at (208) 244-5065.

Sincerely,

KELLER ASSOCIATES, INC.



Jordan Crane, P.E.
City Engineer

cc: File