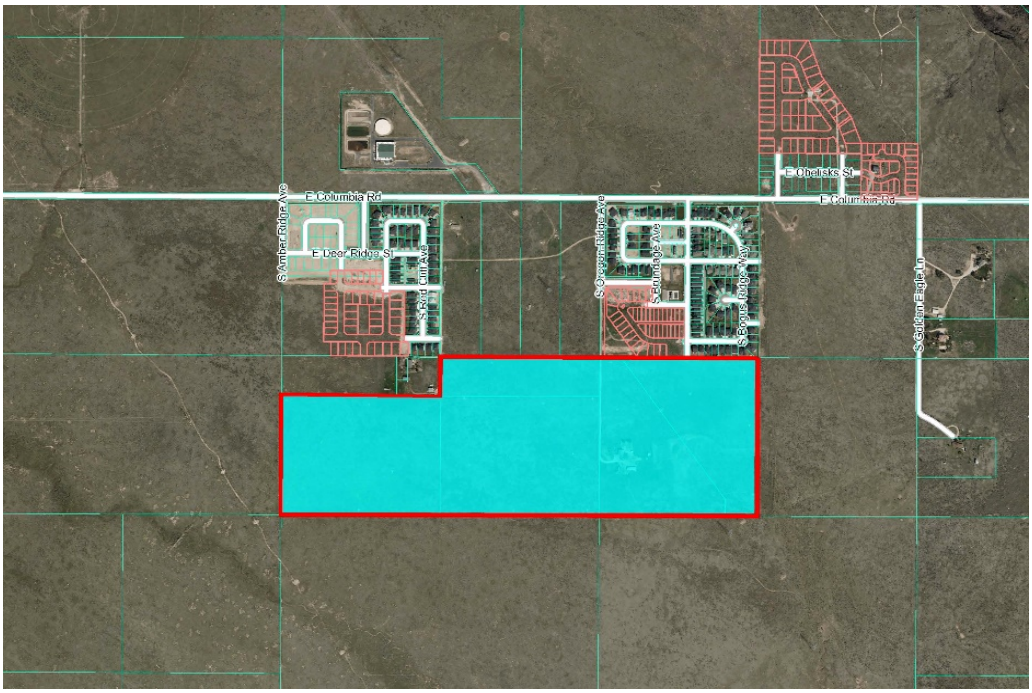
MEMO

TO:	Mayor and Boise City Council
FROM:	Hal Simmons, Planning Director
PREPARED BY:	Todd Tucker, Senior Planner
HEARING DATE:	September 12, 2017
RE:	CAR16-00037 & SUB16-00067 / Annexation & Rezone / Preliminary Plat

The applicant is requesting to annex approximately 110 acres with approximately 82.25 acres zoned R-1C and approximately 27.64 acres zoned R-1M. In addition to the annexation and rezone, there is a preliminary plat for a residential subdivision comprised of 410 single-family lots, and 2 lots for future development with either neighborhood commercial, multi-family or cottage style development. There are also 52 common lots. The property is located at 6405 E. Columbia Road.



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This report includes information available on the Boise City Website.
The entire public record, including additional documents, can be viewed through PDS Online.

History
The City Council heard these applications on July 18, 2017. The Council had concerns regarding limited vehicular access to the property. After hearing from the Planning Team, applicant, and a representative from Micron, the Council deferred the application for 60 days. The Council gave direction to the applicant to meet with Micron to try and find a solution to the single point of access issue raised by the Boise Fire Department. In addition, the Council expressed concern with the lack of a third stub street to the south, as the street network proposed does not meet *Interim Development Policy BE-5* that requires the subdivision of property into small blocks with street lengths between blocks of no more than 450 feet.

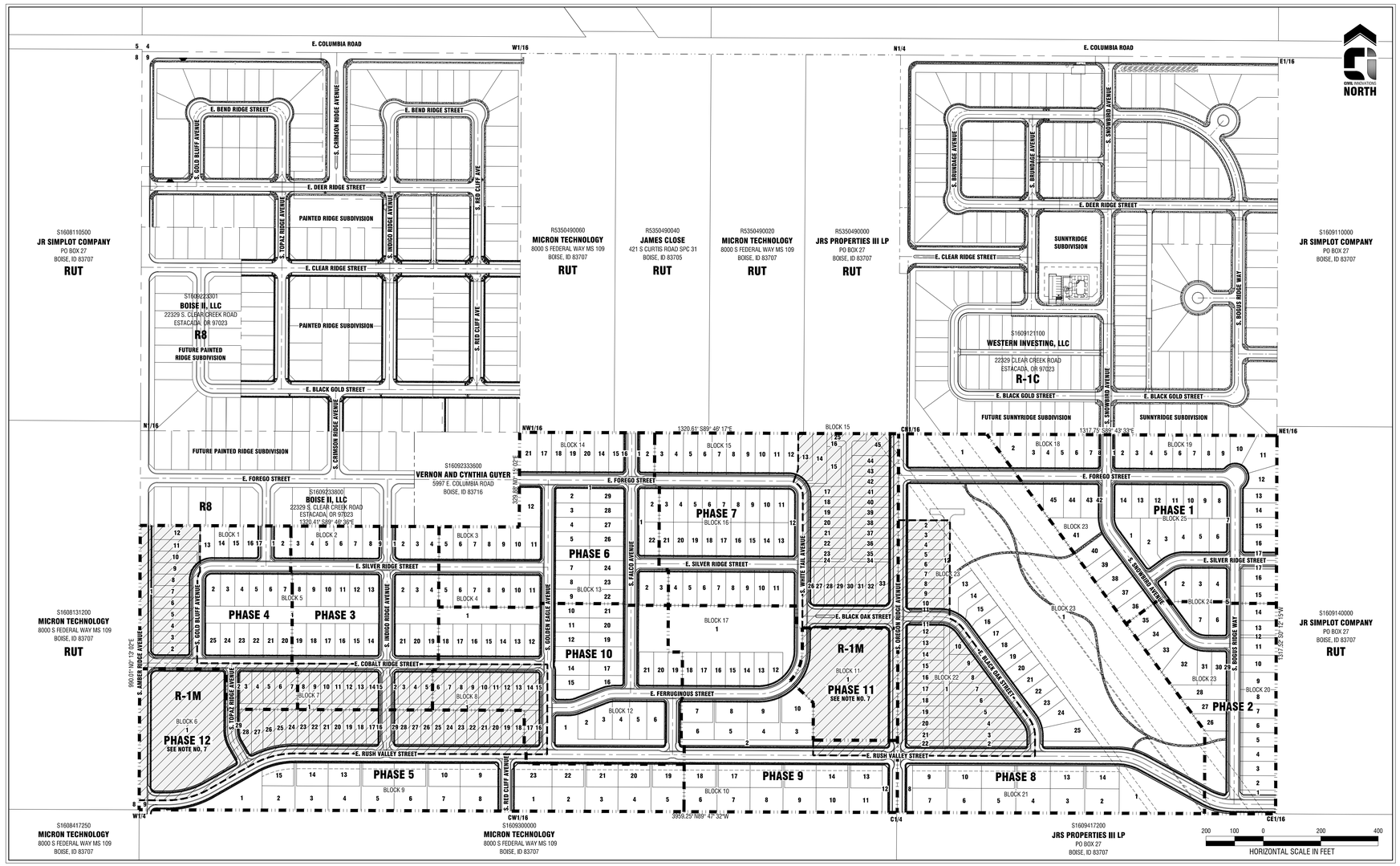
Summary
Unfortunately, the applicant is not able to meet with Micron representatives until after this memo must be finalized and transmitted to the Council. As such, an explanation of the discussion and outcome of that meeting is not available to be included in this memo. In addition, no additional information was submitted to the Planning Team regarding the third stub street to the south. Nor was any additional information submitted regarding the proposed phasing of the project.

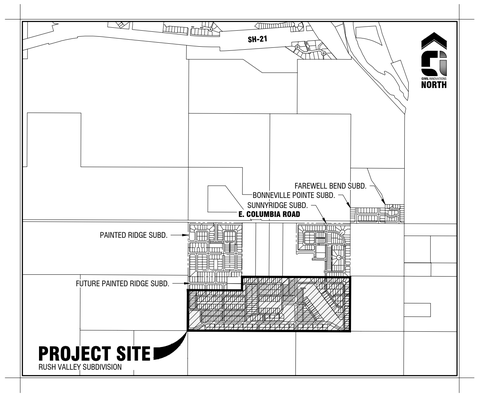
Decision
At the July 18, 2017 hearing the Council deferred these items for 60 days. Section 11-03-03.7.A(2) of the Development Code states that "A review body shall take action within 60 days from the date of the initial hearing unless the applicant agrees to a deferral for a longer period of time, or unless otherwise provided in this Code." This leaves the Council with limited options for their decision. The Council must either take action with an approval or denial or if they have additional items they would like to see or have changed, the applicant must agree to another deferral as this will put the decision past the 60-day limit.

RUSH VALLEY SUBDIVISION

PRELIMINARY PLAT - BOISE, IDAHO - 2017

LOCATED IN THE SW 1/4 OF THE NE 1/4, AND THE SE 1/4 OF THE NW 1/4, AND A PORTION OF SW 1/4 OF THE NW 1/4 OF SECTION 9, T.2N., R.3E., B.M. BOISE, ADA COUNTY, IDAHO





1 VICINITY MAP

NOT TO SCALE

2 PRELIMINARY PLAT NOTES

1. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, LOT DRAINAGE, SEWER, WATER AND STREET LIGHTS OVER THE TEN (10) FEET ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.
2. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE FIVE (5) FEET ADJACENT TO SIDE LOT LINES.
3. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES AND LOT DRAINAGE OVER THE TWELVE (12) FEET ADJACENT TO REAR LOT LINES.
4. NO LOTS WITHIN THIS SUBDIVISION SHALL BE ALLOWED TO TAKE DIRECT ACCESS FROM S. AMBER RIDGE AVE., S. OREGON RIDGE AVE., AND E. RUSH VALLEY STREET
5. LOTS 1 AND 17, BLOCK 1; LOTS 1 AND 9, BLOCK 2; LOT 1, BLOCK 3; LOT 1, BLOCK 4; LOTS 1 AND 9, BLOCK 5; LOTS 2, 15, 16 AND 29, BLOCK 7; LOTS 2, 15, 16 AND 29, BLOCK 8; LOT 1, BLOCK 9; LOT 12, BLOCK 10; LOT 2, BLOCK 11; LOT 1, BLOCK 12; LOTS 1 AND 16, BLOCK 13; LOT 16, BLOCK 14; LOTS 1, 16, 24, 26 AND 34, BLOCK 15; LOTS 1 AND 12, BLOCK 16; LOT 1, BLOCK 17; LOTS 1 AND 8, BLOCK 18; LOTS 1 AND 17, BLOCK 19; LOTS 1, 12 AND 17, BLOCK 20; LOTS 1 AND 8, BLOCK 21; LOTS 2, 10, 11 AND 22, BLOCK 22; LOTS 1, 11, 29 AND 42, BLOCK 23; LOTS 1 AND 5, BLOCK 24; AND LOTS 1 AND 7, BLOCK 25 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE RUSH VALLEY HOMEOWNERS ASSOCIATION OR ITS ASSIGNS. ALL OTHER LOTS IN THIS SUBDIVISION ARE FOR SINGLE FAMILY DWELLINGS.
6. LOT 1, BLOCK 7; LOT 1, BLOCK 8; LOT 25, BLOCK 15; LOT 1, BLOCK 22; AND LOT 12, BLOCK 23 ARE COMMON DRIVE WAY LOTS FOR THE PURPOSE OF INGRESS/EGRESS. ALL COMMON DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH UDC 11-6C-3D, AND BE PAVED A MINIMUM OF 20 FEET WIDE WITH SURFACE CAPABLE OF SUPPORTING 75,000 lbs.
7. LOT 1, BLOCK 6 IS 2.56 ACRES AND WILL BE RE-DEVELOPED IN THE FUTURE WITH UP TO 38 HOUSING UNITS. LOT 1, BLOCK 11 IS 2.63 ACRES AND WILL BE RE-DEVELOPED IN THE FUTURE WITH UP TO 40 HOUSING UNITS. BOTH LOTS WILL REQUIRE A CONDITIONAL USE PERMIT.
8. THIS SUBDIVISION IS OUTSIDE THE BOUNDARY OF ANY IRRIGATION DISTRICT AND DOES NOT HAVE IRRIGATION WATER RIGHTS. THEREFORE, PRESSURIZED IRRIGATION WILL NOT BE PROVIDED TO EACH LOT.
9. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH COUNTY CODE IN EFFECT AT THE TIME OF THE RE-SUBDIVISION.
10. THIS SUBDIVISION PHASING PLAN MAY BE MODIFIED BASED UPON MARKET CONDITIONS.

3 PRELIMINARY PLAT DATA

TOTAL ACRES	**109.89 AC**
PUBLIC RIGHT-OF-WAY	21.62
RESIDENTIAL	67.73
OPEN SPACE/COMMON	19.29
OPEN SPACE/COMMON AREA PERCENTAGE	17.15%
COMMON DRIVEWAY	1.25
TOTAL LOTS	**466**
SINGLE FAMILY RESIDENTIAL	410
OPEN SPACE/COMMON	51
COMMON DRIVEWAY	5

ZONING	
EXISTING: RUT	PROPOSED: R-1M AND R-1C
MINIMUM LOT SIZE (SF)	
SINGLE FAMILY	4,318 SF
AVERAGE LOT SIZE	
SINGLE FAMILY	7,195 SF
RESIDENTIAL DENSITY (Du/Ac)	
RESIDENTIAL GROSS DENSITY	3.73
RESIDENTIAL NET DENSITY	6.05

4 CONTACT INFORMATION

ENGINEER

CIVIL INNOVATIONS, PLLC
CONTACT: BEN THOMAS
1043 E. PARK BLVD. STE 101
BOISE, IDAHO 83712
PHONE: (208) 884-8181

DEVELOPER

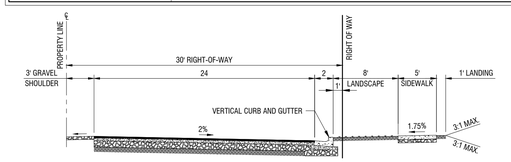
CONGER MANAGEMENT GROUP, LLC
CONTACT: JIM CONGER
4824 W. FAIRVIEW AVE.
BOISE, ID 83706
PHONE: (208) 336-5355

SURVEYOR

SAWTOOTH LAND SURVEYING, INC.
CONTACT: CARL PORTER, PLS
2030 S. WASHINGTON AVE.
EMMETT, ID 83617
PHONE: (208) 398-8104

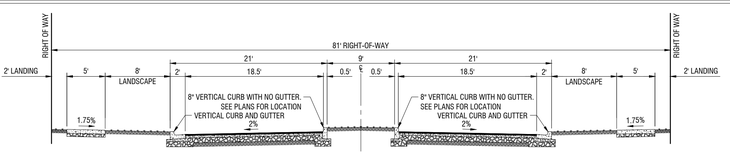
LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- CENTERLINE
- PROPERTY LOT LINE
- EP — EXISTING EDGE OF PAVEMENT
- PROPOSED VERTICAL CURB
- PROPOSED VERTICAL CURB/NO GUTTER
- PROPOSED ROLLED CURB
- 345 — EXISTING 5' CONTOUR
- 340 — EXISTING 1' CONTOUR
- DRAINAGE SWALE
- PROPOSED STREET SIGN
- EXISTING STREET SIGN
- EXISTING STREET LIGHT
- DIRECTION OF SURFACE FLOW



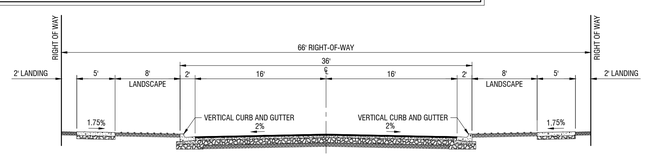
5 TYPICAL HALF-STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - S. AMBER RIDGE AVENUE



6 TYPICAL STREET (DETACHED SIDEWALK) WITH ISLAND

NOT TO SCALE - E. BLACK OAK STREET



7 TYPICAL STREET (DETACHED SIDEWALK) SECTION

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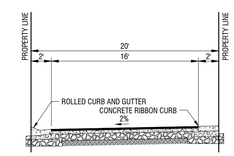
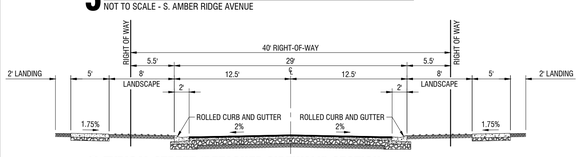


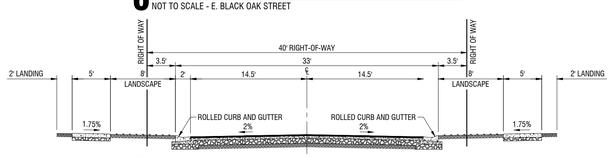
8 TYPICAL ALLEY SECTION

NOT TO SCALE



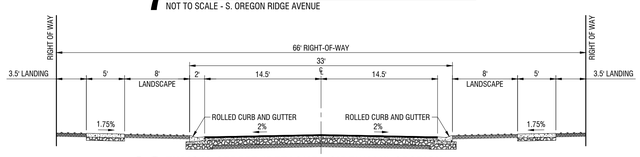
8 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - S. TOPAZ RIDGE AVE., S. GOLDEN EAGLE AVE., S. FALCO AVE., AND S. SNOWBIRD AVE.



9 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. SILVER RIDGE ST., E. COBALT RIDGE ST., E. FOREGO ST.
E. SILVER RIDGE ST., E. FERRUGINOUS ST., E. BLACK OAK ST., S. INDIGO RIDGE AVE.,
S. GOLDEN EAGLE AVE., S. WHITE TAIL AVE., S. SNOWBIRD AVE., AND S. BOGUS RIDGE WAY



10 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. RUSH VALLEY STREET

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 101
BOISE, ID 83712
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REVISIONS

PROFESSIONAL ENGINEER — REGISTERED — 10862 — 07/17/17 — STATE OF IDAHO — BENJAMIN P. THOMAS

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY PLAT PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.100
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	07/17/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.100

SHEET 1 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg

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NO.	DESCRIPTION	BY	DATE
	REVISIONS		

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.101
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	07/17/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.101
SHEET 2 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg

CIVIL INNOVATIONS NORTH

1320.61' S89° 46' 17"E

1317.75' S89° 43' 33"E

3959.25' N89° 47' 32"W

30' NON-EXCLUSIVE ACCESS EASEMENT
INSTRUMENT NO. 101059528

FUTURE SUNNYRIDGE SUBDIVISION

SUNNYRIDGE SUBDIVISION

E. BLACK GOLD STREET

E. FOREGO STREET

E. SILVER RIDGE STREET

E. FERRUGINOUS STREET

E. BLACK OAK STREET

E. RUSH VALLEY STREET

S. FALCO AVENUE

S. WHITE TAIL AVENUE

S. OREGON RIDGE AVENUE

S. SNOWBIRD AVENUE

S. BOISE RIDGE WAY

HIGH KVA TRANSMISSION TOWER

7' WIDE PATHWAY

IDAHO POWER EASEMENT
INSTRUMENT NO. 10105139

IDAHO POWER EASEMENT
INSTRUMENT NO. 911909

IDAHO POWER EASEMENT
INSTRUMENT NO. 453634

IDAHO POWER EASEMENT
INSTRUMENT NO. 10105140

20' WIDE LANDSCAPE BUFFER

BLOCK 10 · BLOCK 11 · BLOCK 12 · BLOCK 13 · BLOCK 14 · BLOCK 15 · BLOCK 16 · BLOCK 17 · BLOCK 18 · BLOCK 19 · BLOCK 20 · BLOCK 21 · BLOCK 22 · BLOCK 23 · BLOCK 24

80 40 0 80 160
HORIZONTAL SCALE IN FEET

CIVIL INNOVATIONS, PLLC
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NO.	DESCRIPTION	BY	DATE
	REVISIONS		

RUSH VALLEY SUBDIVISION

BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.102
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	07/17/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.102

SHEET 3 OF 3

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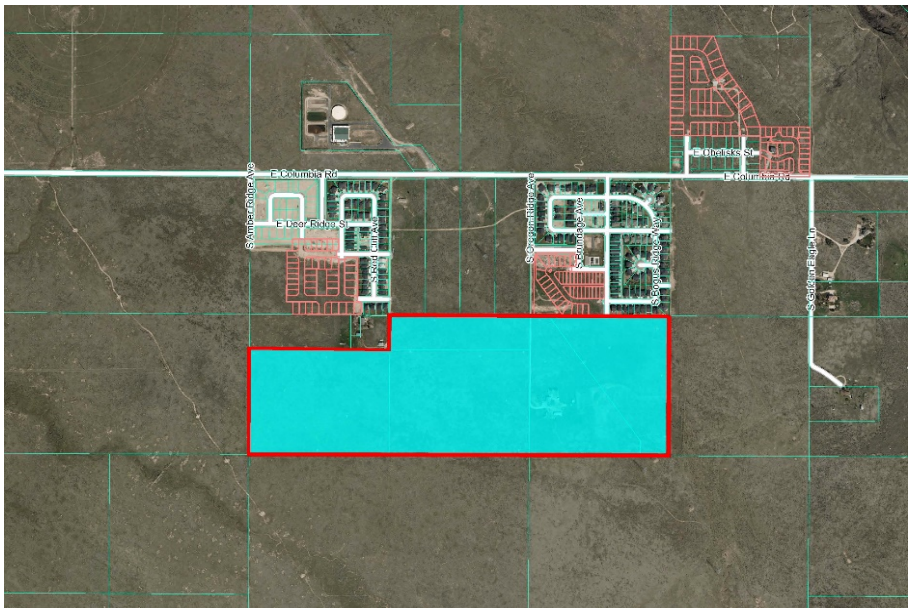
MEMO

TO:	Mayor and Boise City Council
FROM:	Hal Simmons, Planning Director
PREPARED BY:	Todd Tucker, Senior Planner
HEARING DATE:	July 18, 2017
RE:	CAR16-00037 & SUB16-00067 / Annexation & Rezone / Preliminary Plat

The applicant is requesting to annex approximately 110 acres with approximately 82.25 acres zoned R-1C and approximately 27.64 acres zoned R-1M. In addition to the annexation and rezone, there is a preliminary plat for a residential subdivision comprised of 410 single-family lots, and 2 lots for future development with either neighborhood commercial, multi-family or cottage style development. There are also 52 common lots. The property is located at 6405 E. Columbia Road.



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Page 90 Agency Comments

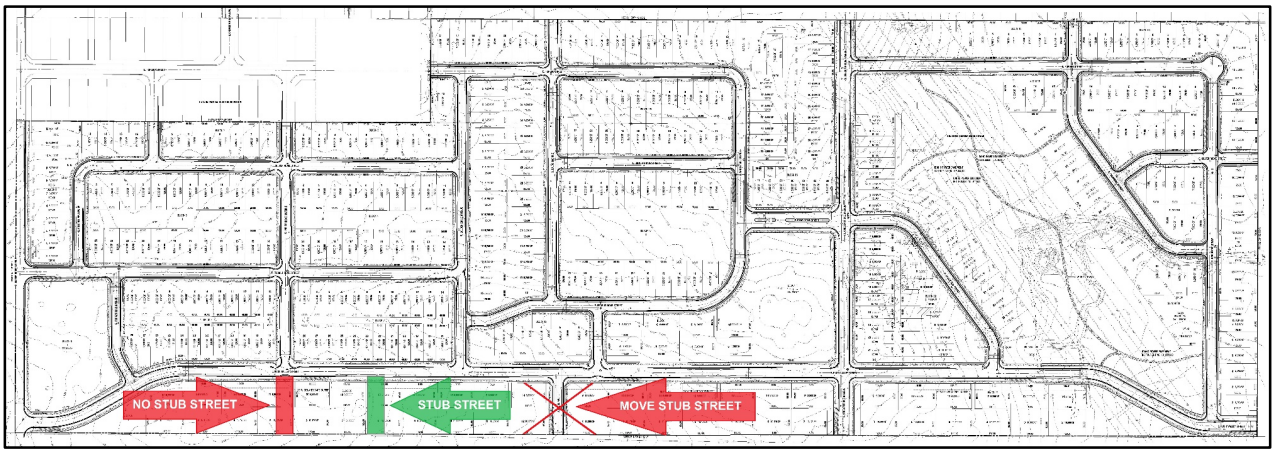
This report includes information available on the Boise City Website.
The entire public record, including additional documents, can be viewed through PDS Online.

Summary

The applicant is requesting annexation of approximately 110 acres located at 6405 W. Columbia Road with two zoning designations. The majority of the development (approximately 82.25 acres) will be zoned R-1C (Single-Family Residential – 8 Dwelling Units/Acre) and a smaller portion of approximately 27.64 acres will be zoned R-1M (Town Lot Residential – 17 DU/Acre). The annexation will facilitate development of the site with a residential subdivision comprised of 410 single-family residential lots, 2 lots set aside for future multi-family or cottage style development, and 52 common lots.

The property is located within what has been identified as the East Columbia Area, and there are specific policies within the Southeast Planning Area that apply to development in this part of the City. *Policy SE-CCN 2.2* requires a master plan that demonstrates adherence to the principles outlined below shall be submitted to the Planning and Zoning Commission for approval prior to further entitlement in the East Columbia area. In March 2017 the City Council approved an Interim Policy Set for the East Columbia Sub-Area to allow for continued, limited development in the planning area. The policy set was informed by Blueprint Boise and also input from the East Columbia Stakeholder group and reflects a scaled back approach to planning for the area at this time. The Interim Policy Set was used to analyze the development applications.

The applicant was in disagreement with one of the recommended conditions of approval. The condition in dispute was #5 which required Indigo Ridge avenue to be extended as a stub street to the south from Rush Valley Street to the southern boundary of the subdivision. After a lengthy discussion the Planning & Zoning Commission removed that condition and added a new condition requiring the proposed Falco Avenue stub street be moved to the west to be located between Golden Eagle Avenue and Indigo Ridge Avenue. This is demonstrated in the image below.



The Planning and Zoning Commission expressed some concerns about the pedestrian crossing and bike lanes on the collector roads, and added conditions of approval at the hearing to help mitigate those issues. The following recommended conditions of approval were added by the Planning and Zoning Commission at the hearing:

6. The collector streets (Amber Ridge Ave., Rush Valley St., and Oregon Ridge Ave.), and the section of Forego St. between Oregon Ridge Ave. and Snowbird Ave. shall be improved with bicycle facilities (i.e. striped bike lanes or sharrows).

7. Where collector streets intersect (Amber Ridge Ave. & Rush Valley St. – Oregon Ridge Ave. & Rush Valley St.) striped cross walks shall be installed. In addition, the intersection of Golden Eagle Ave. and Rush Valley St. shall be improved with a striped cross walk.

However, ACHD has responded that these conditions need to be eliminated, because what is required is not allowed by ACHD.

In addition to the testimony provided by the applicant team, several neighbors testified in opposition to the project. The focus of the concern was traffic. The residents testified that Columbia Road that provides the only means of access to the project is a substandard road that cannot handle additional traffic.

The Boise Fire Department also commented on the single point of access provided to this development from Columbia Road. They provided two options to for the developer to comply with the adopted Fire Code. The approval of any final plats shall be contingent on either the construction of an approved secondary fire apparatus access road or the installation of automatic fire sprinkler systems in all dwelling units.

After hearing testimony from the Planning Team, the applicant, and neighbors in opposition, the Planning and Zoning Commission recommended approval of the annexation and the preliminary plat with conditions of approval.

Recommendation

The Planning and Zoning Commission recommends approval of the Annexation and Rezone from RUT (Ada County) to R-1C and R-1M as it is in conformance with the findings listed in Section 11-03-04.15.a of the Development Code. In addition, they also recommended approval of the preliminary plat for the Rush Valley Subdivision with conditions of approval.

FINAL

COMMISSION MEMBERS PRESENT

☒ Rich Demarest, Chair
☒ Milt Gillespie, Vice-Chair
☒ Stephen Bradbury
☒ Douglas Gibson
☒ Jennifer Stevens
☒ Tamara Ansotegui
☒ Eileen Thornburgh
☐ Paul Faucher (Student)

CAR16-00037 / Conger Management Group
6405 E. Columbia Road
Annexation of approximately 110 acres with R-1C (Single Family Residential) and R-1M (Residential Town Lot) zoning. Todd Tucker

SUB16-00067 / Rush Valley
6405 E. Columbia Road
Preliminary plat for a residential subdivision comprised of 430 buildable and 53 common lots on approximately 110 acres in proposed R-1C (Single Family Residential) and R-1M (Residential Town Lot) zones. Todd Tucker

Todd Tucker (City of Boise): Good evening, Mr. Chairman, members of the Commission. This presentation will cover two items this evening. CAR16-00037 is an annexation of 110 acres into Boise City with two different zoning designations, R1C and R1M and SUB16-00067 is a preliminary plat for a 412-lot residential subdivision.

Subject property is located south of Columbia Road approximately a mile and a half to the east of Micron. The property is located within the Boise area of impact and adjacent to city limits along the northeast border of the property. The land use map identifies the property as planned community which allows just about every zoning designation and the adjacent subdivision to the northeast – the one that's in the city – is zone R1C.

The other adjacent subdivision located to the northwest is located in the county and is zoned both R8 and R12 and the requested R1C and R1M zones are compatible with the existing zoning and development within the area. Within the development, the areas that are shaded in red are the ones proposed for R1M and the balance of the subdivision in the white is to be zoned R1C.

FINAL

You may recall last February when the Comprehensive Planning Division presented the East Columbia interim development policies to the commission. Later in March, the City Council reviewed and adopted the interim development policies and the adoption of the policies allows development to proceed in this area without the approval of a full-scale master plan as the comprehensive plan requires.

The subdivision has 412 buildable lots, 52 common lots. There are three collector roads that run through the property. Two run north and south, one along the western edge of the property, one through the middle and a third collector runs east/west near the southern edge of the project. There are numerous open space lots and the lot that runs under the Idaho Power corridor to the east side has trails that traverse through that area. There will also be a clubhouse and a pool centrally located to the project.

The subdivision complies with the interim development policies that apply to this project. They are identified in the project, but I did want to run through a few of them in this presentation and the first one I'd like to touch on is product types. So, the code requires a development of this size provide at least three different product types. The subdivision will provide four: (1) traditional front-loaded detached single-family housing as shown in the cream color there. (2) The purple – these lots are detached single family homes that will be accessed via common driveways. (3) The blue – these are single- family homes or single-family lots that will be accessed via alleys so they'll be rear-loaded from alleys, and (4) these two lots are left as larger parcels that the applicant intends to come back at future dates and develop either with a neighborhood commercial development, or with multi-family, or cottage style development.

All of the streets within the subdivision will have detached sidewalks. That will be cohesive with the subdivisions that are existing to the northeast and the northwest. Both of those subdivisions have detached sidewalks with tree-lined streets. This will help with the streetscape and then also the pedestrian experience within this development and then to provide a better streetscape along the collector roads, the homes that front the street will have vehicular access either from the rear or from the common driveways to reduce the number of driveways on the street and then also to enhance the visual effect of those collector roadways.

There is one condition in dispute with the applicant. Recommended condition of approval number five requires that Indigo Ridge Avenue be extended south from Rush Valley Street to the project boundary of the subdivision. The stub street was recommended to break up the block length and to provide additional connectivity to the property to the south which will be redeveloped in the future at some time. We don't know when, but in the future, it will be.

As far as our recommendation, the planning team is recommending approval of both applications: the annexation and rezone, and the subdivision. Because these applications require final approval from the City Council, your motion tonight will be a recommendation to the City Council. That concludes my presentation. I have listed the findings for an annexation on the screen there for your review, but that concludes my presentation.

Chairman Demarest: Thank you, Todd. Okay, time to hear from the applicant. Come on up.

APPLICANT TESTIMONY

Heath Clark (251 E. Front St.): Alright. Good evening everyone. Heath Clark, 251 E. Front St. in Boise with the law firm of Spink Butler, representing the applicant.

Chairman Demarest: Mr. Clark, so you're eligible for up to 30 minutes as you probably know.

Heath Clark (251 E. Front St.): Yeah.

Chairman Demarest: Can we start with ten?

Heath Clark (251 E. Front St.): Ten. I will shoot to go well under that.

Chairman Demarest: Great. Thank you.

Heath Clark (251 E. Front St.): Okay. So, we're here to talk tonight about Rush Valley and as Todd showed you where it's located. It's on Columbia Road east of Micron. I wanted to start – sorry. I'm used to the old laptop that has the mouse that I can reach for so I'm sorry for reaching back and forth here. Slide it over a little bit. So, you've seen the maps. East Columbia Road – or excuse me, the East Columbia area is an important area to the city because it's one of the last kind of significant areas where the city can grow. As Todd mentioned, it's been anticipated for annexation and development and the City's been working on plans in order to be in place when that finally occurs.

The area is planned for development, but it's not your typical situation in that there are vast amounts of property that are owned by Micron and Simplot and they are obviously the two key players when it comes to the larger decisions that are going to be made for this area, but in the meantime, the city has wanted a way for these non–Simplot or non-Micron owned properties to move forward.

In addition to the interim plan that Todd has mentioned, the city has done planning for sewer out there so the Sunny Ridge Lift Station accommodates 720 units. When this project comes in, it will use up 700 total of that when you take into account the other projects that are already there. So, the city has worked with Micron and Simplot over the past few years, but they haven't been in a place where they felt comfortable. So the way that the city has allowed this to go forward is through the two step process that Todd has described including the interim plan that was approved by the council in March and the direction was that development can continue to go forward based on that interim plan.

So, this was my slide that I forgot to reach over and click because of my lack of a mouse, but walking you through that narrative. So, I won't walk you through everything that's in the interim plan. It's not worth – everyone here is familiar with it, but it does have policies that are in place with regard to open space and natural resources and land use. There's a transportation map that's included with the interim plan. It's very detailed. It uses the same language that you would expect to see in a comprehensive plan. I wouldn't be shocked if the basic principles that are in that interim plan are what ultimately end up being adopted later on.

We've been involved in that process. We've been working with the city for a number of years at this point and this application as you might know has been into the City for quite some time. We have reworked our site plan a number of times as that interim plan has developed as Todd can attest and it's been as painful for him as it's been for us sometimes, but as Todd has noted, we've developed a project that does satisfy that plan and here are some of the highlights.

The 410 residential lots with the two lots set aside for future development once we know what this area's going to look like a little bit more. So that includes the lot on the southwest there and then the lot there down along our eastern north/south collector.

There are three housing types which is a requirement of the interim plan for any development above 20 acres that we've requested no modifications to setbacks. We've provided for walking paths and trails and as I mentioned, we're utilizing the existing city sewer capacity.

In terms of agency responses, we've had full approval from ACHD at staff level. They've reviewed all the roadways including our traffic reviews and have been fine with all of that. We've received no negative comments from any agency and we're in agreement with the staff report on everything but one condition. We got really, really, really close. So, that condition deals with this connection and the location I have noted on this slide that's at Indigo Ridge Avenue.

As background – and you probably saw this in the staff report – the connectivity score for this project without this stub is 1.82. As you know 1.5 is considered an acceptable connectivity rating. We're asking you to forego this stub and I'll kind of walk you through why.

You can see that we provided for connectivity throughout the project. We've got stubs on the west, on the south, east and on the north. The two areas where we've noted with arrows are our north/south collectors. So, that's where we anticipate that the traffic would be flowing north and south out of the project. The Rush Valley Road, which is the southernmost east/west, is our third collector. So, we anticipate that traffic would be moving – those would be the natural places for traffic to flow in and out of the subdivision from the north and the south.

Now if you look closely at Indigo Ridge, it may not be the easiest thing to see on this drawing, but we've provided for bulbouts in those areas as a pedestrian calming measure. Our idea for that part of the development is for it to be more pedestrian friendly and so we're concerned that if we add a stub at the southernmost portion of it, that takes away from what we're trying to create there. That that would draw some of the traffic into Indigo Ridge rather than having the incentive to go out to the collectors. We think that there isn't really a whole lot of bang for the buck in adding that when we're already above the connectivity index threshold.

So with that, we've done significant outreach. A couple of the neighborhood meetings we worked with Todd for months and months and months on this one. Todd has been spectacular by the way. He's someone I really enjoy working with. We've presented a project that satisfies the city's plan. It has three product types. It has the trails. It has the parks. We have the community center.

There's been no agency opposition and we have nearly complete agreement with staff report and we would ask for just this one modification which would be to just delete condition five. There wouldn't need to be any re-wording of condition five. It'd just be a deletion. So, with that, I'm in under ten.

Chairman Demarest: Thank you.

Heath Clark (251 E. Front St.): So happy to answer any questions.

Chairman Demarest: Mr. Clark thank you. So let's see. We have any questions for either you or Mr. Tucker. Commissioner Bradbury.

Commissioner Bradbury: While Commissioner Gillespie is flipping the invisible coin, I'll jump in ahead.

Commissioner Gillespie: [Inaudible 01:31:02].

Heath Clark (251 E. Front St.): He who hesitates.

Commissioner Bradbury: Mr. Clark, I guess I'm kind of curious about the connection to the south that you'd like us to delete. Have you had any conversations with ACHD about that and where ACHD falls on the question?

Heath Clark (251 E. Front St.): We haven't had – Mr. Chairman, Commissioner Bradbury. They have approved it without that connection. We have not had any direct conversations with them about whether they would prefer it to be there or not.

Commissioner Bradbury: Thank you. So, I'll ask maybe Todd that question and kind of a follow up which is remind us why we'd like that connection or me. Everybody else here may understand it but I – maybe you could help us understand why we think we'd like that.

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Bradbury as far as ACHD's input on this, the applicant's correct. They approved it without the connection. Generally what ACHD does in these situations is say that the city requires it. We'll go ahead and take it and if you want to dedicate it as public right-away, but we're not going to require you to do it because you meet our standards.

One of the reasons that we recommended that connection is to – that's a fairly lengthy block right there so the code – or the interim policy talks about block lengths – recommended block lengths being around 450 feet. This length exceeds that. We just felt that it was – to break up the block length to provide an additional option or additional opportunity for connectivity. As you know, the comp plan – this commission – the council's been very pro-connectivity on development and so that's why we recommended the one additional stub street to the south.

Commissioner Bradbury: Thank you.

Commissioner Gillespie: Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: So, what does the code itself – not the comp plan amendment or the interim plan – what does it say about block length?

Todd Tucker (City of Boise): Nothing.

Commissioner Gillespie: So, it's all comp plan policy when it comes to block length?

Todd Tucker (City of Boise): Correct.

Commissioner Gillespie: And what would you say that block length is without the stub?

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gillespie I guess it all comes down to what you view the block. If you're looking at the south side of the street and those connections, it's probably a quarter of a mile. If you look at the north side of the street, it's broken up by three streets and it's much less. It's right at the 450 mark so it really depends on – the south side of the street the block is much larger. The north side of the street it complies with the code.

Commissioner Gillespie: The plan. Thank you.

Todd Tucker (City of Boise): The plan, sorry.

Heath Clark (251 E. Front St.): Mr. Chair and Commissioner Gillespie, if I could just make one comment on that.

Chairman Demarest: Sure.

Heath Clark (251 E. Front St.): Or actually two comments. One thing that we've kicked around with regard to that block length is one compromise position perhaps could be relocating that stub further to the west in order to reduce the length of that block. Now the other thing that I think we all have to keep in mind is that this road – Rush Valley – is the east/west – is a collector and so you don't want the collector broken up every 250 yards or whatever it might be by so many connections. So, that's another reason why we thought it was appropriate to try to reduce the number of stubs, but I do think that sliding the existing stub to the west might address some of the concern.

Chairman Demarest: How far would you go?

Asides

Heath Clark (251 E. Front St.): Mr. Chair – and I'm not sure who asked the question.

Chairman Demarest: I did.

Heath Clark (251 E. Front St.): Mr. Chair. I think that it would be most appropriate if we were to slide it that it would slide west of – forgive me. That street name is failing me, but we don't want to create –

Chairman Demarest: Golden Eagle.

Heath Clark (251 E. Front St.): Basically the exact same situation that we're concerned about on Indigo Ridge by putting that stub there and then making another racetrack down the center of the project.

Chairman Demarest: Okay. Thank you. Other questions? We've got some. Commissioner Gillespie.

Heath Clark (251 E. Front St.): The coin tosses are going.

Commissioner Stevens: All so polite.

Commissioner Gillespie: As I recall – or is the – the code itself is silent on the desire or the requirement to create a grid system to make streets align? Is that correct? It's all just policy statements in the comp plan with respect to creating or maintaining grids.

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gillespie, that's correct. There's no language in the development code that talks about street alignments or grid systems.

Commissioner Gillespie: Thank you.

Chairman Demarest: Commissioner.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner.

Commissioner Stevens: It's my turn.

Chairman Demarest: It is.

Commissioner Thornburgh: And then it will be mine.

Commissioner Stevens: Oh. Unless you want to go first.

Commissioner Thornburgh: No. Go right ahead. I'll arm wrestle you for it.

Commissioner Stevens: That would be good entertainment. Let's see. I had a couple questions regarding the application itself and how it's evolved because if I understand the ACHD approval, they are approving attached sidewalks and 33-foot street sections as opposed to 29 foot street sections and detached. So, I just want to make sure I understand that what was in front of us is the latter and not what ACHD approved. I just want to clarify that for the record.

Todd Tucker (City of Boise): Mr. Chairman and Commissioner Stevens. Yes, this project when it was originally submitted did not have detached sidewalks, but through the conversations with the developer and reviewing the code, the comprehensive plan, we recommended to them detached sidewalks and they agreed to provide those.

Commissioner Stevens: Okay.

Todd Tucker (City of Boise): So, that is detached sidewalks separated by eight feet of landscape.

Commissioner Stevens: That's great. So, you had a slide a couple of slides ago behind this one that you lit up different sections of the plan with different colors. I was hoping you could go back and show us what the perimeter of the project is lit up as and if you could just remind us what that color means.

Todd Tucker (City of Boise): Teri, will you switch it back to this one here?

Commissioner Stevens: Sorry. That's right. That wasn't your slide was it that was up. Okay. So yeah, the purple and the peach color I guess I'm curious. I'm wondering whether those garages – you said they were front-loaded in one of those two colors and I'm hoping you could just kind of expand a little bit on and show us when you say front-loaded, to the interior, to the exterior. I don't know what we're talking about.

Todd Tucker (City of Boise): Sure. So, the lots that are highlighted now in the beige color – those are going to be your traditional front-loaded lots –

Commissioner Stevens: To the street.

Todd Tucker (City of Boise): The driveways will come off of the street into the garages. The purple – these lots will be accessed via common driveway. So, they'll be one driveway that provides access to these four lots – these three lots. These lots here. And then down here – the ones on the collector these are set up in groups of four so they'll be essentially one common driveway in the middle that accesses four houses. And then you'll separate it and I think it's about 210 feet way. They'll be another driveway that provides access to four houses. So there'll be a limited number of driveways on that collector roadway.

Commissioner Stevens: Okay. Follow up if I could. Can you go back to the peach color? The interior I understand of that, but if I'm reading the plan correctly, the ones on the perimeter are not facing two streets, right? They're double-fronted. So my question is where is that front loading happening?

Todd Tucker (City of Boise): These lots the driveways will be off of this street.

Commissioner Stevens: Okay and what about the –

Todd Tucker (City of Boise): The homes will face out. Over here these are backyards.

Commissioner Stevens: Okay.

Todd Tucker (City of Boise): So, when this property to the east develops, more than likely they'll have their backyards to this property line. So these are backyards against the exterior of the – or boundary of the subdivision.

Commissioner Stevens: On both the north and the east.

Todd Tucker (City of Boise): The north and the east and the south these will be yards back there as well.

Commissioner Stevens: Great. Thank you so much and one last question if I could Mr. Chair. From one north/south collector to the other, how much – how wide is that? Could you maybe convert to maybe miles for me?

Todd Tucker (City of Boise): Sure.

Commissioner Stevens: Instead of – I have a hard time converting to feet so if you could-

Todd Tucker (City of Boise): So, from this collector here to this collector here?

Commissioner Stevens: Yeah or if you want to just tell me the whole – the width.

Todd Tucker (City of Boise): The whole width?

Commissioner Stevens: Yeah.

Todd Tucker (City of Boise): Is the whole width a mile? Is it a mile all the way across? So that's three quarters of a mile.

Commissioner Stevens: Great. Thank you.

Chairman Demarest: I believe Commissioner Thornburgh is next.

Commissioner Thornburgh: Yes, I do. As an officer reading these plans, I'm looking at page 60 of 92 and it's one of the plat maps and I'm seeing cul-de-sacs where there are no cul-de-sacs up there. I'm confused why this plat map looks so different from that one. Specifically, it's either Jasper or Juniper Street that is a cul-de-sac on the east end.

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Thornburgh, I think if you're referring to page 60 of the staff report –

Commissioner Thornburgh: I am.

Heath Clark (251 E. Front St.): That is – I think that goes with the ACHD approval which was of the prior iteration. It's since been updated. And ACHD has said that their approval stands.

Commissioner Thornburgh: Okay. So, I'm looking at an older version. I need to upgrade myself here.

Heath Clark (251 E. Front St.): That's correct.

Commissioner Thornburgh: Okay.

Heath Clark (251 E. Front St.): It's hard to follow sometimes for sure.

Commissioner Thornburgh: Yes. Thank you.

Chairman Demarest: Commissioners?

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: Question specific to the east/west collector road – first one and this may be for staff. Are they required to install a bike lane or any similar infrastructure to facilitate bike riding?

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gibson, I'd have to look at the revised plans that were submitted. I can't remember if a bike lane was provided on the

east/west collector or not. The developer may be better to answer that. I don't think there was, but I could be wrong.

Commissioner Gibson: Question for the applicant then.

Commissioner Stevens: We need to have him say it on the record.

Heath Clark (251 E. Front St.): Mr. Chair, commissioner.

Chairman Demarest: Would you repeat that for us?

Heath Clark (251 E. Front St.): Yeah. Mr. Chair, Commissioner Gibson, the street section is a 36-foot street section so a little wider than what might otherwise be approved. It's not proposed to be striped for bikes at this point and that wasn't part of what ACHD reviewed.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: Alright So then as another follow then if we're – not the comprehensive plan but the overall development of this area and this is more a question for staff and maybe my memory's fogging on it, but I thought that when we were looking at this entire area to be developed – 32,000 residents in 20 years, etc., etc., that one of the amenities would be connectivity for biking and connection to the green belt and etc., etc. And as presented, it appears as if this would be an island and that there would be no way to move if on the east another project goes in and the south and this area builds in and in 15-years other subdivisions come in with bike lanes we would then have a project with no bike lanes.

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gibson, it wouldn't be an island by itself. It'd be an extension of two other islands that don't also have bike lanes but yes in effect. So the street width is wide enough or the right-of-way is wide enough to accommodate for, if not a standalone bike lane, at least a sharrow so that it could be accommodated for bicyclists. And that is definitely a condition that the commission has the purview to add to this if you decide to recommend approval of this, to add a condition that requires either a bike lane or at least a sharrow for the collector roadways.

Commissioner Gibson: Mr. Chairman, one more question for the applicant. Specific to the extension of the road condition, item number five I believe. The condition number five that you guys would like to see stricken. In the event that that is retained, would you have to change your number of lots? In essence of looking at this exhibit, it appears as if we've got a partial driveway to the east of that anyways. You would affect those four

lots, but would it be of such a magnitude that you'd end up net down two or net down four?

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Gibson, I don't know that we're down four. Yeah. We haven't identified whether it would be two or four, but it would at least be two.

Commissioner Gibson: Thank you.

Heath Clark (251 E. Front St.): Commissioner Gibson, if I could –

Commissioner Gibson: Sure.

Heath Clark (251 E. Front St.): On another follow up on the bike lane issue. I think the way that I might look at it is that this is an island right now. There is no development on either side, but we are reserving that wide right-of-way so that a bike lane could go in so that at some point if it were appropriate and if it connected to something else. At this point again, it's a collector roadway that's built – it's upsized to be able to handle future development when it comes in either side, but that future development isn't there and so that's why we've looked at it the way we have.

Commissioner Gibson: Thanks.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: This is a question for the applicant. I was hoping you could tell me if there are pedestrian crossings at each of those – across the collector east/west if there are pedestrian crossings planned for at any of those streets that cross over the east/west.

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Stevens, if you look at the current set of plans and look closely and I know it's kind of hard to see but we've got bulbouts and choke points as you go all the way across there and that we believe would provide for some traffic calming to help address any pedestrian issues. And then there would obviously – just making sure that's right. Forgive me, Commissioner Stevens. I just wanted to confirm. Yeah. We're using the choke points to reduce any of the traffic speeds there, but we haven't provided for separate crossings.

Commissioner Stevens: Mr. Chairman. So just to clarify then there won't be any crosswalks at those spots even?

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Stevens, not anticipated.

Commissioner Stevens: So, for a mile from one end to the other, there will not be a single spot with a crosswalk.

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Stevens, we're going with ACHD policy on this one and that's what we provided for at this point.

Chairman Demarest: Further questions for either applicant or staff? Commissioner Gillespie.

Commissioner Gillespie: So, I just have – returning to this question of the grid – just a couple of questions. So, on the far western side of the development, the road is Amber Ridge Avenue. Are you building that all the way to connect with the next development to the north and will that connect all the way through to Columbia or is that not there – like it's not there yet?

Heath Clark (251 E. Front St.): Mr. Chair, Commissioner Gillespie, it is not there yet. We're building it as it exists.

Jim Conger (4824 West Fairview Avenue): The existing road and they're one [inaudible 01:48:19].

Commissioner Gillespie: Right. So eventually –

Heath Clark (251 E. Front St.): That's what I meant.

Chairman Demarest: Hang on. Let me suggest Mr. Conger come on up right?

Commissioner Gillespie: Come up so you can get in the mike, Jim.

Chairman Demarest: It'll save your voice.

Commissioner Gillespie: Yeah. So currently the only way in and out of this subdivision is further to the east off Columbia on Snowbird. Is that correct? That's the one that comes in through the eastern development comes down and it hits Forego, so that's the main access point until Amber Ridge goes in further to the west. So there will then be two.

Jim Conger (4824 West Fairview Avenue): Members of the commission, Jim Conger, 4824 West Fairview Avenue.

Chairman Demarest: Thank you Mr. Conger.

Jim Conger (4824 West Fairview Avenue): Mr. President, Commissioner Gillespie. Yeah. This project will be phased. It will start at the east of the project, which is the right side of your screen that's up in front of you right now, which one stub will come out of the existing neighborhood and then they will most likely – before we can do anything past a Phase I, that collector road will be in with their next phase. So we'll end up having two points of access, one being the collector which would be – can we switch the – oh is that not on?

Chairman Demarest: We can see it.

Jim Conger (4824 West Fairview Avenue): Todd's got me a feed.

Chairman Demarest: There we go.

Jim Conger (4824 West Fairview Avenue): So, that collector will be the second point of access which will go straight to Columbia Road.

Commissioner Gillespie: Right and then they'll be one on the far west at some point.

Jim Conger (4824 West Fairview Avenue): Then we will go on the far west. So just to give everybody a bit of an idea we'll go kind of the midpoint of the project so we can get to the pool facility and then we actually run out of Suez water. And then we need to go to the west side and that development will then be to our boundary and then we will develop back towards the center from the west side and then we'll have full Suez water.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: So, another question and again, I know the code is silent on this, but it drives me crazy. So, Forego Road is a pretty important road for you guys and it's in the eastern side right because everything's coming down and T's into that. Why don't you just keep extending it across because most of it is all the way built east/west and you're picking up two or three lots by not extending it?

All that's blocking it from going clear through is the Guyer property sitting in the middle and it would create a much better grid. I know I'm barking up a tree that not's in the code, but I guess I just don't understand why you wouldn't want to do that. It will relieve so much traffic going up and down going on that north/south connector because people won't have to go woo, woo, woo. Does that make sense, Jim? You getting what I'm saying?

Jim Conger (4824 West Fairview Avenue): Well yeah. Members of the commission, Commissioner Gillespie, we have three collectors on this road and for all of the rest of the roads, we kind of appreciate if they have to do a little bit of this otherwise we get these racetracks. The next thing you've got 40 neighbors going to highway district and going to the city of Boise looking for grant money to figure out how to do speed humps and everything else with it.

So the whole premise of the transportation plan is to get those two red arrows that Heath had on – was to get the north/south collectors that have no front on housing. Then we have the one western – the east/west collector and then our pod of homes are going to flow east/west to the red. The neighbors on the insides – they flow east/west if you look at those existing plans to the red collectors and so forth.

So those red collectors are going to take you north and south and we would love to get them out of their neighborhood and we'd love to get them out of our neighborhood to the red collectors. I think that's certainly hopefully prudent you would think.

Commissioner Gillespie: Thank you.

Chairman Demarest: Okay. Commissioner Thornburgh.

Commissioner Thornburgh: Yes. I have a follow-up question to what Commissioner Stevens was asking. So when we're looking at those red north/south connectors, there's no crosswalks there? Did I misunderstand that?

Jim Conger (4824 West Fairview Avenue): Members of the commission and Commissioner Thornburgh, as in crosswalks, some stripes painted on the asphalt? Is that what we're talking about?

Commissioner Thornburgh: For pedestrians.

Jim Conger (4824 West Fairview Avenue): For the crosswalks. Yeah. There certainly can be. It is not a requirement, but if there needs to be on those collectors, we certainly would and by the time we would probably finish the pool and see all our pathways on the east side, we would probably be smart enough by then hopefully to figure out we need to put them down. So – but certainly on the collectors, we can just commit to that right now and say if that's what we're talking about, that certainly wouldn't be prudent. We need to follow whatever ACHD requires, but it seems like that would certainly be prudent.

Commissioner Thornburgh: Thank you.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: May as well beat this dead horse. We've talked about Rush Valley. Am I to understand then that there is no – I mean if you haven't thought about pedestrian crossings on that big collector, am I correct in assuming then that there are no planned pedestrian crossings in other parts of the develop either.

Jim Conger (4824 West Fairview Avenue): Members of the commission and Commissioner Stevens, we absolutely think every choker is designed with pedestrian ramps and all of them are functioning and operate and you walk up the street – it is a pedestrian crossing. Do we stripe every one of them that then gets chip-sealed every five years and never restriped again or the striping goes away? On the interior local roads, we do not stripe those and note as the highway district. They absolutely function and look like crossings. They are pedestrian ramps with those yellow domes and everything of that nature. So every one of those choker corners and every one of those intersections is a four-way pedestrian crossing.

Heath Clark (251 E. Front St.): And Mr. Chair, Commissioner Stevens, I would just want to point just to make sure it's on the record that we have thought about it. We've gone with policy. We've gone to the extra cost of pointing those choke points and those bulbouts in. So, those are there in anticipation of taking care of the pedestrian. The fact that we haven't put paint on it is just because that's not an ACHD requirement.

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: Question specific to the applicant. The Boise School's letter just made the statement that you're doing a development. They didn't talk about any impact. What's been the level of communication with the school district relative to Les Bois, Trail Wind and then Timberline as far as capacity – future capacity as this area fills in? Any additional comments on the impact for a development of this size to those local schools?

Jim Conger (4824 West Fairview Avenue): Yeah. Members of the commission, Commissioner Gibson, just in verbal discussions over the phone mainly when we continue to keep leasing out their facility in Columbia Village for our neighborhood meetings for this project over the last two years. So, no sit down meetings with them and certainly in all those discussions, hasn't been any quite frankly much of a discussion at all about – worried about capacity or what that play will be.

I think part and parcel by this area was originally basically community plan for this last set of homes which then until Micron or Simplot then goes to the next level and the master plan gets expanded. I think everybody knows this isn't kind of one of the last big chunks to go and it doesn't warrant itself to have schools at that time. I think you will see that have a different environment and different discussions when the next wave of larger land opens up.

We are using – this was all master planned for us to use the sewer. It's not like we're coming in and taking the last of the sewer. There's actually boundaries of the original sewer maps that were created when this infrastructure all went in way up front with the original development. I think we're just at a point where the schools can't come out for the numbers that's here, but there will different discussions as it gets to another magnitude of size.

Commissioner Gibson: Mr. Chairman. So question follow up for staff then. Knowing that we're looking 20 years out for this area, is there any guarantee that the Simplot and the Micron properties as they're developed will then be forced to provide some sort of accommodation for public schools and for parks and other civic amenities?

Todd Tucker (City of Boise): Mr. Chairman and Commissioner Gibson, it depends on the type of development that they come in for when they do develop. All applications for development are transmitted to the school district and so they have an opportunity to comment on those. If it's a master plan community, something like we saw out at Harris Ranch or Barber Valley, or even Syringa Valley. Yeah. The school district will chime in and say, "Hey. We're going to need a school of this size and this location" and we can accommodate or plan for that going through that process, but as far as guaranteeing that that will have to be provided by the developer, that's solely driven by the comments from the school district saying what we need.

Commissioner Gibson: Mr. Chairman. So my point being if Micron or Simplot parcels out a whole bunch of – and I'll call them island developments, this area could in essence be built up with a whole bunch of island developments that aren't required to provide for schools, amenities. Then it goes back to the question about pedestrian access and bike linkages. Now suddenly we have a whole system of independent autonomous meridian-like subdivisions.

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gibson, there is a requirement for a master plan for this area and so before there's any other development in this area that is in excess of I believe 160 acres the way the interim policies are written, any development over 160 acres will have to do a master plan. So that master plan then kind of goes back to that overall development that they've been working on for the last two

years with all those landowners out there. That's when those types of services or amenities will be identified that they're needed is through that overall master plan.

Commissioner Gibson: Thank you.

Heath Clark (251 E. Front St.): Mr. Chair if I could add.

Chairman Demarest: Sure.

Heath Clark (251 E. Front St.): I agree with Todd's point and these additional properties will be ultimately master planned once the larger stakeholders get to the table. On the point of the schools as a matter of law, if an agency is contacted and they fail to provide a response, then that indicates that they have no objection. I just want to make sure that that's clear to you. It's not a matter of the school district not having been contacted or trying to avoid the conversation.

Chairman Demarest: Thank you Mr. Clark.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: Sorry. To make you get back up again. How did the 160 acres get arrived at because we're looking right now at a piece of property that's significantly less than that and has a lot of units on it and stretches a mile in width. Why 160 acres? Why not something – and I understand what a master plan community is. I understand how they work, but I mean with these interim policies, did City Council – or I wasn't at the February so I will take no responsibility. I wonder how the interim policies are supposed to work with a master plan community if we get these 100 acre parcels and then we just get one of these after another.

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Stevens, I didn't write the interim policies so –

Commissioner Stevens: And I didn't vote yes for them. I'm just kidding.

Todd Tucker (City of Boise): So, I'm not 100 percent sure where the 160 acres came from, but I think it was just they were shooting for a piece of property that was large enough that they felt would warrant a master plan – if it reached that size of development. I don't know that there was any science that went into picking 160 acres over 150.

Commissioner Stevens: Okay. Anybody reading the transcript my prior comment was in jest.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: You made me forget what I was going to say. I'll have to reload. Please. Someone else cover for me.

Chairman Demarest: Commissioner, it sounds like we may have gotten there on questions, but I certainly don't want to preempt anybody.

Commissioner Gillespie: Now I remember.

Chairman Demarest: You got it back.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner.

Commissioner Gillespie: Todd, under the subdivision approval ordinance or code, can the city require bicycle striping or amenities of any kind in the subdivision if the subdivision meets all the underlying dimensional standards?

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gillespie, yes. The City Council can require whatever they want really whether that –

Commissioner Gillespie: In terms of bike striping on roads and things like that. Can –

Todd Tucker (City of Boise): Sure. They can require that.

Commissioner Gillespie: Okay. Alright.

Todd Tucker (City of Boise): Hopefully it doesn't – whatever is required doesn't go against the ACHD's policy. We don't want to run afoul of their policy manual, but yeah. Striping bicycle lanes, sharrows things like that as long as it's in compliance with the ACHD's policies the Council can require that.

Commissioner Gillespie: Thank you.

Chairman Demarest: Commissioners. Okay. Are we done with questions? Sounds like we probably are. Time to move on. Thank you both gentlemen. Alright. So let's see if we've got any – I don't think we do. I think the SENA representative has gone for the evening, but is there anybody from Southeast Neighborhood Association? I see none. Okay.

NO NEIGHBORHOOD ASSOCIATION TESTIMONY

We don't have anybody signed up. We don't have a signup sheet at all, but I know some folks came in later so we're certainly going to give you your time.

So, for those that did come in later, we need two things from you. One is that we need you to fill out that little white tablet that's there and make sure we have that before you leave the room. The other thing we need from you if you didn't hear already is that public testimony is limited to up to three minutes not more. That will be flashed right there on the screen. So just want to come up if you want some time. Everybody will get a shot. Don't worry. So just give us your name and address for the record and remember fill out one of those little white things. Sir.

PUBLIC TESTIMONY

Scott Kenney (6654 E. Bend Ridge): My name is Scott Kenney. I live in this area 6654 E. Bend Ridge, 83716.

Chairman Demarest: Mr. Kenney. Thank you.

Scott Kenney (6654 E. Bend Ridge): And there's one thing about this whole area that's a little scary as far as master planning goes and I'm afraid that if something's not addressed in a larger scale, that it will stay that way forever. This area's just one big cul-de-sac. It has one way in and one way out and during the last year, I've been precluded from getting in and out of there and going to work on time five times because of various things that have happened on that road.

Some of it winter related. Some of it truck going over – all sorts of stuff, but the bottom line is it's an old country road that has – it is absolutely unmodified and it's great to think about bicycles, but no one could ride bicycles alongside that road. No one can ever – I mean there's guys that run from Micron. I don't see how they do it, but it's – the sides of the road are a mess. The more construction that there is, the worse they get. In the winter, they are horrible.

I've had to literally drive two times to my memory – literally drive all the way around various sections of the Simplot, near the Simplot and all around through a section of – where the water station is in order to get back to the road because of various problems

with the road. I mean the road is a mess and what we're doing is putting more and more and more people in this place with a horrible road that has no – nothing on the sides or anything and it's just ghastly and plus that it just remains that way.

You're only going to have one way in and one way out so this whole idea of master planning – master planning doesn't ever make one big cul-de-sac. That's not the way it looks and I absolutely agree with the whole idea of it. This area has a tendency to look like it wants it to be turned into another Meridian. It does – it's going to have some density just because of the way demographics are these days and each one of these plots are going to probably look more like this. So those are my concerns. Thank you.

Chairman Demarest: Mr. Kenney thank you and make sure we get that white ticket from you before you leave tonight. Bring it up here. Bring it over there. Either place is fine. Who else? I saw other hands go up. I think I saw her first then you. Tell us your name and address for the record please.

Rachael Grimsrud (6761 E Black Gold St): Hi. My name is Rachael Grimsrud and I live at 6761 East Black Gold Street. I have property that is adjacent to the proposed subdivision directly to the north.

Chairman Demarest: Can you spell your last name for us?

Rachael Grimsrud (6761 E Black Gold St): G-R-I-M-S-R-U-D.

Chairman Demarest: Thank you Ms. Grimsrud.

Rachael Grimsrud (6761 E Black Gold St): We have several concerns, one of which is the access on Snowbird. At one of the neighborhood meetings, we were informed that all construction access for the time being will come in on Snowbird Road. That is a big issue for us because that is the road our mailboxes are located on, our pool is located on and it is a very narrow road. There are no crosswalks allowing anybody to cross that road and we've had several close calls in recent history where kids have gone out into the road and almost gotten hit. There's a lot of parking on that road and you can't see who's coming. It would be awesome if they could complete the Oregon Ridge Road and funnel all the construction traffic down that road to make things safer for everyone in the Sunny Ridge subdivision.

Another concern I have is in the plat map I don't see – and I could be not reading it correctly – I don't see any locations for drainage basins. The land right behind my house there's currently standing water on it. I know we've had a very rainy season, but that is not uncommon. When the surveyors were out in the summer of 2015, their truck got stuck out there and they had to get towed out. And that was I think in July or August of 2015,

so not even this year. I don't know where that water's going to go – it has to go somewhere and I have concerns with not seeing any drainage basins available.

In our subdivision we have two drainage basins, and they were both at capacity this year. I realize it was an abnormal year, but those years come and if you don't plan for them, then we have big problems down the line. My third thing comes down to the school. I work for the Boise School District since 2007. Eight of those years being out at Les Bois Junior High, so I'm well acquainted with the schools that this subdivision feeds. I can tell you a 100% Trail Wind Elementary is over capacity. Right now there are kids out in portables. There is nowhere to go, they're having to shuttle them out to other area elementary schools, White Pine being the primary, and White Pine is nowhere near our subdivision.

So, that's kind of where I stand and I wanted to share. I also agree with the Columbia Road comment that was made. Columbia Road is a terrible road, it is falling to pieces. And I also had several instances in the last six months where I've not been able to get out to work, whether it's downed power lines or the snow, it took several days for the snow ploughs to even come down that road, to come out to us. So I'd be concerned about adding another 400 and some odd homes out there and all of the traffic associated with that – with Columbia Road in its current status. Thank you.

Chairman Demarest: Ms. Grimsrud, thank you. Gentleman to my left here.

Mark Hoffman (5920 E Bend Ridge): My name is Mark Hoffman. I live at 5920 E Bend Ridge in Painted Ridge subdivision. I lived here from 78 to 85, moved to Alaska where I was a school administrator. And while there, I had the unfortunate experience of being a principal or an assistant principal at a school during the Miller's Reach fire of 35,000 acres and 388 homes. Our school was used as the command center, and I'm very afraid of the situation that we're creating right now.

What we have is in excess of a thousand homes now being built and one exit – Columbia Road. And as we've heard, Columbia Road is not the road you want to exit on. With that in mind, I purchased a four-wheel drive vehicle and I have wire clippers underneath my seat. This is an issue. With only one exit and the number of homes that we're proposing to build there, we have a problem, friends – a major problem.

On top of that I'm a little concerned by the fact that there is "no master plan" and there has to be 160-acre plot before one will be made. If we keep making 100-acre subdivisions, there will be no master plan. We have no playground for our children, and none – from what I see – on any plots. Painted Ridge subdivision after three years is finally getting a pool put in. We had to go out and buy our own playground and we're the ones that are going to install it for the children.

I'm very concerned about some of these issues, but primarily the fire issue. Please take that in consideration. Thank you.

Chairman Demarest: Mr. Hoffman, thank you. Okay, who else? Come on up. So again, remember we need that white ticket from you before you leave the room. Don't forget.

Deanna Moore (2976 S Snow Bird Ave): I did write my name on a sheet somewhere that was out there, but I can definitely do one of these too.

Chairman Demarest: We didn't get that. Why don't you go ahead and tell us your name and address.

Deanna Moore (2976 S Snow Bird Ave): Deanna Moore, and my address is 2976 S Snow Bird Ave.

Chairman Demarest: Ms. Moore, welcome.

Deanna Moore (2976 S Snow Bird Ave): Thank you. So, my concern, actually the can of worms has expanded with the discussion here tonight, but the main concern that I have or what brought me here was the traffic – the construction traffic that they're proposing on S Snow Bird. That road as the main entrance for all construction vehicles or all construction traffic, I think that would be a huge safety issue. Many reasons, as Rachael mentioned, that's where the mailboxes are, that's where the pool is. The bus stops for all the children is on the corner of Snow Bird and Columbia.

So right when you're coming into the subdivision – it's a subdivision with lots of children. There have been close calls like Rachael mentioned. I almost collided with a child myself. I was only going 15 miles per hour. Luckily I was able to stop in time. This kid came out of nowhere and was in front of my car. I don't think these construction vehicles would have the ability to say that they were able to avoid an accident if a child came flying off the sidewalks, something like that. So that's a huge concern.

On my block alone, I'm on the first block, there are only six houses and seven children, five of them being toddlers that are still learning to stay out of street and stuff. Being a parent of a toddler, that really concerns me. Also, I can piggyback on their other comments too, about Columbia Road. That road is terrible, and I'm concerned too about the safety if there were some kind of emergency or fire or something like that, that being the only road in and out.

There was a mention of islands and so our subdivision is like the third island, and then this 400-plus houses will just dominate. And that will just bring a whole 'nother set of issues as

far as the traffic on that road. As said before, there are people that try to run along there and it's definitely a concern. So as an alternative to using Snow Bird for construction traffic, I'm not sure why Oregon Ridge, which they're saying will be a collector road, couldn't be an alternative. That seems like a much safer choice. It's the one there in the red arrows. And that currently does not have any houses on it. It's lined by fencing, and on the other side it's open land. So it's wider –

Teri Thompson (City of Boise): Time.

Chairman Demarest: Ms. Moore, your time is up.

Deanna Moore (2976 S Snow Bird Ave): Thank you.

Chairman Demarest: Okay, who else? Come on up. Sir.

Phillip Grimsrud (6761 E Black Gold St): Hello, my name is Phillip Grimsrud. I'm at 6761 E Black Gold St.

Chairman Demarest: Same as Rachael, last name?

Phillip Grimsrud (6761 E Black Gold St): Yes.

Chairman Demarest: Okay, thank you. Sir.

Phillip Grimsrud (6761 E Black Gold St): Our property is just to the north of the phase one of the proposed subdivision. I share a lot of the concerns of some of the other people. And mainly, to me, it's that construction traffic going down Snow Bird. I think our understanding was that they would not be using Oregon Ridge, the through street, because that street isn't completed. It's part of a phase four for our subdivision, which I think they were waiting to complete some other nearby subdivisions before they even started that one.

But, that would be with all the homes backing that – that would be much better for construction traffic, rather than the street right through ours by the mailboxes. I imagine the school thing is also a concern. It didn't sound like the school system had given any feedback, so that would also be a concern I think. I think that's all I have.

Chairman Demarest: Mr. Grimsrud, thank you.

Phillip Grimsrud (6761 E Black Gold St): Alright, thanks.

Chairman Demarest: Okay. I didn't see any other hands go up now. There, yes, I do. I see one more. I already know your name, but tell us anyway.

Peter Hect (5932 E Bend Ridge): Peter Hect. I live at 5932. E Bend Ridge in the Painted Ridge subdivision.

Chairman Demarest: Mr. Hect, welcome.

Peter Hect (5932 E Bend Ridge): One of the concerns that I have, is this is sort of like putting the cart before the horse. Currently, there is no master plan for unincorporated Ada County, which is where we are. ACHD – I don't know what traffic study he was referring to, but currently they're doing a traffic study right now. This traffic study they have done, I've been there three years, they've never done one since until now. So, we're looking at old data, because there's a lot more traffic there now because there's almost 400 homes.

The other question I had was the length of the driveways in those front-loading homes – is that going to be long enough to accommodate a car? Because typically what happens is people will fill the garage with the stuff they had from their other home, and then park the car in the driveway. And if they can't they're going to park on the street. So, you could potentially have an awful lot of houses on that street where everybody's parking in the street.

The other question I have is the commercial development on those undeveloped lots – they also said they could build multiple-family housing. Does that mean they could build three-story apartment buildings? What is a cottage home – I don't understand what they're going to do with those commercial lots. Is it going to be a drug store and a drycleaner? Or is it going to be a four-story apartment complex?

And as far as Columbia Road goes, that road was not built for this kind of traffic. There was no real road created for that traffic considering the amount of construction equipment – large D8 caterpillars on trailers with dump trucks, large trucks with tons of dirt in them going up and down Columbia Road. The base of that road was never intended for that kind of traffic. It was a rural road that was created for those several homes that were at the end of Columbia Road.

So, that road is in bad shape. The other thing is, if you drive in that road at 45 miles an hour, every two seconds you pass a telephone pole on both sides of the street. So, if there's an accident at 45 miles an hour, I will guarantee you somebody's going to hit a telephone pole. And then we won't have any electricity in that area, and somebody's going to get hurt.

So as far as that goes, the development I think, there should be a master plan for Ada County before we start putting in large subdivisions, so that we know what the infrastructure's going to be – fire station, police, school, libraries, community center – whatever it is, it needs to be addressed before we start adding 400 more homes.

Teri Thompson (City of Boise): Time.

Chairman Demarest: Thank you, sir. Okay, did we get everybody? I think all the public have gotten a shot. So it's the applicant team, however you want to do that. You are allocated up to five minutes for rebuttal.

APPLICANT REBUTTAL

Heath Clark (251 E Front St): Mr. Chair and Members of the Commission, Heath Clark, 251 E Front St. And I will jump through as many of these as I can. So, one item that we heard a number of times is the single access point question on E Columbia Rd. That matter was studied extensively by ACHD in their approval. ACHD looked at it and they looked at, not only the vehicle trips that are on Columbia Rd, they noted that the acceptable level of service out there is 575 in the PM peak hour and it currently is 99.

They also looked at the base, they looked at the road configuration. They saw 26 to 32 feet of pavement on Columbia with 10 to 15-foot wide shoulders that in ACHD's opinion would allow one to go around if there were an accident. Given that, and given the fact that this is really the end of the sewer capacity in this area, ACHD approved the single access and that's exhaustively studied in the ACHD approval. I would point you to pages 38 and 39 of the staff report.

The fire department has also looked at the single access issue. As you may know, if you have more than 30 units on a single access you have to deal with it in other ways. And that might include sprinkling. The fire department has issued a letter, and we're continuing to have conversations with the fire department about how to quit mitigation there. So, the suggestion that Columbia Road is in bad shape, or that it is impassable is just not supported by the agency reviews. And I would also point out that – I think I'll just leave it at that.

Chairman Demarest: No, please do not. Everybody's gotten their three minutes, now we're going to follow our protocol.

Heath Clark (251 E Front St): With regard to traffic impact studies, maybe I'll answer the question. The ACHD report happened just a couple of months ago. The applicant prepared its own traffic impact study by Thompson Engineers. ACHD reviewed and approved that traffic impact study in connection with its findings. With regard to the

playgrounds, Todd pointed out there's a large amount of open space that we've provided. We have a community pool, we have a community center. There will be tot lots. We're going to be providing for a subdivision that people are going to want to live in, and they're going to want to see those types of amenities.

With regard to the construction issue, we don't own the rest of Oregon Ridge, so we don't control when that connector or that collector will make it all the way up to Columbia. That would also be our preference to use that, but we just unfortunately don't control the timing. We will however be making sure that our subs and the contractors are following the requirements of law.

And that would be true of any development, and including the one just north of us where it appears that the people in the front on the north side would have had construction traffic going past them as the later phases were developed. So we're mindful of that, it's something that we would love to see. We would love to see Oregon Ridge in as soon as it can possibly be in, so that we can use that as the construction access. We, unfortunately, don't have control over that timing.

With that, I'm happy to answer any other questions if you think I missed anything.

Chairman Demarest: I think we're past the question part. That was your opportunity to respond. So, I think we're done.

Heath Clark (251 E Front St): Sure. Okay.

Chairman Demarest: Thank you. So Item number 14, its recommendations to seek counsel. CAR16-00037, SUB16-00067 so it is before the Commissioners to render a decision. Or to discuss until we get to that point.

Commissioner Thornburgh: Mr. Chair.

Chairman Demarest: Commissioner Thornburgh.

Commissioner Thornburgh: I understand that we are – our obligation is either to recommend to recommend, or recommend to not recommend. Am I phrasing that correctly?

Chairman Demarest: To recommend or to deny. Of course, recommendations can have conditions as well, as we already know.

Commissioner Thornburgh: My concern – I've heard spoken of several times, and that is apparently not having a master plan to cover this area without creating these islands of

development that are either not contiguous or do not support each other with amenities. Is there a master plan in the works that would do this, or am I misunderstanding the point of having a master plan?

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Yep, Commissioner Gillespie. You want to address that?

Commissioner Gillespie: - on this point and then I will make a motion, reluctantly, but one I think that we are required by the code and law to make. Commissioner Thornburgh, so this issue actually came up in my very first P&Z meeting. We voted on the last subdivision to go in here. I voted no, and we lost three to two because there is no master plan and the comp plan says specifically no new entitlements until there's a master plan. So, that was my basis for voting no.

Since then, the City has gone and developed interim development policies that I think from a functional point of view satisfy that requirement to the best that the City can. They can't do any more because the other big landowners out there don't want to play, so we're stuck. That's to answer your question. Mr. Chairman, I am prepared to make a motion.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: I move that we approve CAR16-00037 and SUB – or recommend approval of CAR16-00037 – we'll do them separately for the reasons stated in the staff report.

Chairman Demarest: Okay, so you're moving the annexation first?

Commissioner Gillespie: Yeah.

Chairman Demarest: Just - everybody, to remind you everybody out there, these are recommendations to City Council. We're not acting on these, we're making a recommendation on them. So, we want to start with the CAR, right?

Commissioner Gillespie: Right.

Chairman Demarest: The annexation, so we've got –

Commissioner Gillespie: We'll have one conversation about both.

Chairman Demarest: Let's start with that and see if we can get a second for that. So, we've got a motion to approve CAR16-00037. Is there a second?

Commissioner Bradbury: Second. Mr. Chairman.

Chairman Demarest: Commissioner Bradbury, thank you. Commissioner.

Commissioner Gillespie: While we were talking I asked Todd where the subdivision approval analysis and criteria are in the report. Of course, he correctly reminded me there are none, because the subdivision ordinance and indeed, I believe, LUPA itself, doesn't provide for the same sort of findings as we would do in a PUD or a CUP or even a variance. So, Mr. Conger has abided by the dimensional standards of the subdivision ordinance with respect to the zoning he's requesting, so therefore there are no subdivision findings.

So, there's no discussion in the findings about transportation impact, bicycle lanes – all this stuff we'd normally talk about in a PUD or CUP. Similarly, in the rezone findings it talks about sewer capacity, school capacity – all the stuff that are addressed, and that's in Todd's report. But it doesn't talk about the ability of the rezone to be sustained, and the traffic network, or the broader master plan. So, I still have my same concern we had four years ago. I'm stuck, I don't see how I can vote against this, because I think it complies with the code. And I think it complies with all the comp plan parts we can put against it, and so that's why I made the motion. But I'm certainly interested in discussion.

Chairman Demarest: Okay, further discussion.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: I understand that right now we're just dealing with the annexation motion, but I wanted to ask the maker of the motion if he intends, despite the comments he just made on the record, to when he makes the next motion to approve, do you intend to put any additional conditions on the motion?

Commissioner Gillespie: Subdivision? If we want to reverse the order we handle them for the convenience of the Commission. I'm wondering if the seconders to withdraw the annexation and deal with the subdivision first?

Chairman Demarest: You can withdraw without debate if it's okay with the seconder.

Commissioner Gillespie: If it's okay with the seconder.

Chairman Demarest: Commissioner Bradbury?

Commissioner Bradbury: I'm willing to go at it in any direction that's helpful, but I don't see why we can't deal with the annexation and then pick up the subdivision and add conditions as we go?

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Mr. Chairman. So, in answer to Commissioner Stevens' questions, I absolutely require the stub to the south, which was the only point of discussion that I heard. I'm absolutely concerned about the pedestrian and bicycle issues and all of those issues. I just am interested also in how we actually condition all that stuff if we want to do it.

Chairman Demarest: Do you want to withdraw the first, so we can get to the second?

Commissioner Stevens: Mr. Chair, if I could? I'm not asking to do that. I don't really care, frankly, what order we do it in. But I want to have an understanding of – and frankly, I'm in favor of annexation for a whole host of reasons – so I'm okay with that. But you said we're going to have one discussion about both things.

Commissioner Gillespie: Oh, I'm sorry, I was incorrect. We don't need to – let's not do that.

Commissioner Stevens: Okay, then we take it up in the next motion.

Chairman Demarest: So, the annexation is before us?

Commissioner Gillespie: I already tipped my hand.

Chairman Demarest: Alright. So, further discussion on the annexation.

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: And I'll go back to the island concept here. One of the things that I noticed in Todd's presentation is it appears that there's just a little tiny portion at the northeast corner of this development where it is contiguous with existing Boise City boundary, in essence. Upper right – yeah, correct. So, everything to the left and then in this example that we're looking at from Spink Butler, the gray screened out area would

be Ada County. So the question I'm really struggling with is – knowing what Ada County zoning requirements are, would this property, theoretically, be better off if it was done by Ada County standards versus the annexation argument of bringing it into the City of Boise and having more control and integrating it into the overall fabric of the city, as an edge condition.

Anybody who's in planning and knows, the edges are usually the most difficult portions of a community to deal with. Because, in this instance, we're receiving testimony from individuals who elected to get into their own island situation and are now being affected by a new island which is just a little bit bigger. So, with that in mind, one of my main concerns – and I really appreciate the public testimony about the E Snow Bird being used as construction and access to it.

The developer didn't really provide justification for why their phasing from the east to the west and not the other way – why not west to east? I don't find that the argument that they don't have control over the timing of the main easterly north south connector – I don't think that holds water. I mean, if you want a road you'll make a road happen. You'll work with another developer who would either have you build it for them, and then you receive reimbursement from them later on, if that was a critical component.

I think it's important enough based upon the volume of construction that that be some sort of condition that that be required to be utilized and constructed for the use of construction vehicles and activities. A lot of homes going in here, a lot of jacked up four-wheel drives, and I appreciate the testimony of the individual who is concerned about children. That is an impact that's on the record now as an adjacent landowner who would be adversely affected by construction related activities. Twenty or thirty homes, that's one thing. But this is a phenomenally large development that we're taking into consideration. So I wanted to make sure that I brought that up.

One other item that I'm really disappointed in is that there is no connectivity shown for bike lanes, for walkable community aspects, and I started thinking about Columbia Village which is right down the hill, built 30 years ago practically, or 25 years ago when it was started. Got pathways, paseos, all sorts of opportunities for kids to move throughout and amongst the subdivision. And this doesn't really have that opportunity where it's not been presented as such. So one of the conditions that I would expect to see or that I would recommend to the maker of the motion is that in activity bike paths and ADA compliant crosswalks be installed as part of the development.

And then finally, and this goes back to the island concept of utilizing an existing ADA County road and stating that it is at capacity, yes it is at capacity, and I understand the engineer – we've reviewed his work before – competent engineer at putting together traffic reports. But I am concerned about the one way in, one way out, and I think that

the only way the we would be able to address that would be with a comprehensive plan, taking another major east west road towards the intestate, towards the interchange out there that's south of Micron, and opening this area up.

I think that that's important public testimony. I watched the fire seven, eight years ago that roared up the Oregon Trail subdivision and consumed those houses. And anybody who was in Boise at the time and watched that fire would be able to appreciate just how quickly wildland fires move in August. So I'll finish with that.

Chairman Demarest: You mentioned, Commissioner, that the maker of the motion – I think you're really talking about the next motion. Is that correct?

Commissioner Gibson: Correct.

Chairman Demarest: You were talking about the annexation at this point?

Commissioner Gibson: Yes.

Chairman Demarest: Great. Thank you. Do we have further discussion? We're talking about the annexation.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: If I'm not mistaken, Commissioner Gibson just brought up a question that I think we'd be wise to have an answer to. And I don't know if anybody here at this table is able to answer it? I'd request being able to ask staff –

Chairman Demarest: Sure. That's fine.

Commissioner Stevens: – about what Ada County zoning is now, being that we're talking about the city's area of impact, and that they're supposed to comply with city policies, regardless of being annexed. But maybe you could enlighten us, Todd?

Todd Tucker (City of Boise): So, the current zoning in Ada County for this property and the majority of the surrounding properties is RUT, which is Rural-Urban Transition.

Commissioner Stevens: If I could follow up?

Chairman Demarest: Sure.

Commissioner Stevens: What is that? I understand the words but maybe you could tell us what Ada County might allow in this space were it to remain in that jurisdiction?

Todd Tucker (City of Boise): I'm not as fluent with the Ada County code as I am with Boise City, so is it one per five? One unit per five acres.

Chairman Demarest: Okay. All good? Can we have further discussion on this first motion?

Scott Spjute (City of Boise): Mr. Chairman. Just real quick, it can't develop in Ada County. Our ordinances, our area of impact agreement requires that it develop in Boise City if it's contiguous. They couldn't go to Ada County and ask for a development. They have to come to Boise City. So whether it could develop in Ada County is just a moot point.

Chairman Demarest: Okay. Thank you. Alright, it's clarified.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: I think I saw Commissioner Thornburgh first? No? Okay, yes, Commissioner Gillespie.

Commissioner Gillespie: Mr. Chairman, question for Todd. Todd, could you just read through the criteria for annexation, just so everybody has that clearly fixed in their minds as it's separate from subdivisions.

Todd Tucker (City of Boise): Sure. So the findings for annexation are to incorporate the Boise Sewer Planning Area, honor and negotiate area of impact agreements, attempts to balance costs of services with anticipated revenues, and promote other goals of population balance, contiguous development, and prevention of cost due to leapfrog development.

Commissioner Gillespie: Mr. Chairman?

Chairman Demarest: Commissioner.

Commissioner Gillespie: So, Todd, so it's the city's opinion that this permit or this annexation request complies with these four required elements?

Todd Tucker (City of Boise): That is correct.

Commissioner Gillespie: And the city has not rendered opinion in the staff report on how the annexation impacts roads and connectivity because it's not one of these four conditions, is that correct?

Todd Tucker (City of Boise): That is correct.

Chairman Demarest: Further discussion on motion before us? Got a motion to approve, seconded, discussed. All those in favor please signify by saying aye.

MOTION: COMMISSIONER GILLESPIE MOVED TO RECOMMEND APPROVAL CAR16-00037 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

SECONDER: COMMISSIONER BRADBURY

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

Chairman Demarest: The first motion is approved – recommended, excuse me. So, let's go on to the second one which is the plat. So, that is now before us. It should be SUB16-00067. Anybody want to get the ball rolling?

Commissioner Bradbury: Mr. Chairman.

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: I know this is going to be a longer discussion, but let me just start by making a motion to recommend approval of SUB16-00067 in accordance with the findings of the staff report and the conditions of approval with a couple of exceptions. I would not include the condition for the additional connection to the south.

Chairman Demarest: That's condition number five.

Commissioner Bradbury: Number five, but rather would require that the existing connection to the south, the more centrally located one be moved westerly. And I would not have it align with any of the north south roads in order to avoid the creation of the race track as the applicant has adjusted. I would add a condition that the collector streets include provisions for bike lanes, or the term that staff used – sharrow. I'm not even sure how to spell it.

Chairman Demarest: How do you spell that?

Commissioner Bradbury: But I'm hoping Todd knows, since he's the one who used it.

Chairman Demarest: It essentially means bike lanes?

Commissioner Bradbury: Yeah, bike lanes. I would add a condition requiring crosswalks where the collector roads intersect. And I would add a condition requiring that the construction traffic be limited only to the collector roads once the collector roads are in place.

Chairman Demarest: Let me just repeat that and see if we got a second for it. Motion to approve with all the terms and conditions we have in the report, however the changes would be not to include item number five however, but to include that south stub, that it be moved westerly and not aligned with any north south roads.

Commissioner Bradbury: Correct.

Chairman Demarest: Correct? Okay. That all the collectors have bike lanes and crosswalks, and that construction traffic be limited to the collectors only. Correct?

Commissioner Bradbury: Mr. Chairman. So, with a couple of minor modifications that the sidewalks I'm talking about would be where the collector roads intersect. And the bike lanes be included on both the east west and north south collector streets, wherever they exist.

Chairman Demarest: Okay.

Commissioner Bradbury: And that the construction traffic be limited to the collector roads, but only after the collector roads have actually – as they are built.

Chairman Demarest: Alright.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Hang on, let me just make sure I've got this so we can – yeah. Commissioner Gillespie.

Commissioner Gillespie: Just a point of information for the motion maker, we still have no second. You had originally said bike lanes are sharrows. So, that the sharrow is like a downgraded bike lane. Maybe we might substitute the phrase dedicated bike facilities which would include a sharrow or a bike lane or something more, but I'm not familiar with bike lane hierarchy, but there's some bottom – it's usually just a sharrow on the road that has a bike and two chevrons that says share this road, right? I didn't mean to be exclusive either. I meant for it to be open-ended and so your terminology facility or something.

Chairman Demarest: So, can we get that language?

Commissioner Gillespie: Bike facilities.

Chairman Demarest: Dedicated bike lanes?

Commissioner Gillespie: Facilities – dedicated bike facilities on the collector roads.

Chairman Demarest: Okay.

Commissioner Stevens: That we are requiring them.

Chairman Demarest: They're required, yeah. They're going to be – let's see if we have a second first.

Commissioner Gillespie: Mr. motion maker, just another point of information. If you look at the structure Forego, which is that east west – the northernmost east west street, if we could pull that up, particularly on the eastern side, everybody has to come in and turn on that, so that is serving – because the only exit now and entrance isn't where that middle red line is, it's further to the east. So Forego I would like to add to the bike requirement, because everybody on a bike that's going anywhere in this subdivision has to turn onto Forego. So do you see which one Forego is?

Commissioner Bradbury: Yeah, the one going east and west up –

Commissioner Gillespie: Yeah, but the upper right hand corner. So, would you consider adding Forego in addition to the three collectors?

Commissioner Bradbury: Yeah. So, moved.

Commissioner Gillespie: But just the northeast part of Forego, because Forego is also on the other side – see in that middle section, Forego is there too.

Commissioner Bradbury: Right, I understand. Yes. I would amend my motion to include that.

Chairman Demarest: It's under dedicated bike facilities including Forego and the collectors.

Commissioner Stevens: Mr. Chair, another couple of points of clarification, please.

Chairman Demarest: We'll try.

Commissioner Stevens: Okay. Well I think it's important for the record to make sure we know where we're requesting or requiring sidewalks.

Chairman Demarest: At this point I think you're talking to the motion maker, because we don't have it really before us.

Commissioner Stevens: Right, I know. I am.

Chairman Demarest: So, let's see if you can deal with him.

Commissioner Stevens: Commissioner Bradbury, I think you're talking about the intersection of Oregon Ridge and Rush Valley as well as the intersection of South Amber Ridge and Rush Valley, and only those two spots. If you used the word collectors, I think that's all we see here. So that's three-quarters of a mile between crossings, and I would ask the maker of the motion if he would be open to adding one at South Golden Eagle and Rush Valley?

Commissioner Bradbury: Maybe somebody could put a pointer on those spots, because I'm –

Chairman Demarest: Can you help us? Can we get it up here so we can all see it?

Commissioner Stevens: East Golden Valley to the west side of phase six and ten. So the collectors are here and here. Oregon Ridge and Amber Ridge – between those two as I understand from staff and the applicant, that's approximately three-quarters of a mile. My recommendation and request would be that we add a required sidewalk approximately midway at the intersection of South Golden Eagle Ave and Rush Valley Road.

Commissioner Bradbury: A crosswalk at that location?

Commissioner Stevens: That's correct.

Commissioner Bradbury: Yeah, I would amend my motion to include that.

Chairman Demarest: Alright, I think we've got it.

Commissioner Gillespie: Second.

Chairman Demarest: We got it seconded.

Commissioner Stevens: Now I guess I'll ask both of you, Mr. Chair if I could?

Chairman Demarest: Sure.

Commissioner Stevens: I want to make sure that we're very clear, and I think we are, but that what we are requiring is that Oregon Ridge Ave be extended all the way to E Columbia Rd before construction can begin. Correct? No.

Commissioner Bradbury: That wasn't the intent of my motion.

Commissioner Stevens: Then can you please clarify to me the intent, because my understanding is that you said only construction vehicles could only use Oregon Ridge?

Commissioner Bradbury: My intention was to restrict construction traffic to using the collector roads as they are constructed, but not prevent any construction prior to the existence of the collector roads. So in other words, like any subdivision – my view is like any subdivision that is expanding or if there are subdivisions being built adjacent to other subdivisions, the adjacent road network is used to get construction traffic in and out. It happens all over the valley, everyday, including today. And so I don't see how we can legitimately stop this developer from proceeding with construction of the subdivision until the collector roads are built.

It's just part of the normal process, but I am willing to say once the collector roads exist then the construction traffic should be limited to those. Of course, the local roads still need to be used in order to get to the local development. But I'm trying to create a situation where, eventually, the construction traffic comes off of Snow Bird and goes on to the collector roads without essentially hindering the ability of getting started.

Todd Tucker (City of Boise): Mr. Chairman.

Chairman Demarest: Who was this? Oh, sorry.

Todd Tucker (City of Boise): I had a question about that myself, just for clarification as I write out these findings. So, Oregon Ridge Rd is currently constructed half way down, so here's Columbia – it's hard to see, but here's Columbia, here's Oregon Ridge Rd. It is built to this point here. It is not extended past the red lines or the preliminary plat. The blue lines are the final plat. So, it doesn't continue here, but they could take Oregon Ridge to here and then over and then down and then over, and then you're in the subdivision, and you're not coming down Bluebird.

Is that what you intended, was that this is a collector? That they use this collector and then these local roads to get to the development, until such time as this Oregon Ridge is finished, and then they have to use that way.

Chairman Demarest: Is that right?

Commissioner Bradbury: Yeah, I didn't realize there was a connection off of that existing collector that would go through, so I didn't realize that that was the effect of the motion. And I'm not sure that's a better solution? I'm willing to hear what other people have to think about that. I'm not sure that's a better solution than using Snow Bird straight through. But maybe it is, I don't know.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner.

Commissioner Gillespie: As the seconder, I think you can stick with your – We can fiddle with the language. I think your intent is right. We clearly don't want trucks to come down Oregon Ridge, turn east, turn du-du-du weave through there. So until Oregon Ridge is built through, we're basically saying they're going to use Snow Bird straight through, and that was my original intent. And he can write language to that effect. So on the record, I would say that's what I would prefer if that's what you want, or the motion maker, sorry.

Chairman Demarest: Sounds like we got some clarity, and it sounds like Todd is keeping really good notes here. We're grateful, Todd. Okay, further discussion.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: Commissioner Gibson's comments earlier, I think were very persuasive and I agree with him. This is a lot of construction to be going here. And I guess I'd maybe like to talk through if anybody is on the same page as me, avoiding as much of the area around Snow Bird as we can. And if we've got a road that's going to be used as a collector built half way around that subdivision, and in the pink there or the red where we're looking at a preliminary plat in the southwest corner of the existing subdivision that's in Boise city on the northeast side of the subdivision where we're talking about tonight.

I think it makes a lot of sense to use Oregon Ridge as far as we can, going to less developed area to access the property under review tonight. And try to avoid Snow Bird. That's where I fall on that, and I think – I don't know why we wouldn't do that. It doesn't make sense to me as to why we wouldn't. If we're going to be weaving through a subdivision, why not at least avoid as much of it as we can.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Sooner or later they're going to – trucks are going to have to come down Snow Bird because that's the only point of access until Oregon Ridge or Amber Ridge goes through. I don't think we can deny a subdivision that has public road access plan, just because it doesn't have public road access. I don't think we can condition Oregon Ridge as the requirement to begin. I just don't think we can do that. I would rather have the trucks make one turn on Columbia on to Snow Bird and then come straight down into the subdivision, rather than make three or four turns winding through that neighborhood.

These are sometimes larger vehicles. I just think it makes more sense to have them come straight down Snow Bird. And I think Mr. Conger and Mr. Clark would agree, they want to get Oregon Ridge built as quickly as possible because they're going to get all kinds of issues driving a bunch of traffic down Snow Bird that they don't want either. So they want Oregon Ridge and Amber Ridge to go through as quickly as they can. I think it's also worth pointing out that they're not going to build all 412 units all at once.

This is a – I don't know – ACHD references an eight to ten year build out. So if you read in detail the ACHD report, it's like they're going to put in the first 70 or 100 houses. They're going to be built right under Snow Bird, right on that side. And then hopefully as it grows, they'll get the other connections. That's the plan at least. So that's why I think we shouldn't encourage traffic to do that kind of winding motion through that subdivision in the northeast corner. Thank you. Sorry for being long winded.

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: Todd, could you pull up the plan that shows the phases then? And while he's doing that I'll speak to the last great recession and the number of subdivisions that were "phased" that only first, second, or third phases went in. On this development, is everything to the east of that most easterly connector that we're talking about for construction activity? Are all of those areas contained within one phase or two phases or five phases? The question is worst case scenario in the process of this project going forward over a ten-year time span, what happens if the developer automatically truncates some work and then doesn't put in that road for another ten years, or five years even?

And then we're forcing the residents that live on that existing street to live with

construction traffic because the market turned down, interest rates went up, American isolation, and blah-blah-blah, right? Would there be a way – I'm thinking aloud to make sure that at least as a condition we would require that at a minimum that connector road would be constructed regardless of the phasing?

Todd Tucker (City of Boise): Mr. Chairman, Commissioner Gibson. The part of the collector road that needs to be completed is outside of the boundary of the control of the developer of this property. So I don't know that they have the ability, other than going and building a road for another developer, to get that connection in. The developers indicated that they're phasing the project from east to west, based on this being the only connection to the development. So it's the only way that they really can develop the property, because it's the only way that they have public access to their property is through this development.

And so, everything to the east of Idaho Power corridor we could say is probably going to be in phase one or the first two phases of the development until they get some secondary access out of there. So there's some fire department requirements that kick in as far as access and number of units that they can construct, until they get secondary access or fire sprinkler in the homes. And so that's going to be a driving factor as well, as to how much development occurs until they get that secondary access.

Commissioner Gibson: Thank you.

Chairman Demarest: Okay. So, we got a motion with a number of conditions and additions to the original motion. Further discussion? Okay time to go.

PUBLIC TESTIMONY CLOSED

All those in favor of the motion with the conditions as stated and discussed and clearly recorded, please signify by saying aye.

Chairman Demarest: Any opposed? Motion does carry. Friends, citizens, Commissioners, City Staff, that does conclude our meeting this evening. Thank you for hanging in there with us for three hours.

MOTION: **COMMISSIONER BRADBURY** MOVED TO RECOMMEND APPROVAL OF SUB16-00067 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN WITH THE REMOVAL OF CONDITION 5 AND TO INCLUDE A SOUTH STUB THAT IS NOT ALIGNED WITH THE ACCESS POINT AND THAT COLLECTOR STREETS INCLUDE DEDICATED BIKE FACILITIES ON THE COLLECTOR ROADS TO INCLUDE NORTH EAST FOREGO ROAD AND A CROSSWALK AT SOUTH GOLDEN EAGLE AVENUE AND RUSH VALLEY AND

FINAL

THAT CONSTRUCTION TRAFFIC BE LIMITED ONLY TO COLLECTOR ROADS ONCE THE COLLECTORS ROADS ARE IN PLACE

SECONDER: COMMISSIONER GILLESPIE

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

IV. Meeting adjourned

(8:56 pm)

June 6, 2017

Jim Conger
Conger Management Group
4824 W. Fairview Avenue
Boise, ID 83706
jconger@congergroup.com
(sent via email)

Re: CAR16-00037 & SUB16-00067 / 6405 E. Columbia Road

Dear Mr. Conger:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for an annexation of approximately 110 acres with R-1C (Single Family Residential) and R-1M (Residential Town Lot) zoning and preliminary plat for a residential subdivision comprised of 430 buildable and 53 common lots on approximately 110 acres in proposed R-1C (Single Family Residential) and R-1M (Residential Town Lot) zones.

On June 5, 2017, the Boise City Planning & Zoning Commission **recommended approval** of the rezone request (CAR16-00037) and the preliminary plat of Rush Valley Subdivision (SUB16-00067) to the Boise City Council based on the attached Reasons for the Decision and the Conditions of Approval listed below.

This application will be considered by the Boise City Council to establish a public hearing date. You will be notified of the established hearing date.

Unless otherwise specified, all conditions shall be completed prior to signing of the Final Plat by the Boise City Engineer.

If you have any questions, please contact me at (208) 608-7089.

Sincerely,

Todd Tucker

Todd Tucker
Senior Planner, Current Planning and Subdivisions
Boise City Planning and Development Services

TT/tt
cc: Marcel Lopez / Conger Management Group / marcel@congergroup.com (sent via email)
Corey Barton / Corey Barton Homes / 1977 E. Overland Road Meridian, ID 83642
Southeast Neighborhood Association Inc. / Fred Fritchman / ffritchman@msn.com (sent via email)

Reason for the Decision

Annexation

The annexation is consistent with the standards of Section 11-03-04.15.6 (a) of the Development Code. It does not constitute leap-frog development, and the land is within the City Area of Impact, the Sewer Planning Area and it's adjacent to previously annexed properties. The subject property is designated 'Planned Community' on the Land Use Map, which is consistent with the requested R-1C and R-1M zones. The site is currently zoned RUT (Rural-Urban Transition) in Ada County.

Conditions of Approval

Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received **November 29, 2017**, and revised preliminary plat on **May 16, 2017**, except as expressly modified the following conditions:

Subdivision

2. The final plat shall show a minimum 20-foot wide landscape buffer on all front loaded single-family lots that abut a collector roadway as required by Section 11-09-03.7.A of the Development Code.

3. All streets within the subdivision shall be improved with a minimum 5-foot wide detached sidewalk separated from the curb with a minimum eight-foot wide landscape strip as proposed.

4. A minimum of three different housing types shall be provided within the subdivision as required by the East Columbia Interim Development Policies.

5. The Falco Avenue stub street to the south shall be relocated to the west between Golden Eagle Ave. and Indigo Ridge Ave. ***(added by the Planning & Zoning Commission at the June 5, 2017 hearing)***

6. The collector streets (Amber Ridge Ave., Rush Valley St., and Oregon Ridge Ave.), and the section of Forego St. between Oregon Ridge Ave. and Snowbird Ave. shall be improved with bicycle facilities (i.e. striped bike lanes or sharrows). ***(added by the Planning & Zoning Commission at the June 5, 2017 hearing)***

7. Where collector streets intersect (Amber Ridge Ave. & Rush Valley St. – Oregon Ridge Ave. & Rush Valley St.) striped cross walks shall be installed. In addition, the intersection of Golden Eagle Ave. and Rush Valley St. shall be improved with a striped cross walk. ***(added by the Planning & Zoning Commission at the June 5, 2017 hearing)***

8. Once the collector roads have been installed, construction traffic shall use the collector roads for access. It is acceptable to use Snowbird Ave. until Oregon Ridge Ave. has been extended. ***(added by the Planning & Zoning Commission at the June 5, 2017 hearing)***

9. The intersection of Rush Valley Street and Oregon Ridge Avenue shall be improved with bulb outs.

10. Lot 1, Block 6 shall not be developed for a minimum of four years after the City Council approval date of the preliminary plat.

11. The front setback for lots where the sidewalk is located on the parcel shall be measured from the back of sidewalk and not the property line.

12. This subdivision is within the Wildland Urban Interface Zone B and compliance with Boise City Code 7-01-69 is required. The required fire safety plan shall be provided in accordance with Section 4921. A note shall be placed on the plat stating: "This subdivision is located in Area "B" of the Wildland Urban Interface Code and the property development and construction of structure shall comply with the requirements of Boise City Code Section 7-01-69."

13. The Final Plat shall include delineations that describe the boundaries of the perpetual ingress/egress common driveway easements for all lots taking access from a common driveway.

    a. Street address numbering shall be in accordance with B.C.C. 9-06-06.D. Evidence shall be provided showing the address numbers posted on the structures on all lots using a common driveway will be visible from the street.

    b. A note on the face of the Final Plat shall state: "Vehicular access to (list all lots utilizing a common driveway by Lot and Block) shall be provided from a common driveway and not from the street".

    c. A plat note shall set forth the legal description of the driveway(s) and conveys to those lot owners taking access from the driveway(s) and easement(s), the perpetual right of ingress and egress over the described driveway(s), and provides that such perpetual easement(s) shall run with the land.

    d. A restrictive covenant or other similar deed restriction(s) acceptable to the Boise City Attorney shall be recorded at the time of recording the plat which provides for the perpetual requirement for the maintenance of the driveway(s) and cross easement, and that said restrictions shall run with the land, and that said easement and restriction(s) shall be reviewed and approved by the Boise City Attorney.

14. Buildings constructed within the subdivision shall comply with the setbacks of the zone at the time the building permit is issued. A note shall be placed on the face of the Final Plat stating, *"The development of this property shall be in compliance with the Boise City Development Code."*

15. A note on the face of the Final Plat shall designate that any common lots shall be owned and maintained by the Rush Valley Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future. The common lots shall be designated by lot and block.

16. Prior to submitting the Mylar of the Final Plat for the City Engineer's signature, all the conditions of approval must be satisfied. Approvals must be provided on agency letterhead.

17. After approval of the Final Plat by the Boise City Council and prior to submittal of the Mylar of the Final Plat, covenants, homeowners' association by-laws or other similar deed restrictions which provide for the use, control and maintenance of all common areas, private streets, shared access and shared parking, and which shall be consistent with the Fair Housing Act of 1968, as amended from time to time, shall be reviewed and approved by the Boise City Attorney. After recordation of the final plat and CC&R's, no building permit shall be accepted until a copy of the recorded CC&R's have been submitted to the Boise City Attorney.

18. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8-17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.

19. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for the RP shall be identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City.

20. No Building Permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the B.C.C. Section 11-09-04.1.

21. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:

    a. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,

    OR

    b. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.

22. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 11-09-03.6).

23. A letter of acceptance for water service from the utility providing same is required.

24. The name, Rush Valley Subdivision, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Council of the "revised" Final Plat shall be required. Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.

25. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat.

26. A letter from the appropriate school district is required stating, "The Developer has made arrangements to comply with all requirements of the School District."

27. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

    Contact: Postmaster
    770 S. 13th Street
    Boise, ID 83708
    Phone # 433-4301

28. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District and the Ada County Treasurer.

29. Developer shall comply with B.C.C. 11-03-04.4 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.

a. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two-year period, or expiration date established thereafter.

b. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.

c. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the Boise City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

Agency Comments

30. The applicant shall comply with the requirements of ACHD as per their staff report dated **March 1, 2017**.

31. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) in the memos from:

    a. Sewer…….. **December 1, 2016**
    b. Pressure Irrigation…… …… **December 1, 2016**
    c. Street Lights…….. …… **December 1, 2016**
    d. Grading & Drainage…….. **December 1, 2016**

    Contact BCPW at 208-608-7150 for specific comments or questions.

32. The applicant shall comply with all conditions of the Boise Fire Department from the memo dated **February 14, 2017**. Deviation from the conditions may be permitted with Fire Department approval.

33. The applicant shall comply with all conditions of the PDS Building Division from the memo dated **December 3, 2016**.

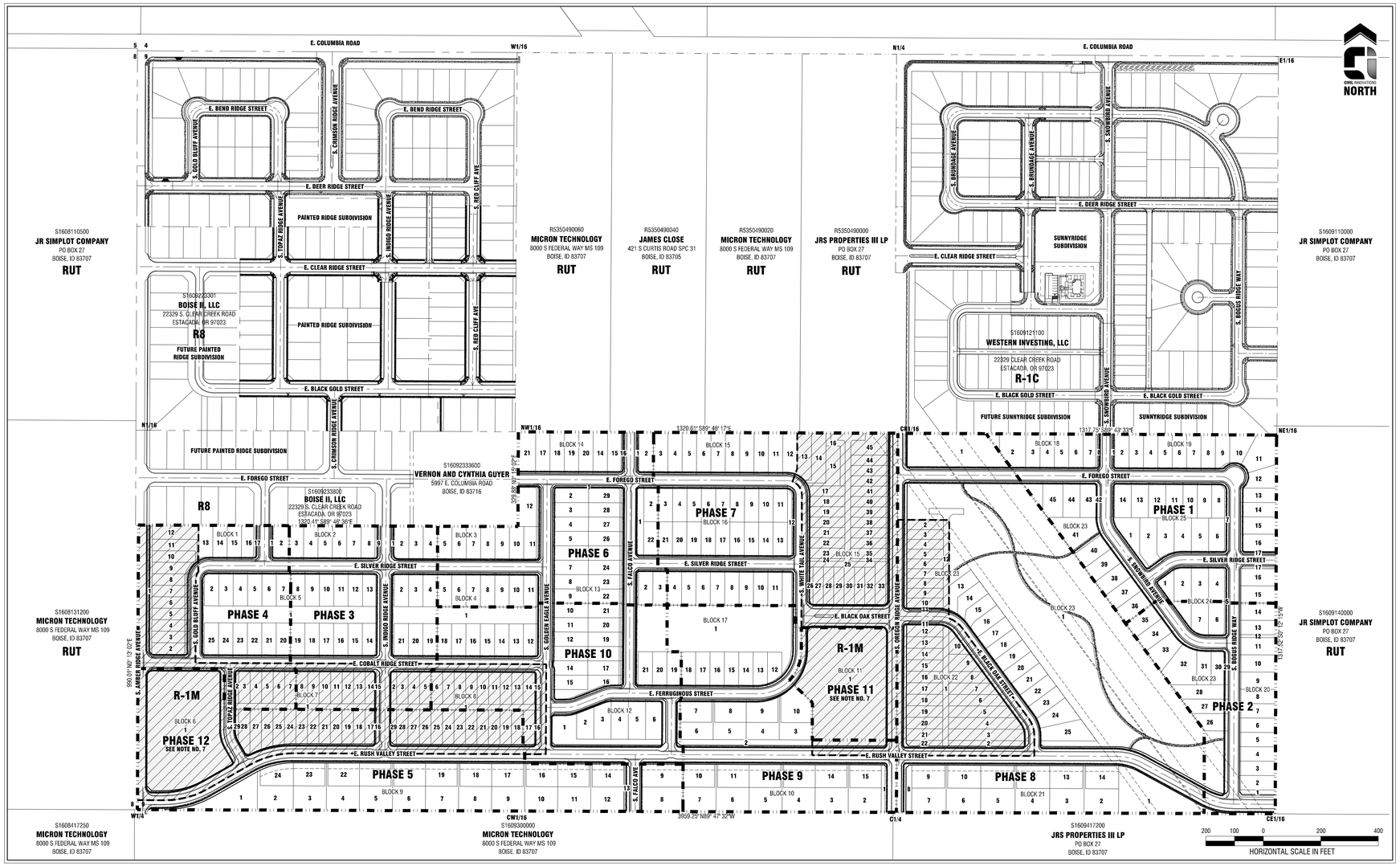
34. The applicant shall comply with any conditions of the Boise School District from the letter dated **December 14, 2016**.

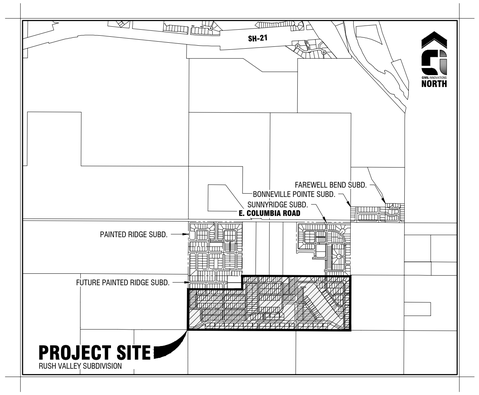
35. The applicant shall comply with the requirements of the Central District Health Department memo dated **December 12, 2016**.

RUSH VALLEY SUBDIVISION

PRELIMINARY PLAT - BOISE, IDAHO - 2017

LOCATED IN THE SW 1/4 OF THE NE 1/4, AND THE SE 1/4 OF THE NW 1/4, AND A PORTION OF SW 1/4 OF THE NW 1/4 OF SECTION 9, T.2N., R.3E., B.M. BOISE, ADA COUNTY, IDAHO





1 VICINITY MAP

NOT TO SCALE

2 PRELIMINARY PLAT NOTES

1. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, LOT DRAINAGE, SEWER, WATER AND STREET LIGHTS OVER THE TEN (10) FEET ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.
2. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE FIVE (5) FEET ADJACENT TO SIDE LOT LINES.
3. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES AND LOT DRAINAGE OVER THE TWELVE (12) FEET ADJACENT TO REAR LOT LINES.
4. NO LOTS WITHIN THIS SUBDIVISION SHALL BE ALLOWED TO TAKE DIRECT ACCESS FROM S. AMBER RIDGE AVE., S. OREGON RIDGE AVE., AND E. RUSH VALLEY STREET
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3 PRELIMINARY PLAT DATA

TOTAL ACRES	109.89 AC
PUBLIC RIGHT-OF-WAY	21.62
RESIDENTIAL	67.69
OPEN SPACE/COMMON	19.33
OPEN SPACE/COMMON AREA PERCENTAGE	17.59%
COMMON DRIVEWAY	1.25
TOTAL LOTS	**457**
SINGLE FAMILY RESIDENTIAL	410
OPEN SPACE/COMMON	52
COMMON DRIVEWAY	5

ZONING	
EXISTING: RUT	PROPOSED: R-1M AND R-1C
MINIMUM LOT SIZE (SF)	
SINGLE FAMILY	4,318 SF
AVERAGE LOT SIZE	
SINGLE FAMILY	7,192 SF
RESIDENTIAL DENSITY (Du/Ac)	
RESIDENTIAL GROSS DENSITY	3.73
RESIDENTIAL NET DENSITY	6.06

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1043 E. PARK BLVD. STE 101
BOISE, IDAHO 83712
PHONE: (208) 884-8181

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LEGEND

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- RIGHT-OF-WAY LINE
- CENTERLINE
- PROPERTY LOT LINE
- EP — EXISTING EDGE OF PAVEMENT
- PROPOSED VERTICAL CURB
- PROPOSED VERTICAL CURB/NO GUTTER
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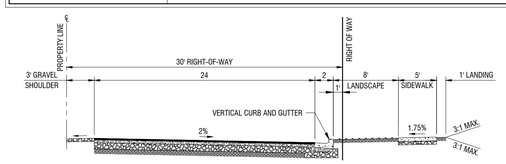
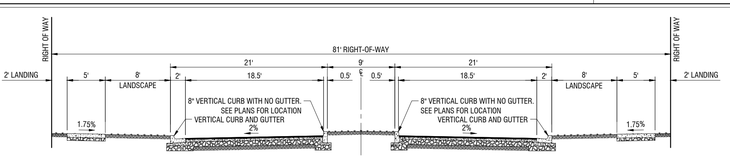


5 TYPICAL HALF-STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - S. AMBER RIDGE AVENUE



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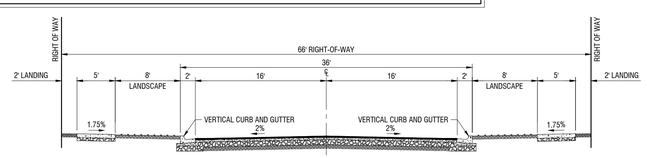

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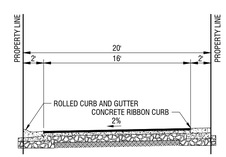
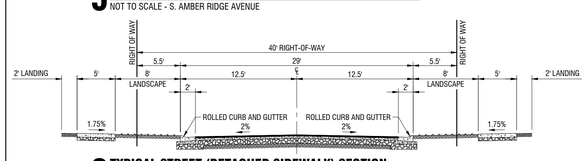


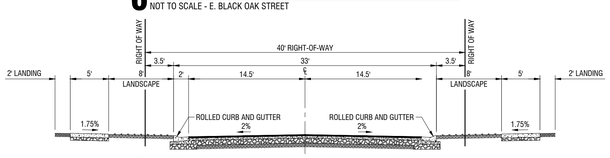
8 TYPICAL ALLEY SECTION

NOT TO SCALE



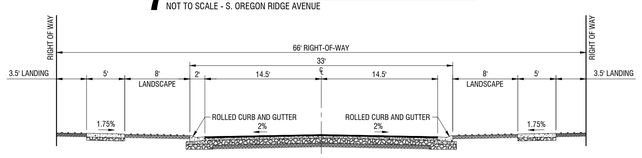
8 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - S. TOPAZ RIDGE AVE., S. GOLDEN EAGLE AVE., S. FALCO AVE., AND S. SNOWBIRD AVE.



9 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. SILVER RIDGE ST., E. COBALT RIDGE ST., E. FOREGO ST.
E. SILVER RIDGE ST., E. FERRUGINOUS ST., E. BLACK OAK ST., S. INDIGO RIDGE AVE.,
S. GOLDEN EAGLE AVE., S. WHITE TAIL AVE., S. SNOWBIRD AVE., AND S. BOGUS RIDGE WAY



10 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. RUSH VALLEY STREET

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 101
BOISE, ID 83712
PHONE: (208) 884-8181
www.civilinnovations.com

THESE DRAWINGS, OR ANY PORTION OR EXTENSION THEREOF, SHALL NOT BE USED OR REPRODUCED ON ANY PROJECT WITHOUT WRITTEN CONSENT FROM CIVIL INNOVATIONS, PLLC

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

PROFESSIONAL ENGINEER — REGISTERED — 10862 — 05/15/17 — STATE OF IDAHO — BENJAMIN P THOMAS

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY PLAT PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.100
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.100
SHEET 1 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg Last Saved: 05/15/2017 3:34 pm

CIVIL INNOVATIONS NORTH

E. BLACK GOLD STREET

PAINTED RIDGE SUBDIVISION

S. CRIMSON RIDGE AVENUE

E. FOREGO STREET

FUTURE PAINTED RIDGE SUBDIVISION

1320.41' S89° 46' 36"E

1320.61' S89° 49' 17"E

E. SILVER RIDGE STREET

S. GOLD BLUFF AVENUE

S. INDIGO RIDGE AVENUE

S. GOLDEN EAGLE AVENUE

S. FALCO AVENUE

S. WHITE TAIL AVENUE

E. COBALT RIDGE STREET

S. AMBER RIDGE AVENUE

S. TOPAZ RIDGE AVENUE

E. RUSH VALLEY STREET

E. FERRUGINOUS STREET

BLOCK 1 — BLOCK 2 — BLOCK 3 — BLOCK 4 — BLOCK 5 — BLOCK 6 — BLOCK 7 — BLOCK 8 — BLOCK 9 — BLOCK 10 — BLOCK 11 — BLOCK 12 — BLOCK 13 — BLOCK 16 — BLOCK 17

20' WIDE LANDSCAPE BUFFER

999.01' N0° 13' 02"E

3959.25' N89° 47' 32"W

80 40 0 80 160

HORIZONTAL SCALE IN FEET

CIVIL INNOVATIONS, PLLC
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BOISE, ID 83712
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PROFESSIONAL ENGINEER — REGISTERED — 10062 — 05/15/17 — STATE OF IDAHO — BENJAMIN P. THOMAS

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	REVISIONS		

RUSH VALLEY SUBDIVISION

BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.101
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
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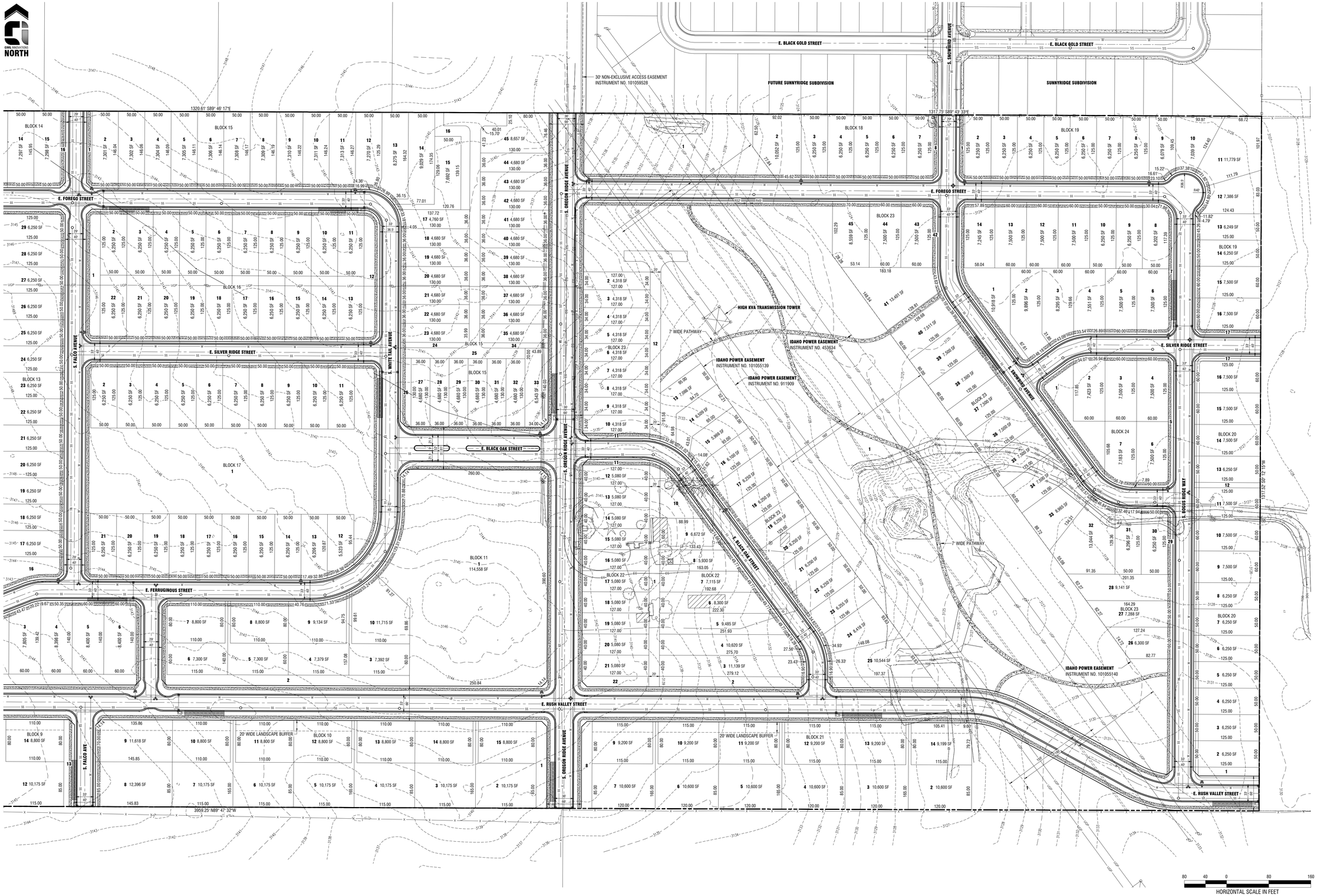
P.101

SHEET 2 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg Last Saved: 05/15/2017 3:34 pm



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RUSH VALLEY SUBDIVISION

BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.102
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.102

SHEET 3 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg Last Saved: 05/15/2017 3:34 pm

PLANNING AND DEVELOPMENT SERVICES

MAYOR: David H. Bieter | DIRECTOR: Derick O'Neill

CAR16-00037 & SUB16-00067 / Conger Management Group

Summary
Annexation of 109.84 acres located at 6405 E. Columbia Road with a zoning designation of R-1C (Single-Family Residential – 8 DU/Acre) and R-1M (Town Lot Residential – 17 DU/Acre). There is an associated Preliminary Plat for a residential subdivision comprised of 410 single-family lots and 2 lots for future development with either neighborhood commercial, multi-family or cottage style development. There are also 52 common lots.

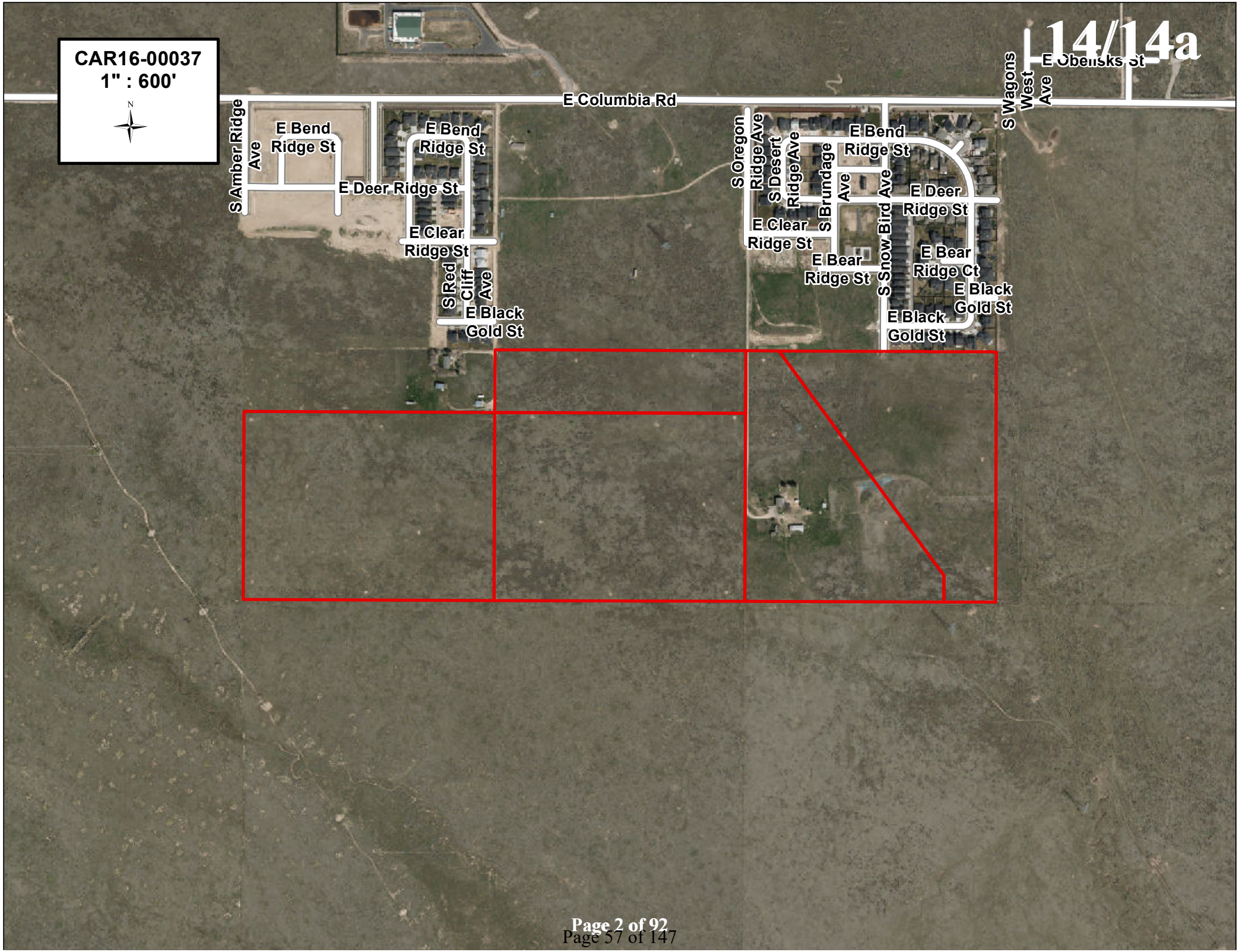
Prepared By
Todd Tucker, Senior Planner

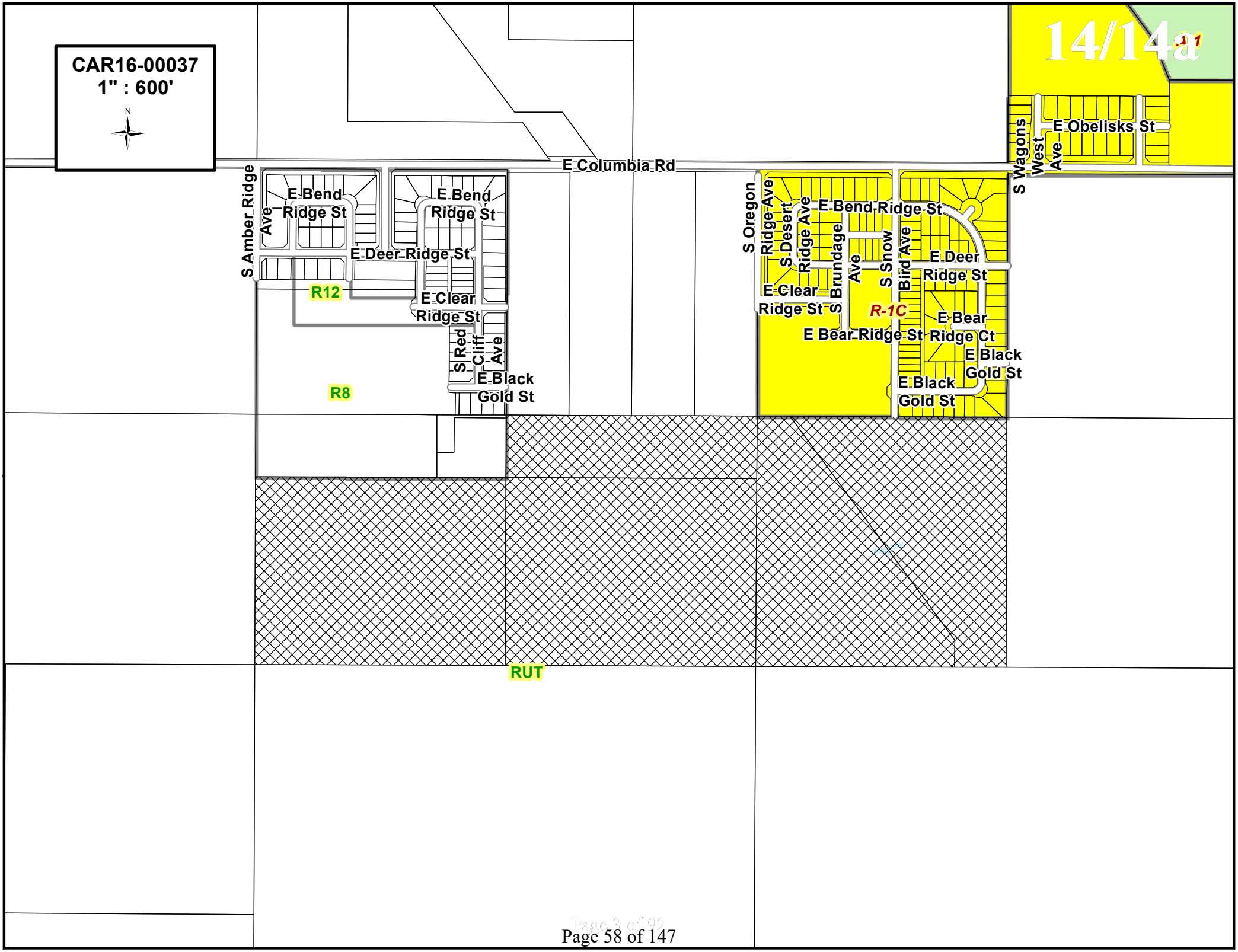
Recommendation
Approval with conditions

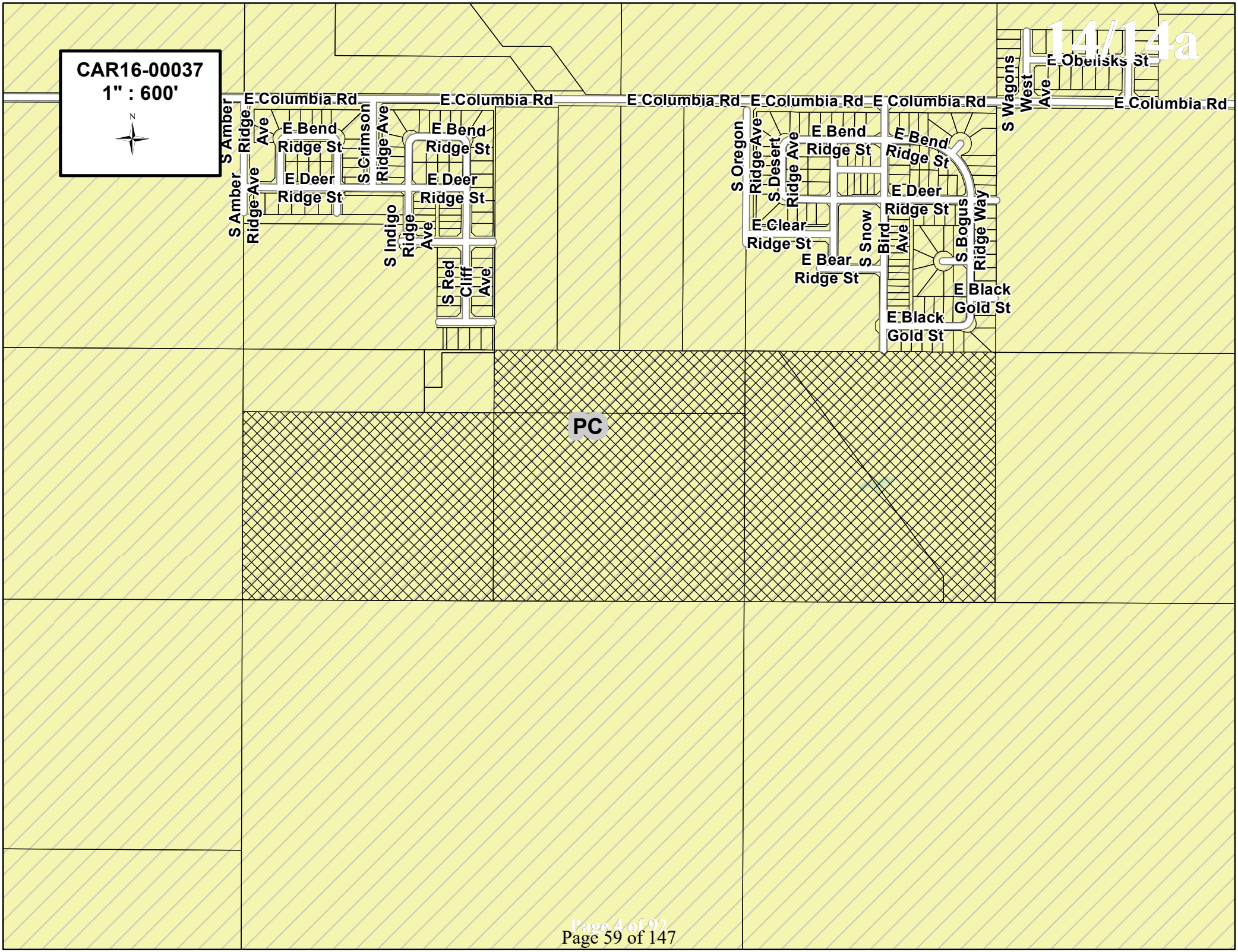
Reason for the Decision

Annexation
The annexation is consistent with the standards of Section 11-03-04.15.6 (a) of the Development Code. It does not constitute leap-frog development, and the land is within the City Area of Impact, the Sewer Planning Area and it's adjacent to previously annexed properties. The subject property is designated 'Planned Community' on the Land Use Map, which is consistent with the requested R-1C and R-1M zones. The site is currently zoned RUT (Rural-Urban Transition) in Ada County.

This report includes information available on the Boise City Website.
The entire public record, including additional documents, can be viewed through PDS Online.


CAR16-00037
1" : 600'
N
E Columbia Rd
S Amber Ridge Ave
E Bend Ridge St
E Deer Ridge St
E Clear Ridge St
S Red Cliff Ave
E Black Gold St
S Oregon Ridge Ave
S Desert Ridge Ave
S Brundage Ave
S Snow Bird Ave
E Bear Ridge St
E Bear Ridge Ct
S Wagons West Ave
E Obelisks St


CAR16-00037
1" : 600'
N
14/14a
R-1
E Columbia Rd
E Obelisks St
S Wagons West Ave
S Amber Ridge Ave
E Bend Ridge St
E Bend Ridge St
E Deer Ridge St
R12
E Clear Ridge St
S Red Cliff Ave
E Black Gold St
R8
S Oregon Ridge Ave
S Desert Ridge Ave
E Bend Ridge St
S Brundage Ave
S Snow Bird Ave
E Deer Ridge St
E Clear Ridge St
R-1C
E Bear Ridge St
E Bear Ridge Ct
E Black Gold St
E Black Gold St
RUT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S Indigo Ridge Ave
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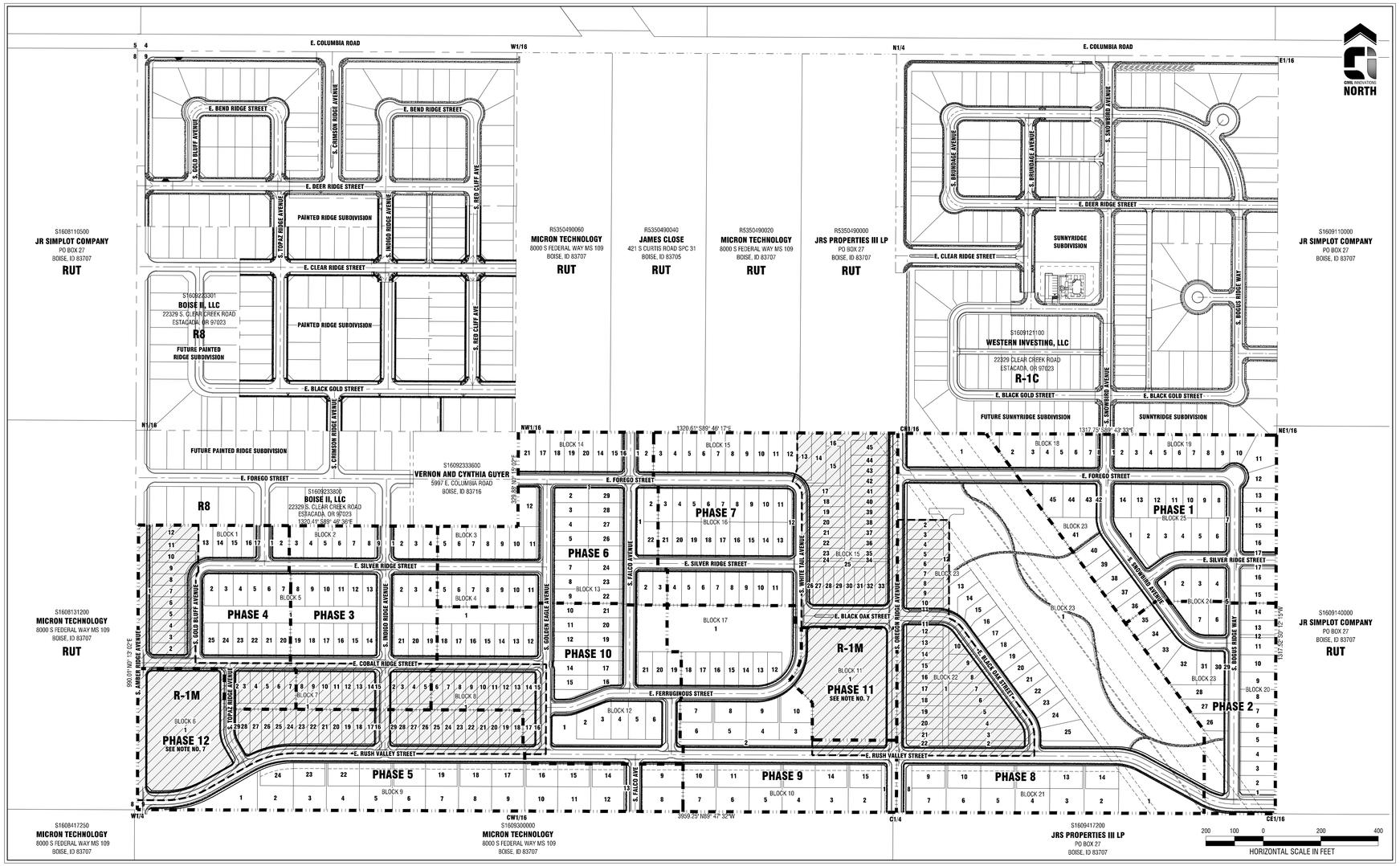
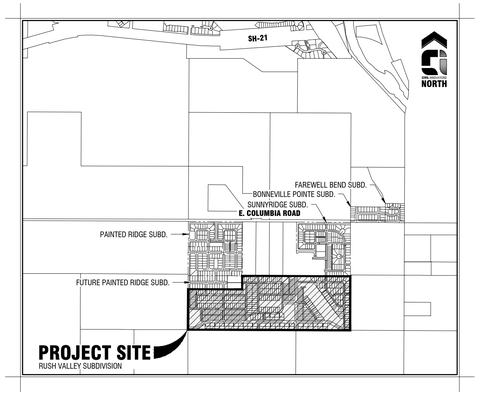
S Desert Ridge Ave
E Bend Ridge St
E Bend Ridge St
E Deer Ridge St
E Clear Ridge St
E Bear Ridge St
S Snow Bird Ave
S Bogus Ridge Way
E Black Gold St
E Black Gold St
S Wagons West Ave
E Obelisks St
E Columbia Rd
PC

RUSH VALLEY SUBDIVISION

PRELIMINARY PLAT - BOISE, IDAHO - 2017

LOCATED IN THE SW 1/4 OF THE NE 1/4, AND THE SE 1/4 OF THE NW 1/4, AND A PORTION OF SW 1/4 OF THE NW 1/4 OF SECTION 9, T.2N., R.3E., B.M. BOISE, ADA COUNTY, IDAHO





1 VICINITY MAP

NOT TO SCALE

2 PRELIMINARY PLAT NOTES

1. UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, LOT DRAINAGE, SEWER, WATER AND STREET LIGHTS OVER THE TEN (10) FEET ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.
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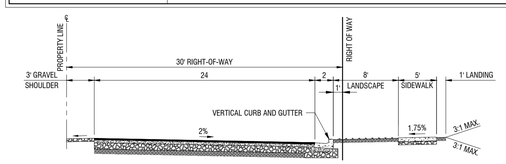

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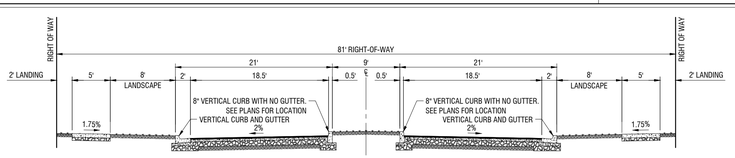

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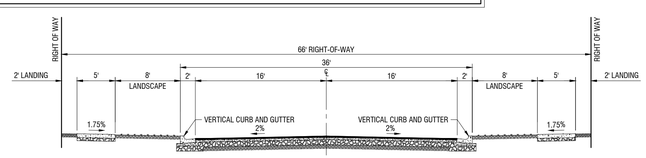

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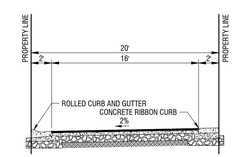
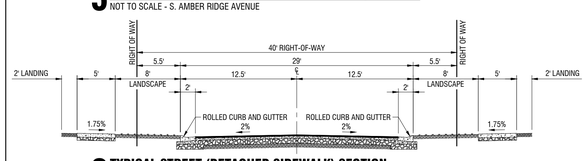


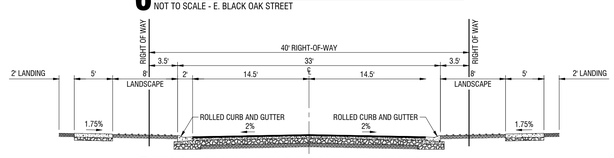
8 TYPICAL ALLEY SECTION

NOT TO SCALE



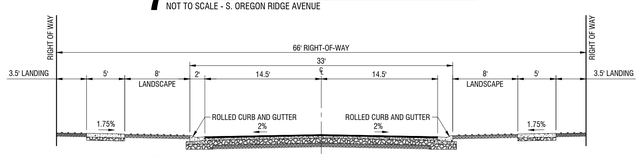
8 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - S. TOPAZ RIDGE AVE., S. GOLDEN EAGLE AVE., S. FALCO AVE., AND S. SNOWBIRD AVE.



9 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. SILVER RIDGE ST., E. COBALT RIDGE ST., E. FOREGO ST.
E. SILVER RIDGE ST., E. FERRUGINOUS ST., E. BLACK OAK ST., S. INDIGO RIDGE AVE.,
S. GOLDEN EAGLE AVE., S. WHITE TAIL AVE., S. SNOWBIRD AVE., AND S. BOGUS RIDGE WAY



10 TYPICAL STREET (DETACHED SIDEWALK) SECTION

NOT TO SCALE - E. RUSH VALLEY STREET

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 101
BOISE, ID 83712
PHONE: (208) 884-8181
www.civilinnovations.com

THESE DRAWINGS, OR ANY PORTION OR EXTENSION THEREOF, SHALL NOT BE USED OR REPRODUCED ON ANY PROJECT WITHOUT WRITTEN CONSENT FROM CIVIL INNOVATIONS, PLLC

NO.	DESCRIPTION	DATE	BY
	REVISIONS		

PROFESSIONAL ENGINEER — REGISTERED — 10862 — 05/15/17 — STATE OF IDAHO — BENJAMIN P THOMAS

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY PLAT PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.100
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.100
SHEET 1 OF 3

D:\Civil Innovations Projects\2016\16-0219-RV Rush Valley Subdivision\200 - Construction Drawings\204 - Preliminary Plat\16-0219-CS P.100 Preliminary Plat.dwg Last Saved: 05/15/2017 3:34 pm

CIVIL INNOVATIONS NORTH

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 101
BOISE, ID 83712
PHONE: (208) 884-8181
www.civil-innovations.com

PROFESSIONAL ENGINEER — REGISTERED — 10062 — 05/15/17 — STATE OF IDAHO — BENJAMIN P. THOMAS

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NO.	DESCRIPTION	BY	DATE
	REVISIONS		

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.101
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.101
SHEET 2 OF 3

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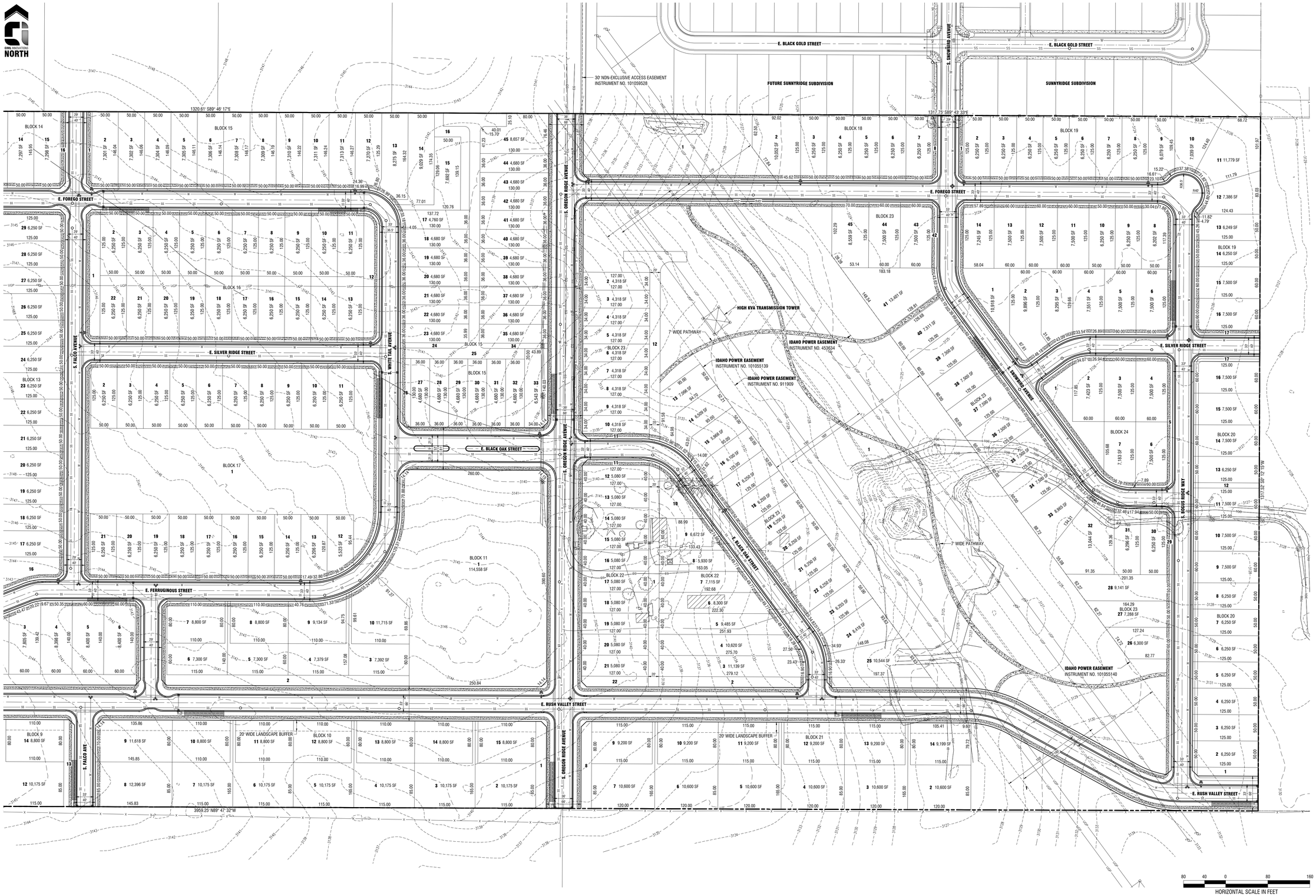

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 101
BOISE, ID 83712
PHONE: (208) 884-8181
www.civilinnovations.com

PROFESSIONAL ENGINEER
REGISTERED
10862
05/15/17
STATE OF IDAHO
BENJAMIN P. THOMAS

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NO.	DESCRIPTION	BY	DATE
	REVISIONS		

RUSH VALLEY SUBDIVISION
BOISE, IDAHO

PRELIMINARY ENGINEERING PLAN

PROJECT NO.	16-0219-CS
DWG FILE	P.102
DESIGNED BY	BT
DRAWN BY	KDH
CHECKED BY	BT
ISSUE DATE	05/15/2017
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

P.102
SHEET 3 OF 3

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CONGER MANAGEMENT GROUP
Project Management / Site Development / Construction Management

May 8, 2017

Mr. Cody Riddle, Current Planning Manager
Planning & Development Services
City of Boise
150 N. Capitol Boulevard
Boise, ID 83706

RE: Rush Valley – East Columbia Road
Annexation, Zoning and Subdivision Applications

Dear Mr. Riddle:

Attached for your review and favorable consideration is the revised Rush Valley preliminary plat. The planned Rush Valley community is in Southeast Boise, on the southern side of East Columbia Road. We respectfully request approval of our Annexation, Zoning and Subdivision applications.

After numerous meetings with Boise City Planning staff and much discussion, we submit our revised preliminary plat that addresses staff comments which arose upon the City's adoption of the East Columbia Interim Development Policies, dated March 2017. Using the Interim Development Policies and Zoning Codes as well as the southeast master planning sessions, we have thoughtfully designed this planned community on approximately 110 acres. Located south of East Columbia Road and adjacent to the Painted Ridge and Sunnyridge Subdivisions, Rush Valley will add to the areas mix of housing for this very desired area of Boise.

Enclosed is a project narrative detailing revisions to the Rush Valley Community and various aspects of our applications. Thank you for your attention to this matter and should you have any questions or require additional information please contact me by phone at 208.336.5355 or email, jconger@congergroup.com.

Sincerely,

Jim D. Conger

JDC:ml

Rush Valley – Narrative

In November of 2016, the Rush Valley annexation, zoning and preliminary plat applications were submitted to the City of Boise. Boise Planning staff was unable to act on the applications as Rush Valley is in the East Columbia area of Boise's Southeast Planning area and Boise Blueprint calls for the creation area-specific policies and design principles that would apply to the area. At the time of our initial submission the policies and principles had not been completed or adopted. In May of 2017 City Council adopted the East Columbia Interim Development Policies.

Upon review and acceptance of these Interim Polices, Boise Planning staff's review of the Rush Valley preliminary plat identified a few design elements that needed to be addressed. Boise Planning staff comments include:

- Houses need to front or side onto local, collector and residential arterial roadways as a means of creating community identity and avoiding inactive streetscapes.
- Require subdivision of property into small blocks.
- Utilize power line and drainage corridors, integrate a network of off-street pedestrian and bicycle pathways into the transportation system.
- Develop a system of desirable street typologies consistent with the ACHD Livable Streets Design Guide.

Based on these comments and principles the Rush Valley preliminary plat was revised and resubmitted for consideration and approval.

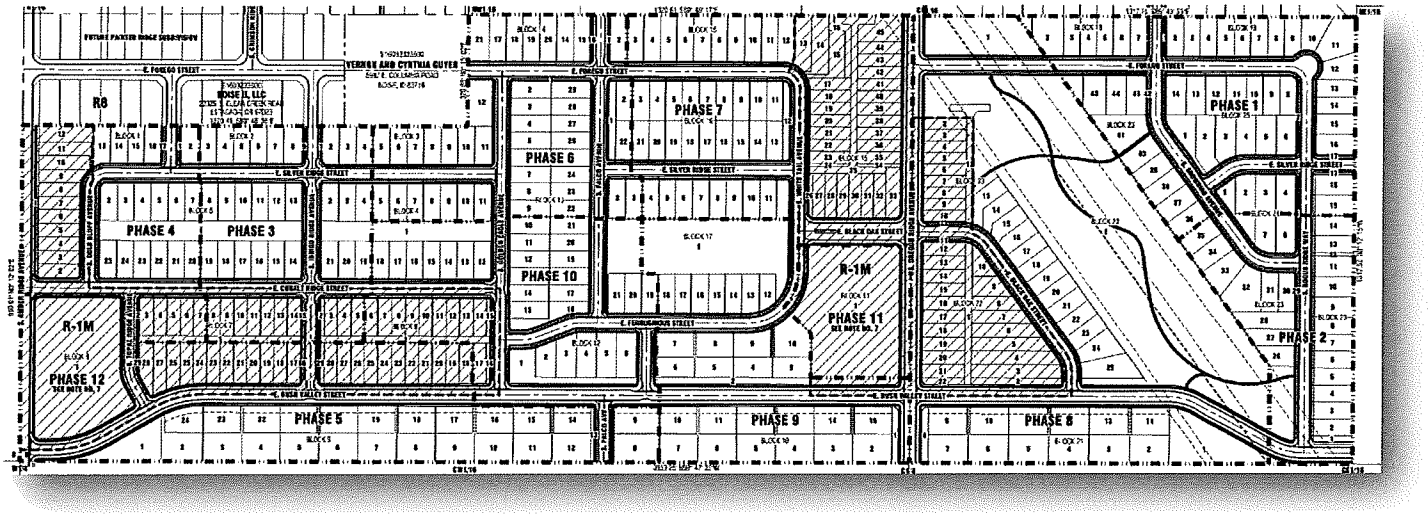
Summary:

Rush Valley Subdivision is a 410-residential lot community in Southeast Boise. Adjacent to the Sunny Ridge and Painted Ridge subdivisions, Rush Valley offers new housing opportunities to the growing southeast Boise area. Rush Valley is situated on approximately 110 acres and planned for development in multiple phases. Rush Valley will offer southeast Boise residents incredible access to many of the area's features and amenities.

Area Features:

- Spectacular views
- Oregon Trail Access
- Quick access to Lucky Peak State Park
- Hiking, biking and rock climbing opportunities in the area
- Amazing access to the Boise River
- Quick access to the Simplot Sports Complex
- Easy access to Interstate-84
- Access to Shopping (retail and commercial uses from the outlet mall, banks, restaurants and Albertsons)
- Nearby employment opportunities

Rush Valley – Preliminary Site Plan



Housing:

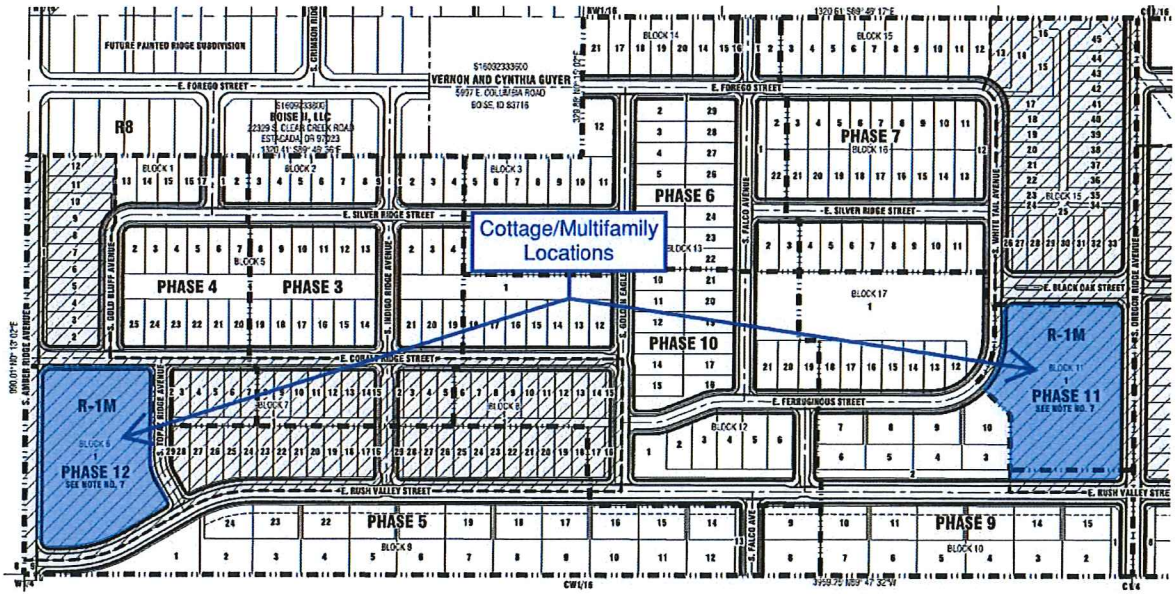
Evaluation of the area, market conditions, schools, services, nearby recreation and discussions with Boise City Planning Staff, Rush Valley was carefully designed with three primary housing products; Front Load single-family, Alley Load single-family, along with Cottage style/multifamily apartments. The three lot types will accommodate homes varying from 1,400 to 2,500 square feet. The mix of products will make for a well thought out land plan that has a high emphasis on livability. Two collectors travel north and south through the property, housing on both of these collectors have alley load lots with homes fronting the collectors. The last housing product is the "Cottage" style homes situated around common open space, shared drives and parking, or two story multifamily housing.

Cottage/Multifamily Housing:

Located on the collectors, two areas in the Rush Valley community are set aside for the Cottage/Multifamily housing products. Dependent on market conditions, we propose one of the two housing products, a Cottage style housing or multifamily apartments for these locations. We will redevelop these two areas with a conditional use permit. Area A is 2.56 acres and will have approximately 25 Cottage style homes or 38 multifamily units. Area B is 2.63 acres and will have approximately 26 Cottage style homes or 40 multifamily units.

The Cottage style housing is attractive to a more mature homeowner who desires the independence of homeownership but prefers not to have the responsibility of maintaining large yards. The Multifamily would be two story apartments and would appeal to a larger group of people who may not prefer homeownership. The Cottage and or Multifamily adds to the diversity of housing opportunities for Rush Valley community residents and the East Columbia area.

JC



Amenities:

In addition to the many amenities currently in the area, the development includes a neighborhood pool, clubhouse and many common open spaces and parks. Rush Valley includes residential parks and open spaces interconnected by a network of public sidewalks and pathways for the residents enjoyment. Rush Valley exceeds the typical open space size for a development of this type and size with approximately 17.43% consisting of open space. The multiple open spaces provide a variety of recreational opportunities from the smaller neighborhood parks to the large open spaces utilizing the power line corridor. The public areas and common lots will utilize drought tolerant landscaping and ground cover to promote environmentally responsible practices. With three collectors, various housing products and multiple locations for common/open space, Rush Valley was designed to help promote the orderly development of the East Columbia Planning area. The three-different type of housing products in Rush Valley will provide housing opportunities for employees of businesses located in the region. The subdivision will also connect two existing subdivisions, Sunnyridge and Painted Ridge with the network of public streets, sidewalks and pathways.

ACHD/Transportation:

Ada County Highway District has reviewed the Rush Valley preliminary plat and was approved by the ACHD Commission on March 1st, 2017. Streets in Rush Valley will be public right-of-way constructed as approved by the Ada County Highway District.

Public Utilities:

Sanitary sewer service is being provided by the City of Boise through the interior to the project mains connecting to the existing service in the adjacent Sunnyridge and Painted Ridge Subdivisions. Suez Water will be providing domestic water service to these homeowners. The neighborhood design complies with the requirements of the Boise City Comprehensive Plan, Boise City Subdivision Ordinance.

JL

Our Rush Valley preliminary plat represents a significant amount of time and effort, this community has been carefully thought out and designed utilizing Boise City Development Staff comments, Boise Blueprint Comprehensive Plan and the East Columbia Interim Development Policies. This application is the culmination of over a year of numerous meetings and correspondence with the Boise City Planning Team and other agencies.

Summary of Applications:

- Annexation / Zoning: From Ada County RUT to Boise City R-1C and R-1M
- Subdivision

Property Information

Parcel	Address	Current Zone	Proposed Zone
S1609131150	6405 E Columbia Road	RUT	R-1C & R-1M
S1609241300	E Columbia Road	RUT	R-1C & R-1M
S1609241200	E Columbia Road	RUT	R-1C & R-1M
S1609231175	E Columbia Road	RUT	R-1C & R-1M

Adjacent Property Information

Area	Building Types and / or Uses:	Zone
North	-Residential/Vacant	Boise – R-1C Ada County – R8/RUT
South	-Vacant/Undeveloped	RUT
East	-Vacant/Undeveloped	RUT
West	-Vacant/Undeveloped	RUT

Comprehensive Plan:

Rush Valley is situated in the Southeast Planning Area of the Blueprint Boise Comprehensive Plan. The property is currently zone RUT (County). The southeast ranges from urban in the northwest to low rural densities in the south. Several of Boise's largest employers are located in Southeast Boise including Alberton's and Micron. Southeast jobs are projected to increase by more than thirty percent by 2025, increasing from 21,707 in 2007 to 28,350 in 2025. Blueprint Boise includes a number of policies and development principles specific to the East Columbia area.

Boise Blueprint Comprehensive Plan Southeast Policies:

Goal SE-CCN 1: Provide a range of commercial and employment options within Southeast.
Goal SE-CCN 2: Provide opportunities for future expansion.

SE-CCN 2.1: Area of City Impact Boundary – Coordinate with Ada County regarding the expansion of the AOCI boundary south of the Columbia area into the area surrounding the Isaac Canyon interchange.
SE-CCN 2.2: East Columbia Area – Develop the East Columbia area according to the following principles:

- A master plan that demonstrates adherence to the principles outlined below shall be submitted to the Planning and Zoning Commission for approval prior to further entitlement in the East Columbia area. Incentives to achieve New Urbanism designs shall be considered as part of the Master Plan.

- Developed density is envisioned not to exceed 4 units per gross acre.
- Encourage higher residential densities adjacent to the Micron Tech Park and other activity areas.
- Identify appropriate locations for neighborhood and community serving commercial uses, schools, fire stations and parks.
- Adhere to land-use restrictions of the Airport Impact Area. – Not Applicable
- Adhere to Groundwater restrictions of the Southeast Groundwater Management Area.
- Plan an arterial road network in this area.
- Encourage water efficient/xeriscape landscape plans.
- Attainment of the maximum unit count for Columbia shall be contingent on adequate water sources.

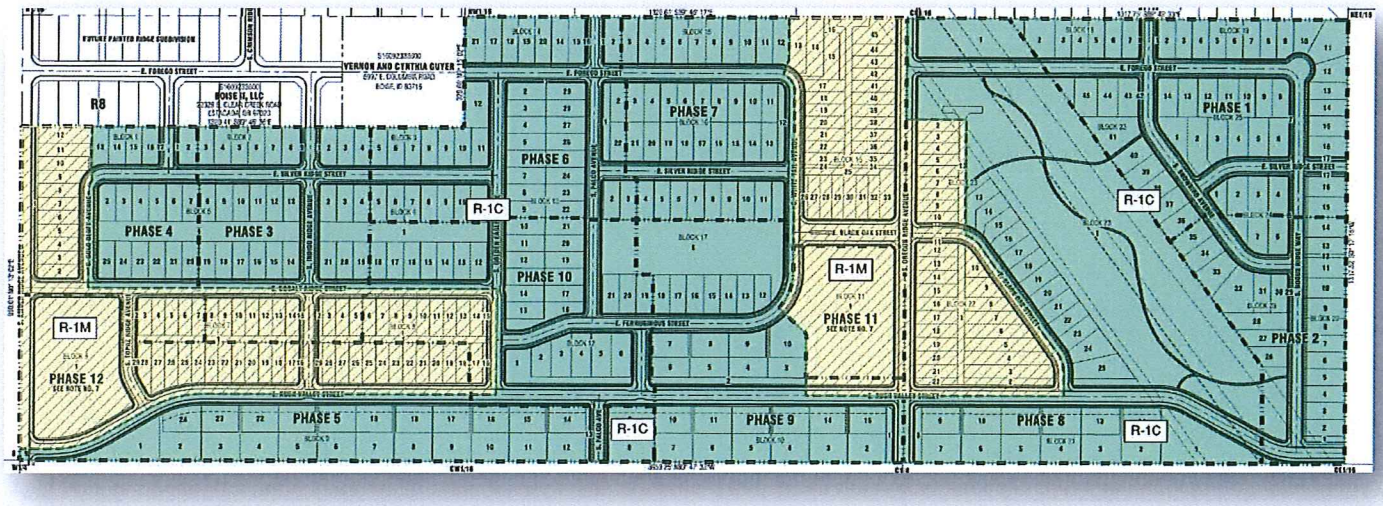
The property is located within the area designated as Planned Community. The Planned Community area encompasses the largely undeveloped East Columbia area. In May of 2017 City Council adopted the East Columbia Interim Development Policies.

Annexation / Zoning:

The property is currently zoned RUT (County). During our meetings with the Boise City Planning Team, it was established that the project would be within Boise City Code and well served with an R-1C and R-1M zoning. See zoning exhibit below.

The R-1C zoning matches the existing zoning in the adjacent Sunny Ridge Subdivision and is the significant zoning in Rush Valley. The R-1C zoning is an ideal zoning designation for the planned traditional detached single-family housing within this zone. The R-1M zoning allows for a variety of housing product with built in zoning requirements to preserve aesthetics while achieving a sought after density. Rush Valley proposes 410 residential lots with a density of 3.73 lots per acre.

Rush Valley Subidivision Zoning Exhibit



Subdivision Application:

Site Design:

% of Site Devoted to Residential Lot Coverage Area	62.90%
% of Site Devoted to Landscaped Common Areas	17.43%
% of Site Devoted to Roads / Parking	19.67%
Total	100.00%

Dimensional Standards:

Dimensional Standard	**R-1C**	**R-1M**	
		Attached	Detached
Lot Area	5,000 – 7,000	2,160 – 3,360	4,320 – 5,520
Average Lot Width	50 – Interior Lots 70 – Corner Lots	18 – Interior Lots 28 – Corner lots	36 – Interior Lots 46 – Corner Lots
Density Maximum	8.0 units/acre	17 units/acre	
Front Yard	20 feet	10 feet	
Side Yard	5 feet	0, 5 for end units	
Rear Yard	15 feet	With alley: 5; Without alley 15 feet	

Pressure Irrigation:
As part of the subdivision application, we request a waiver of the Subdivision Ordinance that requires pressurized irrigation in subdivisions. The subject property does not have any water rights and per the provisions of the code, this application would be eligible for this waiver.

Pre-Application Meeting & Neighborhood Meeting:
The pre-application meeting was held with the Boise City planning and development staff on May 19, 2016.

The neighborhood meeting was held on May 16, 2016 at the property and on December 14, 2016 at Le Bois Junior High School.

Conclusion:
Conger Management Group respectfully requests approval of the annexation, zoning and subdivision application for the Rush Valley Subdivision located in southeast Boise. This project will provide quality, desirable housing and densities while maintaining compatibility with Boise City Codes, the proposed draft East Columbia Sub-Area Master Plan and the surrounding properties. Thank you.

JC

14/14a

#105 - Annexation and Rezone

Case #: CAR16-00037

Property Information

Address

Street Number:	Prefix:	Street Name:	Unit #:
6405	E	COLUMBIA RD	

Subdivision name:	Block:	Lot:	Section:	Township:	Range:	Zoning:
SEC 9 2N 3E	0	0	E9	2	3	RUT

Parcel Number:	Additional Parcel Numbers:
S1609131150	S1609241300; S1609241200; S1609231175

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

(•) Agent/Representative ( ) Applicant ( ) Owner

Applicant Information

First Name:	Last Name:
Jim	Conger

Company: Conger Management Group

Address:	City:	State:	Zip:
4824 W Fairview Ave.	4824 W Fairview Ave	ID	83706

E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355		

Agent/Representative Information

Role Type: ( ) Architect ( ) Land Developer ( ) Engineer ( ) Contractor (•) Other

First Name:	Last Name:
Marcel	Lopez

Company: Conger Management Group

Address:	City:	State:	Zip:
4824 W Fairview Ave.	Boise	ID	83706

E-mail:	Phone Number:	Cell:	Fax:
marcel@congergroup.com	(208) 336-5355		

Owner Information

Same as Applicant? (•) No ( ) Yes (If yes, leave this section blank)

First Name:	Last Name:
Corey	Barton

Company: Corey Barton Homes

Address:	City:	State:	Zip:
1977 E Overland	Meridian	ID	83642

E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 335-5355		

CAR 16-00037

1. **Neighborhood Meeting Held (Date):**

   05/16/2016

2. **Neighborhood Association:**

   Southeast Boise

3. **Comprehensive Planning Area:**

   Southeast

4. **This application is a request to construct, add or change the use of the property as follows:**

   Annexation, zoning and preliminary plat of approximately 109.84 acres in southeast Boise for the development of the Rush Valley Subdivision with 430 residential and 53 common lots with a residential density of about 3.91 units per acre.

5. **Type of Request:**

   ○ Rezone ◉ Annexation & Rezone

6. **Current Zone:**

   RUT

7. **Requested Zone::**

   R-1C/R-1M

8. **Size of Property:**

   109.84 ◉ Acres ○ Square Feet

9. **Existing uses and structures on the property are as follows:**

   A single family residence with related outbuildings existing on one of the parcels which will not remain when the property is developed.

10. Are there any existing land uses in the general area similar to the proposed use?

If so, describe them and give their locations:

Yes, the Sunny Ridge and Painted Ridge Subdivisions are directly adjacent to the proposed development on the north side.

11. On what street(s) does the property have frontage?

S. Snowbird Avenue, S. Oregon Ridge Avenue, S. Amber Ridge Avenue

12. Adjacent property information:

Uses:		Zone:	
North:	Residential/unde	North:	(R-1C) Single Family Residential
South:	undeveloped	South:	
East:	undeveloped	East:	
West:	undeveloped	West:	

13. Why are you requesting annexation into the City of Boise?

To attain a zoning of R-1C and R-1M on the property for the purpose of developing into a 430 single family detached and townhouse subdivision as allowed per the Boise comprehensive Plan and Development Code. Please see the attached letter and narrative

14. What use, building or structure is intended for the property?

Single family attached and detached 1 and 2 story homes. The proposed homes are similar to the existing neighborhoods. Please see the attached letter and narrative.

15. What changes have occurred in the area that justify the requested rezone?

The area is quickly developing for single family housing. With the demand in Boise for housing sites in that area of the city with access to the interstate and employers, this area is ideal for residential development. Please see the attached letter and narrative.

16. What Comprehensive Plan policies support your request?

Predictable Development Pattern and Community of Stable Neighborhoods and Vibrant Mixed-Use Activity Centers comprehensive plan policies both support this annexation and zoning request. Please see the attached letter and narrative.

The undersigned declares that the above provided information is true and accurate.
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature:

Date:

CAR 16-00037

PDS Online | eApply
City of Boise • Planning & Development Services • (208) 384-3802 • pds.cityofboise.org

#201 Subdivision

Property Information

Address

Street Number:	Prefix:	Street Name:	Unit #:
6405	E	COLUMBIA RD	

Subdivision name:	Block:	Lot:	Section:	Township:	Range:	Zoning:
SEC 9 2N 3E	0	0	E9	2	3	RUT

Parcel Number:	Additional Parcel Numbers:
S1609131150	S1609241300; S1609241200; S1609231175

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

(•) Agent/Representative ( ) Applicant ( ) Owner

Applicant Information

First Name:	Last Name:
Jim	Conger

Company: Conger Management Group

Address:	City:	State:	Zip:
4824 W Fairview Ave.	Boise	ID	83706

E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355		

Agent/Representative Information

Role Type: ( ) Architect ( ) Land Developer ( ) Engineer ( ) Contractor (•) Other

First Name:	Last Name:
Marcel	Lopez

Company: Conger Management Group

Address:	City:	State:	Zip:
4824 W Fairview Ave.	Boise	ID	83706

E-mail:	Phone Number:	Cell:	Fax:
marcel@congergroup.com	(208) 336-5355		

Owner Information

Same as Applicant? (•) No ( ) Yes (If yes, leave this section blank)

First Name:	Last Name:
Corey	Barton

Company: Corey Barton Homes

Address:	City:	State:	Zip:
1977 E Overland	Meridian	ID	83642

E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355		

1. Type of Application:

(●) Preliminary ( ) Final ( ) Preliminary/Final

2. Proposed Subdivision/Condominium Name:

Rush Valley

Note: Must be approved by the Ada County Surveyor.

3. Cross Reference Files:

Please list all previously approved or currently associated file(s):

CAR16-00037

4. Subdivision/Condominium Features:

Number of buildable lots/units:	430	Buildable lots/units per acre:	3.91
Number of common lots/units:	53	Zoning Classification:	R-1C/R-1M
Total acres in subdivision:	109.84		

5. Building Program:

Number of Existing Buildings: 1 Number of Existing Buildings to Remain: 0

Type of Existing Buildings: (●) Residential ( ) Commercial ( ) Industrial ( ) Mixed Use

If Residential What Type? [✓] Single Family [ ] Townhouse [ ] Duplex [ ] Multi-Family

Type of Proposed Buildings: (●) Residential ( ) Commercial ( ) Industrial ( ) Mixed Use

If Residential What Type? [✓] Single Family [✓] Townhouse [ ] Duplex [ ] Multi-Family

6. Waivers or Modifications:

Are any waivers/modifications being requested from the Subdivision Ordinance? ( ) Yes ( ) No

If yes, please include a detailed explanation in your letter.
An additional waiver/modification review fee must be paid at the time of submittal.

7. Private Streets:

Are private streets proposed? ( ) Yes (●) No

If yes, please provide justification in the letter of explanation.
An additional private street review fee must be paid at the time of submittal.

8. Public Streets:

Number of new public streets proposed: 18

9. Floodways & Hillsides:

Is any portion of this property located in a Floodway or a 100-year Floodplain? ○Yes ◉No

Does any portion of this parcel have slopes in excess of 15%? ○Yes ◉No

Note: If the answer to either of the above is yes, you will be required to submit an additional #112 Floodplain and/or #114 Hillside application and additional fee.

11. Airport Influence Area:

Is the subject site located within the Airport Influence Area? (If yes, please mark which area.)

◉No ○Area A ○Area B ○Area B1 ○Area C

The undersigned declares that the above provided information is true and accurate.
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature:

Date: 11.29.16

PLANNING AND DEVELOPMENT SERVICES

MAYOR: David H. Bieter | DIRECTOR: Derick O'Neill

Planning Division Project Report

File Number	CAR16-00037 & SUB16-00067
Applicant	Conger Management Group
Property Address	6405 E. Columbia Road
Public Hearing Date	June 5, 2017
Heard by	Planning and Zoning Commission
Analyst	Todd Tucker, Senior Planner
Reviewed By	Cody Riddle, Current Planning Manager

Public Notification

Neighborhood meeting conducted on:	December 14, 2016 & May 16, 2017
300 foot radius notices mailed on:	February 24, 2017
Newspaper notification published on:	February 25, 2017
Staff posted notice on site on:	February 24, 2017

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9. Recommended Conditions of Approval..... 10

Exhibits

Agency Comments

1. Project Data and Facts

Project Data	
Property Owner	Endurance Holdings, LLC.
Architect/Representative	Jim Conger / Conger Management Group
Location of Property	6405 W. Columbia Road
Size of Property	109.84 acres
Existing Zoning	RUT (Rural Urban Transition – Ada County)
Proposed Zoning	R-1C (Single Family Residential, Urban) & R-1M (Town Lot Residential)
Land Use Designation	Planned Community
Planning Area	Southeast
Neighborhood Assoc./Contact	Southeast Boise / Fred Fritchman
Procedure	The Planning and Zoning Commission will make a recommendation to City Council on the annexation and Preliminary Plat.

Current Land Use
The property is currently improved with a single-family home and several detached accessory buildings. However, the majority of the property is undeveloped vacant land. The site is relatively flat.

Description of Applicant's Request
The applicant is requesting annexation with two residential zones to allow a subdivision. Approximately 27.64 acres will be zoned R-1M and the majority of the development (approximately 82.25 acres) will be zoned R-1C.

2. Land Use

Description and Character of Surrounding Area
The properties located to the east, west and south of this site are vacant land located in Ada County and zoned RUT. The property located to the northwest has been approved for single-family residential development and is zoned R-8 in Ada County. The property located to the north in the central part of the development is comprised of four 10 acre parcels that are all vacant and zoned RUT in Ada County. The property located to the northeast has been annexed into Boise City with an R-1C zoning and is being developed with detached single-family homes.

Adjacent Land Uses and Zoning

North	Residential Development & Vacant Land / R-8 & RUT (Ada County) & R-1C
South	Vacant Land / RUT (Ada County)
East	Vacant Land / RUT (Ada County)
West	Vacant Land / RUT (Ada County)

3. Project Proposal

Setbacks

All buildings within the subdivision will comply with the setback requirements in the designated zoning districts.

Parking

Each home within the subdivision provides a minimum of two off-street parking spaces within a garage.

4. Development Code (Boise City Code Title 11)

Section	Description
11-03-04.4	Specific Procedures (Subdivision Plat)
11-03-04.15	Specific Procedures (Annexation)
11-04-03	Residential Districts
11-07-04.5	Micro-Paths
11-09-03.4	Public Streets
11-09-03.7	Arterial and Collector Street Buffering
11-09-04.10	Landscaping

5. Comprehensive Plan (Blueprint Boise)

Chapter	Principles, Goals, and Policies
Chapter 2: City Wide Visions and Policies	Policy PDP3.2 Policy CC2.1(a) Policy CC2.1(b) Policy NAC3.2
Chapter 3: Community Structure and Design	Principle GDP-N.1(a)
Chapter 4: Southeast Planning Area Policies	Policy SE-CCN 2.2
East Columbia Interim Development Policies	Policy BE-1 Policy BE-2 Policy BE-3 Policy BE-4 Policy ST-1 Policy ST-2

6. Transportation Data

Roadway	Frontage	Functional Classification	PM Peak Traffic Count	Level of Service*
Technology Way	N/A	Minor Arterial	776	Better than "E"
Columbia Rd.	N/A	Minor Arterial	99	Better than "E"

* Acceptable level of service for a five-lane minor arterial is "E" (1,540 VPH).
* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

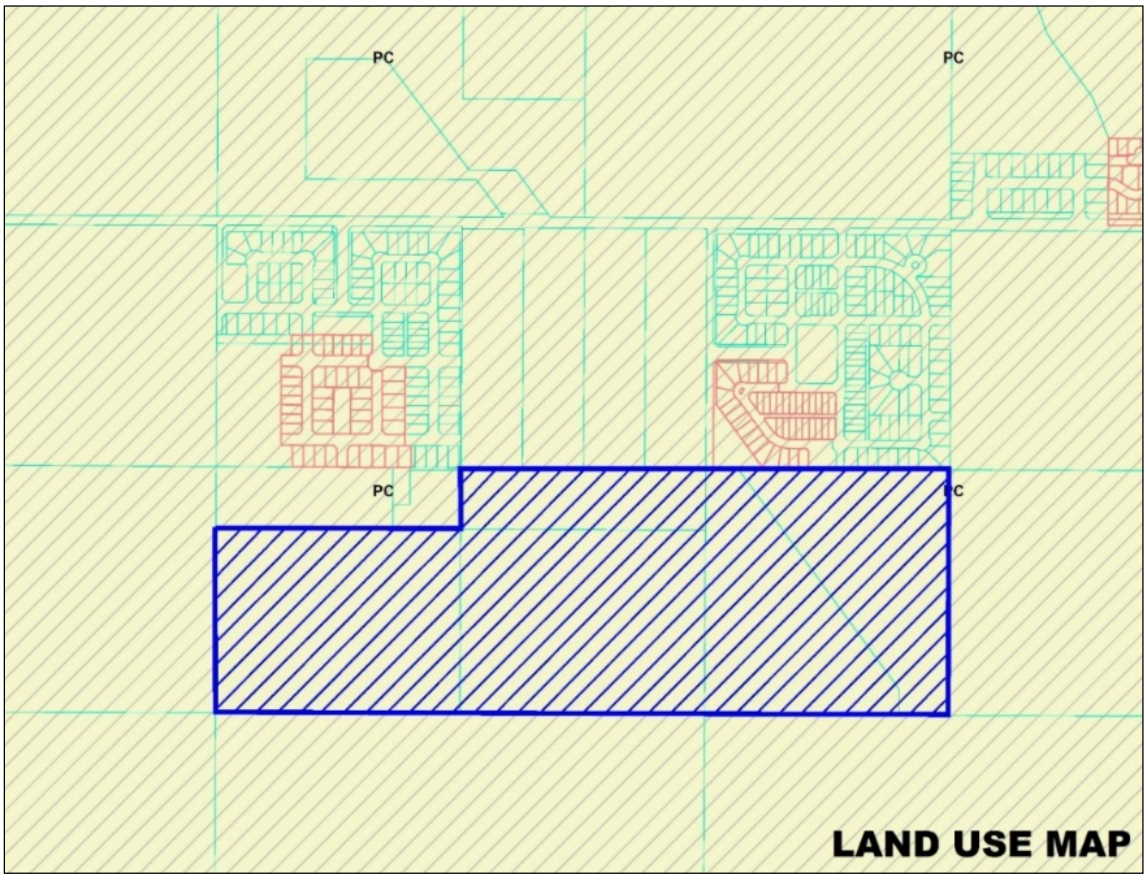
7. Analysis

The applicant is requesting annexation of approximately 110 acres located at 6405 W. Columbia Road with two zoning designations. The majority of the development (approximately 82.25 acres) will be zoned R-1C (Single-Family Residential – 8 Dwelling Units/Acre) and a smaller portion of approximately 27.64 acres will be zoned R-1M (Town Lot Residential – 17 DU/Acre). The annexation will facilitate development of the site with a residential subdivision comprised of 410 single-family residential lots, 2 lots set aside for future multi-family or cottage style development, and 52 common lots.

Annexation

The vacant property is currently zoned RUT (Rural Urban Transition) in Ada County. The property is within the area of impact and adjacent to current City Limits along the northeastern property line. As a result, annexation is required for the proposed development.

As illustrated on the Land Use Map, the site is designated PC or "Planned Community" in the Comprehensive Plan. The property is located within what has been identified as the East Columbia Area, and there are specific policies within the Southeast Planning Area that apply to development in this part of the City. These policies will be further addressed in the subdivision analysis as the policies discuss when and how property is developed.



The zones requested are permissible in the "Planned Community" designation of the Comprehensive Plan's Land Use Map. The applicant is not proposing a Planned Unit Development and will develop the property in conformance with the regulations set by the R-1C and R-1M zones. The R-1C zone allows 8 dwelling units per acre and the R-1M zoned allows 17 dwelling units per acre. However, Comprehensive Plan *Policy SE-CCN* 2.2 indicates that developed density is envisioned not to exceed four units per gross acre. The associated subdivision has a gross residential density of 3.73 dwelling units per acre. This area is also identified as "Significant New Development Anticipated" on the Areas of Change and Stability Map. Comprehensive Plan *Policy NAC3.2* supports residential infill and redevelopment in areas identified as suitable for change.

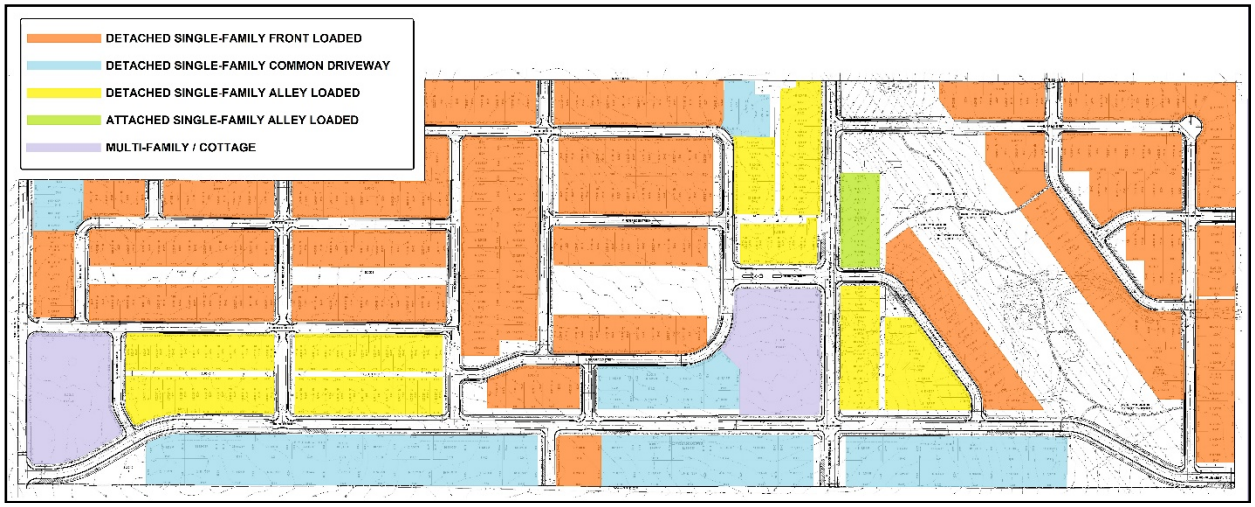
Subdivision

The applicant is proposing a 412 lot residential subdivision with the option for small scale neighborhood commercial in the future.

Layout & Design

The subdivision is designed so all buildable lots meet the minimum dimensional standards of the proposed zone they will be located within. A recommended condition of approval requires adherence to the minimum setbacks of the R-1C and R-1M zones.

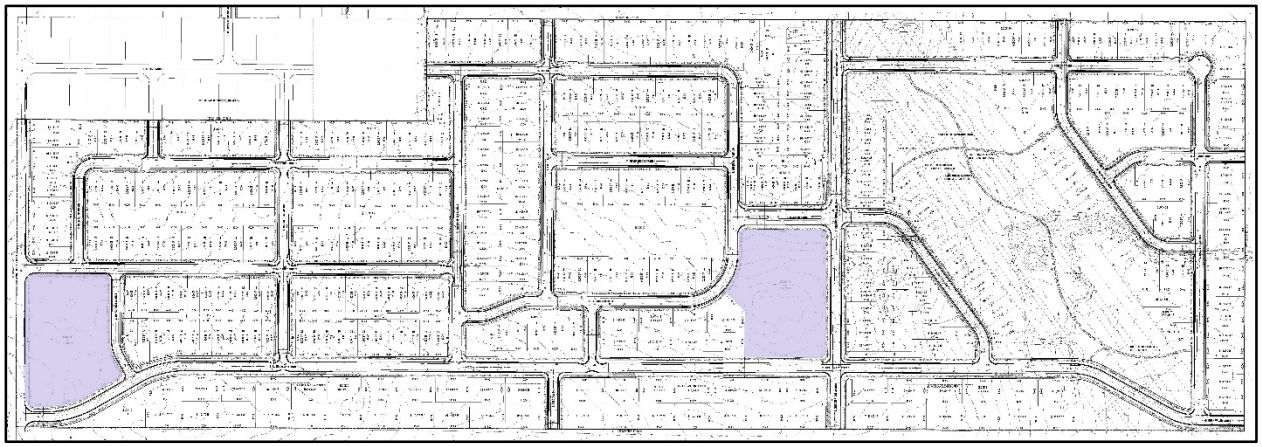
The project will provide several residential product types: 1) Traditional detached homes that have garages that are front loaded from the street or a common driveway; 2) detached homes that have garages accessed from an alley; 3) attached townhomes access from an alley; and, 4) lots to be developed in the future with either multi-family dwellings or cottage style homes will also be provided. This is supported by Interim Development *Policy BE – 3* which states "Provide for a variety of housing options in the East Columbia area. Require that all developments larger than twenty acres to provide at least three different housing types."



There are three collector roads within the subdivision. Two travel north and south and one east and west near the southern edge of the development. *Policy BE – 4* requires subdivisions to be designed with homes that either front or side onto local, collector and residential arterial roadways as a means of creating community identity and avoid inactive streetscapes dominated by fencing and/or landscaping. The subdivision is designed in conformance with this policy. The lots abutting the collector roadways are designed to be either rear loaded from an alley or local roadway or be accessed by a common driveway. This will reduce the number of curb cuts on the collector roadways and provide a more activated streetscape.

The subdivision contains two large lots intended for future development. One is located at the southwest corner of the subdivision and one is more centrally located. The applicant has indicated they intend on developing these lots with either a multi-family or cottage style development.

The applicant has also indicated that they would not develop the lot located at the southwest corner for four years. This delay is intended to allow for other development in the area to occur which may dictate that this parcel is a viable option for neighborhood commercial. The applicant prefers to develop the parcel with residential uses, however, if during the development of the area the demand warrants commercial uses, this lot can be used for commercial development. A recommended condition of approval will restrict the development of Lot 1, Block 6 for a period of time not to exceed four years.



Sidewalk Design

The subdivision is designed with five-foot wide detached sidewalks along all of the streets. This street pattern will be a continuation of the existing development that is adjacent to the northwest and northeast. Those existing subdivisions are also developed with five-foot wide detached sidewalks with street trees between the sidewalk and street. In several locations the detached sidewalk is located on the lots and not within the public right-of-way. In these instance's the front setback to the homes will be measured from the back of the sidewalk and not the front property line. This will insure adequate room is provided for parking within the driveway apron.

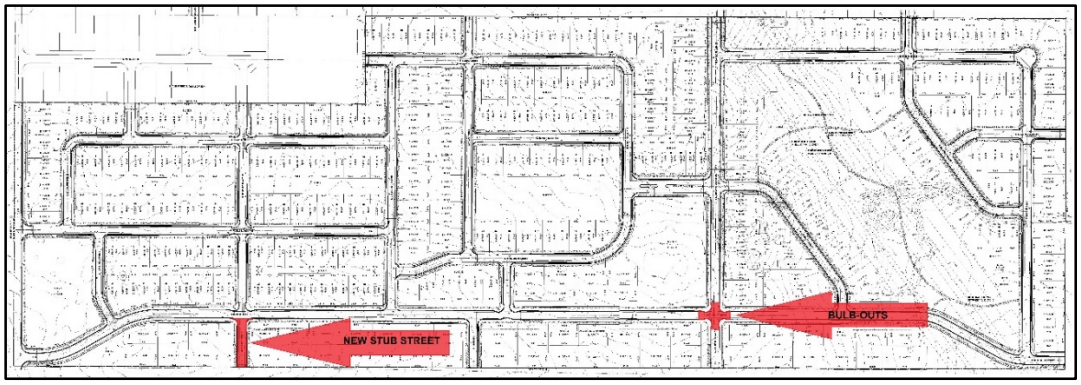
There are several policies found in the East Columbia Interim Development Policies that

directly support detached sidewalks in this area. *Policy BE – 1* supports the creation of a unique "sense of place" reflected in site design and the public realm within the East Columbia Planning Area. Detached sidewalks within the proposed subdivision will be an extension of those in the subdivisions to the north. Consistent street designs will add to the "sense of place" called for in the Interim Design Policies. *Policy BE - 2* promotes the use of pedestrian-oriented, sustainable design principles throughout the planning area. A detached sidewalk network is more pedestrian friendly than attached sidewalks and also provides a green infrastructure component to the development.

Policy ST – 1 encourages the development of a system of desirable street typologies consistent with the ACHD Livable Streets Design Guide. Section 2.12 Street Design: Residential Local identifies detached sidewalks with street trees as the desirable design. Finally, *Policy ST – 3* calls for streets to be designed to facilitate safe and comfortable pedestrian, bicycle and vehicle movement. Separating the sidewalk from the edge of the street with a landscape buffer provides pedestrians a safer and more comfortable pedestrian experience.

Connectivity

On January 24, 2012, the Planning Division made a commitment to the City Council to include a connectivity index review of each new subdivision. The Connectivity Index for this subdivision is 1.82. The connectivity index is greater than what is generally considered to be an acceptable score of 1.5. However, the Planning Team finds the project would benefit from one additional street stub on the southern boundary as shown below. In addition, the Planning Team recommends the intersection of Rush Valley Street and Oregon Ridge Avenue be designed with bulb outs as shown in the western part of the subdivision. This will enhance the pedestrian experience at this intersection of two collector roadways.



The street network of this subdivision complies with numerous policies of the Comprehensive Plan. *Policy CC2.1(a)* calls for the development of a street network that interconnects and distributes vehicle, bicycle, and pedestrian traffic to multiple streets. *Policy CC2.1(b)* promotes a connected system of roadways to alleviate congestion, reduce travel distances, and increase circulation options. *Principle GDP-N.1(a)* also calls for a continuous network of sidewalks, bicycle, and pedestrian paths, and roadways to connect different areas of neighborhoods.

Common Driveways
Numerous lots within the subdivision will have vehicular access via a common driveway. All lots abutting a common driveway must take access from the common driveway and not the public right-of-way. A perpetual ingress/egress easement must be placed on the Final Plat. In addition, an agreement for maintenance of the driveway must be recorded prior to issuance of any Building Permits for lots abutting the common driveways. The Development Code requires that parking be setback a minimum of 20 feet from the edge of a common driveway. In addition, a five-foot wide landscaping buffer must be provided between the common driveway and any lot not taking access from the common driveway.

8. Findings

Annexation (11-03-04.15.a)

i. Incorporate the Boise sewer planning area;

The subject property is located in the Boise Sewer Planning Area.

ii. Honor negotiated area of impact agreements;

The site is within the Area of City Impact (AOCI), adjacent to City Limits along the northwestern boundary. This finding is consistent with Policy PDP 3.2 in the Comprehensive Plan which calls for the annexation of lands within the AOCI when it can be demonstrated that it is consistent with the goals and policies of the Comprehensive Plan. This includes substantial compliance with the level-of-service standards identified in Table 3 in the Comprehensive Plan.

The following services and facilities level-of-service standards are required concurrent with the issuance of any development permit:

Fire - A four-minute response time (1.5-mile service area), unless excepted by the Fire Department is required.

The Fire Department provided comments for the annexation and preliminary plat. They noted the property is located more than 1.5 miles from a secondary access point. In addition, the Fire Code requires two separate and approved fire apparatus access roads for developments exceeding 30 single-family homes. However, the Fire Department noted they could approve the annexation and subdivision provided the project complied with the special conditions of approval addressing access and automatic fire sprinkler systems. A condition of approval will require compliance with the Fire Department comments of February 14, 2017, or alternatives agreed upon by the Fire Department. In addition, the Fire Department noted the property is located within the Wildland Urban Interface Zone B and the development must comply with Boise City Code 7-01-69. This includes landscaping, setback, and construction materials standards.

Water - A minimum of 35 psi / 1,500 gpm fire flow must be provided for residential development.

No comments were submitted by Suez Water for this application, however, they noted that service in the area meets the minimum standards for other approved projects in the vicinity.

Sewer - Sanitary sewer must be available to the site that meets the minimum standards for collection and treatment.

The Boise Public Works Department has noted there is sewer capacity in the area to accommodate the additional lots proposed within this development. The western portion of the development will be served by existing gravity sewer and the rest will be served by the existing lift station located in the adjacent Sunnyridge Subdivision to the northeast.

Schools - The existing schools serving the area must have capacity for the anticipated additional children.

The Boise School District provided comments indicating the schools currently assigned to the proposed project were Trail Wind Elementary School, Les Bois Junior High, and Timberline High School. The comments listed no concerns regarding the traffic impact or safe routes to school.

Streets - Streets must be provided in accord with the Master Street Map, adopted transportation plans, project concept plans, and transit plans. In addition, streets must be provided in accord with housing and employment forecasts used to prepare a long-range regional transportation plan.

On March 1, 2017, the Ada County Highway District Commission approved the project.

Police - Police service must be available to the area.

No comments were received from the Boise Police Department, however, the existing subdivisions in the area that are located within the city limits are covered by Police District #144.

Solid Waste - Weekly pick-up must be provided.

No comments were received by the Solid Waste Division of the Public Works Department, however, their website indicates the weekly trash pick-up day for this area is Friday.

Electricity - Power must be provided to the area.

Idaho Power currently provides service to this area.

Telephone - Phone service must be provided to the area.

Telephone service is currently provided to this area.

Storm Drainage - An approved onsite or public system must be provided.

The Public Works Department provided comments addressing the storm drainage system requirements.

iii. Attempt to balance costs of services with anticipate revenues;

The annexation should have minimal impact on cost of services. The property is adjacent to lands already within city limits. As such, many city services are already provided to the area.

iv. Promote other goals of population balance, contiguous development and prevention of costs due to leap frog development;

The annexation is in conformance with this finding as the property is contiguous to property that is currently located with Boise City. This annexation does not constitute leap frog development. The subject property is located within the Boise Area of City Impact and should have no impact on population balance as it is anticipated to be annexed into the City.

9. Recommended Conditions of Approval

Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received **November 29, 2017**, and revised preliminary plat on **May 16, 2017**, except as expressly modified the following conditions:

Subdivision

2. The final plat shall show a minimum 20-foot wide landscape buffer on all front loaded single-family lots that abut a collector roadway as required by Section 11-09-03.7.A of the Development Code.

3. All streets within the subdivision shall be improved with a minimum 5-foot wide detached sidewalk separated from the curb with a minimum eight-foot wide landscape strip as proposed.

4. A minimum of three different housing types shall be provided within the subdivision as required by the East Columbia Interim Development Policies.

5. Indigo Ridge Avenue shall be extended south from Rush Valley Street to the southern boundary of the subdivision.

6. The intersection of Rush Valley Street and Oregon Ridge Avenue shall be improved with bulb outs.

7. Lot 1, Block 6 shall not be developed for a minimum of four years after the City Council approval date of the preliminary plat.

8. The front setback for lots where the sidewalk is located on the parcel shall be measured from the back of sidewalk and not the property line.

9. This subdivision is within the Wildland Urban Interface Zone B and compliance with Boise City Code 7-01-69 is required. The required fire safety plan shall be provided in accordance with Section 4921. A note shall be placed on the plat stating: "This subdivision is located in Area "B" of the Wildland Urban Interface Code and the property development and construction of structure shall comply with the requirements of Boise City Code Section 7-01-69."

10. The Final Plat shall include delineations that describe the boundaries of the perpetual ingress/egress common driveway easements for all lots taking access from a common driveway.

    a. Street address numbering shall be in accordance with B.C.C. 9-06-06.D. Evidence shall be provided showing the address numbers posted on the structures on all lots using a common driveway will be visible from the street.

    b. A note on the face of the Final Plat shall state: "Vehicular access to (list all lots utilizing a common driveway by Lot and Block) shall be provided from a common driveway and not from the street".

    c. A plat note shall set forth the legal description of the driveway(s) and conveys to those lot owners taking access from the driveway(s) and easement(s), the perpetual right of ingress and egress over the described driveway(s), and provides that such perpetual easement(s) shall run with the land.

    d. A restrictive covenant or other similar deed restriction(s) acceptable to the Boise City Attorney shall be recorded at the time of recording the plat which provides for the perpetual requirement for the maintenance of the driveway(s) and cross easement, and that said restrictions shall run with the land, and that said easement and restriction(s) shall be reviewed and approved by the Boise City Attorney.

11. Buildings constructed within the subdivision shall comply with the setbacks of the zone at the time the building permit is issued. A note shall be placed on the face of the Final Plat stating, *"The development of this property shall be in compliance with the Boise City Development Code."*

12. A note on the face of the Final Plat shall designate that any common lots shall be owned and maintained by the Rush Valley Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future. The common lots shall be designated by lot and block.

13. Prior to submitting the Mylar of the Final Plat for the City Engineer's signature, all the conditions of approval must be satisfied. Approvals must be provided on agency letterhead.

14. After approval of the Final Plat by the Boise City Council and prior to submittal of the Mylar of the Final Plat, covenants, homeowners' association by-laws or other similar deed restrictions which provide for the use, control and maintenance of all common areas, private streets, shared access and shared parking, and which shall be consistent with the Fair Housing Act of 1968, as amended from time to time, shall be reviewed and approved by the Boise City Attorney. After recordation of the final plat and CC&R's, no building permit shall be accepted until a copy of the recorded CC&R's have been submitted to the Boise City Attorney.

15. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8-17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.

16. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for the RP shall be identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City.

17. No Building Permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the B.C.C. Section 11-09-04.1.

18. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:

    a. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,

    OR

    b. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.

19. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 11-09-03.6).

20. A letter of acceptance for water service from the utility providing same is required.

21. The name, Rush Valley Subdivision, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Council of the "revised" Final Plat shall be required. Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.

22. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat.

23. A letter from the appropriate school district is required stating, "The Developer has made arrangements to comply with all requirements of the School District."

24. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

    Contact: Postmaster
    770 S. 13th Street
    Boise, ID 83708
    Phone # 433-4301

25. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District and the Ada County Treasurer.

26. Developer shall comply with B.C.C. 11-03-04.4 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.

    a. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two-year period, or expiration date established thereafter.

    b. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.

c. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the Boise City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

Agency Comments

27. The applicant shall comply with the requirements of ACHD as per their staff report dated **March 1, 2017**.

28. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) in the memos from:

    a. Sewer…….. **December 1, 2016**
    b. Pressure Irrigation…… **December 1, 2016**
    c. Street Lights…… **December 1, 2016**
    d. Grading & Drainage…… **December 1, 2016**

    Contact BCPW at 208-608-7150 for specific comments or questions.

29. The applicant shall comply with all conditions of the Boise Fire Department from the memo dated **February 14, 2017**. Deviation from the conditions may be permitted with Fire Department approval.

30. The applicant shall comply with all conditions of the PDS Building Division from the memo dated **December 3, 2016**.

31. The applicant shall comply with any conditions of the Boise School District from the letter dated **December 14, 2016**.

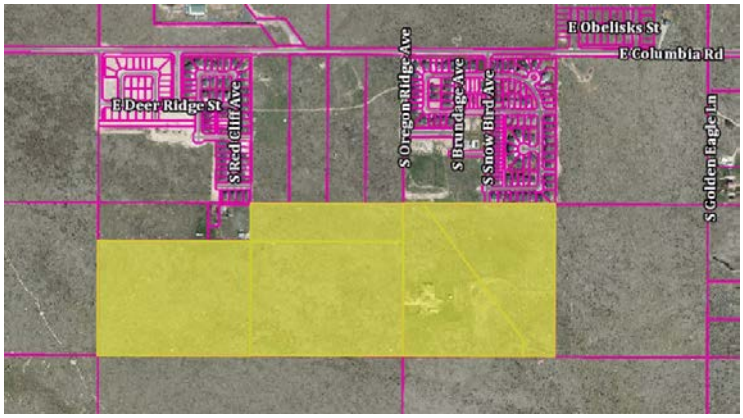
32. The applicant shall comply with the requirements of the Central District Health Department memo dated **December 12, 2016**.

Project/File: **Rush Valley Subdivision/ BPP16-0037/SUB16-00067/CAR16-00067**
This is an annexation, rezone, and preliminary plat to allow for the development of 430 residential and 53 common lots on 110 acres. The site is located in Southeast Boise, on the south side of East Columbia Road.

Lead Agency: City of Boise

Site address: 6405 E. Columbia Road

Commission Approval: March 1, 2017



Applicant: Jim Conger
Conger Management Group
4824 W. Fairview Avenue
Boise, ID 83706

Owner: Corey Barton
Corey Barton Homes
1977 E. Overland Road
Meridian, ID 83642

Staff Contact: Christy Little
Phone: 387-6144
E-mail: clittle@achdidaho.org

A. Findings of Fact

1. **Description of Application:** The applicant is requesting approval of an annexation, rezone, and preliminary plat application to allow for the development of 430 residential and 53 common lots on 109.84 acres. The applicant is requesting annexation into the City of Boise and a rezone from RUT to R-1C and R-1M. The site is located in Southeast Boise, on the southern side of East Columbia Road.

   The City of Boise's Comprehensive Plan is designated as Planned Community for this site.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Single Family Residential Medium High Density/Rural Urban Transition	R1-C-Boise R8/RUT-Ada County
South	Rural Urban Transition	RUT
East	Rural Urban Transition	RUT
West	Rural Urban Transition	RUT

3. **Site History:** ACHD has not previously reviewed this site for a development application.

4. **Transit:** Transit services are not available to serve this site.

5. **New Center Lane Miles:** The proposed development includes 5.02 centerline miles of new public road.

6. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**

   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Integrated Five Year Work Plan (IFYWP) or the District's Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 4,085 vehicle trips per day; 430 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**

   Thompson Engineers, Inc. prepared a traffic impact study for the proposed Rush Valley Subdivision. Below is an executive summary of the findings **as presented by *Thompson Engineers, Inc.*** The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

   Thompson Engineers, Inc. has been retained to prepare a traffic impact study for the proposed Rush Valley Subdivision in Boise, Idaho. The project is located on Columbia Road, west of Technology Way. The purposed of this study is to evaluate the potential traffic impact resulting from the project and make recommendations for mitigation of the impacts. The study is prepared in accordance with the requirements of the Ada County Highway District.

   Study Area

   The primary impacts will along Columbia Road, Technology Way, and Gowen Road. The study area will include the intersections of:

   - Gowen Road and Federal Way
   - Gowen Road and Technology Way
   - Columbia Road and Snow Bird Avenue

   Conclusions

   Below are the findings of this report:

   Based on the trip generation methods recommended in the Trip Generation Manual, the site will generate 4,085 trips per day, of which 430 trips will occur during the PM peak hour.

   The site will access the transportation system via Columbia Road via two collector road and an existing local road.

   The intersection of Gowen Road and Technology Way will operate at an acceptable level of service under background and total traffic conditions in the build out year.

   The intersection of Columbia Road and Snow Bird Avenue will operate at an acceptable level of service under background and total traffic conditions in the build out year.

The intersection of Columbia Road and Oregon Ridge Avenue will operate at an acceptable level of service under total traffic conditions in the build out year.

The intersection of Columbia Road and the easterly collector road will operate at an acceptable level of service under total traffic conditions in the build out year.

Staff Comments/Recommendations: ACHD's Traffic Services and Planning Review staff has reviewed and generally agrees with the finding and recommendations of the submitted traffic impact study.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Technology Way	N/A	Minor Arterial	776	Better than "E"
Columbia Road	N/A	Minor Arterial	99	Better than "E"

* Acceptable level of service for a five-lane minor arterial is "E" (1,540 VPH).
* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

4. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Technology Way south of Gowen Road was 5,397 on January 12, 2016.
- The average daily traffic count for Columbia Road east of Technology Way was 1,622 on September 21, 2016.

C. Findings for Consideration

1. Maximum Traffic on One Access Point

a. Existing Conditions: Columbia Road is a minor arterial roadway and provides sole access to the site via Technology Way to SH-21. Columbia Road is improved with 26 to 32 feet of pavement (from the site to the west), with 10 to 15-foot wide gravel shoulders on the south side and 10-foot wide gravel shoulders on the north side. West of the Micron driveway entrance, the pavement widens to 33-feet. At Circuit Lane, Columbia Road turns into Technology Way. Technology Way is improved with 43-feet of pavement (3-lanes) and 10 to 15-foot wide gravel shoulders. At the intersection with SH-21, Technology Way is improved with 6-lanes.

The average daily traffic count for Columbia Road east of the curve is 1,622 and was taken in September 2016. The count for Technology Way is 4,206, south of SH-21.

b. Policy:

Maximum Traffic on One Access: District policy 7205.3.2 states that if a proposed development has only one access to a public street that is classified as an arterial, or if it proposes to extend public streets from existing developments with only one arterial access to the public street system, the maximum forecast ADT to be allowed at any point on the arterial is 5,000. This volume may be reduced or increased based on information received from the lead land use agency, and the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).

Offsite Improvement Policy: District policy 7205.2.d states that If the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide gravel shoulders from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile; OR shall provide 24-feet of pavement with 3-foot wide gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile.

Alternatives to pavement widening including sidewalks and pathways, or other proposals may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); the posted speed limit; topography; accident history; potential need for bicycle and bus traffic/routes; number of pedestrians (existing and projected); location of pedestrian "attractors" and "generators" (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

c. Applicant's Proposal: The applicant has requested a modification of Policy 7205.3.2 to exceed the 5,000 ADT threshold on Columbia Road. The request is based on the following considerations:

- The applicant has approached other property owners in the area about constructing an emergency access from Columbia Road to SH-21. This does not appear to be a feasible solution at this time, as other property owners are not interested.
- The Fire Department has approved this subdivision with sole access to Columbia Road. (Letter attached.)
- The City's master planning of sanitary sewer for this area only accommodated 720 lots. The 720 lots includes approved subdivisions in this area, and includes the number of lots associated with this development application.
- It is expected that this development will take 8 to 10 years to build-out, with approximately 40 homes built each year.

d. Staff Comments/Recommendations: There are 403 existing, plus approved, residential dwelling units that do/will access Columbia Road. (Some of these units are attached units, which generate fewer trips than single family dwellings but for calculation purposes staff used 9.5 trips per dwelling.) 403 single family units equates to 3,825 trips that have been approved and/or built that access Columbia Road, leaving 1,175 available trips before reaching the 5,000 ADT threshold, which equates to 124 lots in the proposed 430 lot subdivision.

The applicant is requesting that all 430 lots within the preliminary plat be allowed to be final platted. Using a trip generation rate of 9.5 trips per dwelling, this would equate to total approved trips on Columbia Road at 7,910, exceeding the 5,000 ADT threshold by nearly 3,000 trips when the approved plus proposed developments are fully built-out.

Based on the existing traffic count and homes built, it appears that the VTD for this area is less than the ITE average of 9.5 trips per day. Even with the construction traffic for the new subdivisions, the VTD for the existing developments on Columbia Road is closer to 8.5 trips per unit (maximum). Using this trip generation rate, total approved trips equates to 3,655 per day, leaving 1,345 available trips, or 158 dwelling units, before reaching the 5,000 ADT threshold. This would equate to total approved trips on Columbia Road of 7,080.

Staff recommends approval of the applicant's requested modification for the following reasons:

- There is 26 to 32-feet of pavement on Columbia Road, with 10 to 15-foot wide gravel shoulders on the north and south side of the road. If the entire road were blocked due to a crash, for example, there is adequate room to use the shoulders. Where Columbia Road turns into Technology Way the roadway widens.
- The acceptable level of service for a 2-lane arterial is 575 VPH in the PM peak hour. The current PM count is 99 VPH.
- There is significant connectivity within this development and adjacent developments, which will also provide additional public connections in case of emergency.
- There are no other options for the developer to obtain access to another roadway.
- Due to constraints with utilities, specifically sewer, it is not expected that large scale developments similar to this application will be forthcoming.

Additionally, Columbia Road exceeds ACHD's Offsite Improvement Policy, as it is improved with 26-feet of pavement and 10-foot wide shoulders on the north side of the road and 10 to 15-foot wide shoulders on the south side of the roadway. No off-site improvements are required.

2. Amber Ridge Avenue (north-south collector)

a. Existing Conditions: Amber Ridge does not exist abutting the site. North of the site Amber Ridge is improved with 24-feet of pavement, vertical curb, gutter, 8-foot wide landscape buffer, 3-foot wide gravel shoulder, within 36-feet of right-of-way; and 5-foot wide detached concrete sidewalk outside of the right-of-way

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. Applicant Proposal: The applicant is proposing to construct Amber Ridge Avenue along the west property line to match the existing 26-foot street section to the north with 24-feet of pavement, vertical curb, gutter, and 3-foot gravel shoulder on the west side of the roadway within 30-feet of right-of-way with an 8-foot wide landscape buffer; and 5-foot wide detached concrete sidewalk outside of the right-of-way abutting the site.

d. Staff Comments/Recommendations: The applicant's proposal does not meet District policy for width; however, staff recommends a modification of policy to approve the applicant's proposal. The street section for Amber Ridge Avenue (north of the site) was approved as part

of Racer Ridge Subdivision in 2007. At that time the Half Street policy required applicants to provide a minimum 24-feet wide paved surface with curb, gutter, and sidewalk abutting the site and a 3-foot wide gravel shoulder and a drainage swale on the unimproved side of the roadway. In 2011 the policy was updated to require half the width of the street, plus 12 additional feet of pavement.

Staff has recommended a modification of policy to allow Amber Ridge to be constructed with 24-feet of pavement matching the existing improvements north of the site. This will allow the curb line to remain the same and will provide 2 travel lanes. When the properties to the west develop, the pavement will be widened, and the street will be completed with curb, gutter and sidewalk.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalks placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

3. Oregon Ridge Avenue (north-south collector)

a. Existing Conditions: Oregon Ridge Avenue does not exist abutting the site. North of the site, Oregon Ridge Avenue is constructed as ½ of a 36-foot street section with vertical curb, gutter and a 5-foot wide concrete sidewalk, within 37-feet of right of way from Columbia Road to Clear Ridge Street.

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Oregon Ridge Avenue to the north and continue through the property to the south property line. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 54-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to construct Oregon Ridge Avenue as a 36-foot residential collector street section with vertical curb, gutter, 8-foot wide landscape buffer, and 5-foot wide detached concrete sidewalk within 66-feet of right-of-way abutting the site. The road will extend from the north property line to the south property line.

d. Staff Comments/Recommendations: As properties north of the site develop and final plat, Oregon Ridge Avenue will be constructed to the site's north property line. The applicant's proposal to extend the collector meets District policy and should be approved as proposed. The applicant may reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.

The site plan shows several lots that are proposed to front on Oregon Ridge Avenue. All of these lots are proposed to be served by an alley. Sole vehicular access to these lots will need to be provided by the alley, as direct access is prohibited to a collector.

4. Rush Valley Street (east-west collector)

a. Existing Conditions: Rush Valley Street does not exist abutting the site.

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide

between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. Applicant Proposal: The applicant is proposing to construct Rush Valley Street as a new collector street from the west property line to the east property line as a 26-foot street section with 24-feet of pavement, curb, gutter, and a 3-foot wide gravel shoulder on the south side of the roadway within 30-feet of right-of-way; and an 8-foot wide landscape buffer and 5-foot wide concrete sidewalk outside of the right-of-way abutting the site.

d. Staff Comments/Recommendations: The applicant's proposal for the width does not meet District policy and should not be approved, as proposed. The applicant should be required to construct Rush Valley as ½ of a 36-foot street section plus 12-feet of additional pavement widening beyond the centerline (to total 30-feet of pavement), a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the unimproved side.

The applicant's proposal to construct curb, gutter, 8-foot wide landscape buffer, and a 5-foot wide concrete sidewalk should be approved as proposed.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalk outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

5. 33-foot Local Streets

a. Policy:

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.

- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

Landscape Medians Policy: District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.

- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

b. Applicant's Proposal: The applicant is proposing to construct the following internal streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 47-feet of right-of-way:

- Cobalt Ridge Street, Silver Ridge Street, Ferruginous Street, Red Cliff Avenue, Gold Bluff Avenue, Indigo Ridge Avenue, White Tail Avenue, Falco Avenue, and Bogus Ridge Way
- Jasper Street east of Indigo Ridge Avenue
- Forego Street east of Snowbird Avenue to Bogus Ridge Way
- Black Oak Street east of Oregon Ridge Avenue
- Golden Eagle Avenue south of Cobalt Ridge Avenue to Jasper Street
- Snowbird Avenue south of Forego Street

The applicant is proposing to construct the entry portions of E. Black Oak Street as a 43-foot street section (back of curb to back of curb) with two 21.5-foot travel lanes, a 9-foot wide center landscape island, vertical curb, gutter, and 5-foot wide attached concrete sidewalk on one side, all within 66-feet of right-of-way.

The applicant is proposing a cul-de-sac at the terminus of E. Jasper Street.

The applicant is proposing to construct a knuckle at the intersection of E. Forego Street and S. Bogus Ridge Way.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved as proposed. The applicant worked with staff prior to submitting an application to determine appropriate street sections for the density and layout of the subdivision.

The center landscape islands proposed to be constructed on Black Oak Street should be platted as right-of-way owned by ACHD. The applicant or homeowners association should apply for a license agreement if landscaping is to be placed within the islands.

The applicant should be required to provide written approval from the appropriate fire department for the reduced street-sections.

Staff recommends that Falco Avenue may be constructed as a 29-foot street section instead of a 33-foot section as the homes take access off of an alley; no homes take direct lot access to this portion of S. Falco Avenue. The applicant should be required to install NO PARKING signs on one side of the street. Coordinate a signage program with District Development Review staff.

6. 29-foot Local Streets

a. Policy:

Reduced Urban Local Street—29-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that the width of a reduced urban local street shall be 29-feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 42-feet of right-of-way. Although some parking is allowed by the following subsections, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise. One of the following three sets of design conditions shall apply.

Design Condition #1: Parking is allowed on one side of a reduced width street when all of the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The developer shall install —NO PARKING signs on one side of the street, as specified by the District and as specified by the appropriate fire department.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- Traffic volumes on the street shall not exceed 1,000 vehicle trips per day. There shall be no possibility that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local streets, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

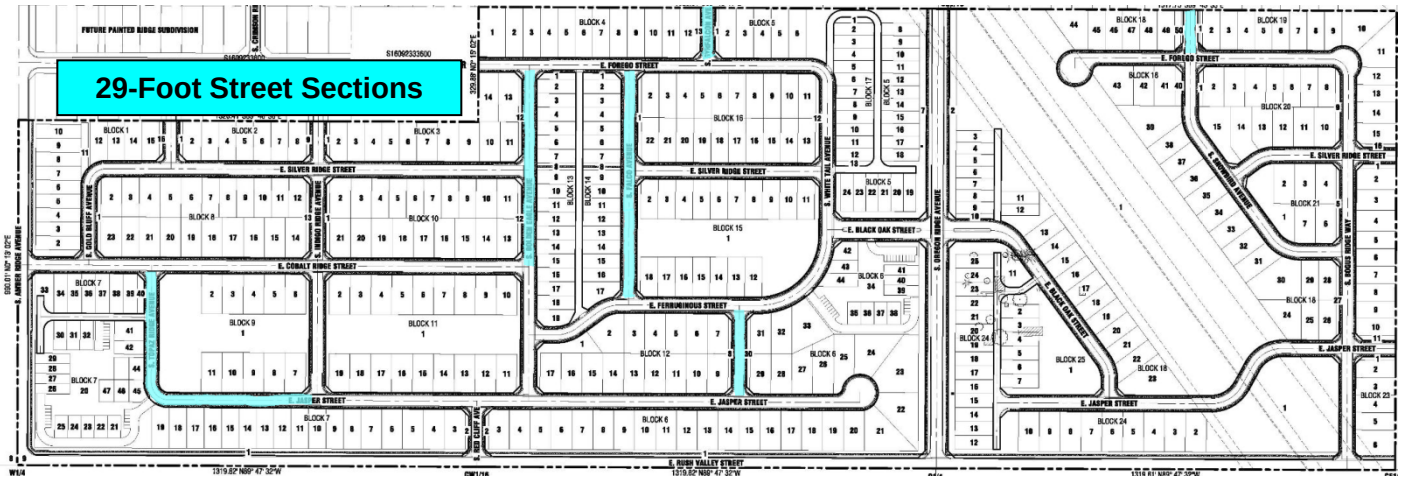
The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.).

b. Applicant Proposal: The applicant is proposing to construct the following internal streets as 29-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 43-feet of right-of-way:

- Topaz Ridge Avenue and Gyrfalcon Avenue.
- Jasper Street, east of Topaz Ridge Avenue to Indigo Ridge Avenue.
- Forego Street from the west property line to Snowbird Avenue.
- Section between Ferruginous Street and Jasper Street.
- Golden Eagle Avenue, south of Forego Street to Cobalt Ridge Street.
- Snowbird Avenue from the north property line to Forego Street. Snowbird Avenue is stubbed to the site at the north property line.



c. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved as proposed. The applicant worked with staff prior to submitting an application to determine appropriate street sections for the density and layout of the subdivision.

Staff recommends that Forego Street be constructed as a 33-foot street section instead of a 29-foot street section to match the street section that was previously approved for the Painted Ridge Subdivision to the west of the site.

Parking is restricted on one side of the 29-foot street section. The applicant should be required to install NO PARKING signs on one side of the streets. Coordinate a signage program with District Development Review staff.

The applicant should be required to provide written approval from the appropriate fire department for the 29-foot street-sections.

7. Alleys

a. Existing Conditions: There are no alleys within the site.

b. Policy:

New Alley Policy: District Policy 7210.3.1 requires the minimum right-of-way width for all new residential alleys shall be a minimum of 16-feet or a maximum of 20-feet. If the residential alley is 16-feet in width building setbacks required by the land use agency having jurisdiction shall provide sufficient space for the safe backing of vehicles into the alley (see Section

7210.3.3). The minimum right-of-way width for all new commercial or mixed-use alleys shall be 20-feet. All alleys shall be improved by paving the full width and length of the right-of-way.

Dedication of clear title to the right-of-way and the improvement of the alley, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

Alley Length Policy: District Policy 7210.3.2 states that alleys shall be no longer than 700-feet in length. If the lead land use agency having jurisdiction requires a shorter block length, the alley shall be no longer than the agency's required block length.

Alley Parking & Setbacks Policy: District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

Alley Curves Policy: District Policy 7210.3.4 states that Alleys shall be linear in design, but the District will consider large radius curves (with a radius larger than 200-feet) in alleys on a case-by-case basis.

- Curves in alleys will be considered if the land use pattern is desired by the lead land use agency and if the alley parallels the roadway to which the residential lots are fronting. (Note: the support from the lead land use agency may come in the form of a staff letter or analysis of codes and/or the comprehensive plan or a letter of support from the Council/Commission).

- Large radius curves may also be considered in areas where the alley needs to intersect the street at a 90° angle. In each instance, the District may require open space lots in strategic locations to ensure that appropriate sight distance is attained. The sight triangles shall either be identified as common spaces with landscaping restrictions or permanent easements identified on the plat.

- Ninety degree turns are prohibited within alleys.

Alley Intersections and Offsets Policy: District policy 7210.3.7 states that alleys should intersect public streets at each end. In specific circumstances as outlined in the policies below, the District may consider allowing an alley to intersect a public street at only one end. A 90-degree angle of intersection shall be designed where practical. In no case shall the intersecting angle be less than 75-degrees, as measured from centerline of intersecting street. An access to an alley shall be located a minimum of 50-feet from the nearest street (as measured centerline to centerline).

Alley/Alley Intersection Policy: District policy 7210.3.7.1 states that alley to alley intersection may only be considered or allowed under the specific circumstances identified below:

- The lead land use agency supports the land use proposing an alley to alley intersection.

- The intersecting alleys provide access to residential uses. On a case by case basis the District will consider allowing the alley to alley intersections for mixed use areas within a development.
- For alley/alley intersections, base the sight triangle on the 10x20 and use ACHD Policy 7200 Figure 3, but decrease the driver's eye location to 10' from the edge of travel way.
- For the horizontal curves in an alley base the clear sight triangle on AASHTO equation 3-38. HSO=R(1-cos(28.65*S/R)). The value for S shall be based on a single vehicle approaching a nonmoving object at 15 mph.
- Appropriate radii and site distances are accommodated at the alley/alley intersection. The minimum inside radius at the alley/alley intersection shall be 28-feet and the minimum outside radius shall be 48-feet. The radii at the intersection shall accommodate the planned design vehicle, most typically a sanitary services vehicle.
- The sight triangles shall either be identified as common spaces with landscaping restrictions or permanent easements identified on the plat.
- A coordination meeting is held with the applicable agency staff (fire department, police department, sanitary service provider, land use agency, and ACHD) to discuss and resolve potential issues.
- The crossing alley has a maximum block length of 500-feet (measured near edge to near edge of the intersecting streets). The crossing alley shall intersect a public street at each end and shall not terminate at another alley. The crossing alley is the alley that has intersections with two public streets and an intersection with the perpendicular alley.

Alley/Local Street Intersections Policy: District Policy 7210.3.7.2 states that alleys may intersect all types of local streets including minor local streets. Alleys shall generally be designed with a curb cut type approach when intersecting a local street. Alleys shall generally intersect streets in the middle of the block equally offsetting the intersecting streets. Alleys shall either align with alley/street intersections or provide a minimum 100-foot offset (measured centerline to centerline) from other local street intersections. For alley intersections with local streets, the District may consider a reduced offset if the lead land use agency's required lot size allows for shorter buildable lots.

c. Applicant Proposal: The applicant is proposing to construct three 16-foot wide public alleys within 20-feet of right-of-way that run north/south. The locations are as follows:

- Between E. Forego Street and E. Ferruginous Street.
- An alley loop off of White Tail Avenue, south access in alignment with Silver Ridge Street, and the north access at the intersection of White Tail Avenue and Forego Street.
- East of Oregon Ridge Avenue with an entrance off of Black Oak Street and an entrance off of Jasper Street.

= Unapproved Alleys

d. Staff Comments/Recommendations: The applicant's proposal to construct the alley located between Forego Street and Ferruginous Street meets District policy and should be approved as proposed.

The other two alleys proposed do not meet District Alley Curves policy and should be designed to meet District policy, or constructed as private alleys.

8. Roadway Offsets

a. Existing Conditions: There are no roadway offsets internal within the site.

b. Policy:
Collector Offset Policy:

District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

Local Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

c. Applicant's Proposal: The applicant is proposing to construct E. Forego Street and E. Black Oak Street, both local roads, to intersect with S. Oregon Ridge Avenue, a proposed residential collector. E. Forego Street is proposed to be offset approximately 750-feet from its closest intersection to the north. E. Black Oak Street is proposed to be offset approximately 500-feet south of the proposed local street of E. Forego Street.

The applicant is proposing to construct Oregon Ridge Avenue and Amber Ridge Avenue to intersect with the proposed collector Rush Valley Street. Oregon Ridge Avenue is offset 1/2 mile from the proposed collector street Amber Ridge Avenue.

The applicant is proposing to construct two local streets to intersect with the proposed collector Rush Valley Street. Red Cliff Avenue is proposed to intersect the proposed collector with an offset of 1,320-feet from Oregon Ridge Avenue, and Bogus Ridge Way is proposed to intersect the proposed collector with an offset of 1,170-feet from Oregon Ridge Avenue.

All of the other internal local streets are proposed to align or offset by 125-feet.

d. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved, as proposed, with the exception of Gyrfalcon Avenue. At the request of and to address the access needs of an adjacent property owner staff has recommended a

modification of the local street offset policy to allow Gyrfalcon Avenue, a stub street to the north, to offset Falco Avenue by 75-feet.

9. Stub Streets

a. Existing Conditions: There is 1 existing stub street to the site, Snowbird Avenue. Snowbird Avenue is proposed to continue as a local street in this development.

b. Policy:

Stub Street Policy: District policy 7206.2.4 (collector)/ 7207.2.4 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.5.4 (collector)/ 7207.2.5.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or *"THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE."*

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

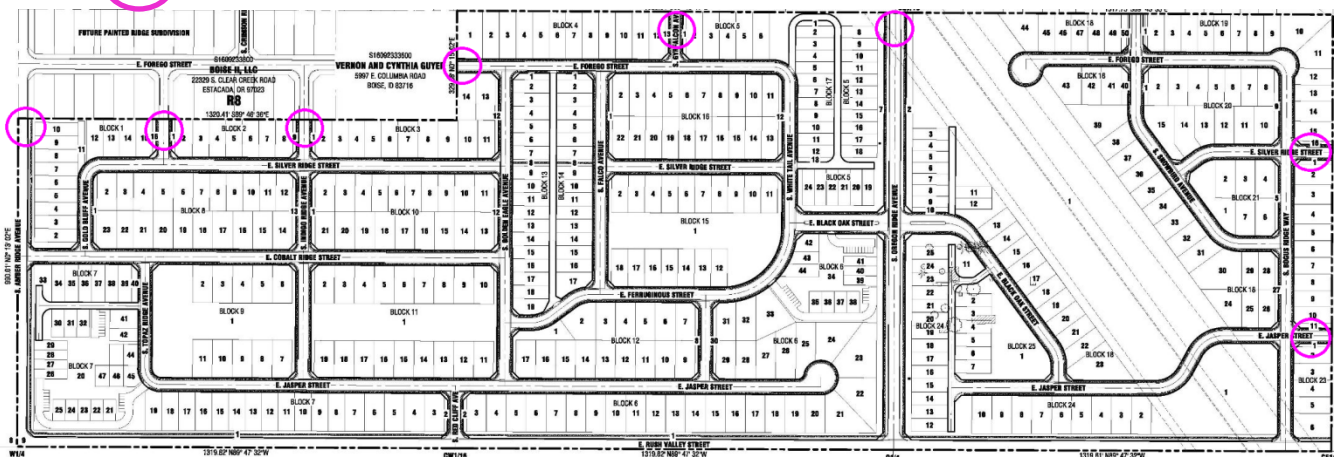
Temporary Dead End Streets Policy: District policy 7206.2.4 (collector)/ 7207.2.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. Applicant Proposal: The applicant is proposing to construct 8 stub streets; 5 stub streets to the north, 1 stub street to the west, and 2 stub streets to the east. They are proposed to be located as follows:

- Amber Ridge Avenue, to the north, located on the west property line.
- Topaz Ridge Avenue, to the north, located approximately 440-feet east of the west property line.
- Indigo Ridge Avenue, to the north, located approximately 860-feet east of the west property line.
- Gyrfalcon Street, to the north, located approximately 660-feet west of the proposed Oregon Ridge Avenue to the James Close parcel.
- Oregon Ridge Avenue, to the north, located approximately 1,300-feet west of the east property line and is aligned with the approved stub street for Sunnyridge Subdivision to the north of the site.
- Forego Street, to the west, located approximately 170-feet south of the north property line.
- Silver Ridge Street, to the east, located approximately 400-feet south of the north property line.

- Jasper Street, to the east, located approximately 350-feet north of the south property line.

= Stub Streets



d. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The applicant should be required to align the proposed stub street that is located approximately 440-feet from the west boundary line, and S. Indigo Ridge Avenue to the north located approximately 860-feet from the west boundary line with the approved stub streets in the Painted Ridge Subdivision. If this development constructs these stub streets prior to Painted Ridge Subdivision a sign shall be installed at the terminus of the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The applicant should be required to provide a temporary turnaround at the north end of Amber Ridge Avenue and Oregon Ridge Avenue if this development constructs these two collector streets prior to Sunnyridge Subdivision, as it would extend greater than 150-feet in length. The temporary turnaround should be paved and constructed to the same dimensional requirements of a standard cul-de-sac. A sign shall be installed at the terminus of the stub street stating that, *"THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE."*

The owner of the James Close parcel contacted ACHD prior to the application being submitted, and requested that a stub street be provided in the center of his parcel to make development of his layout more viable. The parcels to the east and west are owned by Micron and have access from Columbia Road and a stub street. Staff has recommended that the applicant relocate Gyrfalcon Avenue to address the adjacent property owner's concerns.

10. Driveways

a. Existing Conditions: There are no driveways existing internal in the site.

b. Policy:

Driveway Location Policy: District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

c. **Applicant's Proposal:** The applicant is proposing 6 driveways on local streets. The locations are shown below:

Staff Comments/Recommendations: The applicant's proposal to construct 6 driveways onto local streets meets District policy and should be approved as proposed.

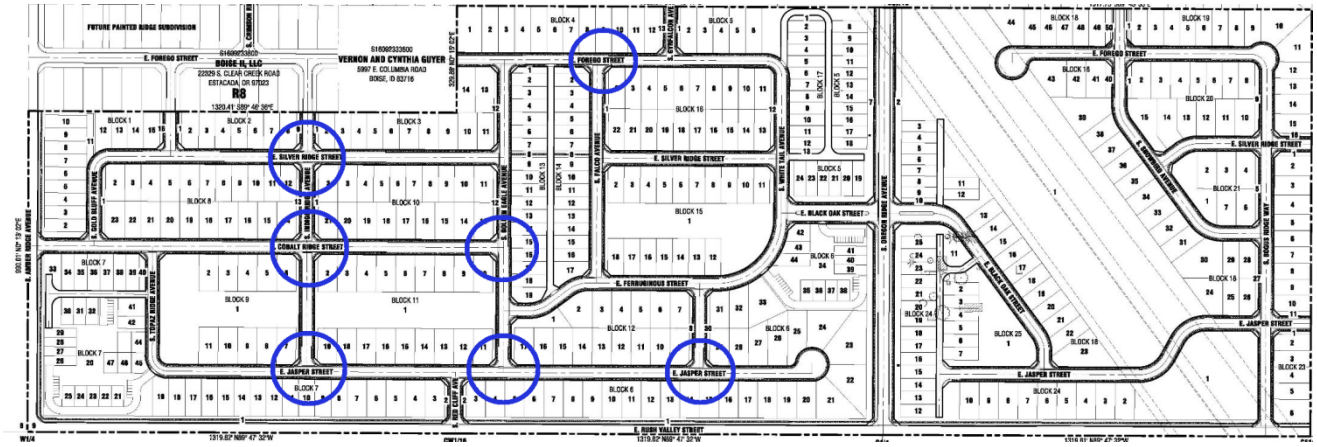
The applicant should be required to pave the driveways their full widths and at least 30-feet into the site beyond the edge of pavement.

11. Traffic Calming

a. **Speed Control and Traffic Calming Policy:** District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH, and in a residential area collector street should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

= Bulb-outs



b. Staff Comments/Recommendations: There are several long, straight sections of both collector and local roadways proposed within the Rush Valley Subdivision, which are greater than 1,000-feet in length and will need to be redesigned to reduce the length of the roadways or to include the use of passive design elements. The applicant should construct bulb-outs in the following locations:

- Intersection of Silver Ridge Street and Indigo Ridge Avenue
- Intersection of Cobalt Ridge Street and Indigo Ridge Avenue
- Intersection of Jasper Street and Indigo Ridge Avenue
- Intersection of Cobalt Ridge Street and Golden Eagle Avenue
- Intersection of Jasper Street and Golden Eagle Avenue
- Intersection of Gyrfalcon Street and Forego Street
- Intersection of Jasper Street and the north/south street section located 600-feet east of Golden Eagle Avenue (measured centerline-to-centerline).

Speed humps/bumps and valley gutters will not be accepted as traffic calming.

The applicant should be required to submit a revised preliminary plat showing the bulb-outs in the locations requested above for review and approval prior to the first plan submittal.

12. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

13. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

14. Master Street Map

The applicant is proposing to extend a north-south collector roadway along the west property line, and is proposing to extend a north-south collector roadway within the site. The applicant is also proposing to construct a new east-west collector roadway along the south property line. These collector designations and alignments should be added to the Master Street Map.

15. Other Access

Amber Ridge Avenue, Rush Valley Street, and Oregon Ridge Avenue are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Construct Amber Ridge Avenue to match the existing street section to the north with 24-feet of pavement, vertical curb and gutter on the east side, and 3-foot wide gravel shoulder on the west side of the roadway within 30-feet of right-of-way, with an 8-foot wide landscape buffer; and 5-foot wide detached concrete sidewalk located outside of the right-of-way abutting the site.

2. Construct Oregon Ridge Avenue as a 36-foot wide residential collector street section with vertical curb, gutter, 8-foot wide landscape buffer, and 5-foot wide detached concrete sidewalk within 66-feet of right-of-way abutting the site.

3. Construct Rush Valley Street as ½ of a 36-foot street section with vertical curb, gutter and sidewalk on the north side, plus 12-feet of additional pavement widening beyond the centerline (to total 30-feet of pavement), a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the unimproved side.

4. Construct the following internal streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 47-feet of right-of-way:

- Cobalt Ridge Street, Silver Ridge Street, Forego Street, Ferruginous Street, Red Cliff Avenue, Gold Bluff Avenue, Indigo Ridge Avenue, White Tail Avenue, and Bogus Ridge Way
- Jasper Street east of Indigo Ridge Avenue
- Black Oak Street east of Oregon Ridge Avenue
- Golden Eagle Avenue south of Cobalt Ridge Avenue to Jasper Street
- Snowbird Avenue south of Forego Street

5. Construct the entry portions of E. Black Oak Street as a 43-foot street section (back of curb to back of curb) with two 21.5-foot travel lanes, a 9-foot wide center landscape island, vertical curb, gutter, and 5-foot wide attached concrete sidewalk on one side, all within 66-feet of right-of-way.

6. Plat the center landscape islands on Black Oak Street as right-of-way owned by ACHD. The applicant or the home owners association shall apply for a license agreement with ACHD if any landscaping is proposed to be located within the islands.

7. Construct the cul-de-sac with a minimum radius of 45-feet at the terminus of Jasper Street.

8. Construct a knuckle at the intersection of Forego Street and Bogus Ridge Way.

9. Construct the following internal streets as 29-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk within 43-feet of right-of-way:

- Topaz Ridge Avenue, Gyrfalcon Avenue, and Falco Avenue

- Jasper Street, east of Topaz Ridge Avenue to Indigo Ridge Avenue
- Section between Ferruginous Street and Jasper Street
- Golden Eagle Avenue, south of Forego Street to Cobalt Ridge Street
- Snowbird Avenue from the north property line to Forego Street

10. Install NO PARKING signs on one side of the 29-foot street sections. Coordinate a signage program with District Development Review staff.

11. Provide written fire department approval for use of the 33-foot and the 29-foot street sections.

12. Provide a permanent right-of-way easement for any public sidewalks placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

13. Construct the alley located between Forego Street and Ferruginous Street as a 16-foot wide alley, within 20-feet of right-of-way.

14. The proposed alley loop located off of White Tail Avenue and the proposed alley located off of Black Oak Street is not approved as designed. The applicant shall design the alleys to meet District policy, or construct as private alleys.

15. Construct Forego Street to intersect with Oregon Ridge Avenue located 750-feet from its closest intersection to the north.

16. Construct Black Oak Street to intersect with Oregon Ridge Avenue located 500-feet south of the proposed local street of Forego Street.

17. Construct Oregon Ridge Avenue to intersect Rush Valley 1/2-mile from the proposed collector street Amber Ridge Avenue, and construct Amber Ridge Avenue to intersect with the proposed collector Rush Valley Street.

18. Construct S. Red Cliff Avenue to intersect the proposed collector with an offset of 1,320-feet from S. Oregon Ridge Avenue, and construct S. Bogus Ridge Way to intersect the proposed collector with an offset of 1,170-feet from S. Oregon Ridge Avenue.

19. Construct 8 stub streets located as follows:

- Amber Ridge Avenue, to the north, abutting the west property line.
- Topaz Ridge Avenue, to the north, located approximately 440-feet from the west property line.
- Indigo Ridge Avenue, to the north, located approximately 860-feet from the west property line.
- Forego Street, to the west, located approximately 170-feet from the north property line.
- Silver Ridge Street, to the east, located approximately 400-feet from the north property line.
- Jasper Street, to the east, located approximately 350-feet from the south property line.
- Gyrfalcon Street as a stub street to the north, located at Lot 10, Block 4, to the James Close parcel.

20. Install a sign at the terminus of the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

21. Construct Oregon Ridge Avenue as a stub street to the north property line located 1,300-feet from the east boundary line and in alignment with the approved stub street for Sunnyridge Subdivision

to the north of the site. Provide a temporary turnaround at the north end of Oregon Ridge Street if this development constructs Oregon Street prior to Sunnyridge Subdivision. The temporary turnaround should be paved and constructed to the same dimensional requirements of a standard cul-de-sac. A sign shall be installed at the terminus of the stub street stating that, *"THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE."*

22. Construct driveways shown in the picture above in Section 10 item c, as proposed. Pave the driveways their full widths and at least 30-feet into the site beyond the edge of pavement. Additional driveways may be approved on local streets, provided that the required 75-foot offset is met.

23. Construct bulb-outs in the following locations:

- Intersection of Silver Ridge Street and Indigo Ridge Avenue
- Intersection of Cobalt Ridge Street and Indigo Ridge Avenue
- Intersection of Jasper Street and Indigo Ridge Avenue
- Intersection of Cobalt Ridge Street and Golden Eagle Avenue
- Intersection of Jasper Street and Golden Eagle Avenue
- Intersection of Gyrfalcon Street and Forego Street
- Intersection of Jasper Street and the north/south street section located 600-feet east of Golden Eagle Avenue (measured centerline-to-centerline).

24. Submit a revised preliminary plat showing the bulb-outs in the locations requested above for review and approval prior to the first plan submittal.

25. Amber Ridge Avenue, Rush Valley, and Oregon Ridge Avenue are classified as collector roadways. Direct lot access is prohibited to these roadways and shall be noted on the final plat.

26. Provide a permanent right-of-way easement for any public sidewalks placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

27. Payment of impacts fees are due prior to issuance of a building permit.

28. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

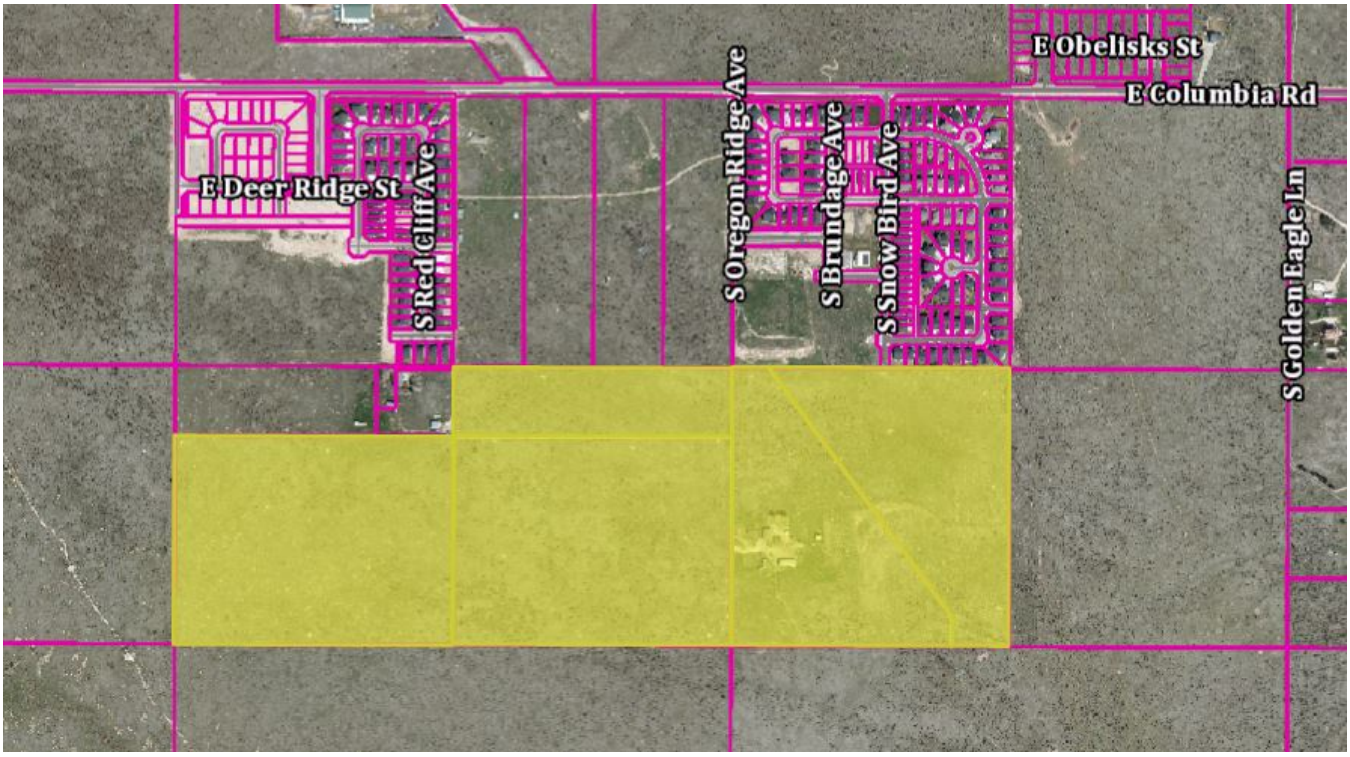
F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

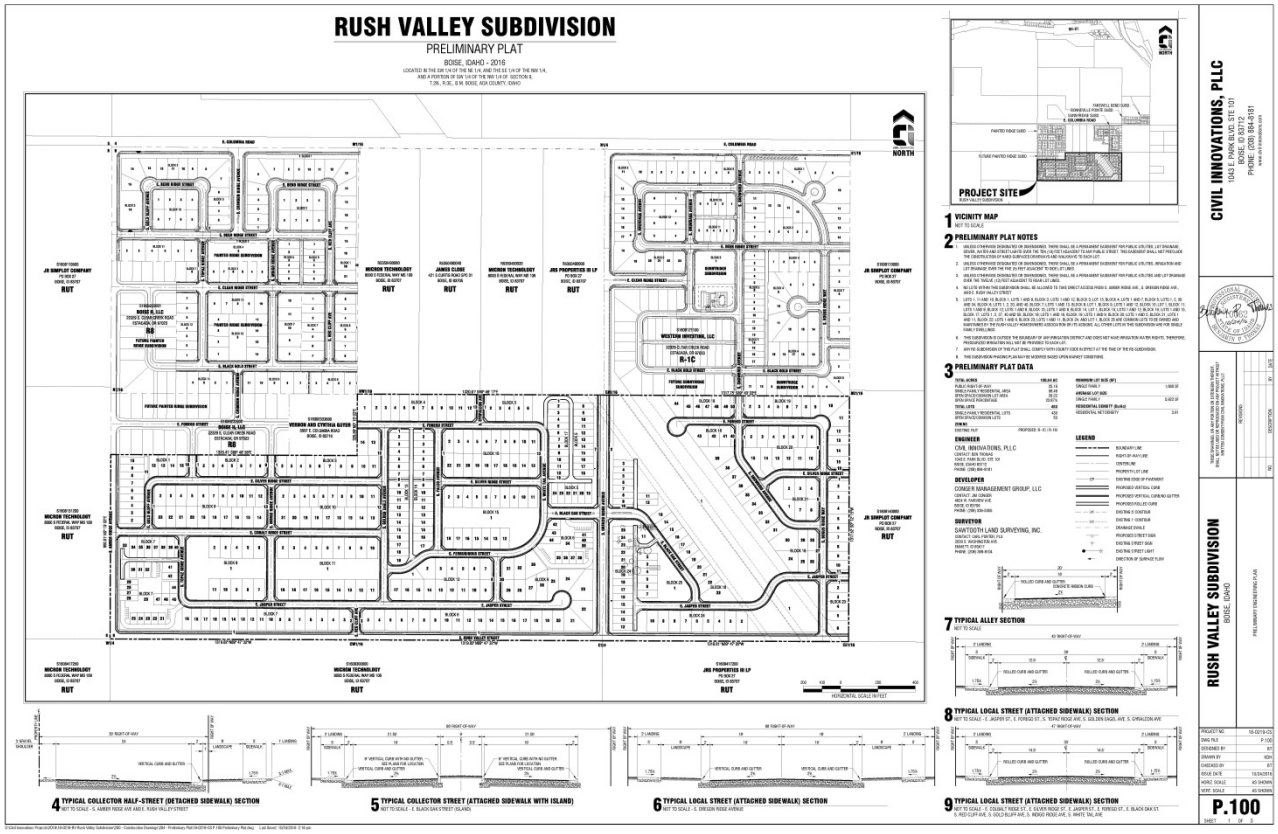
G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines

VICINITY MAP



SITE PLAN


RUSH VALLEY SUBDIVISION
PRELIMINARY PLAT
BOISE, IDAHO - 2016
PROJECT SITE
1 VICINITY MAP
2 PRELIMINARY PLAT NOTES
3 PRELIMINARY PLAT DATA
ENGINEER
CIVIL INNOVATIONS, PLLC
DEVELOPER
CONGER MANAGEMENT GROUP, LLC
SURVEYOR
SAWTOOTH LAND SURVEYING, INC.
LEGEND
7 TYPICAL ALLEY SECTION
4 TYPICAL COLLECTOR HALF-STREET (DETACHED SIDEWALK) SECTION
5 TYPICAL COLLECTOR STREET (ATTACHED SIDEWALK WITH ISLAND)
6 TYPICAL LOCAL STREET (ATTACHED SIDEWALK) SECTION
8 TYPICAL LOCAL STREET (ATTACHED SIDEWALK) SECTION
9 TYPICAL LOCAL STREET (ATTACHED SIDEWALK) SECTION
CIVIL INNOVATIONS, PLLC
RUSH VALLEY SUBDIVISION
BOISE, IDAHO
P.100

Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

☒Submit a development application to a City or to Ada County

☒The City or the County will transmit the development application to ACHD

☒The ACHD **Planning Review Section** will receive the development application to review

☒The **Planning Review Section** will do one of the following:

☐Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.

☒Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☒Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐For **ALL** development applications, including those receiving a **"No Review"** letter:

- The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
- The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:
Construction (Non-Subdivisions)
☐ **Driveway or Property Approach(s)**

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
  a) Traffic Control Plan
  b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)
☐ **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

    a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

       If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

    b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

    c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

    d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

    e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

    f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: December 1, 2016

To: Planning and Development Services

From: Mike Sheppard, P.E., Civil Engineer II
Public Works Department

Subject: SUB16-00067; 6405 E Columbia Road; Sewer Irrigation Sub Comments

1. STANDARD IRRIGATION CONDITIONS

REV 5/1/14

a. Comply with B.C.C. 11-09-04.11 concerning pressure irrigation requirements prior to signing of the final plat by the Boise City Engineer.
    1. The owner, person, firm or corporation filing the subdivision plat shall provide a pressurized irrigation system. The system must conform to the minimum design standards and specifications of Boise City, or of the entity that will operate and maintain the system, if that entity has published standards; or
    2. The owner, person, firm or corporation filing the subdivision plat shall provide written documentation that a valid waiver of the requirement to provide a pressure irrigation system and that Idaho Code 31-3805(1)(a) regarding transfer of water rights, has been complied with.
b. Prior to either commencing construction or signing of the final plat by the Boise City Engineer, developer shall:
    1. Submit for approval by the Department of Public Works, construction plans and specifications for the pressurized system, stamped by a registered engineer.
    2. Provide written assurance that provisions have been made for ownership, operation, and maintenance of the system.
    3. Delineate all necessary irrigation easements on the final plat (B.C.C. 11-09-03.6).
c. Developer shall provide for an independent inspection of the installation of irrigation facilities and written certification by the design or project engineer that the system was installed according to the approved plans. In addition, the Department of Public Works must be present for the system pressure test and participate in a final inspection.
d. Developer may construct prior to final platting or bond in the amount of 110% of the estimated construction costs based on the approved plans.

e. **Fees**: Developer and/or owner shall pay the current inspection and plan review fees applicable to the proposed subdivision prior to signing of the final plat by the Boise City Engineer (B.C.C. 11-03-03.3.B.).

2. STANDARD SEWER CONDITIONS

REV 5/1/14

City Subdivision Conditions

a. Wetline sewers are required (B.C.C. 11-09-04.4., *Required Improvements; Sanitary Sewer*).
    1. Plans shall be submitted to and approved by the Boise City Department of Public Works prior to commencing with construction. Developer and/or owner may either construct improvements prior to final platting or execute a performance agreement and provide surety in the amount of 110% of the estimated costs. The developer and/or owner shall coordinate with the Department of Public Works for construction inspection prior to and during construction. Unless otherwise approved by the Public Works Department, all sewer construction shall be completed and accepted within 90 days of plat recordation, or within 30 days of issuance of the first building permit within the subdivision, whichever comes first.

       NOTE: All bonding shall conform to Boise City Code 1-19, *Surety Bonds*.

    2. Developer and/or owner shall pay the current sewer inspection fees for the proposed subdivision prior to signing of the final plat by the Boise City Engineer.
    3. Developer and/or owner shall be responsible for repairs of any failures that occur within one (1) year of the project acceptance by the appropriate sewer entity (Boise City Code 11-09-04.2F, *Subdivision Standards; Required Improvements*).
b. Developer and/or owner shall delineate all necessary Boise City sanitary sewer easements on the final plat prior to signing of the final plat by the Boise City Engineer (Boise City Code 11-09-03.6A, *Subdivision Design Standards; Easements).*
c. Developer and/or owner shall make payment, 8"equivalent cost reimbursement, and comply with Boise City Code 8-11, *Sewer Ordinance,* on that portion of existing sewer line within the proposed subdivision prior to signing of the final plat by the Boise City Engineer. Contact the Department of Public Works for specific costs.
d. Developer and/or owner shall pay a pump station upgrade fee of $100 per lot in accordance with Boise City Code 8-11-07.01.G, *Capital Fees and Charges; Temporary Lift Station Upgrade Fees.*

Special Conditions: Project must be annexed into the City of Boise to connect to sewer.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: December 1, 2016

To: Planning and Development Services

From: Jason Taylor, P.E., Staff Engineer
Public Works

Subject: SUB 16-00067; Rush Valley Subdivision
Grading & Drainage, Hillside, & Misc. Engineering Comments

1. STANDARD GRADING AND DRAINAGE CONDITIONS

1) Subdivision drainage shall be in accordance to B.C.C. 11-09-04-05. The developer shall submit a letter from the appropriate drainage entity approving the drainage system or accepting the drainage there from. A copy of the construction drawing(s) depicting all site drainage improvements shall be submitted with the letter.

   a. Developer may either construct improvement prior to final platting or post bond in the amount of 110% of the estimated construction costs. Estimated construction costs shall be provided by the developer's engineer.

   b. For drainage facilities located outside of the public right-of-way, the developer shall dedicate a storm drainage easement. Said easement shall be labeled as either an Ada County Highway District storm drainage easement or a homeowners' association storm drainage easement, depending on what entity will assume responsibility for the operation and maintenance of the storm drainage system.

   c. If the homeowners' association is to be responsible for the operation and maintenance of the storm drainage facilities, the covenants, homeowners' association by-laws or other similar deed restrictions shall be reviewed and approved by the Boise City Attorney.

2) If fills greater than one foot in depth are to be placed in subdivision lots inside of building envelopes, as defined by the applicable subdivision building setbacks, the Developer shall obtain a grading permit from the Boise City Building Department (Commercial Rough Grading Permit). Grading permit must be acquired prior to the start of construction or final plat signature by the Boise City Engineer, whichever comes first.

Special Conditions:

2. STANDARD HILLSIDE CONDITIONS

N/A

3. MISC. ENGINEERING CONDITIONS

N/A

4. PRIVATE STREET CONDITIONS

1) The following private street requirements must be met in an acceptable format:

    a. Convey to those lot owners taking access from the private street, the perpetual right of ingress and egress over the described private street, and

    b. Provide that such perpetual easement shall run with the land, and

    c. Provide each lot owner taking access from the private street, undivided interest within the private street.

2) A restrictive covenant for maintenance and reconstruction shall be recorded at the time of recording the plat which covenant, (a) creates the formation of a homeowners association for the perpetual requirement for the maintenance/reconstruction of the private street, and private street signs and (b) provides that said covenant shall run with the land, and (c) provides that the homeowners association shall not be dissolved without the express consent of Boise City.

3) Said easement and covenant to be reviewed and approved by the Boise City Attorney (B.C.C. 9-20-7.E.2.q & 9-20-7.E.2.r).

4) Private street widths shall be in conformance with B.C.C. 11-09-03.5. or as allowed via B.C.C. 11-09-05. All private streets, base and pavement, shall be constructed to the same construction specifications required for public streets. Contact the Ada County Highway District (ACHD) for public street construction requirements (B.C.C. 11-09-03.5.B.).

    a. Certification of construction to ACHD specifications is required from an independent testing laboratory or a consulting engineer, including test results for the verification of construction (B.C.C. 11-09-03-05.B.(2)(e)).

i. If it is an existing private street, verification of acceptable construction of the existing private street, including acceptability for use of emergency vehicles (including fire trucks and ambulances), is required from an independent testing laboratory or a registered Professional Engineer.

b. Sidewalks are required on both sides of the private street (or in compliance with the sidewalk plan approved with the conditional use) unless specifically waived by the Boise City Council.

c. Private street signs shall be installed in the same manner as public street signs (see requirements of ACHD).

d. The developer shall pay the current drainage review and inspection fees on the proposed subdivision (B.C.C. 11-03-03.3.B.).

e. Drainage facilities for the private street shall comply with Boise City's Storm Water Management and Discharge Control Ordinance (B.C.C. 8-15). Plans shall be approved and construction inspected by Boise City Public Works.

i. Developer and/or owner may either construct prior to final platting or post bond/agreement in the amount of 110% of the estimated costs, including certification (B.C.C. 11-09-04.2., Filing of Plans and Bonding Surety).

Special Conditions:

If you have any further questions, please contact Jason Taylor at 384-3946 or jtaylor@cityofboise.org.

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CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: 1 December 2016

To: Planning and Development Services

From: Tom Marshall, Street Light Technician Public Works

Subject: SUB16-00067; 6405 E Columbia Rd; Street Light Subdivision Comments

City Subdivision Conditions

a. Developer shall delineate on the face of the final plat a Boise City street light easement, acceptable to the Boise City Department of Public Works, for the purpose of installing and maintaining city-owned street light fixtures, conduit, and wiring lying outside the dedicated public right-of-way (B.C.C. 11-09-03.6.).
b. The developer shall be required to install, at their expense, street lights in accordance with Boise City Public Works specifications and standards at locations designated by the Public Works Department (B.C.C. 11-09-04.9.). Plans shall be reviewed and approved by the Boise City Public Works Department prior to commencement of construction or bonding.
c. **Fees**: Developer shall pay the current street light inspection and plan review fees on the proposed subdivision (B.C.C. 11-03-03.3.B.).
d. Developer shall not connect, or allow any subcontractor to connect any irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices to any street lighting circuits. Any and all irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices shall be connected directly to Idaho Power at an Idaho Power approved location.
e. The street lights shall be installed and accepted by the Boise City Public Works Department at the following locations. Unless otherwise noted, street lights shall be installed at a 25-foot minimum mounting height, 50 watt class LED fixture (see Attachment A, Boise Standard Revisions for a list of approved fixtures)
    i) Light Locations:
        - SWC of lot 1, block 7
        - NWC of lot 1, block 7
        - NWC of lot5, block 8
        - NWC of lot 1, block 8
        - NWC of lot 36, block 7
        - SEC of lot 21, block 8
        - SWC of lot 1, block 9
        - NWC of lot 10, block 7
        - SWC of lot 12, block 11

- NEC of lot 4, block 6
- ES of lot 1, block 11 where Golden Eagle & Ferruginous intersect
- NWC of lot 16, block 13
- NWC of lot 9, block 13
- NWC of lot 1, block 10
- SWC of lot 1, block 10
- SWC of lot 3, block 4
- SWC of lot 9, block 4
- NEC of lot 9, block 14
- NWC of lot 3, block 12
- NEC of lot 14, block 6
- SEC of lot 13, block 15
- SWC of lot 23, block 6
- ES of lot 1, block 15 where White Tail & Black Oak intersect
- NEC of lot 1, block 6
- SEC of lot 1, block 6
- NWC of lot 13, block 18
- NWC of lot 6, block 17
- SWC of lot 13, block 17
- NEC of lot 5, block 16
- NEC of lot 7, block 5
- NWC of lot 6, block 24
- NWC of lot 10, block 24
- NEC of lot 2, block 24
- SWC of lot 24, block 18
- NWC of lot 1, block 23
- NWC of lot 6, block 22
- EC of lot 35, block 18
- NWC of lot 1, block 22
- SEC of lot 10, block 19
- NWC of lot 1, block 20
- SEC of lot 44, block 18

f. If approval for bonding is granted by the Boise City Public Works Department, developer may bond in the amount of 110% of the estimated street light costs. Street lights shall be installed within 90 days of the issuance of the first building permit in the development, if building permits are obtained prior to completion of street light improvements.

g. As per Idaho Power requirements the lights along following street frontages must be installed on a metered service. Meter service cabinet location to be in the right of way or in a developer designated City Street Light Easement and shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings SD-1125 or SD-1126, and SD-1127, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights. See Attachment A, Boise Standard Revisions for a list of approved metered service cabinets.

h. Developer, engineer, or electrical contractor shall submit a street light plan using the Boise City Street Light Design Check List to public works for approval. Once approved three copies are required.

Special Conditions: None

If you have any further questions contact Tom Marshall at 388-4719 or tmarshall@cityofboise.org.

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Dennis Doan
Chief

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Mayor
David H. Bieter

City Council
President
Elaine Clegg

Council Pro Tem
Lauren McLean

Maryanne Jordan
Scot Ludwig
Ben Quintana
TJ Thomson

Fire Department

February 14, 2017

Todd Tucker
PDS – Current Planning

Re: Preliminary Plat – Rush Valley Subdivision; SUB16-00067; CAR16-00037
6405 E Columbia RD

Dear Todd,

This is a request for annexation and construction of a 430 lot subdivision within the Wildland Urban Interface Zone B.

The access to this subdivision is provided by the existing East Columbia Drive. East Columbia Drive is a dead-end roadway exceeding 1.5 miles in length. Annexation standards require that subdivisions in excess of 1.5 miles of a fire station requires special approval from the fire code official. Section D107.1 of the 2012 International Fire Code requires a two separate and approved fire apparatus access roads for developments exceeding 30 single family homes. IFC Section D103.4 also requires special approval for dead-end fire apparatus access roads in excess of 750 feet in length.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all of the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Conditions:

1. Approval of any final plats shall be contingent on compliance with one of the following conditions:
    a. Construction of an approved secondary fire apparatus access road.(2012 IFC D107.1)
    b. Installation of automatic fire sprinkler systems in all dwelling units. (2012 IFC D107.1 Exception 1)

Specific building construction requirements of the International Building Code, International Fire Code and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Ron Johnson
Division Chief – Assistant Fire Marshal
Boise Fire Department

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Derick O'Neill
Director

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Ben Quintana

Planning & Development Services

December 3, 2016

PDS Building Department Plan Review:

The subdivision preliminary plat, SUB16-00067, has been reviewed and indicates existing structures located in the proximately of proposed lots 13 & 14 of block 10, and lots 9 &10 of block 11 are in non-compliance with proper required distances to property lines set by the City of Boise ordinance section 4-02-131. Proper demolition and/or permits to move the structure must be applied for prior to any sign off from the building plan review division.

Letitia Gallop
Plans Examiner I
Planning & Development Services

208/608-7102
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lgallop@cityofboise.org

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Independent School District of Boise City #1

Boundaries, Transportation, and Traffic Safety
8169 W Victory Rd - Boise, ID 83709
(208) 854-4167 Fax (208) 854-4011

RESPONSE TO PLANNING & DEVELOPMENT SERVICES

DATE: **December 14, 2016**

TO: **PDSTransmittals@cityofboise.org**

FROM: **Lanette Daw, Supervisor Traffic Safety and Transportation**

RE: **SUB16-00067 – Rush Valley Subdivision**

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

Elementary School: **Trail Wind**
Junior High School: **Les Bois**
High School: **Timberline**

Comments Regarding Traffic Impact: **None**

Comments Regarding Safe Routes to School Impact: **None**

If you have any further questions, please feel free to contact this office.

CENTRAL DISTRICT HEALTH DEPARTMENT

Environmental Health Division

Return to:
- ☐ ACZ
- ☑ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Kuna
- ☐ Meridian
- ☐ Star

Rezone # SUB16-00067

Conditional Use # _____

Preliminary / Final / Short Plat _____

Rush Valley

RECEIVED
DEC 15 2016
DEVELOPMENT SERVICES

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

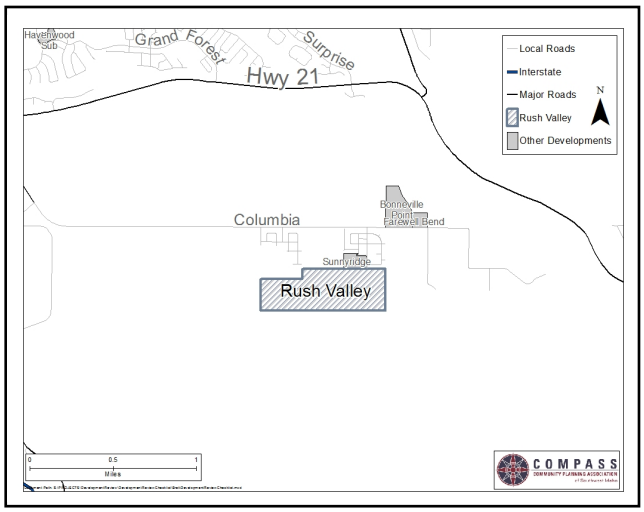
Reviewed By: Lori Bodily

Date: 12/12/16

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014.**

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available **here**; and more information about the CIM 2040 goals can be found **here**; and information on the CIM 2040 Vision can be found **here**.



Click to enlarge map.

Name of Development: Rush Valley Subdivision

Summary: Rush Valley is a 430 residential units development on 110 acres on Columbia Road. This proposal meets 9 CIM 2040 checklist items and does not meet 13 checklist items. There are 574 other residential units proposed in the area. No Complete Streets Level of Service was not conducted, as the project does not have frontage on an arterial roadway.

Land Use

In which of the **CIM 2040 Vision Areas** is the proposed development? **(Goal 2.1)**?

- ○ Downtown
- ○ Employment Center
- ○ Existing Neighborhood
- ○ Foothills
- ○ Future Neighborhood
- ○ Mixed Use
- ○ Prime Farmland
- ◉ Rural
- ○ Small Town
- ○ Transit Oriented Development

○ **Yes** ○ **No** ○ **N/A** The proposal is within a CIM 2040 Major Activity Center. **(Goal 2.3)**

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing TAZ + Proposal		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
133	80	1,137	80	1,150	392

◉ **Yes** ○ **No** ○ **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. **(Goal 2.1)**

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing TAZs + Net Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs
176	6,566	1,180	6,566	4,193	9,593

◉ **Yes** ○ **No** ○ **N/A** The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. **(Goal 2.1)**

More information on COMPASS and *Communities in Motion 2040* can be found at:
www.compassidaho.org
Email: info@compassidaho.org
Telephone: (208) 475-2239

COMPASS COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

○ **Attached** ◉ **N/A** An Area of Influence Travel Demand Model Run is attached.

○ **Yes** ◉ **No** ○ **N/A** There are relevant projects in the current Regional **Transportation Improvement Projects** (TIP) within one mile of the development.

Comments: _____

◉ **Yes** ○ **No** ○ **N/A** The proposal uses appropriate access management techniques as described in the **COMPASS Access Management Toolkit.**

Comments: Roads are stubbed to adjacent properties and alleys provide access to homes on Oregon Ridge Ave.

○ **Yes** ◉ **No** ○ **N/A** This proposal supports Valley Regional Transit's *valley**connect*** plan. See ***Valley Regional Transit Amenities Development Guidelines*** for additional detail.

Comments: No future fixed-route transit services are proposed in the area. _____

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet **(Goals 1.1, 1.2, 1.3, 1.4, 2.4)**:

○ **Attached** ◉ **N/A** Complete Streets LOS scorecard is attached.

○ **Yes** ○ **No** ◉ **N/A** The proposal maintains or improves current automobile LOS.

○ **Yes** ○ **No** ○ **N/A** The proposal maintains or improves current bicycle LOS.

○ **Yes** ○ **No** ○ **N/A** The proposal maintains or improves current pedestrian LOS.

○ **Yes** ○ **No** ○ **N/A** The proposal maintains or improves current transit LOS.

○ **Yes** ◉ **No** ○ **N/A** The proposal is in an area with a **Walkscore** over 50.

Housing

◉ **Yes** ○ **No** ○ **N/A** The proposal adds **compact housing** over seven residential units per acre. **(Goal 2.3)**

○ **Yes** ◉ **No** ○ **N/A** The proposal is a mixed-use development or in a mixed-use area. **(Goal 3.1)**

○ **Yes** ◉ **No** ○ **N/A** The proposal is in an area with lower transportation costs than the **regional average** of 26% of the median household income. **(Goal 3.1)**

○ **Yes** ◉ **No** ○ **N/A** The proposal improves the jobs-housing balance by providing housing in employment-rich areas. **(Goal 3.1)**

Community Infrastructure

○ **Yes** ○ **No** ○ **N/A** The proposal is infill development. **(Goals 4.1, 4.2)**

○ **Yes** ○ **No** ○ **N/A** The proposal is within or adjacent to city limits. **(Goals 4.1, 4.2)**

○ **Yes** ○ **No** ○ **N/A** The proposal is within a city area of impact. **(Goals 4.1, 4.2)**

Health

○ **Yes** ○ **No** ○ **N/A** The proposal is within 1/4 mile of a transit stop. **(Goal 5.1)**

○ **Yes** ○ **No** ○ **N/A** The proposal is within 1/4 mile of a public school. **(Goal 5.1)**

○ **Yes** ○ **No** ○ **N/A** The proposal is within 1/4 mile of a grocery store. **(Goal 5.1)**

○ **Yes** ○ **No** ○ **N/A** The proposal is within 1 mile of a park and ride location. **(Goal 5.1)**

Economic Development

○ **Yes** ○ **No** ◉ **N/A** The proposal improves the jobs-housing balance by providing employment in housing-rich areas. **(Goal 3.1)**

○ **Yes** ○ **No** ◉ **N/A** The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. **(Goal 6.1)**

Open Space

○ **Yes** ◉ **No** ○ **N/A** The proposal is within a 1/4 mile of a public park. **(Goal 7.1)**

◉ **Yes** ○ **No** ○ **N/A** The proposal provides at least 1 acre of parks for every 35 housing units. **(Goal 7.1)**

Farmland

◉ **Yes** ○ **No** ○ **N/A** The proposal is outside "Prime Farmland" in the CIM 2040 Vision. **(Goals 4.1, 8.2)**

◉ **Yes** ○ **No** ○ **N/A** The proposal is outside prime farmland. **(Goal 8.2)**

East Columbia

Interim Development Policies – March 2017

Policy Sets

Open Space + Natural Resources
Land Use + Built Environment
Transportation + Street Typology
Public Utilities + Services

Open Space + Natural Resources

Open Space Policies

OS – 1 Create a hierarchy of interconnected public and private open spaces, ranging from active centralized plazas to less formal gathering areas, quiet residential parks, and natural open spaces.

OS – 2 Integrate trails, open spaces, and pedestrian-oriented activity areas.

OS – 3 Provide controlled access to the Oregon Trail for residents and visitors.

OS – 4 Construct a network of trails and pathways that connect with surrounding neighborhoods.

OS – 5 Establish a variety of recreational opportunities to serve the East Columbia area.

OS – 6 Utilize powerline corridors as off street pathway opportunities.

Natural Resources Goals and Policies

NR – 1 Incorporate environmental stewardship in the East Columbia planning area that can be a model for the region.

NR – 2 Employ a variety of environmental management and low-impact development measures to improve ecological functions, such as the protection of surface and ground water quality and wildlife habitat.

NR – 3 Integrate distinctive or sensitive features of the East Columbia area into the overall pattern of development.

NR – 4 Recognize the importance of the area as a winter range for ungulates and manage open space accordingly. Considerations include, but are not limited to, subdivision and open space design, fencing specifications, and plant material selection.

NR – 5 Protect and enhance the natural drainage corridors within the East Columbia area including, but not limited to, the Five Mile Creek.

NR – 6 Recognize that the East Columbia area is within the Wildland Urban Interface zone. All development shall comply with the Fire Prevention Code/Wildland Urban Interface Code and use fire wise development practices to reduce the risk of wildfire.

NR – 7 Promote water conservation through the use of drought tolerant landscaping.

NR – 8 Identify and protect slopes in excess of 25% consistent with the City's Hillside Ordinance.

Land Use + Built Environment

Land Use Goals and Policies

LU – 1 Expand the Area of City Impact (AOCI) boundary as appropriate to include the East Columbia study area.

LU – 2 Promote the orderly development of the East Columbia planning area as utilities and services are available.

LU – 3 Promote quality development that serves as a model for sustainable development for the city and the region.

LU – 4 Provide for multi-modal connections to existing services, recreation and employment in the East Columbia area.

LU – 5 Locate higher intensity uses to minimize impacts and support complimentary uses such as retail and transportation facilities.

LU – 6 Require development proposals exceeding 160 acres in size to go through a detailed master planning process to address community, service and facility needs.

Built Environment Goals and Policies

BE – 1 Create a unique "sense of place" reflected in site design, building and landscape forms, and the public realm within the East Columbia planning area.

BE – 2 Promote the use of pedestrian-oriented, sustainable design principles throughout the planning area.

BE – 3 Provide for a variety of housing options in the East Columbia area. Require that all developments larger than ten acres provide at least two different housing product types. Require developments larger than twenty acres to provide at least three different housing types.

BE – 4 Require subdivision design where homes front or side onto local, collector and residential arterial roadways as a means of creating community identity and avoiding inactive streetscapes dominated by fencing and/or landscaping.

BE – 5 Require subdivision of property into small blocks with street lengths between blocks of no more than 450 feet.

BE – 6 Where alley loaded housing is provided, it shall face similar, non-garage dominated product across the street.

BE – 7 Allow for planned communities with flexible design standards through the Planned Unit Development ordinance and/or the use of specific area plans.

BE – 8 Consistent with new urbanism design principles, minimize garage dominated street scenes through quality architecture and urban design.

Transportation + Street Typology

Transportation Policies

T – 1 Construct an efficient and connected multi-modal roadway system with key external linkages.

T – 2 Consistent with Establish an interconnected network of arterial, collector and internal local streets, sidewalks, bike lanes and pathways to serve the East Columbia area.

T – 3 Develop the use of transit and alternative transportation through high density, mixed use development at designated activity and employment centers.

T – 4 Encourage pedestrian activity and reduce travel demand by intentionally connecting existing and proposed land uses and services with essential infrastructure such as sidewalks, pedestrian pathways and bike lanes.

T – 5 Utilizing power line and drainage corridors, integrate a network of off-street pedestrian and bicycle pathways into the transportation system.

T – 6 Fund new roadway improvements to serve the East Columbia area through a combination of ordinary and extraordinary impact fees on development sufficient to fund roadway needs as appropriate.

T – 7 Revise Level of Service (LOS) Standards for roadways to reflect an acceptance of a reduced LOS in order to achieve the desired roadway network design and street typologies.

Street Typology Policies

ST – 1 Develop a system of desirable street typologies consistent with the ACHD Livable Streets Design Guide.

ST – 2 Minimize street widths, travel lanes and design speeds to balance the safety of all users.

ST – 3 Design streets and intersections to facilitate safe and comfortable pedestrian, bicycle and vehicle movement.

Public Utilities + Services

Public Utilities Goals and Policies

PU – 1 Promote sustainability through resource efficiency thereby reducing demand on public utilities and infrastructure.

PU – 2 Examine the potential for developing a wastewater reuse facility and re-distribution system.

PU – 3 Encourage the use of passive and active solar strategies to reduce energy demand.

PU – 4 Promote the installation of infrastructure for high speed internet access throughout the East Columbia area with an emphasis on the high-tech expansion areas around Micron.

PU – 5 Ensure availability of essential public utilities prior to issuance of development permits.

Public Services Goals and Policies

PS – 1 Ensure availability of essential public services prior to issuance of development permits. Develop and maintain adequate public services and facilities as defined in Chapter 2, Tables 3 and 4: "Level of Service Standards for Community Services and Facilities" of Blueprint Boise, for the purpose of capital improvement planning and development permitting.

PS – 2 Include a detailed analysis and siting of necessary police, fire, schools, and parks facilities as part of a master development plan in accordance with approved standards and levels of service (LOS).

PS – 3 Coordinate future school needs and siting with the Boise School District and strive for walkable school sites central to the populations they serve. Explore the possibility of urban school models that integrate facilities into mixed use activity centers.

PS – 4 Promote the use of shared facilities between Boise City Parks and the Boise School District.

PS – 5 Provide district based police services through substation sites in activity centers or by co-location with other public safety entities.

Blueprint Boise

Goal SE-CCN 1: Provide a range of commercial and employment options within Southeast.

SE-CCN 1.1: DESIGNATED ACTIVITY CENTERS

Six mixed-use activity centers have been designated to serve the Southeast and to promote the availability of local services within walking distance of residential neighborhoods.

They include:

- Broadway Avenue and Boise Avenue;
- Boise Avenue and Apple;
- Boise Avenue and Norfolk;
- Boise Avenue and Eckert;
- Federal Way and Gowen (Micron).

Additional activity centers may be designated in accordance with the location criteria provided in Chapter 3.

SE-CCN 1.2: HIGH-TECH EXPANSION

Reserve the area surrounding current Micron facilities for future high-tech industrial expansion.

SE-CCN 1.3: FEDERAL WAY INDUSTRIAL AREA

Protect the Federal Way industrial area for heavy industrial uses. Ensure adequate water availability for large industrial uses.

Goal SE-CCN 2: Provide opportunities for future expansion.

SE-CCN 2.1: AREA OF CITY IMPACT BOUNDARY

Coordinate with Ada County regarding the expansion of the AOCI boundary south of the Columbia area into the area surrounding the Isaac Canyon interchange.

SE-CCN 2.2: EAST COLUMBIA AREA

Develop the East Columbia area according to the following principles:

- A master plan that demonstrates adherence to the principles outlined below shall be submitted to the Planning and Zoning Commission for approval prior to further entitlement in the East Columbia area. Incentives to achieve New Urbanism designs shall be considered as part of the Master Plan.
- Developed density is envisioned not to exceed 4 units per gross acre.
- Encourage higher residential densities adjacent to the Micron Tech Park and other activity areas.
- Identify appropriate locations for neighborhood and community serving commercial uses, schools, fire stations and parks.
- Adhere to land-use restrictions of the Airport Impact Area.
- Adhere to Groundwater restrictions of the Southeast Groundwater Management Area.
- Improve South Technology Way and East Columbia Road with bike lanes.
- Plan an arterial road network in this area.
- Encourage water efficient/xeriscape landscape plans.
- Attainment of the maximum unit count for Columbia shall be contingent on adequate water sources.

Goal SE-C1: Improve multi-modal access to and within the Southeast.

SE-C 1.1: TRAIL CORRIDORS

Pursue the use of canal easements, abandoned rail lines, and utility easements as pedestrian and bike trails within the Southeast. Ensure preservation of the Oregon Trail through new development in the East Columbia District.

SE-C 1.2: EXPANDED TRANSIT SERVICE

Explore opportunities to provide transit service to the Micron facility and other activity centers in the Southeast.

Exhibit A

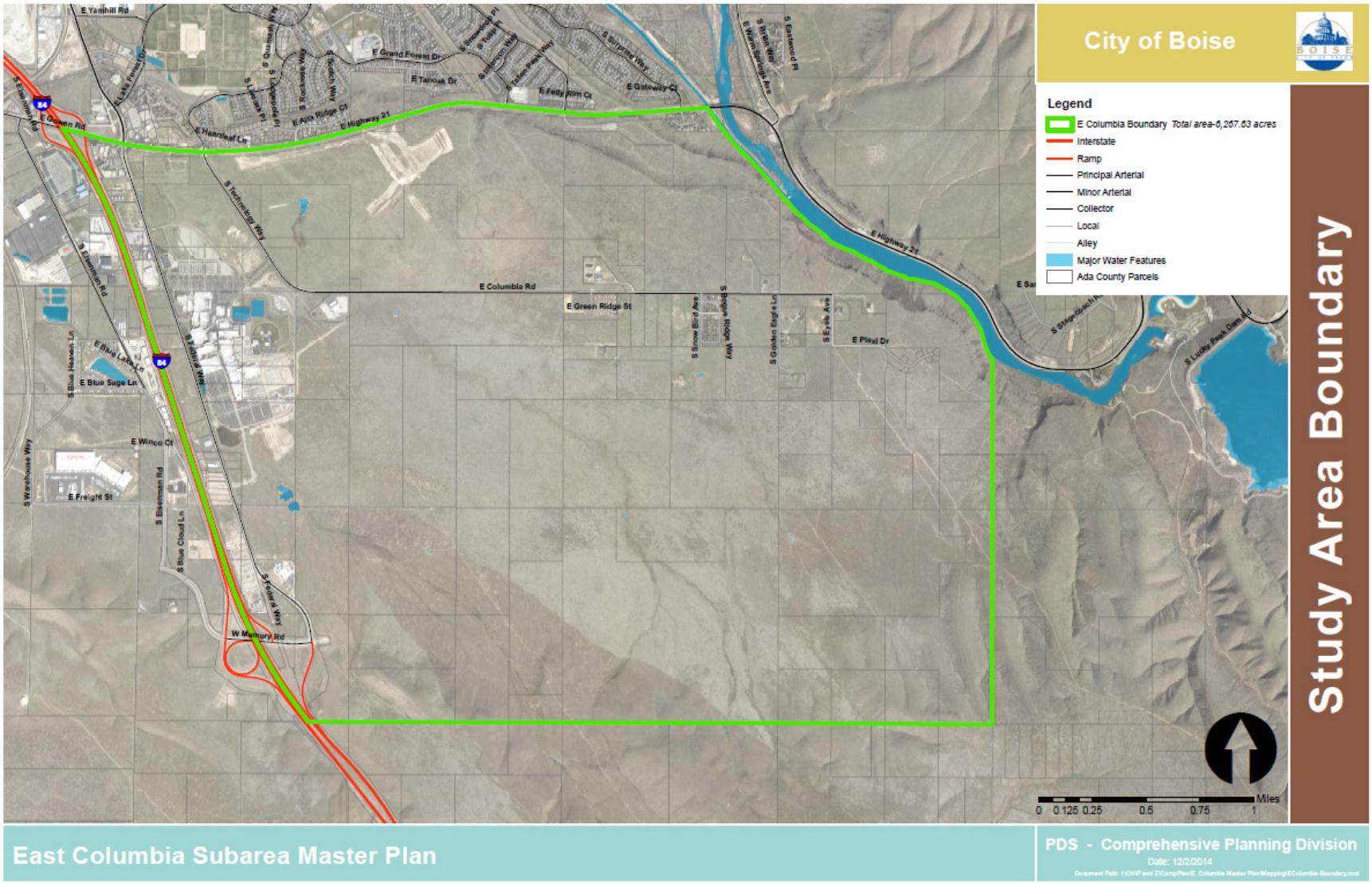

City of Boise
Legend
E Columbia Boundary Total area-5,267.63 acres
Interstate
Ramp
Principal Arterial
Minor Arterial
Collector
Local
Alley
Major Water Features
Ada County Parcels
Study Area Boundary
E Columbia Rd
E Green Ridge St
E Highway 21
E Plexi Dr
E Blue Sage Ln
E Winco Ct
E Freight St
W Memory Rd
0 0.125 0.25 0.5 0.75 1 Miles
East Columbia Subarea Master Plan
PDS - Comprehensive Planning Division
Date: 12/2/2014

Exhibit B

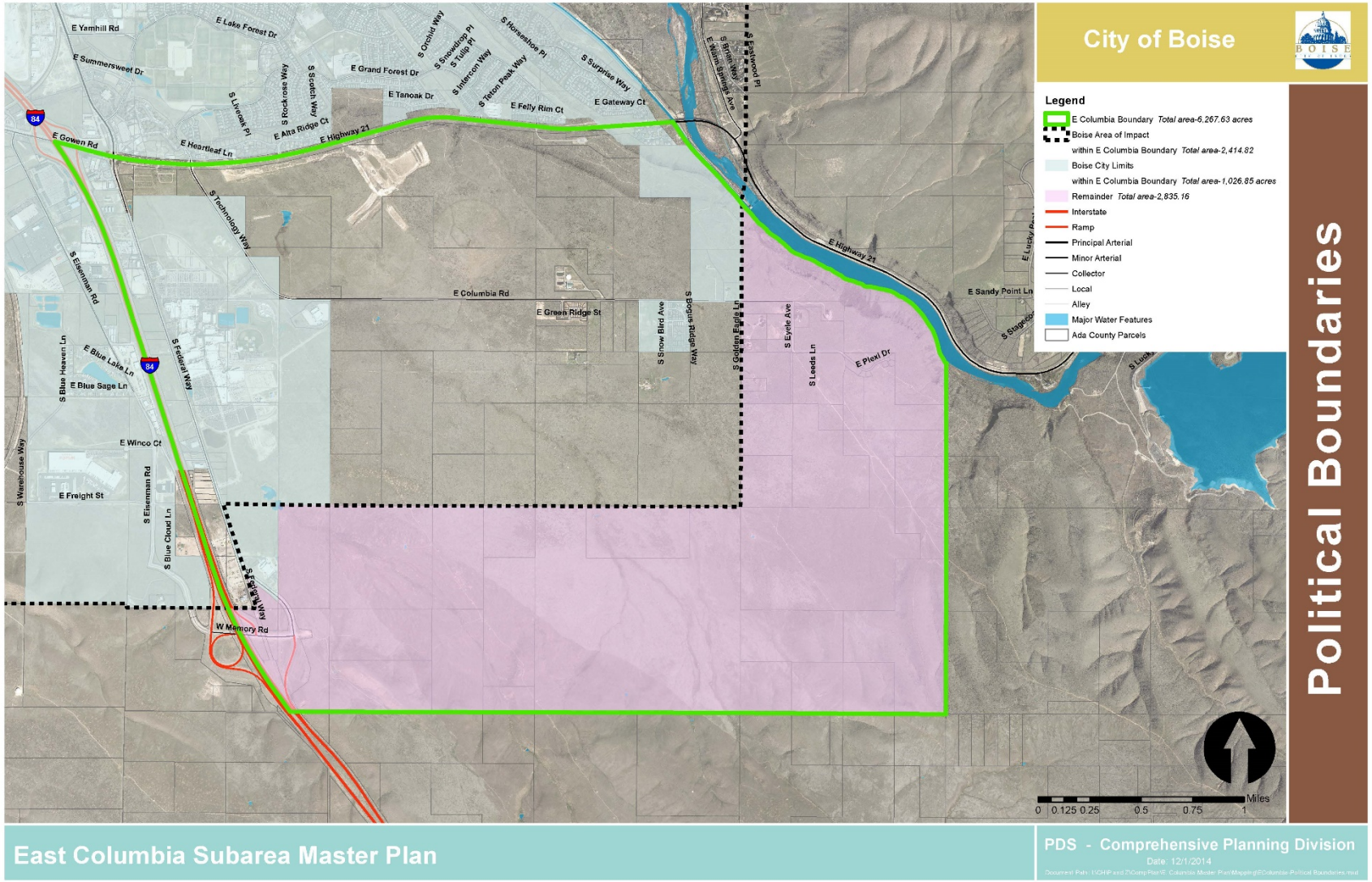

City of Boise
Legend
E Columbia Boundary Total area-6,267.63 acres
Boise Area of Impact
within E Columbia Boundary Total area-2,414.82
Boise City Limits
within E Columbia Boundary Total area-1,026.85 acres
Remainder Total area-2,835.16
Interstate
Ramp
Principal Arterial
Minor Arterial
Collector
Local
Alley
Major Water Features
Ada County Parcels
Political Boundaries
E Columbia Rd
E Highway 21
E Green Ridge St
E Sandy Point Ln
E Plexi Dr
S Leeds Ln
S Eyele Ave
S Golden Eagle Ln
S Snow Bird Ave
S Goose Tracks Way
S Technology Way
S Eisenman Rd
S Federal Way
S Blue Heaven Ln
E Blue Lake Ln
E Blue Sage Ln
E Winco Ct
E Freight St
S Blue Cloud Ln
W Memory Rd
E Gowen Rd
E Heartleaf Ln
E Alta Ridge Ct
E Tanoak Dr
E Grand Forest Dr
E Felly Rim Ct
E Gateway Ct
S Surprise Way
S Horseshoe Pl
S Intercom Way
S Teton Peak Way
S Tulip Pl
S Snowdrop Pl
S Orchid Way
S Scotch Vin Way
S Rockrose Way
S Livesak Pl
E Summersweet Dr
E Yamhill Rd
E Lake Forest Dr
S Eastwood Pl
E Austin Springs Ave
S Stream Way
0 0.125 0.25 0.5 0.75 1 Miles
East Columbia Subarea Master Plan
PDS - Comprehensive Planning Division
Date: 12/1/2014

Exhibit C

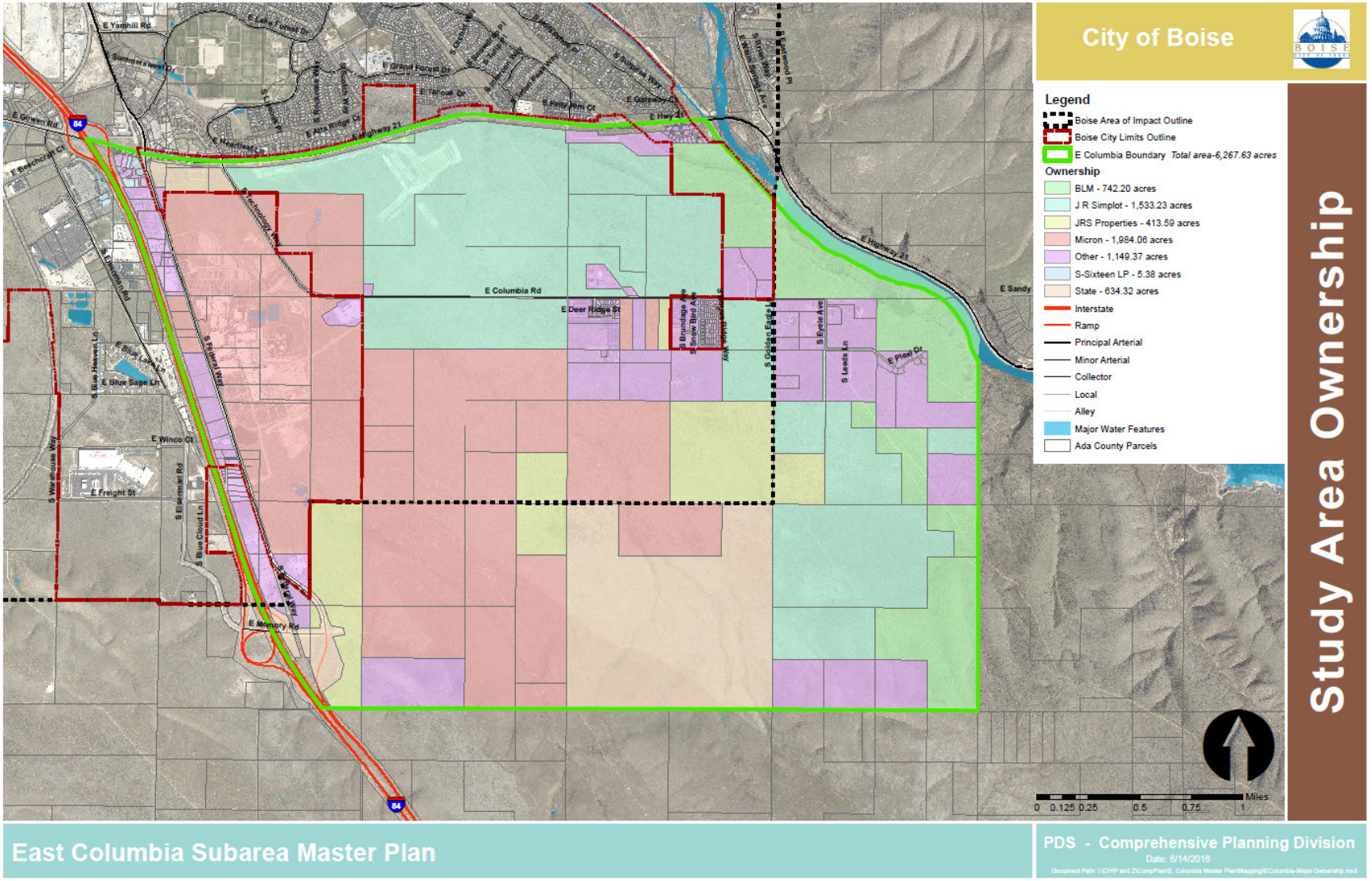
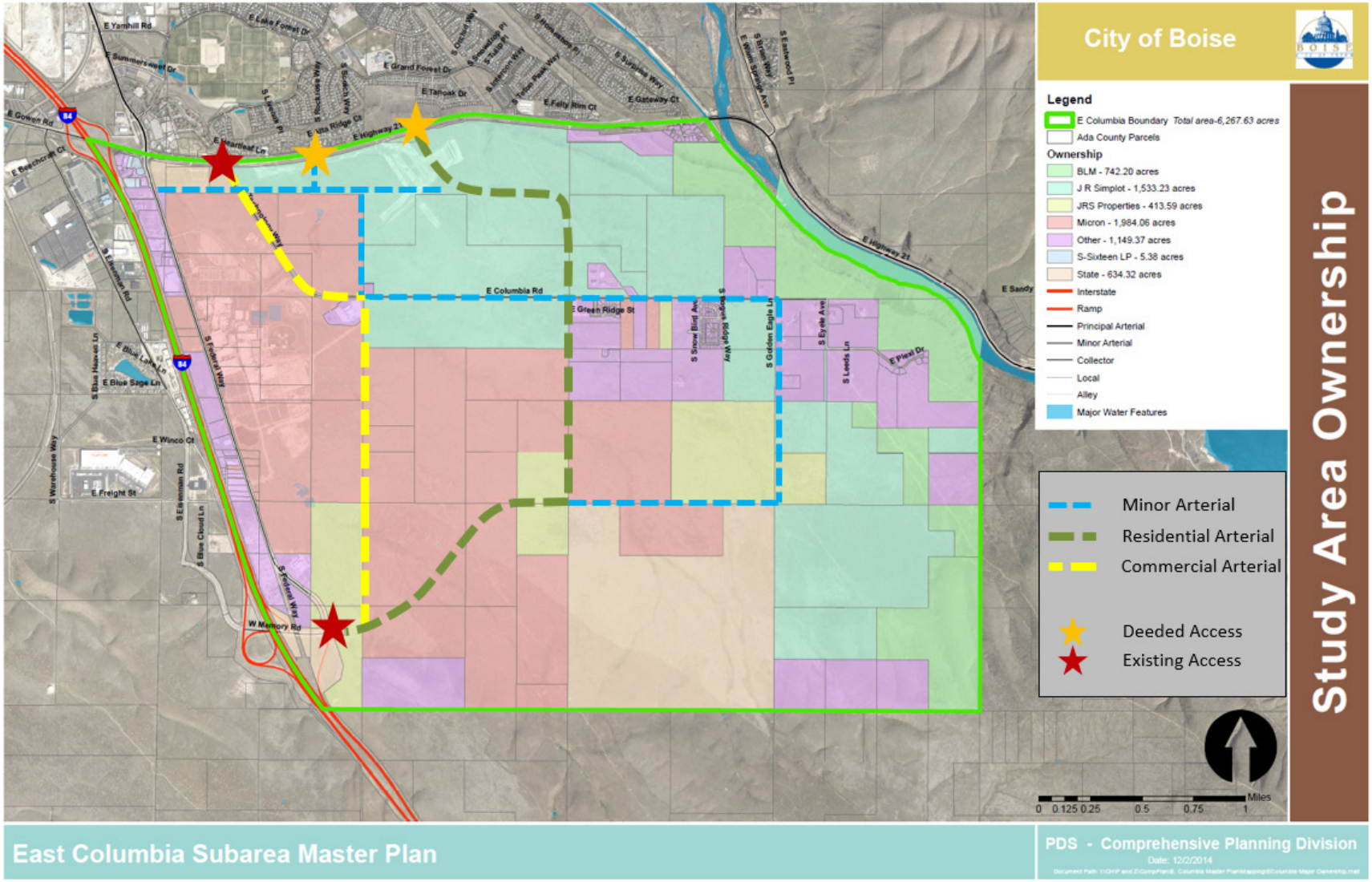

City of Boise
Legend
Boise Area of Impact Outline
Boise City Limits Outline
E Columbia Boundary Total area-6,267.63 acres
Ownership
BLM - 742.20 acres
J R Simplot - 1,533.23 acres
JRS Properties - 413.59 acres
Micron - 1,984.06 acres
Other - 1,149.37 acres
S-Sixteen LP - 5.38 acres
State - 634.32 acres
Interstate
Ramp
Principal Arterial
Minor Arterial
Collector
Local
Alley
Major Water Features
Ada County Parcels
Study Area Ownership
E Columbia Rd
E Deer Ridge St
E Freight St
E Winco Ct
E Pearl Dr
E Sandy
E Highway 21
E Yankee Fork Dr
E Grand Forest Dr
E Terrace Dr
E Gateway Ct
E Hwy 21
E Grayson Rd
E Beechcraft Ct
E Blue Heaven Ln
E Blue Sage Ln
E Blue Lupine Ln
S Blue Cloud Ln
E Memory Rd
S Eisenman Rd
S Warehouse Way
S Flowerdale Way
S Lewis Ln
S Eyele Ave
S Brundage Ave
S Snow Bird Ave
S Golden Eagle Ln
S Golden Eagle Way
S Silver Sage Way
S Silver Creek Ave
S Rivershore Rd
S Riverstone Rd
S Riverstone Pl
S Riverstone Dr
S Riverstone Way
S Riverstone Ct
S Riverstone Ln
E Heartland St
E Alta Ridge Ct
E Lake Forest Dr
E Hollyfern Ct
Miles
0 0.125 0.25 0.5 0.75 1
East Columbia Subarea Master Plan
PDS - Comprehensive Planning Division
Date: 6/14/2016

Exhibit D


City of Boise
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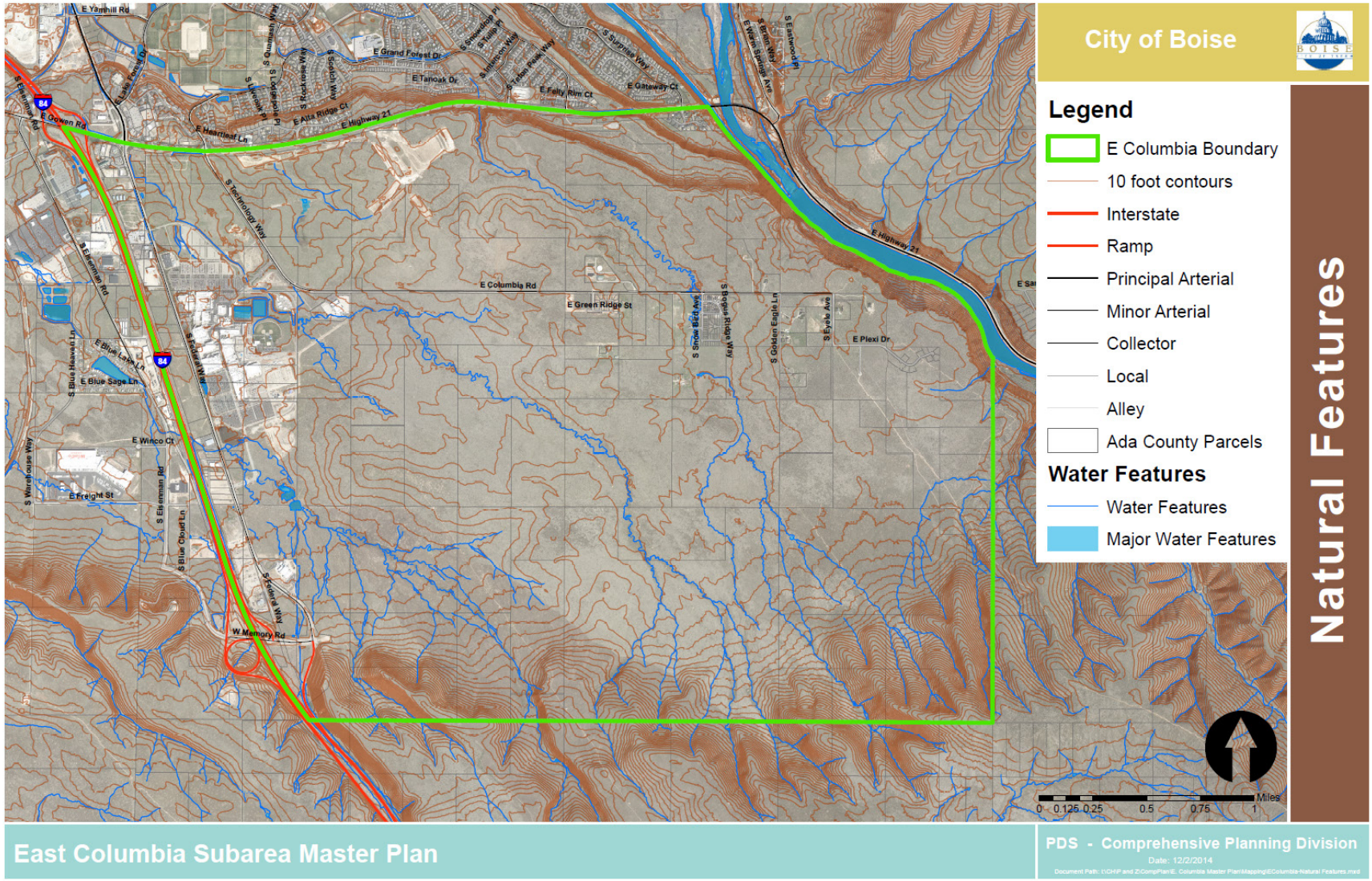
Interstate
Ramp
Principal Arterial
Minor Arterial
Collector
Local
Alley
Major Water Features
Minor Arterial
Residential Arterial
Commercial Arterial
Deeded Access
Existing Access
Miles
0 0.125 0.25 0.5 0.75 1
Study Area Ownership
East Columbia Subarea Master Plan
PDS - Comprehensive Planning Division
Date: 12/2/2014

Exhibit E


City of Boise
Legend
E Columbia Boundary
10 foot contours
Interstate
Ramp
Principal Arterial
Minor Arterial
Collector
Local
Alley
Ada County Parcels
Water Features
Water Features
Major Water Features
Natural Features
E Columbia Rd
E Green Ridge St
E Highway 21
E Plexi Dr
E Blue Sage Ln
E Winco Ct
E Freight St
W Memory Rd
S Federal Way
S Eisenman Rd
S Blue Cloud Ln
S Warehouse Way
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S Eisenman Rd
Miles
0 0.125 0.25 0.5 0.75 1
East Columbia Subarea Master Plan
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