

Narrative

PLANO ROAD SUBDIVISION

A Foothills Development

Plano Road Subdivision is a proposed single-family residential subdivision located in the Foothills northwest of downtown Boise, between North Collister Road and Plano Road and just northwest of Quail Ridge Subdivision. Plano Road Subdivision is located on 333 acres and proposes 155 single-family lots, for a density of one lot per 2.15 acres. Plano Road Subdivision is being developed pursuant to Boise's Foothills Planned Development Ordinance (The Ordinance) and would be developed in phases.

Developing under "The Ordinance" and "The Plan"

"The purpose of the Foothills Planned Development Ordinance is to implement residential subdivision density and design elements of the *Boise City Foothills Policy Plan* (The Plan) and the *Boise City Comprehensive Plan*. It is also designed to protect and promote preservation of contiguous areas of Foothills open space that contain important and significant natural and cultural resource values, as identified in The Plan and this ordinance." Boise Municipal Code § 11-06-05.07.01.

We have worked diligently with the staffs of the Planning and Development Services Department, Parks and Recreation Department, Fire Department, and ACHD, together with many other concerned persons, over the last two and one-half years to comply with both the letter and intent of The Ordinance and The Plan. With only 155 lots on 333 acres (for an average of one lot for every 2.15 acres) Plano Road Subdivision is a low-density residential subdivision.

Purpose of The Plan

Although generally broader in its language and qualifications than The Ordinance: "The purpose of the plan is to protect existing neighborhoods, to preserve and enhance the environmental, recreational and aesthetic values of the Foothills while allowing controlled development." The Plan, Preface at p. iii.

Plano Road Subdivision preserves and enhances identified environmental resources located on the project by:

1. Placing 150 acres in a permanent conservancy managed by the Land Trust of the Treasure Valley to preserve and protect the Aase's Onion, a rare plant species;
2. Restoring a large sandpit scar;
3. Protecting wetlands; and
4. Improving riparian areas located on the project.

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Plano Road Subdivision will also preserve and enhance recreational values located on the project by providing a western access and improved trailhead to the 640-acre Polecat Gulch Reserve recreational area (see The Plan, Introduction at pp. iii-iv, concern no. 6), which recreational area can only be accessed currently from Cartwright Road.

Additionally, aesthetic values located on the project are preserved as much as possible by minimizing the disturbance of natural vegetation and by replanting and restoring disturbed areas. Thus, approximately 75%, or about 246 acres, of the project's 333 acres will be preserved or restored to a natural state and set aside as open space. Moreover, home color and materials restrictions, height restrictions, and mandatory setbacks from ridgeline cuts will help the Plano Road Subdivision blend into the natural terrain. The recommended setbacks and restrictions will eliminate or substantially reduce the visual impacts to the neighboring subdivisions and also protect homes from natural wildfires.

Project Location

The location of this project is compatible with the Boise Comprehensive Plan and designated as a priority area for development in the Foothills. The location also has adequate access to public sewer and water facilities.

Project Density

The definition of "Buildable Area" in Section 11-06-05.07.09 of The Ordinance establishes that "[l]ands with a slope of 25% or less are buildable areas, if outside floodways or geographic areas." The 25% restriction for buildable area is more restrictive than traditional restrictions of 30% found in most foothill areas around the country, including Salt Lake City, Denver, Phoenix, and Los Angeles. (Traditional engineering standards consider slopes of 30% as safe buildable terrain.) Plano Road Subdivision has 74 qualifying acres of 25% or less slope.

Section 11-06-05.07.04 of The Ordinance further provides that a density bonus may be obtained under two conditions applicable to the Plano Road Subdivision. First, part B of the section provides for a bonus density for buildable area left as open space. Plano Road Subdivision has 26 qualifying acres of buildable area left as open space.

Second, part C of Section 11-06-05.07.04 provides that some areas of preserved open space "may have a combination of characteristics that cause them to be worthy of special incentives for preservation," ... provided they "demonstrate at least four of eleven characteristics established for high priority open space lands." Plano Road Subdivision has 83 qualifying acres of such Priority Open Space, based on the following characteristics (quoted headings are from Section 11-06-05.07.04.C):

1. **"Wetlands."** A wetlands area located at the end of N. College Drive will be preserved following Idaho Department of Fish and Game's *Prescription for Revegetation of Wetlands Within a Typical Southwest Idaho Stream Corridor*. (See

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Ecological Design's reports *Presence of Wetland Area* and *Conceptual Plan for Repair and Restoration*.)

2. **"Riparian areas."** A riparian area located at the end of N. Collister Drive will be preserved and improved following Idaho Department of Fish and Game's *Prescription for Revegetation of Riparian Areas Within a Typical Southwest Idaho Stream Corridor*. (See Ecological Design's reports *Presence of Riparian Area* and *Conceptual Plan for Repair and Restoration*.)

3. **"Rare plant communities."** The boundaries of Plano Road Subdivision contain a unique concentration of a rare plant species, the Aase's Onion. Rob Tiedeman, a licensed biologist with Ecological Design, and Greg Carson, with Millennium Science & Engineering, spent many weeks qualifying, documenting, and mapping the occurrence of this rare plant community. Mr. Tiedeman also evaluated several other areas close to the project and other locals around Boise and determined that the subject property contains the "Mother lode of Aase's Onions." (See Ecological Design's report *Occurrence of Aase's Onion*.) This unique rare plant community will be preserved, enhanced, and managed with the consent of the Parks and Recreation Commission by the Land Trust of the Treasure Valley (Land Trust), with about 150 of the 333 acres being deeded to the Land Trust for a permanent conservancy. A preliminary management plan provided by the Land Trust is included in the project application. This plan includes preservation objectives, monitoring, and protection procedures that will protect and enhance this rare plant community. A roadside turnout with a permanent educational plaque will also be constructed at the base of the property on N. Collister Drive to promote environmental awareness and information about the Aase's Onion. Further, an endowment will be set to provide funding for this permanent conservancy by requiring that a percentage (.25%) of each sale or resale of a lot or home in the Plano Road Subdivision be donated to the Land Trust. (Estimated contributions are \$1,500 - \$2,500 for each sale.)

4. **"Trails and trailheads designated in the Ada County Ridge to Rivers Pathway Plan."** The Department of Parks and Recreation desires to provide trail and trailhead access for the public at the end of N. Collister Dr. to the 640-acre Polecat Gulch Reserve, which currently can be accessed only from Cartwright Road. This new access will be enhanced with the construction of a public road to the access and a proposed trailhead parking lot.

5. **"Other public trails and trailheads as approved by the Boise City Parks and Recreation Board."** A public trail with access to the Polecat Gulch Reserve from Plano Road is part of the project design.

6. **"Land adjacent to publicly held open spaces."** This project borders and will provide access to the Polecat Gulch Reserve.

7. **"Lands adjacent to areas that are, or have the potential to be, designated and set aside as public open space land in accordance with the provisions**

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of this ordinance.” The entire north side of this project has the potential to be open space or trails that connect to other public open spaces.

Also a qualifying criteria for allowing a density bonus is a “demonstrable increase in the public value of the resource by such allowance.” Section 11-06-05.07.04.C. As further provided in this section, “[d]emonstrable increase in value may include but is not limited to the following” characteristics present in Plano Road Subdivision (quoted headings are from Section 11-06-05.07.04.C):

1. **“Allowance for public access.”** As noted above, trail and trailhead access will be provided through the project to the Polecat Gulch Reserve off N. Collister Drive and Plano Road.

2. **“Protection from alteration of important vegetation that could otherwise occur from a permitted use such as mining, logging, grazing or construction of utilities or infrastructure.”** Through management by the Land Trust and the project’s CC&R’s, the unique concentration of Aase’s Onions, which are considered by the Natural Heritage Program and Conservation Data Center to be both a global and state rare species and by the U.S. Bureau of Land Management to be an imperiled species, will be protected from future sand removal, possible grazing, or human degradation. Also, the presence of this rare plant community and its impact on Bonus Density negates the need to transfer density from the Polecat Gulch Reserve in order to obtain public access to the reserve.

3. **“Dedication or discounted sale to a willing public agency.”** As also noted above, in cooperation with the Parks and Recreation Department about 150 acres will be dedicated and preserved in a permanent conservancy.

An added public benefit provided by the project will be the restoration of a sand pit that has been mined over the past several years, leaving a large scar that is readily observable in many parts of the Treasure Valley. Thus, not only will sand mining be permanently stopped, but the project will restore the scarred area to a pre-mining appearance. This restoration will also provide the means by which cut-and-fill materials will be balanced, so that material will not need to be imported or removed from the property.

In summary, based on the provisions of The Ordinance and The Plan, and by working with the staff of the Planning and Development Services Department, we believe we have successfully established that the Plano Road Subdivision fully qualifies for 165 new building lots, although only 155 building lots are being proposed.

Traffic and Visual Impacts

We acknowledge that there will be traffic added to some streets by the development of the Plano Road Subdivision and that some elements of the project will be visible. However, the added traffic is well within current capacities (see Dohie Engineering’s *Traffic Study*) and \$3,400.00 per lot will be paid to ACHD for impact fees for future improvements (155 lots X \$3,400 = \$527,000). Furthermore, by working with

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the staff of the Planning and Development Services Department, we have mitigated the project's visibility and appearance so as to blend into the natural terrain by:

- Clustering homes
- Requiring ridgeline setbacks
- Limiting home height
- Limiting home color and material
- Carefully establishing road alignments
- Preserving natural open space corridors to connect existing open space on each side of the ridgeline

Conclusion

As a base for comparison, the neighboring Quail Ridge Subdivision was developed with 176 lots on 250 acres, for an average density of one lot for every 1.42 acres. When compared with Quail Ridge Subdivision, and after adjustment for the differential in acreage, the Plano Road Subdivision reflects a reduction of over 80 building lots and 37% in grading. Moreover, in order to minimize grading, most of the homes will be located along "single-loaded" streets, rather than using the "double-loaded" street alignment found in the Quail Ridge Subdivision. Thus, by virtually any measure, the Plano Road Subdivision will impose significantly fewer impacts on the surrounding area and environment—while at the same time providing significantly greater benefits—than did perhaps the premiere residential subdivision in northwest Boise, the neighboring Quail Ridge Subdivision.

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Planned Residential Development located at 6890 n. Plano Road

To provide your input, voice your concerns agents and influence the process.

1) You can Email the addresses below. These emails will be compiled and given to the city council.

2) Attending the March 3rd meeting and testifying in an organized manor each person addressing a specific concern.

I have been told the greater the numbers of people that are involved and express concern by email and or testifying the greater the chance the development will be stopped.

Email letters to:

Planning and zoning: Bruce Eggleston - Beggleston@cityofboise.org #384-3830

Reference: File # CFH 07-00022

ACHD:

Mindy Wallace - mwallace@achd.ada.id.us #387-6100

Reference - Plano Lane Development

Meetings to attend:

Boise City Hall
150 N. Capitol Boulevard
P.O. Box 500
Boise, Idaho 83701-0500

February 4, 2008 at 4:00 PM in Foothills room 1st Floor, at Boise City Hall
This meeting is to discuss the issues associated with the Hillside & Foothills development Permit (an information gathering meeting)

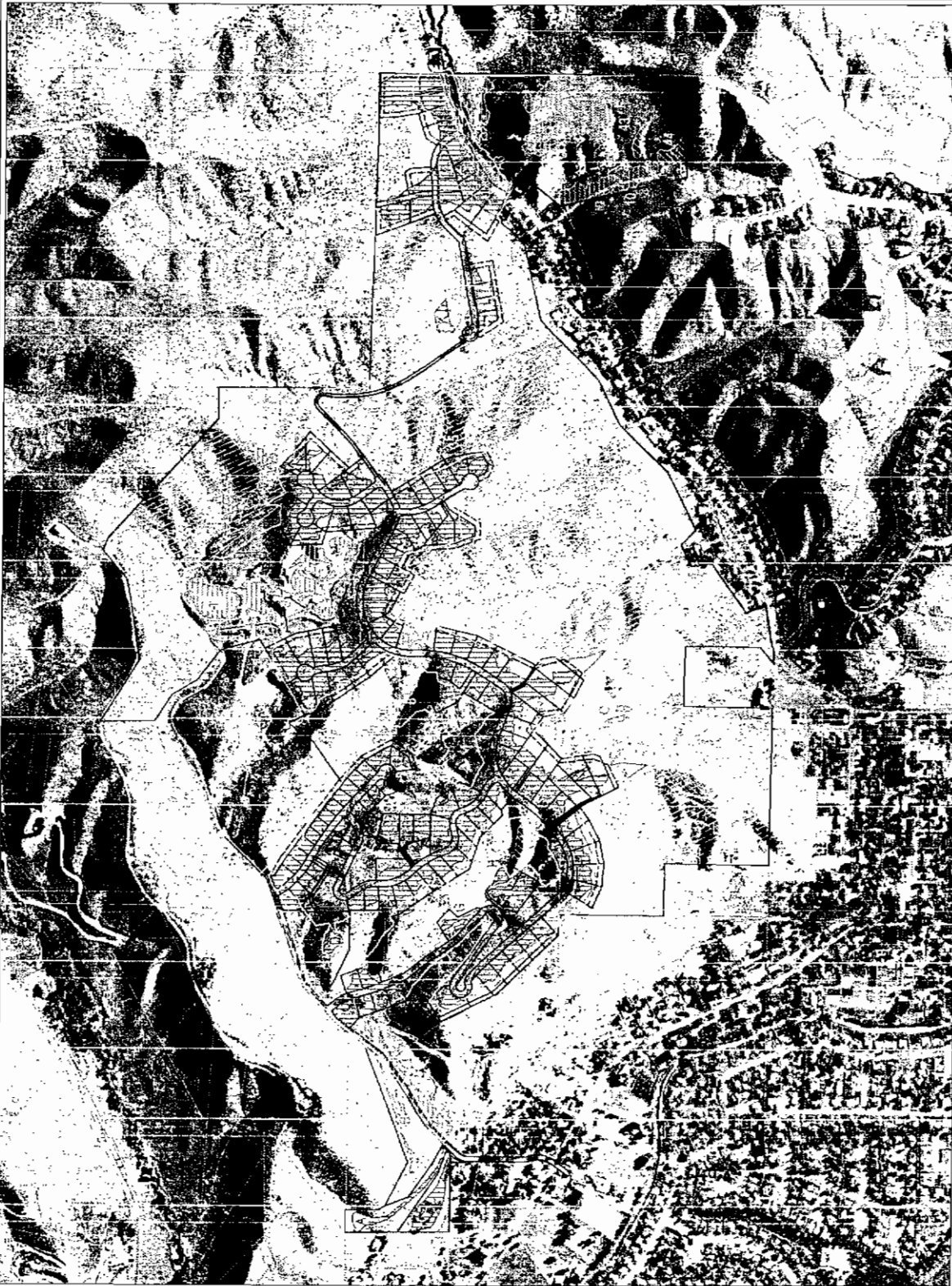
IMPORTANT

March 3rd, 6:00 PM 3rd floor council chambers City Hall

At this meeting individuals will be give an opportunity to testify regarding their concerns and influence the process.

My contact info is listed below.

Erin Brennan
Cell (208) 830-1110



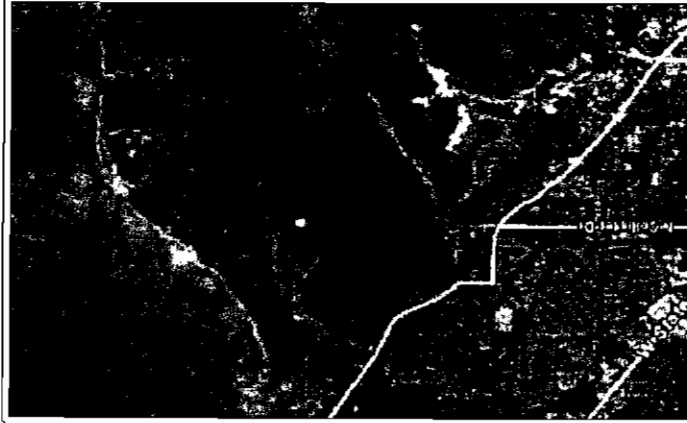
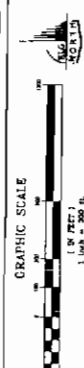
BOISE FOOTHILLS CONCEPT PLAN

DATE CREATED 07/19/2006 DATE MODIFIED 12/20/2007 PRINT DATE 12/20/2007

LEGEND	SHEET NO.
- Used Area > 25% - Not Used > 25% - Ecological Design Option Fields - Urban Fields - Urban Connectivity - Conceptual - Out Fill and Subdiv - Property Boundary - Adm. Polaris - Trail - Wild Land Urban Fill Interface	1 OF 1

Stewart Land Group
A LBN Group, a subsidiary of LBN COMPANY

6943 So. Union Way, Suite 200, Meridian, ID 83421
Phone (801) 724-4246 Fax (801) 384-1317



Area	Acres	Percent
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

NOTES

1. All areas shown on this map are preliminary and subject to change without notice.

2. See attached map for further details.

LEGAL DESCRIPTION FOR
BOISE FOOTHILLS
BOUNDARY

A parcel of land located in Sections 17, 18, 19, and 20, Township 4 North, Range 2 East, Boise Meridian, Ada County, Idaho. Being further described as follows:

BASIS OF BEARINGS:

The North line of Section 20, Township 4 North, Range 2 East, Boise Meridian, derived from found monuments and taken as South 88°43'54" East with the distance between monuments found to be 5,284.21 feet.

BEGINNING at the Northeast corner of Section 20, Township 4 North, Range 2 East, Boise Meridian, thence along the East line of said Section 20 South 00°00'29" West a distance of 1,893.36 feet to a point from which the East 1/4 corner of said Section 20 bears South 00°00'29" West a distance of 732.12 feet; thence leaving said East line South 82°44'52" West a distance of 639.45 feet; thence North 13°09'17" West a distance of 851.05 feet to the Southeasterly Boundary of Briarhill Subdivision No. 3, Book 42, Page 3413;

thence along the boundary of said Briarhill Subdivision No.3 the following nine(9) courses:

North 38°38'55" East a distance of 236.07 feet;
North 29°38'55" East a distance of 84.14 feet;
North 60°21'05" West a distance of 310.00 feet;
South 37°38'55" West a distance of 130.01 feet;
South 45°38'55" West a distance of 120.00 feet;
South 76°38'55" West a distance of 487.94 feet;
South 44°38'55" West a distance of 523.90 feet;
South 63°38'55" West a distance of 315.00 feet;
South 43°38'55" West a distance of 268.16 feet to the Northeasterly Corner of Briarhill Subdivision No.2, Book 42, Page 3411;

thence along the boundary of said Briarhill Subdivision No.2 the following ten(10) courses:

South 43°38'55" West a distance of 161.84 feet
South 63°38'55" West a distance of 410.00 feet;
North 46°21'05" West a distance of 130.00 feet;
South 63°38'55" West a distance of 148.97 feet;
South 06°21'05" East a distance of 130.00 feet;
South 54°38'55" West a distance of 379.29 feet;
South 25°21'05" East a distance of 132.27 feet to the northerly right-of-way of Collister Drive;

along said right-of-way South 80°38'55" West a distance of 233.18 feet;

along a curve to the left with a radius of 265.50 feet and a central angle of 35°25'27" an arc length of 164.15 feet (with a chord bearing of South 62°56'12" West, and a chord

distance of 161.55 feet);
South 44°46'32" East a distance of 5.00 feet;
thence leaving said boundary of Briarhill Subdivision No.2 South 45°13'28" West a distance of 47.08 feet;
thence along a curve to the left with a radius of 566.92 feet and a central angle of 19°40'00" an arc length of 194.59 feet (with a chord bearing of South 35°23'28" West, and a chord distance of 193.64 feet);
thence leaving said right-of-way North 01°30'58" West a distance of 205.50 feet;
thence South 89°31'28" East a distance of 20.00 feet;
thence South 02°56'51" East a distance of 70.87 feet;
thence North 49°26'32" East a distance of 294.50 feet;
thence North 00°26'32" East a distance of 467.52 feet;
thence North 89°31'28" West a distance of 379.35 feet to the East line of the Southwest 1/4 of the Northwest 1/4 of said Section 20;
thence along said East line South 00°27'54" West a distance of 555.61 feet to the Center West 1/16 corner of said Section 20;
thence along the South line of said Southwest 1/4 of the Northwest 1/4 also being the North boundary line of Outlook Heights Subdivision, Book 60, Pages 6040-6041, North 89°01'58" West a distance of 990.48 feet;
thence leaving said South line and North boundary North 00°33'13" East a distance of 650.00 feet;
thence North 89°01'58" West a distance of 335.00 feet to the West line of said Southwest 1/4 of the Northwest 1/4;
thence along said West line North 00°33'13" East a distance of 671.88 feet to the North 1/16 corner common to Sections 19 and 20, from which the Section Corner common to Sections 17, 18, 19 and 20 bears North 00°33'53" East a distance of 1,322.03 feet;
thence South 88°57'43" West a distance of 133.68 feet;
thence North 43°35'09" West a distance of 547.46 feet;
thence North 26°51'56" West a distance of 381.96 feet;
thence North 37°36'19" West a distance of 406.83 feet;
thence South 45°23'51" West a distance of 574.66 feet;
thence North 63°14'53" West a distance of 129.47 feet to the northwesterly right-of-way of Plano Road;
thence along said right-of-way South 44°12'18" West a distance of 100.30 feet;
thence continuing along said right-of-way along a curve to the left with a radius of 125.00 feet and a central angle of 43°50'00" an arc length of 95.63 feet (with a chord bearing of South 22°17'18" West, and a chord distance of 93.31 feet);
thence leaving said right-of-way North 00°22'18" East a distance of 99.06 feet;
thence North 88°12'49" West a distance of 219.57 feet;
thence North 89°59'14" West a distance of 217.96 feet;
thence North 01°19'58" West a distance of 661.20 feet to the North line of the Northeast 1/4 of Section 19 from which the Northwest corner of said Northeast 1/4 bears South 89°57'47" West a distance of 676.75 feet;
thence leaving said North line North 30°47'37" East a distance of 28.57 feet;
thence South 77°55'43" East a distance of 151.47 feet;
thence South 11°09'25" West a distance of 164.93 feet;

thence South 25°54'48" East a distance of 87.43 feet;
 thence South 65°07'25" East a distance of 304.43 feet;
 thence North 69°25'49" East a distance of 785.38 feet;
 thence North 37°23'37" East a distance of 270.62 feet;
 thence North 48°22'55" East a distance of 289.89 feet;
 thence North 70°19'31" East a distance of 495.60 feet;
 thence South 00°07'29" West a distance of 29.42 feet;
 thence North 68°30'00" East a distance of 224.53 feet;
 thence South 06°56'41" East a distance of 40.89 feet;
 thence South 58°51'08" East a distance of 122.41 feet;
 thence South 53°01'30" East a distance of 599.99 feet;
 thence South 45°43'28" East a distance of 49.26 feet;
 thence North 50°03'16" East a distance of 348.41 feet;
 thence South 38°06'15" East a distance of 355.86 feet to the West 1/16 corner common
 to Sections 17 and 20 from which the Section Corner common to Sections 17, 18, 19
 and 20 bears North 88°43'54" West a distance of 1321.22 feet;
 thence along the North line of the Northeast 1/4 of the Northwest 1/4 of said Section 20
 South 88°43'54" East a distance of 12.01 feet;
 thence leaving said North line North 09°45'20" West a distance of 352.45 feet;
 thence North 57°17'56" East a distance of 551.95 feet;
 thence North 21°33'31" West a distance of 257.33 feet;
 thence North 52°45'13" West a distance of 240.86 feet;
 thence North 31°10'54" West a distance of 179.81 feet;
 thence North 57°25'54" West a distance of 200.31 feet;
 thence North 02°47'46" West a distance of 338.23 feet;
 thence South 58°28'54" East a distance of 458.34 feet;
 thence North 80°53'46" East a distance of 504.32 feet;
 thence North 50°34'54" East a distance of 275.98 feet;
 thence South 70°08'04" East a distance of 85.51 feet;
 thence South 48°01'55" East a distance of 1,018.83 feet;
 thence South 89°38'20" East a distance of 200.38 feet;
 thence South 00°08'46" East a distance of 977.84 feet to the North line of the Northeast
 1/4 of said Section 20;
 thence along said North line South 88°43'54" East a distance of 1,967.75 feet to the
 POINT OF BEGINNING.

Said Parcel containing 14,494,711 square feet or 332.75 acres, more or less and is
 subject to all existing easements and rights-of-ways of record or implied.

END OF DESCRIPTION

Russell E. Badgley, P.L.S. 12458
 Timberline Surveying
 847 Park Centre Way, Suite 3
 Nampa, Idaho 83651
 (208) 465-5687



Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

A circular notary seal for Sharon L. Cuslide, a Notary Public in the State of Idaho. The seal features a double-lined border. The outer ring contains the text "SHARON L. CUSLIDE" at the top and "STATE OF IDAHO" at the bottom. The inner circle contains the text "NOTARY" at the top and "PUBLIC" at the bottom, separated by a small horizontal line.

LEGAL DESCRIPTION FOR
BOISE FOOTHILLS
BOUNDARY

A parcel of land located in Sections 17, 18, 19, and 20, Township 4 North, Range 2 East, Boise Meridian, Ada County, Idaho. Being further described as follows:

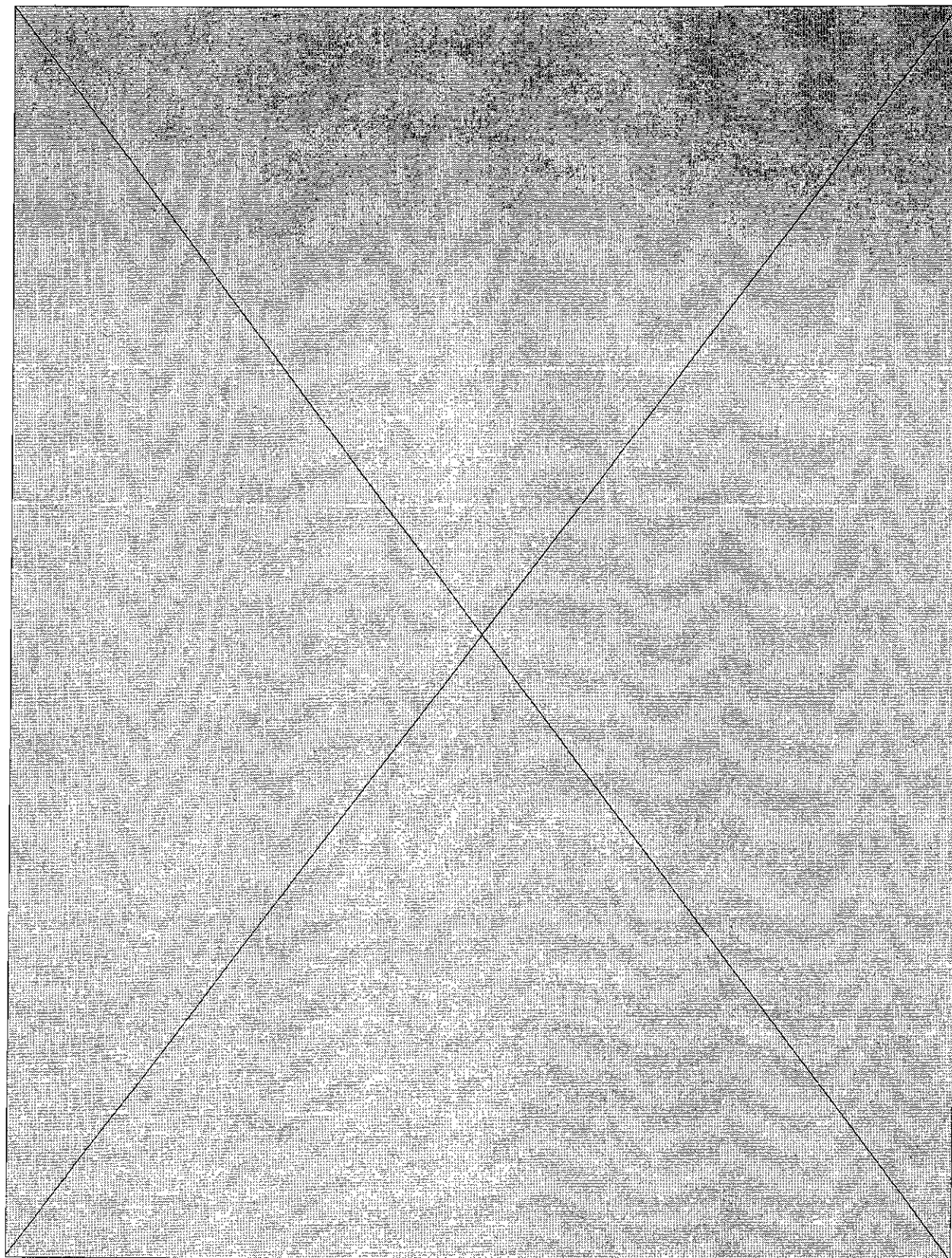
BASIS OF BEARINGS:

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BEGINNING at the Northeast corner of Section 20, Township 4 North, Range 2 East, Boise Meridian, thence along the East line of said Section 20 South 00°00'29" West a distance of 1,893.36 feet to a point from which the East 1/4 corner of said Section 20 bears South 00°00'29" West a distance of 732.12 feet; thence leaving said East line South 82°44'52" West a distance of 639.45 feet; thence North 13°09'17" West a distance of 851.05 feet to the Southeasterly Boundary of Briarhill Subdivision No. 3, Book 42, Page 3413; thence along the boundary of said Briarhill Subdivision No.3 the following nine(9) courses:

North 38°38'55" East a distance of 236.07 feet;
North 29°38'55" East a distance of 84.14 feet;
North 60°21'05" West a distance of 310.00 feet;
South 37°38'55" West a distance of 130.01 feet;
South 45°38'55" West a distance of 120.00 feet;
South 76°38'55" West a distance of 487.94 feet;
South 44°38'55" West a distance of 523.90 feet;
South 63°38'55" West a distance of 315.00 feet;
South 43°38'55" West a distance of 268.16 feet to the Northeasterly Corner of Briarhill Subdivision No.2, Book 42, Page 3411; thence along the boundary of said Briarhill Subdivision No.2 the following ten(10) courses:

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along said right-of-way South 80°38'55" West a distance of 233.18 feet;
along a curve to the left with a radius of 265.50 feet and a central angle of 35°25'27" an arc length of 164.15 feet (with a chord bearing of South 62°56'12" West, and a chord



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 thence South 65°07'25" East a distance of 304.43 feet;
 thence North 69°25'49" East a distance of 785.38 feet;
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 thence North 48°22'55" East a distance of 289.89 feet;
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 thence South 00°07'29" West a distance of 29.42 feet;
 thence North 68°30'00" East a distance of 224.53 feet;
 thence South 06°56'41" East a distance of 40.89 feet;
 thence South 58°51'08" East a distance of 122.41 feet;
 thence South 53°01'30" East a distance of 599.99 feet;
 thence South 45°43'28" East a distance of 49.26 feet;
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 thence leaving said North line North 09°45'20" West a distance of 352.45 feet;
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 thence North 31°10'54" West a distance of 179.81 feet;
 thence North 57°25'54" West a distance of 200.31 feet;
 thence North 02°47'46" West a distance of 338.23 feet;
 thence South 58°28'54" East a distance of 458.34 feet;
 thence North 80°53'46" East a distance of 504.32 feet;
 thence North 50°34'54" East a distance of 275.98 feet;
 thence South 70°08'04" East a distance of 85.51 feet;
 thence South 48°01'55" East a distance of 1,018.83 feet;
 thence South 89°38'20" East a distance of 200.38 feet;
 thence South 00°08'46" East a distance of 977.84 feet to the North line of the Northeast
 1/4 of said Section 20;
 thence along said North line South 88°43'54" East a distance of 1,967.75 feet to the
 POINT OF BEGINNING.

Said Parcel containing 14,494,711 square feet or 332.75 acres, more or less and is
 subject to all existing easements and rights-of-ways of record or implied.

END OF DESCRIPTION

Russell E. Badgley, P.L.S. 12458
 Timberline Surveying
 847 Park Centre Way, Suite 3
 Nampa, Idaho 83651
 (208) 465-5687



LEGAL DESCRIPTION FOR
BOISE FOOTHILLS
BOUNDARY

A parcel of land located in Sections 17, 18, 19, and 20, Township 4 North, Range 2 East, Boise Meridian, Ada County, Idaho. Being further described as follows:

BASIS OF BEARINGS:

The North line of Section 20, Township 4 North, Range 2 East, Boise Meridian, derived from found monuments and taken as South 88°43'54" East with the distance between monuments found to be 5,284.21 feet.

BEGINNING at the Northeast corner of Section 20, Township 4 North, Range 2 East, Boise Meridian, thence along the East line of said Section 20 South 00°00'29" West a distance of 1,893.36 feet to a point from which the East 1/4 corner of said Section 20 bears South 00°00'29" West a distance of 732.12 feet; thence leaving said East line South 82°44'52" West a distance of 639.45 feet; thence North 13°09'17" West a distance of 851.05 feet to the Southeasterly Boundary of Briarhill Subdivision No. 3, Book 42, Page 3413; thence along the boundary of said Briarhill Subdivision No.3 the following nine(9) courses:

North 38°38'55" East a distance of 236.07 feet;
North 29°38'55" East a distance of 84.14 feet;
North 60°21'05" West a distance of 310.00 feet;
South 37°38'55" West a distance of 130.01 feet;
South 45°38'55" West a distance of 120.00 feet;
South 76°38'55" West a distance of 487.94 feet;
South 44°38'55" West a distance of 523.90 feet;
South 63°38'55" West a distance of 315.00 feet;
South 43°38'55" West a distance of 268.16 feet to the Northeasterly Corner of Briarhill Subdivision No.2, Book 42, Page 3411;

thence along the boundary of said Briarhill Subdivision No.2 the following ten(10) courses:

South 43°38'55" West a distance of 161.84 feet
South 63°38'55" West a distance of 410.00 feet;
North 46°21'05" West a distance of 130.00 feet;
South 63°38'55" West a distance of 148.97 feet;
South 06°21'05" East a distance of 130.00 feet;
South 54°38'55" West a distance of 379.29 feet;
South 25°21'05" East a distance of 132.27 feet to the northerly right-of-way of Collister Drive;

along said right-of-way South 80°38'55" West a distance of 233.18 feet;
along a curve to the left with a radius of 265.50 feet and a central angle of 35°25'27" an arc length of 164.15 feet (with a chord bearing of South 62°56'12" West, and a chord

distance of 161.55 feet);
 South 44°46'32" East a distance of 5.00 feet;
 thence leaving said boundary of Briarhill Subdivision No.2 South 45°13'28" West a distance of 47.08 feet;
 thence along a curve to the left with a radius of 566.92 feet and a central angle of 19°40'00" an arc length of 194.59 feet (with a chord bearing of South 35°23'28" West, and a chord distance of 193.64 feet);
 thence leaving said right-of-way North 01°30'58" West a distance of 205.50 feet;
 thence South 89°31'28" East a distance of 20.00 feet;
 thence South 02°56'51" East a distance of 70.87 feet;
 thence North 49°26'32" East a distance of 294.50 feet;
 thence North 00°26'32" East a distance of 467.52 feet;
 thence North 89°31'28" West a distance of 379.35 feet to the East line of the Southwest 1/4 of the Northwest 1/4 of said Section 20;
 thence along said East line South 00°27'54" West a distance of 555.61 feet to the Center West 1/16 corner of said Section 20;
 thence along the South line of said Southwest 1/4 of the Northwest 1/4 also being the North boundary line of Outlook Heights Subdivision, Book 60, Pages 6040-6041, North 89°01'58" West a distance of 990.48 feet;
 thence leaving said South line and North boundary North 00°33'13" East a distance of 650.00 feet;
 thence North 89°01'58" West a distance of 335.00 feet to the West line of said Southwest 1/4 of the Northwest 1/4;
 thence along said West line North 00°33'13" East a distance of 671.88 feet to the North 1/16 corner common to Sections 19 and 20, from which the Section Corner common to Sections 17, 18, 19 and 20 bears North 00°33'53" East a distance of 1,322.03 feet;
 thence South 88°57'43" West a distance of 133.68 feet;
 thence North 43°35'09" West a distance of 547.46 feet;
 thence North 26°51'56" West a distance of 381.96 feet;
 thence North 37°36'19" West a distance of 406.83 feet;
 thence South 45°23'51" West a distance of 574.66 feet;
 thence North 63°14'53" West a distance of 129.47 feet to the northwesterly right-of-way of Plano Road;
 thence along said right-of-way South 44°12'18" West a distance of 100.30 feet;
 thence continuing along said right-of-way along a curve to the left with a radius of 125.00 feet and a central angle of 43°50'00" an arc length of 95.63 feet (with a chord bearing of South 22°17'18" West, and a chord distance of 93.31 feet);
 thence leaving said right-of-way North 00°22'18" East a distance of 99.06 feet;
 thence North 88°12'49" West a distance of 219.57 feet;
 thence North 89°59'14" West a distance of 217.96 feet;
 thence North 01°19'58" West a distance of 661.20 feet to the North line of the Northeast 1/4 of Section 19 from which the Northwest corner of said Northeast 1/4 bears South 89°57'47" West a distance of 676.75 feet;
 thence leaving said North line North 30°47'37" East a distance of 28.57 feet;
 thence South 77°55'43" East a distance of 151.47 feet;
 thence South 11°09'25" West a distance of 164.93 feet;

thence South 25°54'48" East a distance of 87.43 feet;
thence South 65°07'25" East a distance of 304.43 feet;
thence North 69°25'49" East a distance of 785.38 feet;
thence North 37°23'37" East a distance of 270.62 feet;
thence North 48°22'55" East a distance of 289.89 feet;
thence North 70°19'31" East a distance of 495.60 feet;
thence South 00°07'29" West a distance of 29.42 feet;
thence North 68°30'00" East a distance of 224.53 feet;
thence South 06°56'41" East a distance of 40.89 feet;
thence South 58°51'08" East a distance of 122.41 feet;
thence South 53°01'30" East a distance of 599.99 feet;
thence South 45°43'28" East a distance of 49.26 feet;
thence North 50°03'16" East a distance of 348.41 feet;
thence South 38°06'15" East a distance of 355.86 feet to the West 1/16 corner common
to Sections 17 and 20 from which the Section Corner common to Sections 17, 18, 19
and 20 bears North 88°43'54" West a distance of 1321.22 feet;
thence along the North line of the Northeast 1/4 of the Northwest 1/4 of said Section 20
South 88°43'54" East a distance of 12.01 feet;
thence leaving said North line North 09°45'20" West a distance of 352.45 feet;
thence North 57°17'56" East a distance of 551.95 feet;
thence North 21°33'31" West a distance of 257.33 feet;
thence North 52°45'13" West a distance of 240.86 feet;
thence North 31°10'54" West a distance of 179.81 feet;
thence North 57°25'54" West a distance of 200.31 feet;
thence North 02°47'46" West a distance of 338.23 feet;
thence South 58°28'54" East a distance of 458.34 feet;
thence North 80°53'46" East a distance of 504.32 feet;
thence North 50°34'54" East a distance of 275.98 feet;
thence South 70°08'04" East a distance of 85.51 feet;
thence South 48°01'55" East a distance of 1,018.83 feet;
thence South 89°38'20" East a distance of 200.38 feet;
thence South 00°08'46" East a distance of 977.84 feet to the North line of the Northeast
1/4 of said Section 20;
thence along said North line South 88°43'54" East a distance of 1,967.75 feet to the
POINT OF BEGINNING.

Said Parcel containing 14,494,711 square feet or 332.75 acres, more or less and is
subject to all existing easements and rights-of-ways of record or implied.

END OF DESCRIPTION

Russell E. Badgley, P.L.S. 12458
Timberline Surveying
847 Park Centre Way, Suite 3
Nampa, Idaho 83651
(208) 465-5687



From: "Kerry Winn" <kwinn@stewartlandgroup.com>
To: "Bruce Eggleston" <beggleston@cityofboise.org>
Date: 9/25/2007 3:10 PM
Subject: Plano Road
Attachments: Aff of Legal Interest - Signed by Casey.pdf; Legal Description wCasey&Troutner.pdf

Bruce,

Attached is the new Legal Description that includes the Casey and Troutner properties. A copy of the signed "Affidavit of Legal Interest" from Marie Casey. I'll have her attorney deliver the original directly to you. On the CUP application item #9 the percent devoted to building coverage is now 4%, landscaping 6%, paving 4% and other (open space) 86%. Woody was going to contact Idaho Blueprint to print and deliver the updated grading plans for Terry. We're working on getting the rest of the materials in overnight mail for delivery tomorrow. Thanks again for all your help.

Kerry



Bruce D. Chatterton
Director

Boise City Hall
150 N. Capitol Boulevard

Mailing Address
P. O. Box 500
Boise, Idaho 83701-0500

Phone
208/384-3830

Fax
208/384-3814

TDD/TTY
800/377-3529

Web
www.cityofboise.org/pds

Mayor
David H. Bieter

City Council
President
Elaine Clegg

Council ProTem
David Eberle

Vernon L. Bisterfeldt
Maryanne Jordan
Alan W. Shealy
Jim Tibbs

Planning & Development Services

August 30, 2007

Mr. Kerry Winn
Stewart Land Group
6995 S. Union Park Ctr.
Midvale, Utah 84047

Subject: Status and hearing process for CUP07-00084, CAR07-00042, SUB07-00065, and CFH07-00022.

Dear Mr. Winn,

This letter is to inform you of the sufficiency status of the above applications.

The requests are still not scheduled for a hearing date before the Planning and Zoning Commission as we are still awaiting resolution of lot design, grading and access issues.

The City would prefer to continue to work with you to resolve the outstanding issues prior to taking the applications to public hearing. It is the City's policy to work out the technical issues for any application prior to hearing to ensure that requests receive consideration by the Planning and Zoning Commission and City Council based on the merits of the proposal, not on the compliance with the technical aspects of the application process. We sent you a letter on July 15, 2007 that addressed most of the issues that remain today. You have been working diligently to revise your plans to comply with City standards and ordinances for these kinds of applications, and we appreciate your efforts.

We hope that we can continue on this path to resolve these issues prior to scheduling the requests for hearing. You do have the option to request a hearing date based on the current status of the applications, but that would not give the staff an opportunity to make the findings necessary to comply with the ordinance.

The following items are required to complete and/or clarify their applications CUP07-00084, CAR07-00042, SUB07-00065, and CFH07-00022.

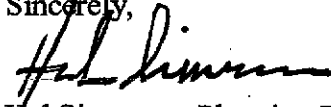
1. Address the grading items in the attached letter from Terry Records from Public Works, Exhibit A.
2. Provide evidence from the Ada county Highway District, and other sources, that prove that the Plano Road ingress/egress is secured for this project. Portray the proposed plan right-of-way on the preliminary plat and other maps. Supporting evidence must include an affidavit of legal interest from all the landowners providing the right-of-way.
3. A map showing the post-grading contours and the undisturbed Aase's Onion fields that would be permanently set aside, with calculations of the remaining area sizes.

4. Address the building footprint issues portrayed on the site plans e-mailed to you, and added to the CUP07-00084 case file, where the proposed building envelopes are shown on lands with slopes greater than 25%. This will require the alteration of the site plan to bring the lotting pattern into conformance with ordinance, Section 11-06-05.07.06 Building and Grading Disturbance Envelopes, and the definitions in Section 11-06-05.07.08. Refer to the attached table, Exhibit C, for the building envelope analysis.

5. We will continue to work with you on the development agreement, as it will change with the results from the requested modifications to the application.

Please direct questions about these issues to Bruce Eggleston at 208-384-3830.

Sincerely,



Hal Simmons, Planning Director

Boise Planning and Development Services Department

cc: Bruce Eggleston
Dave Abo
Jim Wylie
Terry Records
file

Exhibit A

August 29, 2007

From Public Works, Terry Records

Plano Grading Plan Adequacy:

The grading plan for the Plano Road Sub is not acceptable in it's current form. The proposed grading indicated on the plan does not accurately represent how the applicant intends to grade the site.

The plan that was submitted indicates large areas of disturbance that are unnecessary to achieve the intended grading. I met with James Woodruff, the project engineer, last week and we reviewed the plan and discussed the changes that are necessary to make the plan acceptable. I have not received the revisions yet and so the hillside application cannot be considered complete at this time.

Exhibit B

27-Aug-07						
Aase's Point Canyon Building Envelope Evaluation Summary						
Lots	Complies 100%	10% or less-Short on 2,400 Square Feet - In Compliance	15% +/- Short on 2,400 Square Feet - In Compliance	Greater than 20%, Non-compliant envelope	Front Setback Non-compliance	Other - Comments
148	58	54	16	20	4	24 lots short on front set-backs
Precentages	39.2%	36.5%	10.8%	13.5%	2.7%	

Exhibit C

Aase's Pointe Building Envelope Evaluation

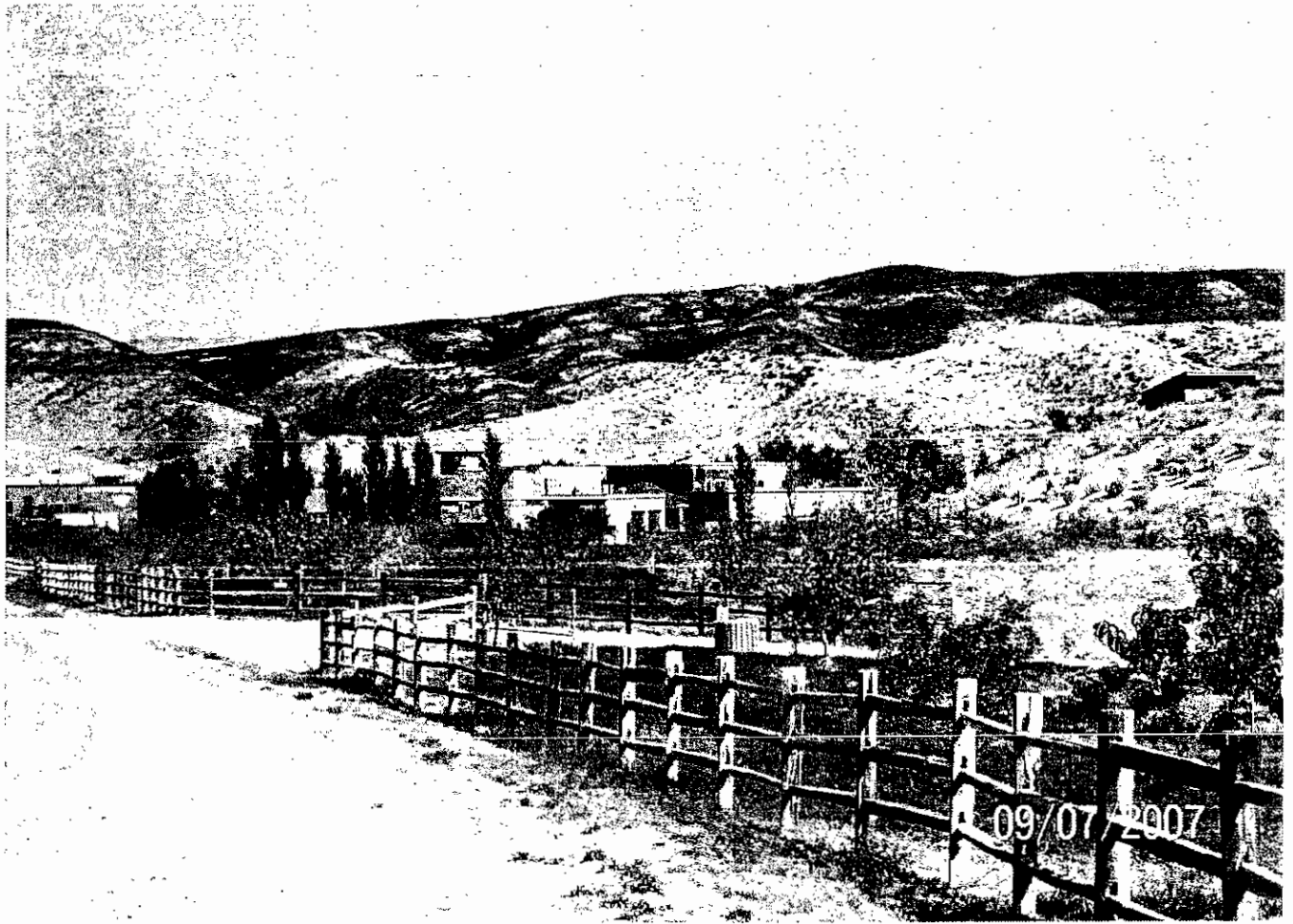
Lot Number	Complies 100%	10% or less-Short on 2,400 Square Feet	15% +/- Short on 2,400 Square Feet	Greater than 20%, non-compliant envelope	Setback Non-compliant	Other - Comments	Complies with Ordinance
1	1						Yes
2	1						Yes
3		1					Yes
4	1						Yes
5	1						Yes
6	1					17 ft. setback	Yes
7		1					Yes
8				1			No
9		1					Yes
10	1						Yes
11				1		Greater than 40%, 15 Ft. setback	No
12	1						Yes
13	1						Yes
14	1						Yes
15	1						Yes

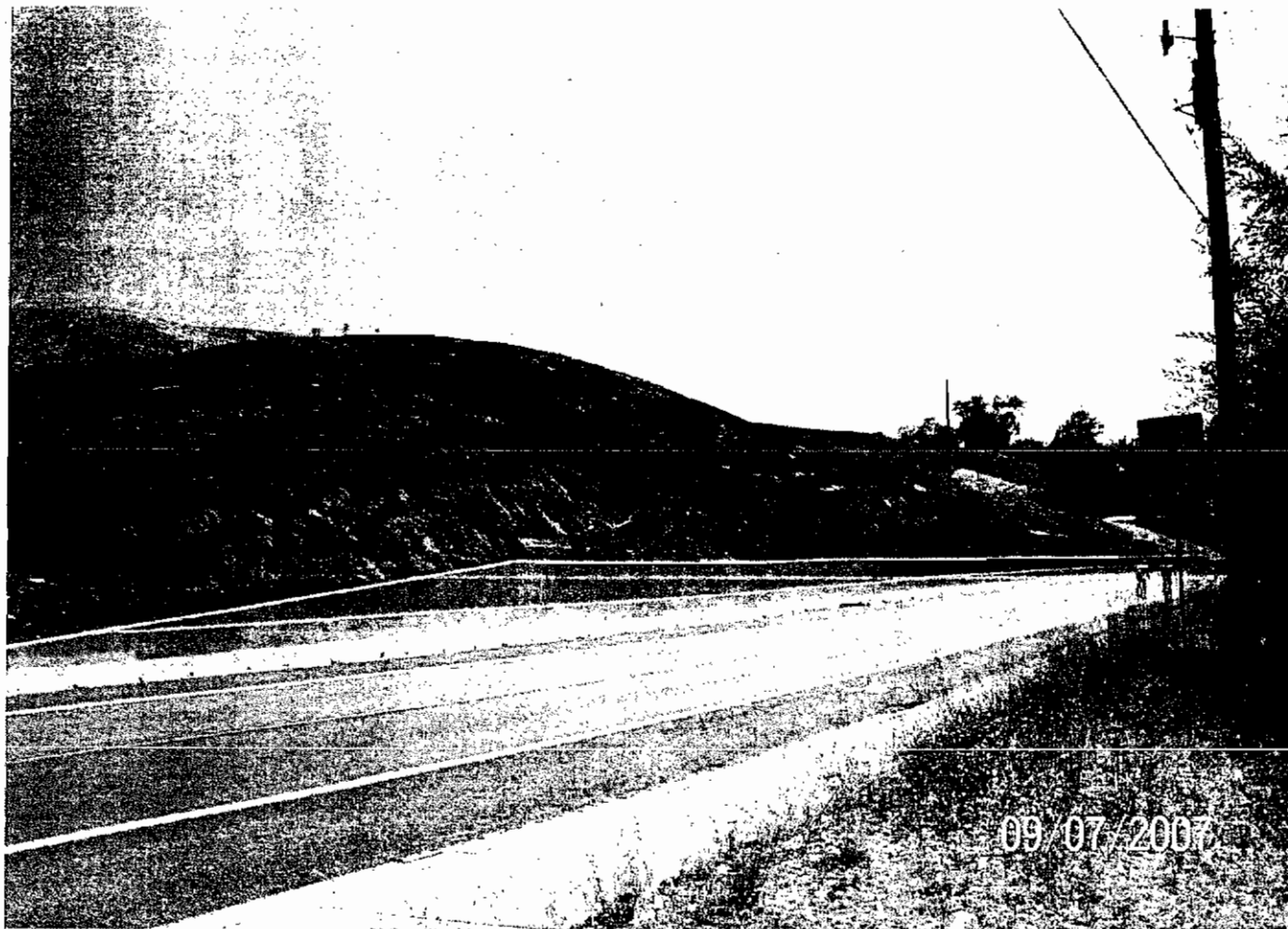
Lot Number	Complies 100%	10% or less- Short on 2,400 Square Feet	15% +/- Short on 2,400 Square Feet	Greater than 20%, non-compliant envelope	Setback Non-compliant	Other - Comments	Complies with Ordinance
16	1						Yes
17	1						Yes
18	1						Yes
19		1					Yes
20	1						Yes
21	1						Yes
22		1			1	5 ft. setback	No
23				1		Greater than 40%, 15 Ft. setback	No
24	1						Yes
25		1					Yes
26		1					Yes
27	1						Yes
28		1				12 Ft. setback	Yes
29		1					Yes
30		1					Yes
31			1				Yes
32				1		Greater than 40%, 15 Ft. setback	No
33	1						Yes
34		1				18 Ft. setback	Yes
35		1					Yes
36	1						Yes
37	1						Yes
38		1					Yes
39			1				Yes
40		1					Yes
41	1						Yes
42	1						Yes
43			1				Yes
44	1						Yes
45				1		Greater than 85%	No
46		1					Yes
47			1				Yes
48	1						Yes
49	1						Yes
50		1					Yes
51	1						Yes
52		1					Yes
53			1				Yes

Lot Number	Complies 100%	10% or less- Short on 2,400 Square Feet	15% +/- Short on 2,400 Square Feet	Greater than 20%, non-compliant envelope	Setback Non-compliant	Other - Comments	Complies with Ordinance
54		1					Yes
55	1					15 Ft. setback	Yes
56		1			1	5 Ft. setback	No
57		1					Yes
58	1						Yes
59	1					10 Ft. setback	Yes
60	1						Yes
61		1					Yes
62		1					Yes
63				1		14 ft. setback	No
64		1				15 Ft. setback	Yes
65		1				18 Ft. setback	Yes
66	1						Yes
67			1				Yes
68		1					Yes
69	1						Yes
70	1						Yes
71	1						Yes
72			1				Yes
73			1			15 Ft. setback	Yes
74		1					Yes
75				1		16 Ft. setback	No
76		1					Yes
77			1			15 Ft. setback	Yes
78		1					Yes
79	1						Yes
80	1						Yes
81				1			No
82	1						Yes
83				1			No
84		1					Yes
85				1		15 ft. setback	No
86		1					Yes
87		1					Yes
88			1				Yes
89				1		17 ft. setback	No
90				1			No
91		1					Yes

Lot Number	Complies 100%	10% or less- Short on 2,400 Square Feet	15% +/- Short on 2,400 Square Feet	Greater than 20%, non-compliant envelope	Setback Non-compliant	Other - Comments	Complies with Ordinance
92	1						Yes
93				1		Footprint is only 1,260 Sq. Ft., and 1/3 is > 25%. Only 13 ft. setback.	No
94			1				Yes
95	1					Only 12 ft. setback	Yes
96			1				Yes
97	1						Yes
98	1						Yes
99		1					Yes
100	1						Yes
101				1			No
102				1			No
103			1				Yes
104		1					Yes
105	1						Yes
106		1					Yes
107		1					Yes
108	1						Yes
109	1						Yes
110		1			1	14 ft. setback	No
111			1				Yes
112	1						Yes
113				1			No
114	1						Yes
115	1						Yes
116		1					Yes
117		1					Yes
118		1					Yes
119	1						Yes
120		1					Yes
121		1					Yes
122		1			1	14 ft. setback	No
123				1			No
124	1						Yes
125				1		13 ft. setback	No
126		1					Yes
127		1					Yes
128	1						Yes
129			1				Yes

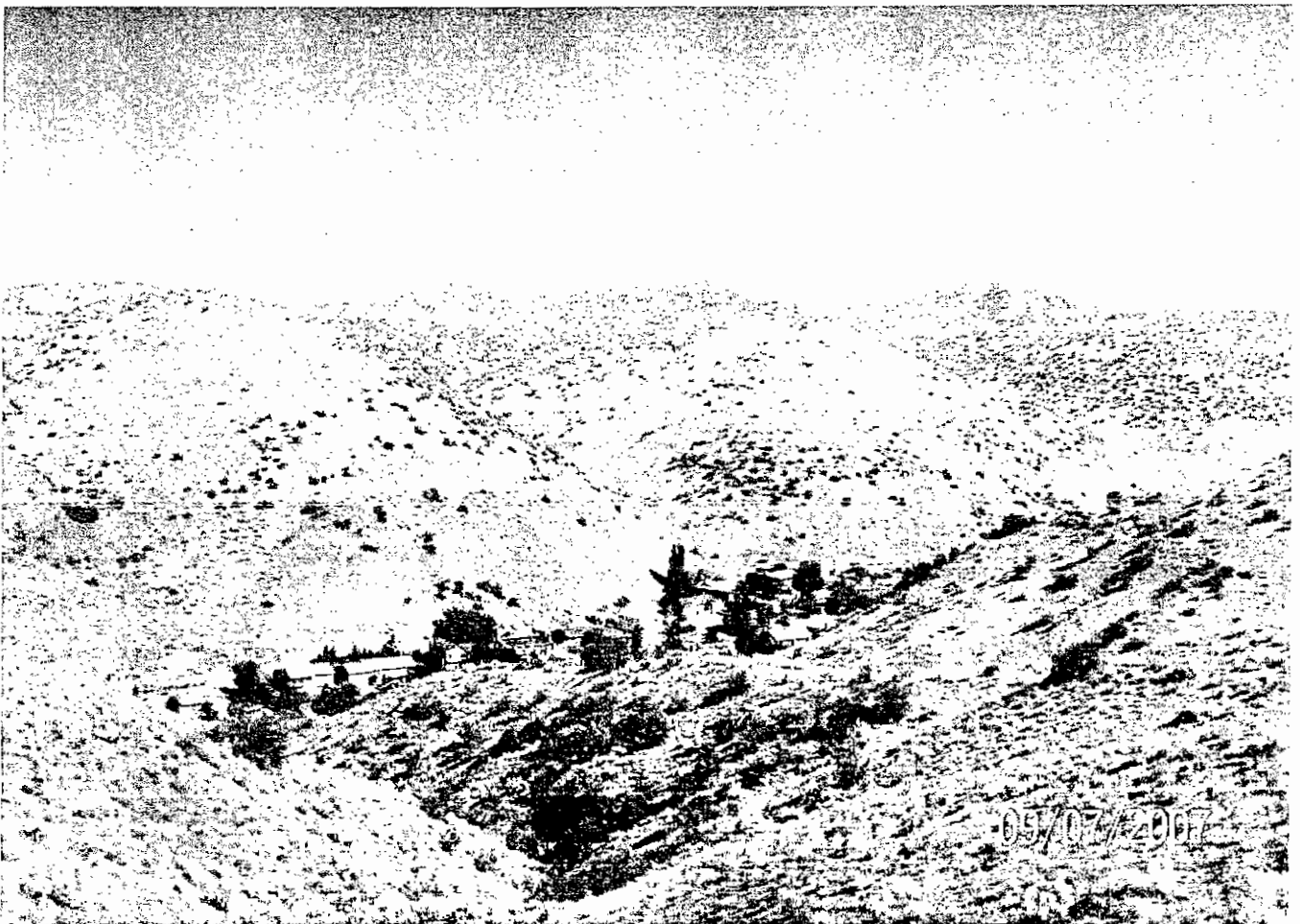
Lot Number	Complies 100%	10% or less- Short on 2,400 Square Feet	15% +/- Short on 2,400 Square Feet	Greater than 20%, non-compliant envelope	Setback Non-compliant	Other - Comments	Complies with Ordinance
130		1					Yes
131		1					Yes
132		1					Yes
133	1						Yes
134		1					Yes
135	1						Yes
136	1						Yes
137		1					Yes
138				1			No
139		1					Yes
140			1				Yes
141				1			No
142	1						Yes
143		1					Yes
144		1					Yes
145		1					Yes
146	1						Yes
147	1					contours not shown-seems to comply	Yes
148	1						Yes
Totals	58	54	16	20	4	24 lots short on front set-backs	
	39.2%	36.5%	10.8%	13.5%	2.7%		

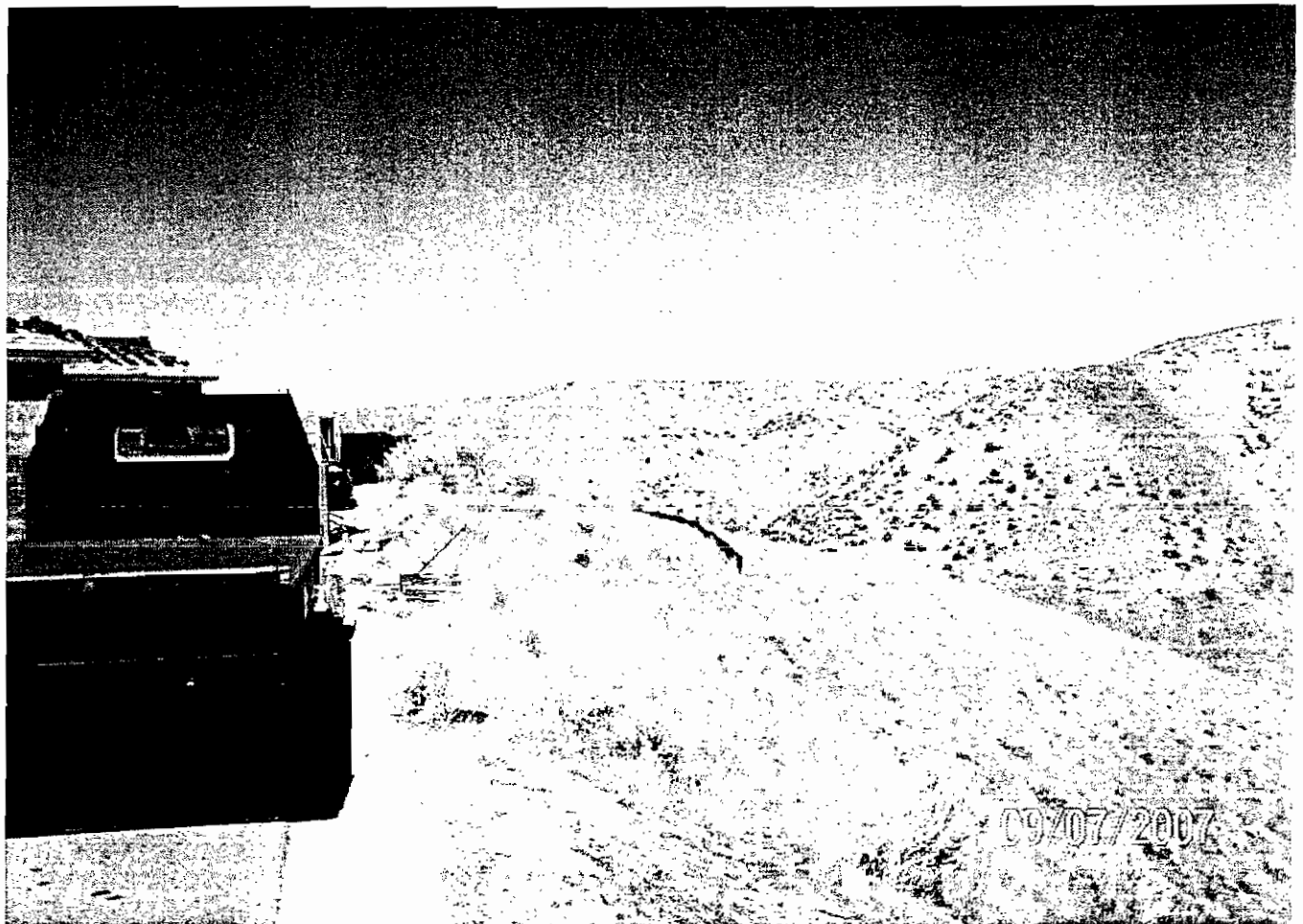


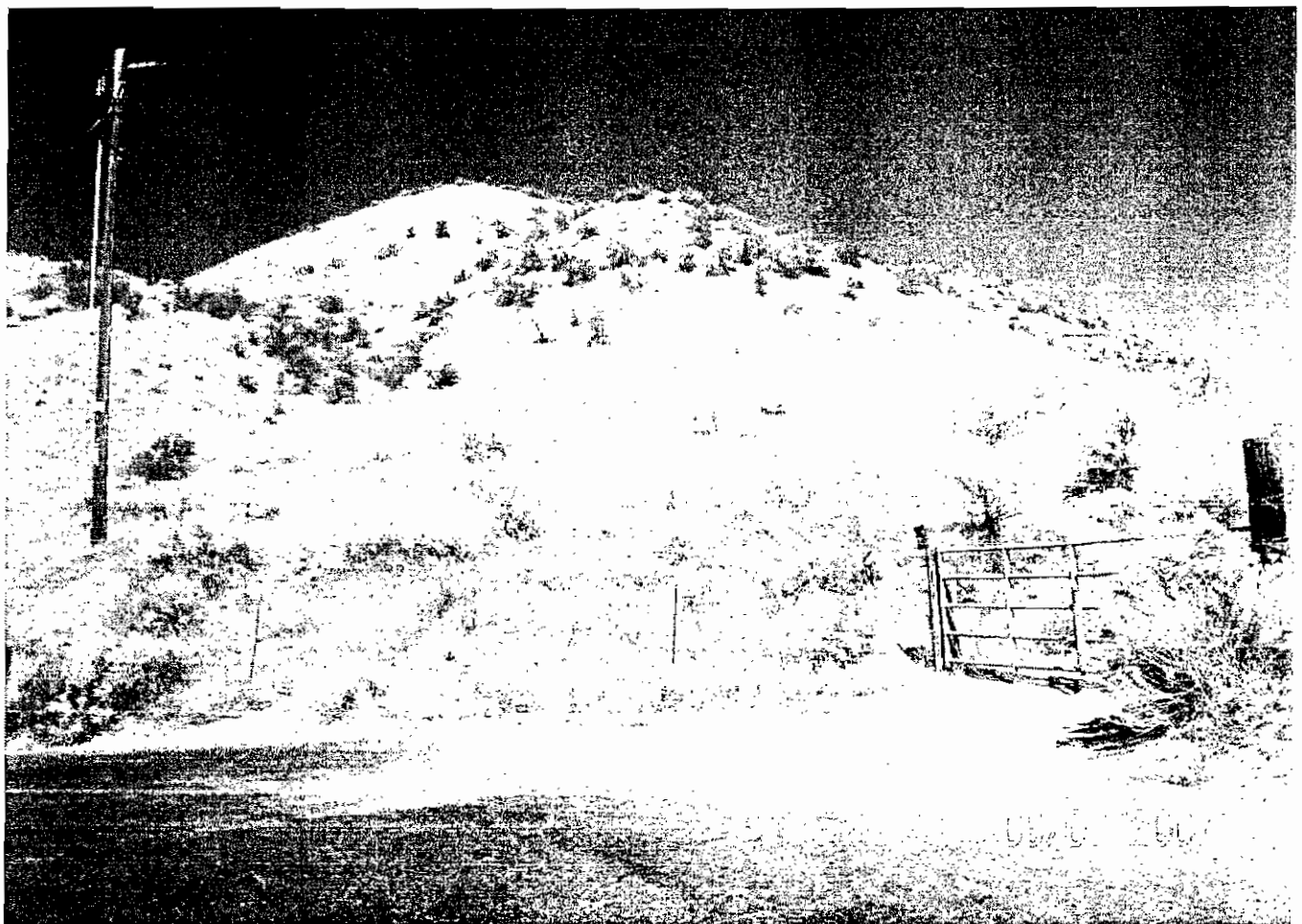


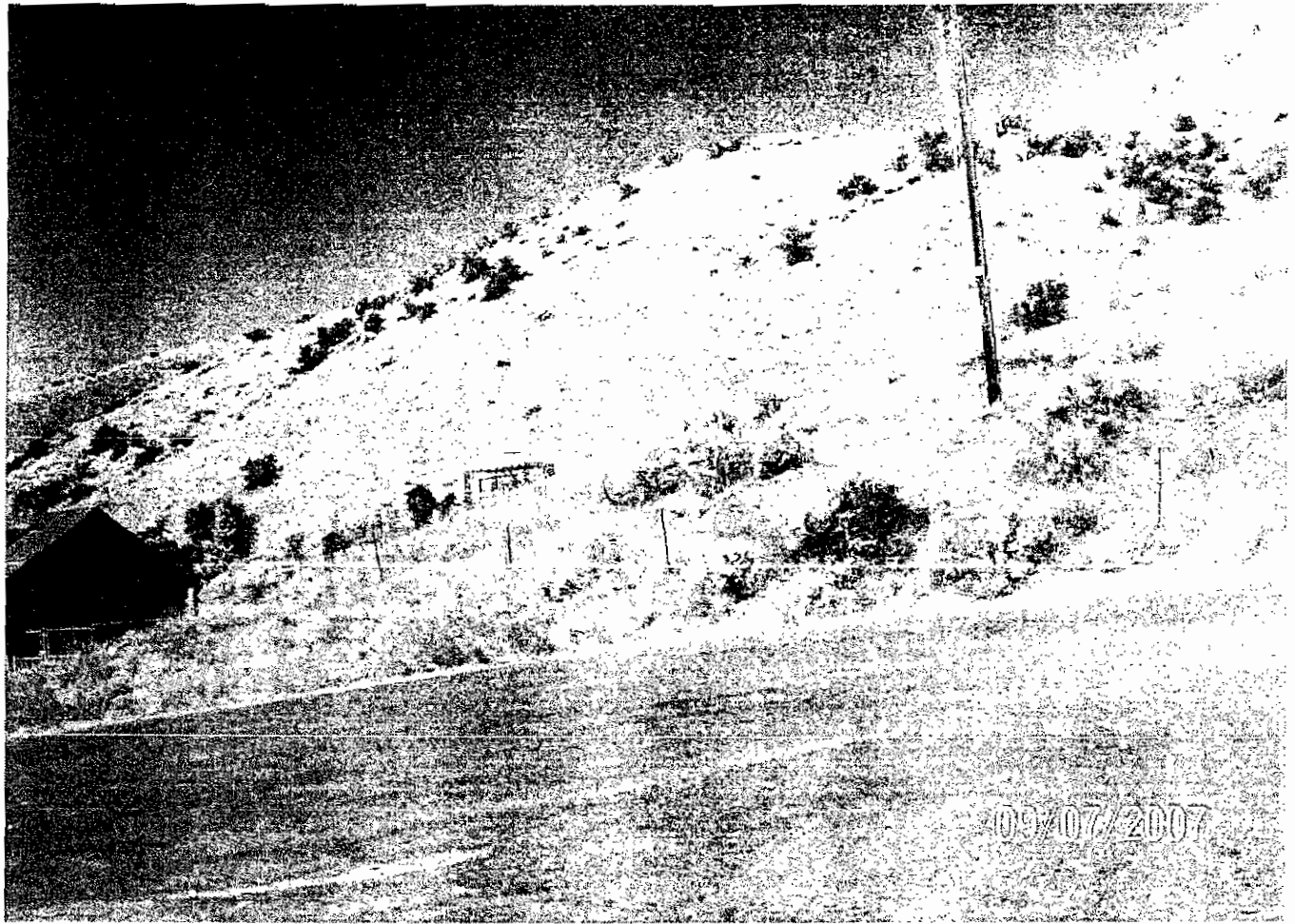


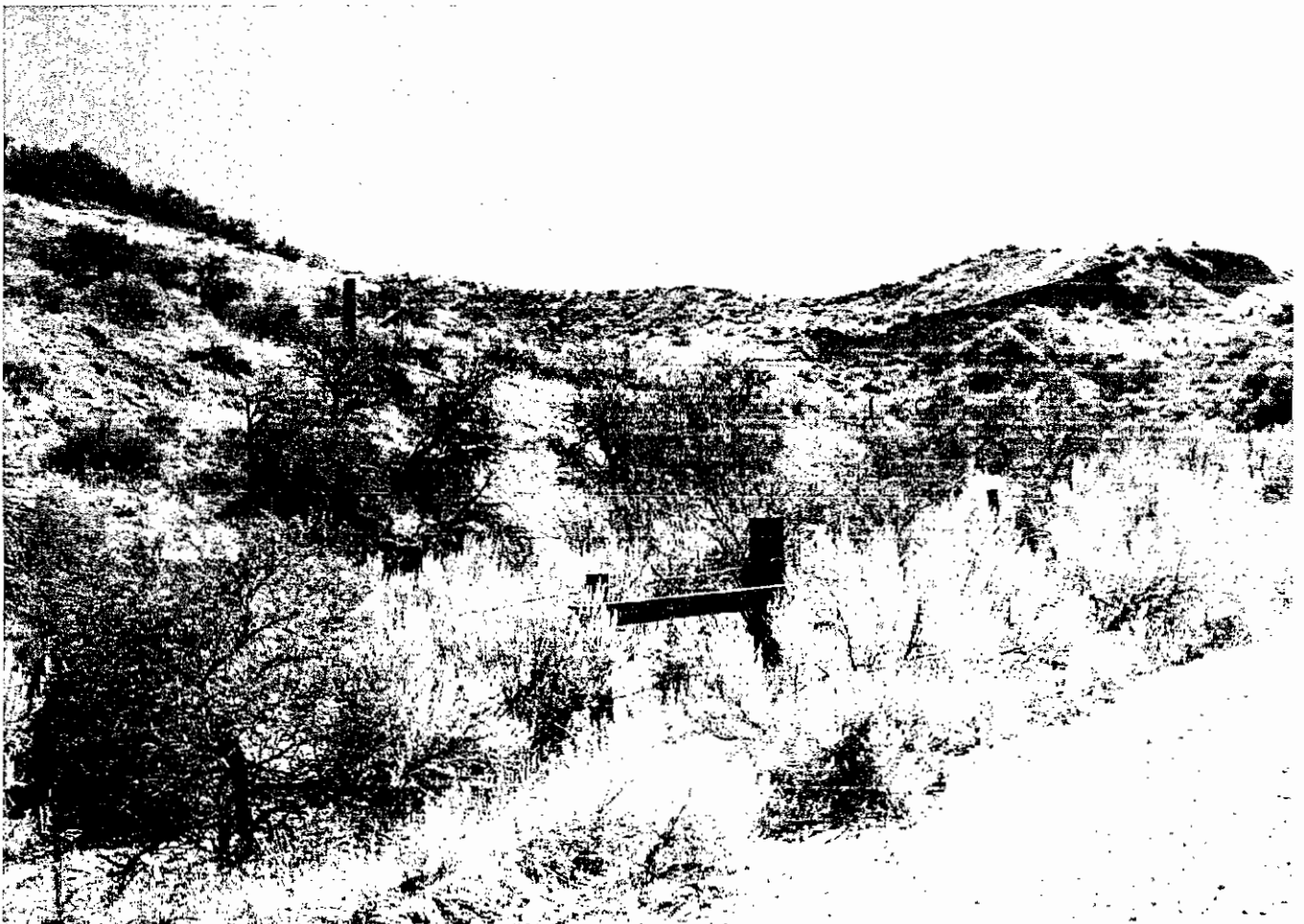


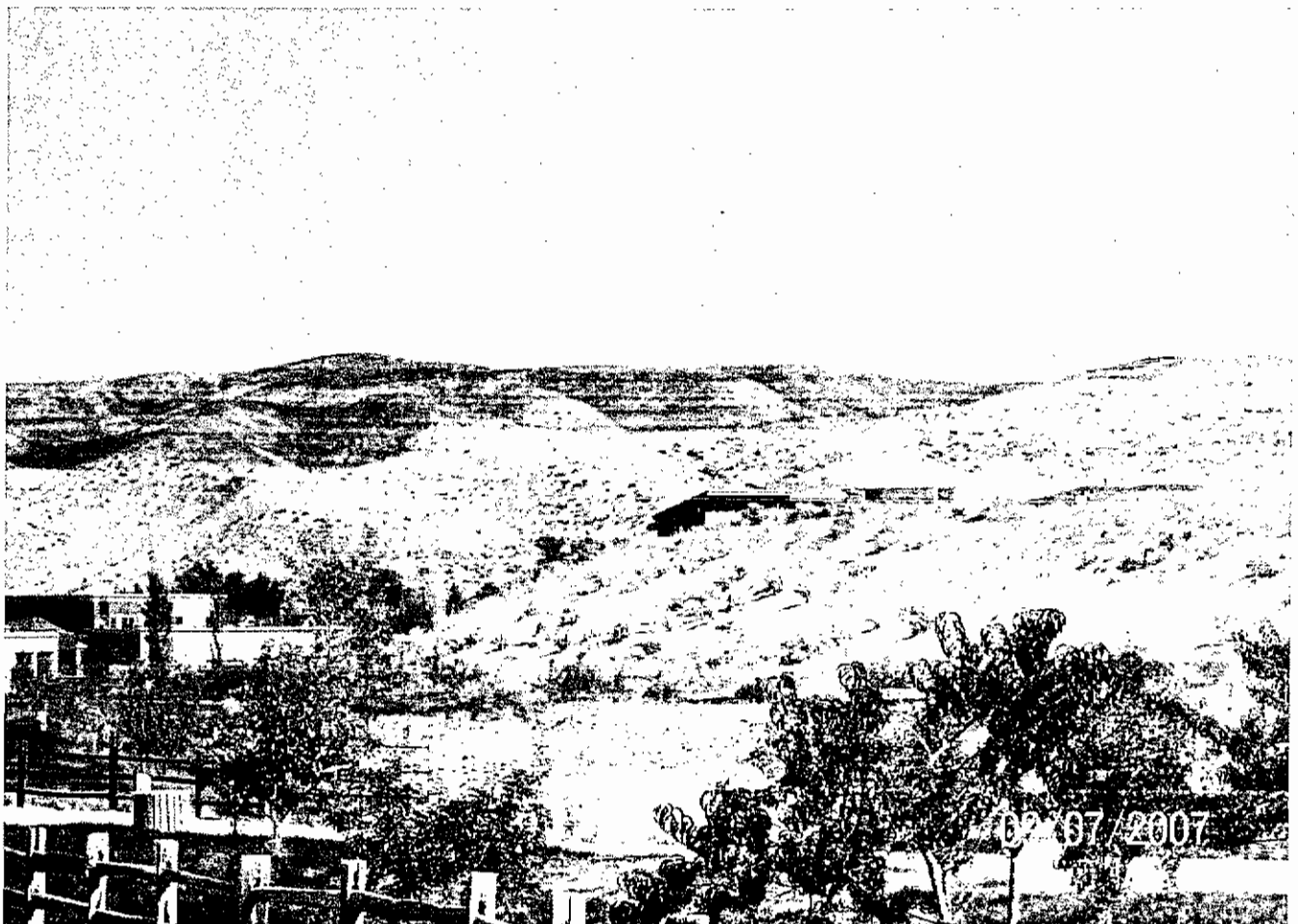
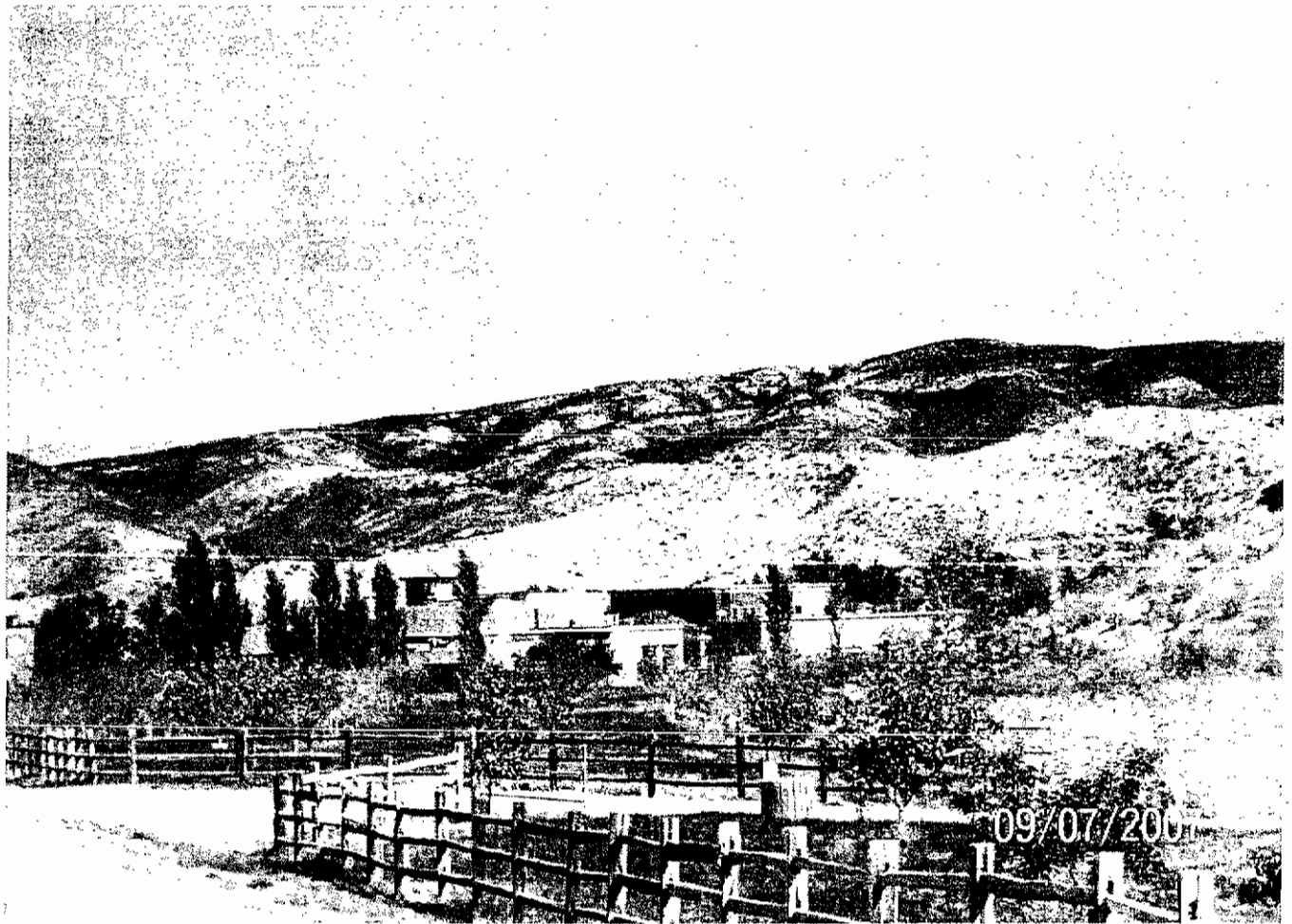












From: "Kerry Winn" <kwinn@stewartlandgroup.com>
To: "Terry Records" <trecords@cityofboise.org>
Date: 6/6/2007 12:18 PM
Subject: Plano Road Subdivision
Attachments: Revegitation Plan.pdf; Revegitation map.pdf

CC: "Woody" <woody@azimutheng.com>, "Bruce Eggleston" <beggleson@cityofboi...
Terry,

I appreciated you returning my call this morning and am sorry I have caused you some upset. As I have reviewed our applications and looked into my memory (which is always suspect) regarding last weeks application submittal I am wondering if everything you're looking for is in the Conditional Use Permit Application file? The only thing that should be missing from the check lists are the reports from Strata Engineering which you should receive two copies from Michael Woodworth today. I am thinking that the revegitation report may have been included in the Preliminary Plat application only? (if so I have attached it to this email.) Anyway, I am ready to get you new copies of any documents you need or whatever additional redline items that would be necessary or helpful. I sincerely have appreciated your help and suggestions during this process and am looking forward to working with you to complete this project.

Kerry



Bruce

Please check the attached legal - make any changes or corrections for your application(s) and return to me as soon as possible. Please return the files as well. Thanks, Kat

P&Z: July 9, 2007 (Publish Date 06/23/07—Radius Mailing 06/22/07)

NONE

Hearing Examiner: July 11, 2007 (Publish Date 06/23/07—Radius Mailing 06/26/07)

NONE

P&Z: July 16, 2007 (Publish Date 06/30/07—Radius Mailing 06/29/07)

NONE

P&Z: August 6, 2007 (Publish Date 07/21/07—Radius Mailing 07/20/07)

AASE'S CANYON POINT DEVELOPMENT, LLC requests approval to annex ± 323.88 acres located at 6890 N. Plano Road with a zoning designation of R-1A (Single Family Residential-2.1 DU/Acre). **CAR07-00042 Bruce Eggleston**

AASE'S CANYON POINT DEVELOPMENT, LLC requests approval of a Conditional Use Permit to construct a 148 unit Planned Residential Development on ± 323.88 acres located at 6890 N. Plano Road in a proposed R-1A (Single Family Residential) zone. **CUP07-00084 Bruce Eggleston**

AASE'S CANYON POINT DEVELOPMENT, LLC requests approval of a Hillside and Foothills Development Permit for the grading associated with a Planned Residential Development on ± 323.88 acres located at 6890 N. Plano Road in a proposed R-1A (Single Family Residential) zone. **CFH07-00022 Bruce Eggleston**

BOISE CITY PUBLIC WORKS DEPARTMENT

DEPARTMENT CORRESPONDENCE

Date: June 7, 2007

To: Boise City Planning & Zoning

Re: CAR 07-0042/ CUP 07-0084/ CFH 07-0022;

6890 N. Plano

RECEIVED

JUN 12 2007

**DEVELOPMENT
SERVICES**

CONDITIONS OF APPROVAL

SEWER CONDITIONS – JIM PARDY (433-5648)

Upon development of the property, connection to central sanitary sewer is required. Sewers are available in Hill Road and Collister Drive (384-3900).

DRAINAGE / STORM WATER CONDITIONS – BRIAN MURPHY (384-3752)

No comment.

STREET LIGHT CONDITIONS – BILL COLSON (384-3929)

Street lights are required. The specific location and type of facilities to be installed will be identified in the conditions of subdivision plat approval.

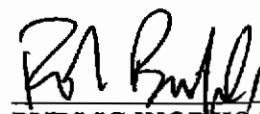
PERSON MAKING OTHER COMMENTS: TERRY RECORDS (384-3946)

OTHER COMMENTS:

This project site contains areas to be developed in excess of 15% grade. Comply with Boise City Hillside and Foothill Areas Development Ordinance, International Residential Code Chapter 4 and Uniform Building Code Appendix Chapter 33.

A formal review of the preliminary soils and engineering reports for this project will be forthcoming under a separate memo.


PUBLIC WORKS REPRESENTATIVE


PUBLIC WORKS REPRESENTATIVE

cc: Applicant

A REPORT DOCUMENTING THE PRESENCE OF WETLANDS AND RIPARIAN AREAS

BOISE FOOTHILLS PROPERTY
(BETWEEN NORTH COLLISTER DRIVE AND NORTH PLANO LANE
AND A PORTION OF QUAIL RIDGE SUBDIVISION)
BOISE, IDAHO

FEBRUARY 28, 2007

Prepared by:
Ecological Design, Inc.
Boise, Idaho
Robert B. Tiedemann, CPWS, CWD, CFS, CWB

Prepared for:
Boise City Planning and Zoning
Boise City Parks and Recreation
Commissioners and Staff

Stewart Land Group
Kerry Winn, Vice President of Operations

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A REPORT DOCUMENTING THE PRESENCE OF WETLANDS AND RIPARIAN AREAS

BOISE FOOTHILLS PROPERTY
(BETWEEN NORTH COLLISTER DRIVE AND NORTH PLANO LANE
AND A PORTION OF QUAIL RIDGE SUBDIVISION)
BOISE, IDAHO

FEBRUARY 28, 2007

Prepared by:
Ecological Design, Inc.
Boise, Idaho
Robert B. Tiedemann, CPWS, CWD, CFS, CWB

Prepared for:
Boise City Planning and Zoning
Boise City Parks and Recreation
Commissioners and Staff

Stewart Land Group
Kerry Winn, Vice President of Operations

EXECUTIVE SUMMARY

Boise Municipal Code places special importance on wetlands, riparian areas, and other natural features. It reads, in part, as shown below.

The City recognizes that the foothills provide a great degree of variability in landforms, environmental habitats and cultural resources. Some areas may have a combination of characteristics that cause them to be considered worthy of special incentives for preservation, even if they do not meet the normal size, slope or dimensional requirements necessary to qualify as Open Space Eligible for a Density Bonus as per Section 11-06-05.7.4.B above. When these areas are identified on a property and proposed for preservation, the Planning and Zoning Commission may classify them as Priority Open Space and allow all or a portion of them to qualify for the granting of a density bonus.

In order to qualify for a density bonus, Priority Open Space lands must demonstrate at least four of eleven characteristics established for high priority open space lands. There must also be a demonstrable increase in the public value of the resource by such allowance that would not be realized by strict adherence to the other provisions of this code.

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Priority Open Space Characteristics:

Of the following eleven characteristics of high priority open space, at least four must co-exist on a property for consideration as Priority Open Space Eligible for a Density Bonus:

1. Wetlands
2. Riparian areas
3. Rare plant communities
4. Critical deer and elk winter range and migration corridors
5. Boise City Historic Preservation Committee: Potential Public Preservation Sites
6. Unique geologic or visual features
7. Archeologic or other historic sites
8. Trails and trail-heads designated in the Ada County Ridge to Rivers Pathway Plan
9. Other public trails and trail heads as approved by the Boise City Parks and Recreation Board
10. Lands adjacent to publicly-held open spaces
11. Lands adjacent to areas that are, or have the potential to be, designated and set aside as public open space lands in accordance with the provisions of this ordinance.

The following narrative, map, and other graphics that contribute to this report describe materials, methods, and results of studies documenting occurrences of wetlands and riparian areas within the project area. The map shows polygons around wetlands and riparian areas based on data we generated in the field and the interpretation of the colors, patterns, and textures of landforms appearing on color aerial photography.

This report also classifies wetlands, where observed, in accordance with methods prescribed by the US Fish and Wildlife Service (FWS) in the document *Classification of Wetland and Deepwater Habitats of the United States* (Cowardin et al. 1979).

This study was accomplished by limited inspection, reconnaissance, data gathering and other work in the field and a limited review of readily available information including the published literature. The information contained in this report alone should not be used to document activities in *waters of the State of Idaho* as required by the Idaho Stream Channel Protection Act, or in *waters of the United States* as required by the §404 of the Clean Water Act.

BACKGROUND

The project area is located in northwest Boise at the boundary of the foothills with what is commonly called the Collister Neighborhood. It is bounded on the east by North Collister Drive, on the west by North Plano Lane, on the north by an irregular property line extending from the north end of North Collister Drive to North Plan Lane, and to the south by Hill Road. It is located in Sections 17, 18, 19, 20, and 21 of Township 4N, Range 2E and can be seen on the Boise, North US Geological Survey 7.5 Minute Quadrangle Map (see Figure

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WGS84 116.25000° W

Map created with **Topo!**® ©2003 National Geographic (www.nationalgeographic.com/topo)

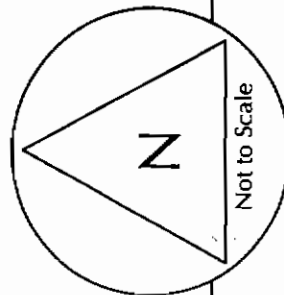


Figure 1 - US Geological Survey 7.5 Minute Quadrangle Map of Boise Foothills Property
Boise, Idaho

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The project area is within the ridge and valley section of the foothills of the Boise Mountains where lacustrine deposits, alluvium, and colluvium have been eroded, transported, and redeposited leaving soils that are largely coarse in texture and ranging from sandy loam to sand. Thick layers of homogeneous soils are slightly tipped, but largely horizontally stratified leaving the appearance, when viewed from a distance, of distinct bands of soils and corresponding vegetation.

Polecat Gulch, at and near the east boundary of the project area, flows intermittently (see Figure 1) in spring and during summer thunderstorms. A single predominant ridge runs north / south with numerous ridges and valleys running east / west from it. Scour marks, drift lines, and sediment deposits suggest some of these valleys also intermittently convey surface water. Much of the landscape is south facing and exposed to greater solar radiation than other hillside faces.

The area has been disturbed in the past by the construction and use of primitive dirt roads and trails, and the rough grading of what appears to be a building pad. However, the degree of disturbance is less than expected given its proximity to urban development and recreational users of the foothills. Dryland vegetation that dominates most of the project area includes, but is not limited to, basin big sagebrush (*Artemisia tridentata* ssp. *tridentata*), bitterbrush (*Purshia tridentata*), cheatgrass (*Bromus tectorum*), three awn (*Aristida purpurea*), phlox (*Phlox* sp.), and storks bill (*Erodium cicutarium*). Great Basin wildrye (*Elymus cinereus*) sporadically grows in stands mostly located high in each drainage way.

The US Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) shows no wetlands within the project area (see Figure 2). This is likely attributable to the scale of the NWI maps and the aerial photography that was used to produce them, and not a definitive sign of the absence of wetlands.

Materials and Methods of this Study

I informally consulted with botanical experts from the Idaho Conservation Data Center, including Michael Mancuso, to discuss their observations of plant communities typical of the Boise Foothills and the details of those observations. This information - in combination with color aerial photography available from GoogleEarth©2006, Community Planning of Southwest Idaho (COMPASS), and other sources - allowed me to locate areas on the photograph based on field data where color, texture, and patterns suggested wetlands and riparian areas were most likely to occur.

From April 7 to April 24, 2006 Greg Carson (Millennium Science and Engineering, Inc.) and I conducted systematic field studies of the project area to identify and locate occurrences of Aase'onion (*Allium aaseae*). We traversed in tandem all hillsides, ridges, and valleys within the project area. At the same time, we also observed plant communities typical of wetlands and riparian areas. In this way, color aerial photography was ground truthed to allow for photo interpretation of images.

On February, 27, 2007 I revisited the project area to confirm there were no changes in hydrology, soils, or vegetation that would contribute to a change in the status of previously identified wetlands and riparian areas.

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An aerial photograph with polygons around wetlands and riparian areas within the project area (see Figure 3) are drawn based on my observations in the field, and the interpretation of the colors, patterns, and textures of landforms appearing on color aerial photography (2000 COMPASS).

One wetland is an isolated seep originating in one of the unnamed draws west of North Collister Drive. If it were mapped by the US FWS, it would be classified as palustrine scrub-shrub wetland (PSS), and in this setting commonly called a woody thicket.

The second wetland and riparian area parallels Polecat Gulch in and immediately adjacent to its deeply incised channel. If it were mapped by the US FWS, it would be classified as palustrine forested (PFo) wetland and palustrine scrub-shrub wetland (PSS). Palustrine forested wetland in this setting is commonly called a stand of riparian trees. At North Collister Drive it enters a culvert and is piped to the Boise River.

Wetland vegetation growing as sporadic occurrences of trees, a canopy of shrubs, and an understory of forbs in Polecat Gulch includes black cottonwood (*Populus trichocarpa*), crack willow (*Salix rigida*), red-osier dogwood (*Cornus stolonifera*), and Indian tobacco (*Rumex crispus*). Vegetation not normally occurring in wetlands includes ornamental rose (*Rosa spp.*), wood's rose (*Rosa woodsii*), and moth mullein (*Verbascum blattaria*).

This narrative, map, and other graphics documents the presence wetlands and riparian areas within the project area and delineates their boundaries. It will be provided to Stewart Land Group in both hardcopy and electronic format. Neither Ecological Design, Inc. nor Millennium Science and Engineering, Inc. can authenticate modifications to these documents made by others.

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Figure 3 - Color Aerial Photograph (2000 COMPASS)
 Showing Locations of Wetlands and Riparian Areas
 Boise Foothills Property
 Boise, Idaho

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 February 28, 2007

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A REPORT DOCUMENTING A SURVEY FOR OCCURRENCES OF AASE'S ONION (*ALLIUM AASEI*)

BOISE FOOTHILLS PROPERTY
(BETWEEN NORTH COLLISTER DRIVE AND NORTH PLANO LANE AND A PORTION OF QUAIL RIDGE
SUBDIVISION)
BOISE, IDAHO

FEBRUARY 28, 2007

Prepared by:
Ecological Design, Inc.
Boise, Idaho

Robert B. Tiedemann, CPWS, CWD, CFS, CWB

With Contributions by:
Millennium Science and Engineering, Inc.
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Prepared for:
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Kerry Winn, Vice President of Operations

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A REPORT DOCUMENTING A SURVEY FOR OCCURRENCES OF AASE'S ONION (*ALLIUM AASEAE*)

BOISE FOOTHILLS PROPERTY
(BETWEEN NORTH COLLISTER DRIVE AND NORTH PLANO LANE AND A PORTION OF QUAIL RIDGE
SUBDIVISION)
BOISE, IDAHO

FEBRUARY 28, 2007

Prepared by:
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EXECUTIVE SUMMARY

Boise Municipal Code places special importance on rare plant communities and other natural features. It reads, in part, as shown below.

The City recognizes that the foothills provide a great degree of variability in landforms, environmental habitats and cultural resources. Some areas may have a combination of characteristics that cause them to be considered worthy of special incentives for preservation, even if they do not meet the normal size, slope or dimensional requirements necessary to qualify as Open Space Eligible for a Density Bonus as per Section 11-06-05.7.4.B above. When these areas are identified on a property and proposed for preservation, the Planning and Zoning Commission may classify them as Priority Open Space and allow all or a portion of them to qualify for the granting of a density bonus.

In order to qualify for a density bonus, Priority Open Space lands must demonstrate at least four of eleven characteristics established for high priority open space lands. There must also be a demonstrable increase in the public value of the resource by such allowance that would not be realized by strict adherence to the other provisions of this code.

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Priority Open Space Characteristics:

Of the following eleven characteristics of high priority open space, at least four must co-exist on a property for consideration as Priority Open Space Eligible for a Density Bonus:

1. Wetlands
2. Riparian areas
3. Rare plant communities
4. Critical deer and elk winter range and migration corridors
5. Boise City Historic Preservation Committee: Potential Public Preservation Sites
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10. Lands adjacent to publicly-held open spaces
11. Lands adjacent to areas that are, or have the potential to be, designated and set aside as public open space lands in accordance with the provisions of this ordinance.

The following narrative, map, and other graphics that contribute to this report describe materials, methods, and results of field studies documenting occurrences of the rare plant species, Aase's onion (*Allium aaseae*) within the project area. The map shows point occurrences of presence / absence of Aase's onion and our interpretation of the data to show a boundary from which areas of occurrences can be calculated. Polygons surrounding point occurrences are based on the presence / absence data we generated; field experience; and the interpretation of the colors, patterns, and textures of landforms appearing on color aerial photography.

BACKGROUND

The project area is located in northwest Boise at the boundary of the foothills with what is commonly called the Collister Neighborhood. It is bounded on the east by North Collister Drive, on the west by North Plano Lane, on the north by an irregular property line extending from the north end of North Collister Drive to North Plan Lane, and to the south by Hill Road. It is located in Sections 17, 18, 19, 20, and 21 of Township 4N, Range 2E and can be seen on the Boise, North US Geological Survey 7.5 Minute Quadrangle Map (see Figure 1).

The project area is within the ridge and valley section of the foothills of the Boise Mountains where lacustrine deposits, alluvium, and colluvium have been eroded, transported, and redeposited leaving soils that are largely coarse in texture and ranging from sandy loam to sand. Thick layers of homogeneous soils are slightly tipped, but largely horizontally stratified leaving the appearance, when viewed from a distance, of distinct bands of soils and corresponding vegetation. Polecat Gulch, at and near the east boundary of the project area, flows intermittently in spring and during summer thunderstorms. A single predominant ridge runs north-south with numerous ridges and valleys running east / west from it. Scour marks, drift lines, and sediment deposits

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WGS84 116.25000° W

Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

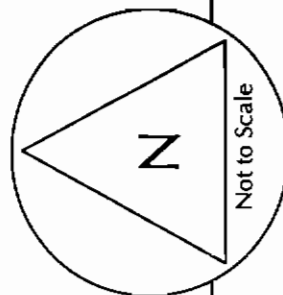


Figure 1 - US Geological Survey 7.5 Minute Quadrangle Map
Boise Foothills Property
Boise, Idaho

February 28, 2007

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suggest some of these valleys also intermittently convey surface water. Much of the landscape is south facing and exposed to greater solar radiation than other hillside faces.

The area has been disturbed in the past by the construction and use of primitive dirt roads and trails, and the rough grading of what appears to be a building pad. However, the degree of disturbance is less than expected given its proximity to urban development and recreational users of the foothills. Predominant vegetation includes, but is not limited to, basin big sagebrush (*Artemisia tridentata* ssp. *tridentata*), bitterbrush (*Purshia tridentata*), cheatgrass (*Bromus tectorum*), three awn (*Aristida purpurea*), phlox (*Phlox* sp.), and storks bill (*Erodium cicutarium*). Great-basin wildrye (*Elymus cinereus*) sporadically grows in stands mostly located high in each drainage way.

Plant Species of Special Concern

At the request of Ecological Design, Inc. the Idaho Department of Fish and Game - Conservation Data Center queried their database and provided an inventory of occurrences of plant species of special concern, and threatened or endangered plant species within and near the project area.

Their response, dated March 6, 2006, shows no listed, candidate or proposed threatened or endangered plant species. However, occurrences of Aase's onion (*Allium aaseae*) - a species of special concern - was identified. The data are summarized below.

1. Documented Occurrences of Aase's Onion - Status: GRank G3, SRank S3, State GP3, BLM Type 3

Aase's onion is considered by the Natural Heritage Program and Conservation Data Center to be both a global and state rare or uncommon, but not imperiled species (i.e. rare or uncommon throughout its global range and within the State of Idaho). It is considered by the US Bureau of Land Management to be an imperiled species with a moderate chance of endangerment.

Fifteen occurrences documented by Idaho Department of Fish and Game - Conservation Data Center located within and near the project area. They are: (1) Township 4N, Range 2E, Sections 16, 17, 20, and 21 on "120 acres on the north side of Polecat Gulch and the ridge above"; (2) Township 4N, Range 2E, Sections 15 and 16 on "150 acres on south facing slopes above Middle Stewart Gulch between Cartwright Road and Bogus Basin Road"; (3) Township 4N, Range 2E, Sections 6 and 7 on "120 acres on the north side of Seaman Gulch and just west of Seaman Gulch Road"; (4) Township 4N, Range 1E, Sections 11, 12, 13, and 14 on "slopes north of Hill Road near its junction with Seaman Gulch Road; west of the landfill, east of Dry Creek"; (5) Township 4N, Range 2E, Sections 6 and 7 on "approximately 15 acres just north of Seaman Gulch and approximately 0.4 miles east of Seaman Gulch Road along ridge above old landfill"; (6) Township 4N, Range 1E, Section 1; Township 4N, Range 2E, Section 6; Township 5N, Range 1E, Section 36 on "30 acres, area between Dry Creek and Goose Creek, west of Seaman Gulch Road and east of Horseshoe Bend"; (7) Township 5N, Range 1E, Section 28 "3.2 miles north of Eagle on Eagle Road which turns into Pearl Road"; (8) Township 4N, Range 2E, Sections 15, 16, 20, 21, and 22 on "100 acres on south facing slopes northwest of lower Stewart Gulch between the Boise flatlands and Cartwright Road"; (9) Township 4N, Range 1E, Sections 12 and 13; Township 4N, Range 2E, Sections 7 and 18 on "approximately 100 acres at the divide between Pierce Gulch and Seaman gulch, just north of Hill Road"; (10) Township 4N, Range 2E, Sections 9 and 10 "along a small tributary drainage of Dry Creek, confluent from the south; east of Cartwright Road"; (11) Township 5N, Range 2E, Sections 29, 30, and 32 on "slopes between lower Morland Creek and lower Current Creek; north side of Dry Creek Valley, northeast of Eagle"; (12) Township 4N, Range 1E,

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Sections 1, 2, and 12 on "70 acres south of Goose Creek and north of Seaman Gulch"; (13) Township 4N, Range 1E, Section 12; Township 4N, Range 2E, Section 7 on "70 acres just north of Seaman Gulch, south and east of landfill; approximately 0.5 to 1.25 miles northeast of the intersection of Hill Road and Seaman Gulch Road on Seaman Gulch Road"; (14) Township 4N, Range 2E, Section 8; and (15) Township 4N, Range 2E, Sections 8, 9, 16, and 17 on "100 acres on the north side of Pierce Park Road in the upper Pierce Gulch; also near the heads of two tributaries to Dry Creek".

2. Appearance, Distribution, Status, and Habitat of Aase's onion

The appearance, distribution, status, and habitat of Aase's onion has been studied and described by Michael Mancuso, Robert Mosley, Patricia Packard, Carol Prentice, and others. A summary by Mancuso (1996) states, in part:

"*Allium aaseae* onion is an early spring-flowering member of the lily family. It is perennial with an underground bulb that is usually buried at least a couple inches below ground level in mature individuals. Bulb coat reticulation may or may not be evident. The scape is round to slightly flattened, not winged. The two linear, channeled leaves are 1 - 4 mm wide, at least twice as long as the scape and typically lying on the ground when observed in the field early in the season. Its six similar-looking tepals are pink, often richly so, but fading to white, 6 - 9.5 mm long, and with entire to obscurely or strongly denticulate margins. Stamens are shorter than the tepals, the undehiscent anthers and pollen are yellow.

Aase's onion is endemic to southwestern Idaho, occurring in the foothills around Boise and arcing northwest to near Emmett, an aerial distance of approximately 18 miles. In the Boise Foothills, the easternmost populations are known from the Hulls Gulch and lower Cottonwood Creek areas, while the Freezeout Hill vicinity near Emmett contains the westernmost foothill populations. Disjunct populations have recently been confirmed from near the towns of Payette and Weiser, northwest of the species' main range. Populations previously reported from the Danskin Mountains, east of Boise are really *Allium simillimum*. Populations are located in Ada, Boise, Gem, Payette, and Washington counties.

Allium aaseae is endemic to southwestern Idaho. Population sizes vary from less than 100 to more than 35,000 plants. A rangewide population estimate for *Allium aaseae* is 400,000 plants. Substantial reduction in habitat and populations has occurred due to past land uses, although the exact amount is unknown. The main factors contributing to the serious conservation concern for *Allium aaseae* are its limited distribution, its restricted habitat requirements, and its location adjacent to a major population center making it subject to numerous threats (Moseley and Caicco 1989). Across its range, the sandy foothill habitats supporting *Allium aaseae* have been subject to four main land uses since European settlement: urban/suburbanization; livestock grazing; sand mining; and recreational uses, such as ORV's (off-road vehicle), equestrians, hikers, and mountain bikers. As a consequence of urban development in the Boise Foothills, portions of at least seven (11%) occurrences (007, 008, 020, 021, 033, 063, 064) have been destroyed by housing development projects in recent years. Twenty-two (34%) additional occurrences (004, 010, 011, 012, 013, 014, 019, 022, 023, 029, 030, 032, 036)

042, 047, 050, 054, 060, 061, 062, 065, 066) are known to occur at least partly on private land and in locations potentially subject to development, although future plans for these parcels are unknown. Additional private properties may also be subject to various future development. Segments of populations at the Hidden Hollow landfill (026, 027, 056, 057) may be potentially threatened over the long-term due to landfill expansion. Portions of other populations have also been lost over the years to sand mining, landfill activities and other disturbances. This permanent habitat loss and fragmentation resulting from urban developments, especially in the Boise Foothills, has accelerated in recent years, and is expected to continue. It also represents the most serious and probably difficult to resolve threat facing *Allium aaseae*.

The majority of *Allium aaseae* populations occur on private land, however, and subject to few conservation options. Conservation agreements involving private entities have not been pursued to any great degree. A proposed Conservation Agreement between the U. S. Fish and Wildlife Service and the City of Boise has been at a standstill for a prolonged period. When and if this Conservation Agreement is completed, and plans implemented, populations within Military Park Reserve (006, 025, 058, 059) and Camelsback Reserve (009) should be better protected than at present. One success involves Lynimin Mining Corporation, which has been sponsoring propagation research for several years. Mixed ownership patterns and the preponderance of private lands throughout the range of *Allium aaseae* indicates cooperation, coordination, and innovation will be important for the species long-term viability. A lack of on-the-ground commitment from the private sector would be a serious drawback to the conservation of rare plants in the Boise Foothills. If this proves to be the case, populations on public land will be invaluable for the long-term persistence of Aase's onion and other rare plants found in the Boise Foothills.

Aase's onion is restricted to a narrow range of habitat conditions. It occurs on open, relatively barren, eric, gentle to very steep, sandy slopes, generally with a southerly aspect, but ranging from east to west. It is usually associated with relatively sparsely vegetated bitterbrush (*Purshia tridentata*) or bitterbrush/sagebrush (*Artemisia tridentata*) communities. One or several bunchgrasses such as red threeawn (*Aristida longiseta*), bluebunch wheatgrass (*Agropyron spicatum*), squirreltail (*Sitanion hystrix*), needle-and-thread (*Stipa comata*), Sandberg's bluegrass (*Poa sandbergii*), Indian ricegrass (*Oryzopsis hymenoides*) and sand dropseed (*Sporobolus cryptandrus*) are often closely associated. Aase's onion sites are often bordered by *Artemisia tridentata* ssp. *wyomingensis* or ssp. *tridentata*/bunchgrass-dominated communities. Commonly associated species include *Eriophyllum lanatum*, *Balsamorhiza sagittata*, *Achillea millefolium*, *Phacelia heterophylla*, and *Eriogonum ovalifolium*. A number of exotic species may be abundant, especially *Bromus tectorum*, *Erodium cicutarium* and *Taeniatherum caput-medusae*.

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Allium aseae populations in the Boise Foothills often occur in close proximity to *Astragalus mulfordiae*, and/or *Lepidium papilliferum*, two other rare, regional endemic plants. These three rare species largely share the same conservation concerns and problems. On a local scale, *Allium aseae* can be very common. At some sites it is one of the dominant forbs in early spring. When considering its sagebrush-bitterbrush/steppe and foothill grassland habitats rangewide, however, it is a minor constituent. Most populations are restricted to the alluvial soils of the Glenns Ferry Formation. This sandy substrate is of granitic origin and typically coarse textured, well-drained and relatively deep (Packard 1979; Prentice 1988). In the Boise Foothills, all populations occur on one of three sand-dominated geologic units-Pierce Gulch Formation Sand, Terteling Springs Formation Sand and Sandstone, and Terteling Springs Formation Sandy Sediments (Beck 1988). A large majority of Boise Foothill populations occur on three soil mapping units of Beck (1988): Quincy-Lankbush complex, Payette-Quincy complex, and Hay-Lankbush complex. Rarely, populations or portions of populations occur on other soil types, namely, Lankbush-Brent sand loam, Ada gravelly sand, and Searless-Rock outcrop complex. All known populations except for the two in Cartwright Canyon occur between 2700 - 4300 feet elevation, with the great majority below 3700 feet. Cartwright Canyon populations occur at 4950 and 5100 feet, and possibly indicate that soil characteristics such as texture are more important than elevation in determining the distribution of *Allium aseae* (McNeal 1993)."

Materials and Methods of this Study

I informally consulted with botanical experts from the Idaho Conservation Data Center, including Michael Mancuso, to identify and discuss locations of previous occurrences of Aase's onion in the Boise Foothills and the details of those observations. This information - in combination with color aerial photography available from Google Earth©2005, Community Planning of Southwest Idaho (COMPASS), and other sources - allowed me to locate areas on the photograph based on descriptions of habitat in the literature where color, texture, and patterns suggested Aase's onion was most likely to occur.

From April 7 to April 24, 2006 Greg Carson (Millennium Science and Engineering, Inc.) and I conducted systematic field studies of the project area to identify and locate occurrences of Aase's onion and delineate their boundaries by the use of a resource grade Global Positioning System (GPS) with accuracy of 1 foot or less. We traversed in tandem all hillsides, ridges, and valleys within the project area and recorded point occurrences of both presence and absence of Aase's onion. The early data allowed us to refine the coarse, near white image of potential Aase's onion habitat seen on aerial photography and improve the reliability of this image being a predictor of its actual presence.

Data were downloaded after each day in the field to produce a map of distribution of occurrences of Aase's onion that was displayed over an aerial photograph serving as a geographic reference. A composite was generated over time to produce a highly accurate map showing occurrences in combination with soil types that were previously mapped by the US Department of Agriculture - Natural Resources Conservation Service. Polygons surrounding point occurrences were drawn based on the presence / absence data we generated; our observations in the field; and the interpretation of the colors, patterns, and textures of landscapes appearing on the aerial photography.

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Results

The result of field studies is a map showing *point occurrences* of presence / absence of Aase's onion within the project area. The map also shows our interpretation of this data, which delineates the boundaries of clusters of individual plants growing in close proximity to one another. From this *areas of occurrences* can be calculated (see Figure 2). Although the density of occurrences varies within and between polygons, each polygon delineates the boundaries of appropriate habitat where the actual presence of clusters of Aase's onion were observed. Conversely, point occurrences of the presence of Aase's onion also appear on portions of the map without a corresponding polygon surrounding them. We observed these to be isolated individuals and therefore conclude it not appropriate for them to contribute to a calculation of area.

These data and the map will be provided to the Idaho Department of Fish and Game - Conservation Data Center to contribute to the body of knowledge they maintain and the elements of occurrence database.

This narrative, map, and other graphics document the presence of Aase's onion within the project area and delineates their boundaries. It will be provided to Stewart Land Group in both hardcopy and electronic format. Neither Ecological Design, Inc. nor Millennium Science and Engineering, Inc. can authenticate modifications to these documents made by others.

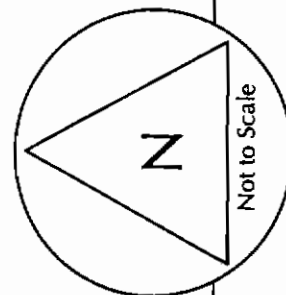
This Report is Accompanied by a Map Prepared by Stewart Land Group Reviewed and Approved by the Author

CUP 07 00084

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Ecological Design, Inc.
February 28, 2007

CUP 07 00084

REFERENCES

Cronquist, A., A.H. Holmgren, N.H. Holmgren, J.L. Reveal, and P.K. Holmgren. 1977. Intermountain Flora - Volume Six. Columbia University Press, New York, NY. 584 pp.

Davis, R.J. 1952. Flora of Idaho. Brigham Young University Press, Provo, UT. 836 pp.

Hitchcock, L. and A. Cronquist. 1978. Flora of the Pacific Northwest - An Illustrated Manual. University of Washington Press. Seattle, WA. 730 pp.

Mancuso, M. 1995. Habitat Conservation Assessment for *Allium aaseae* (Asse's onion). Idaho Conservation Data Center, Boise, Idaho. 23pp.

Moseley, R.K., M. Mancuso, and J. Hilty. 1992. Rare Plant and Riparian Inventory for the Boise Foothills, Ada County, Idaho. Idaho Conservation Data Center, Boise, Idaho. 28pp.

Moseley, R.K. and S. Caicco. 1989. Status and Distribution of Aase's onion (*Allium aaseae*), a Federal Candidate Species, on Ada County Lands in Seaman Gulch. Idaho Department of Fish and Game, Nongame Wildlife / Endangered Species Program, Natural Heritage Section, Boise, Idaho. 10pp.

US Department of Agriculture - Soil Conservation Service. 1980. Soil Survey of Ada County Area. Idaho. 327 pp. w/ maps.

US Department of the Interior - Geologic Survey. 1972, Photoinspected 1976. Boise North, Idaho 7.5 minute quadrangle map.

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CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: June 6, 2007

To: Bruce Eggleston
Planning and Development Services

From: Terry Records
Public Works

Subject: Aases Canyon Point
CFH07-00022

I have reviewed the CFH07-00022 file that you provided me. The file did not contain any of the engineering reports that are required. Specifically, there was no grading plan, geotechnical report, hydrology report, or revegetation plan contained within the file.

I did receive via e-mail some hydrology information but, according to Jim Wyllie, it would not qualify as even a preliminary hydrology report.

There were some extra copies of the grading plan submitted with the preliminary plat and I took 2 copies of those. However, this cannot be reviewed without the other reports.

PLEASE RETURN TO: BOISE CITY PLANNING & DEVELOPMENT SERVICES - SUBDIVISIONS
150 NORTH CAPITOL BOULEVARD
BOISE, IDAHO 83702
FAX # 433-5654 OR E-MAIL TO: vdescalfani@cityofboise.org

PLEASE RETURN BY: June 15, 2007

Transmittal Date: June 6, 2007

Tentative Hearing Date: August 6, 2007

SUBJECT: Plano Road Subdivision; SUB07-00065

PLAT: Preliminary Plat

LEAD AGENCY: Boise City

LOCATION: North of Hill Road and Collister

Developer's Name: Stewart Land Group, 6995 S Union Park Ctr, Midvale, Ut 84047

Developer's Phone: 801-263-9126

Engineer's Name: Azimuth Engineering, 5243 S Green Pine Drive, Murray, Ut 84123

Engineer's Phone: 801-261-3900

TO:

☒ Ada County Assessor
☒ Ada County Engineer/Surveyor
☒ Ada County GIS
☒ ACHD, Planning & Development
☒ Airport Director
☒ Valley Regional Transit - Christine Floor
☒ PDS - Marlene Southard
☒ PDS-Karen Gallagher-reduced copy
☒ PDS-Tricia Nilsson
☒ Fire Dept -Mark Senteno
☒ Parks Dept - Cheyne Weston
☒ Public Wks - Hank Alarcon/Municipal Lighting
☒ Public Wks - John Tensen
☒ Public Wks - John Johnson - **Boise City**
☒ Public Wks - Rob Bousfield
☒ Public Wks- April Wing
☒ Public Wks - Kent Johnson
☒ Ada County Development Svs-Connie Tennant

STATEHOUSE MAIL

☒ Central District Health Department
☐ Department of Lands, State of Idaho
☐ Bureau of Reclamation, Dept of Interior
☒ Drainage District
☒ Irrigation District
☐ Boise Project Board of Control
☒ Boise School
☐ Meridian School
☒ NRCS (formerly Ada Soil Conser Dist)
☒ Idaho Power Company
☒ Intermountain Gas Company
☒ Cable One
☒ Qwest Communications
☒ United Water Idaho
☐ Capitol Water
☐ Idaho Transportation Dept. District III
☒ Erosion Control - Steve Webb

Section 5-C-4 of the Boise City Subdivision Ordinance provides that if no written recommendation from any agency listed herein is received within five (5) days after such notification, the approval of the Preliminary Plat by such agency will be considered to be granted.

We request your comments and recommendation relative to any conditions within your influence area. Your input will be appreciated and carefully considered if received by the return date indicated.

AGENCY

SIGNATURE



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3571
Website: www.cityofboise.org/pds

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Subdivision Application

11 MAY 29 2007

Proposed Name of Subdivision PLANO ROAD

Planning Dept.
Subdivisions

Type of Plat: ☒ Preliminary Plat ☐ Final Plat

This application shall not be considered complete (nor will a hearing be scheduled) until all required information has been submitted and verified.

(For office use only)

File Number: SUB07-00065

Fee: _____

Cross Referenced Files: QAR07-00042

Date Accepted: _____

CUP07-00084

CPH07-00011

Primary Contact for Subdivision Inquiries

☐ Owners of Record: CAPITAL DEVELOPMENT INC

Address: 3750 W. 500 S. SALT LAKE CITY, UT

City, State, Zip: 6200 N. MEEKER PL, BOISE, ID

(801) 924 1777

Phone Number: 377-3939

E-Mail: _____

Fax #: _____

☐ Applicant (Developer): KERRY WINN

Address: 6995 S. UNION PARK CIR

City, State, Zip: MIDVALE, UT 84047

(801) 262-9126

Phone Number: 573-7205 CELL

E-Mail: KWINN@STEWARTLANDGROUP.COM

Fax #: (801) 263-9126

☐ Engineer, Surveyor or Planner: AZIMUTH ENG

Address: 5243 S. GREEN PINE DRIVE

City, State, Zip: MURRAY, UT 84123

(801) 261-2900

Phone Number: 261-2900

E-Mail: WOODH@AZIMUTHENG.COM

Fax #: (801) 266-5032

Boise City Subdivision: Date of Annexation of Parcel: ____/____/____

(see Addressing Counter for assistance)

Ada County Subdivision within Boise City's Area of Impact (Final Plat only)

Site Address: _____

Parcel Number: 50617315000 Section 17, 18, 19, 20 Township 4N Range 5W

Land Division

Is this parcel an original lot or parcel that existed prior to October 1965? ☐ Yes ☒ No
 If no, provide copy of recorded deeds documenting split of original parcel and deed of original parcel.
 If yes, provide copy of recorded deeds of original lot or parcel.

Cross Referenced Files

Conditional Use (CUP) / Annexation-Rezone (CAR) / Hillside (CFH)

Does this subdivision have a previous or current companion CUP, CAR or CFH? ☒ Yes ☐ No

If yes, please give a general description of the reason for the CUP, CAR or CFH. LOCATED
IN THE FOOTHILLS

CUP/CAR/CFH File Number: _____

Subdivision Features

Number of Buildable Lots: 148 Buildable Lots or Units per Gross Acre: 2.18
 Number of Common Lots: _____ Existing Zoning Classification: RP
 Acres: 323 Acres of Land in Contiguous Ownership: 323

Building Program

Are there existing buildings? ☒ Yes ☐ No How many? ONE
 Please describe the existing buildings: HOME ON PLANO ROAD
 Type of building proposed: ☒ Residential ☐ Commercial ☐ Industrial ☐ Combination
 Type of dwelling proposed: ☒ Single-Family ☐ Townhouses ☐ Duplexes ☐ Multi-Family

Waivers/Modifications

Are any waivers or modifications being requested from the Boise City Subdivision Ordinance?

☐ Yes ☒ No

If yes, please specify section(s) of the Ordinance _____ and provide a basis for waiver request(s) in a separate cover letter.

Fire Protection

Approved fire protection facilities shall be provided to comply with the requirements of the Boise City Fire Dept.
 For more information, contact Dave Miller at 384-3827.

Private Streets

Are private streets proposed? (If yes, provide justification as required by code.) ☐ Yes ☒ No

If yes, has the Private Street Review fee been submitted? ☐ Yes ☐ No

All private streets, sidewalks, base and pavement shall be constructed to the same specifications as required for public streets. Certification of construction shall be required (B.C.C. 9-20-7.E)

Public Streets and Improvements

All streets, curbs, gutters and sidewalks shall be constructed to Ada County Highway District standards. Boise City Code 9-20-7.D.8 states "Sidewalks shall be required on both sides of the street."

Hillside and Floodplain

Does the development fall within jurisdiction of the **Hillside Ordinance**? ☒ Yes ☐ No

If yes, has the Hillside Review Fee Deposit been submitted? ☒ Yes ☐ No

Does the development fall within jurisdiction of the **Floodplain Ordinance**? ☐ Yes ☒ No

Domestic Water Supply

From what source do you propose domestic water supply? ☐ A well ☒ United Water ☐ Capitol Water

Sewage Disposal

Sanitary sewers shall be provided in all subdivisions (B.C.C. 9-20-8.D). From which public source will wet line sewer service be provided? ☒ Boise City ☐ Septic ☐ Northwest Boise

☐ Bench ☐ West Boise ☐ Owyhee

Irrigation

Is pressure irrigation proposed? ☐ Yes ☒ No - *REPORT FORTHCOMING*

If no, provide an Irrigation Report prepared by a licensed professional engineer as required by code. The Irrigation Report must be submitted concurrently with this application. (Note: Should a pressurized irrigation system not be installed, compliance to Idaho Code 31-3805 is still required).

Note: Written approval of the appropriate irrigation entity will be required for (1) relocation of ditches; (2) drainage into ditches; and (3) enclosing or covering ditches. Boise City Code Section 9-20-8.F.3 states "Any covering or fencing program involving the distribution system of any irrigation district shall have the prior approval of the affected district."

Irrigation Entity (Please check the appropriate entity for the site)

- | | | |
|---|--|--|
| ☐ Boise City Canal | ☐ Boise Valley Irrigation | ☐ Farmers Union |
| ☐ Settler's Irrigation | ☐ New York Irrigation | ☐ Nampa-Meridian Irrigation |
| ☐ South Boise Mutual | ☐ South Boise Waters | ☐ Other: _____ |

Drainage

Drainage Entity (Please check the appropriate entity for the site.)

- | | | | |
|--|--|---|-------------------------------|
| ☐ Drainage Dist. #2 | ☐ Drainage District #3 | ☐ Drainage District #4 | ☐ ACHD |
| ☐ Nampa-Meridian | ☒ Homeowners Association | ☐ Other: _____ | |

Is drainage to remain on-site? ☒ Yes ☐ No

Describe method/facility used: RETENTION PINDS

Drainage Plans

All preliminary plat applications shall include the land contours with appropriate vertical intervals referenced to datum and at intervals acceptable to the City Engineer (B.C.C. 9-20-6.A5).

B.C.C. 9-20-6.A.12 states that preliminary plats shall include the following: "The approximate location, size, and type of all drainage ditches, channels, pipes, structures, and sub-surface drainage structures within and immediately adjacent to the proposed subdivision, and the proposed method of disposing of all runoff from the proposed subdivision, and the location and size of all drainage easements relating thereto, whether they are located within or outside the proposed plat a minimum distance of 100 feet."

Does the submitted preliminary plat address these criteria? ☒ Yes ☐ No

Schools

What school district serves this site? ☒ Boise ☐ Meridian

Do you propose any land dedications for future schools or parks? ☐ Yes ☒ No

Erosion & Sediment Control Permit

Do you plan to do any sitework (moving of earthwork) prior to preliminary plat approval?

☐ Yes ☒ No

If yes, you must obtain an Erosion and Sediment Control Permit prior to any sitework. An Erosion & Sediment Control Permit will be required prior to any sitework or prior to the City Engineer's signature on the Final Plat.

The following must be included with this Application

☒ Completed Preliminary AND/OR Final Plat Checklist and all required documents, maps, fee(s), etc.

I certify that all information given on this application is true, correct and complete to the best of my knowledge.

Kerry Wimmer
Signature

5/28/07
RECEIVED
Date

MAY 29 2007

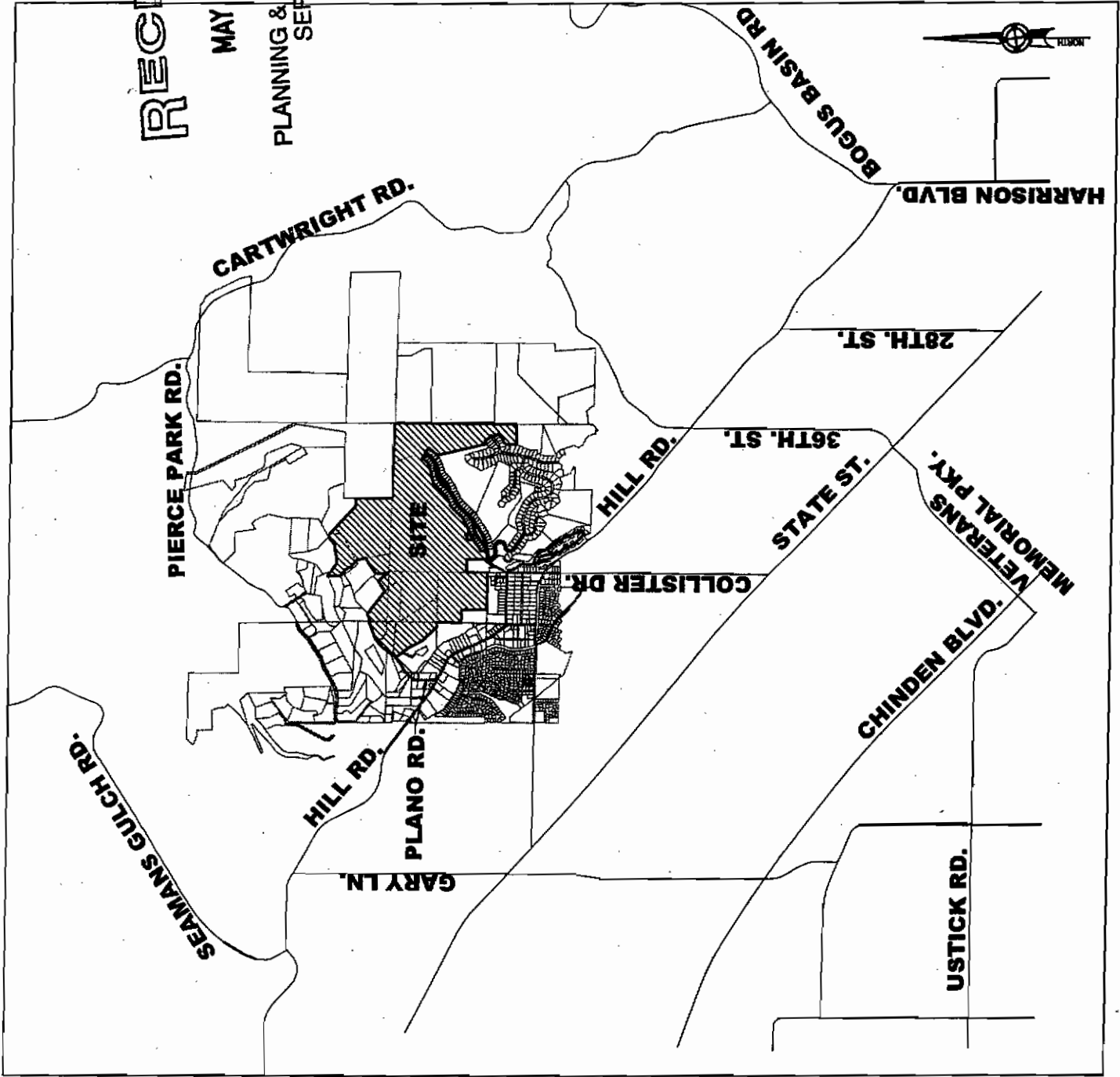
Staff

Date PLANNING & DEVELOPMENT
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KEY MAP
SCALE 1" = 400'

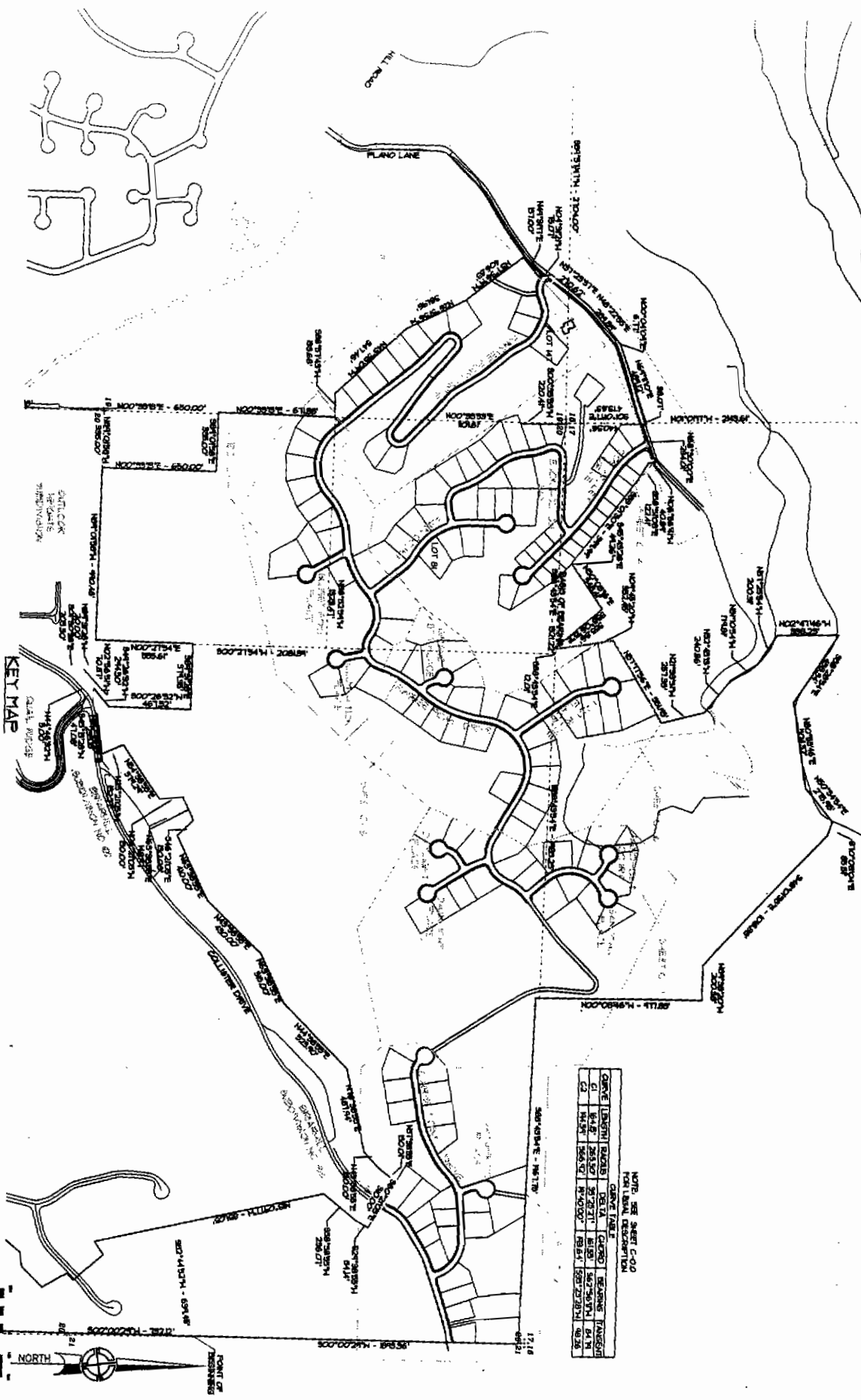
20153215

PLANO LANE SUBDIVISION

A PORTION OF SECTION 11, T. 25 N., R. 12 E., S. 42
 TOWNSHIP 1 NORTH, RANGE 12 EAST, N.W.
 40th COUNTY, COLORADO

NOTE: SEE SHEET C-02 FOR AREA DESCRIPTION

CURVE	LENGTH	BEGINNING	END	BEARING	ANGLE	BEARING	ANGLE
C1	14.50'	263.527	263.221	N 89° 00' 00" E	90° 00' 00"	N 89° 00' 00" E	90° 00' 00"
C2	14.50'	263.527	263.221	N 89° 00' 00" E	90° 00' 00"	N 89° 00' 00" E	90° 00' 00"



KEY MAP



PLANO LANE SUBDIVISION



FOR RECORD
 PRELIMINARY PLAT
 C-02

HILL ROAD

PLANO LANE

PLANO LANE

KEY NOTES

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING SPECIFICATIONS:
 - A. STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, NCHRP-380, 4TH EDITION, 1994
 - B. STANDARD SPECIFICATIONS FOR BRIDGE CONSTRUCTION, NCHRP-380, 4TH EDITION, 1994
 - C. STANDARD SPECIFICATIONS FOR TRUCK AND TRAILER TRAILERS, NCHRP-380, 4TH EDITION, 1994
 - D. STANDARD SPECIFICATIONS FOR RAILROADS, NCHRP-380, 4TH EDITION, 1994
 - E. STANDARD SPECIFICATIONS FOR AIRPORTS, NCHRP-380, 4TH EDITION, 1994
 - F. STANDARD SPECIFICATIONS FOR MARINE VESSELS, NCHRP-380, 4TH EDITION, 1994
 - G. STANDARD SPECIFICATIONS FOR AIRCRAFT, NCHRP-380, 4TH EDITION, 1994
 - H. STANDARD SPECIFICATIONS FOR SPACE SHUTTLES, NCHRP-380, 4TH EDITION, 1994
 - I. STANDARD SPECIFICATIONS FOR ROCKET LAUNCHERS, NCHRP-380, 4TH EDITION, 1994
 - J. STANDARD SPECIFICATIONS FOR MISSILES, NCHRP-380, 4TH EDITION, 1994
 - K. STANDARD SPECIFICATIONS FOR SUBMARINES, NCHRP-380, 4TH EDITION, 1994
 - L. STANDARD SPECIFICATIONS FOR TANKS, NCHRP-380, 4TH EDITION, 1994
 - M. STANDARD SPECIFICATIONS FOR BATTLESHIPS, NCHRP-380, 4TH EDITION, 1994
 - N. STANDARD SPECIFICATIONS FOR CARRIERS, NCHRP-380, 4TH EDITION, 1994
 - O. STANDARD SPECIFICATIONS FOR CRUISE SHIPS, NCHRP-380, 4TH EDITION, 1994
 - P. STANDARD SPECIFICATIONS FOR YACHTS, NCHRP-380, 4TH EDITION, 1994
 - Q. STANDARD SPECIFICATIONS FOR BOATS, NCHRP-380, 4TH EDITION, 1994
 - R. STANDARD SPECIFICATIONS FOR CANOES, NCHRP-380, 4TH EDITION, 1994
 - S. STANDARD SPECIFICATIONS FOR KAYAKS, NCHRP-380, 4TH EDITION, 1994
 - T. STANDARD SPECIFICATIONS FOR SUPS, NCHRP-380, 4TH EDITION, 1994
 - U. STANDARD SPECIFICATIONS FOR PADDLES, NCHRP-380, 4TH EDITION, 1994
 - V. STANDARD SPECIFICATIONS FOR LIFE JACKETS, NCHRP-380, 4TH EDITION, 1994
 - W. STANDARD SPECIFICATIONS FOR LIFEBOATS, NCHRP-380, 4TH EDITION, 1994
 - X. STANDARD SPECIFICATIONS FOR LIFE RINGS, NCHRP-380, 4TH EDITION, 1994
 - Y. STANDARD SPECIFICATIONS FOR LIFE LINE, NCHRP-380, 4TH EDITION, 1994
 - Z. STANDARD SPECIFICATIONS FOR LIFE BUOY, NCHRP-380, 4TH EDITION, 1994
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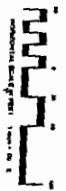
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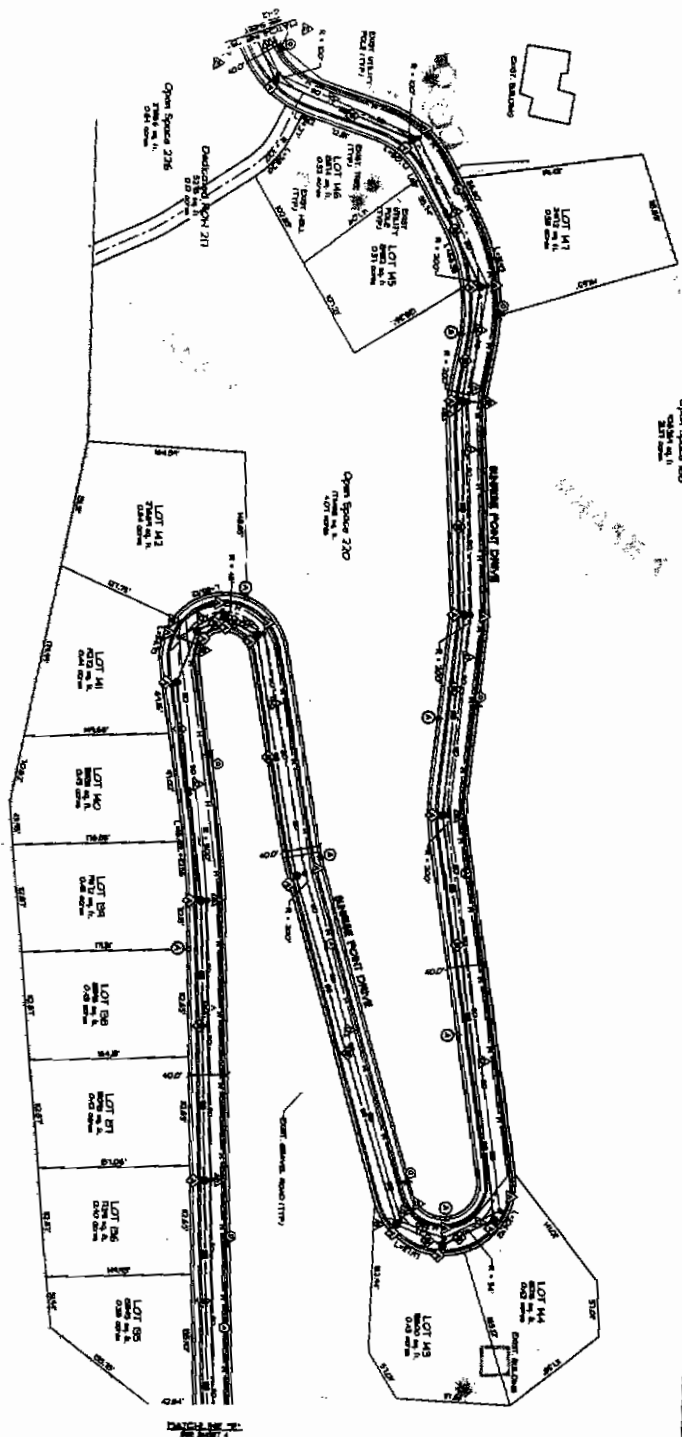
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KEY NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
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- LEGEND**
- 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
 - 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
 - 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
 - 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
 - 5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
 - 6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01, AND THE DALLAS SUBDIVISION MAP ACT, CHAPTER 212, TEXAS VEHICULAR CODE, TITLE 54, CHAPTER 54.01.
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PLANO LANE SUBDIVISION

PLANO LANE SUBDIVISION



Azimuth

FOR REVISION
PRELIMINARY
PLAN

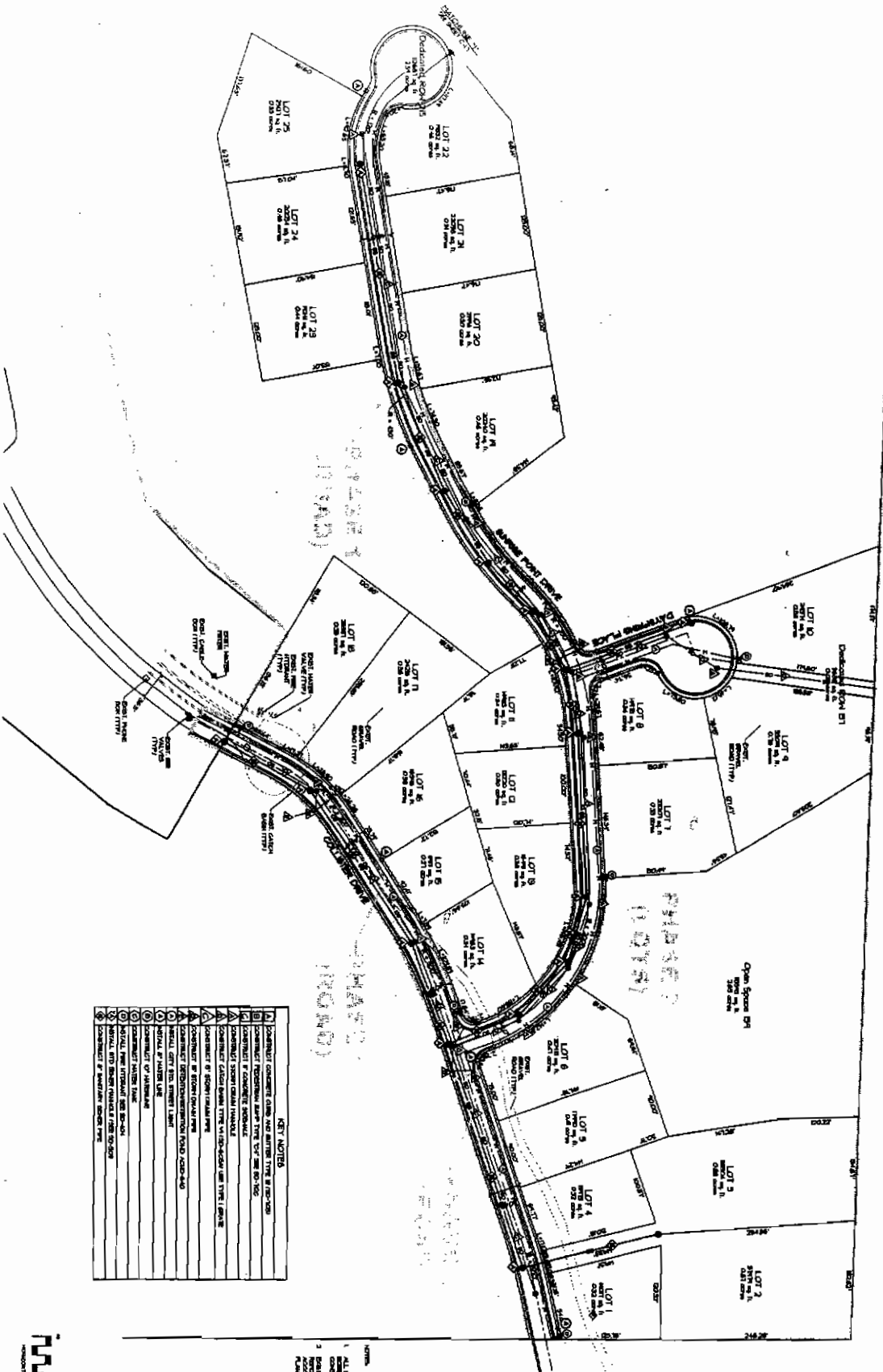


 **Azimuth**
Engineering, Inc.

OFFICE: 2500 South Oliver Pike, Suite 100, Murray, Utah 84123

TELEPHONE: 801-261-0000
FAX: 801-261-1465

TELETYPE: 801-261-0000
FAX: 801-261-1465



KEY NOTES

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BOISE SUBDIVISION MAP ACT AND THE BOISE SUBDIVISION MAP ACT RULES.
2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BOISE SUBDIVISION MAP ACT AND THE BOISE SUBDIVISION MAP ACT RULES.
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23. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BOISE SUBDIVISION MAP ACT AND THE BOISE SUBDIVISION MAP ACT RULES.
24. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BOISE SUBDIVISION MAP ACT AND THE BOISE SUBDIVISION MAP ACT RULES.



NOT TO SCALE

PLANO LANE
SUBDIVISION
6296 N PLANO LANE
BOISE, IDAHO

Azimuth
Engineering, Inc.

2450 N. 10th Street, Suite 100
Boise, ID 83702
Phone: (208) 333-3333
Fax: (208) 333-3334
www.azimutheng.com

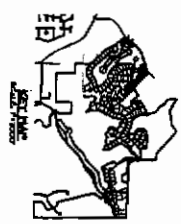
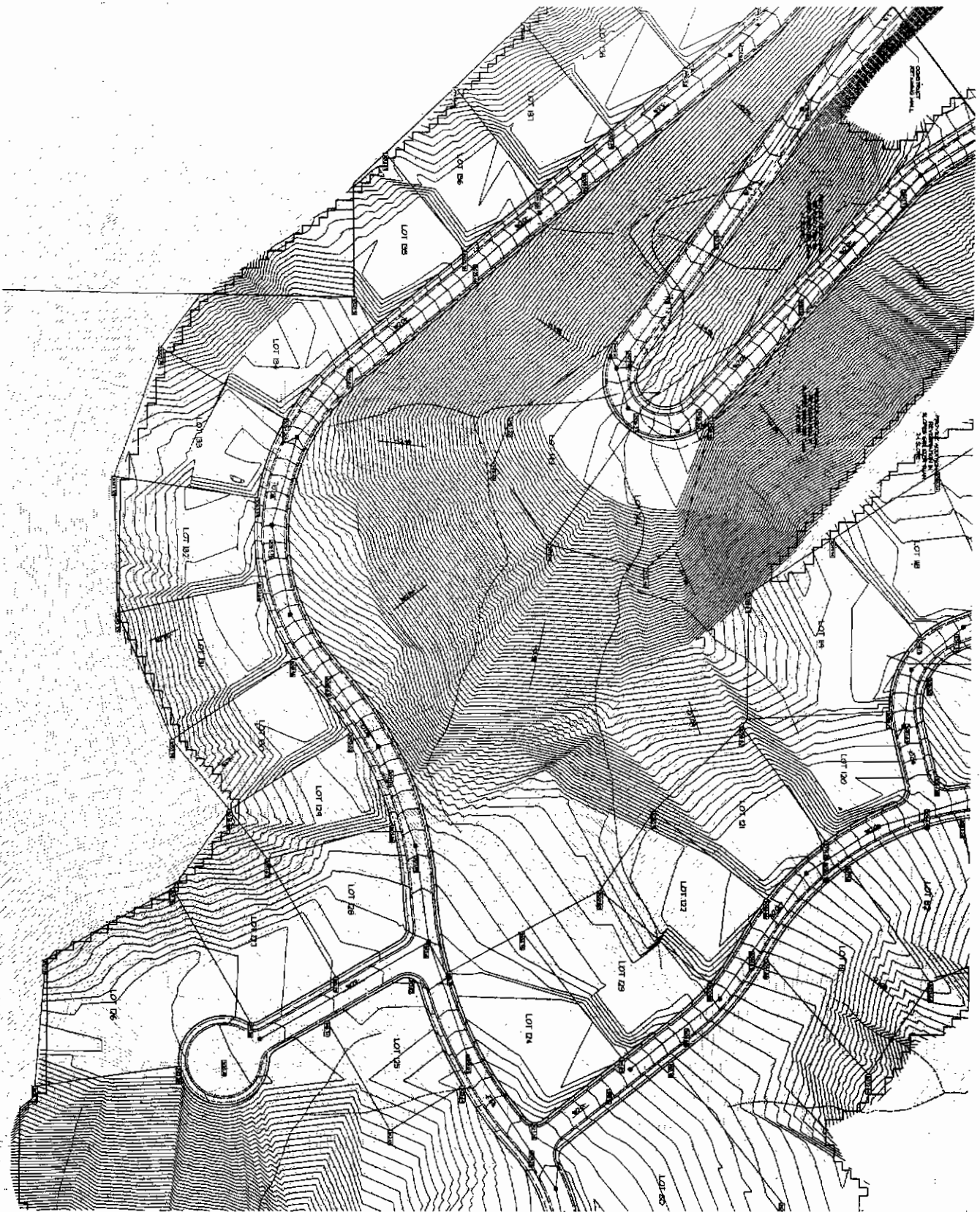
C-1.8

PRELIMINARY
PLAN

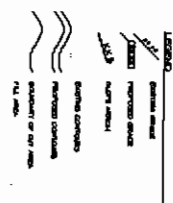
FOR REVIEW



C3.1.1



C3.1.2 FOR REVIEW Preliminary Grading Plan	PROJECT NO. 00-0000 DATE: 08/11/00 DRAWN BY: J. L. HARRIS CHECKED BY: J. L. HARRIS TITLE: PRELIMINARY GRADING PLAN	Plano Lane Subdivision 6296 N. PLANO LANE Boise, Idaho	 Azimuth Engineering, Inc. OFFICE: 200 South Grove (P.O. Box 1000), Boise, Idaho 83720 PHONE: (208) 333-0000 FAX: (208) 333-0000 WWW: www.azimutheng.com
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Azimuth
Engineering, Inc.

OFFICE: 3243 South Church Street
Murray, Utah 84302

MAILING ADDRESS: P.O. Box 1000
West Jordan, Utah 84084

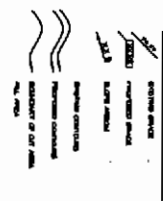
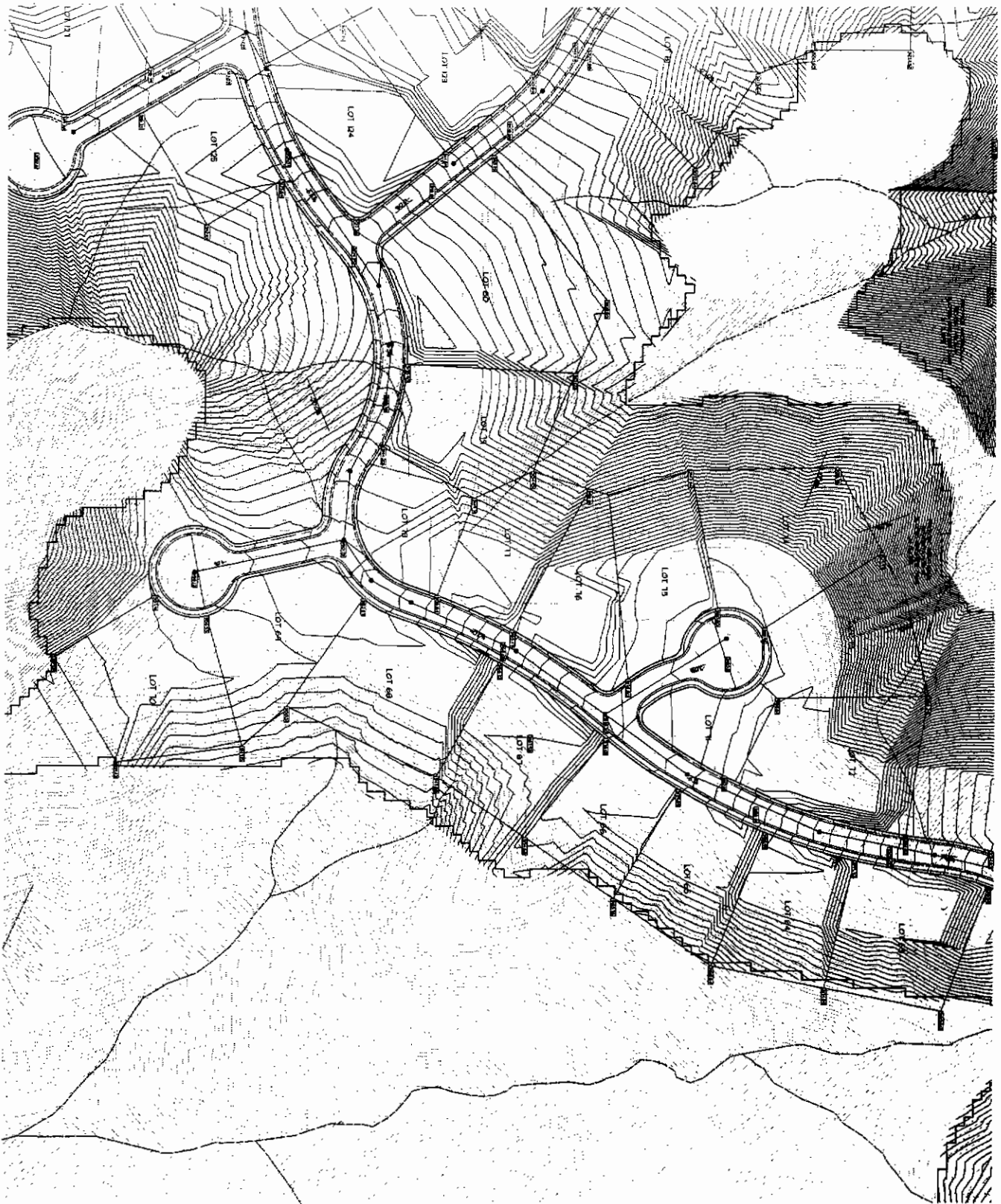
Phone: 801-263-2999
801-433-1301
Fax: 801-263-0812

6296 N. PLANO LANE
Boise, Idaho

Preliminary Grading Plan

FOR REVIEW

33.1.3



Plano Lane Subdivision

6296 N. PLANO LANE
Boise, Idaho



Azimuth
Engineering, Inc.

OFFICE: 2501 South Quay Avenue
Miami, FL 33129

MAILING ADDRESS: P.O. Box 1833
West Jordan, Utah 84064

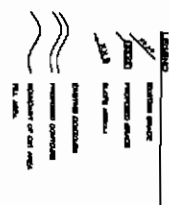
Phone: 801-561-3900
801-561-4300
Fax: 801-564-9821

www.cobaltsteel.com

FOR REVIEW

Preliminary Grading Plan

63-1-4



6296 N. PLANO LANE
Boise, Idaho

Preliminary Grading Plan

FOR REVIEW

63-1.5



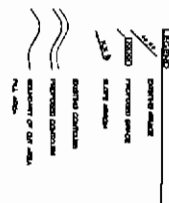
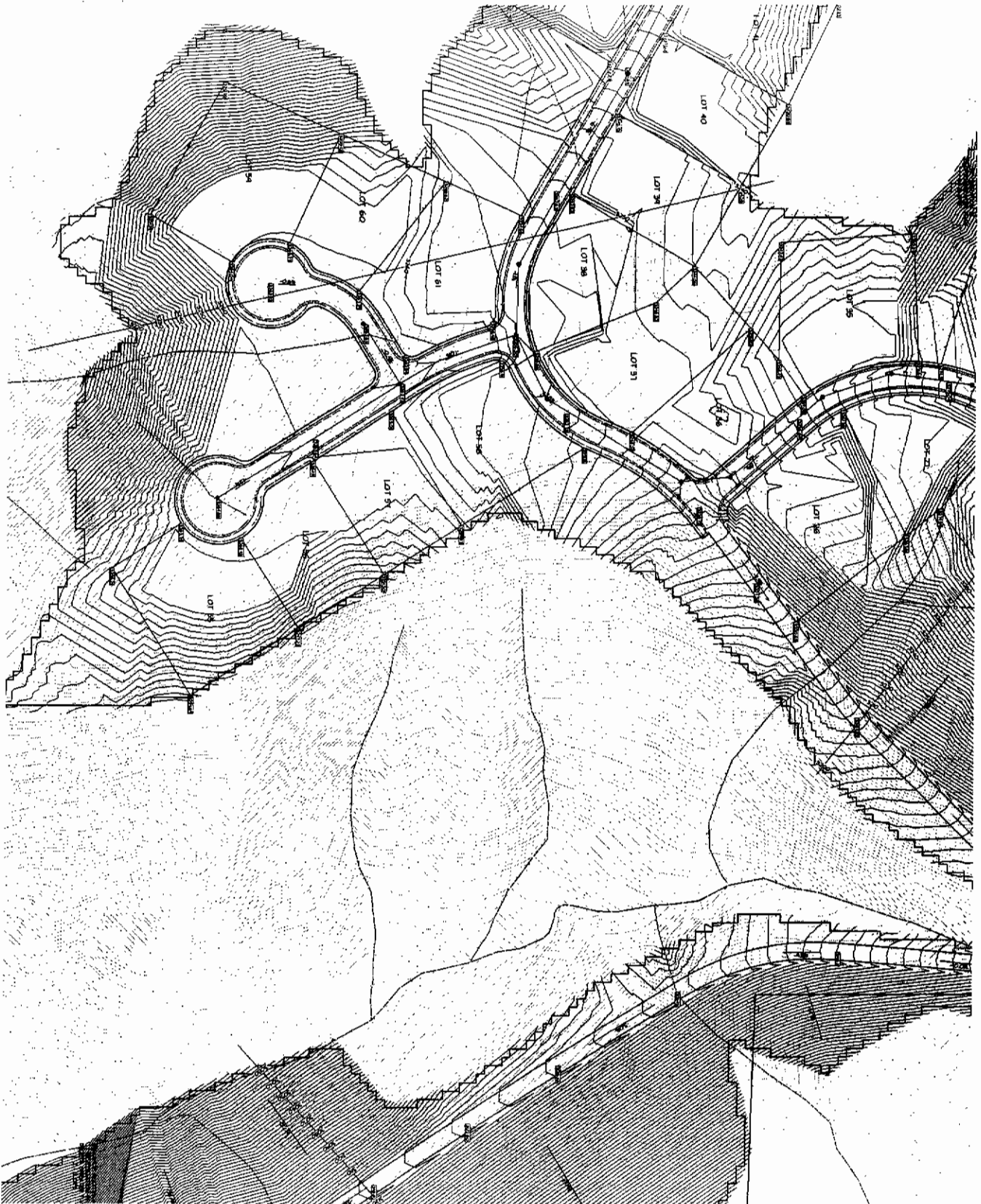
Azimuth
Engineering, Inc.

OFFICE: 4101 South Green Park Drive
Birmingham, AL 35222

MAILING ADDRESS: P.O. Box 1225
West Jordan, Utah 84094

Phone: 801-961-3000
801-961-1100
Fax: 801-961-3011

www.education.com



C3.1.6

FOR REVIEW

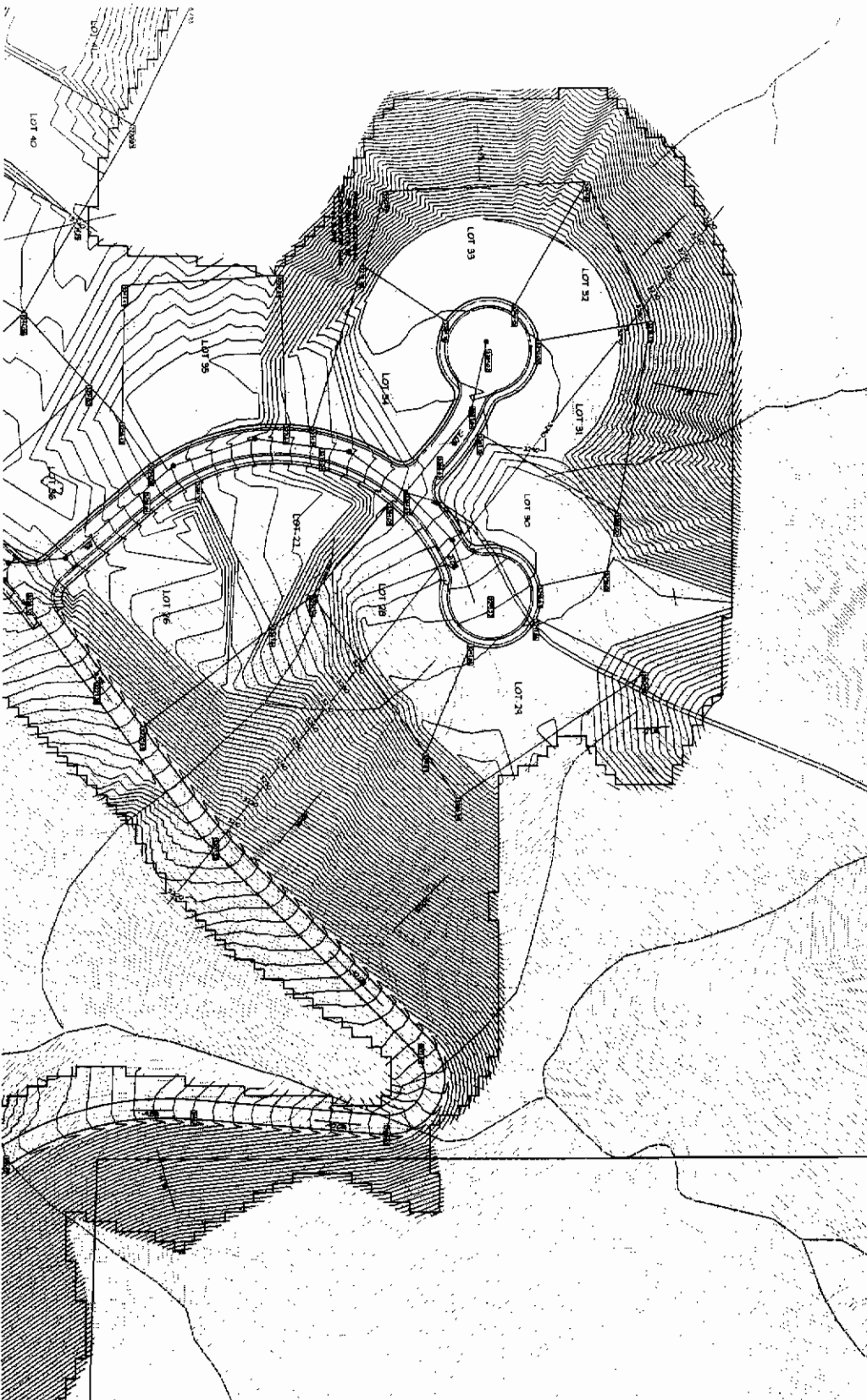
**Preliminary
Grading
Plan**

Plano Lane Subdivision
6296 N. PLANO LANE
Boise, Idaho

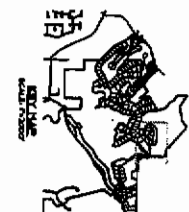
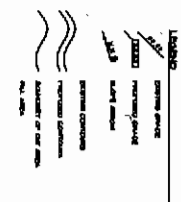
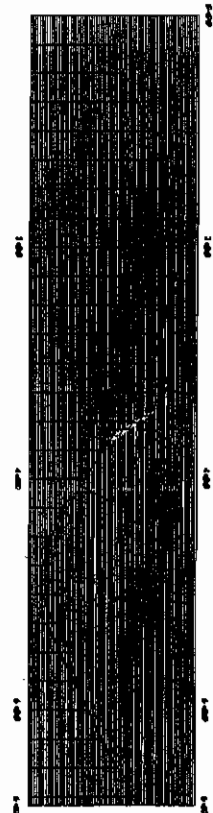
Plano Lane Subdivision
6296 N. PLANO LANE
Boise, Idaho

**Azimuth
Engineering, Inc.**

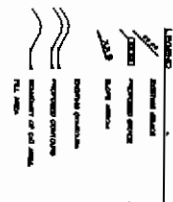
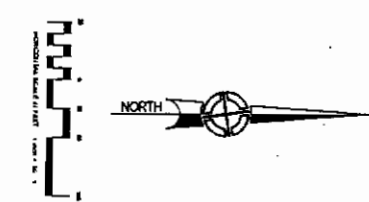
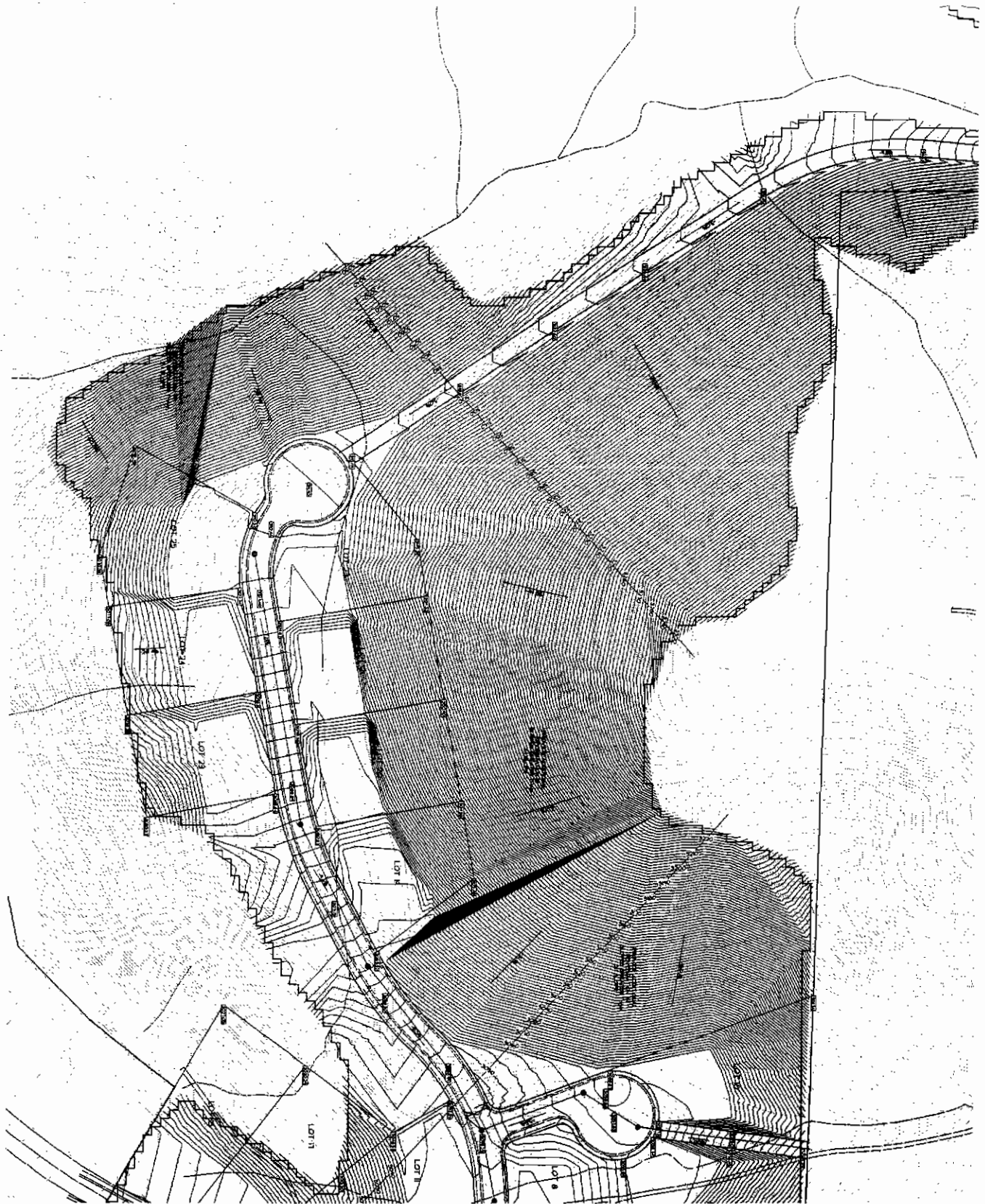
OFFICE: 1200 South Grove Road, Suite 100
Boise, Idaho 83709
Phone: 208.333.1100
Fax: 208.333.1101
www.azimutheng.com



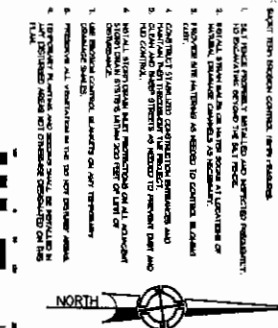
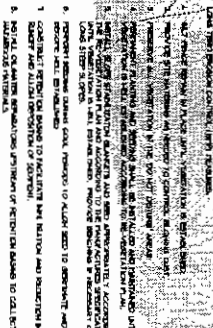
PLANO LANE SUBDIVISION
 6296 N. PLANO LANE
 BOISE, IDAHO 83714
 1/2" = 1' SCALE



C3.1.7	FOR REVIEW	Preliminary Grading Plan	Plano Lane Subdivision 6296 N. PLANO LANE Boise, Idaho	Legend	Azimuth Engineering, Inc. OFFICE: 6296 N. PLANO LANE, BOISE, IDAHO 83714 PHONE: 208-455-0000 FAX: 208-455-0001 WWW.AZIMUTHENGINEERING.COM
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C3.1.8	FOR REVIEW Preliminary Grading Plan	Project Name: Plano Lane Subdivision Location: 6296 N. PLANO LANE, Boise, Idaho Scale: 1 inch = 100 feet Drawn by: AS Checked by: AS Date: 08/11/08	Plano Lane Subdivision 6296 N. PLANO LANE Boise, Idaho	Azimuth Engineering, Inc. 2000 S. 10th St., Suite 100 Boise, Idaho 83705 Phone: 208-333-8888 Fax: 208-333-8889 www.azimutheng.com
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Dendrite (input)
 Cell body (containing nucleus)
 Axon (output)
 Axon terminals (synapses)

6296 N. PLANO LANE
Boise, Idaho

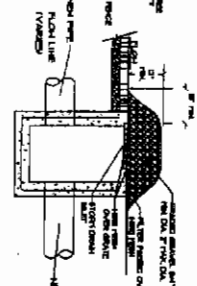


Azimuth
Engineering, Inc.

OFFICE
5741 South Green Pine Drive
Midvale, Utah 84048

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Phone 801-453-0888
801-453-4140
Fax: 801-504-0881



- [illegible]

BILL FENCEL
SCHOOL OF LAW

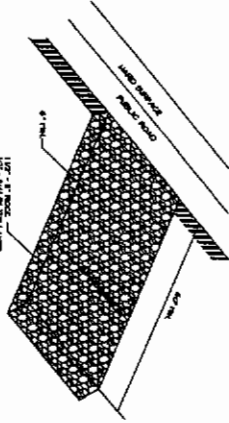
1. All of these countries are *not* members of the Organization for Economic Cooperation and Development (OECD).
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⑨ STORED DRAIN INLET PROTECTION
SOUTH SIDE

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④ STABILIZED CONSTRUCTION ENTRANCE CROSS SECTION
SCALE: 1:20



- | LEADS |
|---|
| <div>  </div> DISTANCE FROM |
| <div>  </div> PARTIAL EFFECT |
| <div>  </div> ACRYL AMINE |
| <div>  </div> IMPURE COPOLARS |
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| <div>  </div> SUBJECT OF OR WITH |
| <div>  </div> FULL VALUE |

- [illegible]

ANNEXATION & DEVELOPMENT AGREEMENT

by and among

Boise City, Idaho,
an Idaho municipality,

and

AASE's Canyon Pointe Development, LLC,
a Utah limited liability company,

and

Capital Development, Inc.,
an Idaho corporation.

Adopted _____

LIST OF EXHIBITS

- Exhibit A - Description of Real Property
- Exhibit B - Petition/Annexation Application
- Exhibit C - ~~Detailed~~ Concept Plan
- Exhibit D - Preliminary Plat Submittal
- Exhibit E - Recommendations of Ecological Design

ANNEXATION & DEVELOPMENT AGREEMENT

The Parties hereto, BOISE CITY (hereinafter "Boise" or "the City"), an Idaho municipality, AASE'S CANYON POINTE DEVELOPMENT, LLC a Utah limited liability company ("AASE"), and CAPITAL DEVELOPMENT, INC., an Idaho corporation ("Capital") (AASE and Capital are collectively referred to herein as "Developer"), enter into this Annexation & Development Agreement (this "Agreement") this _____ day of _____, 2007.

RECITALS

A. WHEREAS Developer owns certain real property adjacent to the City, more particularly described in Exhibit A attached hereto, for which Developer proposes a real estate development project (the "Project"); and

B. WHEREAS AASE and Capital will file concurrently herewith Petitions with the City (collectively herein the "Petition," a copy of which Petition is attached hereto as Exhibit B), formally requesting the annexation into the City of the real property described in Exhibit A attached, totaling 321 ~~{doesn't tie to JDA}~~ acres; and

C. WHEREAS the City Council will promptly review the Petition; and

D. WHEREAS the Parties intend to enter into this Agreement to establish annexation and development parameters for the entire Project, to take all steps necessary to finalize the annexation and zoning of the Project, and to develop the entire Project according to this Agreement, subject to approval of this Agreement by the City Council.

NOW, THEREFORE, in consideration of the foregoing recitals and the covenants hereafter set forth, the sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

SECTION 1 - DEFINITIONS

Unless otherwise defined in this Agreement, capitalized terms used in this Agreement have the meanings given in the Boise City Municipal Code in effect on the date of the Petition or, if different, by this Agreement. If a conflict exists between the Municipal Code and this Agreement, this Agreement shall prevail. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement.

1.1 "Annexation Application" means that certain Petition for annexation to the City dated _____, 2007. (See Exhibit B attached hereto.) The Annexation Application includes the Concept Plan for the three Phases of the Project.

1.2 "Buildout" means the completion of all of the development of the land in the Project.

- 1.3 **"Concept Plan"** means the Concept Plan attached hereto as Exhibit C as approved by Boise.
- 1.4 **"Municipal Code"** means the Boise City Municipal Code. To the extent that the Municipal Code is inconsistent with any provision or part of the Final Plat Maps, the Final Plat Maps shall conform to the Municipal Code as it was in effect on the day that the Final Plat Maps were submitted.
- 1.5 **"Density Bonus"** means a density bonus pursuant to the formula in Table 1 of Section 11-06-05.07.04 of the Municipal Code, which bonus shall be granted in return for the provision of preserved open space.
- 1.6 **"Design Guidelines"** means The Boise City Development Standards as in effect on the effective date hereof.
- 1.7 **"Developer"** means collectively AASE's Canyon Pointe Development, LLC, its assigns and successors in interest, whether in whole or in part, and Capital Development Inc., its assigns and successors in interest, whether in whole or in part. Developer will cause its employees and agents to act in accordance with the terms of this Agreement.
- 1.8 **"Final Plat Maps"** mean the final plat maps for each Phase of the Project that have been or will be approved by the Boise City Council and that are ready for recordation. The Final Plat Maps include all final staff comments, minutes approving the Final Plat Maps and all related improvement drawings and other agreements that have been reached or entered into by the Developer and the Boise City Council and its staff.
- 1.9 **"Petition"** has the meaning given in Recital B above.
- 1.10 **"Phases"** means Phases I, II, and III for development of the Project, as shown in the Concept Plan and the Annexation Application.
- 1.11 **"Project"** has the meaning given in Recital A above.

SECTION 2 - THE ANNEXATION

- 2.1 **The City's Obligations.** The City agrees that it will, in accordance with Idaho law and the Municipal Code, as well as in accordance with all other applicable statutes, regulations, and judicial opinions, annex the Project into Boise City as set forth below:
- 2.1.1 **Annexation of Land.** The City will annex all of the Project located in unincorporated Ada County as soon as reasonably possible. Subject to the provisions of Section 2.2 below, the City will accomplish such annexation so as not to delay timely development of the Project.
- 2.2 **The Developer's Obligations.** The Developer agrees to pay the City an annexation fee in the amount of \$_____ for every acre owned by Developer that is annexed into the City. Such fee shall be paid no later than the date that the annexation plat map evidencing the annexation is recorded.

SECTION 3 - GENERAL RIGHTS AND RESPONSIBILITIES.

- 3.1 General Rights and Responsibilities of Developer.** Subject to this Agreement, Developer will comply with the impact, connection, and building fees requirements of the City currently in effect and as amended by the City for the service area of the Project, as applicable. Developer agrees not to challenge, contest or bring a judicial action seeking to avoid payment of or to seek reimbursement for such fees, so long as such fees are applied uniformly within the City or service area.

3.1.1 Phasing and Order of Recording. Developer, in its sole discretion, may choose to initially develop a Phase other than Phase I first. All Phases will be served by an improved public road and required utilities.

- 3.2 General Rights and Responsibilities of the City.**

3.2.1 Reserved Legislative Powers. This Agreement will not limit the future exercise of the police powers of the City to enact ordinances, standards, or rules regulating development. The City acknowledges, however, that any exercise of its legislative or police powers, which alters or modifies this Agreement to Developer's detriment, may render the City liable for such remedies as may be available to Developer under such circumstances.

3.2.2 Compliance with City Requirements and Standards. Unless otherwise provided in this Agreement, Developer expressly acknowledges that nothing in this Agreement will be deemed to relieve Developer from its obligations to comply with all applicable requirements of the City for approval and recordation of subdivision plats and site plans for the Project in effect at the time of development approval, including the payment of unpaid fees, the approval of subdivision plats and site plans, the approval of building permits and construction permits, and compliance with all applicable ordinances, resolutions, policies and procedures of the City.

3.2.3 Development Area a Part of Boise City. Upon annexation, the Project will become and remain, for all purposes—including government, taxation, municipal services and protection, and consideration in all municipal matters—a part of Boise City. Development therein, and the residents and occupants thereof, will be treated in all respects as any other development, resident, or occupant of Boise City.

SECTION 4 - SPECIFIC RIGHTS AND RESPONSIBILITIES

- 4.1 Open Space**

4.1.1 Developer's Obligations.

4.1.1.1 Other Open Space. Developer agrees to convey to the homeowner's association for the Project of which it is a

part additional open space, as shown on the Preliminary Plat Submittal attached hereto as Exhibit D, to be owned and maintained by and for the use of the homeowners' association.

4.1.1.2 Developer's Onions. Developer agrees to leave undeveloped as high priority open space certain portions of the Project, as shown on the Concept Plan, as a rare plant community for indigenous wild onions. About 100 acres will be dedicated to Treasure Valley Land Trust or some other entity designated by the Developer or the homeowner's association for the Project, which dedicated acreage should be subject to a conservation easement. Onion fields outside the dedicated acreage will be preserved and controlled by the Project's homeowner's association. Developer will also add a car pullout off of Collister Road with a plaque for the onion fields.

4.1.1.3 Riparian Area. Developer agrees to enhance the riparian area located on the site of the Project consistent with recommendations of Ecological Design, as contained in Exhibit E attached.

4.2 Water.

4.2.1 Developer's Obligations.

4.2.1.1 Dedication. Developer agrees to construct water facilities necessary to provide sufficient potable water, irrigation water, and fire flows to the Project. Developer's construction of water facilities will be in general compliance with City ordinances.

4.2.1.2 Easements, Rights of Way, etc. As a part of the preparation of water storage facilities and a water delivery system, Developer will grant to United Water Company such standard easements, rights of way, rights of entry, or other servitudes as may be reasonably required by United Water. The proposed location of the water transmission lines is described in the Preliminary Plat Submittal attached as Exhibit D.

4.3 Sanitary Sewer Service and Facilities.

4.3.1 Developer's Obligations. In recognition of and consideration for the City's willingness to provide the sanitary sewer service necessary to meet

the demands of the Project for all Phases and at Buildout, Developer voluntarily agrees as follows:

4.3.1.1 Easements and Installation. Developer shall grant to the City, at no cost to the City, all easements, including easements necessary for the operation, maintenance, and replacement of all wastewater collection lines, located within the Project as reasonably determined necessary by the City. Developer shall also install all sewer lines and other infrastructure improvements necessary to provide such service in accordance with the Design Guidelines.

4.3.2 City Obligations. Upon construction, dedication and acceptance of all required sewer-related infrastructure improvements and easements in conformity with the Design Guidelines, and after the payment of all required fees, the City shall provide to all residential and non-commercial use areas of the Project sanitary sewer service at a level generally provided to other areas of the City.

4.4 Transportation and Traffic Mitigation.

4.4.1 Developer Obligations. Developer agrees to provide the following transportation and traffic measures:

4.4.1.1 Roads. The Developer shall construct all roads in accordance with the Final Plat Maps and related improvement drawings. The Ada County Highway District ("ACHD") shall review and approve all plans, drawings, and specifications with respect to the alignment and construction of road and intersection improvements in accordance with ACHD Design Guidelines. ACHD shall complete its review and approval so as not to delay timely development of the Project. Following Developer's completion of the construction of such improvements, Developer shall dedicate Plano Road to ACHD. Developer shall pay all costs and expenses related to the construction of such improvements.

4.4.1.2 Sidewalk, Curb and Gutter. Developer shall be responsible to complete, at its sole expense, sidewalk, curb and gutter as set forth in the Final Plat Maps as approved by ACHD.

4.5 Utilities.

4.5.1 Developer's Obligations. Developer shall be responsible for the construction or other provision of all utility infrastructure within the Project, including the following:

4.5.1.1 connection of each residential lot in the Project to a water main;

4.5.1.2 connection of each residential lot in the Project to the sewer and sanitary systems;

4.5.1.3 Natural gas;

4.5.1.4 Electricity; and

4.5.1.5 Telecommunications.

4.5.2 Easements, Rights-of-Way, Etc. Developer shall grant, provide, and/or dedicate all such easements, rights of way, rights of entry, or other servitudes as may be reasonably necessary for the installation and maintenance of the infrastructure contemplated herein.

4.5.3 City's Obligations. The City agrees to allow, upon proper application and permit, work on roads, rights of way and utility easements owned by the City as may be necessary to connect, link, construct, or accommodate utility improvements in the project area.

4.5.4 Underground Utilities. All utility lines, conduits, pipes, maintenance or utility stations, and the like will be installed underground, to the extent that such installation (a) is reasonably practicable within the parameters of City specifications, (b) complies with applicable federal, state, and local laws, regulation, and ordinance, and (c) accords with industry standards and practice.

SECTION 5 - ZONING

5.1 Amendment of the Boise Zoning Map. Upon annexation of the Project, the Boise City Zoning Map will be amended to include the Project in or as a single-family residential R-1A zone, with open space areas as shown in the Concept Plan and with setback requirements and lot sizes as provided in this Agreement and as shown in the Preliminary Plat. ~~Concept Plan.~~

5.2 Density. Developer shall have the vested right to develop the Project into a minimum of 155 ~~{confirm #}~~ single family residential lots and to receive preliminary and final Project approvals and plat approvals consistent with these vested rights, this Agreement and existing City laws and ordinances. All of Developer's rights under this Agreement shall be vested rights. The minimum 155 lot density vested hereunder shall not be reduced by the

number of lots, if any, used or consumed for the construction of a church or school site or for non-residential permitted uses within the Project. Development shall be permitted in various subdivisions and phases that may be requested by the Developer of the Project. It is the intent of the parties hereto to vest the Developer with the right to develop the Project with a minimum of 155 single family residential lots to the fullest extent permitted under Idaho law. Such vested rights shall be effective as of the effective date of this Agreement. The parties acknowledge that the most efficient and economic development of the Project depends on numerous factors, such as market demand, interest rates, competition, and similar factors. Accordingly, the timing, subdivision sequencing, and phasing of development of the Project shall be as determined by Developer in its sole subjective business judgment and discretion consistent with this Agreement.

5.2.1 Open Space Ordinance. The vesting of the development rights for a minimum of 155 lots is conditioned upon compliance with the Section 11-06-05.04 of the Municipal Code, including Table 1 thereof, which is incorporated herein by this reference.

5.2.2 Covenants, Conditions, and Restrictions. Developer will submit to the City for approval covenants, conditions and restrictions ("CC&Rs") sufficient to preserve the quality of the Project.

5.3 Plat Approval. The final plat for each Phase of the Project shall be submitted for City approval according to established City procedures. The term of this Agreement shall be a period commencing on the date of the execution hereof and expiring seven (7) years from the date thereof (the "Initial Term"). The Initial Term shall automatically be renewed for an additional seven (7) years at the election of Developer (the "Renewal Term"), provided that Developer is in substantial compliance with, and not in any material breach of, the terms and provisions hereof. Developer shall be deemed to be in substantial compliance, and it shall be deemed that there is no material violation of any obligation that would prevent the automatic renewal of this Agreement, unless any alleged violation is presented to Developer in writing, served upon Developer, with a copy to its attorneys Mark E. Rinehart and Robert B. Burns, at their addresses furnished by Developer to the City from time to time. Developer shall be entitled to receive from the City an estoppel certificate, within fifteen (15) business days of any written request for such estoppel certificate, reflecting that Developer is in substantial compliance with, and not in any material breach of, the terms and provisions of this Agreement. To the extent the City changes any provision of its Municipal Code subsequent to the date of this Agreement, Developer, at its election, shall have the right, but not the obligation, to "opt-in" to development of the Project consistent with the terms and provisions thereof.

SECTION 6 - GENERAL PROVISIONS

6.1 Covenants Running with the Land. The provisions of this Agreement will constitute real covenants, contract and property rights, and equitable servitudes, which will run with all of the land subject to this Agreement. The burdens and benefits hereof will bind and inure to the benefit of each of the parties hereto and all successors in interest to the parties hereto.

Each successor in interest will succeed only to those benefits and burdens of this Agreement which pertain to the portion of the Project to which the successor holds title.

- 6.2 Transfer of Property.** Developer will have the right, without the City's consent, to assign or transfer all or any portion of its rights and obligations under this Agreement to any party acquiring an interest or estate in the Project or any portion thereof, except as specifically set forth below. Developer will also be entitled to collaterally assign all or any portion of its rights under this Agreement to one or more of Developer's lenders, on any terms that Developer and its lender or lenders deem necessary or proper. If requested by Developer, the City will execute and deliver to any lender of Developer one or more consents to collateral assignment and/or estoppel certificates that confirm the City's agreement with any collateral assignment of this Agreement by Developer and that provide customary assurances to Developer's lenders. Unless the City objects in writing within 30 days, the City will be deemed to have approved of and consented to the assignment. In the event of an assignment of this Agreement or any interest in this Agreement, the transferee will succeed to all of Developer's rights under this Agreement as to the interest transferred. Notwithstanding the foregoing, Developer's selling or conveying individual lots or parcels of land to builders, individuals, or other developers will not be deemed to be an "assignment" subject to the City's approval unless specifically designated as an assignment by the Developer. All references in this Agreement to the "assignment" of this Agreement, in whole or in part, will also be deemed to be references to the collateral assignment of this Agreement, in whole or in part.
- 6.3 No Agency, Joint Venture or Partnership.** The Project is a private development, the City and Developer are not agents of each other, and this Agreement creates no agency relationship, joint venture, or partnership between the City and Developer. It is specifically understood and agreed to by and among the parties that (i) the Project is a private development; (ii) the City and Developer hereby renounce the existence of any form of agency relationship, joint venture, or partnership among the City and Developer; and (iii) nothing contained herein shall be construed as creating any such relationship among the City and Developer. Although AASE and Capital are filing this Agreement jointly, nothing contained herein shall create an agency relationship, joint venture, or partnership between AASE and Capital.
- 6.4 Consent.** In the event that this Agreement provides for consent from the City or Developer, such consent will be deemed to be given 30 days after consent is requested in writing in the event no response to the request is received within that period. All requests for consent will be made in writing, and in no event will consent be unreasonably withheld or delayed.
- 6.5 Legal Challenges.** In the event that any person challenges this Agreement or the Project, any party which did not request, consent to, or acquiesce in the challenge may undertake to defend this Agreement or the Project.

SECTION 7 - MISCELLANEOUS

- 7.1 Incorporation of Recitals, Introductory Paragraphs, and Exhibits.** The Recitals contained in this Agreement, the introductory paragraph preceding the Recitals, and all exhibits referred to or attached hereto are hereby incorporated into this Agreement as if fully set forth herein.
- 7.2 Other Miscellaneous Terms.** The singular will include the plural; the masculine gender will include the feminine; "shall" and "will" are mandatory; "may" is permissive.
- 7.3 Severability.** If any provision of this Agreement or any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement will continue in full force and effect.
- 7.4 Construction.** This Agreement has been reviewed and revised by legal counsel for Developer and the City, and no presumption or rule that ambiguities will be construed against the drafting party will apply to the interpretation or enforcement of this Agreement.
- 7.5 Further Assurances, Documents, and Acts.** Each of the parties hereto agrees to cooperate in good faith with the others, and to execute and deliver such further documents, and to take all further acts reasonably necessary, in order to carry out the intent and purposes of this Agreement and the actions contemplated hereby. All provisions and requirements of this Agreement will be carried out by each party as allowed by law.
- 7.6 Assignment.** Neither this Agreement nor any of the provisions, terms, or conditions hereof can be assigned by Developer to any other party, individual or entity without assigning the rights as well as the obligations under this Agreement. The rights of the City under this Agreement will not be assigned.
- 7.7 Governing Law, Dispute Resolution, and Attorney's Fees.** This Agreement will be governed by and construed in accordance with the laws of the State of Idaho.
- 7.7.1 Mediation.** Any and all disputes arising out of or related to this Agreement or the parties' performance hereunder will be submitted to mediation before a mutually-acceptable mediator prior to initiation of litigation or any other binding or adjudicative dispute resolution process. The parties will: (i) mediate in good faith; (ii) exchange all documents which each believes to be relevant and material to the issue(s) in dispute; (iii) exchange written position papers stating their position on the dispute(s) and outlining the subject matter and substance of the anticipated testimony of persons having personal knowledge of the facts underlying the dispute(s), and; (iv) engage and cooperate in such further discovery as the parties agree or the mediator suggests may be necessary to facilitate effective mediation. Mediator, venue, and related costs will be shared equally by the parties. Venue of the mediation will be the Boise, Idaho. In the event the parties are unable to agree upon a mediator, the mediator will

be appointed by a court of competent jurisdiction. This provision will be specifically enforceable according to its terms, including but not limited to an action to compel mediation. The prevailing party in any action to enforce in whole or in part this mediation clause or in any subsequent arbitration or mediation will be entitled to reimbursement of attorneys fees and costs incurred in said action.

7.7.2 Default Litigation. If any party hereto is required to engage the services of counsel by reason of the default of another party, the nondefaulting party will be entitled to receive its costs and reasonable attorneys' fees, both before and after judgment and whether or not suit be filed or the provisions of this Agreement are enforced through arbitration. Said costs and attorneys' fees will include, without limitation, costs and attorneys' fees incurred in any appeal and in any proceedings under any present or future federal bankruptcy act or state receivership act.

7.8 Notices. Any notice or communication required hereunder between the parties must be in writing and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same will be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice is given when delivered to the party to whom it is addressed. Any party hereto may at any time, by giving ten (10) days written notice to the other parties hereto, designate any other address in substitution of the address to which such notice or communication will be given. Such notices or communications will be given to the Parties at the address set forth below:

If to City to: <u>[name]</u> Boise City Recorder [address] [address] Copy to: [name] [company] [address] [address]	If to Developer to: AASE'S CANYON POINTE DEVELOPMENT, LLC 3750 West 500 South Salt Lake City, Utah 84104 With a copy to: Mark E. Rinehart, Esq. Rinehart & Fetzer, P.C. 1200 Chase Tower 50 West Broadway Salt Lake City, Utah 84101 And to: CAPITAL DEVELOPMENT, INC., 6200 North Meeker Place Boise, Idaho 83713 With a copy to: Robert B. Burns Moffatt, Thomas, Barrett, Rock & Fields, Chartered 101 S. Capitol Blvd., 10th Floor Post Office Box 829 Boise, Idaho 83701
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7.9 Counterparts. This Agreement is executed in three duplicate counterparts, each of which is deemed to be an original.

7.10 Duration. This Agreement and all exhibits attached hereto will continue in force and effect until all obligations of the parties hereunder have been satisfied. Developer will record the annexation plat for the Project within 30 days of the City's adoption of an annexation ordinance to annex the Project.

IN WITNESS WHEREOF, this Agreement has been executed by AASE's Canyon Pointe Development, LLC and Capital Development, Inc. by persons duly authorized to execute the same and by the City of Boise, acting by and through its City Council, as of the ____ day of _____, 2007.

BOISE CITY

By: _____,
_____, Mayor

ATTEST:

By: _____,
_____, City Recorder

APPROVED AS TO FORM:

By: _____,
_____, City Attorney

AASE'S CANYON POINTE DEVELOPMENT, LLC,
a Utah limited liability company

By: _____,
_____, Manager

CAPITAL DEVELOPMENT INC.,
an Idaho corporation

By: _____
J. Ramon Yorgason, President

Exhibit A

Description of Real Property

Exhibit B

Petition/Annexation Application

Exhibit C

Concept Plan

Exhibit D

Preliminary Plat Submittal

Exhibit E

Recommendations of Ecological Design



DOBIE ENGINEERING, INC.

**FOOTHILLS SUBDIVISION
TRAFFIC IMPACT STUDY**

RECEIVED

MAY 29 2007

**PLANNING & DEVELOPMENT
SERVICES**

MARCH 9, 2007

SUBMITTED TO:

ADA COUNTY HIGHWAY DISTRICT
3775 N. ADAMS ST.
BOISE, ID 83713

CUP 07 00084



DOBIE ENGINEERING, INC.

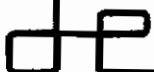
FOOTHILLS SUBDIVISION TRAFFIC IMPACT STUDY



MARCH 9, 2007

SUBMITTED TO:

ADA COUNTY HIGHWAY DISTRICT
3775 N. ADAMS ST.
BOISE, ID 83713





SUMMARY OF FINDINGS RECOMMENDATIONS

FOOTHILLS SUBDIVISION TRAFFIC IMPACT STUDY

BRIEF PROJECT DESCRIPTION

The proposed Foothills Subdivision is a 268-acre residential development with 160 single family lots. The site is located north of Hill Road between Collister and Plano Road in Boise, Idaho.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. At full buildout the site development will produce a total driveway volume of 1,530 vehicles per day with a PM peak hour loading of 160 vehicles per hour.
2. The proposed site plan includes two all-movement accesses to Plano Road and an extension of Collister Drive to access the site.
3. The arterial intersections of Hill Road with both Collister Drive and Pierce Park Lane now operate with little traffic congestion (LOS B/C), and ADT volumes are within acceptable lane capacities.
4. Lane modifications and intersection improvements on Hill Road are included in the ACHD CIP. Hill Road will require a 3-lane section at the Castle Drive intersection to accommodate regional traffic growth and site traffic from the Foothills Subdivision by 2015.
5. The Hill Road intersection with Collister Drive will exceed the capacity of all-way stop control operation by 2015. Intersection improvements including left-turn lanes and changing the operation of the intersection from all-way to two-way stop control will be needed to accommodate regional traffic growth as identified in the *COMPASS Long Range Transportation Plan*.
6. Site-generated traffic can be accommodated with the additional system improvements currently included in the ACHD CIP.
7. Total projected traffic on Plano Road will not generate sufficient turning movements to warrant auxiliary turn lanes on Hill Road.
8. Because all internal subdivision roads will carry less than 1,000 vpd, a standard 29-ft. wide 2-lane ACHD street section will be sufficient.
9. Plano Road between Hill Road and the site access will be improved to a standard ACHD street section.

Study Objectives

This study was initiated to assess the traffic impacts resulting from the development of the Foothills Subdivision and to evaluate the capacity of the road system to accommodate the site-generated traffic. Dobie Engineering, Inc. was retained by the developer to perform this traffic study in accordance with ACHD policy for transportation impact studies.

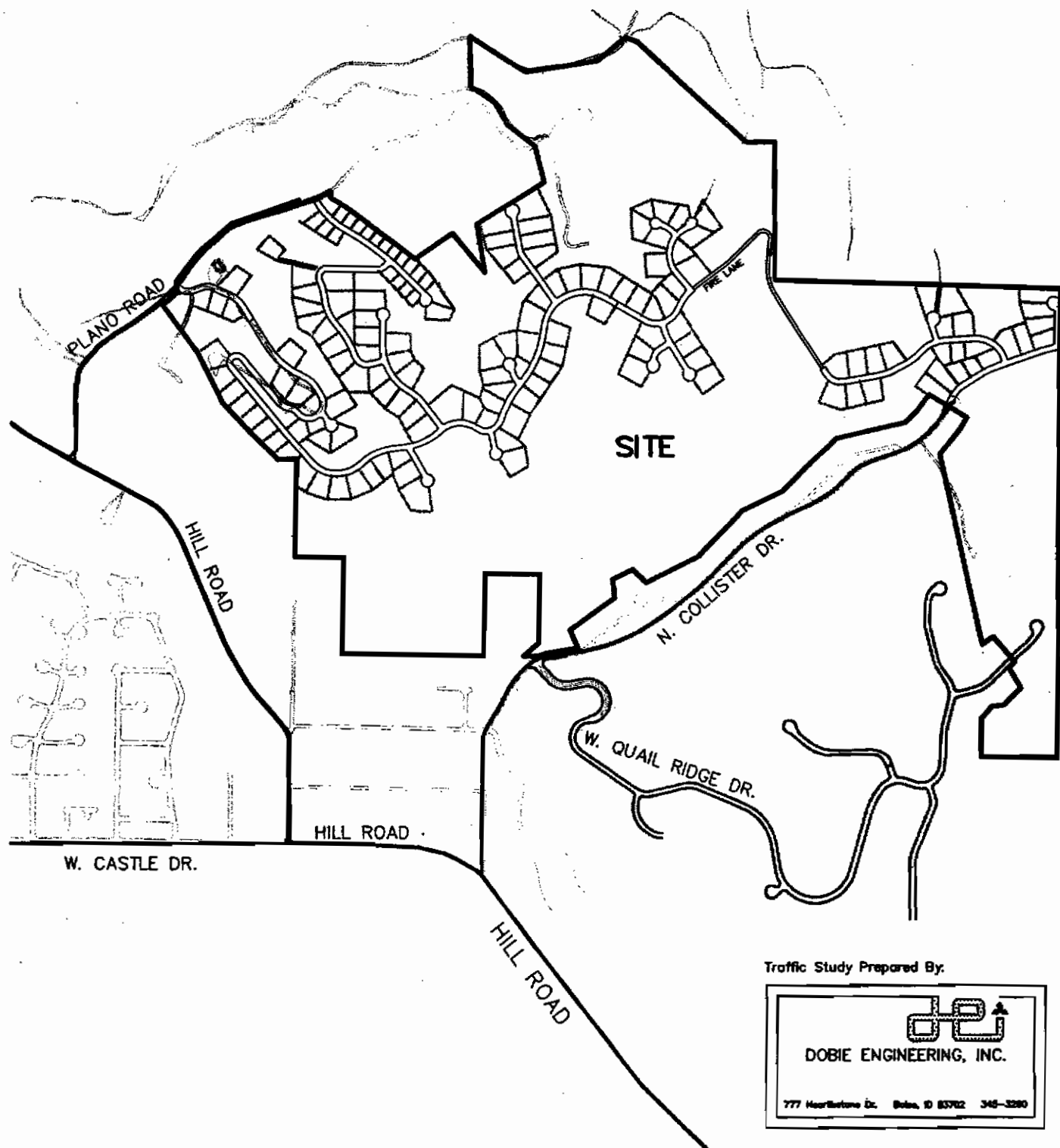
On-Site Development

The proposed Foothills Subdivision is a single family residential development consisting of 160 lots on a 268-acre parcel. The property is located between North Collister Drive and Plano Road north of Hill Road in Boise, Idaho. It was assumed in this study that the subdivision will be fully developed by 2015.

Illustrated in Figure 1 is a general vicinity map showing the location of the site and adjacent roads.



FIGURE 1
FOOTHILLS SUBDIVISION
VICINITY MAP



Traffic Study Prepared By:



DOBIE ENGINEERING, INC.

777 Hawthorne Dr. Boise, ID 83702 345-3280

Existing Road System Traffic Volume

Recent average daily traffic counts on the major roadways near the site are listed in Table 1.

Table 1

Existing Traffic Volumes

<u>Average Daily Traffic</u>	<u>Vehicles per Day</u>	<u>Date of Count</u>
State Street West of Collister Drive	36,525	2/06
Hill Road East of Collister Drive	6,314	1/05
Collister Drive North of Hill Road	2,559	3/05
Collister Drive South of Hill Road	2,485	1/05
Quail Ridge East of Collister Drive	1,318	4/06
Pierce Park North of Castle Drive	3,024	9/06

State Street is functionally designated as a principal arterial. It is improved with a 5-lane section and has a posted speed limit of 45 mph. The State Street intersections with Pierce Park and Collister Drive are signalized.

Pierce Park Lane is an ACHD system road designated as an urban collector with a 2-lane urban section. The posted speed limit is 35 mph.

Collister Drive is an urban collector north of Hill Road and a minor arterial between Hill Road and State Street. It has a 2-lane 36-ft. wide urban section with a 25 mph speed limit.

Hill Road is a minor arterial with a 2-lane rural road section plus bike lanes. The posted speed limit is 35 mph.

Quail Ridge Drive is a residential collector roadway.

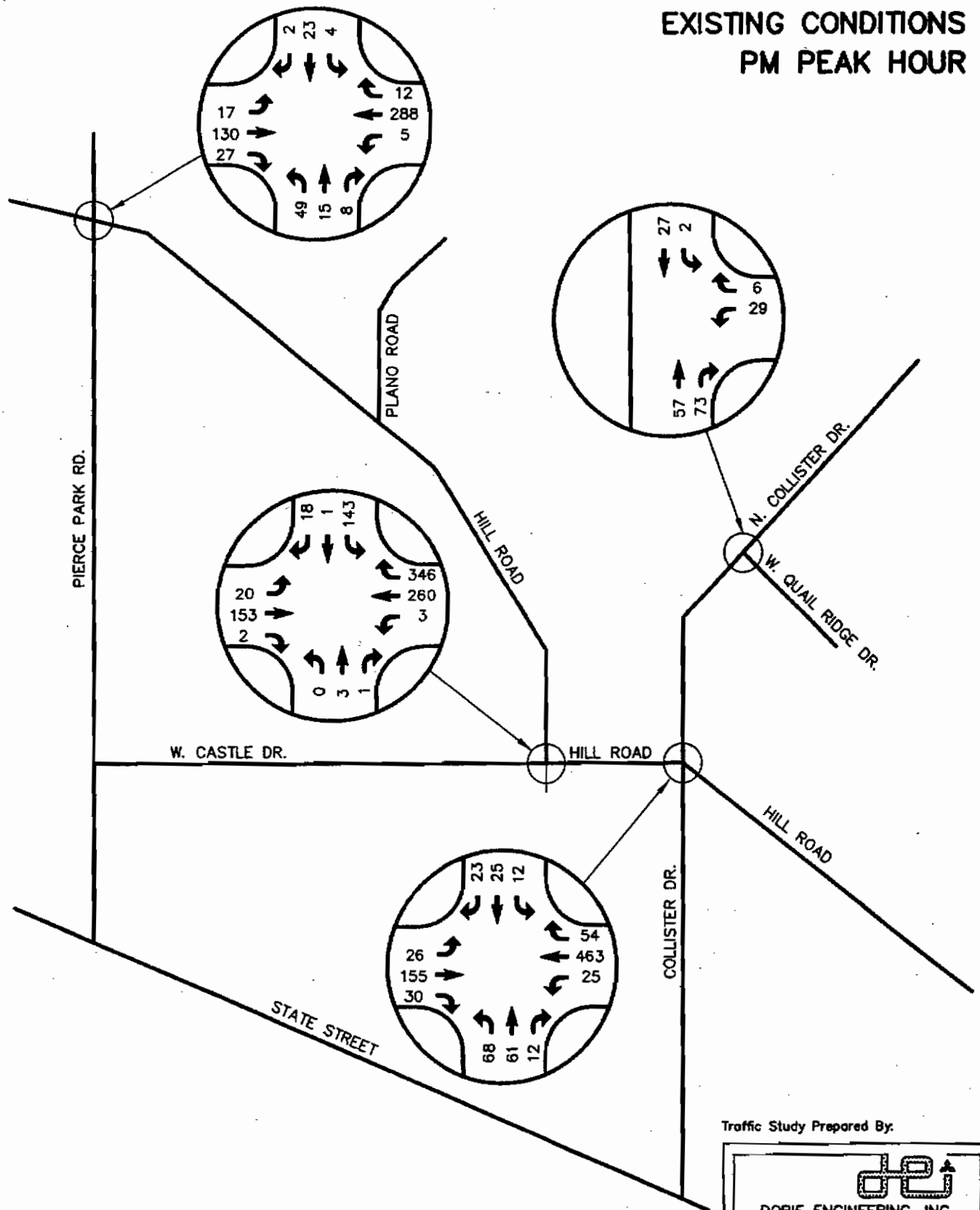
Plano Road is a low-volume local street providing access to approximately 10 lots.

The Pierce Park and Collister intersections with Hill Road have all-way stop control. The Hill Road/Castle Drive intersection has two-way stop control on the southbound approach. The overall level of service for these intersections is currently LOS "B/C" for the PM peak hour. (Ref. Appendix A.)

Recent average daily traffic and peak hour turning movement counts were collected for the system roadways and intersections. Additional traffic data were obtained from recent ACHD traffic counts and DEI peak hour counts. Existing PM peak hour turning volumes are shown in Figure 2.

FIGURE 2

FOOTHILLS SUBDIVISION
EXISTING CONDITIONS
PM PEAK HOUR



Traffic Study Prepared By:



DOBIE ENGINEERING, INC.

777 Hawthorne Dr. Boise, ID 83702 345-3200

ACHD Capital Improvements Plan

The following capital improvement projects are listed in the current ACHD Capital Improvements Plan (Ordinance #202):

Project 69 Widen Hill Road to a 3-lane section from 36th Street to west of Collister. Reconstruction of the Hill Road/Castle Drive and Hill Road/Collister Drive intersections is included. The estimated cost is \$610,000, and construction is programmed between years 2011 and 2020.

Project 59 Reconstruct the Hill Road/Pierce Park intersection and add a traffic signal. (Estimated cost = \$92,000, FY 2011-2020).

Project 26 Reconstruct the Collister/State intersection and replace the traffic signal. (Estimated cost = \$1,125,000, FY 2011-2020).

Baseline Conditions

The capacity of the adjacent roadway system was calculated for projected year 2015 traffic conditions. This calculation was made to establish baseline conditions from which to assess site-generated traffic impacts.

The baseline capacities of the adjacent system roadways were estimated using the growth assumptions in the COMPASS Model (4% growth rate). A summary of the roadway capacity analysis is shown below in Table 2, and details of the COMPASS projections are included in Appendix B.

Table 2

Roadway Capacities – Baseline Conditions

<u>Location:</u>	<u>VPH</u>	<u>#Lanes</u>	<u>Vol./Cap.</u>	<u>LOS</u>
Hill Road East of Pierce Park	5200	2	0.32	A
Hill Road East of Hill Road	9300	2	0.56	A
Collister Drive South of Hill Road	3000	2	0.28	A
Pierce Park South of Hill Road	4200	2	0.38	A

Assumed in this analysis is a planning capacity of 14,000 vpd (LOS D) on a 2-lane minor arterial and 9,500 vpd on a 2-lane collector. Arterial capacities follow the guidelines in Appendix 1-C of the Ada County Long Range Transportation Plan - COMPASS.

Year 2015 baseline service levels at the arterial intersections are shown in Table 3. In this analysis service levels were calculated for the existing lane geometry and with the addition of left-turn auxiliary lanes. Details of the projected baseline traffic volumes as well as service level worksheets are contained in Appendix B for review.

Table 3

Intersection Capacities – Baseline Conditions

<u>Approach</u>	<u>Collister/Hill Road</u>		<u>Collister/Castle Hill Rd.</u>		<u>Pierce Park/Hill</u>
	<u>AWSC</u>	<u>TWSC</u>	<u>Existing</u>	<u>LT Lanes</u>	<u>Existing</u>
Eastbound	B	A	A	A	B
Westbound	F	A	A	A	B
Northbound	B	C	C	B	A
Southbound	B	C	D	B	A

This analysis found that acceptable capacity can be achieved on the study area ACHD system roads and intersections to accommodate projected regional traffic with the planned improvements in the ACHD CIP. Left-turn lanes will be needed on all approaches at the Collister and Castle Drive intersections with Hill Road. A change in traffic control from AWSC to TWSC will be needed on Hill Road at the Collister Drive intersection to accommodate baseline traffic. In addition, sight distance improvements will be needed as part of the ACHD improvements. These changes will improve traffic carrying capacity in the study area.

Trip Generation

The following trip rates are recommended in the ITE *Trip Generation Manual*, (7th Edition), for the proposed subdivision. These rates were used in this report to project future traffic volumes from the site.

Table 4

Trip Generation Rates

<u>Occurrence</u>	<u>Residential (Per Unit)</u>
Weekday End Trips	9.57
AM Peak Hour	0.75
Enter	(25%)
Exit	(75%)
PM Peak Hour	1.01
Enter	(63%)
Exit	(37%)

Using the trip generation rates in Table 4, future site-generated traffic was estimated for full buildout of the residential units. The findings are presented in Table 5.

Table 5

Site-Generated Traffic
(Rounded)

	<u>No. Units</u>	<u>New Trips/Day</u>	<u>AM PH Trips</u>	<u>PM PH Trips</u>
Residential	160 lots	1530	120	160

Traffic Assignments

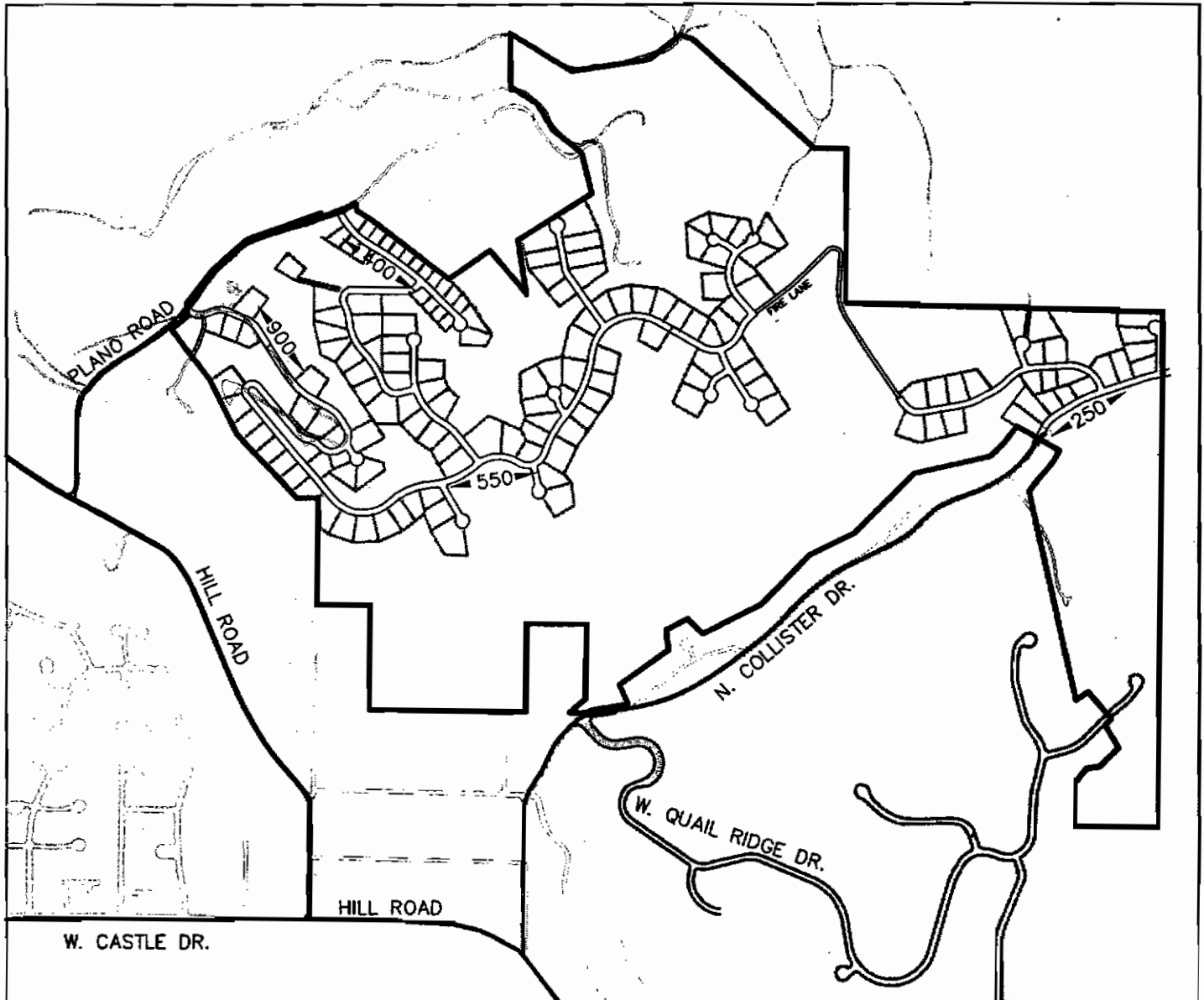
Based on the trip generation rates and regional growth projections previously presented, future trips resulting from development of the site were estimated and assigned to the project entrances. Average daily traffic volumes on the subdivision streets are illustrated in Figure 3.

Shown in Figure 4 are site intersection turning movements for the year 2015 at full development of the subdivision. These peak hour turning movements include the site-generated traffic from the Foothills lots plus the 2015 baseline traffic.

A 60/40 split with the higher traffic volumes oriented to the east was assumed in the trip distribution.



FIGURE 3
FOOTHILLS SUBDIVISION
AVERAGE DAILY TRAFFIC
PM PEAK HOUR



— ADT — AVERAGE DAILY TRAFFIC

Traffic Study Prepared By:

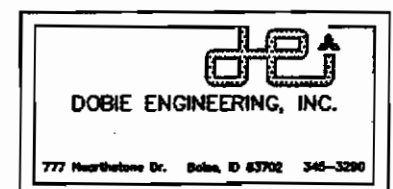
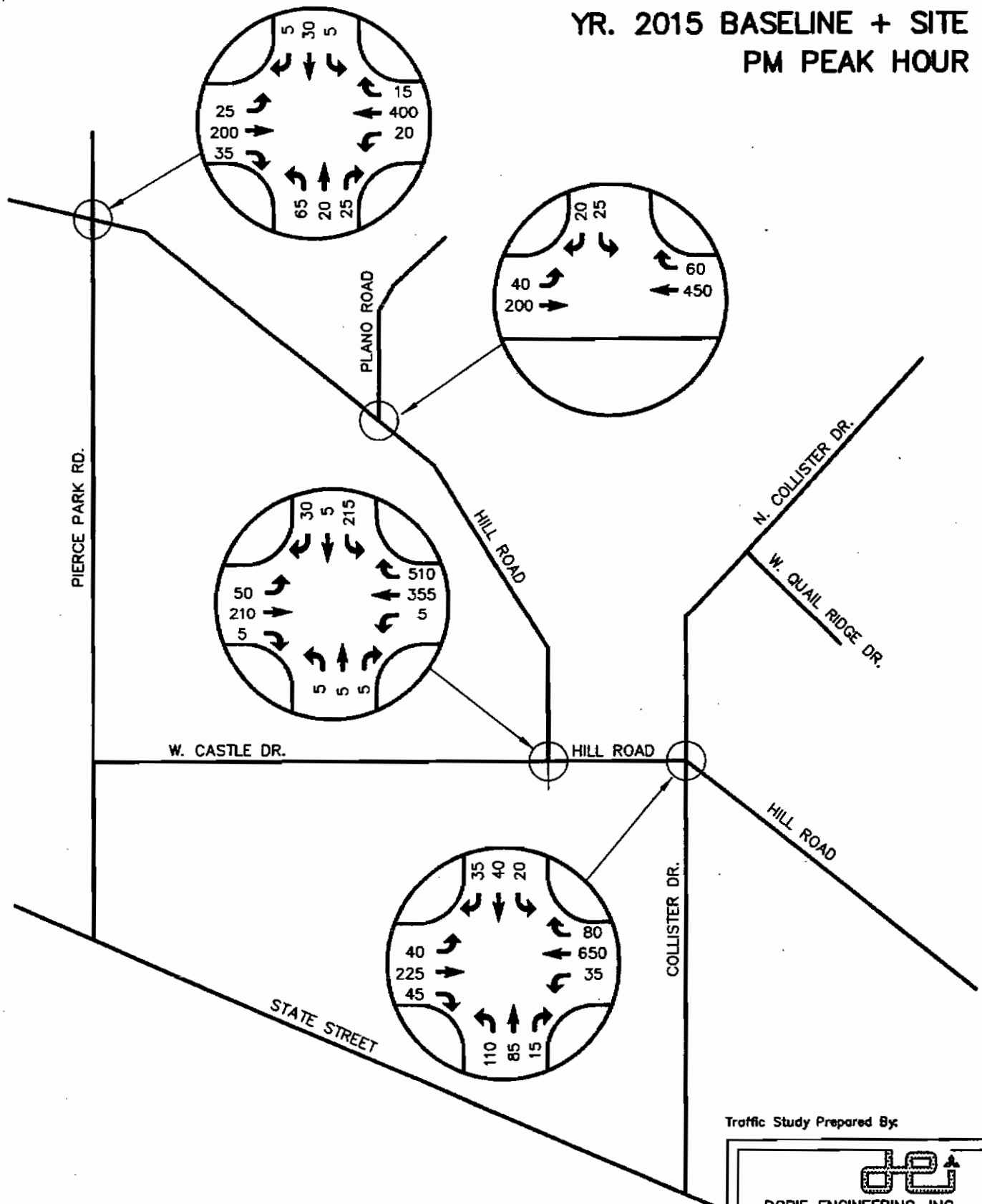


FIGURE 4

FOOTHILLS SUBDIVISION
YR. 2015 BASELINE + SITE
PM PEAK HOUR



Traffic Study Prepared By:



DOBIE ENGINEERING, INC.

777 Northshore Dr. Boise, ID 83702 345-3280

Capacity Analysis

A capacity analysis and a level of service calculation were prepared to evaluate the future site traffic conditions at the project entrances at Plano Road and at the arterial intersections with Hill Road. Assumed in the analysis were year 2015 baseline traffic volumes plus new site-generated traffic from the Foothills Subdivision. This analysis was based on the procedures and methodologies developed in the *Highway Capacity Manual* (TRB Report 209.)

It was assumed that the capital improvements projects included in the ACHD CIP, as previously identified in this report, would be completed by 2015.

Capacity Analysis: ACHD System Road Intersections

Projected future traffic volumes at the project intersections are shown in Figure 4. The findings of this analysis for the Hill Road arterial intersections are summarized in Table 6.

Table 6

Level of Service Analysis
Hill Road Intersections
Peak Hour - 2015

<u>Approaches:</u>	<u>Hill/Pierce Park</u> <u>Exist</u>	<u>Hill/Collister</u> <u>Exist</u>	<u>Improved</u>	<u>Hill/Castle</u> <u>Exist</u>	<u>Improved</u>
Eastbound	B	C	A	B	B
Westbound	B	F	A	A	A
Northbound	B	C	D	C	B
Southbound	A	B	C	E	C

These findings indicate that the Hill Road intersections will function within acceptable standards with minimal congestion or traffic safety concerns. Refer to Appendix C for details of the calculations. The Hill/Collister intersection will reach its capacity with all-way stop control. Converting the operation to two-way stop control will be needed to maintain operating efficiency.

Presented in Table 7 are the results of level of service calculations for the Hill Road/Plano Road intersection. Service level standards were calculated for the buildout year 2015 PM peak hour site traffic conditions. Details of the calculations are attached in Appendix C.

Table 7

LOS Analysis at Hill/Plano Road Intersection
Buildout Year Traffic Volumes

<u>Approach</u>	<u>Hill/Plano</u>
Southbound	B
Eastbound	A
Westbound	A

This analysis indicates that the overall level of service at the main site entrance is within the acceptable capacity range with the existing traffic lanes.

Capacity Analysis: ACHD Roads

The capacities of the adjacent ACHD system roads, shown in Table 8, were calculated for long-range projected traffic (2030) which would include site-generated traffic from the Foothills Subdivision plus regional growth in the COMPASS Transportation Planning Model. (Reference Appendix D).

*Table 8***System Capacity – Site Traffic Conditions**

<u>Location:</u>	<u>VPH</u>	<u>#Lanes</u>	<u>Vol./Cap.</u>	<u>LOS</u>
Hill Road East of Pierce Park	9,100	2	0.55	A
Hill Road East of Hill Road	12,400	3	0.626	B
Castle Drive West of Hill Road	3,900	2	0.35	A
Pierce Park South of Hill Road	8,000	2	0.71	C

ACHD system roads adjacent to the site will not require additional capacity to accommodate projected regional traffic growth. In order to safely accommodate projected traffic through the year 2030, Hill Road will require the 3-lane section now included in the ACHD CIP. Pierce Park and Collister will maintain adequate capacity with existing 2-lane geometry.

Capacity Analysis: Lane Geometry at Plano/Hill Intersection

The need for left-turn auxiliary lane improvements on Hill Road at the Plano Road intersection was evaluated to determine what improvements would be needed to serve the development. Year 2015 PM hour traffic conditions were evaluated. (Reference Appendix D).

Table 9

Auxiliary Lane Warrants @ 35mph

<u>Movement</u>	<u>Through Volume</u>	<u>Turning Volume</u>	<u>Allowable Volume</u>	<u>Warrant Met</u>
RT Lane	200vph	60	70vph	No
LT Lane	200 vph	40	65 vph	No

Based on the evaluation criteria contained in the AASHTO design guidelines, Hill Road does not require either a right-turn or a left-turn lane because of the relatively low turning movement volume. However, a left-turn bay is desirable from a safety and convenience standpoint and should be considered when the roadway is reconstructed as a 3-lane section.

Internal Circulation

The subdivision streets will be constructed to with a 29-ft. urban section, a 40-ft. right-of-way and a single 5-ft. sidewalk. The maximum grade will be 10%. In addition, a gated 20-ft. wide fire lane is proposed to link the Collister lots with the Plano Road lots.

Because traffic volumes on the internal streets will be less than 1,000 vpd, residential collector-type improvements are not warranted.

Plano Road Improvements

The existing segment of Plano Road between Hill Road and the second site access will be improved to ACHD residential street standards. Total projected traffic volumes on Plano Road will be less than 1,500 vpd at full buildout of the Foothills Subdivision.



APPENDIX

APPENDIX A

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	P. DOBIE		Intersection	HILL RD./CASTLE DR.			
Agency/Co.	DEI		Jurisdiction	ACHD			
Date Performed	3/9/2007		Analysis Year	2007 (EXISTING)			
Analysis Time Period	PM						
Project Description Foothills Subdivision							
East/West Street: CASTLE DRIVE			North/South Street: HILL ROAD				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	20	153	2	3	260	346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	21	161	2	3	273	364	
Proportion of heavy vehicles, P_{HV}	2	-	-	2	-	-	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	1	
Configuration	LTR			LT		R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	3	1	143	1	18	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	0	3	1	150	1	18	
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LT		LTR			LTR
Volume, v (vph)	21	3		4			169
Capacity, c_m (vph)	947	1416		350			498
v/c ratio	0.02	0.00		0.01			0.34
Queue length (95%)	0.07	0.01		0.03			1.49
Control Delay (s/veh)	8.9	7.5		15.4			15.9
LOS	A	A		C			C
Approach delay (s/veh)	-	-		15.4			15.9
Approach LOS	-	-		C			C

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	P. DOBIE	Intersection	HILL/PIERCE PARK
Agency/Co.	DEI	Jurisdiction	ACHD
Date Performed	3/9/2007	Analysis Year	2007 (EXISTING)
Analysis Time Period	PM		

Project ID FOOTHILLS SUBDIVISION

East/West Street: HILL ROAD

North/South Street: PIERCE PARK DR.

Volume Adjustments and Site Characteristics

Approach		Eastbound			Westbound		
Movement		L	T	R	L	T	R
Volume		17	130	27	5	288	12
%Thrus Left Lane		50			50		
Approach		Northbound			Southbound		
Movement		L	T	R	L	T	R
Volume		49	15	8	4	23	2
%Thrus Left Lane		50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	181		320		74		30	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.7		0.1	
Prop. Right-Turns	0.2		0.0		0.1		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.50		4.50		4.50		4.50	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.16		0.28		0.07		0.03	
hd, final value	4.50		4.50		4.50		4.50	
x, final value	0.23		0.39		0.11		0.04	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.5		2.5		2.5		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	431		570		324		280	
Delay	8.81		10.21		8.82		8.42	
LOS	A		B		A		A	
Approach: Delay	8.81		10.21		8.82		8.42	
LOS	A		B		A		A	
Intersection Delay	9.53							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst P. DOBIE
 Agency/Co. DEI
 Date Performed 3/9/2007
 Analysis Time Period PM

Site Information

Intersection HILL/COLLISTER
 Jurisdiction ACHD
 Analysis Year 2007 (EXISTING)

Project ID FOOTHILLS SUBDIVISION

East/West Street HILL ROAD

North/South Street COLLISTER DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	26	155	30	25	463	54		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	68	61	12	12	25	23		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	221		569		147		62	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.5		0.2	
Prop. Right-Turns	0.1		0.1		0.1		0.4	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.32		5.32		5.32		5.32	

Departure Headway and Service Time

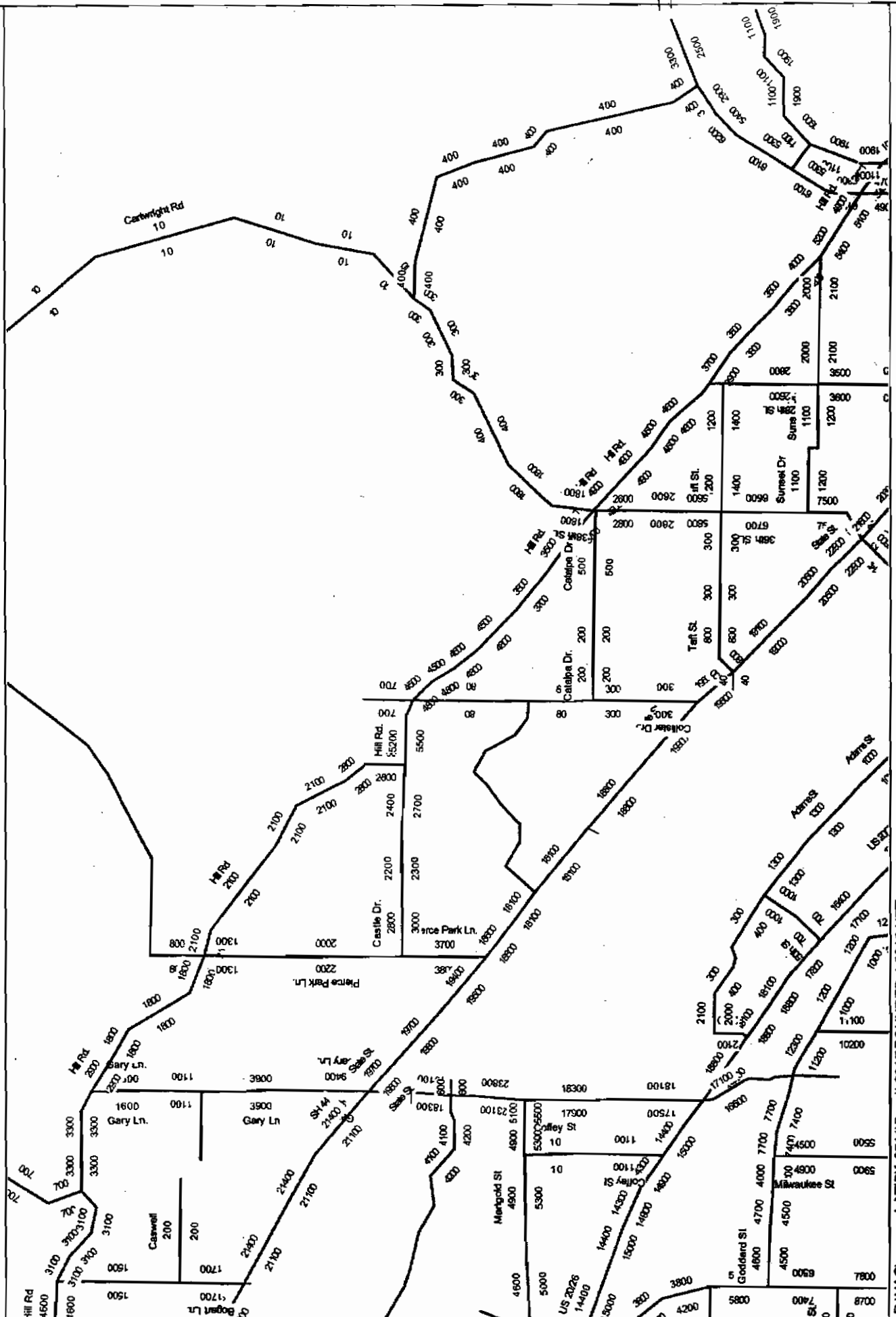
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.20		0.51		0.13		0.06	
hd, final value	5.32		5.32		5.32		5.32	
x, final value	0.33		0.77		0.25		0.10	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.3		3.3		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	471		727		397		312	
Delay	10.88		22.35		11.13		9.80	
LOS	B		C		B		A	
Approach: Delay	10.88		22.35		11.13		9.80	
LOS	B		C		B		A	
Intersection Delay	17.39							
Intersection LOS	C							

APPENDIX B

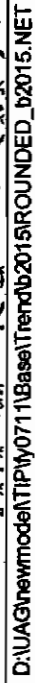
2015 Builg. 2015 Network with 2015 Community Choices Demographics, FY 2007-2011
3/8/2007



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3/8/2007



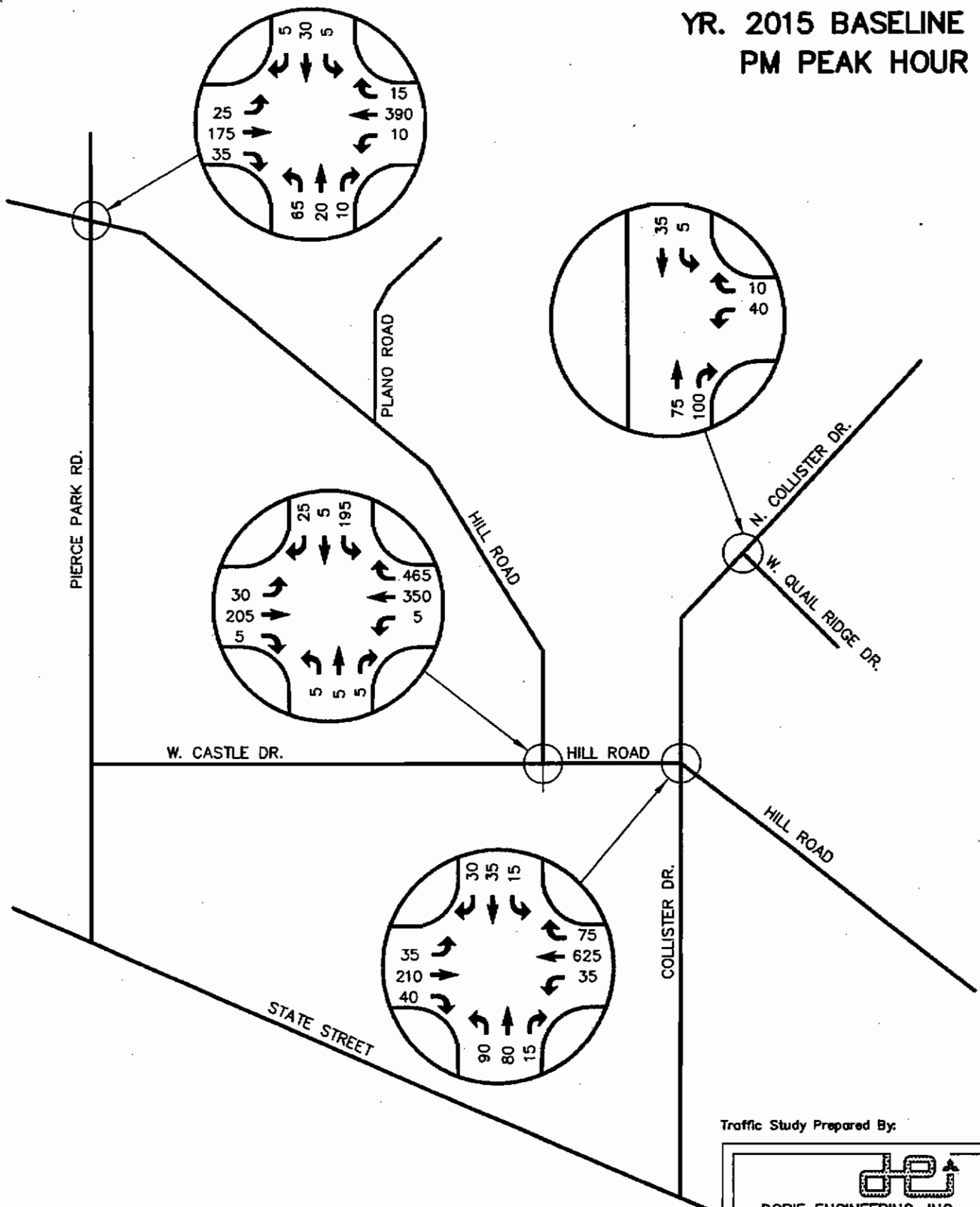
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APPENDIX B

FOOTHILLS SUBDIVISION

YR. 2015 BASELINE

PM PEAK HOUR



Traffic Study Prepared By:



DOBIE ENGINEERING, INC.

777 Hearshstone Dr. Boise, ID 83702 345-3290

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	P. DOBIE	Intersection	HILL/COLLISTER
Agency/Co.	DEI	Jurisdiction	ACHD
Date Performed	3/9/2007	Analysis Year	2015 (BASELINE)
Analysis Time Period	PM		

Project ID FOOTHILLS SUBDIVISION

East/West Street: HILL ROAD

North/South Street: COLLISTER DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Volume	35	210	40	35	625	75
%Thrus Left Lane	50			50		
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Volume	90	80	15	15	35	30
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	299		771		193		82	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.5		0.2	
Prop. Right-Turns	0.1		0.1		0.1		0.4	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.98		5.98		5.98		5.98	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.27		0.69		0.17		0.07	
hd, final value	5.98		5.98		5.98		5.98	
x, final value	0.50		1.16		0.37		0.16	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.0		4.0		4.0		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	549		771		443		332	
Delay	14.74		109.34		13.84		11.38	
LOS	B		F		B		B	
Approach: Delay	14.74		109.34		13.84		11.38	
LOS	B		F		B		B	
Intersection Delay	68.63							
Intersection LOS	F							

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	P. DOBIE			Intersection	HILL RD./COLLISTER DR.		
Agency/Co.	DEI			Jurisdiction	ACHD		
Date Performed	3/9/2007			Analysis Year	2015 (BASELINE)		
Analysis Time Period	PM						
Project Description Foothills Subdivision							
East/West Street: HILL ROAD				North/South Street: COLLISTER DR.			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	35	210	40	35	625	75	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	36	221	42	36	657	78	
Proportion of heavy vehicles, P_{HV}	2	-	-	2	-	-	
Median type	Raised curb						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	90	80	15	15	35	30	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	94	84	15	15	36	31	
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	L		TR	L	TR
Volume, v (vph)	36	36	94		99	15	67
Capacity, c_m (vph)	870	1301	268		369	354	408
v/c ratio	0.04	0.03	0.35		0.27	0.04	0.16
Queue length (95%)	0.13	0.09	1.52		1.07	0.13	0.58
Control Delay (s/veh)	9.3	7.8	25.5		18.3	15.6	15.5
LOS	A	A	D		C	C	C
Approach delay (s/veh)	-	-	21.8		15.6		
Approach LOS	-	-	C		C		

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst P. DOBIE
 Agency/Co. DEI
 Date Performed 3/9/2007
 Analysis Time Period PM (IMPROVED)

Site Information

Intersection HILL/COLLISTER
 Jurisdiction ACHD
 Analysis Year 2015 (BASELINE)

Project ID FOOTHILLS SUBDIVISION

East/West Street: HILL ROAD

North/South Street: COLLISTER DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	35	210	40	35	625	75
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	90	80	15	15	35	30
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	LTR	
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Flow Rate	36	263	36	735	94	99	82	
% Heavy Vehicles	2	2	2	2	2	2	2	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	0.2	
Prop. Right-Turns	0.0	0.2	0.0	0.1	0.0	0.2	0.4	
Prop. Heavy Vehicle								
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.96	6.96	6.96	6.96	6.96	6.96	6.96	

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.23	0.03	0.65	0.08	0.09	0.07	
hd, final value	6.96	6.96	6.96	6.96	6.96	6.96	6.96	
x, final value	0.07	0.46	0.06	1.21	0.20	0.20	0.17	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.7	4.0	4.7	4.0	4.7	4.0	4.7	4.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	286	513	286	735	344	349	332	
Delay	10.18	14.38	9.65	128.81	12.49	11.66	11.53	
LOS	B	B	A	F	B	B	B	
Approach: Delay	13.87		123.24		12.07		11.53	
LOS	B		F		B		B	
Intersection Delay	76.17							
Intersection LOS	F							

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	P. DOBIE		Intersection	HILL RD./CASTLE DR.
Agency/Co.	DEI		Jurisdiction	ACHD
Date Performed	3/9/2007		Analysis Year	2015 (BASELINE)
Analysis Time Period	PM			

Project Description: FOOTHILLS SUBDIVISION

East/West Street: CASTLE DRIVE

North/South Street: HILL ROAD

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	205	5	5	350	465
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	31	215	5	5	368	489
Proportion of heavy vehicles, P_{HV}	2	—	—	2	—	—
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	1
Configuration	LTR			LT		R
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	5	5	195	5	25
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	5	5	5	205	5	26
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LT		LTR			LTR	
Volume, v (vph)	31	5		15			236	
Capacity, c_m (vph)	783	1349		277			371	
v/c ratio	0.04	0.00		0.05			0.64	
Queue length (95%)	0.12	0.01		0.17			4.20	
Control Delay (s/veh)	9.8	7.7		18.7			30.2	
LOS	A	A		C			D	
Approach delay (s/veh)	—	—		18.7			30.2	
Approach LOS	—	—		C			D	

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	P. DOBIE		Intersection	HILL RD./CASTLE DR.			
Agency/Co.	DEI		Jurisdiction	ACHD			
Date Performed	3/9/2007		Analysis Year	2015 (BASELINE)			
Analysis Time Period	PM (IMPROVED LANES)						
Project Description: Foothills Subdivision							
East/West Street: CASTLE DRIVE			North/South Street: HILL ROAD				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	30	205	5	5	350	465	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	31	215	5	5	368	489	
Proportion of heavy vehicles, P_{HV}	2	—	—	2	—	—	
Median type	Raised curb						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	1	
Configuration	LTR			LT		R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	5	5	5	195	5	25	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	5	5	5	205	5	26	
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	1	1	0	
Configuration		LTR		L		TR	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LT		LTR		L	TR
Volume, v (vph)	31	5		15		205	31
Capacity, c_m (vph)	783	1349		443		582	655
v/c ratio	0.04	0.00		0.03		0.35	0.05
Queue length (95%)	0.12	0.01		0.10		1.58	0.15
Control Delay (s/veh)	9.8	7.7		13.4		14.5	10.8
LOS	A	A		B		B	B
Approach delay (s/veh)	—	—	13.4			14.0	
Approach LOS	—	—	B			B	

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst P. DOBIE
 Agency/Co. DEI
 Date Performed 3/9/2007
 Analysis Time Period PM

Site Information

Intersection HILL/PIERCE PARK
 Jurisdiction ACHD
 Analysis Year 2015 (BASELINE)

Project ID FOOTHILLS SUBDIVISION

East/West Street: HILL ROAD

North/South Street: PIERCE PARK DR.

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	25	175	35	10	390	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	65	20	10	5	30	5
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	246		435		99		41	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.7		0.1	
Prop. Right-Turns	0.1		0.0		0.1		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.81		4.81		4.81		4.81	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.22		0.39		0.09		0.04	
hd, final value	4.81		4.81		4.81		4.81	
x, final value	0.33		0.56		0.16		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.8		2.8		2.8		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	496		685		349		291	
Delay	10.16		13.43		9.77		9.11	
LOS	B		B		A		A	
Approach: Delay	10.16		13.43		9.77		9.11	
LOS	B		B		A		A	
Intersection Delay	11.79							
Intersection LOS	B							

APPENDIX C

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	P. DOBIE	Intersection	HILL/COLLISTER
Agency/Co.	DEI	Jurisdiction	ACHD
Date Performed	3/9/2007	Analysis Year	2015 (BASE + SITE)
Analysis Time Period	PM		

Project ID Foothills Subdivision

East/West Street: HILL ROAD

North/South Street: COLLISTER DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	40	225	45	35	650	80		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	110	85	15	20	40	35		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	325		804		219		99	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.0		0.5		0.2	
Prop. Right-Turns	0.1		0.1		0.1		0.4	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.23		6.23		6.23		6.23	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.29		0.71		0.19		0.09	
hd, final value	6.23		6.23		6.23		6.23	
x, final value	0.56		1.28		0.43		0.20	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.2		4.2		4.2		4.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	562		804		469		349	
Delay	16.96		155.81		15.32		12.13	
LOS	C		F		C		B	
Approach: Delay	16.96		155.81		15.32		12.13	
LOS	C		F		C		B	
Intersection Delay	93.53							
Intersection LOS	F							

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	P. DOBIE		Intersection	HILL RD./COLLISTER DR.			
Agency/Co.	DEI		Jurisdiction	ACHD			
Date Performed	3/9/2007		Analysis Year	2015 (BASE + SITE)			
Analysis Time Period	PM						
Project Description: FOOTHILLS SUBDIVISION							
East/West Street: HILL ROAD			North/South Street: COLLISTER DR.				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	40	225	45	35	650	80	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	42	236	47	36	684	84	
Proportion of heavy vehicles, P_{HV}	2	-	-	2	-	-	
Median type	Raised curb						
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	110	85	15	20	40	35	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	115	89	15	21	42	36	
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	1	1	0	1	1	0	
Configuration	L		TR	L		TR	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L	L		TR	L	TR
Volume, v (vph)	42	36	115		104	21	78
Capacity, c_m (vph)	846	1279	238		349	337	393
v/c ratio	0.05	0.03	0.48		0.30	0.06	0.20
Queue length (95%)	0.16	0.09	2.42		1.22	0.20	0.73
Control Delay (s/veh)	9.5	7.9	33.5		19.6	16.4	16.4
LOS	A	A	D		C	C	C
Approach delay (s/veh)	-	-	26.9			16.4	
Approach LOS	-	-	D			C	

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	P. DOBIE			Intersection	HILL/PIERCE PARK		
Agency/Co.	DEI			Jurisdiction	ACHD		
Date Performed	3/9/2007			Analysis Year	2015 (BASE + SITE)		
Analysis Time Period	PM						
Project ID FOOTHILLS SUBDIVISION							
East/West Street: HILL ROAD				North/South Street: PIERCE PARK DR.			
Volume Adjustments and Site Characteristics							
Approach	Eastbound			Westbound			
Movement	L	T	R	L	T	R	
Volume	25	200	35	20	400	15	
%Thrus Left Lane	50			50			
Approach	Northbound			Southbound			
Movement	L	T	R	L	T	R	
Volume	65	20	25	5	30	5	
%Thrus Left Lane	50			50			
	Eastbound		Westbound		Northbound		Southbound
	L1	L2	L1	L2	L1	L2	L1
Configuration	LTR		LTR		LTR		LTR
PHF	0.95		0.95		0.95		0.95
Flow Rate	272		457		115		41
% Heavy Vehicles	2		2		2		2
No. Lanes	1		1		1		1
Geometry Group	1		1		1		1
Duration, T	0.25						
Saturation Headway Adjustment Worksheet							
Prop. Left-Turns	0.1		0.0		0.6		0.1
Prop. Right-Turns	0.1		0.0		0.2		0.1
Prop. Heavy Vehicle							
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.92		4.92		4.92		4.92
Departure Headway and Service Time							
hd, initial value	3.20		3.20		3.20		3.20
x, initial	0.24		0.41		0.10		0.04
hd, final value	4.92		4.92		4.92		4.92
x, final value	0.37		0.60		0.18		0.07
Move-up time, m	2.0		2.0		2.0		2.0
Service Time	2.9		2.9		2.9		2.9
Capacity and Level of Service							
	Eastbound		Westbound		Northbound		Southbound
	L1	L2	L1	L2	L1	L2	L1
Capacity	522		707		365		291
Delay	10.81		14.72		10.05		9.32
LOS	B		B		B		A
Approach: Delay	10.81		14.72		10.05		9.32
LOS	B		B		B		A
Intersection Delay	12.66						
Intersection LOS	B						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	P. DOBIE		Intersection	HILL RD./CASTLE DR.			
Agency/Co.	DEI		Jurisdiction	ACHD			
Date Performed	3/9/2007		Analysis Year	2015 (BASE + SITE)			
Analysis Time Period	PM						
Project Description Foothills Subdivision							
East/West Street: CASTLE DRIVE			North/South Street: HILL ROAD				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	50	210	5	5	355	510	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	52	221	5	5	373	536	
Proportion of heavy vehicles, P_{HV}	2	—	—	2	—	—	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	1	
Configuration	LTR			LT		R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	5	5	5	215	5	30	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate (veh/h)	5	5	5	226	5	31	
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LT		LTR			LTR
Volume, v (vph)	52	5		15			262
Capacity, c_m (vph)	749	1342		237			335
v/c ratio	0.07	0.00		0.06			0.78
Queue length (95%)	0.22	0.01		0.20			6.35
Control Delay (s/veh)	10.2	7.7		21.2			45.4
LOS	B	A		C			E
Approach delay (s/veh)	—	—	21.2			45.4	
Approach LOS	—	—	C			E	

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	P. DOBIE		Intersection	HILL RD./CASTLE DR.
Agency/Co.	DEI		Jurisdiction	ACHD
Date Performed	3/9/2007		Analysis Year	2015 (BASE + SITE)
Analysis Time Period	PM — IMP			

Project Description Foothills Subdivision

East/West Street: CASTLE DRIVE

North/South Street: HILL ROAD

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	50	210	5	5	355	510
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	52	221	5	5	373	536
Proportion of heavy vehicles, P_{HV}	2	—	—	2	—	—
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	1	0	0	1	1
Configuration	LTR			LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	5	5	215	5	30
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	5	5	5	226	5	31
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LT		LTR		L		TR
Volume, v (vph)	52	5		15		226		36
Capacity, c_m (vph)	749	1342		400		549		649
v/c ratio	0.07	0.00		0.04		0.41		0.06
Queue length (95%)	0.22	0.01		0.12		2.00		0.18
Control Delay (s/veh)	10.2	7.7		14.4		16.1		10.9
LOS	B	A		B		C		B
Approach delay (s/veh)	—	—	14.4			15.4		
Approach LOS	—	—	B			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	P. DOBIE	Intersection	HILL RD./PLANO RD.
Agency/Co.	DEI	Jurisdiction	ACHD
Date Performed	3/9/2007	Analysis Year	2015 (BASE + SITE)
Analysis Time Period	PM		

Project Description Foothills Subdivision

East/West Street: HILL ROAD

North/South Street: PLANO ROAD

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	40	200	0	0	450	60
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	42	210	0	0	473	63
Proportion of heavy vehicles, P_{HV}	2	—	—	2	—	—
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				25	0	20
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	0	0	0	26	0	21
Proportion of heavy vehicles, P_{HV}	2	2	2	2	2	2
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

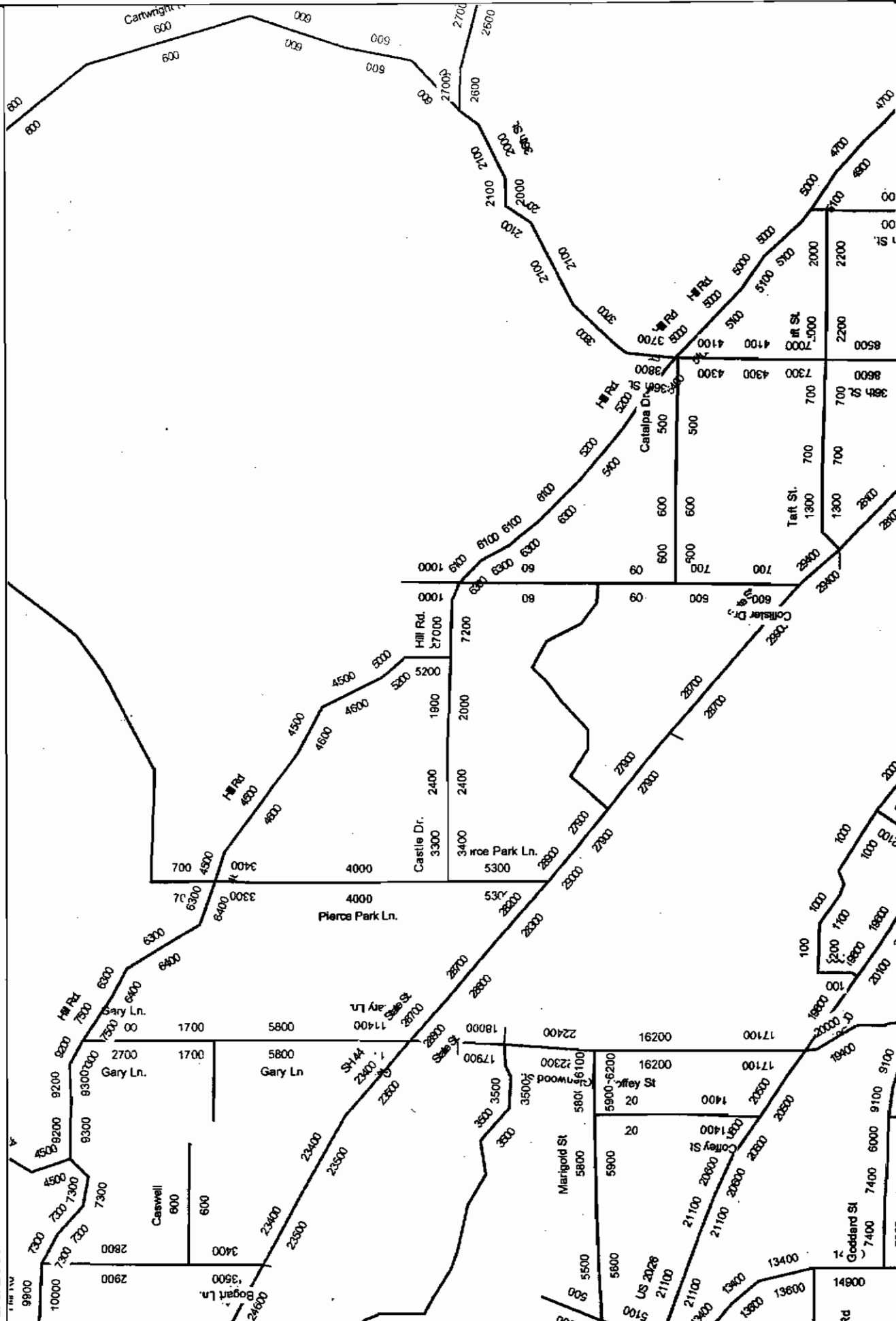
Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	42						47	
Capacity, c_m (vph)	1032						432	
v/c ratio	0.04						0.11	
Queue length (95%)	0.13						0.36	
Control Delay (s/veh)	8.6						14.3	
LOS	A						B	
Approach delay (s/veh)	—	—					14.3	
Approach LOS	—	—					B	

APPENDIX D

2030 Build: 2030 Network with 2030 Trend Demographics

3/8/2007

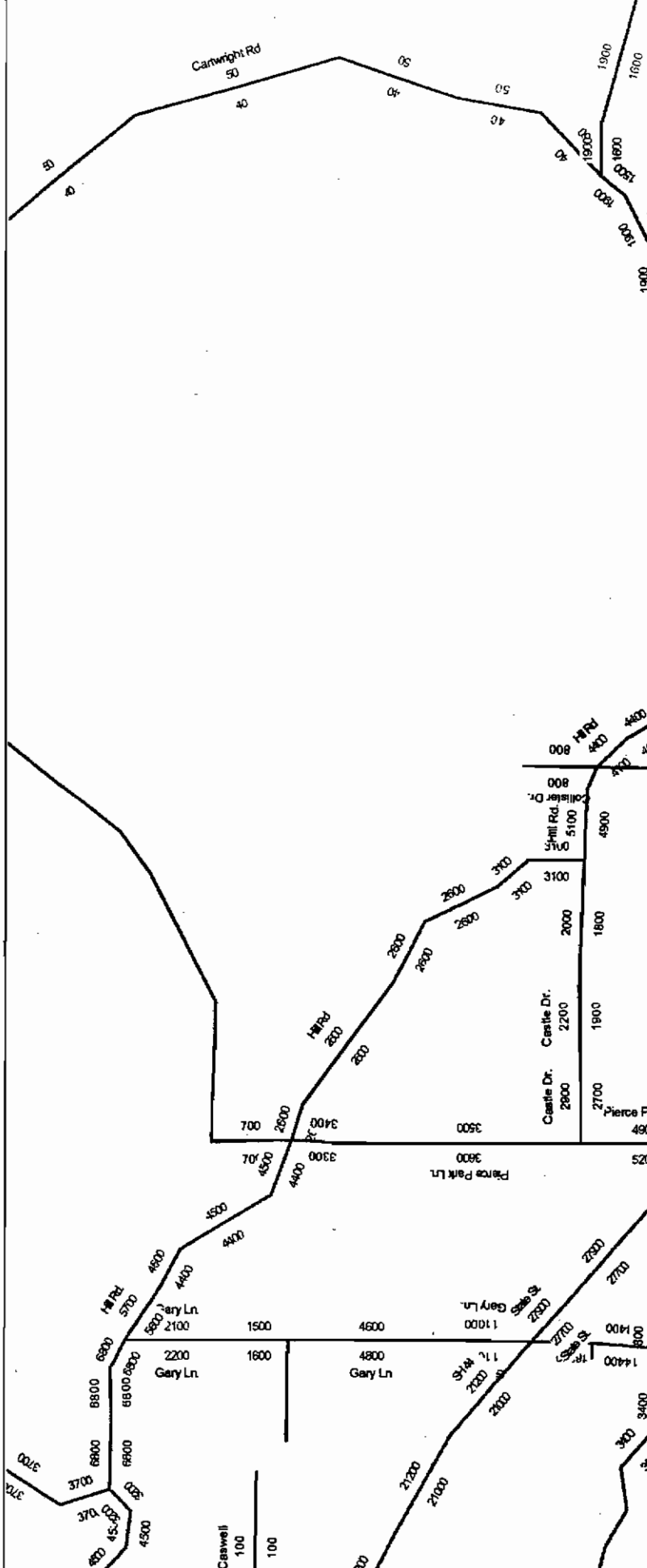


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Licensed to Community Planning Association

2030 Build: 2030 Network with 2030 Community Choices Demographics, Total Volume Forecast 3/8/2007



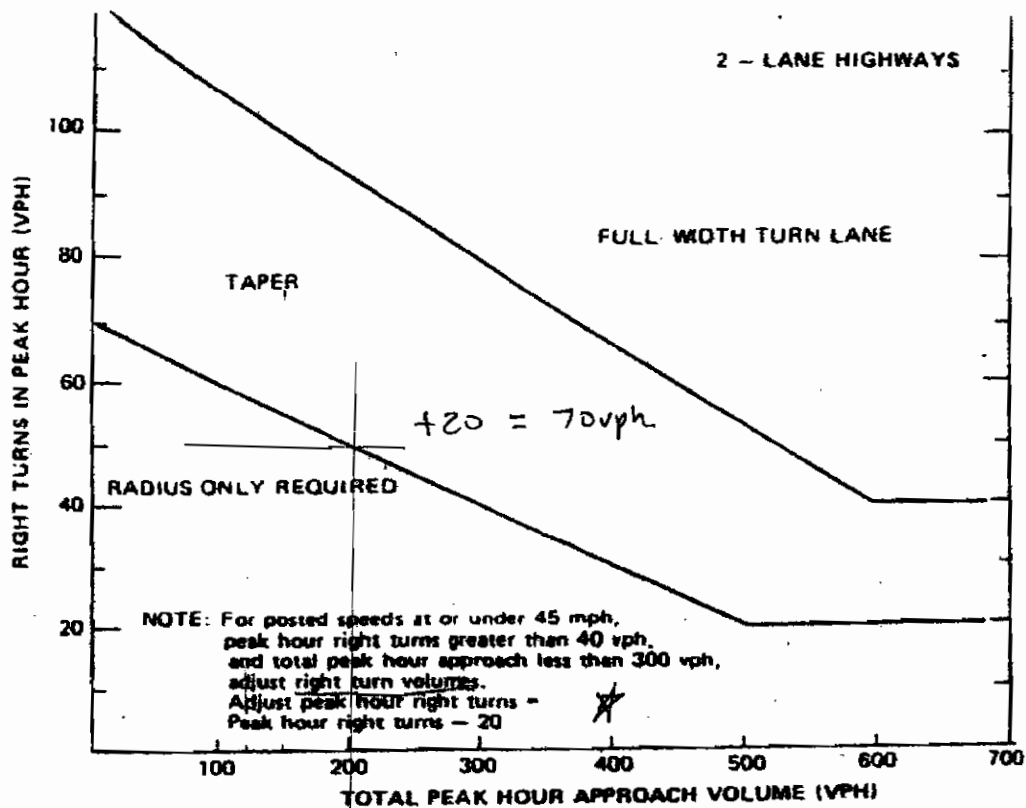


Table 9-10. Guide for left turn lanes for 2-lane highways. (Source: American Association of State Highway and Transportation Officials, *A Policy on Geometric Design for Highways and Streets*, 1990)

Opposing Volume (Veh./Hr.)	Advancing Volume (vehicles per hour)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40-mph Operating Speed				
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340
50-mph Operating Speed				
800	280	210	165	135
600	350	260	195	170
400	430	320	240	210
200	550	400	300	270
100	615	445	335	295
60-mph Operating Speed				
800	230	170	125	115
600	290	210	160	140
400	365	270	200	175
200	450	330	250	215
100	505	370	275	240

Plano Road Fire Prevention Plan

- The Plano Road Subdivision shall comply with the fire protection measures required by Section 11-06-05.07.05(A)(6) of the Boise City Code in order to reduce the threat of wildfires and shall be incorporated into the design in accordance with *Uniform Fire Code* and *Boise City Code* Title 7. Such measures shall include internal residential sprinkling systems, defensible space for the structures and the provision of safe evacuation routes for residents in case of wildfire.
- Emergency access for evacuation of residents and for access by emergency service personnel shall be provided as illustrated on the preliminary plat.
- The applicant will incorporate into it's CC&R's (see Annexation & Development Agreement Section 5.2.2) the fire protection measures required by Section 11-06-05.07.05.A.6 of the Boise City Code in order to reduce the threat of wildfires and will be included in the design in accordance with the *Uniform Fire Code* and *Boise City Code* Title 7.
- Fire hydrants will be installed in a manner and locations approved by the Boise Fire Department consistent with the Boise city Code.
- Require all residential structures within the subdivision to be constructed utilizing construction materials, including roofing compliant with Boise City's requirements for fire resistant roofing materials.

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Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Planning Division Transmittal

File Number CAROT-00042, CUPOT-00084/CFH07-22 Hearing Date _____

X-Reference _____

Address 6890 N. PLANO ROAD

Applicant CAPITAL DEVELOPMENT, INC.

☒ Planning & Zoning ☐ Hearing Examiner

☐ Design Review ☐ Staff Level _____

Transmittal Date _____

Please forward your comments regarding this application to the Planning Division at least **10 Calendar Days** prior to the above scheduled Planning & Zoning, Hearing Examiner or Design Review date so that your comments can be included in the staff report. If this is a Staff Level, please comment within **7 Calendar Days** of the transmittal date.

Boise City

- ☒ Police: Curt Crum
- ☒ Fire: David S. Miller
- ☒ Public Works: Ivan Butterfield
- ☒ Public Works: Catherine Chertudi
- ☒ Public Works: Barbara Edney
- ☒ Parks: Cheyne Weston
- ☒ Forestry: Brian Jorgenson
- ☐ City Clerk
- ☐ Airport: Director's Office
- ☒ Building: Marlene Southard
- ☒ Library: Stephen Cottrell
- ☒ DFM: Terry Lema
- ☒ Parking Control
- ☒ Parks(Trails FCAC): Paul Woods
- ☐ Legal: Mary Elizabeth Watson

Ada County

- ☒ ACHD: Lori Den Hartog
- ☐ County Commissioners
- ☒ Sheriff Dispatch
- ☒ Development Services
- ☒ COMPASS: Ryan Head
- ☐ Parks & Waterways: Pat Beale

Idaho State

- ☐ Transportation District III
- ☐ Division of Public Works
- ☐ Dept. of Water Resources
- ☐ Historical Society
- ☐ Fish & Game (Region III)
- ☐ Dept. of Lands
- ☐ Dept. of Parks & Recreation
- ☐ Dept. of H & W: Env. Quality

Federal

- ☐ Bureau of Land Management
- ☒ Fish & Wildlife Service
- ☐ EPA
- ☐ Army Corp of Engineers
- ☐ Conservation Service
- ☐ Other: _____

Schools

- ☒ Boise School District
- ☐ Meridian School District
- ☐ Boise State University

Sewer Districts

- ☐ West Boise Sewer
- ☐ Northwest Boise City
- ☐ Bench Sewer District
- ☐ Owyhee Sewer District

Utilities

- ☒ Idaho Power (2)
- ☒ Qwest Communications
- ☒ United Water Corporation
- ☐ Chevron Pipeline
- ☐ Capitol Water Corporation

Irrigation Districts

- ☐ Nampa & Meridian
- ☐ New York Irrigation
- ☐ Boise City Canal
- ☐ Boise Valley
- ☐ South Boise Water Co.
- ☐ S. Boise Mutual Irrigation Co.
- ☒ Bureau of Reclamation
- ☐ Board of Control
- ☐ Drainage District # _____
- ☐ Other _____

Miscellaneous

- ☐ Capital City Develop. Corp (2)
- ☐ Cole-Collister Fire District
- ☐ Union Pacific Railroad
- ☐ Central District Health
- ☐ City of Garden City
- ☐ City of Meridian
- ☐ City of Eagle
- ☒ Am. Institute of Architects
- ☐ Valley Regional Transit: Kelli Fairless
- ☐ Other _____

Public Works

- ☒ Jim Wyllie
- ☒ Terry Records

Planning Division

- ☒ Dave Abo
- ☐ Design Review
- ☒ Permit Plan
- ☒ Kathleen/Stacey

Neighborhood Groups

- ☐ Boise Heights
- ☐ Borah
- ☐ Central Bench
- ☐ Central Foothills
- ☒ Central Rim
- ☒ Collister
- ☐ Depot Bench
- ☐ Downtown
- ☐ East End
- ☐ Harrison Boulevard
- ☐ Harris Ranch
- ☐ Highlands
- ☐ Hillcrest
- ☐ Maple Grove - Franklin
- ☐ Mesa
- ☐ Morris Hill
- ☐ North End
- ☐ Northwest
- ☐ Pierce Park
- ☒ Pioneer
- ☒ Quail Ridge
- ☐ Riverland East
- ☐ South Boise Village
- ☐ Southeast
- ☐ Stewart Gulch
- ☐ Sunrise Rim
- ☐ Sunset
- ☐ SW Ada County Alliance
- ☐ Veterans Park
- ☐ Vista
- ☐ Warm Springs Estates
- ☐ West Bench
- ☐ West Cloverdale
- ☐ West Downtown
- ☐ West Valley



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3833
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

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Conditional Use Application

PLANNING & DEVELOPMENT
SERVICES

This box for office use only

File #: CUP07-00084

Fee: 2237

Cross Referenced File(s): CAP07-00042
CPH07-00022

Zone(s): RP

Are Pre-Application materials attached? ☐ Yes ☐ No

The application is a request to construct, add or change the use of the property as follows:

CUP for a 148 dwelling unit is part of
POP in foothills.
also submit annex, hillside and Subdivision.

☐ Commission Level ☒ Planned Development ☐ Special Exception ☐ Other: _____

Note: When an application has been submitted, it will be reviewed in order to determine compliance with application requirements. It will not be accepted if it is not complete. A hearing date will be scheduled only after an application has been accepted as complete.

AAJES CANYON POINT DEVELOPMENT, LLC

(801) 924-1777

Applicant: CAPITAL DEVELOPMENT

Phone: 377-3939

☒ Owner ☐ Purchaser ☐ Lessee ☐ Renter

Applicant's Address: 3750 W. 500 S., SALT LAKE CITY, UT
6200 N. MEEKER PL., BOISE, ID

84104

Zip: 83713

Agent/Representative: STEWART LAND GROUP

(801) 263-9187

Phone: 263-9126

Agent/Representative's Address: 6995 S. UNION PARK CTR.
MIDVALE, UT

Zip: 84047

Contact Person (if different from above): KERRY WINN - STEWART LAND GROUP

Zip: _____

Phone: CELL (801) 573-7265

Address of Subject Property: 6890
6296 N. PLANO RD., BOISE, ID 83703

Mapping Division must initial here CP to signify address verification.

Property description (Lot, Block & Subdivision name or recorded deed with a metes and bounds description):

SEE ENCLOSED

Parcel Number: SEE ENCLOSED

Section: 17, 18, 19, 20 Township: 4N Range: 2E Quarter: NW 1/4, SW

CUP 07 00084

- 333
 1. Size of property (square feet and/or acres): 323.86 acres
2. Water Issues:
- a. What are your fire flow requirements? 1,000 GPM @ 3600 SF.
 (Please see Appendix 111-A of Uniform Fire Code)
- b. What volume of water is available? New Water System and Tank Be
 (Contact United Water of Idaho, Inc. at 362-7330)
Constructed.
3. Existing uses and structures on the property are as follows:
Existing Home - To Remain
Land is currently not being used for any uses -
4. Are there any known hazards on or near the property? (such as canals, hazardous material spills, soil or water contamination). If so, describe them and give their locations:
Not found
5. Adjacent properties have the following building types and/or uses:
 North: Residential - 3 HOMES
 South: Residential - SINGLE FAMILY
 East: None - 3 HOMES - RESIDENTIAL - SINGLE FAMILY
 West: Residential - SINGLE FAMILY
6. Maximum proposed structure height(s): NA
 Number of Stories: NA
7. Structures
- NA a. Number of proposed non-residential structures: _____
 Square footage of proposed non-residential structures or additions (if applicable):
- | | Gross Square Feet | Net Leasable Sq. Ft. |
|-----------|-------------------|----------------------|
| 1st Floor | _____ | _____ |
| 2nd Floor | _____ | _____ |
| 3rd Floor | _____ | _____ |
- NA b. Number of existing non-residential structures to remain: 3
 Square footage of existing non-residential structures to remain:
- | | Gross Square Feet | Net Leasable Sq. Ft. |
|-----------|-------------------|----------------------|
| 1st Floor | _____ | _____ |
| 2nd Floor | _____ | _____ |
| 3rd Floor | _____ | _____ |

- c. Number of proposed residential structures (if applicable): _____
- d. Size of proposed residential units (if applicable):

	<u>Number of Units</u>		<u>Sq. Ft. per Unit</u>		<u>Total Sq. Ft</u>
Studio	_____	x	_____	=	_____
One-bedroom	_____	x	_____	=	_____
Two-bedroom	_____	x	_____	=	_____
Three-bedroom	_____	x	_____	=	_____
Total Number	<u>148</u> <u>157</u>	x	<u>?</u>	=	<u>?</u>

Number of existing units to remain: _____

8. Landscaping: Is any proposed? NA - Individual Owners

9. Site Design:

-Percentage of site devoted to building coverage: _____

Percentage of site devoted to landscaping: _____

Percentage of site devoted to paving: _____

Percentage of site devoted to other uses: _____

Describe: Open Space

3%
6%
4.8%
87%
Total: 100%

10. Parking

NA a. Handicapped spaces proposed: _____

Handicapped spaced required: _____

b. Parking spaces proposed: _____

Parking spaces required: _____

c. Bicycle parking spaces proposed: _____

Bicycle parking spaces required: _____

d. Number of compact spaces proposed: _____

Compact spaces required: _____

e. Width(s) of garage door(s): _____

f. Restricted parking spaces proposed: _____

g. Are you proposing off-site parking? NO

h. Are you requesting a shared parking or parking reduction? ND

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Note: If you are requesting a shared parking or parking reduction, you must submit a survey of persons using and working on the premises and any additional information demonstrating that use by the regular employees and visitors to the premises will require fewer off-street parking spaces than required by the Zoning Ordinance.

11. Setbacks: Follow Residential Ord.

	<u>Building Proposed</u>	<u>Required</u>	<u>Parking Proposed</u>	<u>Required</u>
Front	<u>20'</u>	_____	_____	_____
Rear	<u>30'</u>	_____	_____	_____
Side	<u>10'</u>	_____	_____	_____
(St) Side	_____	_____	_____	_____

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12. Exterior NA

Building Materials:

Colors:

Roof _____

Walls _____

Windows/Doors _____

Fascia, Trim, Etc. _____

13. Loading facilities (if proposed): NA

Number & Size: _____

Location: _____

Screening: _____

14. Drainage (proposed method of on-site retention): CATCH BASINS, LARGE Retention Basin

15. Floodways and Hillside

a. Is any portion of this property located in a Floodway or a 100-year Floodplain? NOb. Does any portion of this parcel have slopes in excess of 15%? YES

Note: If either of the above answers to Number 15 is yes, then you will be required to submit an additional Floodplain and/or Hillside application and additional fee. You must submit the additional required application(s) for review at the same time as this request.

16. Airport Influence Area

Is subject site located within the Airport Influence Area? ☐ Yes ☒ No

If so, you must obtain an aviation easement from the Boise Airport Director. The easement must be obtained before the issuance of building permits.

17. Is the applicant requesting an infill P. U. D? ☐ Yes ☒ No

Applications for infill P.U.D's must include documentation that shows that the site qualifies as an infill site, including:

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- A written statement explaining why this site may qualify as an infill site.
 - A vicinity map (8½" x 11" at 1"=300' scale, available for a fee) showing:
 - The property lines of the subject lot.
 - The property lines and uses of all lots within 300' of the exterior boundaries of the subject lot.
 - Evidence (map) showing the location of sewer and water utilities.

Note: It is intended that "infill" PUDs are restricted to the City core area and generally are not applicable to parcels of land located on the periphery of the City or recently annexed lands.

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18. Street Layout

a. Review of public street layout:

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) will be generally required by the Ado County Highway District, if the proposed development contains more than 100 dwelling units (includes hotels and motels as well as private dwelling units), more than 30,000 square feet of commercial use, or more than 50,000 square feet of industrial or institutional use, or has associated with it special circumstances deemed by ACHD to warrant an impact study. A copy of this study must be submitted with this application.

Is a Traffic Impact Study required? ☒ Yes ☐ No

Submitted

b. Review of private street layout:

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) prepared by a traffic engineer will be required by Public Works and Planning & Zoning for the interior roadway and parking system. This requirement may be waived when it can be shown by the applicant that no section of on-site roadway will exceed 240 vehicle trips per day.

Is a Traffic Impact Study required? ☐ Yes ☐ No

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Any revisions to the application must be received 14 days prior to hearing date or your application will be deferred to the next meeting.

Kerry W...
Signature Applicant/Representative

5/29/07
Date

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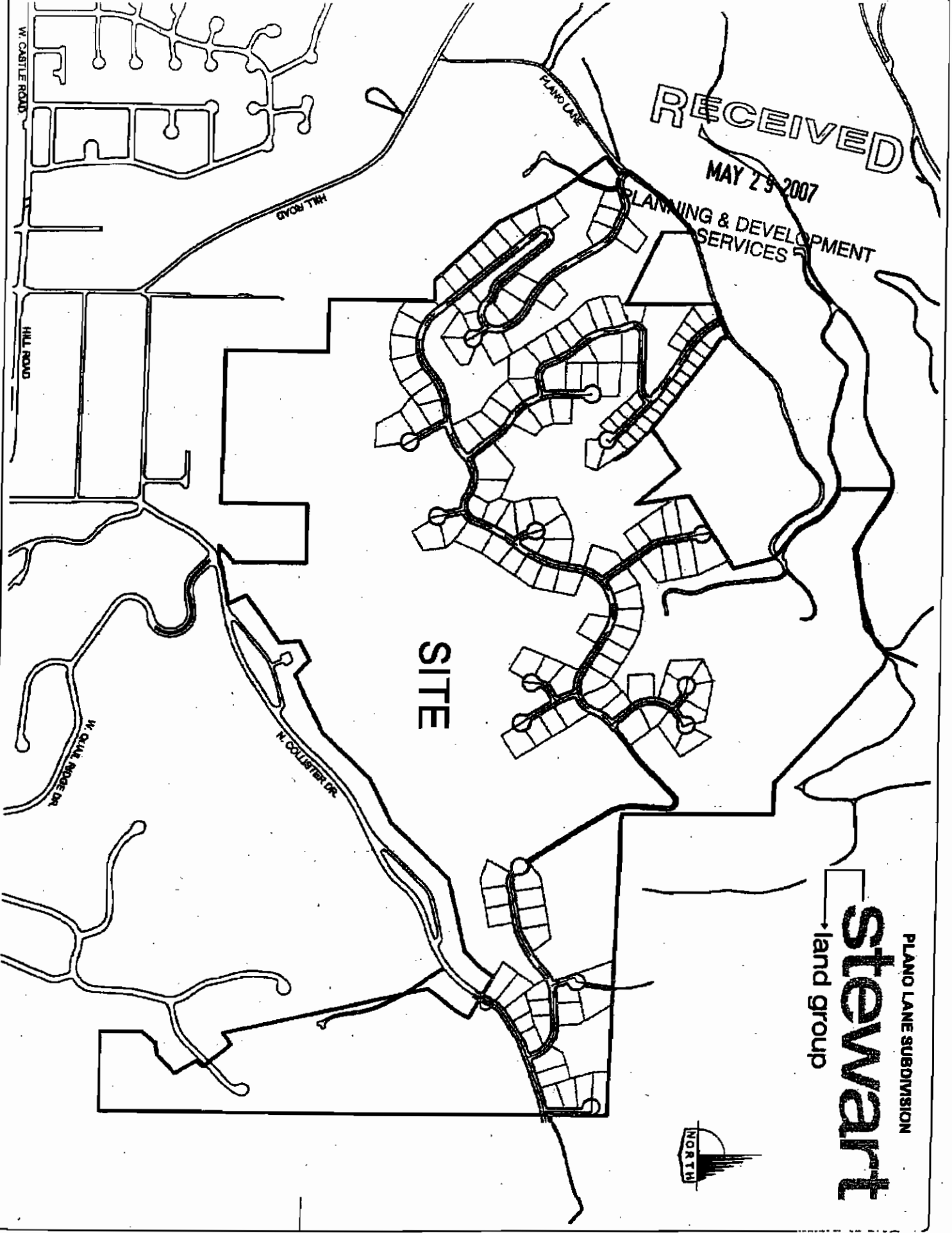
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SITE

PLANO LANE SUBDIVISION
Stewart
land group



CUP 07 00084



PLANO ROAD SUBDIVISION

Explanation Narrative

Plano Road Subdivision is a proposed single-family residential subdivision located in the foothills Northwest of downtown Boise located between North Collister Road and Plano Road just west of Quail Ridge Subdivision. Plano Road Subdivision is located on 323 acres and has a proposed 148 single-family lots, a density of one lot per 2.18 acres. Plano Road Subdivision is being developed under the Boise Foothill Ordinance and the developers have worked for two years with the Boise Planning and Zoning staff as well as the Parks and Recreation Department and other local public and private agencies to make sure it meets the standards and intent of the Foothill Ordinance.

Plano Road Subdivision is designed to maintain and enhance 75% of the project as open space carefully maintaining the natural habitat. As per the Boise Municipal Code section 11-06-05.07.04 building lots are designed on slopes of 25% or less. Subsection C of this section provides Bonus Density if a project meets four of 11 characteristics. This project qualifies in five of these listed characteristics including:

- "Preservation of rare plant communities." This project contains the "Mother lode" of the Aase's Onion that is considered by the Natural Heritage Program and Conservation Data Center to be both a global and state rare species. The US Bureau of Land Management considers the Aase's Onion as an imperiled species. (See enclosed Occurrence of Aase's Onion report by Rob Tiedemann of Ecological Design.) The City and the Parks and Recreation Department strongly support the importance of preserving and enhancing this rare plant species. To accomplish this approximately 100 acres will be set aside as a permanent Conservation Preserve to protect this exceptional location of this species. To enhance public awareness of this species as well as overall environmental issues a road side turn-out and information plaque will be constructed by the developer at the base of this preserve on Collister Road.
- "Land is adjacent to publicly-held open spaces." This project is contiguous to the Polecat Gulch Reserve area of publicly-help open space.
- "Public trails and trail-heads as approved by the Boise City Parks and Recreation Board." The Board is very desirous to provide trail and trailhead access for the public at this end of the 640-acre Polecat Gulch Reserve that can only be accessed through this property. Access would be provided through this project for a trailhead and trails needed to connect to other trailheads and trails in the Reserve.
- "Riparian areas." There is a riparian area located on this property that will be preserved and enhanced by the developer. (See the enclosed Robert Tiedemann reports on the Presence of Riparian Area and the Repair and Restoration of such.)
- "Wetlands." There is a wetlands area located on this property that will be preserved and enhanced by the developer. (See the enclosed Robert Tiedemann of Ecological Design report on the Presence of Wetland Area.)

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Also in this section, in the criteria for determining allowable density bonus for priority open space it states, "there must be a demonstrable increase in the public value." The section specifically names four criteria for that demonstration. Plano Road Subdivision meets three of these four criteria including:

- "Allowance for public access." New useable access to the Polecat Gulch Reserve and Plano Lane.
- "Protection from alteration of important vegetation." The protection of the Aase's Onion by the Conservancy and subdivision CC&R's.
- "Dedication or discounted sale to a willing public agency." The Conservation Preserve will be dedicated to the Treasure Valley Land Trust or Parks and Recreation Department.
- Also, the on-site open sand pit visible over much of the valley will be mitigated and revegetated to remove that scar from the foothills.

Plano Road Subdivision will be a high quality subdivision similar in quality to Quail Ridge Subdivision but with less density and increased benefit to the general public. About one half of the proposed lots are clustered along eligible ridgelines far above sight of the existing homes below that will maintain the privacy of surrounding neighbors. The remaining lots are tucked away in lower lying clustered areas with 23 smaller patio-lots included to provide diversity and a more affordable alternative to other more expensive lots.

All roads will meet ACHD standards. Sewer will be incorporated into the city system. Water provided by United Water will be housed in a new storage facility on-site and will provide potable, irrigation and sufficient fire-flow capacity to the project. All surface drainage will be maintained on site. Dual access will be provided for emergency services.

Plano Road Subdivision will be an exceptional visible addition to the Treasure Valley while providing substantial benefit and enhancement to the general public.

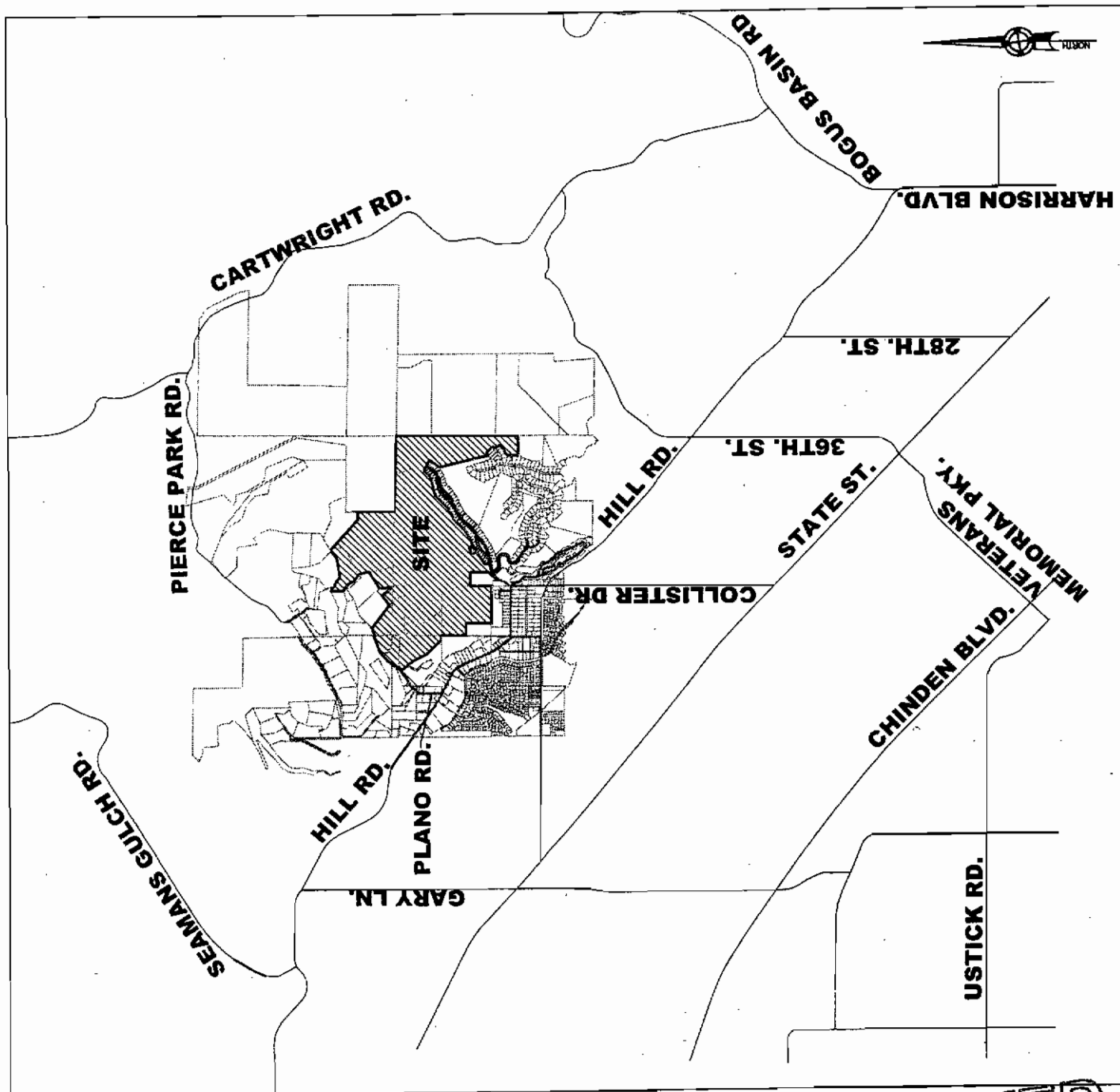
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5/28/07



KEY MAP
SCALE 1" = 400'

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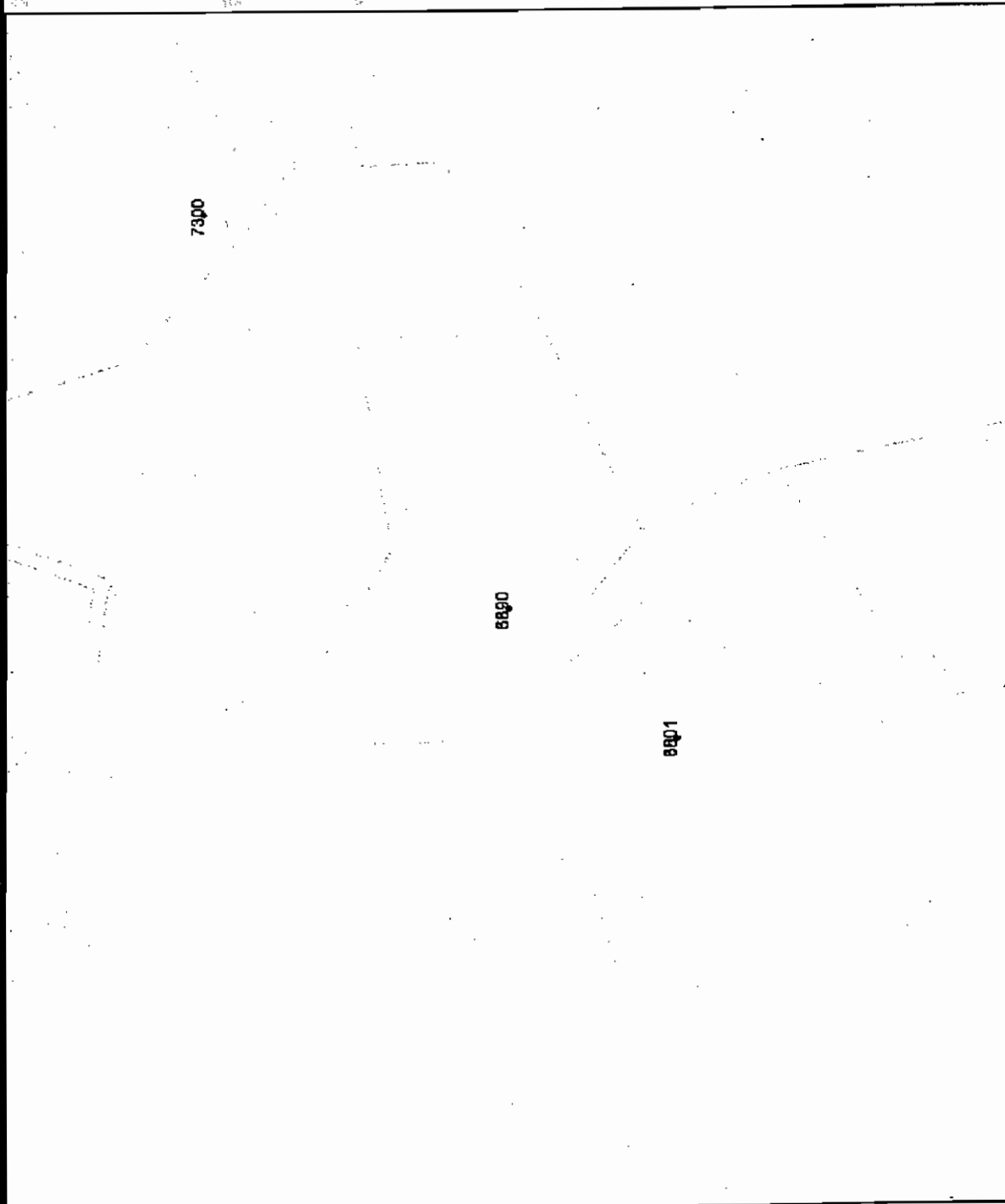
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6890 N PLANO LN

BOISE 83703



Parcel Information

Parcel: S061731500

Parcel Owner(s): LITTLE GARY R

LITTLE DEBORAH

Parcel Acres: 10.400

Municipal Information

City Limits: ADA COUNTY

Area of Impact: BOISE

Planning Information

Zoning: RP

Subdivision:

Block: 1

Lot: 0

Township/Range/Section: 4N2E17

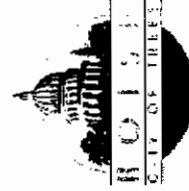
Hillside: True

Floodplain: None

Sewer Availability:

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<http://www.cityofboise.org/>

This drawing is to be used for reference purposes. Boise City is not responsible for any inaccuracies herein contained.
Map generated on 5/29/2007

CUP 07 00084

Application Submittal Requirements

- ☒ 1. (1) Completed application, including signature of applicant.
- ☒ 2. (1) Submittal requirements list.
- ☐ 3. (1) Detailed letter of explanation or justification for the proposed project. Please explain all changes.
- ☒ 4. (1) Affidavit of Legal Interest (attached). Form must be completed by the legal owner of record.
- ☐ 5. (1) Current vicinity map from PDS Mapping Division (8½" x 11" at 1" = 300') showing the location and current zoning of the property. The map must be dated.
- ☐ 6. (3+1) Detailed Site Plan (Three copies and one 8½" x 11" reduction) showing:
- ☒ a. Scale (not smaller than 1" = 30' unless otherwise approved).
 - ☒ b. All existing structures labeled as to existing and/or proposed uses.
 - ☒ c. All proposed structures, labeled as to use.
 - ☒ d. North arrow.
 - ☒ e. Size of parcel (acres or square feet).
 - ☒ f. Property boundary/property lines.
 - ☒ g. Name of applicant, plan preparer, project name and project address on title block.
 - ☒ h. Special features such as pedestrian paths, berms, retaining walls, or fencing.
 - ☒ i. Parking areas with stalls shown and garage door widths.
 - ☒ j. Locations and widths of right-of-way, easements, canals, ditches and subdivision lines.
 - ☒ k. Location and sizes of any loading areas, docks and ramps.
 - ☒ l. Proposed locations and types of lighting.
 - ☒ m. Trash storage areas and exterior mechanical equipment, together with proposed screening method.
 - ☒ n. Drainage features.
 - ☒ o. Hillside developments: existing and proposed grades.
- ☐ 7. (2+1) Landscape Plan (two copies and one 8½" x 11" reduction) showing:
- a. Scale (The landscape plan should be the same scale as the site plan).
 - b. Type, size and location of all existing & proposed plant materials and other ground covers. The size of plants at planting and maturity should be included.
 - c. Existing vegetation labeled to remain or to be removed with landscaping on adjacent properties by area(s) to be considered.
 - d. Method of irrigation.
 - e. Cross-sections through areas of special features, berms, retaining walls, etc.
 - f. Footprints of all structures to be constructed.

Note: If Site and Landscape plans are combined on one sheet, five copies with two reduced copies must be submitted.

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- ☐ 8. (2) ^{NA} Building elevations (Two complete sets, one of which is colored), drawn to scale. Colored photographs may be substituted for colored elevation drawings when an existing structure is to undergo minor exterior alteration, and the photos depict the design material/colors of the new construction.
- ☐ 9. (2) ^{NA} Two sets of floor plans, to scale, with sizes and types of interior spaces indicated.
- ☐ 10. (1) ^{NA} Set of colored and labeled photos of site.
- ☐ 11. ^{NA} Pre-application Materials
- a. Pre-application form
 - b. Neighborhood radius notice letter
 - c. List of notified owners, residents and association president, if applicable
 - d. Sign in sheet from neighborhood meeting

Note:

- A. All blueprints must be folded with the title block/panel face up so as to fit within a legal size file folder.
- B. The application submittal cut-off time is 4:00 pm.
- C. Applications must be complete at time of submittal.

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CUP 07 00004



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Affidavit of Legal Interest

State of Idaho)
) ss
County of Ada)

I, Perry Harding
Name
Boise
City

P.O. Box 1839
Address
Idaho 83701
State

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

- A. That I am the record owner of the property described on the attached, and I grant my permission to STEWART LAND GROUP 695 S. UNION PARK CENTER #360,
Name Address
MIDVALE, UT 84047
to submit the accompanying application pertaining to that property.

- B. I agree to indemnify, defend and hold Boise City and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

Dated this 25 day of May, 2007

Perry Harding
Signature

Subscribed and sworn to before me the day and year first above written.

Ronni Christianson
Notary Public for Idaho

Residing at: Boise

My commission expires: 6-30-2010

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Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
R.O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Affidavit of Legal Interest

State of Idaho)

) ss

County of Ada)

I, Ramon Yorgason
Name

6200 N. Meeker Pl.
Address

Boise
City

Idaho 83713
State

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

- A. That I am the record owner of the property described on the attached, and I grant my permission to STEWART LAND GROUP 6905 S. UNION PARK CENTER #360,
Name Address
MIDVALE, UT 84047
to submit the accompanying application pertaining to that property.

- B. I agree to indemnify, defend and hold Boise City and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

Dated this 29th day of May, 2007

Ramon Yorgason
Signature

Subscribed and sworn to before me the day and year first above written.

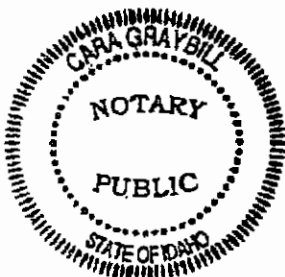
Cara Graybill
Notary Public for Idaho

CUP 07 00084

Residing at: Boise, Idaho

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My commission expires: June 8, 2012 MAY 29 2007



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Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P.O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Affidavit of Legal Interest

State of Utah
(Utah)

County of Ada) ss
Salt Lake

I, Aase's Canyon Pointe Development 3750 W. 500 South
Name Address
Salt Lake City Utah
City State

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

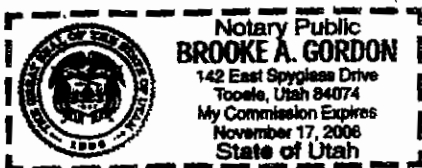
A. That I am the record owner of the property described on the attached, and I grant my permission to STEWART LAND GROUP 695 S. UNION PARK CENTER #360,
Name Address
MIDVALE, UT 84047
to submit the accompanying application pertaining to that property.

B. I agree to indemnify, defend and hold Boise City and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

Dated this 21st day of May, 2007

Signature [Signature]

Subscribed and sworn to before me the day and year first above written.



Brooke A. Gordon
Notary Public for Idaho Utah

Residing at: Idaho, Utah

My commission expires: 11/17/08 MAY 29 2007

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MAY 29 2007

**CAPITAL
DEVELOPMENT, Inc.**PLANNING & DEVELOPMENT
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6200 N. Meeker Place, Boise, Idaho 83713

Phone: 208-377-3939

May 29, 2007

4:33 PM

Fax: 208-375-3271

Email: capdev@cableone.net

Fax Cover Sheet

Send to: David Moser	From: Cara Parker
Office: City of Boise P&Z	Office: Capital Development
Fax number: 384-3753	Re:
cc:	

☐ Urgent☐ Reply ASAP☐ For Your Review☐ As Requested☐ FYI**Total Pages (including cover):** 3**Comments:**

Copy of invitation to the Plano Subdivision neighborhood meeting, including map

If you do not receive all pages, please call as soon as possible. Thank you!

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**CAPITAL
DEVELOPMENT, Inc.**

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PLANNING & DEVELOPMENT
April 30, 2007 SERVICES

Dear Resident,

Boise City Code requires an opportunity for a meeting between the applicant of a development proposal and the residents of the neighborhood in which the development site is located. This meeting is to be provided prior to formal submittal of the development application to the City. This letter is such notice of an opportunity to review and discuss Plano Lane Subdivision. This is not a public hearing; public officials will not be present. (If you have any questions regarding this Boise City Code neighborhood pre-application meeting requirement, please contact the Planning Division of the Planning & Development Services Department at 384-3830.)

Purpose: To review and provide comments regarding Plano Lane Subdivision.

When: Tuesday, May 8th, 2007 at 7:00 p.m.

Where: River Glen Jr. High cafeteria, (6801 Gary Lane).

Project: Plano Lane Subdivision will be located above Hill Road between Collister Road and Plano Lane. This proposed subdivision is located on 335 acres and provides lots for 155 single-family homes. Over 75% of the acreage will be open space preserving the natural landscape and vegetation. Applications to be submitted to the city will be Annexation, Rezone, Hillside and Foothills Development and Preliminary Plat.

Enclosed is a site plan of the proposed subdivision. If you have questions about the meeting or proposed development project, please contact: Kerry Winn at: kwinn@stewartlandgroup.com.

CUP 07 00084

6200 North Meeker Place Boise, Idaho 83713
Office: (208) 377-3939 Fax: (208) 375-3271



Boise City Planning & Development Services

150 N Capitol Blvd ■ P O Box 500 ■ Boise, Idaho 83701-0500

Phone 208/384-3830 ■ Fax 208/384-3753 ■ www.cityofboise.org/pds

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Pre-Application Conference

PLANNING & DEVELOPMENT SERVICES

In accordance with Ordinance #5525 (Section 11-03-02 of the Zoning Ordinance) a pre-application conference with Staff and an opportunity to a meeting with neighbors within 300 feet is required.

Note: This form must be included when an application is submitted.

Applicant: Stewart Land Group Assay's Canyon Point Development Date: Feb. 13, '07

Site Address: Plano Lane + Collister Road

Planning Staff

☒ SR	☐ TC	☐ DA	☐ SJ	☐ RJ	☐ CH	☐ ACHD
☒ BE	☐ AB	☐ SS	☐ WG	☒ TR	☐ KL	☐ COMPASS
☐ HS	☐ MP	☐ KG	☐ MH	☐ MS	☐ SS	

Proposal Description: Foothills annexation, zone change, conditional use development agreement, Hillside applications for residential subdivision. 128 building lots on 321.5 acre. Dedication of some land to parks + Rec. Dept. Sand pit should be made safe.

Neighborhood Meeting Required: ☒ Yes ☐ No Site Plan Presented: ☐ Yes ☐ No Quail

Comprehensive Planning Area: Foothills Neighborhood: Collister + Ridge

Type of Application

☒ Annexation	☒ Rezone
☐ Special Exception	☒ Conditional Use
☐ Variorice	☐ Modification
☐ Parking Reduction	☐ Height Exception
☒ Density Bonus	☐ Infill

Zoning District

☒ R-1A	☐ R-1B	☐ R-1C	☐ R-2
☐ R-3	☐ R-O	☐ C-1	☐ C-2
☐ C-3	☐ C-4	☐ C-5	☐ L-O
☐ T-1	☐ T-2	☐ HS	☐ M-1
☐ M-2	☐ M-4	☐ N-O	☒ A

Planned Development ☐ Use Exception ☐

Overlay District ☐ D ☐ HD ☐ DD ☐ P1 ☐ P2 ☐ P3

Airport Overlay ☐ A ☐ B ☐ B-1 ☐ C

Concurrent Reviews

Floodways (FPR) ☐ FW ☐ FF ☐ ASF

Hillside (Categories) ☐ I ☒ II ☐ III

Subdivision Plat ☒ Yes ☐ No

Density/Far _____

Compatibility _____

Others _____

Building Permit Required ☐ Yes ☐ No ☒

Bruce Eggertson
Staff Representative

Kerry Wynn
Applicant Representative

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May 8, 2007

Neighborhood Meeting Sign-in Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

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Name	Street Address
Page Spencer	5631 N. Collister 83703
Julie Klocke	4946 N. Contour Way 83703
Jim Smith	5840 N. Collister Dr. 03
Karan + Jeff Tucker	4922 W. Outlook Ave 83703
Milt Colbman	5471 Collister
Chris + Anita Thomson	5884 N Collister
GEORGE + WENDY KEMP	5512 N. COLLISTER DR
BARRY + MARIE WARING	4955 N Collister
KWn Ehleringer	5124 W. Outlook Ave
Ethel Ficks	5600 Hill Rd.
Sarah + Todd Harris	5485 Collister
Larry + Connie McLean	5499 Collister
RON Richter	5736 COLLISTER
Nancy Brennan	6025 PLANO LN.
Ron Kirkman	5357 Collister
Condonating	6262 PLANO
Becky Blinderson	4015 WHITEHEAD
Donna Dattilo	5528 CASTLE HILLWAY
ERIN BRENNAN	6025 PLANO LANE
Bob + Susan Hook	5684 N. COLLISTER

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MAY 29 2007

May 8, 2007

Neighborhood Meeting Sign-in Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

PLANNING & DEVELOPMENT
SERVICES

Name	Street Address
Bob & Valerie Ziening	3900 W. QUAIL Hill Rd
Ed & Rhonda Gentner	6060 Plano Lane
Mark Fogarty	4997 Collister DR
Tiffany Keilly	5570 Collister
JANET FRENCH	4517 SHIRLEY
NANCY BROSSMAN	4507 SHIRLEY
Chad Haip	5561 N Collister.
Jeff Martin	5713 N. Collister.
Sandra & GARY Hawbater	5898 Collister DR
Susan Courtial	5613 N. Collister Dr.
BRENT Smith & Stephanie Bacon	6024 Plano Lane
Burnie Clark President Northend neighborhood Assoc.	208-859-5337
JEFF JANSEN Son Larry Cook	Bison
Bonnie Gentil	5853 N. Collister
Dave Gasey	6101 Plano Ln.
Esfer Gasey	3901 N. Cambria Way
Gene Wortham	5620 Hill Rd
Justin & Kari Wortham	6801 Plano Ln.
Kelly TROUTNER	PLANO LN Access
REX & JOLENE BEAVER	4270 W. DEER TRAIL LN

→ Was notified by developer

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May 8, 2007

Neighborhood Meeting Sign-in Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

**PLANNING & DEVELOPMENT
SERVICES**

[illegible]

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Owner

AASE'S CANYON POINTE DEV.
 ALEXANDER BARBARA
 APPLETON STEVE R
 AXELTON JAMES M
 BAGAN JOHN LANCE
 BAGGS JAMES L
 BAKER MICHAEL J
 BALDWIN LEE E
 BEAVER REX E
 BENEDICT KEVIN R
 BENJAMIN FAMILY
 BERG DONALD H
 BODDEKER MARSHALL
 BOISE CITY
 BOISE CITY
 BOLANDER CORY K
 BRENNAN ERIN J
 BRIARHILL HOMEOWNERS ASSOC
 BROWN FLOYD L JR
 BUCKLES TOM R
 BUTLER MICHAEL
 CASEY DAN C
 CASEY GEORGE E
 CATALANO RICKY
 CHASE JEFFREY
 CHRISTOFFERSON ELROY C
 CLARK JAMES L
 COFFMAN MILTON D
 COOK LAWRENCE
 COSCIA ROBERT
 COURTIAL SUSAN K
 COURTRIGHT PATRICK J
 COVER ANDREW and KATHERINE
 D'ANNA ROBERT S
 DAVIDSON DENNIS
 DEEBLE ROBERT R
 DEKEYREL DANIEL
 DITLOW BENJAMIN H
 DVORAK CARMEN
 DWELLO KELVIN G
 EDCOOP INC
 EHLEINGER KEVIN
 ELLIOTT ANNABETH D
 EVANS DALE K
 FICKS ETHEL D
 GARBER GABRIEL M
 GENTHER EDWIN
 GENTIL MARCEL
 GOTT DAVID M
 GREGG MICHAEL T
 HANDYSIDE NEIL A
 HANSEN KATHERINE
 HARDING MARY
 HARDING PERRY C

OwnerStreet

3750 W 500 S
 2715 S SNOWFLAKE DR
 2603 S SWALLOWTAIL LN
 5955 N COLLISTER DR
 5553 N QUAIL SUMMIT PL
 5375 N QUAIL SUMMIT WAY
 5595 N QUAIL SUMMIT PL
 6060 N PLANO LN
 4270 DEER TRAIL LN
 10930 N BLACKTAIL PL
 10062 STONE MOUNTAIN
 PO BOX 204
 5826 N COLLISTER DR
 PO BOX 500
 150 N CAPITOL BLVD
 5926 N COLLISTER DR
 6025 N PLANO LN
 PO BOX 140273
 5671 N COLLISTER DR
 5769 N COLLISTER DR
 5998 N COLLISTER DR
 5870 N COLLISTER DR
 6101 N PLANO LN
 953 S ISLAND GLENN WAY
 5477 N QUAIL SUMMIT PL
 5741 N COLLISTER DR
 8006 143RD ST CT NW
 5471 N COLLISTER DR
 402 S BITTERROOT DR
 3801 W QUAIL HOLLOW DR
 5613 N COLLISTER DR
 5612 N COLLISTER DR
 6296 N PLANO LN
 5798 N COLLISTER DR
 PO BOX 5801
 5484 N COLLISTER DR
 5999 N COLLISTER DR
 5470 N COLLISTER DR
 1243 HARDIN DR
 5388 N GOLDIE PL
 6200 N MEEKER PL
 5124 W OUTLOOK AVE
 5698 N COLLISTER DR
 5758 W HILL RD
 5600 HILL RD
 5999 N COLLISTER DR
 6060 N PLANO LN
 5853 N COLLISTER DR
 5389 N GOLDIE PL
 5631 N QUAIL SUMMIT PL
 5971 N COLLISTER DR
 5036 W OUTLOOK AVE
 3748 W QUAIL HOLLOW DR
 PO BOX 1839

OwnerCSZ

SALT LAKE CITY, UT 84104
 BOISE, ID 83706
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 BOISE, ID 83714
 SANDY, UT 84092
 CASCADE, ID 83611
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 BOISE, ID 83702-0500
 BOISE, ID 83706-9276
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 BOISE, ID 83703-4119
 BOISE, ID 83714
 BOISE, ID 83703-3825
 BOISE, ID 83703
 BOISE, ID 83703
 BOISE, ID 83703
 BOISE, ID 83703
 EAGLE, ID 83616
 BOISE, ID 83703
 BOISE, ID 83703-3827
 GIG HARBOR, WA 98329
 BOISE, ID 83703
 BOISE, ID 83709
 BOISE, ID 83703
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 EL CAJON, CA 92020
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HARP CHAD D
HARRIS TODD
HAWBAKER GARY
HAY BENJAMIN M
HAYES MARK A
HEIMER DAVID A
HEIMER JOHN T
HELMS HERMAN G
HLADIK VLADI
HOLMSTEAD MARY JO
HOOK SUSAN D
HORNE CRAIG S
IVERSON RUSSELL T
JLC INVESTMENTS INC
JONES GLENN D
JONES VICTOR L
KALIHAR GARY E
KEELEY CHRISTIAN
KELLEY TIMOTHY K
KING JOHN F
KIRKEMO RONALD B
KOLB KEVIN SCOTT
LARKIN JULIE G
LAZECHKO ROBERT J
LEASURE LARRY
LIEN GEORGINE A
LITTLE GARY AND DEBBIE
LOKKEN ROBERT C
MACFARLAND SONYA M
MARTIN JEFFREY
MATTHEWS KRISTIN A
MCDONALD JAMES A
MCGILL EARL
MCLEAN LAWRENCE J
MINERVA LP
MOHN DANIELLE
MORIARTY BLAINE M
NUNES RICHARD G
O'CONNER ANTHONY P
OGDEN MARSHALL D
OUTLOOK HEIGHTS HOMEOWNERS
PACIFIC NORTHWEST PROPERTIES
PAFLIAS ALEX H
PAFLIAS PETROS H
PAGANO SALVATORE
PETERSON GENE V
PHILLIPS ROGER L
PICKER JASON
PLAIN AARON D
POLLARD FRANK J
POURHAMZEH ARDAVAN
QUAIL RIDGE NEIGHBORHOOD ASSOC
RAYMONDI RICHARD R
REGIONAL HOLDINGS LLC
RICE HEATHER B

5561 COLLISTER DR
5485 N COLLISTER DR
5898 N COLLISTER DR
5357 N GOLDIE PL
5498 COLLISTER DR
5854 N COLLISTER DR
4201 N BLUE WING PL
5584 N COLLISTER DR
5799 N COLLISTER DR
5941 COLLISTER DR
5684 N COLLISTER DR
5364 N GOLDIE PL
5020 W OUTLOOK AVE
PO BOX 44354
5527 COLLISTER DR
5727 COLLISTER DR
3719 W QUAIL HOLLOW DR
5570 COLLISTER DR
5699 N COLLISTER DR
5352 N GOLDIE PL
58 W SUTTER DR
5627 N COLLISTER DR
5395 N GOLDIE PL
5770 N COLLISTER DR
416 S 08TH ST STE 200
10531 SILVER CITY CT
PO BOX 140076
5802 W HILL RD
5927 N COLLISTER DR
5713 N COLLISTER DR
5912 N COLLISTER DR
5784 COLLISTER DR
8832 GODDARD PL
5499 COLLISTER DR
PO BOX 812
2896 CARMELO DR
5640 N COLLISTER DR
504 WILSON AVE
17 MESA VISTA DR
7000 N PLANO LN
5389 N GOLDIE PL
4914 DENTON ST
5813 N COLLISTER DR
3900 W OVERLAND RD
3484 WILLIS DR
5899 COLLISTER DR
5585 N COLLISTER DR
5446 N COLLISTER DR
PO BOX 713
5940 N COLLISTER DR
37798 PEACHTREE CT
PO BOX 140273
5670 COLLISTER DR
6610 Overland Rd.
1770 W STATE ST # 194

BOISE, ID 83703-3811
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RAYMOND, WA 98577
HENDERSON, NV 89052-4072
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SACRAMENTO, CA 95833-2238
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NAPA, CA 94558
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RICHTER JAMES M
RICHTER RONALD
ROSE CORY
ROTH PATRICIA J
RUSSELL ROBERT M
SALINAS SANTOS L
SCANTLING DONALD J & SANDRA D
SCHNEIDER STEVEN L
SCHUKNECHT LOWELL A JR
SCOTT RICHARD W
SHARP THOMAS WAYNE
SILVERSTONE DEVELOPMENT LLC
SIMEONE KENNETH R
SMITH FRANKLIN B IV
SMITH JAMES F III
STEVENS MICHAEL C
STOUT JOANN FIFER
SULJANOVIC CAMIL
SUNDAVIK GARY
TABOR MIKE
TATILIAN ROBERT STANLEY
TEPFER GITA M
THOMSON CHRISTOPHER D
TROUTNER KELLY
TROUTNER PAUL
TUCKER JEFFREY T
TURNER RICHARD K
UECKER MARK E
VASILENKO MICHAEL JR
VULGAMORE ROCKY N
WALKER DEBRA A
WATTS JOHN D
WEISMAN NELSON C
WELCH JAMES
WHEELER WENDY M
WILSON PETER L
WILT ROBERT
WORK WILLIAM C
WORTHAM GENE R
WORTHAM JUSTIN G
WRIGHT MICHAEL V
YORGASON J RAMON
YOUNG NORMAN C
ZELINSKY RYAN
ZUBER CRAIG A

5827 N COLLISTER DR
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2922 S ANDROS WAY
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4916 W OUTLOOK AVE
5984 N COLLISTER DR
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2275 E CONTINENTAL DR
5277 KOOTENAI ST APT 225
4922 W OUTLOOK AVE
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5108 W OUTLOOK AVE
3757 W QUAIL HOLLOW DR
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19170 NE 43RD CT
5954 COLLISTER DR
5006 W OUTLOOK AVE
1842 E FIRESIDE CT
5512 N COLLISTER DR
5380 HILL RD
5411 N QUAIL SUMMIT WAY
5553 COLLISTER DR
5620 W HILL RD
6801 N PLANO LN
885 W BEACON LIGHT
6200 N MEEKER PL
5712 COLLISTER DR
8001 MANOR RD
6009 N DUXBURY PIER AVE

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MERIDIAN, ID 83642
BOISE, ID 83703
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MERIDIAN, ID 83642-4642
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SAMMAMISH, WA 98074
BOISE, ID 83703-3831
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MERIDIAN, ID 83642
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LEAWOOD, KS 66206
GARDEN CITY, ID 83714

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May 8, 2007

Neighborhood Meeting Comment Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

Name: WENDY KEMP

Street Address: 5512 N. COLLISTER DR., BOISE, ID 83703

Phone Number: 863-1312 GEORGEANDWENDYKEMP@GMAIL.COM

Comments:

CAN YOU EMAIL ME THE COLOR MAP & DIAGRAM (GRID)?

THE "BOISE FOOTHILLS CONCEPT PLAN"

THANK YOU

SENT 5/14/07

May 8, 2007

Neighborhood Meeting Comment Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

Name: Kelly Troutner

Street Address: 2275 Continental

Phone Number: 941-0137

Comments:

Kerry, Please call me at 941-0137

TO DISCUSS MOVING THE RD. TO THE
EAST SIDE OF MY PROPERTY,

Thank You!

KT.CONSTRUCTION@CLEARWATER.NET
WIRE

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Neighborhood Meeting Comment Sheet
Proposed Plano Lane Subdivision off of Hill Rd.

Name: JANET A. FRENCH
Street Address: 4517 SHIRLEY AVE
Phone Number: 639-9627

Comments:

1. Please do not consider keeping the Collister Neighborhood Association well-informed as an option. The best results come from a productive partnership of interests and respect of concerns.
2. Never assume any development in the Collister neighborhood is a given.
3. I have serious traffic and fire protection reservations about the project. Will ACDH require stoplights at Collister + Hill?
4. Hate the idea of houses on ridgelines.

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May 8, 2007
Neighborhood Meeting Comment Sheet
Proposed Plano Lane Subdivision off of Hill Rd.

Name: Faye Spence
Street Address: 5631 N. Citadel Way Boise 83703
Phone Number: 208-331-5683

Comments:

I am concerned about traffic impact. There is more @ issue than 20 of possible usage projected - I was on traffic in which was a quiet residential street & is now being used as a thoroughfare in a problem.

Also traffic back up @ Collister & Hill, Collister & State, Pierce Park & Hill/Castle/State. These are already congested & peak traffic times regardless of whether the 70 usage usage has not peaked.

Also I object to obliteration of foothill view
scape by topping ridges.

I want to be notified of all future public meetings in this process.

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Neighborhood Meeting Comment Sheet
Proposed Plano Lane Subdivision off of Hill Rd.

Name: Ron Kirkemo
Street Address: 5357 Callister (58 W. Sutter Dr, Eagle)
Phone Number: 939-7116 Mailing add. 83616

Comments:

You have my support!
Please E-Mail me a pdf FILE if you
will so that I can print off a copy of your
plan.
Thanks Ron

LM 5/14/07

Possibly wants to buy some property

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Neighborhood Meeting Comment Sheet
Proposed Plano Lane Subdivision off of Hill Rd.

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Name: Jeff Martin
Street Address: 5713 N. Callister Dr.
Phone Number: (208) 342-2168 (HA CONST.)

Comments:

Please give me a call in regards
to the conservancy.

LEFT MESSAGE 5/14/07
5/21/07

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May 8, 2007

Neighborhood Meeting Comment Sheet

Proposed Plano Lane Subdivision off of Hill Rd.

Name: JS JEN

Street Address: N 9th

Phone Number: 952-3387

Comments: Build it' - STOP TAKING Farm
ground out of PRODUCTION

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Proposed Plano Lane Subdivision
Neighborhood Meeting Notes
May 8, 2007
Kerry Winn, Stewart Land Group – Presenter

Meeting brought to order at 7:10 p.m.

Kerry Winn; Welcome to the Proposed Plano Lane Subdivision Neighborhood Meeting. I am from Utah with the Stewart Land Group representing the proposed Plano Lane Subdivision Plan for the developers.

The ground rules for the meeting are as follows: I'll present information regarding the proposed Plano Lane Subdivision (approximately 15 minutes) and then take your questions. If you have not signed up on the sign-up sheets yet please do so before you leave as it is a requirement of the City of Boise to show that we had the Neighborhood Meeting tonight.

In addition, we have also provided you with a Comment Sheets that you can write down any additional questions and concerns that you may have but you did not get the chance to ask during this meeting. I will personally get back to each of you within two weeks of tonight's meeting if you provide me with your contact information. Thank you!

Note: One person in the crowd was very distraught and disruptive during the opening introduction. His main concern was "traffic" and not being able to "walk his dog safely." "What are you doing here? Go back to Utah because we don't want you here." He kept interrupting Kerry and was finally asked to stop and let Kerry speak by someone in the audience. He finally left the meeting shortly afterward as he could not contain his angry comments.

Overview (Kerry):

The proposed Plano Lane Subdivision is in the Foot Hills off of Plano Lane which is off Hill Road and is bordered by Collister Road on the East side of the development. The proposed development is approximately comprised of 335 acres. The proposed subdivision plan plat has a total of 155 homes planned to be built which approximately comes to one home per two acres.

The engineers and developers have been working with the City of Boise Planning and Zoning for two years to come to agreements as to the proposed subdivision. The team has had to comply with both the Boise Foot Hills Comprehensive Plan as well as the Boise City Comprehensive Plan.

In order to have a subdivision there are very restrictive guidelines that must be met. The most strenuous is the "25% slope or less" requirement in order to get a building site in the Foot Hills.

In addition to meeting the "25% slope or less" requirement, the engineers and developers have met five of eleven other requirements to qualify for "Bonus Density" noted to "benefit the public" that will permit us to submit the Preliminary Plat and proposed subdivision applications to the City of Boise for this project. One of the benefits is to provide access for a trailhead in the "Pole Cat Reserve" off of Collister road.

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The Main entrance for the subdivision will be off Plano Lane that comes directly off of Hill road with the secondary access, a requirement of the Fire Department, off of Collister Road.

The city owns the first 700 feet of Plano Lane immediately off of Hill Road. Once the development is completed and all the roads completed to ACHD standards there will be a final dedication to the city of all the projects roads by the Developers.

Note: At this point in time Kerry was interrupted constantly and unable to continue with the presentation. He decided to open the meeting up to questions from the audience.

Q: How wide is the Plano Road currently?

A: Plano Lane is approximately 15 feet, however, in the proposed plan it will likely be widened to 30 feet.

Q: Traffic issues on Collister road are a main concern and if it is used as a secondary access road will it have a locked gate on it to prevent everyone traveling on it?

A: No, the fire department requires accessibility at all times. Once again, the Main entrance will be off of Plano Road.

Q: Is it going to cost us any money to build the roads?

A: No, the Developers will pay \$3,500.00 per lot as Impact Fees to ACHD. These fees help provide for road improvements. Compass, a local company, has worked with ACHD and the Department of Transportation to provide the Capital Improvement Plan for the road system updates in Boise including widening Hill Road to three lanes. The Capital Improvement Plan timeframe for widening this road is between the years 2011 and 2015. We also performed a traffic study that will be included, as a public record, in our application to the city at the end of this month.

Q: How much traffic will there be?

A: According to the traffic study there will be an additional 8 to 9 trips per day from each lot. From the main entrance the study showed 60% of the traffic flow will travel East on Hill road towards Collister Road and 40% of the traffic flow will travel West on Hill Road towards Pierce Park.

Q: On Collister we currently have on-street parking will this change?

A: The laws pertaining to public roads should continue, however, the State of Idaho Transportation department should have information regarding this available for anyone who wants to inquire.

Q: Will ACHD put speed-bumps in on Collister?

A: That is entirely up to ACHD.

Q: Are sidewalks included and do the homeowners have to pay for them?

A: No, the developers will be responsible for building and paying for all of the sidewalks and improvements within the subdivision.

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Q: Is this development in Ada County or Boise City? What is the current zoning for the area?

A: We are submitting the application to have the subdivision Annexed into the City of Boise. The zoning will be for single family residences but does not apply to Ada County as we are making application to the City of Boise. There are five applications including Re-zoning application and Annexation that will be made concurrent of each other during this process.

Q: Will there be a stop light installed at the intersections?

A: Once again, that is up to ACHD the Capital Improvement Plan calls for future stop lights at Hill and Collister roads and Hill and Pierce Park.

Q: What about sewer and water?

A: With re-zoning into the City of Boise it is a requirement to be hooked up to City of Boise for the sewer. We are planning on having a water tank (points to "sand pit" area on the plat map) that will supply water to the subdivision.

Q: What are the lot sizes?

A: 1/3 to 1/2 acre lots. Patio homes are planned in this area (points to Plat map) with 75 foot frontage.

Q: What is the price of the lots and homes to be built?

A: You'll have to ask a Realtor as I am not qualified to say at this time.

Q: Is this going to be a High-end subdivision?

A: Yes, this will be a High-end subdivision as it will be very expensive to engineer each lot and provide the infrastructure for the subdivision. The subdivision will take approximately 7 - 10 years to build.

Q: Will there be a lot of traffic from the Construction vehicles on Collister?

A: I don't know the answer to that as it will probably be up to the contractors who are building the road. They will look to access the construction site from the most convenient roads.

Q: What is the timeframe for this development?

A: First they will construct the main road and infrastructure. The Development will be completed in three phases that should take approximately 7 - 10 years to construct, market and sell all of the lots.

Q: What kind of subdivision will this be?

A: Single family residence.

Q: Do you own the land or is it option and since you have so much land will there be any future developments in this area?

A: First answer; Yes we own 95% of the land the other 5% is currently under contract. The second answer; As far as our property in the application to the City of Boise we are

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required to sign a Development Agreement. This contract states exactly what is to be built and will not allow any additional building sites and or development on the 335 acres above the Development Agreement. However any future changes or what other individuals do with their own property in the foothills or whoever purchases their land (developers) they will have to go through the same process that we did to meet the Boise Foot Hills Comprehensive Plan and the City of Boise Comprehensive Plan and then go before the Commissioner hearings to get approval for their development.

In our plan we also are dedicating a lot of open space (acres) on the South side (points to map) of the Foot Hills for a dedicated Conservancy area. We hired a local botanist to locate and map out the areas of the "Aase" onion plant. This plant is on the rare plant species list and is mostly on the South and West facing slopes of these Foot Hills in what appears to be the highest concentration to be found anywhere in the State of Idaho. To protect this species, this open area will be likely be dedicated to the Treasure Valley Land Trust or the Parks and Recreational Department and they will be in charge of the dedicated Conservancy area. This is also one of the 11 requirements that were outlined as for "public benefit" that we have met to make this application. We meet 5 of the 11 requirements. This dedication of the Conservancy area will also be included in the Development Agreement.

Q: There is an ongoing concern for Fire safety in the Foot Hills. Are you going to build fire suppression into the subdivision?

A: We are working with the Boise Fire Chief to ensure that we are following their recommendations and guidelines for fire suppression in the foothills.

Q: When will the decision be made to start to build the subdivision?

Note: At this point in the meeting there were a lot of remarks from various individuals and they started to disengage from the meeting. One person spoke out and said that Kerry was trying to imply that the subdivision was all ready approved (this was not the case as my previous notes state that Kerry was informing everyone of the process and WHERE the developers were in the process.)

This same individual stated that they would "shut down this subdivision" just like they "shut down the Fire Station." He also stated that this was a Public Forum and they could say and do what they liked. The individual then asked for everyone's name and phone number so they could have time to organize to "shut them down."

Kerry asked that they wait until after the meeting was concluded so he could finish answering the questions from the audience and that they were more than welcome to stay after the meeting adjourned.

Kerry also stated that if he hadn't made it clear by now that this Neighborhood Meeting was only the beginning of the application process. He went on to say that once the application to the City of Boise had been made for full Entitlement then the Neighbors would be notified of the Commissioners Meetings and then they would be given the opportunity to oppose the project.

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Another person stood up, very upset, and spoke of not getting notified in time (she was a member of the Collister Neighborhood Association Board. Kerry's response was to let her know that within the Boise City Neighborhood Meetings requirements that the neighbors within a 300 feet of the subject property were notified and that there were only three Neighborhood Associations notified, however, the Collister Neighborhood Association's address did not come up within the 300 foot perimeter. He apologized and offered to meet with them again for a separate meeting which he had all ready set up prior to starting the Neighborhood Meeting with Julie Kloke, President, of the Collister Neighborhood Association (tentative made for May 30th.) He assured everyone that the City of Boise would notify them of the proposed hearing dates.

After this Kerry got the meeting back on tract even though there were still many side conversations taking place making it very difficult to hear what was being discussed.

Q: Can we get a copy of the traffic study from you?

A: Once again, when the applications are in the traffic study will be part of the application and at that time it is a public record and anyone can have access to it. Compass has the proposed plan for the road improvement for Hill Road and Collister.

Q: Is ACHD directly involved in the subdivision and how much is it going to cost us?

A: No, not as of yet, ACHD will be officially notified for comments when application for the subdivision is made. However we have been working with ACHD to get ready for submitting our application to the City of Boise. As stated before the cost of the road construction is part of the impact fees paid by the developer.

Q: Are homes going to be built on top of the ridge?

A: Yes, on most of the ridges on top we have planned to build homes (pointing to plat map on the screen.)

Q. Why not build homes down below on the section of land at the end of Collister road?

A. We are limited to building on the 25% or less slopes. The developer is limited to building in the areas shown in their application only.

In addition, even though through the Bonus Density (resulting from meeting five of the other eleven requirements as stated before) would allow the developers to build an additional 30 lots, however, they are opting NOT to build any more lots because they want to maintain a "QUALITY" subdivision.

Q: Can we get the Traffic study and other reports now?

A: After the application to the City of Boise is made all records included in the application are then considered a public record and available upon request.

The noise from all of the other side conversation made it very difficult to continue the meeting. Kerry asked if there were any other questions....NO RESPONSE!

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Kerry thanked everyone for coming to the meeting and once again informed everyone that he would be available after the meeting to discuss in further questions or concerns from those individuals who still had questions to ask that he did not cover during the meeting.

He asked once again that everyone fill out a Comment Sheet and sign the Sign-in Sheet before they left.

Meeting adjourned at 8:45 p.m.

Prepared by Raelene McGavis

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Planning & Development Services



Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3802
Fax: 208/384-3867
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Receipt #: 220030000000014704

Date: 6/6/2007 8:26:05AM

Line Items:

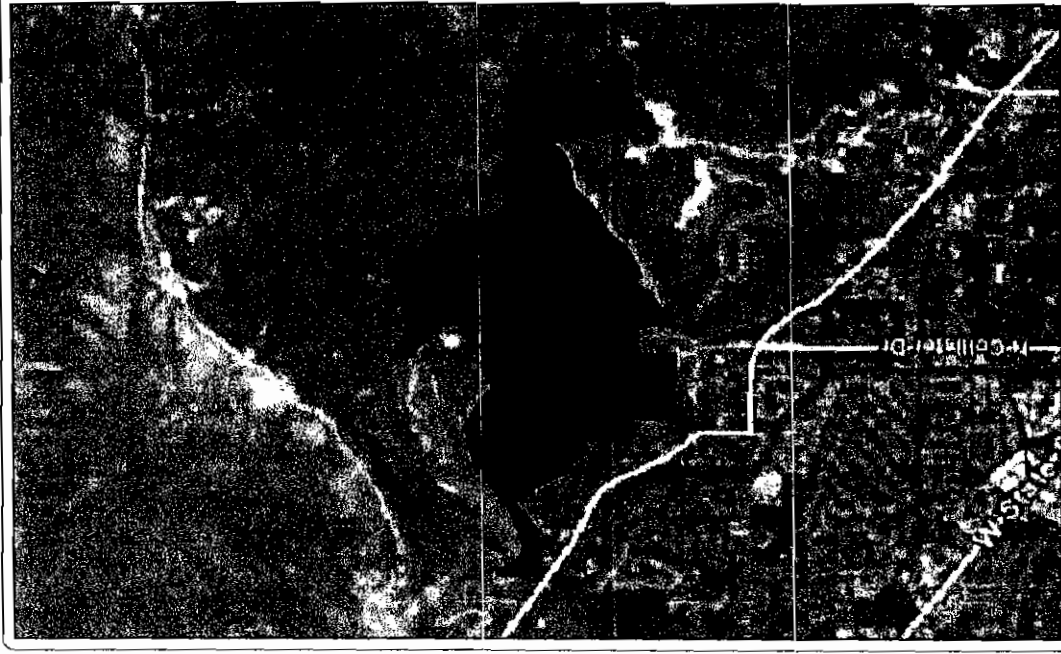
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IR07-00042	5080	Annex/SpecUse/Rezone 05	101-1300315033	1,991.00
JP07-00084	5040	Other	101-1300315033	2,237.00
HO7-00022	5068	Hillside	101-1300315033	2,117.00
IB07-00065		New Address Numbers	101-2207315560	1,036.00
IB07-00065		City Preliminary Plat	101-1300316504	947.00
IB07-00065		Street Light Plan Review	101-2206315032	50.00
IB07-00065		Hillside Review Preliminary	101-2207315143	1,575.00
IB07-00065		Subdivision Irrigation Rev/Fee	101-2207315561	100.00

Total Line Items: \$10,053.00

Payments Applied:

Method	Payer	Bank No	Check No	Confirm No	How Received	Amount
check	RICH WOLPER		2104		In Person	10,053.00

Payment Total: \$10,053.00



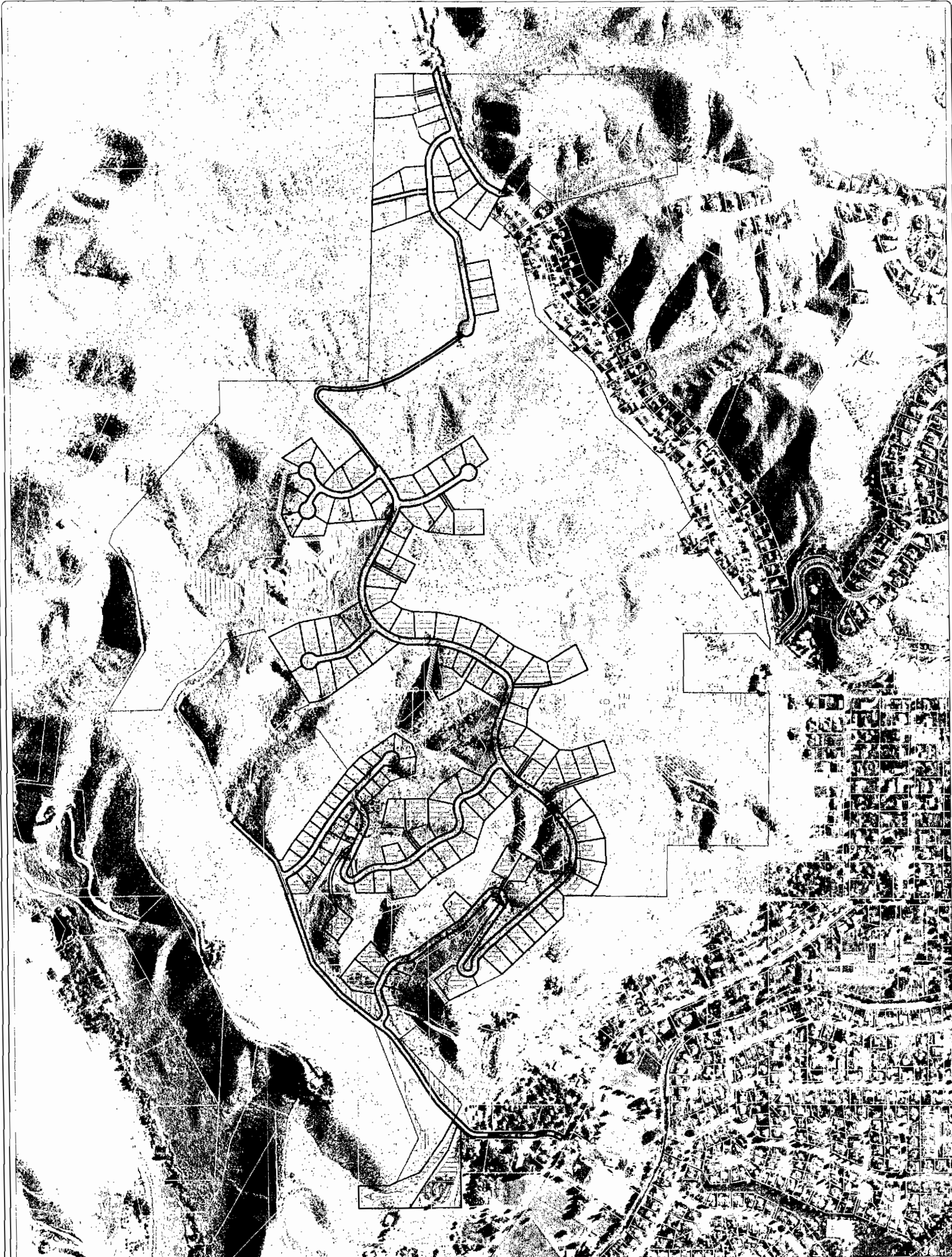
USED 25% 46.71
NOT USED 25% 20.94
ONION FIELDS 85.57

TOTAL 153.22

25% of 153.22 = 38.3 Ac
38.3 Ac x 4 = 153.2 LOTS
BASE 332.44 Ac ÷ 40 = 8.3 LOTS

TOTAL BUILDABLE LOTS 161.5 LOTS

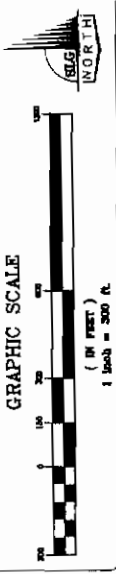
SHOWN 154 NEW LOTS
(+2 EXISTING HOMES)



LEGEND		SHEET NO.
Used Area > 25%	Conceptual	1
Not Used > 25%	Right of Way	OF
Ecological Design Onion Fields	Cut and Fill	1
Onion Fields	Property Boundary	
Wild land Urban Fire Interface	Ada Parcels	

BOISE FOOTHILLS CONCEPT PLAN

DATE CREATED	DATE MODIFIED	PRINT DATE
07/19/2006	9/17/2007	9/17/2007



land group

REAL ESTATE SERVICES
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