



City of Boise
Ordinance
Zoning/Rezoning

**Planning and Development
Services**
150 N Capitol Blvd
Boise, ID 83702
(208) 972-8531

TO: Mayor and Council
FROM: Hal Simmons, Planning and Development Services
NUMBER: **ORD-36-18**
DATE: June 21, 2018
SUBJECT: CAR18-00003 / JH Development / Ordinance

BACKGROUND:

On **May 7, 2018**, the Planning and Zoning Commission recommended approval of CAR18-00003.

On **June 19, 2018**, the City Council approved CAR18-00003.

FINANCIAL IMPACT:

None.

ATTACHMENTS:

- RECORDED THIRD AMENDMENT TO DEVELOPMENT AGREEMENT (PDF)

CITY OF BOISE

Ordinance NO. ORD-36-18

BY THE COUNCIL

CLEGG, LUDWIG, MCLEAN, SANCHEZ,
THOMSON AND WOODINGS

AN ORDINANCE (CAR18-00003 FOR PROPERTY LOCATED AT 3150 E. STARVIEW DRIVE) MODIFYING THE DEVELOPMENT AGREEMENT FOR THE BOULDER HEIGHTS SUBDIVISION WHICH ENCOMPASSES AN AREA OF APPROXIMATELY 410 ACRES AND IS ZONED OPEN LAND WITH DEVELOPMENT AGREEMENT (A-1/DA) AND SINGLE FAMILY RESIDENTIAL WITH DEVELOPMENT AGREEMENT (R-1A/DA) MODIFYING THE SLOPE AND ROADWAY ALIGNMENT OF STARVIEW DRIVE AS SPECIFIED BY THE ADA COUNTY HIGHWAY DISTRICT; SETTING FORTH A REASONED STATEMENT IN SUPPORT OF SUCH ZONE CHANGE; AND PROVIDING AN EFFECTIVE DATE.

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:

Section 1. That the Development Agreement for the Boulder Heights Subdivision be amended to allow modification to the slope and roadway alignment of Starview Drive as specified by the Ada County Highway District, pursuant to the procedures and requirements of Title 67, Chapter 65, Idaho Code, Title 11, Chapter 6, Boise City Code, and the Boise City Comprehensive Plan, as a result of changed circumstances and to promote the public health, safety and welfare.

Section 2. Pursuant to Idaho Code § 67-6535, the Boise City Council hereby adopts the following Reasoned Statement:

Reasoned Statement

The modification is in compliance with the Comprehensive Plan. *Policy CC 2.1(a and b)* and *Policy CC 7.2* encourage providing bicycle and pedestrian connections. The modification would provide a sidewalk and bicycle connection from the Boulder Heights Estates neighborhood to the Greenbelt along Warm Springs Avenue, including installation of an enhanced pedestrian crossing over Warm Springs Avenue. *Policy FH-CCN 5.3* promotes the protection of steep slopes from road building impacts associated with cut and fill techniques. The modifications will reduce impacts on the area associated with grading since a major realignment of the roadway is not required. In addition, reducing grading will minimize the risk to life and property associated with potential geologic hazards in the area (*Policies FH-CCN 5.4 and FH-CCN 5.5*). The modification is in the best interest of the public since it will improve Starview Drive. The proposed changes will also improve the line of sight around the “hairpin” turn and install a Jersey barrier to prevent rocks and debris from entering the roadway.

CITY OF BOISE

Section 3. The Development Agreement is hereby approved as amended and a copy of the amended Development Agreement is attached hereto as Exhibit A.

Section 4. That this Ordinance shall be in full force and effect from and after its passage, approval and publication.

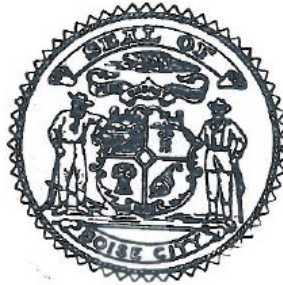
ADOPTED by the Council of Boise City, Idaho, on October 2, 2018.

APPROVED by the Mayor of the Boise City, Idaho, on October 2, 2018.

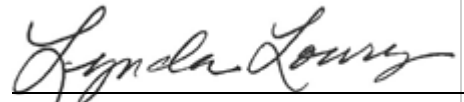
APPROVED:



David H. Bieter, Mayor



ATTEST:



Lynda Lowry, Ex-Officio City Clerk



THIRD AMENDMENT TO DEVELOPMENT AGREEMENT FOR
BOULDER HEIGHTS ESTATES

This Third Amendment to Development Agreement is entered into this 8th day of July, 2018, by and between the City of Boise, hereinafter referred to as "City" and J.H. Wise and Son, Inc., hereinafter referred to as "Developer".

WHEREAS, the City and the Developer have heretofore entered into a Development Agreement dated September 11, 2002 recorded on October 2, 2002 as Instrument No. 102113919, records of Ada County, Idaho; and

WHEREAS, after the required notices and hearings, the City and Developer have heretofore entered into an Amendment to Development Agreement for Boulder Heights Estates dated October 26, 2005, recorded on November 17, 2005, as Instrument No. 105174701, records of Ada County, Idaho; and

WHEREAS, after the required notices and hearings, the City and Developer have heretofore entered into a Second Amendment to Development Agreement for Boulder Heights Estates recorded on March 30, 2010, as Instrument No. 110028524, records of Ada County, Idaho; and

WHEREAS, the Developer has requested a further modification to the said Development Agreement; and

WHEREAS, the City has the ability to modify the Development Agreement pursuant to Section 11-8-9 of Boise Municipal Code, after public hearing and recommendation by the Boise City Planning and Zoning Commission and public hearing by the Boise City Council; and

WHEREAS, the required public hearings have been held and a recommendation has been received from the Boise City Planning and Zoning Commission; and

WHEREAS, the City believes it to be in the best interest of the City to modify the said Development Agreement.

NOW, therefore, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties do hereby agree as follows:

1. Section VI.E.1, Construction of Use in Conditional Zone, is hereby deleted in its entirety and replaced with the following:

"1. In lieu of the improvements to Starview Drive required by the Ada County Highway District in its letter of May 24, 2001 (reconstruct Starview Drive by adding two 12' wide travel lanes, a 5' wide bike lane on the ascending side, 2' wide curb and gutter to both sides and a 5' wide

sidewalk on the descending side for a total width of 35.5' and an average roadway slope of 10.25%), Starview Drive shall be reconstructed as a 31' street section (in accordance with application material proved by applicant engineer), the applicant shall improve the grade of Starview Drive where feasible and shall not exceed existing grades, add two 11-foot travel lanes, 5' wide bike lane on uphill travel lane, 2-foot curb and gutter on uphill travel lane, 5-foot wide sidewalk on uphill travel lane (with guardrail), 2-foot wide paved shoulder on downhill travel lane, and jersey barrier (as needed) on downhill travel lane (outside the paved shoulder), improve safety and sight distance at the hairpin curve with additional pavement widening through the curve, removal/replacement of landscaping and other obstructions that inhibit sight distance at that location of the hairpin curve, reconstruct the Starview Drive/Warm Springs Avenue intersection to improve sight distance and turning radius, install a Rectangular Rapid Flash Beacon (RRFB) on Warm Springs Avenue at the existing crosswalk, and improve the existing connection to the Greenbelt, as conceptually depicted on Exhibit A attached hereto, and in accordance with the requirements of the Ada County Highway District as set forth in its letter of April 30, 2018, attached hereto as Exhibit B."

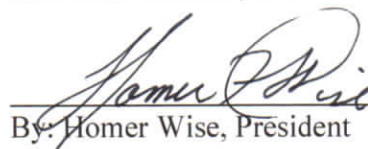
2. Except as specifically set forth herein, the Development Agreement as previously amended shall remain in full force and effect without modification.

3. This Third Amendment to Development Agreement shall be effective on the date of execution hereof by the parties hereto.

IN WITNESS WHEREOF, the parties have caused this Second Amendment to Development Agreement to be executed on the date and year set forth above.

DEVELOPER:

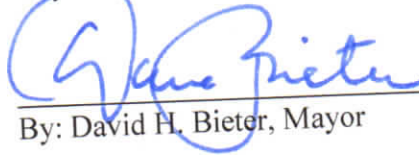
J.H. Wise and Son, Inc.

A handwritten signature in dark ink, appearing to read "Homer Wise", is written over a horizontal line.

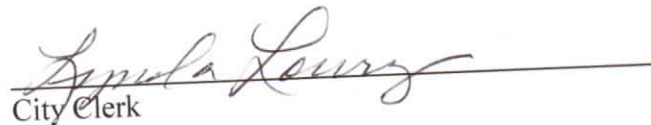
By: Homer Wise, President

CITY:

City of Boise


By: David H. Bieter, Mayor

ATTEST:


City Clerk

STATE OF IDAHO

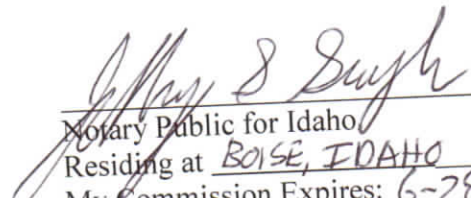
)
: ss.
)

County of Ada

On this 25TH day of JULY, 2018, before me, the undersigned, a Notary Public in and for said state, personally appeared Homer Wise known or identified to me to be the President of J.H. Wise & Son, Inc., the person who executed the foregoing instrument on behalf of said corporation, and acknowledged to me that J.H. Wise & Son, Inc. executed the same.

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




Notary Public for Idaho
Residing at BOISE, IDAHO
My Commission Expires: 6-28-2023

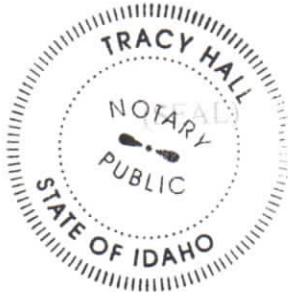
STATE OF IDAHO

)
: ss.

County of Ada

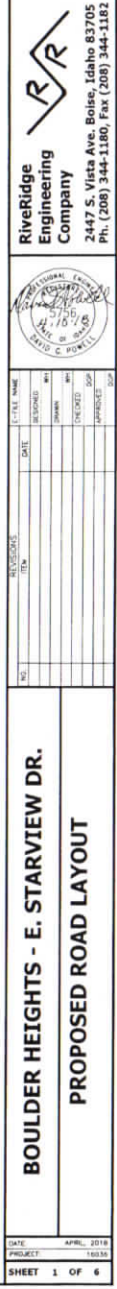
On this 2nd day of August, 2018, before me, the undersigned, a Notary Public in and for said state, personally appeared David H. Bieter and Lynda Lowry, known or identified to me to be the Mayor and Deputy City Clerk, respectively, of the City of Boise, the persons who executed the foregoing instrument on behalf of said City, and acknowledged to me that the City of Boise executed the same.

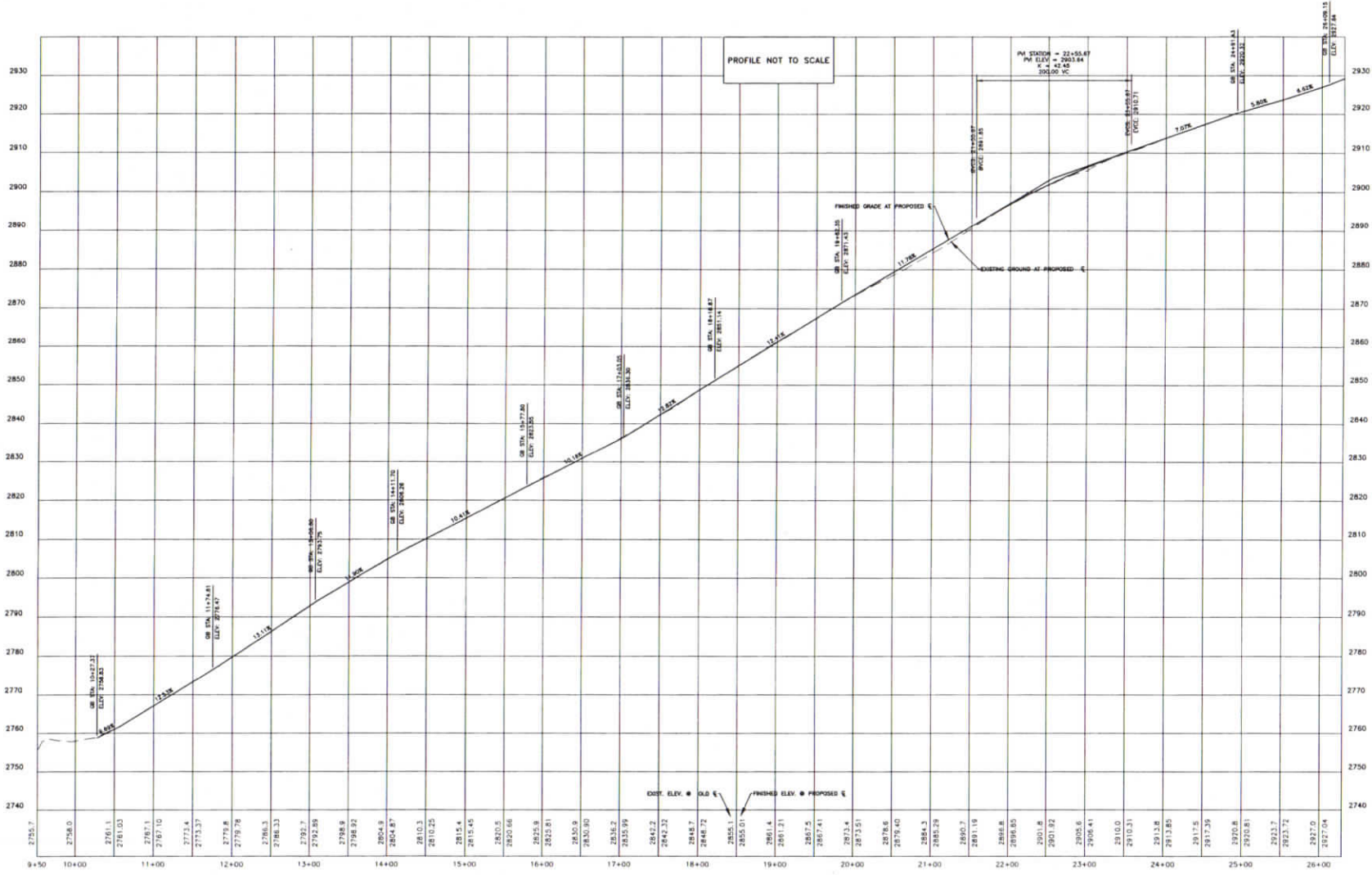
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.



Tracy Hall
Notary Public for Idaho
Residing at Boise, ID
My Commission Expires: 12/16/20

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BOULDER HEIGHTS - E. STARVIEW DR.

PROPOSED ROAD PROFILE

Riveridge Engineering Company

2447 S. Vista Ave. Boise, Idaho 83705

Ph: (208) 344-1180, Fax: (208) 344-1182

REVISIONS		DATE		E-FILE NAME	
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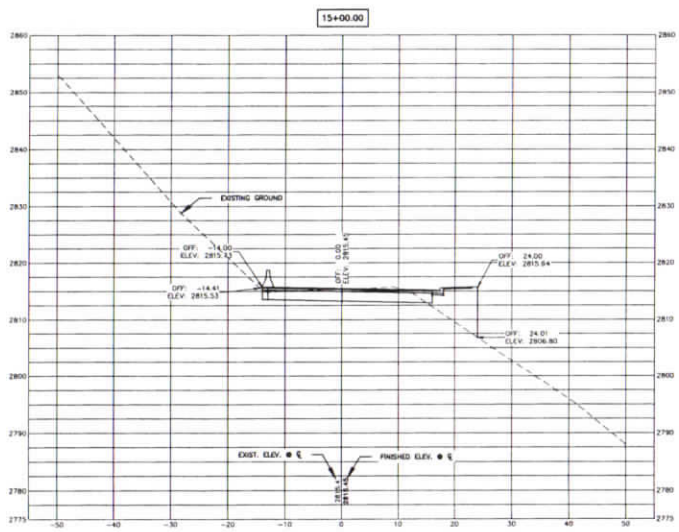
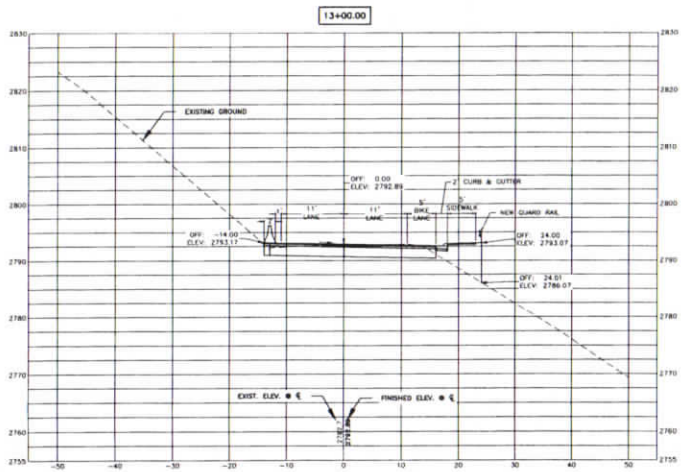
DATE: APRIL, 2018

PROJECT: 18038

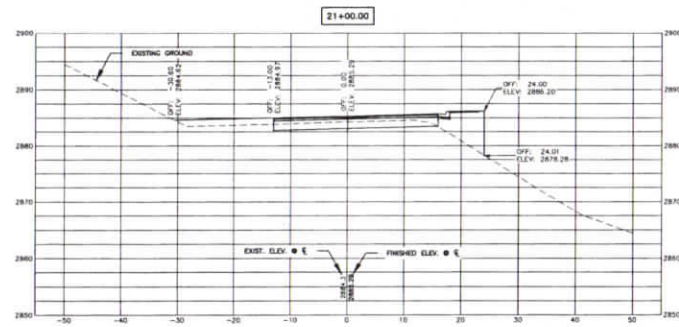
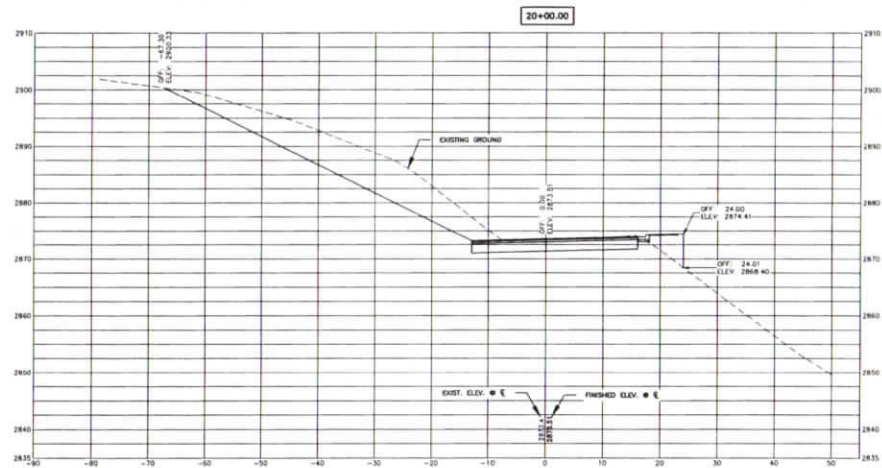
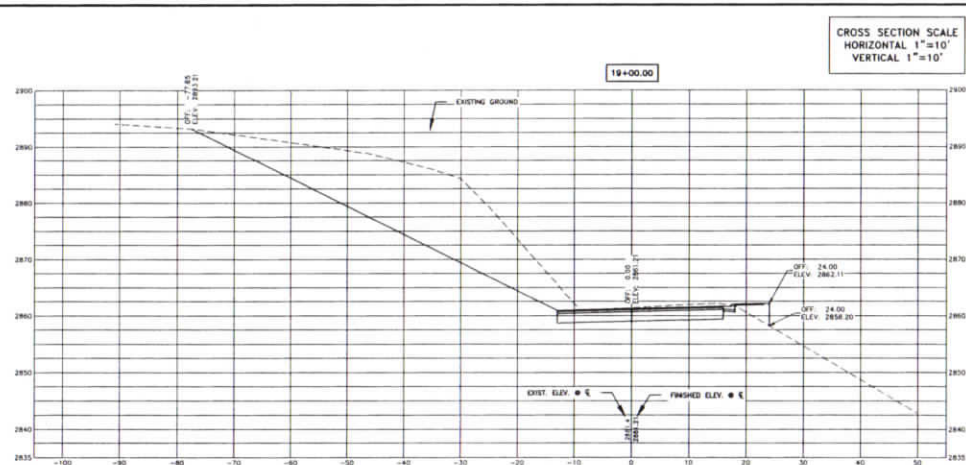
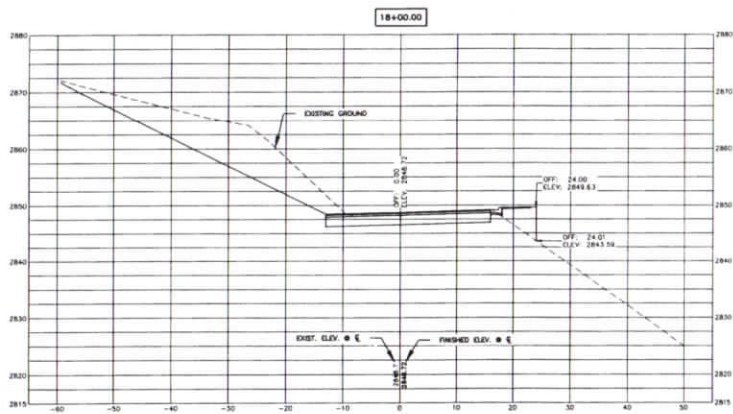
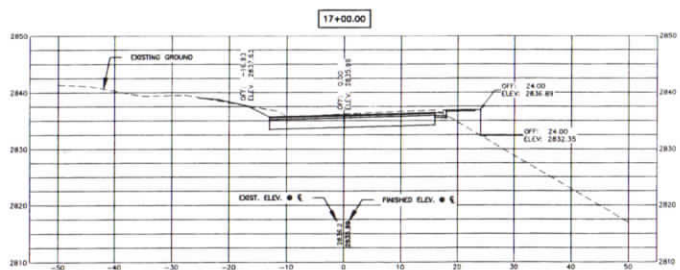
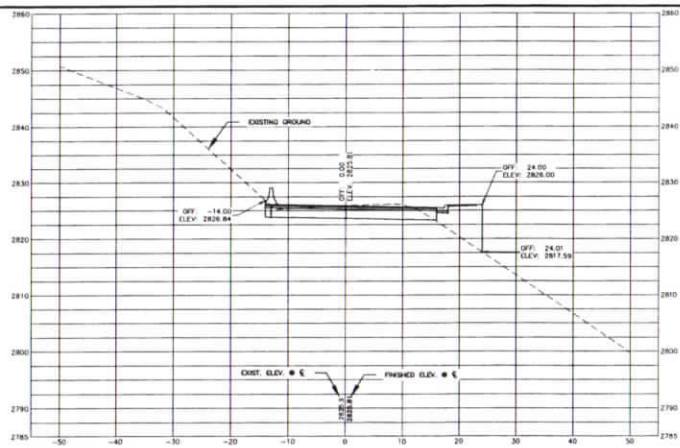
SHEET 2 OF 6

APPROVED

DATE: APRIL, 2018



DATE:	APRIL 2018
PROJECT:	18038
SHEET 3 OF 6	



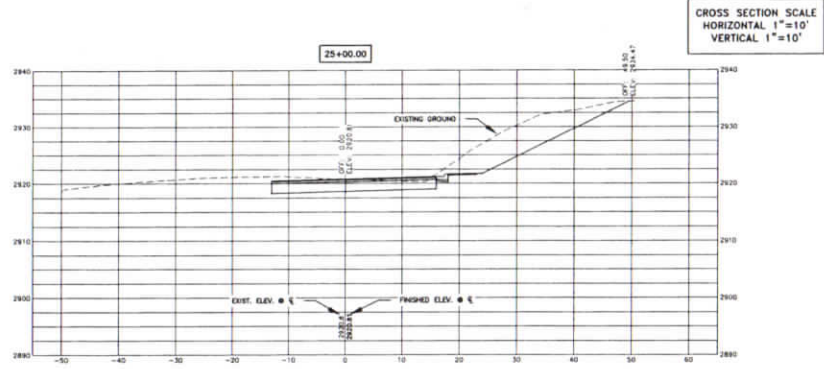
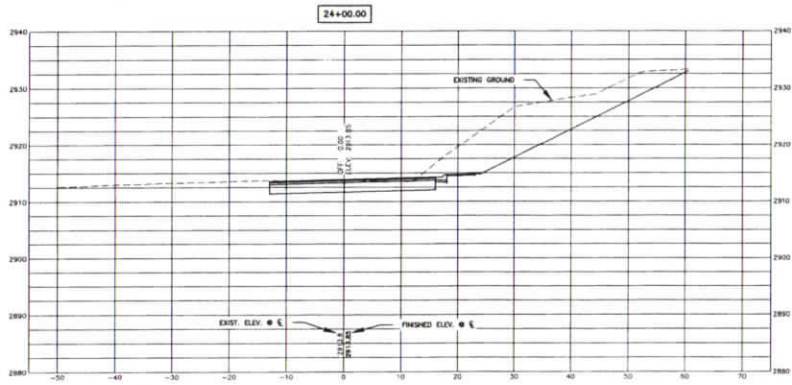
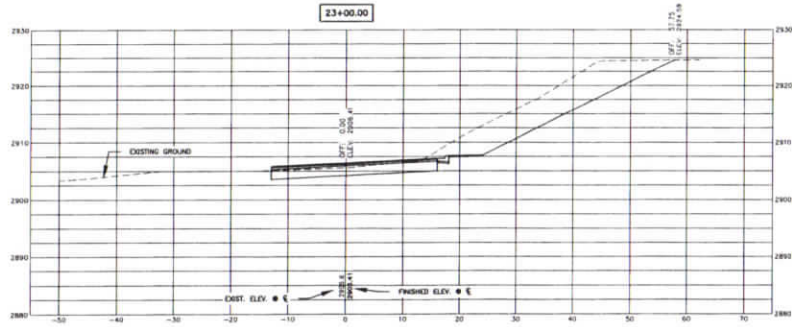
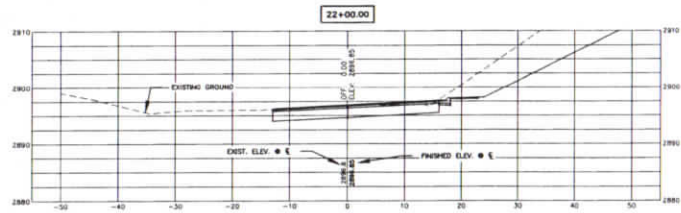
CROSS SECTION SCALE
HORIZONTAL 1"=10'
VERTICAL 1"=10'

**RiveRidge
Engineering
Company**

[illegible]

**BOULDER HEIGHTS - E. STARVIEW DR.
CROSS SECTIONS 16+00 TO 21+00
PROPOSED ROAD CENTERLINE**


DATE:	APRIL 2018
PROJECT:	18034
SHEET 4 OF 6	



CROSS SECTION SCALE
HORIZONTAL 1"=10'
VERTICAL 1"=10'

**BOULDER HEIGHTS - E. STARVIEW DR.
CROSS SECTIONS 22+00 TO 25+00
PROPOSED ROAD CENTERLINE**

**RiverRidge
Engineering
Company**

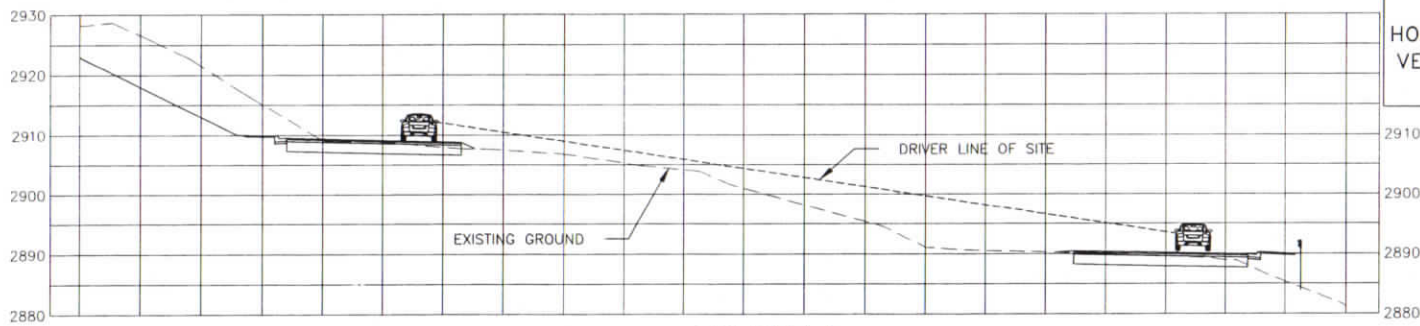
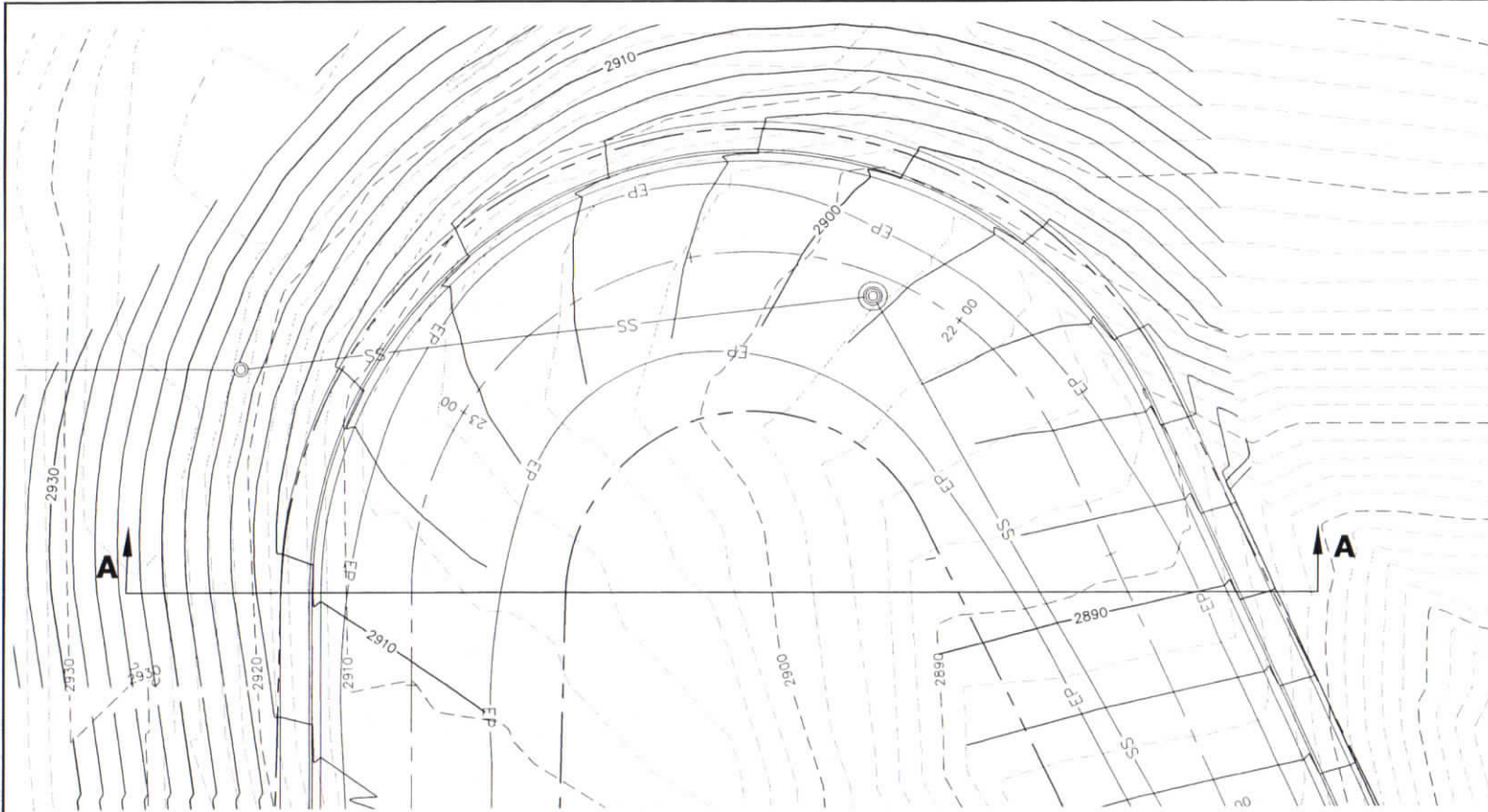


2447 S. Vista Ave. Boise, Idaho 83705
Ph. (208) 344-1180, Fax (208) 344-1181



REVISIONS		(-) FILE NAME	
NO.	ITEM	DATE	
			DESIGNED
			SHOWN
			CHECKED
			APPROVED
			DATE

DATE:	APRIL 2018
PROJECT:	16038
SHEET 5 OF 6	



HORIZ SCALE: 1" = 20'
VERT SCALE: 1" = 10'

SECTION A-A

Riveridge Engineering Company
2447 S. Vista Ave. Boise, Idaho 83705
Ph: (208) 344-1180, Fax: (208) 344-1182



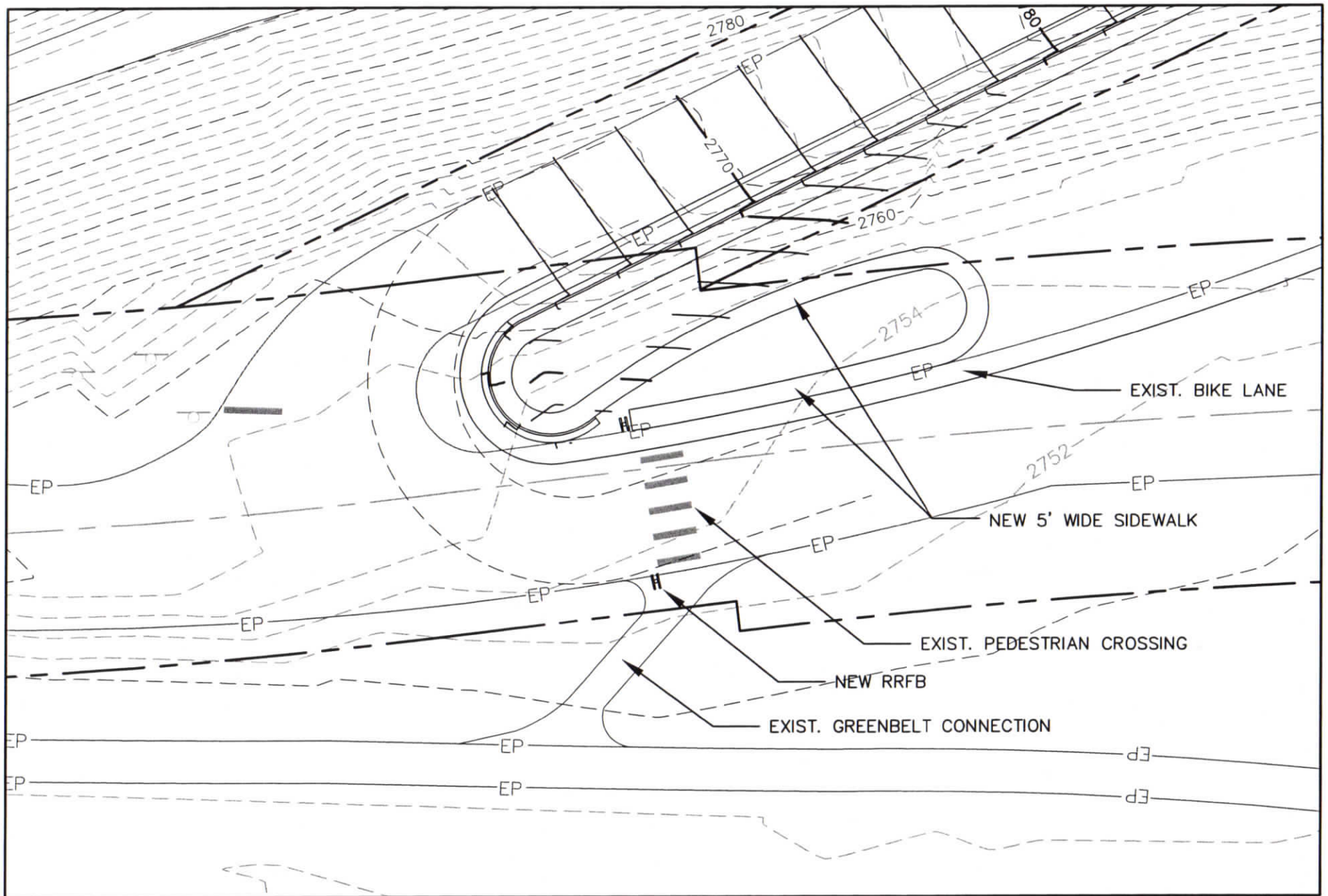
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		9	SS	
		10	SS	

BOULDER HEIGHTS - E. STARVIEW DR.

EXHIBIT B

HAIRPIN CURVE LINE OF SIGHT

DATE: APRIL 2018
PROJECT: HAIRPIN
SHEET 6 OF 6



STARVIEW DRIVE
INTERSECTION DETAIL



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

Development Services

April 30, 2018

TO: ACHD Commission

FROM: Christy Little, Planning Review Supervisor

SUBJECT: **Boulder Heights – Modify Starview Drive Requirements**
Staff Report for April 25, 2018 Commission Meeting

History

On May 23, 2001, the ACHD Commission approved CUP00-0055, a master site plan for Boulder Heights; and then subsequently approved the preliminary plat (July 3, 2002) for Boulder Heights Subdivision with 228 single family dwelling units. The timing for certain conditions of approval were based on the number of lots final platted, and the applicant has complied with all conditions. The City of Boise incorporated ACHD requirements into a Development Agreement. The applicant has now requested that the City modify the Development Agreement as it relates to ACHD Site Specific Condition #5, "Reconstruct Starview Drive to two 12-foot travel lanes, curb, gutter, sidewalk on the descending side of the roadway, bike lane on the ascending side of the roadway, and an average grade not to exceed 10.25%. (A 31-foot street section.) The applicant shall be required to fund the entire cost of improvements to Starview Drive and a portion of the costs of the intersection, and related intersection improvements (at Warm Springs Avenue). The applicant shall enter into a development agreement with the District prior to final plat approval of any eastern phases (Phase IV - as submitted on May 22, 2001), which describes funding responsibilities as they related to intersection improvements at Starview Drive/Warm Springs Avenue."

The applicant has final platted 114 of the 228 approved dwelling units within Boulder Heights.

Proposed Modification to Starview Drive Requirement

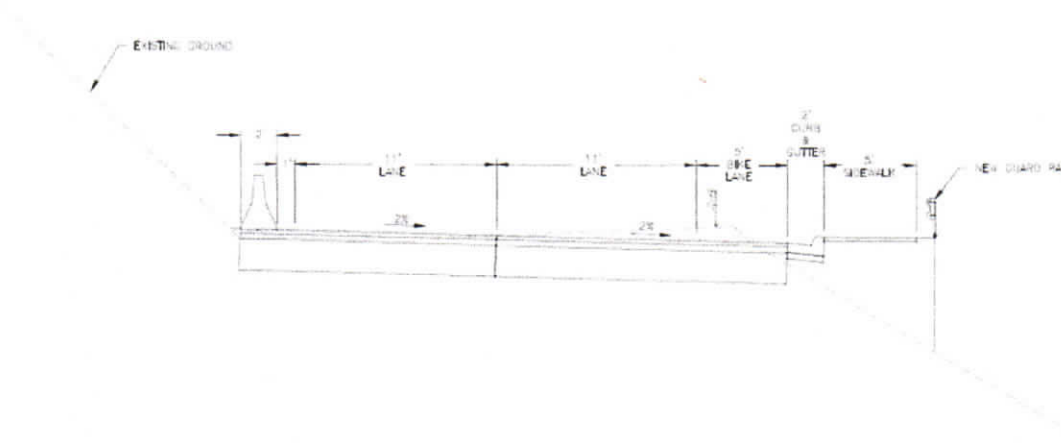
To avoid significant re-grading of the hillside that could result in cuts up to 30-feet in depth the applicant is requesting that Site Specific Condition #5 (from 2002) be modified to remove the requirement to re-grade Starview Drive to a maximum grade of 10.25%. The applicant is proposing to reconstruct the road, as required, and will improve grades where feasible. The applicant's engineer has provided preliminary engineering to demonstrate that re-grading the road would be difficult, if not infeasible in some sections, due to the geological constraints of the hillside, and the required lengthening of the road that would need to occur to achieve grades of less than 10.25%. Staff concurs with this

analysis, and based on the attached engineering documents, recommends that the condition be modified to “improve the grade where feasible, and shall not exceed existing grades”.

The applicant is proposing to re-construct Starview Drive as a 30-foot street section, instead of a 31-foot street section. The applicant is also proposing to modify where the improvements are located (on the uphill/downhill side of the roadway), based on input from ACHD staff. The proposed section includes:

- Two 11-foot travel lanes
- 5-foot wide bike lane on the uphill side adjacent to the travel lane
- 2-foot curb and gutter on uphill side
- 5-foot wide attached sidewalk on the uphill side (with guardrail)
- 1-foot wide paved shoulder on downhill lane
- Jersey barrier (as needed)
- Improve safety and site distance at the hairpin curve with additional pavement widening through the curve, and removal/replacement of landscaping that inhibits site distance at that location

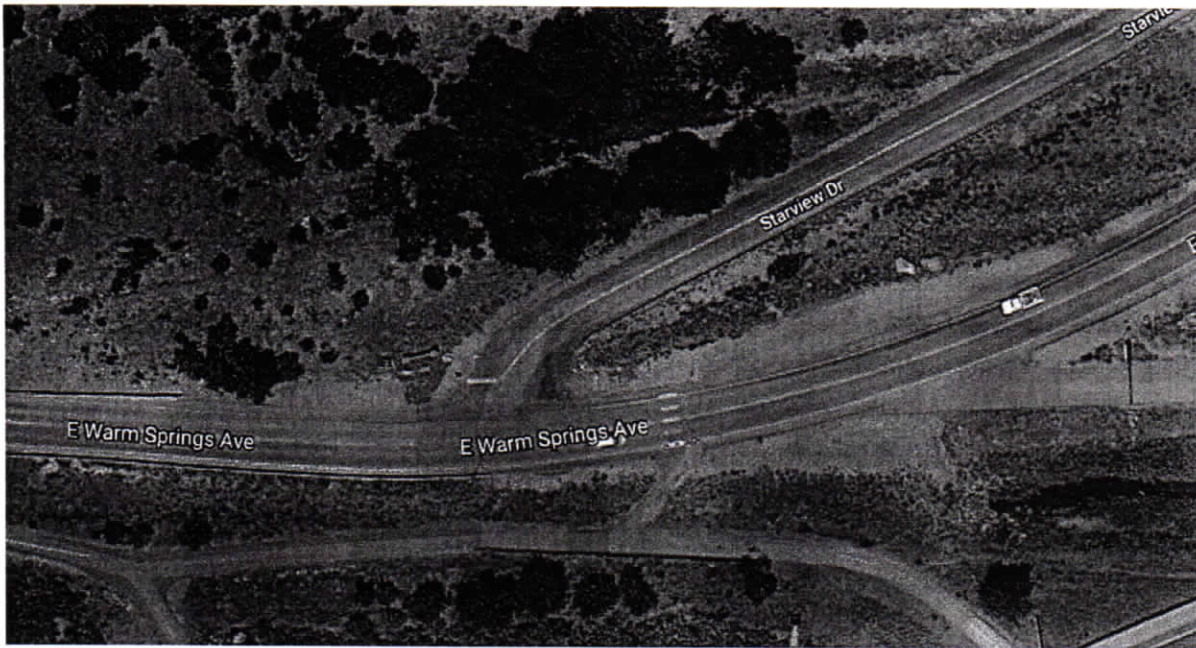
Proposed Cross Section



Staff recommends approval of the applicant’s proposed cross section, provided there is a 2-foot wide paved shoulder on the downhill side instead of 1-foot, to provide the required shy-distance from the proposed jersey barrier. This results in a 31-foot street section, which is what was required in the original condition, just in a slightly different configuration. Bikes will have a climbing lane on the uphill side, and due to speeds, will utilize a shared lane scenario for downhill.

Starview Drive/Warm Springs Avenue Intersection

The applicant is proposing to reconstruct the Starview Drive/Warm Springs Avenue intersection to improve site distance and turning radius. The applicant is also proposing to extend sidewalk to the existing striped crosswalk that provides connectivity to the Greenbelt.



ACHD did not require the installation of a traffic signal at this intersection with the original application. Traffic Services has reviewed the crash data for the intersection and found that in the last 10 years there have been no crashes involving left turns from Starview Drive on to Warm Springs Avenue. Additionally, this intersection does not meet warrants for a traffic signal; however, improvements can be made to increase the site distance. When the applicant reconstructs the Starview Drive/Warm Springs Avenue intersection, the applicant may need to raise the elevation of the intersection and Warm Springs Avenue to improve site distance and safety.

ACHD did not require the installation of an enhanced pedestrian crossing on Warm Springs Avenue with the original application, and since that time ACHD has striped a crosswalk on Warm Springs Avenue east of Starview Drive. Traffic Services has reviewed this location for an enhanced pedestrian crossing and determined that this is a viable location for an RRFB (Rectangular Rapid Flash Beacon). Because the applicant will be directing pedestrians and bicycles to this crossing, the applicant should be required to install an RRFB with the Starview Drive improvements. The applicant should work with ACHD and Ada County to improve the existing connection from the Greenbelt to Warm Springs Avenue at the crosswalk.

Emergency Services

The applicant has submitted written approval from the Boise Fire Department. The Fire Department will not require Starview Drive to be re-graded to less than 10% grade because: the overall width of Starview Drive will be widened which will improve Fire Department access; the intersection of Warm Springs Avenue/Starview Drive will be re-constructed which will better accommodate fire apparatus turning on to Starview Drive from the east; and the “tight corner” will be improved to improve line of site.

Commission Action – April 25, 2018

The application transmitted to ACHD from the City, is a request from the applicant to modify the Development Agreement between the City and Boulder Heights developer. This application was on the ACHD regular agenda on April 25, 2018. After listening to testimony from staff, the applicant and the public, the Commission motion was as follows: If the City finds that the conditions of the existing sewer and existing hillside warrant a modification of Site Specific Condition #5 then, the original condition should be replaced with items #1 thru #5 below.

1. Construct Starview Drive as a 31-foot street section (in accordance with application material provided by Applicant's engineer)
 - a. Two 11-foot travel lanes
 - b. 5-foot wide bike lane on uphill side
 - c. 2-foot curb and gutter on uphill side
 - d. 5-foot wide sidewalk on uphill side (with guardrail)
 - e. 2-foot wide paved shoulder on downhill lane
 - f. Jersey barrier (as needed) on downhill lane (outside the paved shoulder)
2. The grade of Starview Drive shall be improved where feasible and shall not exceed existing grades.
3. Improve safety and site distance at the hairpin curve with additional pavement widening through the curve, and removal/replacement of landscaping and other obstructions that inhibits site distance at that location
4. Reconstruct the Starview Drive/Warm Springs Avenue intersection to improve site distance and turning radius. This may require that the grade of the intersection and Warm Springs Avenue be raised, and the applicant should coordinate a final design with ACHD staff.
5. Install an RRFB on Warm Springs Avenue at the existing crosswalk, and work with ACHD and Ada County to improve the existing connection to the Greenbelt.

Attachments

1. Detailed letter from Applicant's Engineer
2. Letter from Boise Fire Department

**Detailed Letter of Explanation
to
Modify the Existing Development Agreement:**

CAR00-00021/DA - Development Agreement for the Zone Change Request Accompanying the Annexation Proposal for Boulder Heights Estates, August 16, 2002

General – The developers of Boulder Heights Estates are requesting a modification to Section VI.E.1 on page 9 of 14 of the development agreement that is related to item 5 of the Site Specific Requirements on page 11 of the original ACHD Staff Report that is included as Exhibit H of the same development agreement. More specifically, the requested change is to replace Section VI. E. 1 with the following:

“1. In lieu of the improvements to Starview Drive required by the Ada County Highway District in its letter of May 24, 2001 (reconstruction of Starview Drive to two 12-foot travel lanes, curb, gutter, sidewalk on the descending side of the roadway, bike lane on the ascending side of the roadway and an average grade not to exceed 10.25%), the applicant is proposing to retain the existing roadway horizontal and vertical alignment that has an average slope of 10.94% through the limits of the anticipated roadway modifications and convert the roadway to provide for two 11-foot wide travel lanes, a 5-foot wide paved bike lane, a 2-foot wide standard vertical curb and gutter and a 5-foot wide sidewalk, all to be located on the ascending side of the roadway as conceptually depicted on Exhibit A attached hereto.”

Evaluation – At the request of the developers of Boulder Heights Estates, multiple entities of the design team have met to review the constraints and put together a reasonable alternative to the condition that attempts to salvage as much of the original intent as possible. The following is a summary of that evaluation and recommendations:

Existing Site Conditions and Constraints related to the current requirement:

Overview:

Existing Roadway Characteristics – The existing roadway width of Starview Drive varies throughout this study area with the average width being about 26-feet. The initial 1,200 feet of the roadway climbs from Warm Springs Avenue to the “hairpin turn” in a northeasterly direction at an average centerline grade of 11.85%. From the “hairpin turn”, the roadway continues at the same average width, but the roadway average centerline grade reduces to an average slope of 7.70% with the last 130 feet having a centerline grade of only 6.00%. The overall average centerline grade of this entire roadway length is 10.94%. The descending side of the roadway runs against an ascending side slope that, in most locations, extends upward immediately from the edge of pavement at slopes that range from flat in the area of the “hairpin turn to steeper than 2 to 1 slope for the majority of the lower length of the roadway. These steeper slopes are prone to sloughing and depositing soils and rock on the roadway, particularly in late winter and spring months. The ascending side of the roadway runs against a descending side slope of about 2 to 1 for the initial 1,200 feet from Warm Springs Avenue and then changes to an ascending side slope of near 2 to 1 through the “hairpin turn” to the upper limit of the roadway. There is a guard rail along this ascending edge of pavement for this initial 1,200 feet. There is no concrete curb and gutter throughout this roadway section, but there are segments on both sides of the roadway where asphalt curbs have been added in an attempt to direct runoff to specific storm water collection and discharge points.

Existing Sanitary Sewer – There is an existing sanitary sewer main and manholes that extends from the “hair pin” curve down the center of Starview and across Warm Springs Avenue. This sewer main is only about 5’ deep and conveys sewage from about 238 homes.

Constraints Associated with the Current Condition:

1. Existing roadway grades and depth of cuts to achieve 10.25% - The existing roadway centerline grades exceed the 10.25% maximum conditioned grades starting at about 100-feet from the intersection with Warm Springs Avenue to station 22+50, averaging 11.8%. The centerline elevations are in excess of the conditioned elevations from this same point of station 10+56 to beyond the “hair pin” curve to station 26+12, a length of 1,556 feet. Both of these end point elevations are fixed points that can’t be raised or lowered to meet the 10.25% requirement. Therefore, the roadway must be lengthened to account for this lower slope requirement. The only location to lengthen the road is in the area of the “hair pin” curve, which will re-align 500 feet of the roadway. The changes in roadway slope will lower most of the roadway, ranging from 0-feet at both ends and deepening to as much as 20-feet at the “hair pin” curve and then tapering down toward Warm Springs Avenue. The average drop in elevation is estimated to be 12-feet.
2. New Roadway Alignment – The re-aligned roadway impacts about 500-feet of the existing roadway alignment. The new alignment is pushed east and north of the existing roadway to lengthen the overall roadway by about 100-feet. Much of this re-aligned roadway falls outside of and uphill from the existing roadway, resulting in massive shoulder cuts of up to 30-feet deep and extending beyond the roadway edge by as much as 120-feet. This cut area is also the drainage discharge point for as much as 130 –acres of uphill drainage that must discharge through this cut area. The design and construction for this drainage will be critical to the long term protection of the new roadway and existing properties. Cuts of this magnitude and combined drainage can de-stabilize the uphill land, resulting in possible hillside sloughing and damage to the roadway and adjacent properties. One option is to construct a retaining wall along this uphill side of the roadway, but this wall would reach a height of about 30-feet and extend for as much as 300-feet in length. Retaining walls of this magnitude and with the upstream drainage requirements are impractical for this small roadway segment and roadway classification.
3. Existing uphill slopes – The existing uphill slopes for most of the lower segment of the roadway exceed 2 to 1 slope and cannot be flattened out due to property ownership constraints. The new roadway will require a retaining wall of varying heights through this uphill slope area. The retaining wall will extend above the adjacent slope to provide a catchment area for rolling rocks. Due to the height of the wall, ranging from 0-feet to about 15-feet, will be difficult to keep maintained as soils and rocks continue to slough and roll against this new wall. This is a serious concern, realizing that the current condition requires a sidewalk to be constructed along this descending side of the roadway. The option of re-aligning the roadway through these cut areas was also evaluated, but is not recommended because, the average shift in the centerline would be 20-feet to the east and over the existing 2 to 1 downward slope. This 20-foot shift would create a lengthened uphill 2 to 1 slope that would increase the distance that rocks can travel and then enter the new roadway. Even with a Jersey style barrier along this uphill edge of

pavement, there is opportunity for debris to fall onto the sidewalk and roadway, resulting in a safety hazard for motorists, bike riders and pedestrians.

4. Sanitary Sewer – The existing sanitary sewer from the “hair pin” curve to Warm Springs Avenue will have to be completely reconstructed to be located below the newly aligned roadway. There is no easy way to engineer the relocation of this sewer main, while up to 238 homes must actively use the sewer throughout this overall construction project. In addition, due to the physical constraint of the roadway, this sewer main relocation would most likely have to maintain the same horizontal location (within the roadway), but would need to be as much as 20 to 25-feet deeper than the current roadway grade at the deepest location. It is doubtful that this sewer can be relocated within the existing roadway without impacting the existing sewer. A serious sewer break would potentially result in sewage flowing down the slope to drainages near Warm Springs that discharge directly to the Boise River.

Requested Modifications to the Condition:

Modify the Condition as follows:

1. To the greatest extent possible, maintain the current roadway horizontal and vertical alignments. As part of the final roadway design, all of the existing asphalt roadway will be removed and replaced. Minor changes in the existing centerline grade can be flattened out as much as possible to create a better surface. The roadway can also be converted from a super-elevated roadway that slopes to the uphill shoulder, to the reverse of this with a super-elevated roadway sloping to the new curb and gutter that will improve the uphill shoulder, provide for a landing for a new jersey barrier on the uphill side to catch falling debris and also provide for positive catchment of storm water runoff. Attached to this submittal is a letter from the Boise City Fire Department stating their position as it relates to the current condition.
2. Sanitary Sewer – With the retention of the horizontal and vertical grades of the existing roadway, the existing sanitary sewer main and manholes can be retained and protected. This is possibly the most significant positive aspect of the proposed changes to the condition.
3. Modify the condition to allow provide two 12-foot travel lanes for two 11-foot wide travel lanes. The reduction of overall roadway width by 2-feet will continue to allow for the movement of traffic along this roadway with the overall goal to slow down traffic and improve safety. The roadway will be widened through the “hair pin” curve to the greatest extent possible and reasonable to improve large vehicle maneuvering. In addition, all existing trees and shrubs on the inside of this same “hair pin” curve will be removed to allow opposing traffic to see oncoming traffic prior to entering the curve.
4. Modify the condition to locate the curb, gutter and sidewalk on the descending side of the roadway to relocate to the ascending side of the roadway. Relocating the curb, gutter and sidewalk to the ascending side will improve the opportunity for positive drainage capture and will move all pedestrian traffic to the far side of the roadway that will result in maximum protection from rolling debris from the uphill slopes. For the initial 1,200 feet of the roadway there will need to be a retaining wall installed along the outside edge of the sidewalk. This wall will also contain an outside guard rail that will also be installed along the outside edge of the sidewalk to protect all from the vertical edge that will reach heights of up to 10-feet. As the sidewalk approaches Warm Springs Avenue, the sidewalk will diverge from the pavement in

order to flatten sidewalk grades to 5% maximum. The sidewalk will follow along the Warm Springs Alignment until the sidewalk can match the edge of pavement and terminate at the existing pedestrian crossing of Warm Springs Avenue to the existing greenbelt, which will also be retained. In addition, the intersection with Warm Springs will be evaluated to allow emergency vehicles to maneuver this intersection based on published turn radii.

5. Continue to require a 5' wide bike lane adjacent to the ascending side of the roadway, next to the new curb and gutter. Ascending bike traffic will have this dedicated lane, separated from vehicle and pedestrian traffic. All descending bike traffic will use the 11-foot descending travel lane with the vehicular traffic. This descending lane will be properly marked to indicate shared use of the travel lane by both vehicles and bikes.
6. All surrounding slopes and drainage will be evaluated to provide for the positive collection of runoff and controlled discharge to the historic discharge points. Where current conditions appear to impact the roadway, an evaluation will be made to best correct impacts in order to maximize the design life of the overall roadway.



BOISE FIRE DEPARTMENT

MAYOR: David H. Bieter | CHIEF: Dennis Doan

MEMO

TO: Ada County Highway District
FROM: Ron Johnson, Assistant Fire Marshal, Boise Fire Department
CC: Wendy Haustveit, P.E. RiveRidge Engineering Co.
DATE: 4/10/2018
RE: Starview Drive Improvements

Boise Fire Department has reviewed the roadway improvements for Starview Drive and will not require the road be re-graded to less than 10% grade. This is one of three existing roads serving the subdivision. The following proposed roadway and subdivision improvements will help overcome the steep grade.

1. The overall width of Starview Drive is to be extended to accommodate a bike/ped path, also improving Fire Department Access.
2. The tuning radius of the intersection of Warm Springs Drive and Starview Drive heading westbound to be improved to accommodate the turning radius of responding fire apparatus from the East.
3. The tight corner at the top of the first grade shall be improved through removal of dirt and vegetation to improve line of site.
4. A fire break/trail will be maintained around new development to reduce Wildland Urban Interface risk and to act as possible brush fire vehicle access.

Additionally, an emergency access connection was previously completed between Warm Springs AVE and Parcenter BLVD increasing emergency access to the subdivision.

Please contact me at 208-570-6571 if you have any questions.