August 21, 2013

To: ACHD Commission
From: Development Review Section
       Kaci Bader
Subject: Final Plat: Pinetree Village Subdivision No. 6
Meeting Date: August 28, 2013

FACTS & FINDINGS:
1. Pinetree Village Subdivision No. 6 is a 38 buildable and 2 common lot residential subdivision on 1.26 acres. This site is located on W. Shoup Avenue, east of S. Maple Grove Road.

2. The applicant is Paradigm Development, LLC and the principal for the applicant is Don Knickrehm, Managing Member.

3. The preliminary plat was approved on November 14, 2007.

4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $135,800 in the form of a cash surety in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Pinetree Village Subdivision No. 6 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

Know all men by these presents: That Paradigm Development, LLC., an Idaho Limited Liability Company, is the owner of the property described as follows:

Commencing at a 5/8" iron pin marking the W1/4 corner of said Section 13 from which a 5/8" iron pin marking the N1/16 corner of said Section 13 bears North 00°01’09” West, 1328.12 feet; thence North 89°20’13” East, 950.31 feet to an angle point in the exterior boundary line of Pinetree Village Subdivision No. 4; thence North 04°21’37” East, 51.46 feet to the beginning of a non-tangent curve to the left; thence along said curve 68.91 feet, said curve having a radius of 135.06 feet, a central angle of 31°35’59” and a long chord of 68.04 feet which bears North 72°31’42” East; thence North 33°15’52” West, 24.00 feet; thence North 42°06’42” West, 46.80 feet to an angle point in the exterior boundary line of Pinetree Village Subdivision No. 5 as filed in Book 105 of Plats at pages 14,345 through 14,347, records of Ada County, Idaho; thence along the exterior boundary line of said Pinetree Village Subdivision No. 5 the following 3 courses: thence North 47°54’18” East, 344.00 feet; thence South 42°05’36” East, 48.00 feet; thence North 47°54’18” East, 8.94 feet to an angle point on the exterior boundary line of Pinetree Village Subdivision No. 3 as filed in Book 103 of Plats at pages 13759 through 13761, records of Ada County, Idaho; thence along the exterior boundary line of said Pinetree Village Subdivision No. 3 the following 6 courses: thence continuing North 47°54’18” East, 3.44 feet; thence South 42°05’36” East, 24.00 feet; thence North 47°54’18” East, 25.99 feet to the beginning of a curve to the left; thence along said curve 42.75 feet, said curve having a radius of 61.86 feet, a central angle of 39°35’42” and a long chord of 41.90 feet which bears North 28°08’19” East to the point of reverse curve; thence along said reverse curve 21.37 feet, said curve having a radius of 14.99 feet, a central angle of 81°42’56” and a long chord of 19.61 feet which bears North 48°12’56” East to the point of tangency; thence South 69°08’28” East, 52.87 feet to a point on the West right-of-way line of S. Jolinda Avenue; thence along said West right-of-way line South 90°01’32” West, 34.18 feet to the beginning of a curve to the right; thence along said West right-of-way line and said curve 49.65 feet, said curve having a radius of 50.00 feet, a central angle of 56°54’31” and a long chord of 47.84 feet which bears South 28°28’32” West to the point of reverse curve; thence along the northwesterly right-of-way line of W. Shoup Drive and said reverse curve 190.13 feet, said curve having a radius of 130.74 feet, a central angle of 9°01’12” and a long chord of 189.84 feet which bears South 52°24’57” West to the point of tangency; thence continuing along said northwesterly right-of-way line of W. Shoup Drive the following 3 courses: thence South 47°54’21” West, 256.69 feet to the beginning of a curve to the right; thence along said curve 69.11 feet, said curve having a radius of 75.00 feet, a central angle of 53°10’37” and a long chord of 67.14 feet which bears South 74°29’35” West to the point of tangency; thence North 78°55’52” West, 15.29 feet to the REAL POINT OF BEGINNING, containing 1.26 acres, more or less.

It is the intention of the undersigned to hereby include the above described property in this plat. The easements and private roads as shown on this plat are not dedicated to the public. However, the right to use said easements is hereby perpetually reserved for public utilities and such other uses as designated within this plat, and no permanent structures are to be erected within the lines of said easements. All lots in this plat will be eligible to receive water service from an existing United Water Idaho, Inc. main line located adjacent to the subject subdivision, and United Water Idaho, Inc. has agreed in writing to serve all of the lots in this subdivision.

Paradigm Development, LLC.

Don Kricknehmen, Managing Member

CERTIFICATE OF SURVEYOR

I, Gregory G. Carter, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that this plat as described in the "Certificate of Owners" was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points plotted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

Gregory G. Carter
P.L.S. No. 7729

ACKNOWLEDGMENT

State of Idaho)

County of Ada )

On this 14th day of August, 2013, before me, the undersigned, a Notary Public in and for said State, personally appeared Don Kricknehmen known or identified to me to be the Managing Member of Paradigm Development, LLC., the Limited Liability Company that executed the instrument or the person who executed the instrument on behalf of said Limited Liability Company and acknowledged to me that such Limited Liability Company executed the same.

In witness whereof, I have hereto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
Residing in Ada County, Idaho

7-13-2013
My commission expires

Palley Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
1200 Bannock, Suite 205
BOISE, ID 83702
www.palleyengineering.com
HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied based on a review by a Qualified Licensed Professional Engineer (QLPE) representing Boise City Public Works and United Water of Idaho, and the QLPE approval of the design plans and specifications and the conditions imposed on the developer for continued satisfaction of the sanitary restrictions. Buyer is cautioned that at the time of this approval, no drinking water extensions or sewer extensions were constructed. Building construction can be allowed with appropriate building permits if drinking water extensions or sewer extensions have since been constructed or if the developer is simultaneously constructing those facilities. If the developer fails to construct facilities, then sanitary restrictions may be reimposed, in accordance with Section 50-1326, Idaho Code, by the issuance of a Certificate of Disapproval, and no construction of any building or shelter requiring drinking water or sewer/septic facilities shall be allowed.

Central District Health Department  Date

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the ___ day of ____________ , 20___.

Chairman ACHD

APPROVAL OF CITY ENGINEER

I, the undersigned, Boise City Engineer, hereby state that the conditions of Boise City have been satisfied for Pinetree Village Subdivision No 6.

City Engineer  Date

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk in and for the City of Boise, Ada County, Idaho do hereby certify that at a regular meeting of the City Council held on the ___ day of ____________ , 20___ , this plat was duly accepted and approved.

City Clerk, Boise, Idaho

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, County Surveyor in and for Ada County, Idaho, do hereby certify that I have checked this plat and that it complies with the State of Idaho Code relating to plats and surveys.

County Surveyor

CERTIFICATE OF COUNTY TREASURER

I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I C 50-1306 do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

County Treasurer

COUNTY RECORDER'S CERTIFICATE

State of Idaho ) s.s.
County of Ada )

I hereby certify that this instrument was filed for record at the request of ____________ at _______ Minutes past ______ O'clock M. on this ___ day of _____, 20___, in Book _______ of plats at Pages ____________

Instrument No. ____________

Deputy ____________

Ex-Officio Recorder ____________
Project/File: Pine Tree Village Subdivision / SUB07-00094 / CUP07-00150 / CAR07-00063
This application is for a PUD with 223 condominium units on 17 acres.

Lead Agency: City of Boise
Site address: 550 S. Maple Grove Road
Commission Approval: November 14, 2007
Applicant: Paradigm Development, LLC
1403 Mace Road
Eagle, Idaho 83616
Staff Contact: Matt Edmond
Phone: 387-6187
E-mail: medmond@achd.ada.id.us
Tech Review: October 31, 2007

Application Information:
Acreage: 17.38
Current Zoning: A-1 (open space)
Proposed Zoning: R-2 (combined residential)
Residential Lots: 4 (223 units)
Common Lots: 1

A. Findings of Fact
Existing Conditions
1. Site Information: The site is vacant/open space.
2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Self-storage facility</td>
<td>L-OD/DA</td>
</tr>
<tr>
<td>South</td>
<td>Open space, I-84/I-184 interchange</td>
<td>A-1, N/A</td>
</tr>
<tr>
<td>East</td>
<td>Single-family homes and duplexes</td>
<td>R-1C</td>
</tr>
<tr>
<td>West</td>
<td>Apartments and townhouses</td>
<td>R-2</td>
</tr>
</tbody>
</table>

3. Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site
Maple Grove Road (between Overland Road and Fairview Road) is currently improved to 4 traffic lanes with curb, gutter, and 5-foot attached concrete sidewalks on both sides, all inside of 77-feet of right-of-way.
LaHontan Drive is currently improved to 24-feet of pavement with no curb, gutter, or sidewalks. Along the west and south edge of the site, Lahontan Drive has 62-feet of right of way; along the east edge of the site, it has 26 feet of right-of-way.

Evening Star Drive is currently improved to a 36-foot street section with curb, gutter, and 5-foot attached sidewalks inside 50-feet of right-of-way.

4. **Existing Access:** Currently, the site has no defined access points to Maple Grove, Lahontan, or Evening Star.

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

6. **Adjacent Development:** There are currently no developments or pending applications for development adjacent to the site.

**Development Impacts**

7. **Trip Generation:** This development is estimated to generate an additional 1,213 vehicle trips per day (104 vehicles per hour during PM peak hour traffic) based on the submitted traffic impact study.

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

9. **Traffic Impact Study:** A traffic impact study was required with this application (see Findings for Consideration below).

10. **Impacted Roadways:**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service*</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maple Grove Road</td>
<td>320'</td>
<td>Minor Arterial</td>
<td>20,900 south of Franklin 5/2007</td>
<td>Better than &quot;C&quot;</td>
<td>35 MPH</td>
</tr>
<tr>
<td>LaHontan Drive</td>
<td>1,900'</td>
<td>Local</td>
<td>300 east of Maple Grove 5/2007</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Shoup Drive</td>
<td>N/A</td>
<td>Local</td>
<td>1,154 west of Maple Grove on 8/15/2006</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Evening Star Drive</td>
<td>N/A</td>
<td>Local</td>
<td>No Count Available</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>

*Acceptable level of service for a four-lane minor arterial is "D" (28,000 VTD).

11. **Capital Improvements Plan/Five Year Work Plan**

The intersection of Maple Grove Road and Franklin Road is scheduled on the Five Year Work Plan (5YWP) to be expanded to 7 lanes each on the north and south legs, 8 lanes on the west leg, and 9 legs on the east leg in 2011.

The intersection of Maple Grove Road and Hackamore is scheduled on the 5YWP to be signalized and expanded to 3 lanes each on the east and west legs and 5 lanes each on the north and south legs in 2010.

The intersection of Maple Grove Road and Overland Road is scheduled on the Capital Improvements Plan to be expanded to 5 lanes on the west leg and 6 lanes each on the north, south, and east legs in 11 to 20 years.
B. Findings for Consideration

1. Traffic Impact Study

Executive Summary: Below is an executive summary of the submitted traffic impact study prepared by Washington Group International:

The planned Pine Tree Village Condominiums project is a new residential development located east of Maple Grove Road between Franklin Road and Overland Road in Boise, Idaho. The project is expected to contain approximately 207 residential condominium units.

The following are the principal conclusions of the traffic analysis for the Pine Tree Village development.

1) The proposed development is projected to generate an average daily traffic (ADT) volume of only 1,172 vehicles of which the a.m. and p.m. peak hour traffic is only 91 and 104 vehicles per hour respectively.

2) As a result of the site build out, traffic on the roadways is expected to increase in the vicinity. Traffic on Maple Grove Road may increase by 607 trips per day north and south of the project site. Traffic on Maple Grove Road will increase by 273 trips per day north of Franklin Road and 61 trips per day south of Overland Road. Traffic on Franklin Road may increase by 243 and 91 trips per day east and west of Maple Grove Road respectively. Traffic on Overland Road may increase by approximately 394 trips per day east of Maple Grove Road and 152 trips per day west of Maple Grove Road.

3) The build out traffic volumes (Year 2012) includes the background traffic and the new traffic generated by the Pine Tree Village development. Under Year 2030 background conditions (i.e. without project traffic), the forecast traffic volumes for both Franklin Road and Overland Road exceed the planning thresholds for five-lane arterial roadways. Site traffic volumes are never greater than 2.5% of the build out traffic volumes.

4) The intersection of Franklin Road and Maple Grove Road is currently signalized. For the existing volumes, the intersection operates at Level of Service (LOS) F in the p.m. peak hour. Maple Grove Road is currently under construction north of Franklin Road. The construction project includes the expansion of the Franklin Road intersection to provide a second eastbound left turn lane. With this improved intersection design, the intersection will operate at LOS E under the existing traffic volumes.

For the 2012 background condition (i.e regional growth), the intersection is forecast to operate at LOS F in the p.m. peak hour. The improved intersection design (i.e. two eastbound left turn lanes) will also operate at LOS F. Under build out Year 2012 conditions (i.e. regional growth plus the Pine Tree Village traffic), the intersection is forecast to operate at LOS F in p.m. peak hour with either the existing geometry or the improved design. Improvements to the intersection are warranted for the background and build out conditions.

Due to the longer travel delays, remedial measures have been reviewed for this intersection. The creation of dual left turn lanes on the northbound and southbound approaches is recommended for the Maple Grove Road approaches. With the additional turn lanes for the build out condition, the intersection is forecast to operate at LOS E in the p.m. peak hour. The site traffic is approximately 1% of the projected build out volumes.

5) The intersection of Overland Road and Maple Grove Road is currently signalized. For the existing volumes, the intersection operates at LOS E in the p.m. peak hour.
For the 2012 background condition (i.e. regional growth), the intersection is forecast to operate at LOS F in the p.m. peak hours. **Improvements to the intersection are warranted for the background conditions.**

Due to the longer travel delays and LOS F conditions, remedial measures have been reviewed for this intersection. The creation of dual left turn lanes on the northbound and southbound approaches is **recommended for the Maple Grove Road approaches.** With the additional turn lanes for the background condition, the intersection is forecast to operate at LOS F in the p.m. peak hour. With additional through lanes on the north-south approaches for the background condition, the intersection is forecast to operate at LOS F in the p.m. peak hour.

For the 2012 build out condition, the intersection is forecast to operate at LOS F in the p.m. peak hours. With the additional left turn lanes identified for the background condition, the intersection is forecast to operate at LOS F in the p.m. peak hour. With additional through lanes on the north-south approaches for the background condition, the intersection is forecast to operate at LOS F in the p.m. peak hour. The site traffic is approximately 1.1% of the projected build out volumes.

6) The intersection of **LaHontan Drive / Shoup Avenue with Maple Grove Road** is currently two-way STOP controlled. The STOP signs are in the LaHontan / Shoup approaches. The intersection currently operates at LOS F with the existing traffic volumes in the p.m. peak hour. Only the left turning traffic from the minor streets experience delay that correlates to LOS F. Maple Grove Road traffic does not stop and has no delay. **Improvements are not needed to accommodate existing traffic volumes.** The traffic volumes on the minor street approaches are too small to justify a traffic signal.

For the 2012 Background condition, the intersection is forecast to operate at LOS F in the p.m. peak hour. Only the left turning traffic from the minor streets experience delay that correlates to LOS F. **Improvements are not needed to accommodate the background traffic volumes.** The traffic volumes on the minor street approaches are too small to justify a traffic signal.

For the 2012 build out condition, the intersection is forecast to operate at LOS F in the p.m. peak hour. Only the left turning traffic from the minor streets experience delay that correlates to LOS F. **Improvements are not needed to accommodate the build out traffic volumes.** The traffic volumes on the minor street approaches are too small to justify a traffic signal. The Pine Tree Village site traffic is approximately 4.9% of the projected build out volumes at this intersection.

7) **Four new site access intersections** are proposed as private street intersections with LaHontan Drive. All four site approaches are forecast to operate below capacity at LOS A. Additional turn lanes are not warranted on eastbound LaHontan Drive at any site approach intersection. LaHontan Drive is a local street.

8) Some of the forecast daily build out volumes (Year 2012) for the roadways in the vicinity of the project exceed the planning development thresholds. Franklin Road east of Maple Grove Road, Overland Road east of Maple Grove Road and Overland Road west of Maple Grove Road all exceed the planning thresholds for five lane arterial roadways. This occurs with of without the traffic generates by the Pine Tree Village development.

The remaining area’s roadways are all below the planning development thresholds and do not require any capacity improvements under the Year 2012 build out conditions.

9) LaHontan Drive is classified as a local street east of Maple Grove Road. The proposed site plan identifies front-on housing along LaHontan Drive. ACHD’s Policy (Section 7201.1.1) states, “The primary function of a local street is to serve abutting property. Normally, abutting property will have free access to the street and ADT will typically be
less than 1,000 but may reach 2,000 in some situations." There is a small section of LaHontan Drive between the first and third driveways that can anticipate traffic volumes that exceed 1,000 ADT. It affects only two 4-plex units.

10) Internally, there are no public streets within this development.

The following are the transportation-related improvements needed to accommodate the traffic volumes under the existing, background, and build out traffic volumes.

1. The Franklin Road / Maple Grove Road intersection currently operates at LOS F. The addition of a second eastbound left turn lane will allow the intersection to operate at LOS E with existing traffic volumes.

2. The Franklin Road / Maple Grove Road intersection is estimated to operate at LOS F under the forecast background and build out conditions with the improvement suggested for the existing conditions. The intersection will operate at LOS F with or without the Pine Tree Village traffic. The addition of a second northbound and southbound left-turn lane will reduce travel delays. The intersection will continue to operate at LOS F under the background and build out conditions.

3. The Overland Road / Maple Grove Road intersection is estimated to operate at LOS F under forecast background and build out conditions. The addition of a second left turn lane on all approaches and a second north-south through lane will reduce travel delays. The intersection will continue to operate at LOS F with these intersection improvements under the background and build out conditions.

The following are transportation-related improvements needed to accommodate the traffic volumes generated by the Pine Tree Village development:

1. No traffic-related improvements have been identified with this analysis.

Staff Comment: ACHD Traffic Services Staff has analyzed the submitted traffic impact study and determined the following:

- The applicant studied the feasibility of a left-turn lane from Maple Grove Road into LaHontan Drive. Although the left-turn lane would be a benefit to traffic flow at the intersection, costs would easily exceed benefits at the present time. Site constraints such as limited space for tapers and slopes and the location of the Interstate overpass bridge would add to these costs significantly. Because the analysis demonstrates that it is infeasible at this time to construct the left turn lane, the applicant should make appropriate right-of-way dedications and easement to allow the District to construct the left-turn lane at such a time as it is deemed necessary.

2. Maple Grove Road

   Right-of-Way: District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

   Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

   Applicant Proposal: The applicant has proposed no alterations to Maple Grove as it currently exists (4 travel lanes with curb, gutter, and 5-foot attached concrete sidewalks inside 77-feet of right-of-way)
Staff Recommendation: Although District policy normally requires 96-feet of right of way on most arterial roadways, staff recommends a modification of policy for several reasons. First, Maple Grove is already a fully-improved 4-lane arterial that is not currently on the Capital Improvement Plan for widening. Also, while the west side of the roadway is fully developed, widening the roadway completely to the east would require long tapers that cannot be accommodated within the site frontage or on the existing I-84 overpass. In light of these conditions, District staff recommends that the applicant make accommodations for a 5-lane minor arterial with attached 7-foot sidewalks on the east side inside of an easement. This will require the applicant to dedicate 4-feet of additional right-of-way north of LaHontan Drive and provide a 9-foot sidewalk and utility easement along Maple Grove Road abutting the site. The District currently controls a large portion of right-of-way on the east side of Maple Grove Road south of the LaHontan intersection, and will determine prior to any right-of-way exchange how much of this must be retained for any future widening to 5 lanes. Right-of-way dedication along Maple Grove Road should be included in the LaHontan Drive right-of-way exchange.

Commission Comments: Commissioners inquired about the possibility of several traffic control/mitigation measures on Maple Grove and when such measures might be warranted. Possible measures discussed included a left turn lane, a traffic signal at the intersection with Shoup/LaHontan, and an acceleration lane from LaHontan onto Maple Grove northbound. Traffic engineers for both the District and the applicant agreed that additional traffic control/mitigation measures will not be warranted or feasible in the near future. Commissioners concluded by directing staff to determine what the priority of a left turn lane on Maple Grove Road would be in relation to other planned capital improvements.

3. LaHontan Drive

Right-of-Way: District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.

Intersections: Intersections located on horizontal curves should be avoided. This is particularly true if the radius of either street is close to the minimum allowed or if the intersection occurs on the inside of the horizontal curve (7204.11.7). The minimum midblock centerline radius allowed on a local street is 100-feet (7204.4.12). The minimum mid-block centerline radius allowed on a residential collector is 150-feet (7204.5.10).

Applicant Proposal: The applicant has proposed to reroute LaHontan Drive so that it intersects Maple Grove more directly, and construct it as a 36-foot street section with rolled curb, gutter, and 5-foot attached sidewalk in 50-feet of right-of-way from Maple Grove Road to Evening Star Drive. This reroute will require that the applicant dedicate new right-of-way in exchange for the District’s vacation and transfer of the existing LaHontan Drive right-of-way to the applicant. The right-of-way vacation/exchange process is a separate public hearing process and requires a separate application submittal. The applicant has also proposed front-on housing on LaHontan Drive.

Staff Recommendation: District staff is supportive of the proposed rerouting of LaHontan Drive and recommends that the District and the applicant enter into a right-of-way exchange to attain the proposed alignment. The District will retain a sufficient amount of the existing right-of-way along Maple Grove Road for future widening to 5 lanes. The applicant will construct LaHontan Drive with vertical curb, gutter, and 5-foot attached concrete sidewalk on both sides. Additionally, the applicant shall coordinate with the City of Boise to minimize the number of driveways on LaHontan Drive and to locate the curb return for access to the future city park. District staff is supportive of the applicant’s proposal to reroute LaHontan Drive for a more direct intersection with Maple Grove Road. In addition, District staff recommends that the proposed center island on LaHontan at the intersection with Maple Grove be dedicated as public right-of-way in order to allow the District to alter it in the future, if necessary. The applicant can enter into a license agreement for any landscaping to be located within that island.
4. Internal Streets

Private Street Policy: In accordance with District policy 7205.6, other jurisdictions in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards.

If the City of Boise approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of LaHontan Drive and install pavement tapers with 15-foot curb radii abutting the existing roadway edge.

Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

Offsets: District policy 7204.11.6, requires local roadways to align or offset a minimum of 125-feet from another local roadway (measured centerline to centerline).

Applicant’s Proposal: The applicant has proposed to construct all internal streets as private driveways consisting of a 22-foot street section with curb and gutter, and 4-foot sidewalks placed between buildings. Internal drives will provide access to LaHontan Drive at 4 points: from the north side approximately 75-feet east (near-side to near-side) of Maple Grove Road, from the south approximately 250-feet east of Maple Grove Road, from the north approximately 375-feet east of Maple Grove Road, and from the north/west approximately 160-feet south of Evening Star Drive (centerline to centerline).

Staff Recommendation: Although the applicant is proposing that all internal roadways are private driveways, District staff recommends that they adhere to local street standards for offsets due to their size and volumes. District staff recommends that the applicant relocate the west-most access point to offset Maple Grove Road by at least 105-feet (near-side to near-side), and maintain 125-foot offsets between all other access points to LaHontan Drive.

5. Tree Planters

Tree Planter Policy: The District’s Tree Planter Width Interim Policy prohibits all trees in planters less than 6-feet in width. In addition to prohibiting trees in planters less than 6-feet in width, the policy requires a minimum planter width of 6-feet for class II tress with the installation of root barriers on both sides of the planter strip or a minimum planter width of 8-feet without the installation of a root barrier. The policy also requires Class I and Class III trees to provide a minimum planter width of 10-feet.

6. Other Access

Maple Grove Road is classified as a minor arterial. Other than the access specifically approved with this application, direct lot access is prohibited to Maple Grove Road and shall be noted on the final plat.
C. Site Specific Conditions of Approval

1. Dedicate an additional 4-feet of right-of-way along Maple Grove Road (40-feet from the current centerline) abutting the parcel by means of recordation of a final subdivision plat or execution of a warranty deed prior to issuance of a building permit (or other required permits), whichever occurs first. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material.

2. Provide a 9-foot sidewalk and utility easement along Maple Grove Road abutting the site. This will allow for placement of a future 7-foot attached sidewalk outside of the right-of-way should the District choose to add a left-turn lane to Maple Grove Road in the future.

3. Enter into a right-of-way exchange with the Ada County Highway District to realign LaHontan Drive as proposed. The final alignment of LaHontan Drive will include a right-of-way corridor 50-feet wide. The District will retain a sufficient amount of the existing right-of-way along Maple Grove Road for future widening to 5 lanes.

4. Construct LaHontan Drive as a 36-foot street section with vertical curb, gutter, and attached 5-foot concrete sidewalks on both sides. Ensure that sidewalks connect to existing improvements on Maple Grove Road and Evening Star Drive. Coordinate with the City of Boise for location of the curb return to provide access to the proposed city park south of the site. Dedicate the proposed center island on LaHontan at the intersection with Maple Grove as public right-of-way.

5. Construct private drives as private 22-foot street sections with rolled curb and gutter. Where the internal streets intersect with LaHontan Drive, install pavement tapers with 15-foot curb radii. Locate access points to LaHontan Drive so that they offset each other and Evening Star Drive by at least 125-feet (centerline to centerline), and Maple Grove Road by at least 105-feet (near-side to near-side).

6. Direct lot access to Maple Grove Road (minor arterial) is prohibited and shall be noted on the final plat.

7. Comply with all Standard Conditions of Approval.

D. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.

2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.

3. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. Comply with the District’s Tree Planter Width Interim Policy.

6. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

7. All design and construction shall be in accordance with the Ada County Highway District Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Ordinances unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

8. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.
9. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.

10. Payment of applicable road impact fees is required prior to building construction. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

11. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

12. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

13. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

**E. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.
Attachments
1. Vicinity Map
2. Site Plan
3. Internal Trip Distribution Map (from TIS)
4. Letter from Stephen Moser on behalf of Cathedral Townhomes
5. Utility Coordinating Council
6. Request for Reconsideration Guidelines
7. Development Process Checklist
CATHEDRAL PARK TOWNHOMES, INC.
c/o 9101 West Shoup Ave.
Boise, ID 83709
208-322-3324
stephenbmoser@msn.com

October 26, 2007

Matt Edmond
Ada County Highway District
3775 Adams
Garden City, ID

Re: CAR07-00063 and CUP07-00150

Dear Mr. Edmond:

Per our phone conversation, I wish to make a formal request on behalf of the 44
homeowners of Cathedral Park Townhomes, Inc. (9025 to 9389 West Shoup and 643 to
646 South Emily Drive in Boise) to study the traffic impact on the intersection of South
Maple Grove with both West Shoup Avenue and LaHontan Drive that will result in the
granting of a rezoning of 16.71 acres adjacent to South Maple Grove from A-1 to R-2 as
the proposed Pine Tree Village condominium complex consisting of 223 residential units.

Homeowners of the above townhouse association met on Oct. 24, 2007, in my home and
voiced opposition to the density of the proposed development, citing anticipated traffic
problems egressing from both West Shoup Avenue and LaHontan Drive unto South
Maple Grove and entering from South Maple Grove unto both West Shoup Avenue and
LaHontan Drive. This portion of South Maple Grove does not contain a turning lane and
would cause a detrimental traffic congestion if the size of the proposed development is
allowed.

As I indicated to you on the phone, I am willing to testify on behalf of our association
concerning the above items.

Sincerely,

Stephen Moser, manager
CATHEDRAL PARK TOWNHOMES, INC.
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) Notification: Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) Plan Review: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) Revisions: The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) Final Notification: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Development Process Checklist

Submit a development application to a City or to the County

☒ The City or the County will transmit the development application to ACHD

☒ The ACHD Planning Review Division will receive the development application to review

☒ The Planning Review Division will do one of the following:

☐ Send a “No Review” letter to the applicant stating that there are no site specific requirements at this time.

☐ Send a “Comply With” letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.

☐ Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☒ Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☒ The Planning Review Division will hold a Technical Review meeting for all Staff and Commission Level reports.

☐ For ALL development applications, including those receiving a “No Review” or “Comply With” letter:

• The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the Development Review Division for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee calculation.)

• The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Zone)

☐ Driveway or Property Approach(s)

• Submit a “Driveway Approach Request” form to Ada County Highway District (ACHD) Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way

• Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction — Permits along with:
  a) Traffic Control Plan
  b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ Sediment & Erosion Submittal

• At least one week prior to setting up a Pre-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction — Subdivision to be reviewed and approved by the ACHD Drainage Division.

☐ Idaho Power Company

• Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ Final Approval from Development Services

ACHD Construction — Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.

Pine Tree Village
Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action**: A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.