December 2, 2013

TO: ACHD Board of Commissioners

FROM: Lauren Watsek
Planner I

SUBJECT: PUD13-00013 (Deep Green Condominiums)

Executive Summary:

The applicant is requesting approval to construct a Planned Unit Development consisting of 12 homes with detached garages on 1.75 acres. The site is located at 2638 S. Gekeler Lane. This item is on the regular agenda due to neighborhood concerns which include parking on Fall Drive and Stony Fork Way and access from the proposed development on to Fall Drive.

Staff Recommendation:
Staff recommends approval of the staff report, as written.
A. Findings of Fact

1. Description of Application: The applicant is proposing to construct a Planned Unit Development consisting of 12 homes with detached garages on 1.75 acres. The property is currently zoned R-1C. The applicant’s proposal is consistent with the comprehensive plan for the City of Boise.

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>Lakewood Montessori School</td>
<td>R-1C</td>
</tr>
<tr>
<td>South</td>
<td>Lakewood Subdivision</td>
<td>R-1C</td>
</tr>
<tr>
<td>East</td>
<td>Lakewood Subdivision</td>
<td>R-1C</td>
</tr>
<tr>
<td>West</td>
<td>Lakewood Subdivision</td>
<td>R-1C</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site as CUP08-00086 in August 2008, for 10 dwelling units. With that approval ACHD required access to be taken off of Fall Drive.
4. **Transit:** Transit Services are available to serve this site. A Valley Ride bus stop is located at the intersection of Linden Street and Gekeler Lane.

5. **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.

6. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**

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

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 70 additional vehicle trips per day and 6 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Condition of Area Roadways**

   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linden Street</td>
<td>85 feet</td>
<td>Collector</td>
<td>346</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Gekeler Lane</td>
<td>345 feet</td>
<td>Collector</td>
<td>376</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Fall Drive</td>
<td>175 feet</td>
<td>Local</td>
<td>22</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

   * Acceptable level of service for a two-lane collector is “D” (425 VPH).
   * Acceptable level of service for a three-lane collector is “D” (530 VPH).

3. **Average Daily Traffic Count (VDT)**

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

   - The average daily traffic count for Linden Street east of Gekeler Lane was 6,138 on November 20, 2013.
   - The average daily traffic count for Gekeler Lane north of Bergeson Street was 6,524 on November 20, 2013.
   - The average daily traffic count for Fall Drive east of Gekeler was 290 on November 20, 2013.

**C. Findings for Consideration**

1. **Linden Street**

   a. **Existing Conditions:** Linden Street is improved with 3 travel lanes, vertical curb, gutter, and 5 foot wide attached sidewalk abutting the site. There is 50 feet of right-of-way for Linden Street (25 feet from centerline).

   b. **Policy:**

      **Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

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

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

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. Applicant Proposal: The applicant is not proposing to make any improvements to Linden Street abutting the site.

d. Staff Comments/Recommendations: The applicant is not proposing to make any improvements to Linden Street because it is fully improved with curb, gutter and sidewalk. If applicable, the applicant should be required to correct deficiencies and replace deteriorated facilities on Linden Street abutting the site, including sidewalk, curb, gutter and pedestrian ramps.

The applicant should be required to enter into a license agreement with ACHD for any existing landscaping or sidewalk that is located outside of the right-of-way.

2. Gekeler Lane

a. Existing Conditions: Gekeler Lane is improved with 2 travel lanes, vertical curb, gutter, and 5 foot wide sidewalk abutting the site. There is 68 feet of right-of-way for Gekeler Lane (34 feet from centerline).

b. Policy:

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

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

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

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant Proposal:** The applicant is not proposing to make any improvements to Gekeler Lane abutting the site.

d. **Staff Comments/Recommendations:** The applicant is not proposing to make any improvements to Gekeler Lane because it is fully improved with curb, gutter and sidewalk. If applicable, the applicant should be required to correct deficiencies and replace deteriorated facilities on Gekeler Lane abutting the site, including sidewalk, curb, gutter and pedestrian ramps.

3. **Fall Drive**
   a. **Existing Conditions:** Fall Drive is improved with 2 travel lanes, and vertical curb and gutter abutting the site. There is an attached 5 foot wide concrete sidewalk on Fall Drive located 50 feet east of the stop sign at the intersection of Fall Drive and Gekeler Lane and continuing east. There is 50 feet of right-of-way for Fall Drive (25 feet from centerline).

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

      **Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

   c. **Applicant’s Proposal:** The applicant is not proposing to make any improvements to Fall Drive abutting the site.

   d. **Staff Comments/Recommendations:** The applicant should be required to continue the existing sidewalk to the intersection of Fall Drive and Gekeler Lane abutting the site. There is an existing tree in the alignment of where the attached sidewalk would be placed. The applicant should remove the tree to continue the attached sidewalk, or construct a detached sidewalk around the tree to connect with the sidewalk on Gekeler Lane. The applicant is also required to install pedestrian ramps at the intersection.

      If applicable, the applicant should be required to correct deficiencies or replace deteriorated facilities on Fall Drive abutting the site, including sidewalk, curb, gutter and pedestrian ramps.
Garages 1-7 will access the site via Fall Drive and garages 8-12 will access the site via Linden Street.
4. Driveways

4.1 Linden Street

a. **Existing Conditions:** There is currently one driveway from the Lakewood Montessori School parking lot onto Linden Street, located approximately 95 feet east of Waterbury Lane on the north side of Linden Street and 385 feet east of the intersection of Gekeler Lane and Linden Street.

b. **Policy:**

**Access Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. **Access will be limited or controlled.** Collectors may also be designated at bicycle and bus routes.

**Driveway Location Policy (Stop Controlled Intersection):** District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

**Successive Driveways:** District policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 25 MPH and daily traffic volumes greater than 200 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant’s Proposal:** The applicant has a shared access agreement with the Lakewood Montessori School and is proposing to have 5 residential units access Linden Street using this existing driveway.

d. **Staff Comments/Recommendations:** Although the existing driveway does not meet offset requirements from other access on Linden Street, staff recommends a modification of policy to allow the driveway to remain in its current location. The driveway is already constructed and currently serves the school. This development will generate minimal traffic as only 5 units will
have access to this driveway. Furthermore, the private streets north of Linden Street serve Oakhurst Townhouses and do not generate a large amount of traffic.

4.2 Gekeler Lane

a. **Existing Conditions:** There are two existing driveways on Gekeler Lane: one 10 foot wide driveway located approximately 35 feet north of Fall Drive; and one 24 foot wide driveway located approximately 130 feet north of Fall Drive.

b. **Policy:**

   **Access Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

   District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. **Access will be limited or controlled.** Collectors may also be designated at bicycle and bus routes.

   **Driveway Location Policy (Stop Controlled Intersection):** District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

   **Successive Driveways:** District policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 20 MPH and daily traffic volumes greater than 200 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

   **Driveway Width Policy:** District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

   **Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

   **Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant’s Proposal:** The applicant is proposing to close the 10 foot wide driveway and use the 24 foot wide existing driveway to provide access from the development onto Gekeler Lane. The applicant is proposing to reduce the driveway width to 20 feet.

d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District Access Management, Successive Driveway, and Driveway Location Policies and should not be approved as proposed. Staff recommends the applicant close both existing driveways onto Gekeler Lane and use Fall Drive to access the site. Fall Drive is a local street and therefore
has a lesser classification than Gekeler Lane. Additionally, only 7 units will be using this access point which will generate minimal traffic.

4.3 Fall Drive
   a. **Existing Conditions:** There are no existing driveways constructed from the site onto Fall Drive.
   b. **Policy:**
      Driveway Location Policy: District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.
      
      Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.
      
      Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.
      
      Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
   c. **Applicant’s Proposal:** The applicant is proposing to construct one 20 foot wide driveway onto Fall Drive, located approximately 150 feet east of the intersection of Fall Drive and Gekeler Lane.
   d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy and should be approved as proposed. The applicant should be required to pave the driveway its entire width and 30 feet into the site beyond the edge of pavement of Fall Drive.

5. **Tree Planters**
   Tree Planter Policy: The District’s Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

6. **Landscaping**
   Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

7. **Other Access**
   Linden Street and Gekeler Lane are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.
8. **Neighborhood Concerns**

This application is on the regular agenda due to neighborhood concerns. Correspondence that has been received prior to December 2, 2013 is included with this staff report. Neighborhood concerns include:

- **Parking on Fall Drive and Stony Fork Way**
  - **Concern:** Residents are concerned about adequate on-site parking for the residents in the proposed 12 unit PUD, and the potential for those residents to park on Fall Drive and/or Stony Fork Way. Residents don’t want parking restrictions on those streets, however, because they utilize on-street parking.
  - **Proposal:** The applicant is constructing 16’ wide garages. Half of the garage will have structured storage (cabinets, shelves, etc...) and the other half will be a parking bay that will include a mechanical lift so that two cars can be parked inside, one stacked above the other. Four visitor parking spaces are provided off of the driveway that serves 7 units, and the applicant is sharing a parking lot with the adjacent Montessori school via a shared parking agreement.
  - **Staff comment:** The site does not have frontage on Stony Fork Way (see attached vicinity map). It is very unlikely that residents or guests would park down the road and walk to the site when there is parking available within the parking lot, garages, or designated visitor parking. Staff recommends that “NO PARKING” signs be installed on Fall Drive adjacent to the site, and for the first 50’ on the south side of the street. This will not restrict parking in front of residences. The City determines the amount of parking that is required with a development application.

- **Access on to Fall Drive**
  - **Concern:** Residents are concerned about the additional traffic in the neighborhood.
  - **Proposal:** The applicant proposed access to Fall Drive, in accordance with ACHD Policy. The Fall Drive access will serve 7 units and the Linden Street access will serve 5 units.
  - **Staff comment:** The total traffic projected to be generated from this development is 70 VTD, and 6 trips in the PM peak hour. ACHD conducted a traffic count on Wednesday, November 20, 2013. There were 290 daily vehicle trips and 22 vehicle trips in the peak hour. The standard threshold for local streets is 2,000 VTD.

**D. Site Specific Conditions of Approval**

1. Correct deficiencies and replace deteriorated facilities on Linden Street, Gekeler Lane and Fall Drive abutting the site, including sidewalk, curb, gutter and pedestrian ramps.

2. Obtain a license agreement for the existing landscaping and sidewalk on Linden Street that is located outside of the right-of-way.

3. Construct a 5 foot wide concrete sidewalk on Fall Drive abutting the site. The sidewalk may be detached to avoid the tree. Install pedestrian ramps at the Fall Drive/Gekeler Lane intersection.

4. Install “No Parking” signs on Fall Drive abutting the site, and on the south side, from Gekeler Lane, 50 feet to the east.

5. The existing driveway on Linden Street is approved.

6. Close the two existing driveways on Gekeler Lane with curb, gutter and sidewalk.
7. Construct one 20 foot wide driveway on Fall Drive, located 150 feet east of Gekeler Lane. Pave the driveway its entire width and at least 30 feet into the site beyond the edge of pavement.

8. Other than the access specifically approved with this application, direct lot access to Linden Street and Gekeler Lane is prohibited and shall be noted on the final plat.

9. Payment of impacts fees are due prior to issuance of a building permit.


**E. Standard Conditions of Approval**

1. All irrigation facilities shall be relocated outside of the ACHD right-of-way.

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

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

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

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

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

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

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

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.
F. **Conclusions of Law**

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

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. **Attachments**

1. Vicinity Map
2. Site Plan
3. Neighborhood Correspondence
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines
NEIGHBORHOOD CORRESPONDENCE

Good Afternoon Mindy,

I wanted to share my concerns about the planned updates to Fall Drive in Boise, 83706. Currently, I resided just after the corner of Fall Drive, on Stony Fork Way. I'm concerned with the traffic revision that would open up a new housing community to access Fall Drive.

My main concern is the additional traffic from residents coming and going. In addition, Fall Drive being the 'overflow' parking for the housing development.

My Husband and I have a young child and any time I hear increased traffic my main concern is her safety. The traffic leaving the development will be going to Gekeler Lane or to Stony Fork - this is right at our community park where children are usually congregating. Children in our community, in general, are riding bikes, crossing the streets to get to the park and using the sidewalks extensively. Being children, they occasionally make childish decisions. The increased traffic multiplies the opportunities for an accident between the them.

My second concern with the access on Fall Drive is the corner. As it stands, the corner of Fall Drive and Gekeler Lane does not have a sidewalk. Additional access cuts off safe pedestrian access to Geckler Lane. People wanting to access Geckler will have to 'cut through' the new development's drive or walk around. This seems an easy task for a fit adult, but for some of the older folks in our community using the sidewalks, it poses trouble for getting around the corner.

I'm not going to be able to addend any of the ACHD planned meetings in person to support my feelings. I'm doing a round of chemo and my doctor has requested I say home for the duration. Please don't my absence at meetings as a lack of concern.

Thanks for your time today.

Sincerely,

Christina Faul
2729 S. Stony Fork Way
Boise, ID 83706
206-995-0611
Dear Ms. Watsek,
We are residents in the Lakewood neighborhood that’s adjacent to the proposed development planned for E. Gekeler Lane, E. Fall Dr. and E. Linden St. in southeast Boise. We’re writing to bring a few of our concerns to your attention regarding this project.

- We recognize that development of the property at the corner of Gekeler Lane and Linden is inevitable. We’re in favor of enhancements to our community that support existing home values, complement the vision of the Lakewood development and strengthen our tax base.
- However, this proposed project includes parking in our neighborhood on E. Fall Dr. The proposed project should have ample parking of its own within its own lot.
- The proposed project also includes access off of E. Fall Dr. As parents of two girls, aged 9 and 11, we worry about the safety issue it presents for our children due to the added traffic load on adjacent streets. They play in the park at the end of E. Fall Road, as well as near the ponds off of E. Fall Dr. I recommend that access be focused on S. Gekeler Ln. and E. Linden St. And if a loop has to be incorporated that empties on to E. Fall Dr. for emergency purposes, I recommend that an emergency gate be added to the project as to avoid through-traffic on E. Fall Dr.

Thank you for your time and if you have any questions, you can reach us at 208-371-0027.

Respectfully Yours,
Doug and Suzanne Metzgar
2809 South Falling Brook Way

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Thank you.
Doug Metzgar
208-371-0027
Commissioner Mitchell Jaurena,

The Lakewood Homeowners living in closest proximity (12 closest households) have concerns about the exit from Deep Green Housing (DGH) onto E. Fall Drive into the Lakewood subdivision.

a) Currently cars come around the blind turn on Fall Drive headed towards Gekeler as cars are turning left off Gekeler onto Fall. To add an egress driveway onto E. Fall Drive in the middle of that activity and congestion in a subdivision would increase the probability of accidents.

b) Covenants of Lakewood HOA do not allow street parking and with easy access into the DGH development through the exit on E. Fall Drive, street parking will increase in Lakewood.

We would like to suggest the elimination of the curb cut on E. Fall Drive, eliminating a portion of the one-way site driveway in the proposed DGH plans. The gained site square footage would allow site redesign to add additional guest parking, a turnaround space and increase drive isle width. In the current plan, minimal guest parking exists at the west end of the project. Residents at that end of the site would benefit from increased close guest parking, thus reducing parking on E. Fall Drive. The Gekeler curb cut and drive isle width could be increased to accommodate vehicle entry and exit. This would increase vehicle maneuverability when entering the site at the same time garage exits are occurring. Currently there are curb cuts onto Gekeler from the Montessori School parking lot. The volume of vehicles onto Gekeler from DGH will decrease substantially with the Montessori School parking moved to the Linden side. The garages located at the east side of the development have one entry / exit point. The Gekeler entry / exit would be similar.

To recap, the Lakewood Subdivision Homeowners in the above mentioned group would like consideration of removing E. Fall Drive access from DGH. Doing this will address the following Lakewood Homeowners concerns:

- Less parking congestion (DGH residents and guests) on E. Fall Drive
- Address the additional traffic in a subdivision at a blind turn
- Address the Lakewood Covenants that do not allow street parking
- Keep DGH a closed development and not a part of Lakewood Subdivision

Thank you for taking time to consider our concerns addressed above. If you have questions, please contact either Brad or Kelli Bolicek at 344-1028 or email boloidaho@msn.com.

Brad and Kelli Bolicek

173 E. Fall Drive

Boise, Idaho 83706
Dear Ms. Watsek,

I am a Lakewood resident of nearly 25 years. It has been a pleasure to live in a well planned community. The proposed Deep Green Homes project will impact Lakewood negatively as it provides no street parking for residents and impractical garages.

People tend to do what is easiest. It will not be easy using tandem hydraulic garages. Residents will look for the easiest place to park when the tandem garage isn't practical, which for most of the homes in the Deep Green development will be Fall Drive and Stoney Fork.

Even if Fall Drive and Stoney Fork are posted No Parking, I can imagine dozens of scenarios where one car needs to move out of the garage so the other car can come out...or both residents are coming home after work, one is in the garage unloading groceries and the other car needs a place to rest until they can tandem. They will seek the easiest solution and will park on Fall Drive or Stoney Fork temporarily. This will be impossible to enforce. If the Fall Drive exit is blocked to cars, but provides walking access, the problem remains.

Another option for Deep Green residents will be to park on Fall Drive on the west side of Gekeler and then cross the street (there is no crosswalk at this intersection.) Again this will negatively impact Lakewood with Deep Green residents parking in the Lakewood neighborhood. The Deep Green development is too crowded and does not provide street parking or adequate garages for practical use.

In addition, the tandem garages will create more traffic in and out of the development than a traditional development would. Since there is no street parking in the development there will be much more starting of cars and moving cars in and out of the development as residents try to shuffle their vehicles to figure out their day and which cars will be available at which times.

My hope is the Deep Green will configure their development to provide what is needed for people to live comfortably: street parking and adequate practical garages. Constantly moving cars and looking for street parking outside the development do not provide for practical “green” living. Constantly starting cars and moving cars creates extra pollution and extra traffic on surrounding streets.

Secondly my hope is that Deep Green will not have a driveway emptying onto Fall Drive which may best ameliorate the neighborhood concerns about parking on Fall Drive and Stoney Fork.

Thank you for considering the impact of Deep Green Housing development at Linden and Gekeler on the Lakewood planned community.

Sarah Connolly

2750 S. Falling Brook Way

343-9032
Dear Ms. Wallace:

We are writing to share our concerns about the Deep Green Housing (DGH) high-density housing project proposed for construction on the corner of Gekeler and Linden. We have lived in our home for 29 years, have raised our family and buried our pets at this location. We chose this home for three reasons: 1) Because we had no neighbors behind us except a parking lot attached to a church – activity was predominantly a once-a-week occurrence; and 2) Most homes in our neighborhood are built on ¼ acre lots providing ample space for privacy and 3) The Lakewood community was the first planned neighborhood with CC&Rs and intentionally designed with open spaces, walkways, ponds, and parks providing for quiet family living.

While we recognize and accept that change is not something we can stop or prevent, we remain hopeful that ACHD will not permit traffic & parking “changes” to come to this neighborhood that will negatively impact our community’s design and flow. The Tate family originally donated the 4-acre parcel for the purpose of a community church. Some 25 years later, that church was sold and converted into a Montessori School (utilizing about 2 acres). The remaining property is proposed to be a high-density housing project in the midst of a preschool that serves 150 toddlers and preschoolers – we believe that to be nothing less than an unfortunate and hazardous mistake. We ask that the ACHD Commissions carefully consider the impact that their decision will have on our neighborhood and the Montesorri school children forever.

As mentioned earlier, we don't object to the concept of a subdivision as a whole, we would hope that you and the Commission can see that modifications are needed to ensure the transition from the Lakewood development to DGH is more compatible. Please know that we have attempted in good faith to communicate with the developer, Mr. Gary Christensen in hopes that we could discuss our concerns face-to-face and that he would relate with our concerns (as he was a neighbor in Lakewood years ago) and subsequently make the needed adjustments. Unfortunately, Mr. Christensen rebuffed our requests to meet.

Hence, we write to you today to communicate our traffic and parking concerns (only) summarized below:

**Parking and Traffic Concerns**
- DGH plans to build 12 detached two-car garages with hydraulic stacking lifts.
- The lifts are claimed as the primary parking source for residents.
- Mr. Christensen plans to share the Montessori School parking lot with the planned cluster garage units (with stacking car lifts) and guest parking for his high-density subdivision. This plan creates a mixed-use competition in the parking lot for residents who are leaving/arriving to and from work/school etc., and parents dropping off and picking up their preschoolers – we believe this is a recipe for disaster and creates a serious safety concern.
  - The stacking car lifts and cluster garages might be good plan for downtown
Manhattan, but it is clearly not practical with normal everyday life activities in this neighborhood.

- Where do guests park, where do residents park to unload groceries or delivery or emergency services park?
- Residents of DGH will look to park their vehicle in areas that are closer to their front door, i.e. Fall Drive and Stony Fork Way.
- Lakewood CCR’s do not allow for parking on the streets consequently any overflow parking on Fall Drive and Stony Fork Way. This will have a negative impact on the adjacent neighborhood.
  - We propose a concrete parking restriction plan be spelled out by the developer to ensure there is no spill-over parking into adjacent neighborhoods through specific signage, covenant or CCR’s.
  - In addition, we know that the simple practical action would be to sign these streets to disallow parking on the streets. However, Lakewood residents do utilize street parking for guests and deliveries, etc.; therefore, we would request that any signage take these needs into consideration.
- Approximately 30-50 cars enter and exit onto Gekeler twice a day as parents drop off and pick up children at the school. The new project will move Montessori traffic on to Linden.
  - Traffic from the new project with 10-12 homes would be 60% less than the current traffic flow onto Gekeler, therefore making it practical and logical for Gekeler to be utilized as the only access road into DGH subdivision instead of directing traffic on to Fall Drive.
  - We recommend an exception to ACHD policy to direct traffic from subdivisions onto secondary roads because the traffic from DGH will be less than the current traffic into and out of the Montessori School.

We are concerned that the incompatibility of the two developments due to reasons outlined above will have a negative impact on our property and the privacy that we have enjoyed in this neighborhood for many years. A modification of the design would make the proposed project more acceptable to us and our neighbors.

Thank you very much for your consideration of our concerns and request.

Sincerely,

Chet and Debi Alvord

cc: ACHD Commissioners
Dear Mindy,

We wanted to make a quick addition to the email we sent you yesterday re: the Deep Green Homes (DGH) high density development in SE Boise submitted by the non-profit foundation, the Integra Foundation. We ask that this email be part of the record for this request.

First, let us apologize for the non-technical terms we use in this email in an attempt to describe our request - it’s really obvious we are not engineers! :-) That said, we would like to clarify our proposal that instead of allowing a loop entrance/exit on Fall Dr and Gekeler Lane, that an exception be allowed to the Policy Manual that permits the continuation of the existing entrance/exit on Gekeler Lane with no access on to Fall. An alternate design (I will forward this to you in a separate email) was shared with the developer (as a starting place to consider other options) that incorporated a dead-end lane running from Gekeler to a round-about at the opposite end or East side of the property (another benefit to this option provided space to move the infrastructure needs such as garage access & parking to the interior of the development).

The current entrance/exit on Gekeler Ln serves the Montessori School with approximately 30 or 40 cars dropping off in the morning. The building plans move the Montessori School access to Linden Street (which is an even busier street than Gekeler Ln). Once this change occurs, we calculate an approximate 60% reduction in traffic from the DGH development (vs the Montessori School serving 150 pre-schoolers) on to Gekeler Ln (bc this would only serve the 5 or 6 garage units planned for the SW corner of this development). This traffic impact reduction will hopefully make an exception possible and viewed as a practical win/win solution.

However, if an access on Fall Dr is mandated, we would ask that it be designated as an emergency entrance only & that a gate be installed similar to other subdivisions in Boise (we will send you a photo of an example in a separate email).

We hope you can understand the value this exception would bring to the adjacent neighbors on (East) Fall Dr by reducing additional traffic on this already narrow street.

We will be sending you the photos mentioned above in hopes it may enhance your understanding of our request (we ask that you add it to the official record).

Thank you for your time & consideration in this important neighborhood decision.

Sincerely,

Debi & Chet Alvord
2693 S Stoney Fork Way
385-0848
Dear Mindy,

As promised, attached are the photo exhibits we'd like to submit for the hearing scheduled for Dec 11th at noon regarding the Deep Green Homes high density development proposed for SE Boise on the corners of Gekeler and Linden and Fall Drive. Unfortunately, we won't be able to attend this meeting as we will be out of town. However, we did previously submit a letter (via email) and an additional clarification email regarding this project proposal.

As I'm sure you can tell, we are very passionate about how this proposal will impact and change our neighborhood forever.

If you could print or share these photos and this email for the commissioners' review, we would greatly appreciate it.

Sincerely,

Debi & Chet Alvord
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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

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

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

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

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

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

Items Completed to Date:

☑ Submit a development application to a City or to Ada County
☑ The City or the County will transmit the development application to ACHD
☑ The ACHD Planning Review Section will receive the development application to review
☑ The Planning Review Section will do one of the following:
  - Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐ For ALL development applications, including those receiving a “No Review” letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

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

DID YOU REMEMBER:

Construction (Non-Subdivisions)
☐ Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

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

Construction (Subdivisions)
☐ Sediment & Erosion Submittal
  - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

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

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Reconsideration of Commission Action

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

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

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

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

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

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

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

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