To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Boulder Heights Estates Subdivision No. 6
Project Number: SUBP15-0011
Meeting Date: September 9, 2015

FACTS & FINDINGS:
1. Boulder Heights Estates Subdivision No. 6 is a 12 buildable and 4 common lot residential subdivision on 8.25 acres. This site is located along E. Windsong Dr. north of E. Warm Springs Ave. within the Warm Springs Mesa.

2. The applicant is J H Development, Inc. and the principal for the applicant is Homer F. Wise, Secretary.

3. The preliminary plat was approved on July 3, 2002. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:
1. Approve the final plat of Boulder Heights Estates Subdivision No. 6 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
BOULDER HEIGHTS ESTATES SUBDIVISION NO. 6

CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS: THAT JH DEVELOPMENT INC., AN IDAHO CORPORATION, ARE THE OWNERS OF THE PROPERTY DESCRIBED AS FOLLOWS:

A PORTION AT THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 18, AND A PORTION OF THE NORTH 1/2 OF SECTION 18, LOCATED WITHIN TOWNSHIP 3 SOUTH, RANGE 3 EAST, BOISE MERIDIAN, CITY OF BOISE, ADA COUNTY, IDAHO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 19 FROM WHICH THE NORTH 1/4 CORNER OF SAID SECTION 19 BEGINS NORTH 88°23’15” EAST, 230.94 FEET, THENCE SOUTH 88°23’15” EAST, 128.31 FEET TO A POINT 5.82” FROM THE PRIMARY MARKING A POINT OF CURVATURE ON THE NORTH RIGHT-OF-WAY LINE OF EAST WINGDING DRIVE, BEING ALSO A POINT COMMON TO BOULDER HEIGHTS ESTATES SUBDIVISION NO. 1 RECORD IN BOOK 250 AT PAGES 256 AND 257 CORRECTED RECORD OF RECORDS OF ADA COUNTY, IDAHO AND BOULDER HEIGHTS ESTATES SUBDIVISION NO. 6 AS RECORDED IN BOOK 106 OF PLATS AT PAGES 1492 THROUGH 1495, RECORDS OF ADA COUNTY, IDAHO, SAID RECORDS SHOWN AND IN THE REAL PROPERTY OF BEGINNING, THENCE ALONG THE EXTERIOR BOUNDARY LINE OF SAID BOULDER HEIGHTS ESTATES SUBDIVISION NO. 5, THE FOLLOWING 10 (TEEN) COURSES AND DISTANCES: THENCE NORTH 88°23’15” WEST, 25.82 FEET TO A POINT ON THE EASTERN RIGHT-OF-WAY LINE OF EAST BIRDSONG COURT, THENCE ALONG THE EASTERN RIGHT-OF-WAY LINE NORTH 37°22’56” EAST, 16.30 FEET, THENCE NORTH 88°23’15” WEST, 14.29 FEET, A DISTANCE OF 146.76 FEET, THENCE NORTH 23°50’23” WEST, 4.03 FEET, THENCE LEAVING SAID EASTERN RIGHT-OF-WAY LINE SOUTH 77°07’30” EAST, 88.48 FEET, THENCE SOUTH 88°23’15” EAST, 138.25 FEET, ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 235.00 FEET, A CENTRAL ANGLE OF 88°23’20” EAST, A DISTANCE OF 138.25 FEET, THENCE NORTH 88°23’15” WEST, 131.91 FEET, THENCE 27°39’39” EAST, 203.25 FEET, THENCE LEAVING THE EXTERIOR BOUNDARY LINE OF SAID BOULDER HEIGHTS ESTATES SUBDIVISION NO. 5, SOUTH 27°38’30” EAST, 87.93 FEET, THENCE SOUTH 24°39’24” EAST, 87.87 FEET, THENCE 126.47 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 285.00 FEET, A CENTRAL ANGLE OF 22°56’30” WEST, A DISTANCE OF 126.47 FEET, THENCE NORTH 88°23’15” EAST, 22.72 FEET, THENCE 11.57 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 150.00 FEET, A CENTRAL ANGLE OF 90°23’31” WEST, A DISTANCE OF 11.57 FEET, THENCE SOUTH 73°54’24” EAST, 80.40 FEET, THENCE 39.36 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 210.00 FEET, A CENTRAL ANGLE OF 119°15’30”, A LONG CHORD WHICH BEARS SOUTH 21°3’56” WEST, A DISTANCE OF 20.29 FEET, THENCE SOUTH 88°23’37” EAST, 21.06 FEET, THENCE 4.70 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 285.00 FEET, A CENTRAL ANGLE OF 88°45’23” EAST, A LONG CHORD WHICH BEARS SOUTH 37°14’49” EAST, A DISTANCE OF 4.70 FEET, THENCE SOUTH 27°36’21” EAST, 12.00 FEET, THENCE 8.38 FEET ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 75.00 FEET, A CENTRAL ANGLE OF 89°48’14”, A LONG CHORD WHICH BEARS SOUTH 40°29’32” WEST, A DISTANCE OF 8.38 FEET, THENCE SOUTH 37°14’49” EAST, 6.06 FEET, ALONG A POINT ON THE EXTERIOR BOUNDARY LINE OF BOULDER HEIGHTS ESTATES SUBDIVISION AS RECORDED IN DEED 59 OF PLATS AT PAGES 1492 THROUGH 1495, RECORDS OF ADA COUNTY, IDAHO, THENCE ALONG THE EXTERIOR BOUNDARY LINE OF BOULDER HEIGHTS ESTATES SUBDIVISION NO. 5, FOLLOWING 14 (FOURTEEN) COURSES AND DISTANCES: THENCE SOUTH 46°22’17” WEST, 50.00 FEET, THENCE NORTH 43°37’30” WEST, 6.06 FEET, THENCE 13.97 FEET ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 125.00 FEET, A CENTRAL ANGLE OF 88°24’11”, A LONG CHORD WHICH BEARS NORTH 40°29’32” WEST, A DISTANCE OF 13.97 FEET, THENCE SOUTH 46°22’22” EAST, 22.06 FEET, THENCE 22.10 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 150.00 FEET, A CENTRAL ANGLE OF 107°20’57”, A LONG CHORD WHICH BEARS SOUTH 80°22’27” EAST, A DISTANCE OF 22.06 FEET, THENCE SOUTH 65°39’31” EAST, 4.00 FEET, THENCE SOUTH 31°15’47” WEST, 30.37 FEET, THENCE SOUTH 34°14’47” WEST, 19.16 FEET, THENCE NORTH 58°59’31” WEST, 5.84 FEET, THENCE 13.36 FEET ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 170.00 FEET, A CENTRAL ANGLE OF 101°23’25”, A LONG CHORD WHICH BEARS NORTH 60°57’45” EAST, A DISTANCE OF 13.36 FEET, THENCE SOUTH 55°39’19” WEST, 10.34 FEET, THENCE NORTH 38°23’50” WEST, 18.18 FEET, THENCE SOUTH 55°32’55” WEST, 40.09 FEET, THENCE NORTH 87°03’20” WEST, 118.17 FEET, THENCE 100.26 FEET ALONG SAID RIGHT-OF-WAY LINE OF EAST WINGDING DRIVE AND THE EXTERIOR BOUNDARY LINE OF BOULDER HEIGHTS ESTATES SUBDIVISION NO. 2, THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE AND SAID EXTERIOR BOUNDARY LINE 100.26 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 125.00 FEET, A CENTRAL ANGLE OF 88°45’13”, AND A LONG CHORD WHICH BEARS NORTH 79°03’41” WEST, A DISTANCE OF 97.69 FEET TO THE REAL POINT OF BEGINNING, CONTAINING 8.35 ACRES, MORE OR LESS.

ACKNOWLEDGMENT

STATE OF IDAHO

COUNTY OF ADA

ON THIS 3RD DAY OF AUGUST, 2015, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PRESENTLY APPEARS JONATHAN F. WISE, KNOWING OR IDENTIFIED TO ME TO BE THE SECRETARY OF J.H. DEVELOPMENT INC., AN IDAHO CORPORATION, THE CORPORATION THAT EXECUTED THE INSTRUMENT OR THE PERSON WHO EXECUTED THE INSTRUMENT ON BEHALF OF SAID CORPORATION, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUPON SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST WRITTEN.

JONATHAN F. WISE
NOTARY PUBLIC

P.O. BOX 8027
BOISE, IDAHO 83707

CERTIFICATE OF SURVEYOR

I, PATRICK J. SCHIEFFLER, 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 REFLECTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

PATRICK J. SCHIEFFLER
P.L.S. NO. 2015

BOISE, IDAHO 83706

DEVELOPER
JH DEVELOPMENT INC.

JOB NO. 14-153

SHEET 2 OF 3
BOULDER HEIGHTS ESTATES SUBDIVISION NO. 6

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied. According to the letter to be read on file with the County Recorder or his agent listing the conditions of approval. Sanitary Restrictions may be re-imposed, in accordance with Section 56-1229, Idaho Code, by issuance of a Certification of Disapproval.

CENTRAL DISTRICT HEALTH DEPARTMENT

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 _

CHAIRMAN ACH

APPROVAL OF CITY ENGINEER
I, the undersigned, Boise City Engineer, hereby state that the recommended conditions of Boise City have been satisfied for this subdivision.

CITY ENGINEER

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 ___, 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 IC 50-1508 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.

DATE

COUNTY TREASURER

COUNTY RECORDERS CERTIFICATE
STATE OF IDAHO

COUNTY OF ADA

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF J.M. DEVELOPMENT, INC. AT MINUTES PAST 00:00 CLOCK ON THE __ DAY OF ___, 20__ IN BOOK __ OF PLATE AT __ PAGES __ THROUGH.

INSTRUMENT NO.

BY

DEPUTY, EX-OFFICIO RECORDER

DEVELOPER
J.M. DEVELOPMENT INC.
BOISE, IDAHO

JOB NO. 14-153
SHEET 3 OF 3
This application requires Commission action because it is expected to generate 2,280 vehicle trips per day. This item is scheduled to be on the regular agenda on July 3, 2002 at 12:00 pm (noon). Staff contact: Christy Richardson, 387-6178, crichardson@acwd.ada.id.us

File Numbers: Boulder Heights-SUB02-000/CUP02-00047/DRH02-00006/CUP00-00055

Site address: Warm Springs Avenue/Starcrest Drive/Ridge Point Way, Boise

Owner/Applicant: JH Wise & Sons Company
2842 Star Circle
Boise, ID 83712

Representative: Hubble Engineering
701 S. Allen Street
Meridian, ID 83642

Application Information
The application has been referred to ACHD by the City of Boise for review and comment. The applicant is requesting preliminary plat and detailed conditional use approval to construct 228-single family dwelling units. The 405.96-acre site is located northeast of Warm Springs Avenue.

Lead agency: City of Boise
Acreage: 405.96-Acres
Current Zoning: RP, R-8, R-4
Proposed Zoning: R-1A
Proposed buildable lots: 228
Proposed common lots: 34 (32 - HOA, 2 - Parks & Rec.)

Vicinity Map
A. Findings of Fact

1. Note: On May 23, 2001, the ACHD Commission reviewed and approved CUP00-0055, a master site plan for this development. The applicant has submitted applications for preliminary plat and conditional use approval for the same site. In general, the current proposal is similar to that which was approved in 2001. Staff has revised the report to reflect street name changes and updated traffic counts. The Site Specific Requirements have not changed. The Commission addressed specific concerns in 2001 and had in-depth public comment at that time. The proposed plat is based on the approval of CUP00-0055, and therefore staff did not anticipate additional requirements or changes to the previous approval. The CUP00-0055 report has been reformatted, and all of the information is included in this report.

2. Trip Generation:
   This development is expected to generate almost 2,300 vehicle trips per day. Until completion of the East Parkcenter Bridge, the traffic from that portion of the site that is developed will be directed to Warm Springs Avenue. After full build out of the development and completion of the East Parkcenter Bridge, staff anticipates that 1,600 additional vehicle trips per day will be directed to Warm Springs Avenue.

3. Description of Adjacent Surrounding Area:
   a. North: Open-Bureau of Land Management property
   b. South: Single-family dwellings (Boulder Heights Subdivision)
   c. East: Single-family dwellings on large parcels
   d. West: Open-Bureau of Land Management property

4. Impacted Roadways:
   Warm Springs Avenue:
   Frontage: 300-feet
   Functional Street Classification: Collector abutting the site (no front-on housing)
   Minor arterial west of the site (front-on housing) with bike lane designation
   Traffic count: 14,343 AAWDT by ITD permanent counter e/o Walnut (10/2001)
   15,305 on 10/1/01 (e/o Walnut Street, one day count)
   10,899 on 8/28/01 (e/o Bacon Street)
   16,118 on 8/30/01 (e/o Broadway Avenue)
   Level of Service: C or better
   Speed limit: 35 MPH
   Nearest Intersection: Barber Drive

   Starcrest Drive:
   Frontage: None
   Functional Street Classification: Residential collector with no bike lane designation
   Traffic Count: No current count available
Starview Drive:
Frontage:
Functional Street Classification: None
Traffic Count: Residential collector with no bike lane designation
Level of Service: 522 on 3/1/01 (n/o Warm Springs Avenue)
Speed Limit: C or better
Nearest Intersection: 30 MPH
Warm Springs Avenue

Parkcenter Bridge:
Frontage:
Functional Street Classifications:
Traffic Count: None
Level of Service: Principal Arterial
Speed Limit: 20,964 on 10/1/01 at the Boise River
C or better
35

5. Roadway Improvements Adjacent To and Near the Site:
Warm Springs Avenue is improved with two travel lanes abutting the site and for 1.5-miles west of the site. West of Penitentiary Road Warm Springs Avenue has two travel lanes with curb, gutter and detached sidewalk.
Starcrest Drive is improved with 24-feet of pavement with no curb, gutter or sidewalk.
Starview Drive is improved with 24-feet of pavement with no curb, gutter or sidewalk.

6. Existing Right-of-Way:
Warm Springs Avenue has approximately 100-feet of existing right-of-way (50-feet from centerline).

7. Existing Access to the Site:
There are 15 stub streets into this parcel. The primary access into this site is from Ridge Point Way.

8. Impact Fees:
An extraordinary Impact fee of $2,170 was imposed on all new construction in this subdivision by the District's October 1994 action. With the development of 228-single family dwellings, approximately $500,000 would be collected from extraordinary Impact fees collected from these new dwellings. The new roadway cost is tentatively estimated to exceed $700,000. Due to the high quantities of cuts, fills, retaining walls and drainage, staff is unable to estimate a more precise cost at this time. At the time of final plat approval, staff will estimate the cost of the roadway based on submitted engineered construction drawings supplied by the applicant. The extraordinary fee should be recalculated when the actual cost of Windsong Drive is determined by dividing the anticipated number of lots into the overall cost of the roadway. On the basis of the tentative estimate, the revised extraordinary Impact fees would be $3,070 based on current cost estimates. The applicant may opt to pass on some of the costs to the consumers in the cost of the lots, rather than a large extraordinary fee. The Commission may wish to give the developer that option when the costs have been determined.

Note: Boise City staff is concerned with the proposed grading plans that the applicant has submitted. Any roadways plans would have to be reviewed and approved by ACHD prior to construction, and all plans would have to be in accordance with ACHD design standards and policies. Unfortunately staff is not able to provide comments on the design at this time. It does appear that there are significant cuts and fills which may require the construction of retaining walls, and other costly improvements. The projected extraordinary impact fee will be adjusted accordingly to cover the costs of the roadway.
9. Traffic Management Study:
In 1999, ACHD completed a traffic management study for Warm Springs Avenue. The scope of the study was to analyze alternative means of maintaining traffic on Warm Springs Avenue at or below the Boise City planning threshold of 14,175 vehicles per day. The study proposed a range of alternatives to maintain these traffic levels as the Harris Ranch development and other previously approved land developments progress. The alternatives included traffic signal sequencing to regulate speed, indirect roadway connections, and engineering and traffic enforcement strategies to discourage through traffic movements. ACHD will select the most effective alternatives to respond to the traffic impacts of Harris Ranch. The ACHD Commission has deferred a final decision on selection of an alternative until both Parkcenter bridges are completed and the traffic patterns are re-established.

10. Warm Springs Avenue Projected Traffic Volumes:
After the East Parkcenter Bridge is constructed, it is anticipated that 1,600 VTD from the proposed Boulder Heights Development will contribute to daily traffic on Warm Springs Avenue, based on the submitted traffic study.

The following projections were calculated prior to the Commission action of May 23, 2001 and have not been modified.

<table>
<thead>
<tr>
<th>Warm Springs Avenue Traffic Volumes</th>
<th></th>
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<tbody>
<tr>
<td><strong>CURRENT ITD DAILY TRAFFIC VOLUME ON WARM SPRINGS AVENUE</strong></td>
<td>14,103 AAWDT¹</td>
</tr>
<tr>
<td>The projections in this chart are based on the ACHD COUNT taken on December 1, 1997 (EAST OF WALNUT STREET). This number is used by COMPASS as the calibration number for the models.</td>
<td></td>
</tr>
<tr>
<td>2001 DAILY FORECAST VOLUMES ON WARM SPRINGS AVENUE (EAST OF WALNUT STREET) WITHOUT THE CONSTRUCTION OF THE EAST PARKCENTER BRIDGE AND NO RESTRICTIONS ON WARM SPRINGS AVENUE (based on the COMPASS Planning Model)</td>
<td>16,180 VTD²</td>
</tr>
<tr>
<td>2001 DAILY FORECAST VOLUMES ON WARM SPRINGS AVENUE (EAST OF WALNUT STREET) WITH THE CONSTRUCTION OF THE PARKCENTER BRIDGES (2 LANES-EAST PARKCENTER) AND NO RESTRICTIONS ON WARM SPRINGS AVENUE (based on the COMPASS Planning Model)</td>
<td>12,904 VTD²</td>
</tr>
<tr>
<td>2001 DAILY FORECAST VOLUMES ON WARM SPRINGS AVENUE (EAST OF WALNUT STREET) WITH THE CONSTRUCTION OF THE PARKCENTER BRIDGES (2 LANES-EAST) AND RESTRICTIONS ON WARM SPRINGS AVENUE (based on the COMPASS Planning Model)</td>
<td>10,644 VTD²</td>
</tr>
<tr>
<td>2020 DAILY FORECAST VOLUMES ON WARM SPRINGS AVENUE (EAST OF WALNUT STREET) WITH THE CONSTRUCTION OF THE PARKCENTER BRIDGES (4 LANES) AND NO RESTRICTIONS ON WARM SPRINGS AVENUE (based on the COMPASS Planning Model)</td>
<td>15,993 VTD²</td>
</tr>
<tr>
<td>2020 DAILY FORECAST VOLUMES ON WARM SPRINGS AVENUE (EAST OF WALNUT STREET) WITH THE CONSTRUCTION OF THE PARKCENTER BRIDGES (4 LANES) AND RESTRICTIONS ON WARM SPRINGS AVENUE (based on the COMPASS Planning Model)</td>
<td>11,353 VTD²</td>
</tr>
</tbody>
</table>
Note 1: The Average Annual Weekday Traffic (AAWDT) has been compiled by ITD and is stated as 14,103 trips per day for the previous 12-month period. The AAWDT parameter is the standard basis for evaluating traffic operations of roadways. The AAWDT figures are not normally available for use in Ada County, because a permanent traffic counter installation is required (such as the one on Warm Springs Avenue east of Walnut Street). Higher and lower daily volumes than this will occur on a regular basis. The referenced ITD automatic traffic counts actually tally the number of axles and not the number of vehicles. Cars and trucks pulling boat trailers are counted as 1.5 vehicles because they have three axles. Two-axle bicycles may also be counted as vehicles. Therefore, the actual number of vehicles is slightly less than the "count".

Note 2: VTD – Vehicle trips per weekday

11. Warm Springs Avenue Planning Threshold:
Boise City and COMPASS have adopted Warm Springs Avenue to be a Historic Boise Street. As such, the planning capacity for Warm Springs Avenue has been set at 14,175 Average Daily Traffic. The existing traffic currently exceeds the "Historic" planning capacity of the roadway. Based on the projections, the volume from the existing plus project traffic will be below the "Historic" planning capacity of the roadway after the East and West Parkcenter bridges are constructed.

Using the forecast volumes from the table on page 4 of this report, if this development proceeds prior to the construction and opening of the East Parkcenter Bridge, the volume on Warm Springs Avenue will increase approximately 10-trips per day for each lot that is developed. The forecast volume on Warm Springs Avenue for 2001 without the opening of the East Parkcenter Bridge is 16,180. (Note: this number is considerably high when compared to current traffic counts.) If this developer constructs the on-site infrastructure and develops the 79-lots as recommended below, prior to the opening of the East Parkcenter Bridge, the volume on Warm Springs Avenue could increase to an estimated 16,870 trips per day.

If the East Parkcenter Bridge is completed and open prior to the development of these 79-lots, the volume on Warm Springs Avenue is forecast to be 13,694 trips per day, less the amount of trips from Boulder Heights that will use the new bridge. Because that route is significantly out-of-direction for residents of Boulder Heights until a more direct route is accomplished, a complex traffic study would be necessary to forecast the volume from Boulder Heights that would use Parkcenter Boulevard.

Note: Due to unforeseen "slowdowns" associated with obtaining Corps of Engineer permits, it is not yet known when the East Parkcenter Bridge will be constructed. At the time of the approval of CUP00-0055, it was anticipated that construction would begin on the bridge this summer.

12. Previous District Action/Site History

October 24, 1994:
On October 24, 1994 the ACHD Commission reviewed and approved Boulder Heights No. 2 Subdivision. Site Specific Requirement No. 1 of that report states "Because of the condition and standard of Starcrest and Stoneridge, no more than 50 additional lots shall be platted prior to the completion of a collector road from Warm Springs Avenue to the development". Site Specific Requirement No. 4 of the same report states "Prior to the plating of any lots in excess of 50, construct a collector roadway from Warm Springs Avenue to the development". An extraordinary impact fee was established with the application as Site Specific No. 5. "An extraordinary impact fee of $2,170 per dwelling unit is imposed on all new construction in the area that contributes traffic to the collector roadway required in Site Specific No. 4. This is equal to the estimated cost of the new collector roadway divided by 280, the number of proposed dwellings remaining to be constructed to complete the master plan. The extraordinary impact fee is to be collected from those existing but
vacant lots. If additional development is approved outside this ownership that generates traffic to the collector, the extra-ordinary impact fee will be recalculated to spread the cost of construction among all property that uses the roadway.

The above action was taken by the District prior to the establishment of the 14,175 trips per day threshold on Warm Springs Avenue and it did not prohibit the generation of traffic to Warm Springs Avenue.

The subject application shows a new collector connection (Windsong Drive) to Warm Springs Avenue as required by the 1994 District action. Development of the project will contribute to the volume on Warm Springs Avenue exceeding the threshold of 14,175 until the East Parkcenter Bridge is open to traffic. According to COMPASS projections, the volume on Warm Springs Avenue will then drop to a level well below the threshold. Harris Ranch was allowed to contribute an estimated 1,476 trips per day to Warm Springs Avenue prior to the opening of the second bridge. This development should be allowed the same privilege since the original approval of this site assumed that development could proceed if a new collector to Warm Springs Avenue was constructed.

May 23, 2001
With CUP00-0055, staff recommended that the applicant be allowed to develop no more than the first three phases (79-lots) before the East Parkcenter Bridge is open to traffic. This will add approximately 790-trips per day to Warm Springs Avenue. In consideration of the 1994 District action in regard to Boulder Heights, the District is obligated to approve some level of additional development/lots if the developer constructs the new collector road to Warm Springs Avenue. The Commission determined that allowing the platting of the first three of the proposed phases, totaling 79-lots would be in conformance with the 1994 decision.

The East Parkcenter Bridge was required to be constructed by the developer of Harris Ranch Subdivision prior to the development of any expansion of Harris Ranch beyond Phase A, which was limited to 419 dwelling lots. The applicant for the subject application testified that it would take about one and one-half year before Boulder Heights would be to the point of applying for building permits for new homes in this expanded area. From this testimony, the Commission deduced that the East Parkcenter Bridge would be available for use by the time this development is completed and ready for building permits.

During the meeting for the conceptual conditional use and rezone, various members of the audience testified in opposition to the construction of Trent Point Way as originally proposed, because it would be in view of the back yards of lots that front on Ridge Point Way. Other members of the audience testified that a second new road was necessary to reduce traffic impacts on the existing streets in the neighborhood. Written comments also supported the construction of two new streets to serve the growing neighborhood. The Commission found that a conflict existed between the District’s desire to obtain a secondary eastern exit from the Warm Springs Mesa Subdivision/Boulder Heights neighborhood and the concerns of the existing residents of Ridge Point Way. The Commission instructed the applicant to attempt to find another route for an eastern connection from the development to Warm Springs Avenue.

At that time, the District also received communications from the existing Warm Springs Mesa residents expressing concern that the proposed new road would be too steep and another route could be found that would result in a flatter grade. District policy allows the location of the road as proposed, and it would be unusual for the District to deny a new road that conforms to District standards.
After listening to conflicting testimony in May of 2001, regarding an alternative route for Windsong Drive, the Commission determined that the developer should evaluate another route for Windsong Drive. If another financially feasible route could have been found that would not have significant negative impacts on historical, geological and archeological features, and would not interfere with planned trail locations, it would have been used for the new collector connection to Warm Springs Avenue.

The Commission directed staff to evaluate the cost of design and construction for the intersection improvements, and to evaluate/consider this project in the District's Five Year Work Program; and evaluate the financial participation by the Harrie Ranch development.

13. **Current Proposal:**
   The applicant is proposing to construct this development in eleven phases, and to extend existing streets into the subdivision. These phase numbers represent each separate phase, and not necessarily the order in which the subdivision will be constructed. The applicant is proposing to construct phases one through three of the subdivision first. These three phases constitute 72-lots.

14. **Windsong Drive – current proposal:**
   In accordance with the May 23, 2001 action, the applicant is proposing to construct Windsong Drive as a residential collector from Warm Springs Avenue to the site. The street is to be a 33-foot street section with no parking, vertical curbs, two 12-foot wide travel lanes, paved and striped 5-foot wide bike lanes on both sides of the street, and a 5-foot wide sidewalk on the descending side of the street all within 50-feet of right-of-way. District policy prohibits on-street parking on a residential collector. Windsong Drive is designated as a residential collector from Warm Springs Avenue to Hard Rock Drive. Due to the hillside restraints, there will be significant cuts and fills to construct the roadway, and retaining walls and guardrails will be required.

   District policy regarding residential collector design (7204.5) requires:
   - Standard right-of-way widths – normally 56-feet, but may be reduced in special situations (hillside development)
   - Pavement width of 28-feet may be allowed in special situations where on-street parking is prohibited and low levels of traffic will be expected
   - Six-inch standard vertical curbe and gutters are required in foothills areas
   - Five foot wide sidewalks are normally required on both sides of the street, but may be reduced to one side in foothills areas where there are no abutting/fronting lots
   - Design speed of 30 MPH
   - Stopping sight distance of 200-feet
   - Minimum allowable grade is 0.4%
   - Maximum allowable grade is 10.0%
   - Minimum centerline radius allowed is 150-feet
   - Minimum tangent of 50-feet is required between horizontal reverse curves
   - Direct lot access is discouraged

   *The Commission previously determined that a 29-foot wide street did not adequately provide for use of the street by bicycle riders and that a standard 33-foot street section would be more appropriate to safely accommodate bikers.*
It appears that the proposed alignment for Windsong Drive meets the standard ACHD requirements for a residential collector. The applicant is responsible for the construction of the residential collector roadway, but will be reimbursed for the cost from extraordinary impact fees collected from the previously approved subdivisions, and the proposed 228-dwelling units that will utilize the roadway. North of Hard Rock Drive, Windsong Drive may be constructed as a local 36-foot local residential street section with vertical curbs, gutters and 5-foot wide concrete sidewalk on both sides of the street. In accordance with previous Commission action, the residential collector segment of Windsong Drive should be fully constructed through Phase One prior to any building permits being issued in this development.

District policy (7204.5.9) requires a minimum sight distance on Windsong Drive of 245-feet at the intersection at Warm Springs Avenue, based on the posted speed limit (35-MPH) of Warm Springs Avenue. It appears that the location and grade of the intersection of Windsong Drive and Warm Springs Avenue meet ACHD requirements for a residential collector/collector intersection.

15. Trent Point Way/Starview Drive – current proposal:
As part of the original CUP00-00055 application, the applicant proposed to construct a second access street from Ridgepoint Way to Starview Drive. This street was scheduled to be the primary access to the east side of the development via Warm Springs Avenue and Parkcenter Boulevard after completion of the East Parkcenter Bridge. The applicant explored the proposed Trent Point Way alignment and determined that there is no other location for the roadway at the “lower” part of the site, and has decided to delete the direct connection of Trent Point Way to Starview Drive. Instead, the applicant has proposed to construct “upper” Trent Point Way to connect the proposed eastern phases to Ridge Point Way, and has proposed to eliminate Trent Point Way from Ridge Point Way to Starview Drive. In lieu of constructing Trent Point Way the applicant is proposing to improve Starview Drive from Warm Springs Avenue to the Mesa with two 12-foot travel lanes, curb, gutter, sidewalk on the descending side of the roadway and a bike path on the ascending side of the roadway. The applicant’s engineer has stated that the average grade of the improved Starview Drive would be no greater than 10.25%.

On May 23, 2001, the Commission made the following motion regarding Trent Point Way/Starview Drive:

"It so move to not require the construction of Trent Point Way with this application in lieu of the applicant reconstructing Starview Drive, as proposed (Scenario 2- attached traffic study). Scenario 2 is more defined as the reconstruction of Starview Drive to two 12-foot travel lanes, curb, gutter, sidewalk on the descending side of the roadway, bike lane on the ascending side of the roadway, and an average grade not to exceed 10.25%. The applicant shall be required to fund the entire cost of improvements to Starview Drive and a portion of the costs of the intersection, and related intersection improvements. The applicant shall enter into a development agreement with the District prior to final plat approval of any eastern phases, which describes funding responsibilities as they relate to intersection improvements at Starview Drive/Warm Springs Avenue. Furthermore, the Commission directs staff to evaluate the cost of design and construction for the intersection improvements, and to evaluate/consider this project in the District’s Five Year Work Program; and evaluate the financial participation by the Harris Ranch development."
16. Local street design – current proposal

The District accepts local residential public roads with a 29-foot street section with parking prohibited on one side, if the projected volume on the street does not exceed 200 vehicle trips per day. The proposed density of development that will utilize each of these streets (listed below) will generate less than 200 vehicle trips per day. These interior streets may be constructed as proposed with a 29-foot street section with curb, gutter and 5-foot wide concrete sidewalks within 50-feet of right-of-way and located as proposed. Parking should be restricted on one side of each of the roadways. A signage plan should be submitted for review and approval by Planning and Development staff. The applicant is proposing to construct the following streets as reduced street sections:

Dreamscape Court, Solar Court, New Star Court, Cosmic Court, Galaxy Way, Echo Drive, Birdsong Drive, Ridge Point Court, Penny Lane Court, Travertine Court, and Morningstar Court. These streets appear to meet District requirements for the reduced street section.

Unless otherwise approved, the applicant should construct the local residential streets within the subdivision as 38-foot street sections within 50-feet of right-of-way, with vertical curbs, gutter and 5-foot wide concrete sidewalk.

Any medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot area. The applicant will be required to dedicate 54-feet of right-of-way plus the additional width of the median.

The applicant is proposing to construct several knuckles within the subdivision without islands, and no islands are required.

Any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat.

17. Other Development in Area/Miscellaneous

There have been several other residential and commercial development projects proposed for the Warm Springs Corridor in recent years. On each of these, the District has advised the City as to the effect the development would have on Warm Springs Avenue. Improvements to the Parkcenter Corridor will provide an improved transportation system and accommodate the additional development without unduly increasing the traffic volume on Warm Springs. As previously acknowledged by the District, approved developments have increased the volume on Warm Springs Avenue higher than the 14,175 level. Until both Parkcenter bridges are open for traffic, this number is expected to decrease.

B. Special Recommendation to Boise City

1. Construction Traffic

Due to increased concerns by the residents of Warm Springs Avenue regarding construction traffic, ACHD recommends that the City work with the applicant and residents to determine a suitable truck route for subdivision-related truck traffic. ACHD cannot enforce this requirement, and respectfully requests that the City consider inclusion of this requirement.
C. Site Specific Conditions of Approval

1. In consideration of the 1994 District action in regard to Boulder Heights, and all relevant conditions of approval having been met, the District will approve final plats for one or more additional phases of Boulder Heights prior to the construction and opening of the East Park Center Bridge, not to exceed a total of 79-lots.

2. Construct and dedicate Windsong Drive as a residential collector from Warm Springs Avenue to Hard Rock Drive, located as proposed at the northwest corner of the site. Windsong Drive shall be constructed as a reduced width street section in 50-feet of right-of-way with vertical curbs, two 12-foot wide travel lanes, paved and striped bike lanes on both sides of the street, and a 5-foot wide sidewalk on the descending side of the street. The curb-to-curb width of the street shall be a minimum of 33-feet. Parking and direct lot access shall be prohibited on this segment of Windsong Drive. The design of the roadway shall conform to District policy 7204.5. The applicant shall be responsible for the construction and design of the residential collector roadway and will be reimbursed for the roadway with the extra-ordinary impact fees collected with the previously approved subdivisions, and the proposed 228-dwelling units that will utilize the roadway. The segment of Windsong Drive that is designated as a residential collector shall be fully constructed through Phase One prior to the issuance of any building permits in this development. It is the applicant’s responsibility to fund and construct Windsong Drive. The applicant will be reimbursed with extraordinary fees collected from this area, and designated for this roadway, to the extent that ACHD has collected fees. The applicant bears the risk that a full reimbursement may not occur.

3. Construct Windsong Drive north of Hard Rock Drive as a local 36-foot street section with vertical curbs, gutter and 5-foot wide concrete sidewalk, within 50-feet of right-of-way.

4. The location and grade of the intersection of Windsong Drive and Warm Springs Avenue shall conform to District policy (7204.5.9) that requires a minimum sight distance on Windsong Drive of 245-feet at the intersection at Warm Springs Avenue, based on the posted speed limit (35 MPH) of Warm Springs Avenue.

5. Reconstruct Starview Drive to two 12-foot travel lanes, curb, gutter, sidewalk on the descending side of the roadway, bike lane on the ascending side of the roadway, and an average grade not to exceed 10.25%. The applicant shall be required to fund the entire cost of improvements to Starview Drive and a portion of the costs of the intersection, and related intersection improvements. The applicant shall enter into a development agreement with the District prior to final plat approval of any additional phases (Phase IV – as submitted on May 22, 2001 – see attached), which describes funding responsibilities as they relate to intersection improvements at Starview Drive/Warm Springs Avenue.

6. Construct Trent Point Way as a local 36-foot street section with vertical curbs, gutters and 5-foot wide concrete sidewalks, within 50-feet of right-of-way.

7. Unless otherwise approved, construct all of the streets within the subdivision as 36-foot street sections within 50-feet of right-of-way, with vertical curb, gutter and 5-foot wide concrete sidewalk.

8. The following streets may be constructed as reduced street sections: Dreamscape Court, Solar Court, New Star Court, Cosmic Court, Galaxy Way, Echo Drive, Birdsong Drive, Ridge Point Court, Pennylane Court, Travertine Court, Clarion Way and Morningstar Court.
These streets may be constructed as 29-foot street sections with vertical curbs, gutter and 5-foot wide concrete sidewalk within 42-feet of right-of-way. Parking shall be restricted on one side of each of the roadways. A signage plan shall be submitted for review and approval by Planning and Development staff.

An extraordinary road impact fee shall be imposed on all new construction in this subdivision. At this time, the District estimates that fee at $3,070 per dwelling unit (minimum). The applicant will be reimbursed the cost of the western collector roadway with the extraordinary fees collected. This extraordinary fee shall be recalculated when the actual cost of Windsong Drive is determined (at the time of final plat), by dividing the anticipated number of lots into the overall cost of the roadway as established by the contract cost.

9. Extend and connect the existing streets into the subdivision as proposed.

10. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact Construction Services at 387-6280 (with file numbers) for details.

11. Construct any turnarounds to provide a minimum turning radius of 45-feet. The applicant should also be required to provide a minimum of a 29-foot street section on either side of any proposed center islands within the turnarounds. The medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot area. Dedicate 54-feet of right-of-way plus the additional width of the median.

12. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat shall be owned and maintained by a homeowners association. Notes of this shall be required on the final plat. Medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot area. The applicant will be required to dedicate 54-feet of right-of-way plus the additional width of the median.

13. Prior to final plat approval of the first phase, the applicant shall have a signed development agreement with ACHD. The agreement shall specify design, construction, funding and reimbursement relating to Windsong Drive.

D. Standard Conditions of Approval

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

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

3. 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.

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

5. 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.

6. 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.

7. 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.

8. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #195, also known as Ada County Highway District Road Impact Fee Ordinance.

9. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. Existing utilities damaged by the applicant shall be repaired by the applicant at no cost to ACHD. The applicant shall be required to call DIGLINE (1-800-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-8190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

10. 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.

11. 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 and pedestrian transportation system within the vicinity impacted by the proposed development.

Attachments:
Exhibit A – Vicinity Map
Exhibit B – Site Plan
Exhibit C – Memo to Commission (5-14-01)
Exhibit D – Traffic Study
Exhibit E – Commission Meeting Minutes (3-7-01)
Exhibit F – Commission Meeting Minutes (5-23-01)