

Appendix D: Planned Community Comprehensive Plans

Avimor Planned Community

Specific Plan

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Specific Plan

1. Vision Statement

Introduction

In April 2002, the McLeod family and SunCor Development Company met to formulate a "*vision*" for Avimor to be the basis of a development agreement and the guide to the planning of the village development pattern.

The following states that *vision* and the commitment to the creation of a *community*; not just a choice of location and lifestyle, but also the opportunity to live in a unique environment close to the Treasure Valley's urban core.

Vision

The vision of Avimor is of a community centered around a village within the context of natural features which will help promote and allow for residents to engage in a healthy, active lifestyle. The land itself will be the framework for development with significant natural open spaces, defining the boundaries of the village, neighborhood and recreation. The village will be planned and developed to maintain the integrity of this landscape and will maintain a delicate balance between site grading and respect for the natural surroundings. Natural open space will serve as the boundary of the village and will also provide trail connections to a larger foothills regional trail system as it develops in the near future.

Early in the visioning discussion, it was established that Avimor should offer different lifestyle choices and be designed to reflect the rural tradition of central Idaho, while protecting the natural character of the landscape to the greatest extent feasible through grading design.

The village should be a modern reflection of the region's heritage and small-town values that were once common in places like Eagle, Caldwell, old Boise and Emmett. These values are to be the "core" behind the Avimor Community and will allow for a unique relationship between the Village Center and the overall landscape. Kids should be able to safely ride their bikes to school or the store. Churches, businesses and civic uses should be located centrally. Access between residential uses and the amenities is a priority. Front porches and courtyards should be available on many homes to encourage a social street scene and allowing for a true Community feel for this development.

The village was designed at the main entrance into the Avimor Community in order to incorporate the small town feel of a main street so prominent in many communities throughout the western states. Main street concludes at a plaza and a "village green" where residents of the community will be able to gather and socialize.

The village must be a cohesive neighborhood clustered around central amenities parks, recreational facilities, schools, churches, shops and/or civic uses. These amenities will be located within easy walking or bicycling distance from most homes and will give the village an intimate and friendly scale. Around this small town setting, natural open spaces will be largely preserved through thoughtful site planning, grading limits, and few stream crossings to provide recreation, wildlife corridors, scenic amenities and buffers.

Creating employment and "work at home" opportunities to reduce commuting is a strong consideration in the master planning of the Ranch. Further discussions of this will occur in the Transportation chapter.

Avimor is envisioned to be a family-oriented place. As such, it will need to attract quality education institutions to the site. SunCor has been in extensive discussions with the Meridian School District which will be elaborated on in the Public Services chapter.

This community should also have a strong sense of place. The preservation of historical settings and interpretation of past events will provide newcomers with a sense of the unique qualities of where they live.

Development should blend with the landscape. Use of local and regional materials and colors should be evident in the built landscape. Also, buildings will be restricted to lower ridges and knolls to preserve the view of the Shafer Butte/Stack Rock ridgelines from Highway 55. The use of regionally indigenous or low water-use plant materials will be encouraged. In areas where natural open space is disturbed by placement of roads or structures, native grasslands will be restored. Architectural designs shall be modeled from the natural materials and colors of the landscape, and from historical precedents, to fit the community within its context. Further discussion as to how SunCor envisions this to occur is found in the chapter discussing design standards for the Avimor Planned Community.

The common vision of Avimor is also about creating a community that is a model for stewardship of natural resources – a community that endeavors to preserve wildlife, conserves water, uses indigenous plant materials and uses materials and energy wisely. Due to large portions of the site being preserved in natural open space, plans to manage grass fires and wildlife are an integral part of the master planning process. Development areas and roads are planned to preserve significant natural features and minimize impacts on the local ecosystem, recognizing that environmental stewardship is key to the long term health and beauty of this place.

Avimor offers a significant opportunity to demonstrate how growth can be accommodated; while at the same time preserving

natural resources, enhancing a sense of history and providing a great community to live, work and play. The community goal, objectives and principles in Section B2 will guide the planning and design of the Avimor Planned Community toward this shared vision.

*Planned Community
Opportunity*

The Avimor Planned Community vision presents many opportunities:

- *An opportunity* to create a “place” – a unique community with sufficient density to justify central water and sewer systems; to support employment and commercial services; and to improve the efficiency of education and public safety in the County’s rural growth area.
- *An opportunity* to relieve development pressure on the valley’s prime agricultural land and Boise River flood plain; to provide an alternative to the wall-to-wall homogeneous or cookie-cutter subdivision patterns that threaten the individuality of the valley’s communities.
- *An opportunity* for a location above the valley inversion but close to major employment centers and services; for a location on the region’s major transportation system without placing direct impact on existing neighborhoods; for a location close to regional recreation—from on-site facilities and nearby public lands, to the summer and winter sports venues to the north, to a possible roadway connection to Bogus Basin and the relief that would provide to Boise’s north end.
- *An opportunity* for a real, diverse neighborhood in age and economic diversity; in the size, style and cost of housing—potentially with 6 to 8 different price points, ;in recreation from the community center’s activity programs to the extensive pathway and trail system.
- *An opportunity* for creating and expanding housing choice which has been shown in other western and southwestern communities to work hand-in-hand with economic development efforts.
- *An opportunity* for a community uniquely adapted to its environment and to appeal to the active Idaho lifestyle; clustered to preserve open space and riparian corridors--to the greatest extent feasible; protective of natural features; and adaptive to the site.

Specific Plan

2. Community Goal, Objectives and Policies

GOAL – To create Avimor, a new community that meets the social, cultural, economic, employment, educational, spiritual and leisure needs of the people who reside there; and to provide the services and infrastructure necessary to support and sustain that community.

POLICIES

Objectives	POLICY MATRIX																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	
<i>COMMUNITY.</i> Avimor will strengthen the concept of community by bringing people together for social, cultural, economic, intellectual, spiritual and leisure purposes in the village, neighborhoods, streets, public spaces and institutions.	•		•	•		•			•			•		•			•	•	•							•	
<i>VILLAGE.</i> Avimor will be an intimate village, providing residents a sense of place, identity and security.	•	•	•	•					•			•			•												
<i>MIXED USE CENTER.</i> Avimor will concentrate commercial, civic, and a variety of residential uses in an urban pattern around distinctive public spaces and focal civic buildings.	•	•	•	•					•			•			•												
<i>DENSITY.</i> Avimor will be developed at the highest density possible while maintaining village scale ambiance in order to minimize land consumption and provide transit and infrastructure efficiency.		•		•	•							•				•											
<i>OPEN SPACE.</i> Avimor will features an open space system that protects sensitive areas, preserves riparian habitat, and brings nature into the community with a network of trails and amenities that expands recreational opportunities for the community and the public.				•	•	•	•			•	•			•						•	•						•
<i>LIVABILITY.</i> Avimor's community facilities, streets, walks, pathways, trails, and residential and mixed-use buildings will foster community interaction.	•	•		•		•							•	•	•	•						•					
<i>DIVERSITY.</i> Avimor will establish a heritage of diversity with a variety of housing types, styles, sizes, and prices and a reasonable balance of jobs.	•	•	•						•			•															
<i>SUSTAINABILITY.</i> Avimor will develop the foundation of a sustainable community by preserving the core ecosystem; adopting green building and development practices to sustain biodiversity and natural resources; encouraging water conservation and reuse of treated water resources to supplement irrigation of public open space, common areas and parks; creating a safe and healthy community; and providing for a flourishing local economy.	•	•	•						•	•	•	•	•			•				•	•	•	•	•	•	•	•
<i>INFRASTRUCTURE.</i> Avimor will provide the roadways, water and wastewater systems, drainage facilities and irrigation systems necessary to serve the community independent of other regional infrastructure systems.					•								•		•	•				•		•		•			•
<i>COMMUNITY SERVICES.</i> Avimor will assure community safety and security in concert with the Eagle Fire District, Ada County Sheriff and Ada County Emergency Medical Services; and will facilitate education of the community's children through planning and coordination with school district, and by providing sites for elementary schools.				•				•										•	•	•							
<i>WILDLIFE.</i> Avimor will minimize impacts to wildlife by preserving native vegetation in delineated wetland riparian corridors and natural open space to the greatest extent feasible; will require wildlife-friendly fencing, clustering of homes in habitat areas, and maximizing open space.								•	•		•											•					

1. Create a wide range of land-uses for living, working, shopping, and playing within the community.
2. Maximize density and offer diverse housing products in and adjacent to the mixed-use village center.
3. Provide homes, offices and shops that appeal to different needs, lifestyles and income levels.
4. Design neighborhoods with discernable boundaries, and services and amenities.
5. Work with ITD and the Payette River Scenic Byway Council to maintain the integrity of Highway 55; enhance the scenic corridor in accordance with the Byway Plan and Mitigation Figure 22B.
6. Create recreational opportunities with a system of parks and trails for use by residents and the public.
7. Work with wildlife agencies to identify and preserve sensitive habitat, and regionally significant wildlife corridors.
8. Use landscape materials compatible with the climate; preserve native foliage to the greatest extent feasible; revegetate with native materials; restrict non-native landscape to limited lot areas in the foothills; and establish standards to minimize and control the threat of wildfires.
9. Design villages that respect the cultural heritage and historical architecture of the region with building colors, materials and heights that blend with the natural environment.
10. Protect wildlife through education, community regulations, and open space and trail use restrictions.
11. Preserve and enhance, where feasible, historically significant site features. Document and record sites of lesser significance.
12. Create memorable villages with the intimacy and warmth of a small town and the convenience of an urban area.
13. Design a safe, efficient and convenient network of roads and trails, and plan for the long-range transportation needs of the area.
14. Create on-site multi-use trails to connect to a foothills regional trail system in cooperation with other land owners and public agencies.
15. Design residential streets to slow traffic and separate sidewalks, where feasible, to safely accommodate pedestrians.
16. Reserve space for future public transportation facilities as identified by the regional transit agency.
17. Plan with the school district for the location of educational facilities and timing of school construction.
18. Donate elementary school sites to the school district.
19. Assure public safety by providing an interim fire facility for the Eagle Fire District, office space for an Ada County Sheriff substation and a helipad for emergency access.
20. Conserve valuable resources by utilizing treated effluent to supplement common area and open space irrigation systems.
21. Protect water quality through erosion control, landscape restoration, and enhancement of wetlands and riparian corridors.
22. Preserve air quality by maintaining an efficient transportation system, encouraging car and van pooling, providing services to reduce trips, and communications technology to support home-based employment.
23. Implement energy and water conservation programs in accordance with project Development Standards and Design Guidelines.
24. Design a roadway system that minimizes impervious surfaces, reducing drainage requirements.
25. Establish the community governance system that will maintain, manage and protect the integrity of the Community.
26. Under take site grading in hillside areas for lots and roadways in accordance with Grading and Drainage Section of B.13.

Note: Refer to Policy Implementation Measures, Next Page.

Specific Plan

3. General Land Use Patterns

- Figure 5 – Land Use Patterns
- Figure 6 – Vicinity Development Pattern

3. GENERAL LAND USE PATTERNS

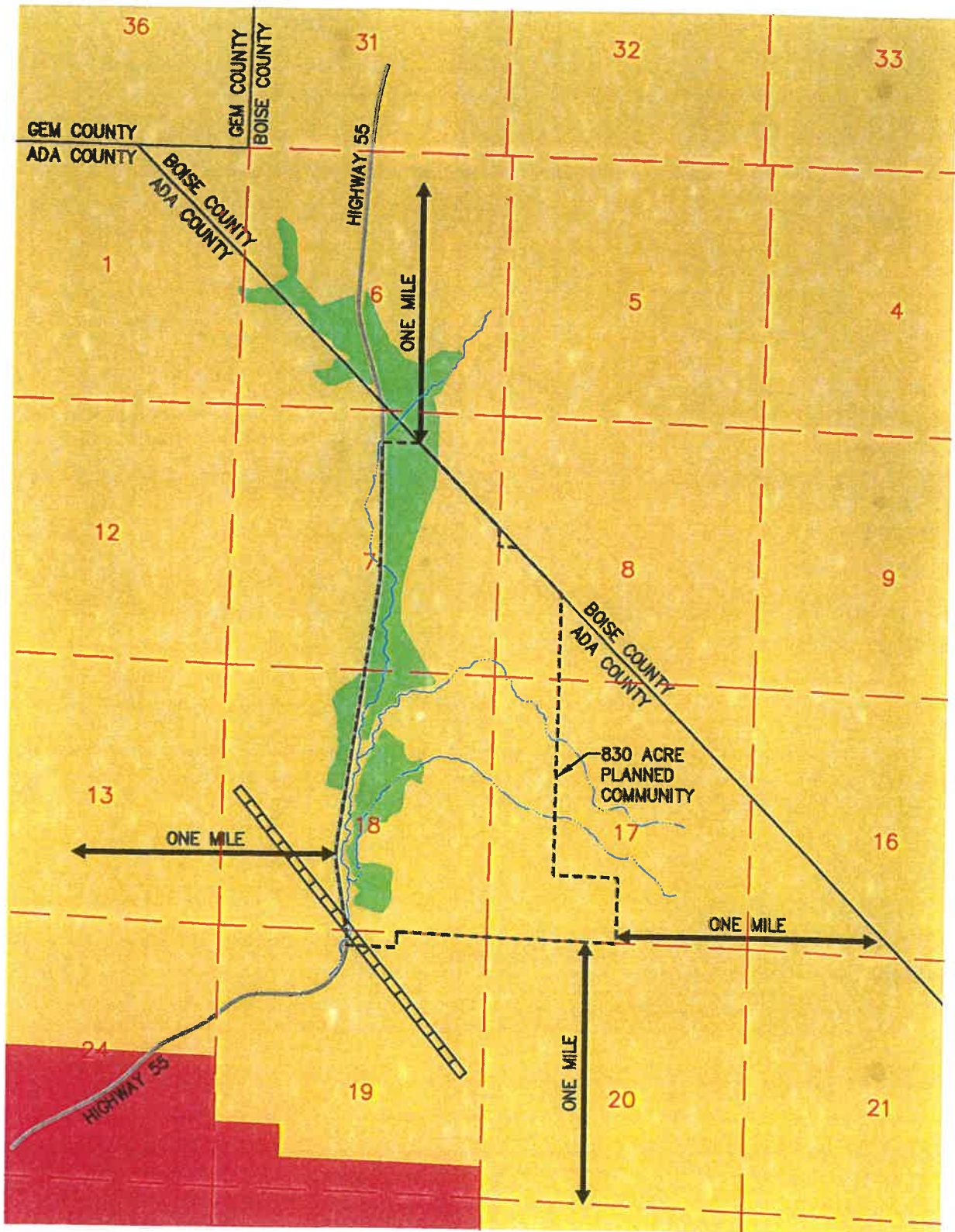
On-site And Within One Mile

The existing land use within the Avimor Planned Community project boundary as depicted by **Figure 5**, consists of dry-land grazing and limited alfalfa hay agricultural crop production. The current zoning designation of the property is RP, Rural Preservation District, with a 40-acre minimum parcel size for a dwelling. Land use within 1 mile of the Planned Community is primarily dry-land grazing to the north, east, and west.

Beyond One Mile

A transition to "RR" Rural Residential District (RR Zone) with a 10-acre minimum parcel size for a dwelling occurs approximately one mile to the south, along the Highway 55 corridor as it approaches the Boise metropolitan area. A June 2003 aerial photograph (**Figure 6**) shows the pattern of approved and platted projects and the numerous un-platted home sites—and Ada County owned property—that literally fills the gap between Spring Valley Ranch and the cities of Eagle and Boise.

Home sites range from the urban scale of the Hidden Springs Planned Community to 5 and 10-acre lots, to 40-acre parcels. While there are a few remaining undeveloped ownerships, it is clear from the photograph that development has literally reached Spring Valley Ranch. The difference is in the character, services and integrity of the proposed master planned community in sharp contrast to the largely haphazard, rural growth pattern abutting Spring Valley Ranch—a pattern that is consuming the foothills north of Boise, Eagle and Star.



Legend

- DRY LAND GRAZING
- AGRICULTURAL CROPS
- RURAL RESIDENTIAL
- POWER TRANSMISSION LINE AND EASEMENT

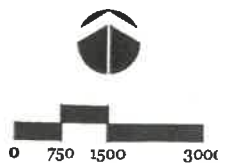
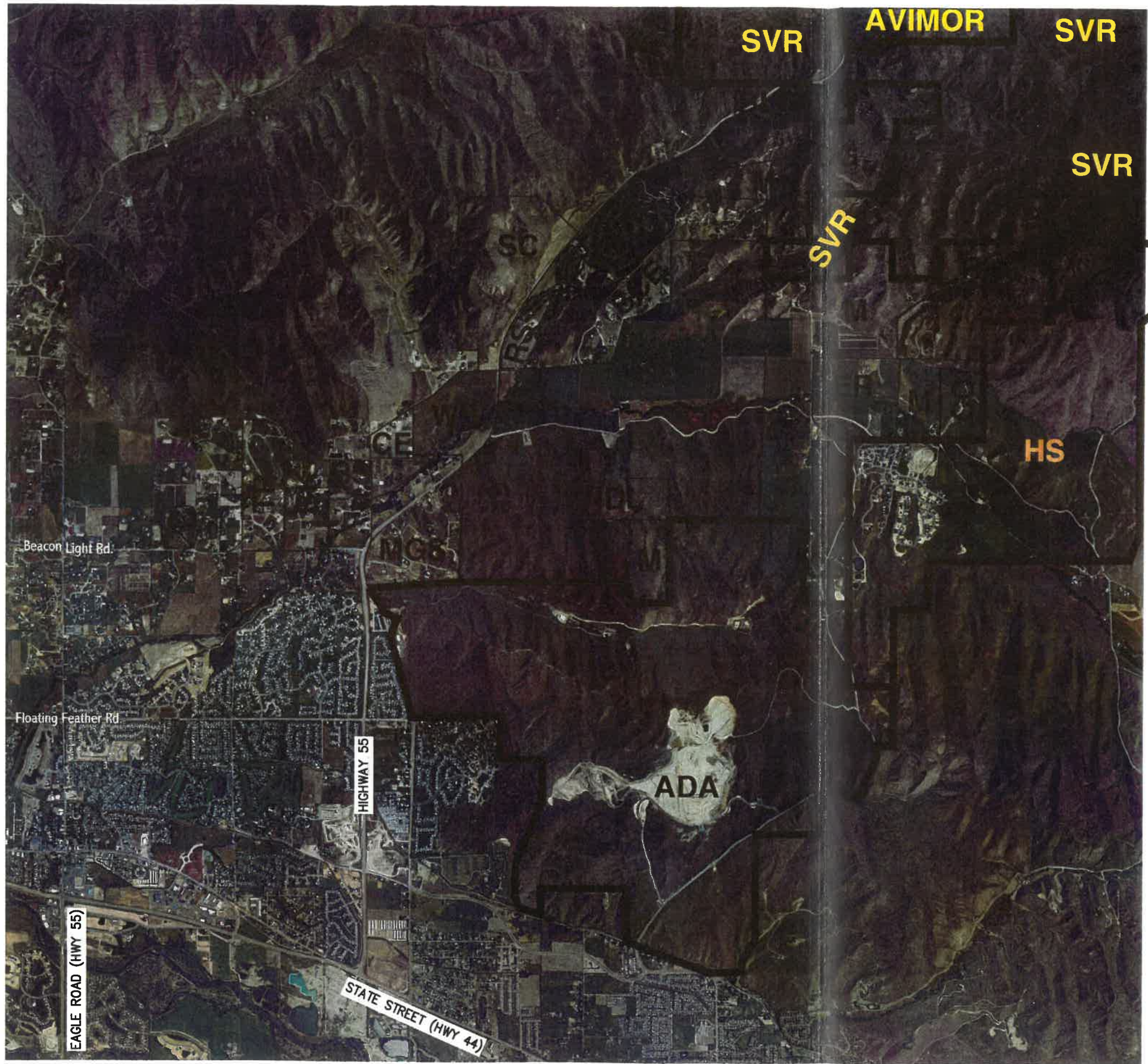


Figure 5



AVIMOR	AVIMOR PLANNED COMMUNITY 830 ACRES 684 DWELLING UNITS
ADA	ADA COUNTY PROPERTY
BK	BUCKSKIN SUBDIVISION 15 LOTS
BLM	BUREAU OF LAND MANAGEMENT
BS	BROOKSIDE SUBDIVISION 6 LOTS
CC	CURRENT CREEK 6 LOTS
CE	CAMERON ESTATES 6 LOTS
CS	CIMMARON SPRINGS 7 LOTS
DG	DOUGLAS (UNDEVELOPED)
ER	ECHANOVE RANCH 15 LOTS
HS	HIDDEN SPRINGS PLANNED COMMUNITY 1724 ACRES 915 DWELLING UNITS
IDL	IDAHO DEPARTMENT OF LANDS
JK	JEKER (UNDEVELOPED)
M	MISCELLANEOUS OWNERS
MGS	MARYGLEN SUBDIVISION 38 LOTS
RHE	REDHAWK ESTATES 18 LOTS
RS	RUBBLE SUBDIVISION 2 LOTS
SC	SOMBRA CANYON 11 LOTS
SCE	SPRING CREEK ESTATES 57 LOTS
SV	SHADOW VALLEY GOLF COURSE 18 HOLE GOLF COURSE
SVR	SPRING VALLEY RANCH PROPERTY
TR	TRIPLE RIDGE 24 LOTS
WS	WEISSHAUPT (UNDEVELOPED)



Specific Plan

4. Natural Features Analysis

a. Hydrology

b. Soils/Geology

- Figure 7A – Hydrology
- Figure 7B – Wetlands
- Figure 8 – Storm Water Drainage Plan
- Figure 9A – Soil Type Distribution
- Figure 9B – Off-site Soil Type Distribution
- Table 1 – Engineering Soils Table
- Figure 10A – Geologic Conditions
- Figure 10B – Off-site Geologic Conditions
- Figure 11 – Geotechnical Characterization

c. Topography

- Figure 12A – Slope Analysis
- Figure 12B – Off-site Slope Analysis
- Figure 13 – Slope Aspect Map
- Figure 14 – Photographic Key Map
- Figure 14A – Northeast View
- Figure 14B – East View
- Figure 14C – Southeast View

d. Vegetation

- Figure 15 – Vegetation

e. Sensitive Plant & Wildlife Species

- Table 2 – Special Status Species

f. Historic Resources

g. Hazardous Areas

h. Impact on Natural Features

- Figure 16A – Cut/Fill Analysis
- Figure 16B – Off-Site Cut/Fill Analysis

4. NATURAL FEATURES ANALYSIS

Section 8-4A-14 of the Ada County Zoning Ordinance specifically requires a Natural Features Analysis to *"...be submitted with the development application for a master site plan, sketch plat, preliminary plat, and/or planned unit development..."*. The term "development," as defined in the Ordinance, implies a specific proposal to construct a building or to change the character or appearance of the land. That will be the case when a preliminary plat is submitted for Avimor, along with all of the required site-specific design information. The Planned Community process—at the Specific Plan level—establishes the general framework for subsequent subdivision plat applications. It does not grant approval to construct a building. That will come at the next step, the platting process.

Nevertheless, in compliance with the intent of the Ada County Planned Community Ordinance, the informational requirements of the Natural Features Analysis are addressed in the following sections:

- a. Hydrology
- b. Soils / Geology
- c. Topography
- d. Vegetation
- e. Sensitive Plant & Wildlife Species
- f. Historic Resources
- g. Hazardous Areas
- h. Impact on Natural Features

4.a. Hydrology

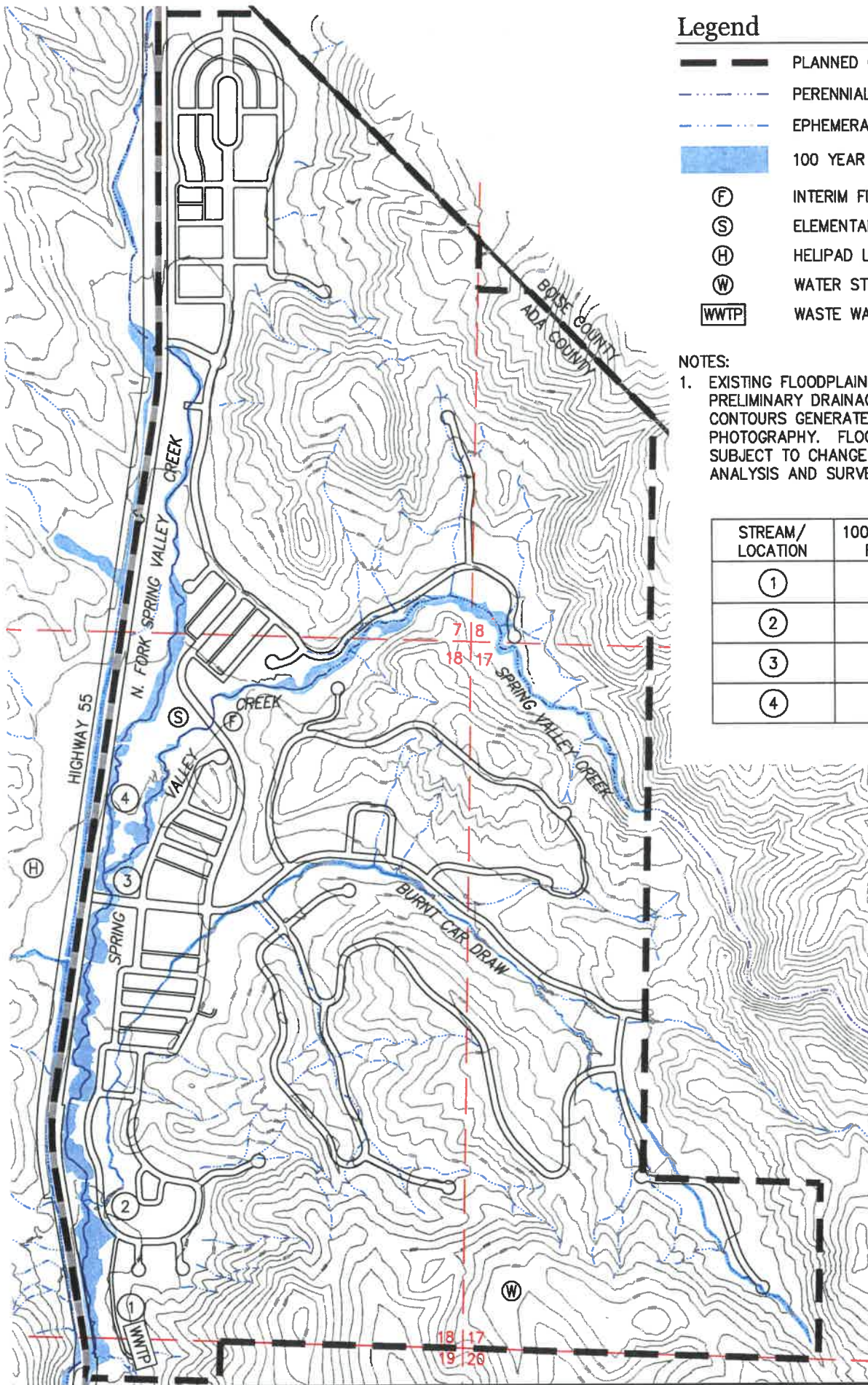
Avimor is located along the main channel of Spring Valley Creek (**Figure 7A**) in the lower portion of the Spring Valley Creek Watershed Basin. Approximately 90 percent of the watershed basin develops within or upstream of the Planned Community from several intermittent and ephemeral tributaries. The major drainage channels are comprised of the main channel of Spring Valley Creek and the North Fork of Spring Valley Creek which runs along the West and North side of the existing ranch headquarters. An ephemeral tributary, commonly referred to by the McLeod family as "Burnt Car Draw," drains approximately the southern half of the Planned Community.

Annual runoff generally follows the precipitation pattern which averages 17.4 inches. The greatest runoff volumes are generated in the portions of the watershed having the highest basin elevations. Stream flows for Spring Valley Creek vary seasonally with snowmelt providing the bulk of the runoff in early spring. The lowest flow in streams occurs during late summer and fall, when all streams, including Spring Valley Creek, can become dry in various reaches.

Watersheds

Spring Valley Creek flows from the easterly portion of the Spring Valley Ranch property to the south property boundary. The creek crosses Highway 55 beyond the property boundary and eventually drains into Dry Creek, thence to the Boise River. Spring Valley Creek historically was a gauged stream (USGS Gage Station #13207000) with the stream gage located near the City of Eagle, Idaho. The total drainage basin area for Spring Valley Creek is 19.2 mi² according to the USGS technical report. The mean basin elevation for Spring Valley Creek is approximately 4,017 ft. An average basin slope for the Spring Valley Creek basin is 24.3 percent, with approximately 9.3 percent of its slopes facing north.

Preliminary hydrologic analysis (see "Preliminary Drainage Report" in the August 26, 2004 Consultants Studies submittal) of the Spring Valley Creek watershed was conducted to determine the magnitude of the 10-year, 50-year, and 100-year flood events and the extent of their associated floodplains within the Planned Community boundary. Design flows were estimated and the base flood elevation computed using the existing channel geometry. Once established, the base flood elevation was plotted using contours generated from aerial photography. The resulting 100-year floodplain limits and flow volumes at selected locations are illustrated on **Figure 7A**.



Legend

- PLANNED COMMUNITY BOUNDARY
- PERENNIAL/INTERMITTENT STREAM
- EPHEMERAL STREAM
- 100 YEAR FLOODPLAIN
- F INTERIM FIRE STATION
- S ELEMENTARY OR CHARTER SCHOOL
- H HELIPAD LOCATION
- W WATER STORAGE RESERVOIR
- WWTP WASTE WATER TREATMENT PLANT

NOTES:

1. EXISTING FLOODPLAIN LIMITS BASED ON PRELIMINARY DRAINAGE STUDY AND CONTOURS GENERATED FROM AERIAL PHOTOGRAPHY. FLOODPLAIN LIMITS ARE SUBJECT TO CHANGE WITH DETAILED ANALYSIS AND SURVEY.

STREAM/ LOCATION	100-YEAR FLOOD FLOW (CFS)
①	541
②	28
③	374
④	109



Figure 7A

Storm Water Management

A variety of methods will be employed to manage site-generated storm drainage. The developed area adjacent to Spring Valley Creek and the North Fork of Spring Valley Creek are situated on soils not suitable for storm water infiltration. Therefore, these areas will be served by dry detention ponds. The detention ponds will be designed with sufficient storage volume for the 100-year flow event and will attenuate peak flows by releasing storm water to the adjacent stream at the pre-developed flow rate. Detention ponds will be used to create wetland areas where possible and will serve as open space amenities through trail design and detailed landscaping.

In development areas with suitable soils, infiltration techniques will be utilized to manage storm water. These techniques will include the use of retention ponds, bio-filtration swales and seepage beds. All storm water facilities will be placed at strategic locations, as depicted in **Figure 8**, where flows can be easily managed in smaller concentrations. Storm water will be treated for water quality prior to discharge through the use of structural and non-structural methods as approved by the drainage authority, Ada County Highway District. Methods used to treat water may include sumped storm inlets; sand and grease traps; bio-filtration swales; pond design and commercially available pollution control structures.

Water quality during the construction process will be maintained through an aggressive erosion control program. A variety of methods will be employed to minimize erosion impacts, including re-seeding, fabric, hay, straw waddles, silt-sac inlet barriers, settling ponds diversion dikes, slope tracking, check dams, siltation barriers and other industry and agency approved best management practices.

Storm waters and site drainage, when appropriately treated, may be used to augment irrigation resources, including effluent from the waste water treatment plant, for open space, recreation areas and community common areas.

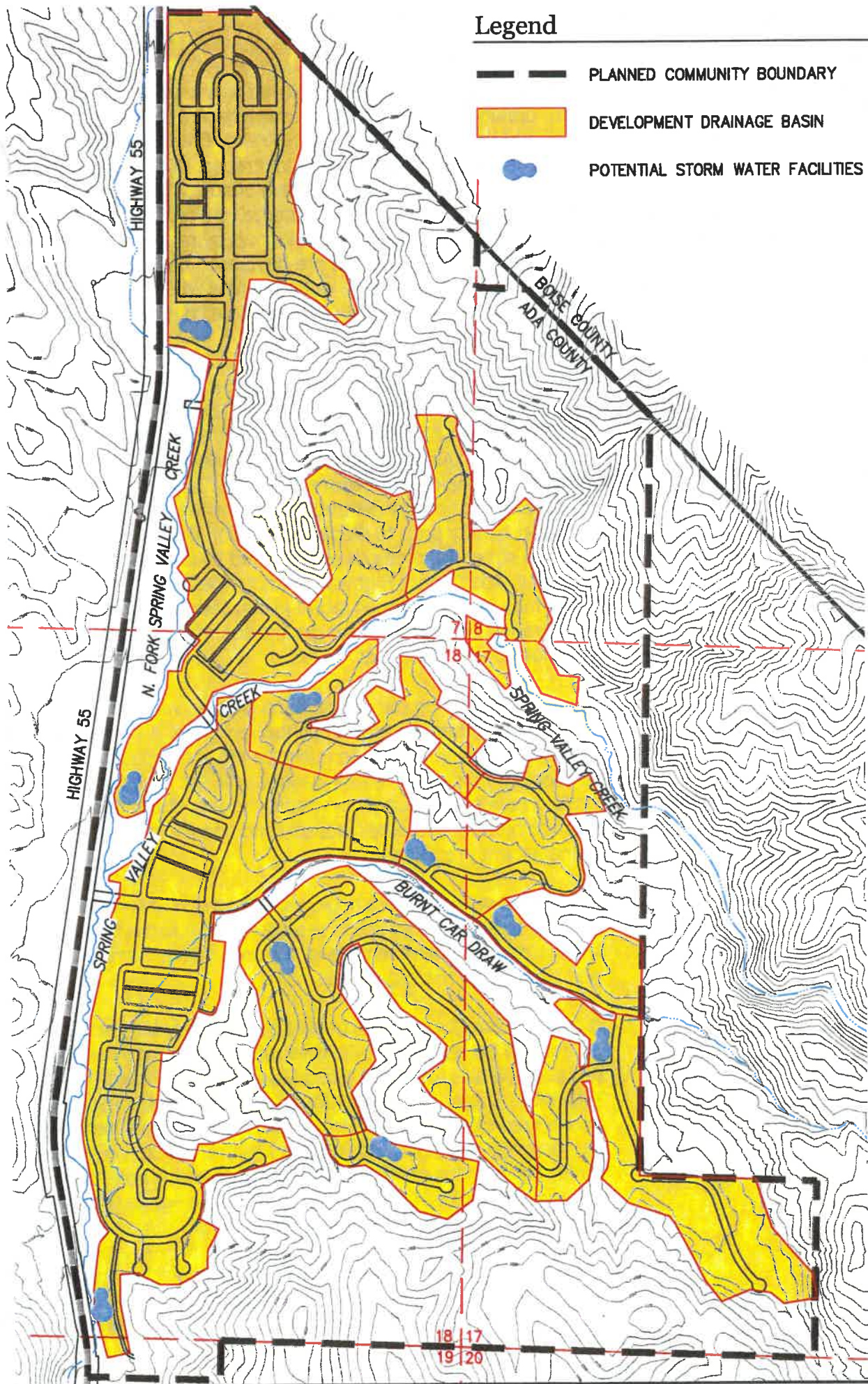
Watershed Protection

A series of structures constructed approximately 50 years ago by the Ada Soil and Water Conservation District have been reviewed on-site with the District Board and the Project Engineer. Subject to appropriate maintenance and cleaning, it is expected that 6 of the 7 structures will be incorporated into site drainage management and flood control plans. One of the structures was "breached" many years ago and is non-functional. Its need will be assessed during design of the adjacent property to determine if it should be replaced, or simply removed.

Existing slopes and developed areas will be protected from the erosive potential of natural streams through the use of enhanced riparian vegetation and slope armoring. Those techniques will

Legend

- PLANNED COMMUNITY BOUNDARY
- DEVELOPMENT DRAINAGE BASIN
- POTENTIAL STORM WATER FACILITIES



AVIMOR™

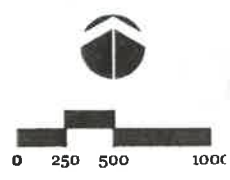


Figure 8

also be employed to remedy and improve existing erosion problems. Vegetative methods may include the strategic planting of additional trees, shrubs and ground cover. Slope armoring techniques may include the use of gabion baskets, rip-rap or other pre-manufactured erosion control products. Slope armoring, where required, will incorporate the use of landscaping and native vegetation to screen and/or cover the protected slopes. It is emphasized that, while vegetative methods may be used throughout, only select locations will be considered for slope armoring.

The Spring Valley Creek watershed is an area susceptible to the effects of wildfires. The loss of vegetation associated with wildfires can result in increased runoff from streams, a reduction in slope stability, and an increased probability of debris flows. Recognizing the need to mitigate the potential for watershed damage as a result of wildfires, the applicant will work with adjacent public land managers, Ada County Engineering Staff, Ada County Highway District Staff and the Project Engineer to develop management strategies and to design and construct facilities to mitigate this potential hazard.

Flood Control

The project area and tributary drainages have been modeled to identify flood ways and floodplain impacts. The results of that analysis are contained in the "*Preliminary Drainage Report*" dated August 25, 2004. The hydrologic analysis will be the basis for the design and construction of any flood control facilities which may be required beyond the Storm Water Management program noted above.

The Planned Community has been designed to minimize the number of road crossings required for Spring Valley Creek. Two primary public road crossings are planned which will utilize pre-fabricated arch structures with approximately 16 to 20-foot spans to convey the 100-year flood event underneath roadways. Both structures will be designed to look like small bridges, complete with architectural features, and will be subject to engineering review and approval by the governing jurisdictions.

Other streams, most notably the North Fork of Spring Valley Creek and Burnt Car Draw will utilize storm drainage pipes or box culverts sized for the 100-year flow event to convey flows underneath required roadways. These streams will, for the most part, use the existing natural surface water channels to convey surface water through the site and to Spring Valley Creek.

Approximately 3,400 lineal feet of the ephemeral channel through alfalfa fields that drains Burnt Car Draw will be intercepted by storm conveyance pipes and will be relocated into a new natural channel through the Village Center. Relocation of this segment allows for a more direct route to Spring Valley Creek while providing a natural amenity to the Village Center. The addition of surface water to this channel from existing groundwater well

sources will mitigate the relocation and improve the overall health of the Spring Valley Creek riparian area. This concept has been discussed with the Army Corps of Engineers and has been approved in principle. However, detailed plans and a permit application are required to obtain the Army Corps of Engineers final approval.

With the exception of stream crossings, the proposed development avoids encroachment of fill slopes into the natural flood ways. Minor encroachments into the existing 100-year floodplain are proposed for the construction of roads, residential lots and storm water detention facilities. It is emphasized that in all cases the proposed roadways and residential lots will be elevated safely above the base flood elevation. Encroachment into the 100-year floodplain will not adversely affect the available flood storage or base flood elevation, rather, it is anticipated that excavation for wetland creation and riparian enhancement activities will result in a net increase of flood storage volumes. All activities proposed within the identified floodplains will be subject to strict engineering and environmental review by the jurisdictional authorities.










Wetlands

Three drainages were identified as having potential wetlands (**Figure 7B**). These are: Spring Valley Creek, a North Fork of Spring Valley Creek, and an ephemeral drainage (otherwise known as Burnt Car Draw). Hillslope drainages on the western side of Spring Valley, while providing some runoff, do not have characteristics that provide sustainable wetlands other than the storage provided by a stock pond.

Spring Valley Creek is a marginally perennial stream with a significantly incised channel. The northerly tributary to Spring Valley Creek is very similar, with less pronounced incised features. The Burnt Car Draw drainage is also incised. The incised features indicate an historical period of pronounced erosion, typical of western mid-elevation watersheds. The incised features reduce any associated ground-water aquifers by increasing the hydraulic gradient of both the surface and ground-water systems. The general wetland and riparian vegetation communities are a result of the interaction of the incised channel morphology and the surface and ground-water systems.

In discussing the wetland and riparian systems of the study area, it is useful to refer to position. Position is a relative term, used to describe the proximity of the active water, whether it be surface or ground water. The lowest position, for example, describes those areas that are very close to the channel bottom or ground water surface. The lowest positions are those areas which are inundated during a normal water year or are inundated or saturated for long periods of time during the year. The middle position include areas considered to be in the active floodplain (an area that floods every other year or so) or are within a foot of the

Legend

-  PLANNED COMMUNITY BOUNDARY
-  PERENNIAL/INTERMITTENT STREAM
-  EPHEMERAL STREAM
-  JURISDICTIONAL WETLAND
-  INTERIM FIRE STATION
-  ELEMENTARY OR CHARTER SCHOOL
-  HELIPAD LOCATION
-  WATER STORAGE RESERVOIR
-  WASTE WATER TREATMENT PLANT

NOTES:
 EXISTING WETLAND BOUNDARIES ARE
 BASED ON POSITION, VEGETATION,
 FIELD OBSERVATIONS, AND AERIAL
 PHOTOGRAPHY. FINAL WETLAND
 LOCATIONS ARE SUBJECT TO CHANGE
 WITH FIELD DELINEATION AND SURVEY.

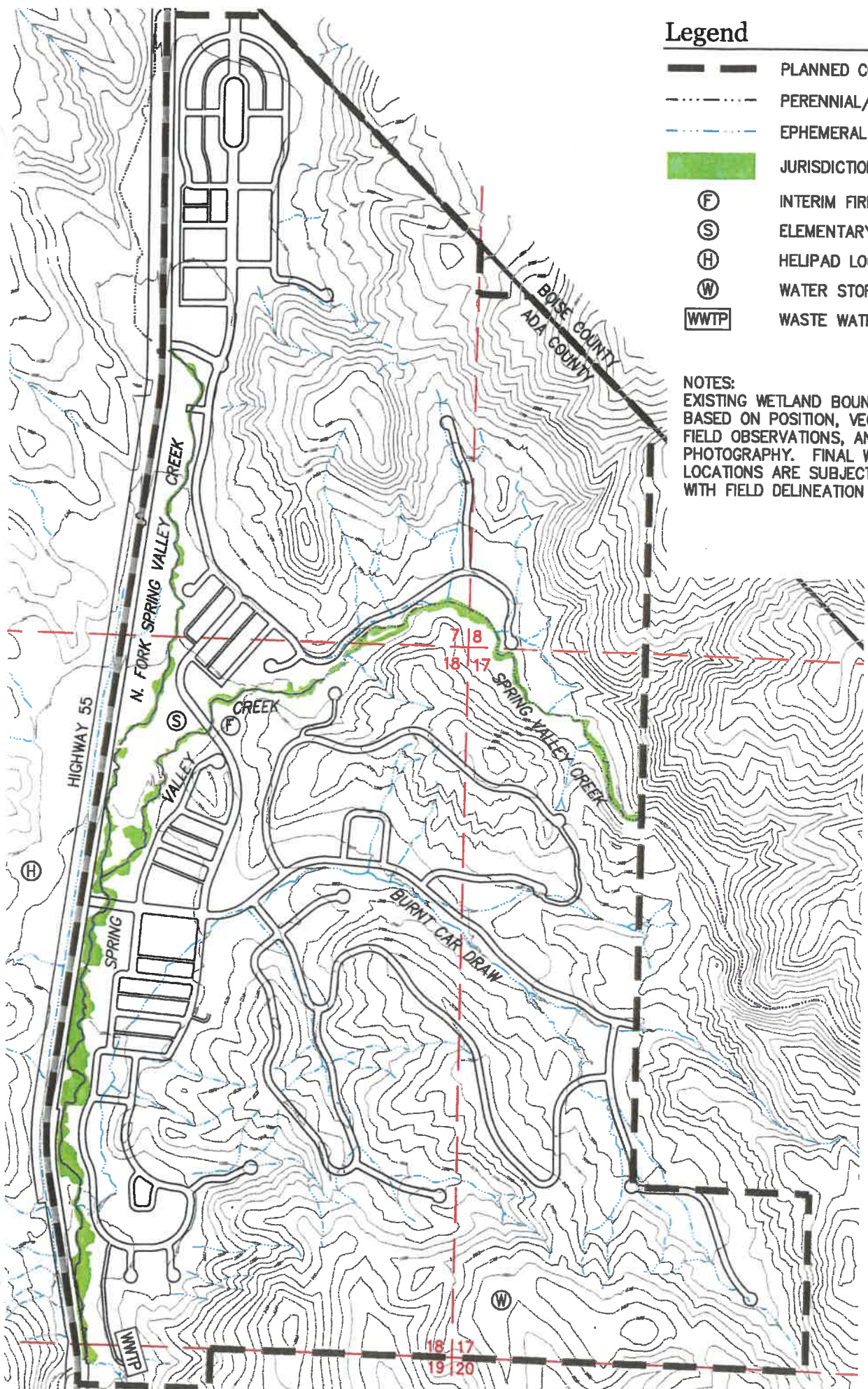


Figure 7B

normal high ground water. The high positions are still within the channel but are infrequently flooded or are several feet from the normal high ground water.

Those areas in the lowest positions likely possess all of the characteristics of jurisdictional wetland – hydrophytic vegetation, wetland hydrology, and hydric soil. The areas in the middle position are probably wetland, but often are very difficult to determine with great certainty. The middle position communities are certainly riparian and will have an abundance of wetland vegetation but they may not have the same frequency and duration of saturation present in the lower positions. The highest positions will most likely be non-wetland. They may have a reasonable percentage of wetland vegetation, but they are rarely saturated, going for years without significant inundation or saturation.

The wetland determination for the Avimor Planned Community was done using position as a significant guide, in addition to vegetation, hydric soil, and hydrology for judging those areas that are likely to meet all of the jurisdictional wetland requirements. Position was determined by observing the vegetative communities inhabiting the position and evaluating topography.

All of the wetland communities are confined to the bottoms of Spring Valley Creek and its tributary. Burnt Car Draw was found to contain no jurisdictional wetlands, although the lower segment, a ditch through the alfalfa field, is regulated under Section 404 of the Clean Water Act.

Major wetland vegetative communities were identified and mapped representing 19.7 acres. These include:

PSS1J – Palustrine Scrub Shrub, intermittently flooded. These sites are associated with the tributary channel. They are dominated by willow with an occasional tall tree. These areas are in a medium position but include those areas in lower positions.

PSS1A/PEM1C – Palustrine Scrub Shrub (temporarily flooded) /Palustrine Emergent (seasonally flooded) complex. These areas are in a low to middle position and have lots of indicators of inundation. They usually have blocks of cattail and tule among thickets of willow. These sites are very densely vegetated and contain an occasional tall tree.

PSS1A – Palustrine Scrub Shrub temporarily flooded. These areas are dominated by willow. They include the channel but do not have significant amount of cattail which would indicate that there is not significant inundation and standing water. Substrate in these areas is generally coarse. Most of these sites are in the middle to low position and fairly well vegetated.

PFO1A – Palustrine Forested (temporarily flooded). These areas are a complex of dominant mature cottonwood and willow. Some of these areas are in a high position but the complex usually has more than one channel which makes separation of position impractical. For example, a higher position area will be flanked by low or middle position areas like an island. These areas seem to be associated upstream of channel constrictions (structures) which serve to create backwater on the main Spring Valley Creek. Flood control structures and road culverts have prevented further downcutting of the channel but have eliminated a flushing and erosive function necessary to maintain healthy riparian systems.

Groundwater

Groundwater occurrence within the Spring Valley area is controlled by geology and topography. In general, groundwater is found in permeable sedimentary deposits and fractured rock aquifers. Depth to groundwater varies from more than hundred feet below ridge tops, to near or above ground surface (i.e., flowing artesian) in the valley floor.

Hydrogeology

Major hydrogeologic units within the Spring Valley Ranch property, and the associated groundwater-bearing characteristics of these units, are described below.

Granitic rock of the Idaho Batholith effectively eliminates much of the Spring Valley Ranch property from consideration for public water system well development. This includes not only areas where granite is present at ground surface, but also areas where sediments or volcanic rocks are underlain by granite at relatively shallow depths. A granite ridge between Dry Creek Valley and Spring Valley appears to function as a barrier to groundwater flow out of the Spring Valley.

The valley floor area in Spring Valley is underlain by Idaho Group sediments and volcanic rocks to a depth of approximately 400 feet. Wells completed in these materials at Spring Valley typically yield 20 to 100 gallons per minute (gpm).

In the hills approximately one mile west of the Spring Valley Ranch headquarters, a coarse-grained sand of the Pierce Gulch Formation caps older sediments and volcanics of the lower Idaho Group. A perched aquifer, i.e., the Sandy Hill Aquifer, is present in the base of these materials. A test well completed in this aquifer has been pumped at rates of more than 2,000 gpm.

Groundwater Flow, Recharge, and Discharge

Within the Spring Valley area, groundwater flow is believed to follow topography, with Spring Valley Creek functioning as a drain for the local groundwater system. Recharge of the local groundwater system occurs from infiltration of precipitation, applied irrigation, and leakage from streams.

Groundwater discharge occurs as base flow to Spring Valley Creek and its tributaries, and from pumping of the irrigation well at Spring Valley Ranch. A hillside spring on the west side of Spring Valley discharges approximately 50 gpm that flows toward Spring Valley Creek. This spring appears to function as the discharge point from the Sandy Hill aquifer.

Existing Groundwater Development

Groundwater has been developed in Spring Valley for irrigation purposes. An existing irrigation well at Spring Valley Ranch produces approximately 100 gpm for irrigation purposes. The ranch house and outbuildings are supplied with water piped from the hillside spring on the west side of Spring Valley. There is no other groundwater currently being used within the project area.

Potential for Developing Groundwater Supplies

Groundwater investigations over the past two years, including more than 8,000 feet of exploratory drilling, have shown that aquifers within the Spring Valley Ranch property have adequate capacity to support the proposed development. The most productive aquifers are located west of Highway 55 and include Sandy Hill. A transmission pipeline will convey water from Sandy Hill to the development area. The well field, reservoir locations and pipe routes are illustrated on **Figures 12A, 12B** and also on **Figure 20A**.

Aquifer Impacts

SunCor will divert water from aquifers in the Spring Valley area to supply municipal needs in the proposed Avimor Planned Community. Diversion of water from these aquifers has little or no potential to impact other water right holders or the main aquifer in the Boise Valley because of the remote and isolated location of the Spring Valley aquifers and the existence of hydro-geological barriers between Spring Valley and the Shadow Valley/Dry Creek/Eagle area.

The closest wells to the Spring Valley project area are found in the vicinity of Shadow Valley Golf Course. These wells are approximately 3 miles to the south of the Sandy Hill Aquifer (primary domestic source), and 2 to 3 miles south of the Spring Valley wells. There are no wells owned by other water users tapping the Sandy Hill or Spring Valley Aquifers.

The Spring Valley Aquifer and Sandy Hill Aquifer are hydraulically isolated from aquifers in the Shadow Valley, Dry Creek and Eagle areas by a northwest trending granodiorite rock mass that is exposed in the canyon between Shadow Valley golf course and Spring Valley Ranch. This rock mass is a portion of the Idaho Batholith and is exposed at the surface for several miles to the northwest of Highway 55. To the southwest of Highway 55, the rock underlies unsaturated Idaho Group sediments. The effect of this low permeability rock unit is to function as a hydraulic barrier for groundwater flow from Spring Valley into Idaho Group aquifers

Spring Valley Creek Impact

further to the south. This conclusion is based on (1) typical low-permeability characteristics of granitic rock and (2) the presence of the Spring Valley Aquifer water levels at an elevation approximately 500 feet higher than groundwater levels in Dry Creek Valley. Thus, pumping of aquifers in Spring Valley will have no interference impact with wells in the Dry Creek, Shadow Valley or Eagle areas.

Any impact that pumping of the Spring Valley Aquifer may have on groundwater discharge to Spring Valley Creek is expected to be offset by increased irrigation activity from domestic sources on individual lots; by land application of treated wastewater in the irrigation of common areas; and through irrigation of recreational facilities and riparian enhancements along Spring Valley Creek.

It must also be noted that the creek is intermittent and subject to unpredictable climatic factors. In order to assure viability of wetlands enhancements and mitigation, the noted use of the Spring Valley Aquifer may, in fact, be applied directly to the creek to maintain a more consistent moisture level than is currently possible in its uncontrolled condition.

4.b. / Soils / Geology

Soils

There are 16 major soil types within the proposed project area, as described in the Soil Conservation Service May 1980 Soil Survey (USDA, 1980). The majority of the areas scheduled for initial development in Spring Valley Ranch are underlain by three soil units: (1) Brent-Ladd Loams; (2) Goose Creek Loam or (3) the Quincy-Brent Complex.

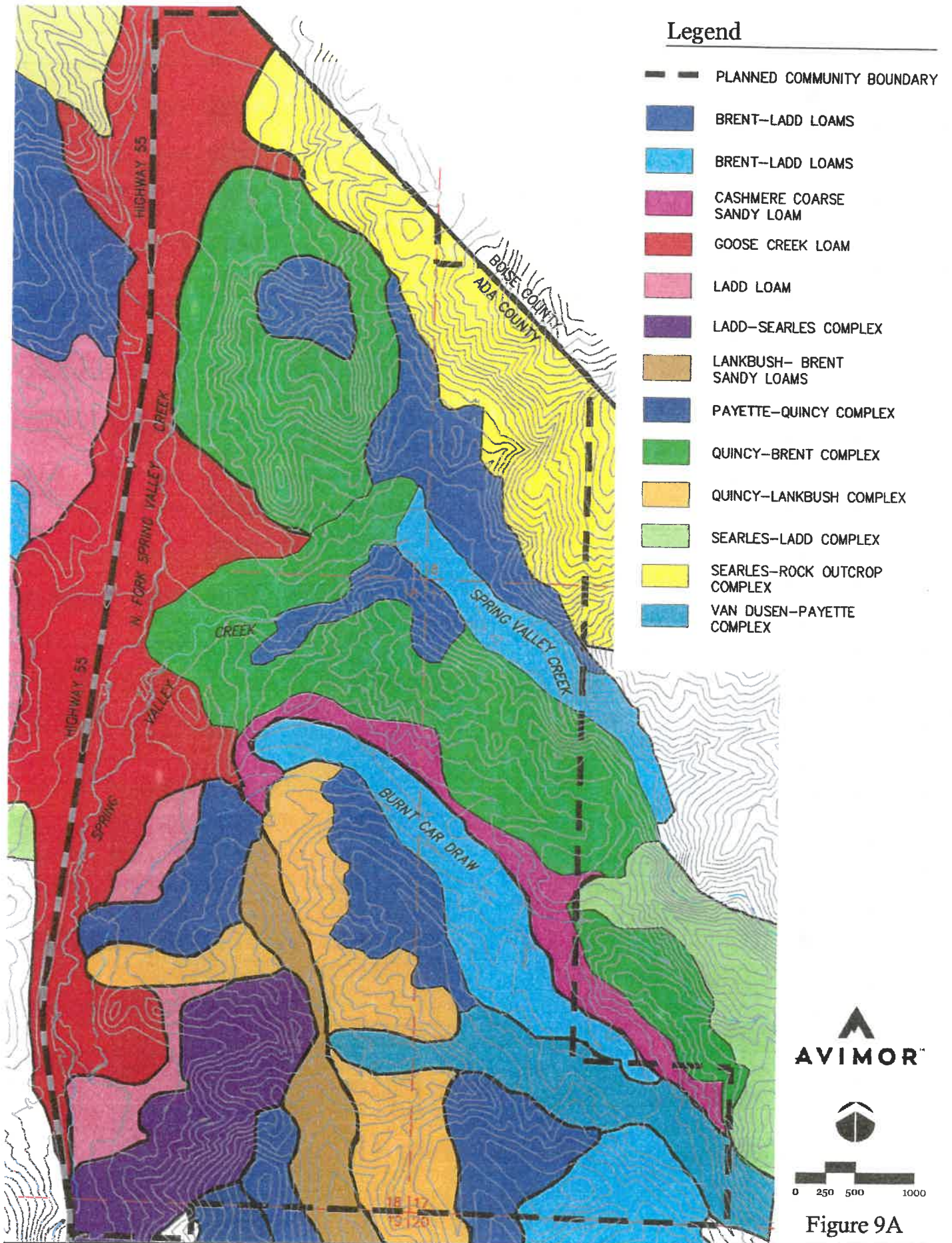
According to the USDA soil manual, these soils are generally characterized as possessing low strength, high shrink-swell potential, and slow percolation rates. In addition, shallow groundwater (2.5 to 3.5 feet below ground surface) is a possibility in the Goose Creek Loam. The Goose Creek Loam underlies the relatively flat areas along Highway 55 in the middle of the valley. General constraints for development on these and other soils are summarized in the Geotechnical Characterization section. Soil type distribution within the project site is illustrated on **Figure 9A**; "off-site" soils west of Highway 55 are shown on **Figure 9B**.

Table 1, which follows **Figures 9A and 9B**, provides summary-level engineering information related to the general properties of each soil unit as it relates to the design and construction of roads, streets, commercial buildings and residential structures. The engineering properties are based on Unified Soil Classification test data (also known as index tests) using known relationships between soil properties and the behavior of soils in various structure development applications. The tabulated properties are useful in identifying unfavorable soil conditions and aiding in the conceptual selection of designs to mitigate those conditions. It is emphasized that these generalized soil properties are equally useful in guiding site-specific investigations to establish geotechnical design parameters.

Development Suitability

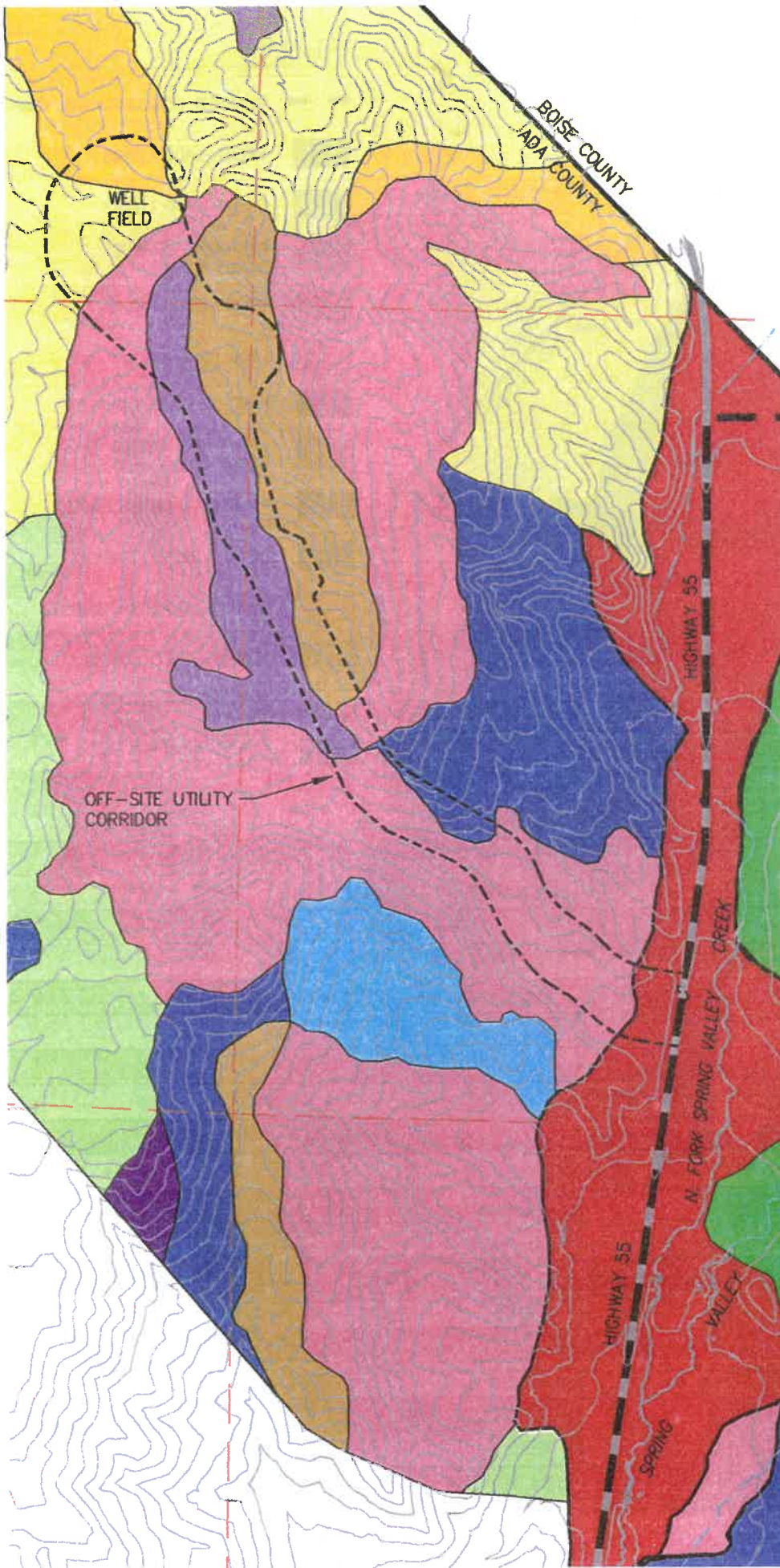
The Avimor Planned Community will occur primarily on three soil units: The Goose Creek Loam, the Brent-Ladd Loam and the Quincy-Brent Complex. All three soil types are suitable for development with appropriate engineered foundation systems and/or soil improvement methods.

Of the three primary soil types underlying the initial development area, the Goose Creek Loam presents the greater challenge with respect to structure support. The Goose Creek Loam generally underlies the low-lying areas adjacent to Spring Valley Creek. These areas typically exhibit relatively shallow seasonal groundwater, and the soils are relatively weak and compressible to depths ranging from 20 to 40 feet below existing ground surface. The soils underlying the soft strata are relatively dense



A SunCor Planned Community

Soil Type Distribution



Legend

-  PLANNED COMMUNITY BOUNDARY
-  BRENT-LADD LOAMS
-  BRENT-LADD LOAMS
-  CASHMERE COARSE SANDY LOAM
-  GOOSE CREEK LOAM
-  HARPT LOAM
-  LADD LOAM
-  LADD-SEARLES COMPLEX
-  LANKBUSH- LADD COMPLEX
-  LANKBUSH- BRENT SANDY LOAMS
-  PAYETTE-QUINCY COMPLEX
-  QUINCY-BRENT COMPLEX
-  QUINCY-LANKBUSH COMPLEX
-  SEARLES-LADD COMPLEX
-  SEARLES-ROCK OUTCROP COMPLEX
-  VAN DUSEN-PAYETTE COMPLEX


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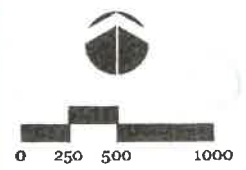


Figure 9B

**Table 1
Engineering Soils Table
Spring Valley Ranch
Ada County, Idaho**

Soil Name and (Number)	USDA Texture	Unified Classification	Percent Passing Sieve No. (Avg)				Liquid Limit	Plasticity Index	Permeability in/hr	Soil Reaction pH
			4	10	40	200				
Brent-Ladd Loams (19)										
Brent	Loam, Silt Loam, Clay, Sandy Clay, Clay Loam	CL, ML, CH	100	100	60-100	50-90	20-60	5-40	<0.6-2.0	6.6-8.4
Brent	Gravelly Clay Loam, Gravelly Silt Loam, Gravelly Loam, Stratified Gravelly Loamy Coarse Sand to Very Gravelly Coarse Sand	CL, GM, GP, SM, SP	40-70	40-70	25-75	5-65	10-45	NP-25	0.2-20	7.9-8.4
Ladd	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3
Ladd	Clay Loam, Loam, Sandy Clay Loam, Sandy Clay Loam, Sandy Loam	CL, ML, SM, SC	85-100	85-100	70-100	30-80	20-40	NP-15	0.2-0.6	6.1-7.3
Brent-Ladd Loams (20)										
Brent	Loam, Silt Loam, Clay, Sandy Clay, Clay Loam	CL, ML, CH	100	100	60-100	50-90	20-60	5-40	<0.6-2.0	6.6-8.4
Brent	Gravelly Clay Loam, Gravelly Silt Loam, Gravelly Loam, Stratified Gravelly Loamy Coarse Sand to Very Gravelly Coarse Sand	CL, GM, GP, SM, SP	40-70	40-70	25-75	5-65	10-45	NP-25	0.2-20	7.9-8.4
Ladd	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3
Ladd	Clay Loam, Loam, Sandy Clay Loam, Sandy Clay Loam, Sandy Loam	CL, ML, SM, SC	85-100	85-100	70-100	30-80	20-40	NP-15	0.2-0.6	6.1-7.3
Cashmere Coarse Sandy Loam (23)	Coarse Sandy Loam, Fine Sandy Loam, Sandy Loam, Loamy Fine Sand, Loamy Coarse Sand	SM	80-100	80-100	50-75	15-45	NV-30	NP-5	2.0-20	6.1-7.8
Goose Creek Loam (65)	Loam	ML, CL	100	100	85-100	60-85	20-30	5-10	0.2-2.0	6.6-8.4
	Stratified Fine Sandy Loam to Clay	ML, CL	100	100	85-100	55-85	25-40	5-20	0.2-0.6	6.6-8.4

**Table 1
Engineering Soils Table
Spring Valley Ranch
Ada County, Idaho**

Soil Name and (Number)	USDA Texture	Unified Classification	Percent Passing Sieve No. (Avg)				Liquid Limit	Plasticity Index	Permeability in/hr	Soil Reaction pH	
			4	10	40	200					
Harpt Loam (67)	Loam	CL-ML	95-100	95-100	85-95	60-75	20-30	5-10	0.6-2.0	6.1-7.3	
	Silt Loam, Loam, Fine Sandy Loam, Sandy Loam	CL-ML, CL, SC, SM- SC, SM	95-100	95-100	70-100	30-90	20-35	NP-10	0.6-2.0	6.1-7.8	
	Stratified Coarse Sandy Loam to Clay Loam	SM, ML	90-100	90-100	70-85	40-60	20-25	NP-5	2.0-6.0	6.1-7.8	
Ladd Loam (79)	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3	
	Clay Loam, Loam, Sandy Clay Loam, Sandy Loam	CL, SM, SC	85-100	85-100	70-100	40-80	25-40	5-15	0.2-0.6	6.1-7.3	
Ladd-Searles Complex (86)											
	Ladd Ladd	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3
		Clay Loam, Loam, Sandy Clay Loam, Sandy Loam	CL, SM, SC	85-100	85-100	70-100	30-80	20-40	NP-15	0.2-0.6	6.1-7.3
	Searles	Gravelly Loam, Fine Gravelly Coarse Sandy Clay Loam,	CL, ML, GM, GC, SC	55-85	50-75	40-70	15-55	20-35	5-15	0.6-2.0	7.8-7.8
	Searles	Very Gravelly Coarse Sandy Clay Loam, Very Gravelly Loam	GP, GC, GM	25-45	25-45	15-40	5-30	20-35	5-15	0.2-0.6	6.6-7.8
	Searles	Unweathered Bedrock									
Lankbush-Brent Sandy Loams (91)											
	Lankbush	Sandy Loam, Sandy Clay Loam, Clay Loam, Loam	SM, SC, CL, ML	85-100	85-100	55-100	25-80	20-35	NP-15	0.2-6.0	6.6-8.4
	Lankbush	Sand, Sandy Loam, Loamy Coarse Sand	SM, SP	85-100	85-100	45-70	5-30	20-25	NP-5	2.0-6.0	7.4-9.0
	Brent	Sandy Loam, Silt Loam, Loam, Clay, Sandy Clay, Clay Loam	CL, ML, CH	100	100	60-100	30-90	20-60	5-40	0.6-2.0	6.6-7.8
	Brent	Gravelly Clay Loam, Gravelly Silt Loam, Gravelly Loam, Stratified Gravelly Loamy Coarse Sand, Very Gravelly Coarse Sand	CL, GM, GP, SM, SP	40-80	40-75	25-75	5-65	10-45	NP-25	0.2-20	7.4-8.4

**Table 1
Engineering Soils Table
Spring Valley Ranch
Ada County, Idaho**

Soil Name and (Number)	USDA Texture	Unified Classification	Percent Passing Sieve No. (Avg)				Liquid Limit	Plasticity Index	Permeability in/hr	Soil Reaction pH
			4	10	40	200				
Lankbush-Ladd Complex (93)										
Lankbush	Sandy Loam	SM, SM-SC	85-100	85-100	55-65	25-40	20-30	NP-10	2.0-6.0	6.6-7.3
Lankbush	Sandy Clay Loam, Clay Loam, Loam	CL-ML, CL, SM-SC, SC	85-100	85-100	70-100	30-80	25-35	5-15	0.2-0.6	7.9-8.4
Lankbush	Sand, Sandy Loam, Loamy Coarse Sand	SM, SP-SM	85-100	85-100	45-70	5-30	20-25	NP-5	2.0-6.0	7.4-9.0
Ladd	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3
Ladd	Clay Loam, Loam, Sandy Clay Loam	CL-ML, CL, SM-SC, SC	85-100	85-100	70-100	40-80	25-40	5-15	0.2-0.6	6.1-7.3
Ladd	Sandy Clay Loam, Sandy Loam	SM	85-100	85-100	70-100	30-50	20-30	NP-5	0.2-0.6	6.1-7.3
Payette-Quincy Complex (117)										
Payette	Sandy Loam, Coarse Sandy Loam, Gravelly Coarse Sandy Loam, Coarse Sand, Loamy Sand	SM, GM, GC, ML, CL, SP	60-100	40-100	20-95	0-75	20-30	NP-10	2.0->20	6.6-8.4
Quincy	Fine Gravelly Loamy Coarse Sand	SM	80-90	70-75	50-70	15-30	NV	NP	6.0-20	6.1-8.4
Quincy-Brent Complex (149)										
Quincy	Fine Gravelly Loamy Coarse Sand	SM	80-90	70-75	50-70	15-30	NV	NP	6.0-20	6.1-8.4
Brent	Sandy Loam, Silt Loam, Loam, Clay, Sandy Clay, Clay Loam	CL, ML, CH	100	100	60-100	30-90	20-60	5-40	0.6-2.0	6.6-7.8
Brent	Gravelly Clay Loam, Gravelly Silt Loam, Gravelly Loam, Stratified Gravelly Loamy Coarse Sand, Very Gravelly Coarse Sand	CL, GM, GP, SM, SP	40-80	40-75	25-75	5-65	10-45	NP-25	<0.2-20	7.4-8.4
Quincy-Lankbush Complex (152)										
Quincy	Fine Gravelly Loamy Coarse Sand	SM	80-90	70-75	50-70	15-30	NV	NP	6.0-20	6.1-8.4
Lankbush	Sandy Loam, Sandy Clay Loam, Clay Loam, Loam	SM, SC, CL, ML	85-100	85-100	55-100	25-80	20-35	NP-15	0.2-6.0	6.6-8.4
Lankbush	Sand, Sandy Loam, Loamy Coarse Sand	SM, SP	85-100	85-100	45-70	5-30	20-25	NP-5	2.0-6.0	7.4-9.0

Table 1
Engineering Soils Table
Spring Valley Ranch
Ada County, Idaho

Soil Name and (Number)	USDA Texture	Unified Classification	Percent Passing Sieve No. (Avg)				Liquid Limit	Plasticity Index	Permeability in/hr	Soil Reaction pH
			4	10	40	200				
Searles-Ladd Complex (169)										
Searles	Gravelly Loam, Fine Gravelly Coarse Sandy Clay Loam,	CL, ML, GM, GC, SC	65-85	65-75	55-70	35-55	20-30	5-10	0.6-2.0	6.6-7.8
Searles	Very Gravelly Coarse Sandy Clay Loam, Very Gravelly Loam	GP, GC, GM	25-70	25-65	15-55	5-35	20-35	5-15	0.2-0.6	6.6-7.8
Searles	Unweathered Bedrock	-								
Ladd	Loam	ML	100	100	85-95	60-90	20-30	NP-5	0.6-2.0	6.1-7.3
Ladd	Clay Loam, Loam, Sandy Clay Loam, Sandy Loam	CL, SM, SC	85-100	85-100	70-100	30-80	20-40	NP-15	0.2-0.6	6.1-7.3
Searles-Rock Outcrop Complex (171)	Stony Loam, Very Gravelly Clay Loam, Very Cobbly Loam	SM, ML	30-80	20-75	20-70	15-55	NV-40	NP-15	0.2-2.0	6.6-7.3
	Unweathered Bedrock									
Van Dusen-Payette Complex (197)										
Van Dusen	Loam, Sandy Clay Loam, Clay Loam, Gravelly Loam, Stratified Sand to Loam	ML, CL, SM, SC, SP	75-100	60-100	50-100	5-85	20-35	NP-15	0.2-2.0	6.1-7.8
Payette	Sandy Loam, Coarse Sandy Loam, Gravelly Coarse Sandy Loam, Coarse Sand, Loamy Sand	SM, GM, GC, ML, CL, SP	60-100	60-100	35-95	5-75	20-30	NP-10	2.0->20	6.6-8.4

with low compressibility. Accordingly, the Goose Creek Loam is generally suitable for development with one to two-story, wood-frame structures with proper site preparation. Economic and efficient preparation of the Goose Creek Loam for this type of development will require placement of compacted fill sections up to 3 feet in depth as measured from the base of the footing to bridge the weaker soils and attenuate the potential settlements seated in those soils.

It is emphasized that development with heavier and more settlement-sensitive buildings (such as masonry block, brick or concrete tilt-up walls and/or multi-story structures) is feasible. However, the structure foundations will need to consist of one of several alternatives:

- Deep systems (piles or piers) founded on the dense soils underlying the Goose Creek Loam;
- Stabilization of the weak soils (stone columns) or
- In-place consolidation (ground preloading with vertical drains) of the compressible stratum.

Provided the relatively weak Goose Creek Loam is stabilized or a foundation system selected to mitigate the potential settlements, design and construction of multi-story buildings with heavy wall and column loads can be accomplished by the use of commonly applied foundation engineering techniques. In general, deep foundation systems are applicable to large multi-story buildings (with as many as ten stories), while ground improvement methods are applicable to low to mid-rise structures (three to five stories).

The Brent-Ladd Loam and the Quincy-Brent Complex soils comprise a majority of the soils underlying the upland portions of the initial development area. In general, these soils are medium-dense to dense and of moderate to low compressibility in the native condition, and consist of a large or predominant fraction of granular material (sands and fine gravels). These soils are generally suitable for support of light, single-story structures or heavier multi-story structures. Site preparation for light structures will typically consist of minor subexcavation and replacement of the site soils in a compacted condition. Applying the subexcavation-and-replacement method of site preparation to suitable but greater depths can provide adequate support of heavier and multi-story structures.

The primary exception to these general conditions is present near the Burnt Car and Spring Valley Creek channels. Within these geographically narrow areas, the groundwater is relatively shallow. As a consequence, the saturated Brent-Ladd Loam and the Quincy-Brent Complex soils are relatively weak and compressible. Site preparation within these localized areas can be accomplished using the techniques applicable to the Goose Creek Loam soils.

Geology

The Avimor Planned Community site is underlain by two principal bedrock units: (1) granite and granite-like rocks of the Cretaceous-age Idaho Batholith; and (2) an assemblage of sedimentary and volcanic rocks of the Quaternary/Tertiary-age Idaho Group. The bedrock units are heavily weathered and generally occur as small, inconspicuous outcrops. An illustration of the site's geology is provided on **Figure 10A** and off-site geology is depicted on **Figure 10B**.

Rocks of the Idaho Batholith consist of light to medium gray granite, granodiorite, and meta-granite. All these units weather to grass-covered slopes with occasional gray to dark gray outcrop and residual boulders. Areas underlain by the deeply weathered Idaho Batholith rocks can generally be recognized by the presence of light grayish-brown, sandy soil. This condition is most apparent on the crest of the ridge separating southern Spring Valley Creek bottom land from the upland areas east of the valley. In areas adjacent to faults, the granitic rocks commonly exhibit pock-marked erosional pits and reddish-brown iron staining.

Because of the lack of continuous outcrop, the relationship between the sedimentary and volcanic rocks within the Idaho group is unclear. In the general area of the project site, the Idaho Group consists of light to medium brown mudstone, claystone, and volcanic ash beds divided by medium to dark brown sandstone beds. Based on field observation, the majority of Idaho Group sedimentary rocks consist of the fine-grained units forming smooth hill slopes. The fine-grained units contain occasional petrified wood fragments and snail shells.

Soil derived from the sedimentary units of the Idaho Group is typically medium to dark brown and clay-rich. This readily contrasts with the sandy soil developed over the granite rocks. This transition is apparent in places along the ridge between Burnt Car Draw and Spring Valley Creek, where the light and dark soil types are well exposed adjacent to one another.

The mudstones and claystones of the Idaho Group are divided by volcanic rocks consisting of ash and volcanic mudflows. These volcanic deposits are a result of eruptions from near-by volcanoes that rained down hot ash and wet, ash-rich mud flows. Individual ash and mudflow units within this volcanic series range up to approximately 15 feet thick, but are generally expressed as 3 to 6-foot thick beds within the fine-grained sedimentary units. The volcanic rocks are deeply weathered, and generally outcrop as medium brown to dark greenish brown, soft ledges. Typical exposures of these rocks are the dark colored, low outcrops along the north side of Burnt Car Draw.

The interbedded relationship between the Idaho Group sediments and volcanic rocks is best illustrated on the prominent hillslope immediately north of where Spring Valley Creek emerges from the

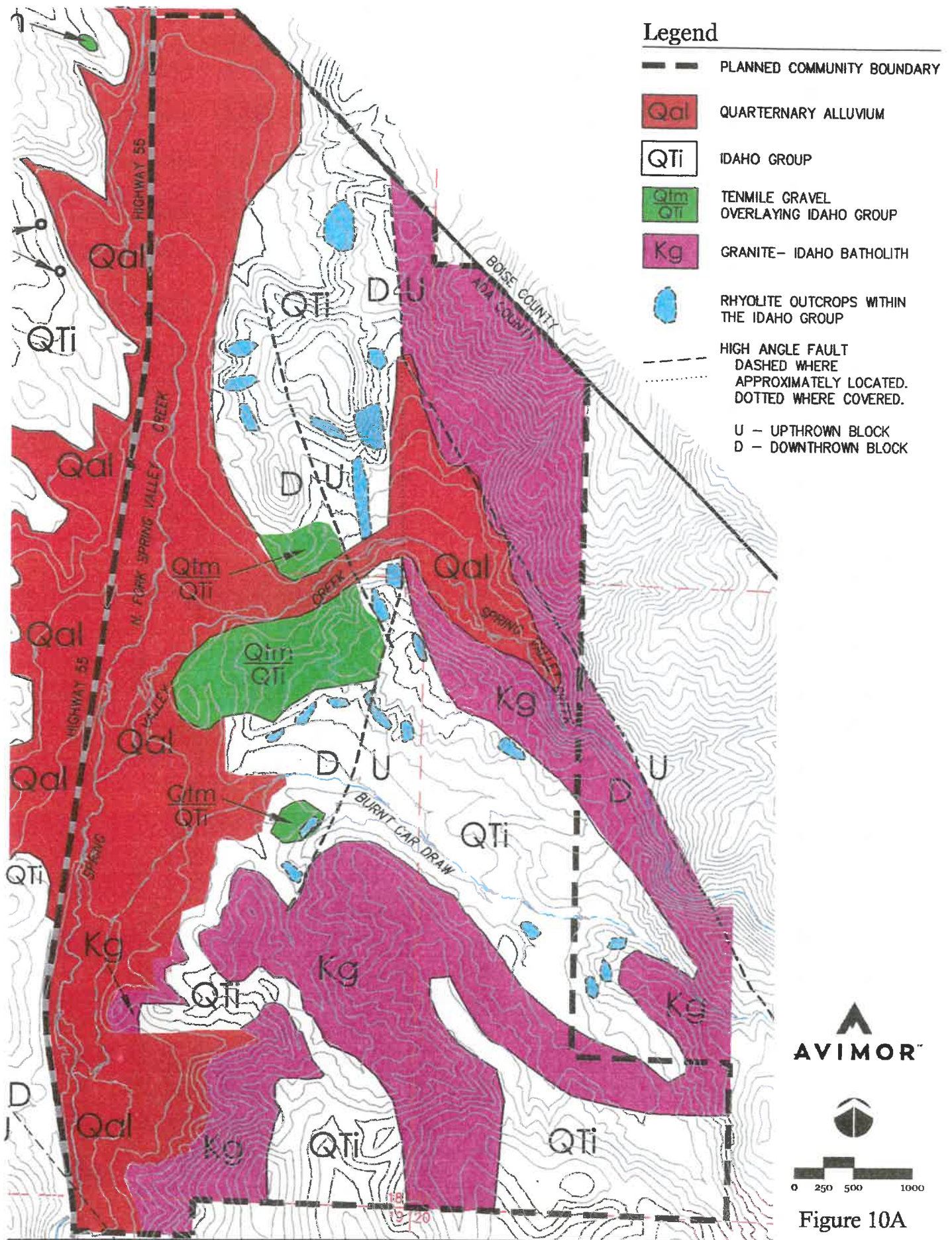


Figure 10A

A SunCor Planned Community

Geologic Conditions

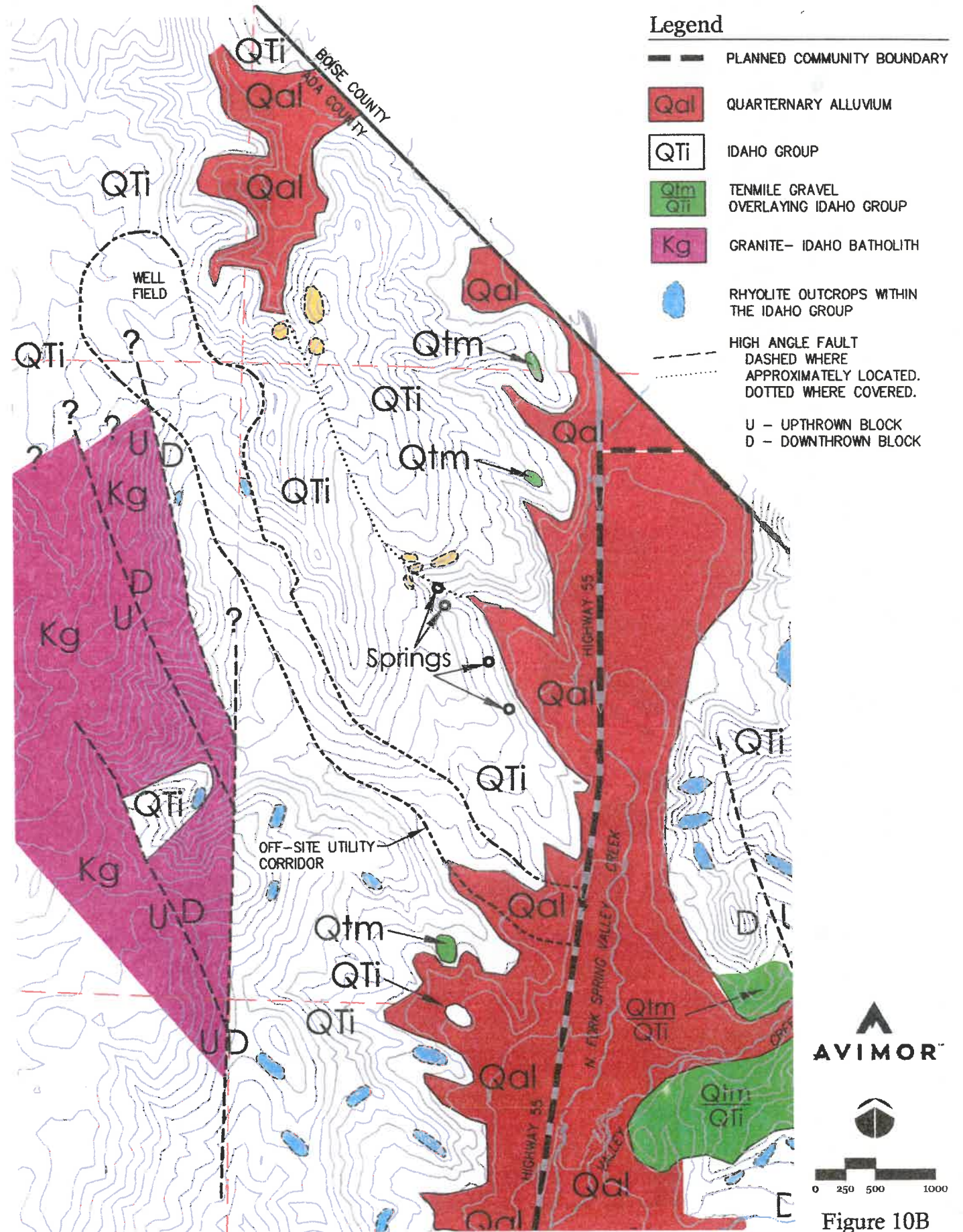


Figure 10B

confines of the east-west canyon and turns to the south in Spring Valley. At this location the volcanic beds form resistant ribs in the otherwise smooth-weathering fine grained Idaho Group sedimentary units.

Several hill slopes along the eastern side of Spring Valley are covered with cobbles and gravels rich in quartz, granite, and other resistant bedrock materials. These occur at elevations ranging from approximately 3,260 to 3,380 feet, and rest on Idaho Group sediments. These deposits are believed to be remnants of an ancient river terrace system, similar to the prominent, better developed river terraces observed on the south side of the Boise River Valley.

The relatively flat area in Spring Valley is comprised of unconsolidated sediments recently deposited by Spring Valley Creek. These units are predominantly silt and clay, with frequent fine sand layers.

Structure

The most prominent structural elements in the project area are Spring Valley and the steep, granitic uplands to the northeast and south. Northwest trending faults probably account for positioning of older granitic rocks with younger Idaho Group sediments along the ridge lines such as occurs on the south side of Spring Valley Creek canyon, and on the southern end of the property. The mapped faults are illustrated on **Figures 10A and 10B**.

These northwest-trending faults are probably related to the Boise Front Fault system, a series of faults that define the prominent mountain front observed in the Boise River Valley north of Boise.

Less obvious, but likely present, are north-south trending faults defining the east and west margins of Spring Valley. While the western margin is generally linear, the eastern margin is less distinct, with several prominent, unnamed creeks entering the valley on the east side. Taken together, the high-angle faults define a graben, or down-dropped block occupied by Spring Valley surrounded by up-thrown blocks forming the highland areas.

Idaho Group rocks within the graben generally dip gently to the center of the graben. This is best illustrated in the prominently bedded hillside on the north side of Spring Valley Creek, and in the volcanic units outcropping in Burnt Car Draw. In these locations, the beds are tipping downward gently to the west, toward the axis of the Spring Creek valley.

No indications of active faulting such as fault scarps, flatirons or displaced recent strata were observed. No active fault zones have been mapped in the area in state-wide fault zone maps or other sources reviewed for this project. As a result, no mitigation or remedial design will be required for potential fault rupture.

Seismicity

Probable ground shaking intensity for future seismic events is presented in two scenarios; one for structures located on bedrock, and the second for structures located on overburden soils. For structures on bedrock, Sprenke and Breckenridge (1992) predict a 90 percent probability that a Mercalli magnitude V event will not be exceeded in the next 50 years. For structures on overburden soils, they predict a 90 percent probability that a Mercalli magnitude IX will not be exceeded in the next 50 years.

Based on the geotechnical studies performed at the Avimor Planned Community site, loose saturated sand and silty sand beds may occur in the recent alluvium. These soil conditions are susceptible to seismically induced liquefaction and settlement. Additional exploratory borings for roadway and structure designs will extend to appropriate depths to assess the potential for liquefiable soils. While depth to bedrock is not known in the hill slope areas, these areas may be subject to slope failure. The geotechnical investigations will be adequately designed to provide earth materials stability information for design purposes. All structures will be designed in accordance with appropriate standards for seismic loads.

Properties

Bedrock within the project area is generally deeply weathered and very soft. When located adjacent to fault zones, the bedrock may be fractured and jointed, especially the more brittle rock types like the batholith granite. The sedimentary and volcanic rocks are more flexible, and are more likely to bend into gentle folds when stressed. Due to the deep weathering, either rock type is estimated to exhibit moderate to moderately high compressive strength for structure-bearing purposes.

Soil units derived from the rocks also vary in their properties. Soils derived from the granite bedrock are sandier and better drained than soil developed from sedimentary parent rock. The dark, clay-rich soils from the sedimentary bedrock retain moisture, and are more likely to either shrink or swell with varying moisture content. In addition, they may be more likely to consolidate when pressure is applied to them. Areas considered for construction underlain by these soils will be further investigated by geotechnical engineering methods to accommodate the proposed development.

GEOTECHNICAL CHARACTERIZATION

The geotechnical characterization of the planned community site is intended to aid recognition of soil and groundwater conditions that may potentially affect planning, design, and construction. In general, the site may be characterized by two basic geotechnical constraints: 1) steep slopes, and 2) soft soils with shallow groundwater. The geotechnical characterization map (**Figure 11**) is a generalized compilation of available subsurface information.

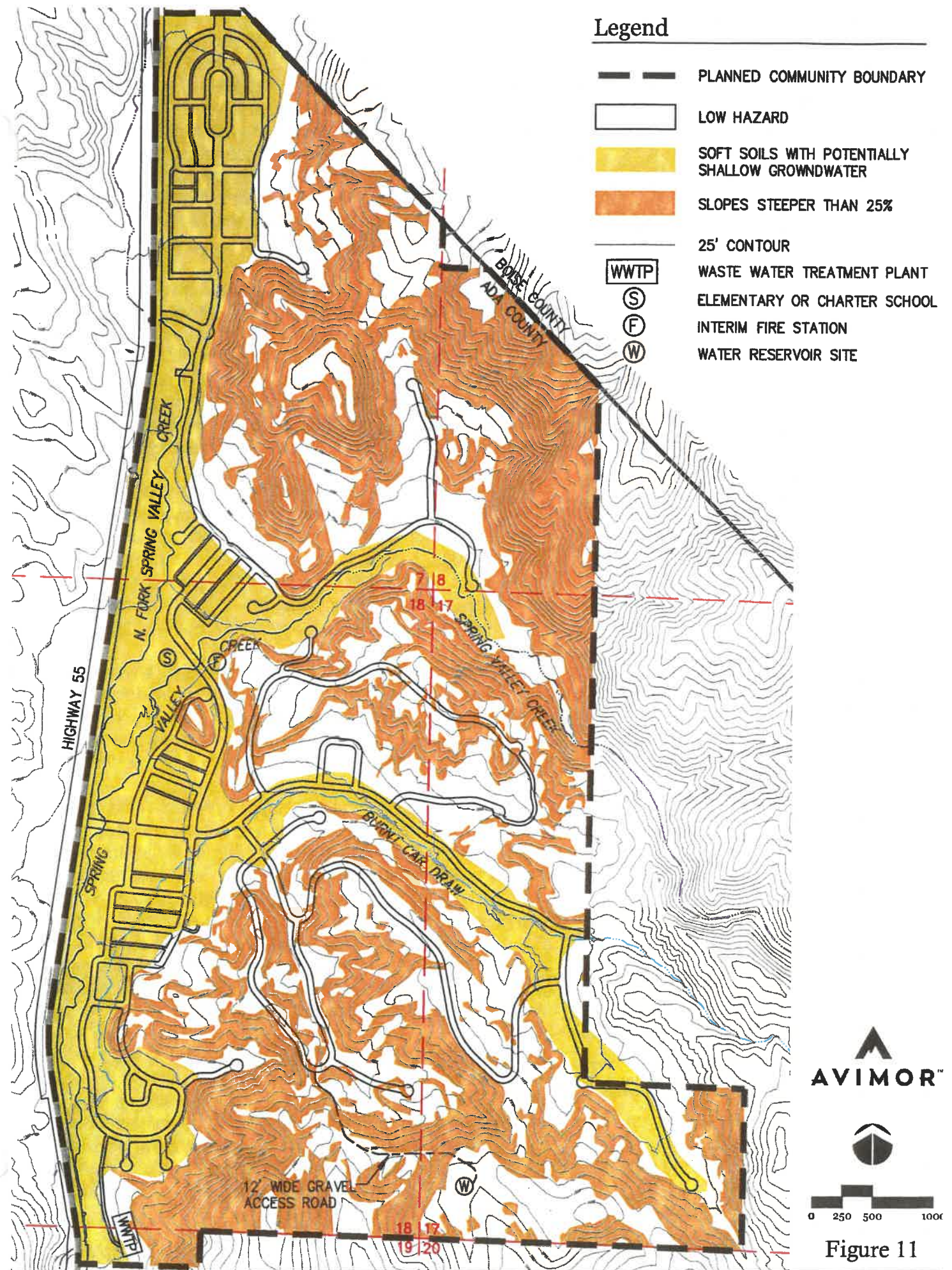


Figure 11

No evidence of active faulting, landslides, or floodplains was observed in the proposed construction areas. Soil and groundwater conditions are the principal concerns for site development. In general, the proposed development areas are underlain by surficial clay- and silt-loams characterized by low strength, slow percolation, low to moderate shrink-swell potential, and relatively high erodibility. The general soil characteristics for the site area are based on a recent geotechnical studies, geologic reconnaissance studies, and the published results of the USDA Soil Conservation Service Soil Survey of Ada County (1980).

Seasonal shallow groundwater is a possibility (USDA, 1980) in the Goose Creek Loam soil underlying the relatively flat, cultivated valley floor, which is traversed by Spring Valley Creek. Nine geotechnical borings were drilled at selected locations near Spring Valley Creek during February and March 2004 as part of an initial elevation of the geotechnical conditions. During the period of drilling and sampling, groundwater levels were encountered at depths ranging from about 3.5 to 14 feet below existing grade.

Permanent piezometers were installed during February and March 2004 in three of the nine borings located along Spring Valley Creek. A reading of these piezometers monthly through the Spring of 2005, revealed groundwater levels ranging from 7 to 15 feet below existing grade. As part of the development planning and design activities, groundwater levels in the piezometers will continue to be read on an approximately monthly basis.

Based on the general characterization of the soils within the project area, building foundation systems will be designed to accommodate relatively weak soils, which may be expansive in the presence of excess moisture or compressible under external loads. Expansive soils encountered below buildings can be readily mitigated by removal and replacement techniques. Accepted and feasible methods to mitigate weak, compressible soils include stone columns, reinforced fill sections, ground preloading, mechanical compaction of the weak soils, and placement of fill sections of sufficient thickness to bridge the weaker soils. It is emphasized that these techniques are widely used to modify and strengthen weaker soils supporting low-rise commercial and residential structures. The construction methods and the long-term performance are well understood. Further discussion on the grading requirements and the grading impact on the natural features are provided below in Chapter 4.h.

In addition, the reportedly erodible nature of the site soils may require that cut and fill slopes, drainage channels, and retention/detention basins be designed to enhance overall stability and to resist the effects of erosion. The predominantly fine-grained surface soils have been characterized with a relatively slow percolation rate. Accordingly, water retention or detention areas may require designs to enhance the soil percolation rate.

*Landslides And
Unstable Ground*

No landslides were observed at the site, and no landslides are mapped within the project area mapped by Mitchell and Bennett (1979). Accordingly, no mitigation measures will be needed for this hazard. Soil creep was observed in Idaho Group sediments within areas generally characterized with steep slopes. Soil creep and slumping may occur if the subsurface becomes saturated due to rainfall or snowmelt, improper drainage, or during severe earthquake events. Increased soil moisture levels may occur due to lawn and landscape sprinkling, and waste water detention practices. Avoidance of steeper and potentially unstable slopes, as well as slope protection methods, will be incorporated into the design construction for enhanced long-term performance. Roadway and structure design will provide for adequate drainage and not allow water to pool upgradient of any structures. Movement of the underlying bedrock is not considered a significant risk to the project.

The initial development areas are located in the Spring Valley graben. Faults in the area are considered inactive, but may contain structurally weak rock zones. Measured bedding planes within the Idaho Group sediments are gentle, usually less than 15 degrees. Ground instability due to bedding plane failure is not considered a constraint in this area.

The current stage of planning has included further detailed study of subsurface conditions at the development site, including sampling and testing of the subsurface soils to develop a quantitative range of soil characteristics. Understanding the engineering properties of the soils allows refinement of the magnitude of potential problems the soils present to design and construction of development features. Additionally, and more importantly, quantifying the soil properties provides the data necessary to develop site-specific methods for mitigation and design.

As discussed previously, expansive soils encountered below buildings can be readily mitigated by removing the native material and replacing it with non-expansive structural fill. Feasible methods to mitigate weak, compressible soils include stone columns, reinforced fill sections, ground preloading, mechanical compaction of the weak soils, and placement of fill sections of sufficient thickness to bridge the weaker soils. It is emphasized that these techniques are widely used to modify and strengthen weaker soils supporting low-rise commercial and residential structures. Design and construction methods for potentially unstable slopes will include avoidance, control of surface runoff and slope protection. Limited disturbance of slopes exceeding 25 percent is anticipated. Design and construction methods in these areas will require engineered grading that minimizes the use of fill slopes, provides for surface runoff and incorporates slope protection elements.

As summarized above, the site soil characteristics will have design implications for all the proposed construction activities, including structure foundations, roadways, utility trenching, and stormwater and wastewater management. Development on these soils will proceed with appropriate geotechnical engineering assessment and recommendations.

4. c. TOPOGRAPHY

The site of the Avimor Planned Community features a variety of topographical features (Figure 12A) from relatively flat, cultivated fields and pasture along Highway 55, to mild creek drainage valleys and steep side hills. Rock outcroppings occur along an ephemeral tributary to Spring Valley Creek, commonly referred to as Burnt Car Draw. The principal slope of the site is to the west, toward Highway 55 and to the main channel of Spring Valley Creek, which flows south through the property. The ridges and draws descend from the east from the foothills in a generally northwesterly direction, and then gradually shift back to the southwest prior to opening into the valley's fields and pastures. Figure 12B depicts topographic features and slopes within the offsite well field and water transmission pipeline corridor and Idaho Power substation site west of Highway 55. Those facilities are discussed in Section's 9.c and e, which follow.

On-site Slope Aspect











Views within the 839 918-acre Planned Community area, generated from the fall of 2004 aerial photography and topographic mapping update, are depicted on Figure 13. The graphic illustrates the diverse character of the site's valleys, draws and ridges which have been factored into the planning of the project.

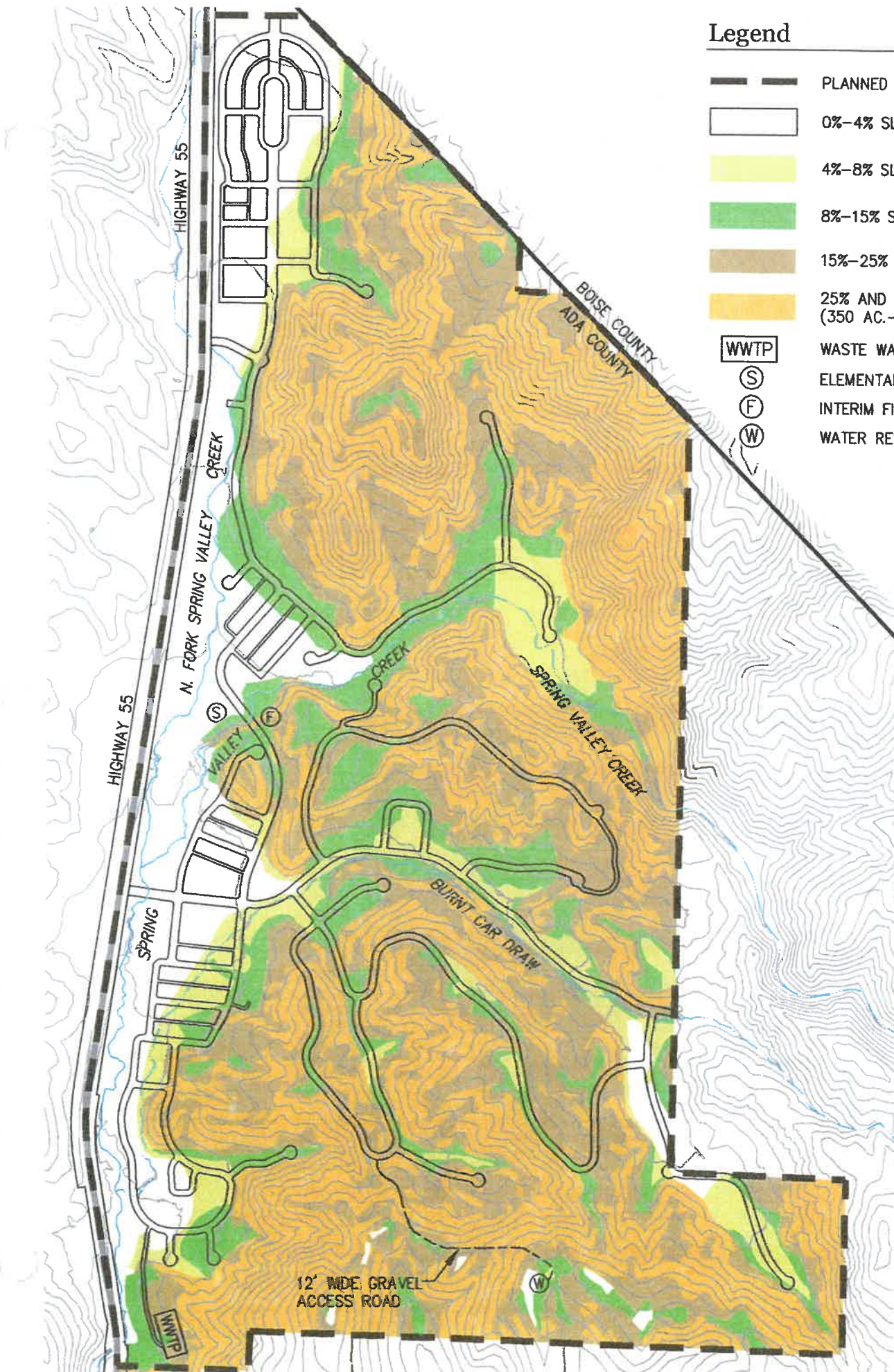
Off-site Visual Perspective

The primary public viewing opportunity of the Avimor Planned Community is afforded by vehicle travel along Highway 55. Avimor is located within the Payette River Scenic Byway Corridor, a federally recognized corridor that begins just north of Highway 44 and extends through the communities of Cascade, Donnelly, and McCall north of Boise. The Corridor Management Plan's mission is to "enhance the cultural, archeological, historical, recreational, scenic and natural experiences of residents and travelers as they live along and travel the Payette River Scenic Byway." Currently SunCor is working with the Byway Council to gain a formal recommendation for the Ada County Board of Commissioners. The significant visual features of the project site are identified on Figures 14A, 14B, 14C. Photo reference locations are indicated on Figure 14.

As indicated in the photo references, motorists entering the valley from either the north or south have long valley views and distant glimpses of Stack Rock and its associated Boise Front ridgeline. The foreground experience includes the tilled fields and alfalfa fields of the ranching operation, and the Idaho Power 230kv transmission line which crosses Highway 55 at the south end of the valley.

Legend

-  PLANNED COMMUNITY BOUNDARY
-  0%-4% SLOPES (131 AC.-16%)
-  4%-8% SLOPES (54 AC.-6.5%)
-  8%-15% SLOPES (104 AC.-12.5%)
-  15%-25% SLOPES (191 AC.-23%)
-  25% AND GREATER SLOPES (350 AC.-42%)
-  WASTE WATER TREATMENT PLANT
-  ELEMENTARY OR CHARTER SCHOOL
-  INTERIM FIRE STATION
-  WATER RESERVOIR SITE



AVIMOR™

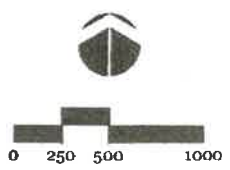








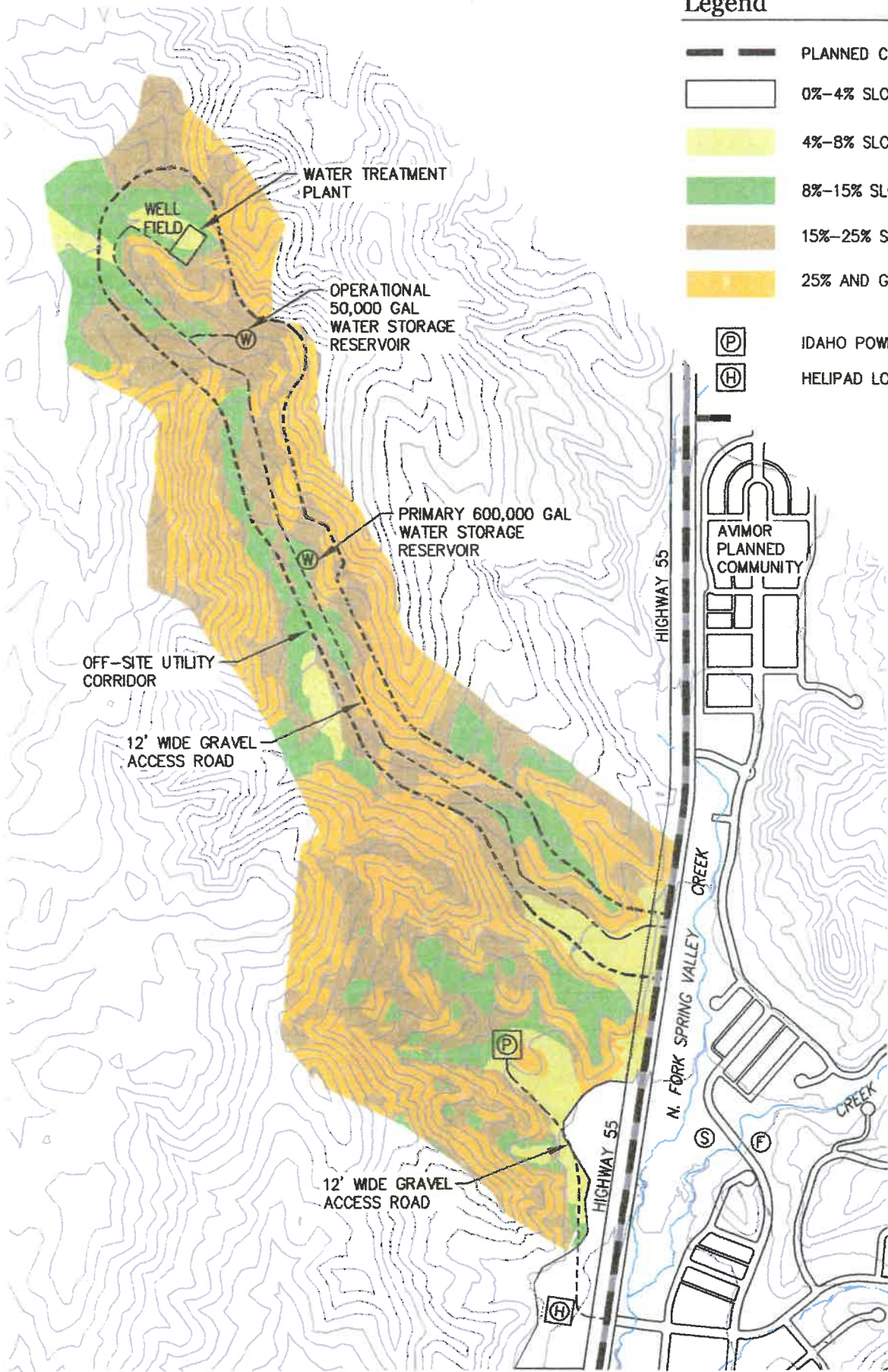


Figure 12A

Legend

-  PLANNED COMMUNITY BOUNDARY
-  0%-4% SLOPES
-  4%-8% SLOPES
-  8%-15% SLOPES
-  15%-25% SLOPES
-  25% AND GREATER SLOPES
-  IDAHO POWER CO. SUBSTATION
-  HELIPAD LOCATION



AVIMOR




Figure 12B

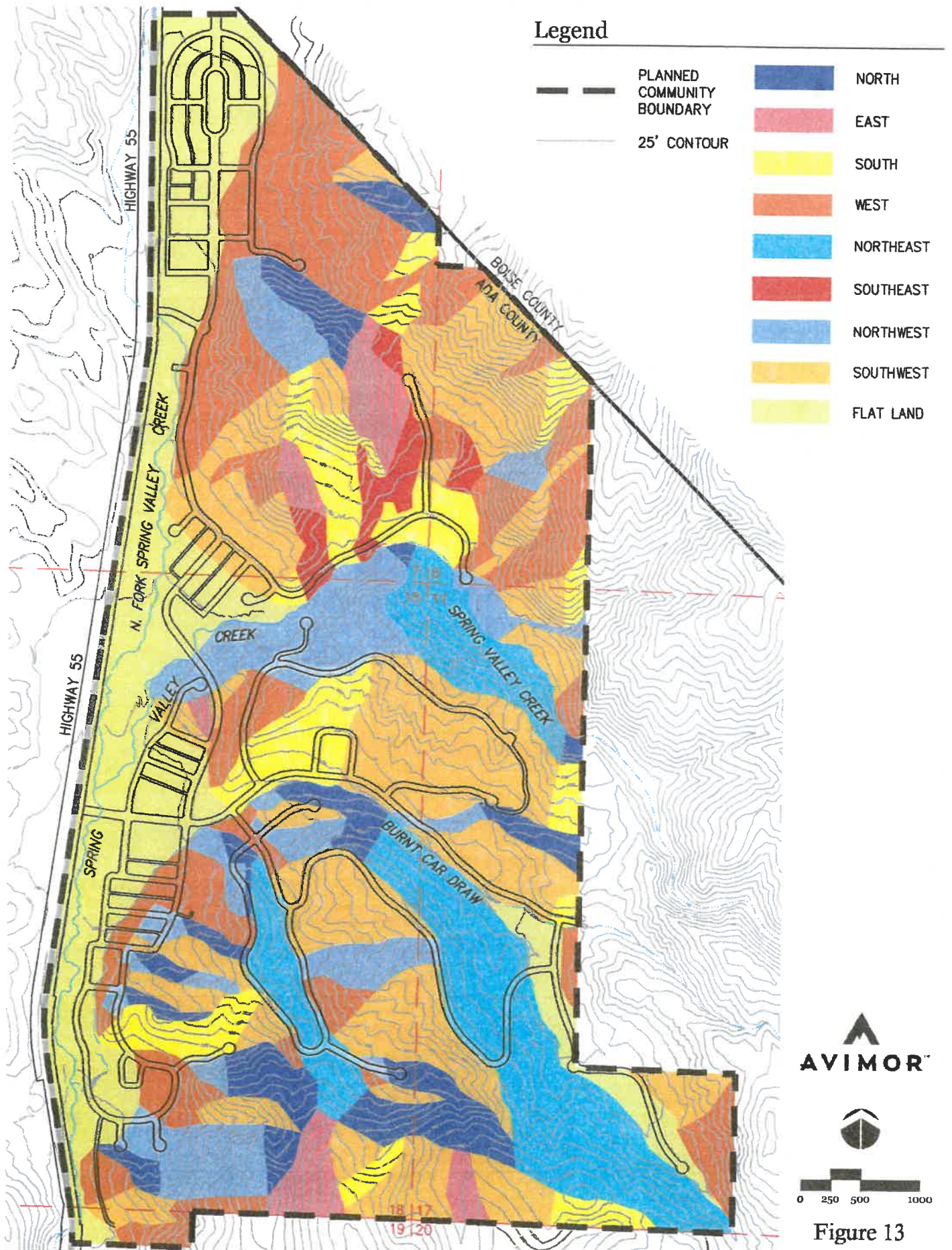
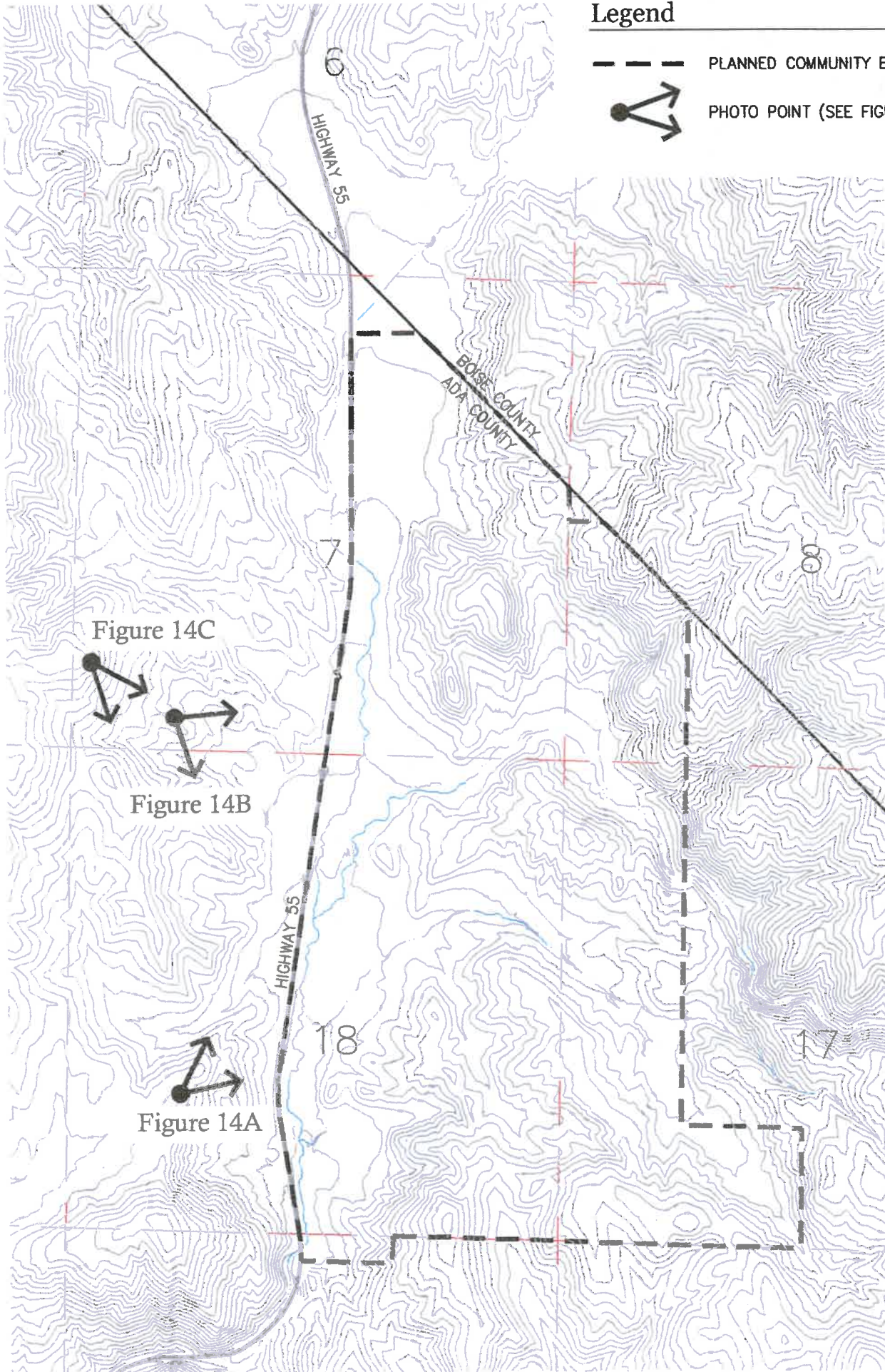


Figure 13

Legend

- PLANNED COMMUNITY BOUNDARY
- ↗ ↘ PHOTO POINT (SEE FIGURES 14A, 14B, 14C)



AVIMOR™

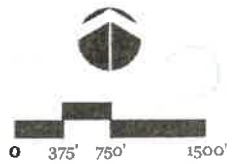
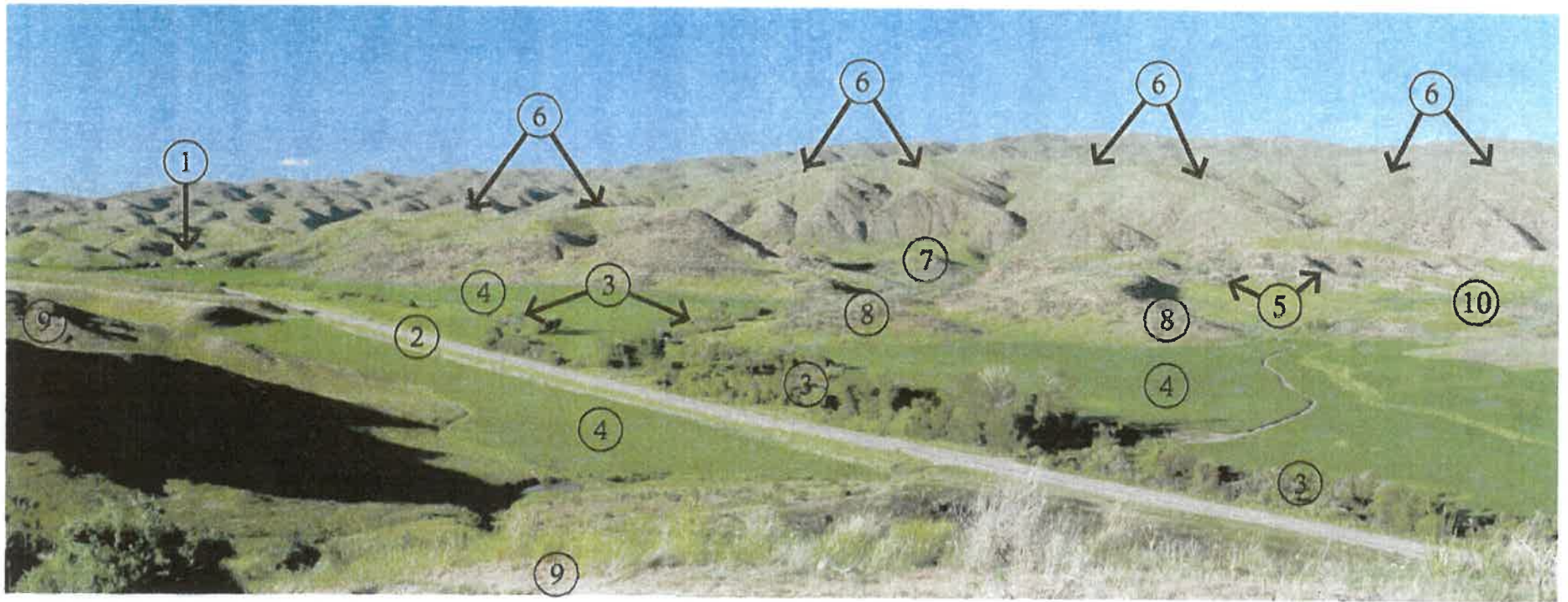


Figure 14

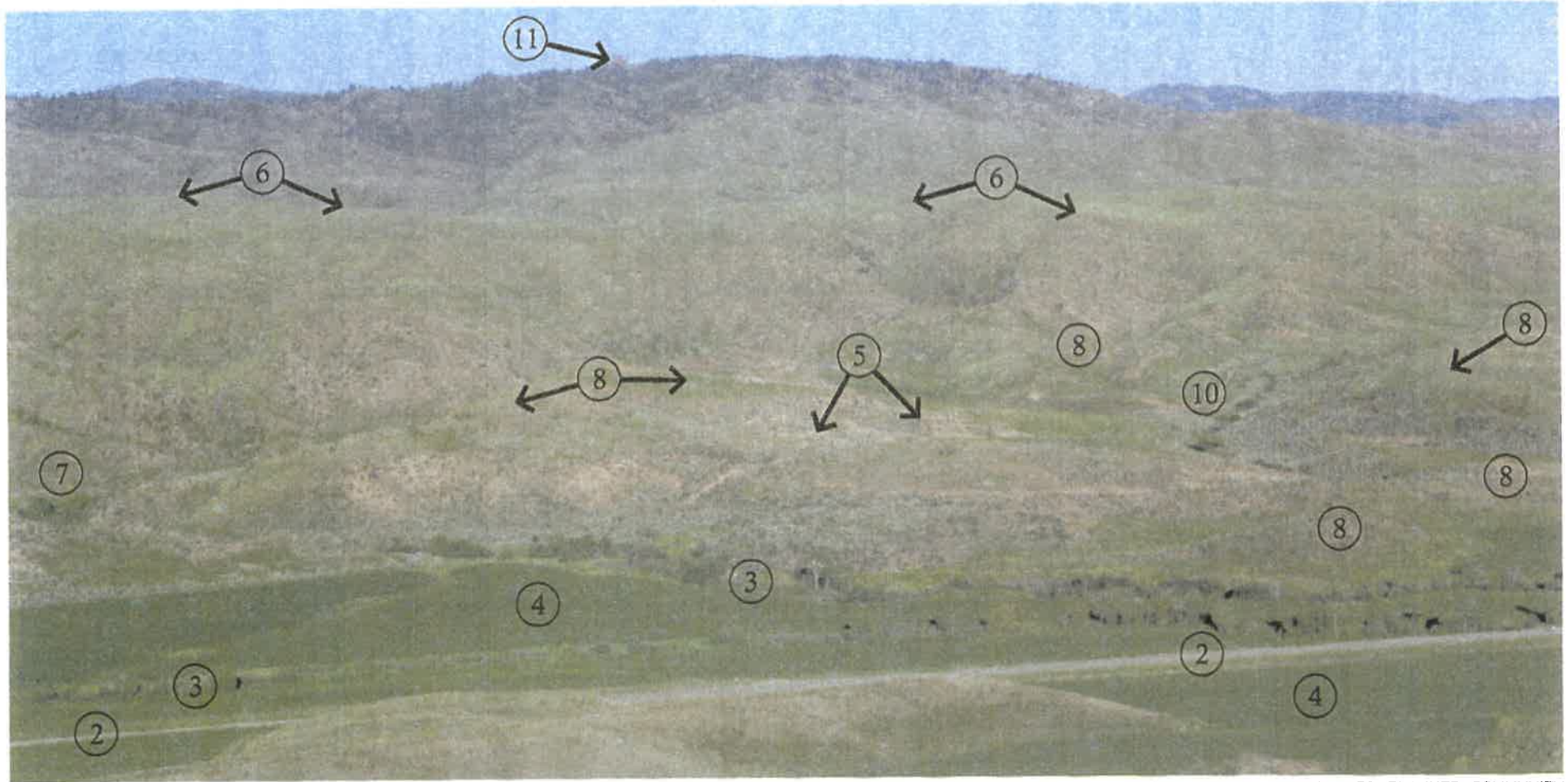


VIEW LOOKING NORTHEAST TOWARD PLANNED COMMUNITY

- | | |
|---|---|
| ① RANCH HEADQUARTERS (BOISE COUNTY) | ⑧ MINOR KNOLLS AND RIDGES |
| ② HIGHWAY 55 (PRIMARY PUBLIC VIEWING LOCATION) | ⑨ PROMINENT RIDGES ON WEST SIDE OF HIGHWAY 55 |
| ③ SPRING VALLEY CREEK CORRIDOR (VARIOUS CHANNELS) | ⑩ BURNT CAR DRAW |
| ④ ALFALFA FIELDS (ELEVATION 3,200'–3,400') | |
| ⑤ ROCK OUTCROPPINGS | |
| ⑥ PROMINENT RIDGE LINE (ELEVATION 3,800'–4,200') | |
| ⑦ ENCLOSED VALLEY | |



Figure 14A
Northeast View



VIEW LOOKING EAST TOWARD PLANNED COMMUNITY

- | | |
|---|---------------------------|
| ② HIGHWAY 55 (PRIMARY PUBLIC VIEWING LOCATION) | ⑦ ENCLOSED VALLEY |
| ③ SPRING VALLEY CREEK CORRIDOR (VARIOUS CHANNELS) | ⑧ MINOR KNOLLS AND RIDGES |
| ④ ALFALFA FIELDS (ELEVATION 3,200'–3,400') | ⑩ BURNT CAR DRAW |
| ⑤ ROCK OUTCROPS | ⑪ STACK ROCK |
| ⑥ PROMINENT RIDGE LINE (ELEVATION 3,800'–4,200') | |



Figure 14B



VIEW LOOKING SOUTHEAST TOWARD PLANNED COMMUNITY

- ② HIGHWAY 55 (PRIMARY PUBLIC VIEWING LOCATION)
- ③ SPRING VALLEY CREEK CORRIDOR (VARIOUS CHANNELS)
- ④ ALFALFA FIELDS (ELEVATION 3,200'–3,400')
- ⑥ PROMINENT RIDGE LINE (ELEVATION 3,800'–4,200')
- ⑧ MINOR KNOLLS AND RIDGES
- ⑨ PROMINENT RIDGES ON WEST SIDE OF HIGHWAY 55
- ⑩ BURNT CAR DRAW
- ⑫ POWER LINE
- ⑬ DRY CREEK VALLEY (BEYOND RIDGE TO SOUTH)
- ⑭ WASTEWATER TREATMENT PLANT SITE



West of Highway 55, ridges rise abruptly 300 feet above the valley floor, creating a visual barrier. Foreground views are primarily the Spring Valley Ranch alfalfa fields and the cottonwood and willow tree riparian zone along Spring Valley Creek.

The Spring Valley Ranch headquarters, the major cultural feature of the 2.5 mile-long valley, is situated in Boise County, just north of the Planned Community.

4.d. VEGETATION

General Vegetation Classifications

The Spring Valley Ranch property is composed of three general vegetation zones (Figure 15):

- The moderate to steep slopes, ridges and gulches that are dominated primarily by sagebrush (*Artemisia tridentata* ssp. *tridentata*), grass (*Bromus tectorum* and *Poa secunda*) and assorted forbs;
- The valley bottomland, which has been converted primarily to agricultural (alfalfa) use; and
- The narrow riparian zones along Spring Valley Creek.

The narrow riparian zones consist of a primary intermittent or seasonal stream (Spring Valley Creek) fed by several unnamed ephemeral streams. The riparian areas associated with the valley bottomland are dominated by large woody species including cottonwoods, birch, and various willows. Chokecherry, hawthorn, and several current species inhabit riparian slopes and adjacent hillsides. Forbs and grasses are found in all three zones while sedges and rush species are only found in or near the riparian zones. The dominant species found in the area are those commonly found in the Boise foothills environment.

4. e. SENSITIVE PLANT AND WILDLIFE SPECIES

Rare Plants

A sensitive species survey was conducted as part of the site analysis for the proposed Avimor Community. This survey was conducted in June 2003 and covered only the northern portion of the planned community application area. Subsequent surveys, covering the southern portion of the area and off-site utility corridor, were conducted in April 2004 and again in May 2005, during the flowering period of potentially present rare plant species.

The 2003 rare plant survey examined the potential presence, population, and distribution of two rare plants known, or suspected, to have habitat within the project area (**Table 2**). The proposed species, slickspot peppergrass (*Lepidium papilliferum*), and sensitive species Aase's onion (*Allium aaseae*), have been documented in or near the project area by the Idaho Conservation Data Center (CDC). The results of the 2003 survey indicated that

potential habitat for both species was found within the project area, but after a visual inspection of the site no specimens were found; nor were any found during the 2004 and 2005 field inspections.

Wildlife

Wildlife has been sighted throughout the Spring Valley Ranch and surrounding foothills area. However, long-term observations indicate that big game sightings occur only sporadically in or near the Planned Community. This is likely due to the proximity of Highway 55. Small game species are abundant. A general overview of wildlife resources follows.

Big Game

Mule deer, elk, and pronghorn antelope have been observed within the area at different times of the year. Mule deer are generally the most abundant big game species. They are normally found grazing on the surrounding slopes and lowland agricultural lands, or using surrounding riparian areas for shade and water. Areas of Spring Valley Ranch serve as winter range for mule deer and elk, depending on the severity of the winter. Elk herds are less likely to be sighted near the planned community area in comparison to mule deer, while pronghorn antelope are seldom seen at all.

Much of the surrounding grasslands have been taken over by invasive species and noxious weeds, i.e. cheat grass, medusa head, rush skeleton weed, etc. These species normally have lower forage value than native species so large wild ungulates may be less likely to use these sites. In addition, domestic livestock using the same resources can affect site use and distribution of big game species.

Upland Game

Upland game species include quail, pheasants, morning doves, chuckars, and gray (Hungarian) partridge. They are found in various habitat types and population trends may change on a seasonal basis. Pheasants and quail are primarily found in the lowland agricultural sites, while dove, chukar, and partridge are found in the surrounding sagebrush slopes.

Non-game

Raptors, such as red-tailed hawks, northern harriers, various owl and bat species, and kestrels may hunt in or near the property and may nest along Spring Valley Creek. Many passerines and other small bird species inhabit these areas as well, including several species that only use the site while migrating.

In addition to birds, fox, coyote, jackrabbits, and other small mammals are also found throughout the property in all habitat types, as are reptile and amphibian species. The amphibian

4.f. Historic Resources

An archeological and background check was done on the proposed Avimor project area. The purpose of the study was to determine if any areas were likely to contain archeological remains that may be affected by project construction.

The background check included a literature review at the Idaho State Historical Society (ISHS) and State Historic Preservation Office (SHPO), Boise, Idaho, along with a limited reconnaissance survey of the property. The record search and literature review showed the extent of previous archaeological inventory in the area and the presence of archaeological sites within the property. The report also reviewed historic Government Land Office (GLO) maps to determine the extent of historic land use in the area to identify potential historic sites.

The reconnaissance survey examined all previously recorded sites in this area, as well as any areas that may be considered highly sensitive based primarily on topographic features commonly associated with archaeological sites. These sites are generally desirable for both prehistoric and historic habitation, such as along waterways, rock outcrops or areas with protected views of the valley floor.

Cultural and prehistoric resources are expected to be in the area, based primarily on previously recorded sites, data provided on historical maps and ethnographic information. Cultural resources include historic mining sites, historic roads and trails, historic homesteads, and historic temporary camps. Prehistoric resources include lithic scatters, possible Traditional Cultural Places (TCP), and temporary habitation sites, particularly in those areas adjacent to water sources.

Although cultural sites are expected within the Spring Valley Ranch property, the presence of archaeological materials should not be seen as necessarily prohibitive of development. The consideration of significant cultural resources in the planning of a residential development may be advantageous when these resources contribute to the inherent value and sense of history of an area and may be viewed as an asset to development. Some relevant examples might be the planned use of historic trails for hiking or equestrian trails, or interpretive signage at locations of important historic sites. A mutually beneficial relationship may thus be achieved between residential development and the protection of historic resources.

A site-specific cultural resource review will be conducted in conjunction with the planning and construction design of each development phase.

4.h. Impact on Natural Features

SunCor has taken great care to, *first*, identify, *second*, study and, *third*, address all natural feature issues of concern as discussed at length in the preceding sections.

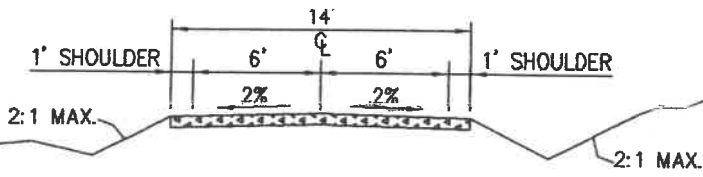
Through careful site design and planning, SunCor believes that the impact on the natural features of the site has been minimized. Recognizing that development in general impacts the natural environment, SunCor has worked toward minimizing that impact, and where necessary, provided mitigation to lessen the impact. A discussion of selected impacts follows:

Site grading typically has the greatest impact on the natural features. Avimor is no exception. As previously discussed, the Goose Creek Loam areas of the valley floor requires placement of compacted fill sections up to 3 feet in depth to bridge the weaker soils and attenuate the potential settlement of those soils. This grading condition requires that suitable structural fill material be imported from adjacent areas to meet that requirement. The upland areas adjacent to the valley floor contain granular soils that are well suited as structural fill.

Figures 16A and 16B which follow depict proposed cuts and fills by area and magnitude. The grading plan proposes to use small knolls and lower ridges near the valley floor and on the south side of Burnt Car Draw to generate the fill material required to “bridge” the weaker valley soils. These areas were selected due to their location, soil type, and the opportunity to use conventional earth moving equipment such as scrapers to economically excavate, transport, and place the fill material. Additionally, excavation of the lower knolls and ridges provide areas suitable for housing and neighborhood parks to partially offset the earthmoving expense.

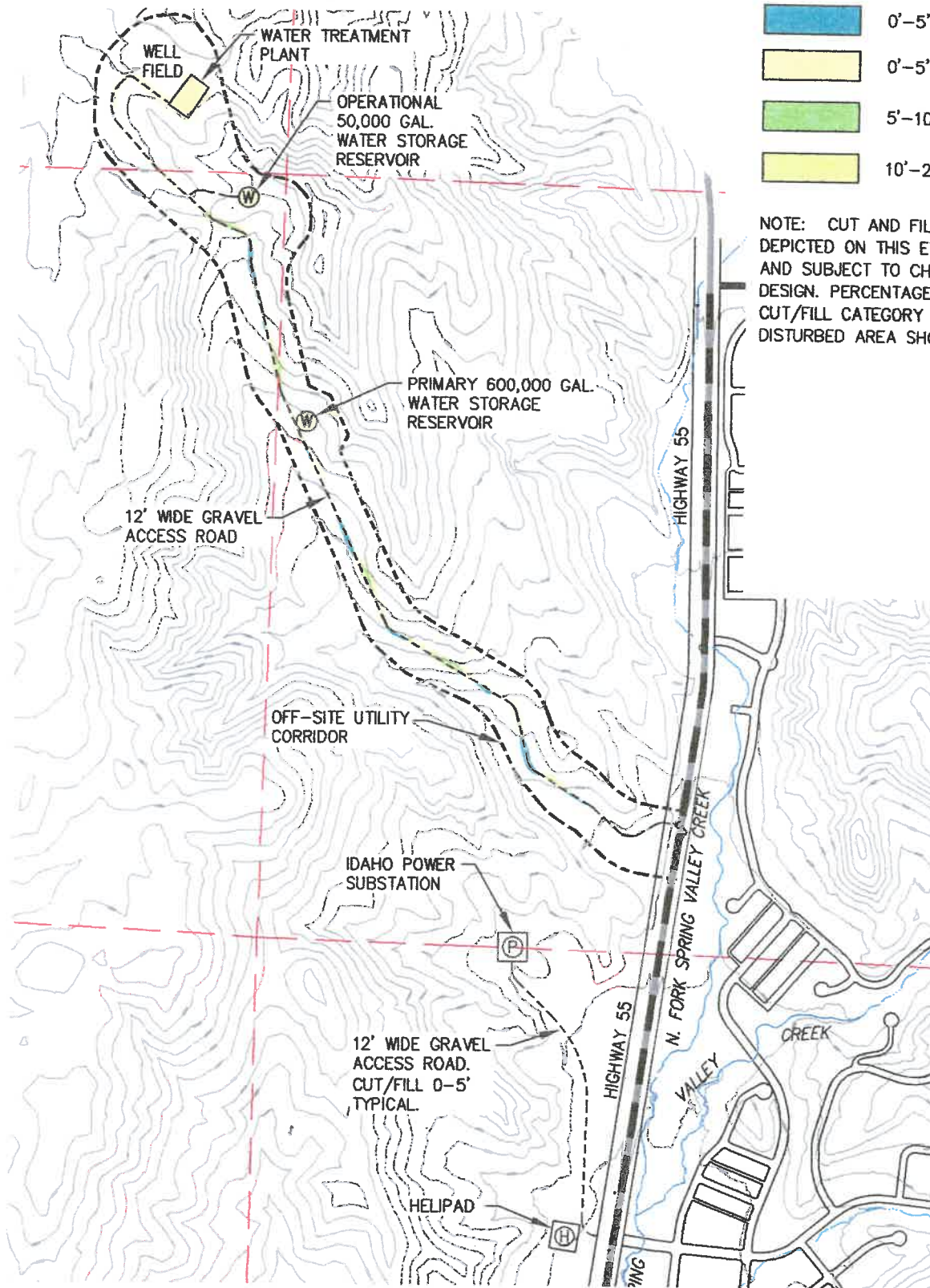
The site plan and the associated grading focus the majority of the development into the lower valley areas previously disturbed by ranching operations. Development areas east of the valley floor are tucked into smaller valleys or are located on lower ridges which maintain the views of the prominent ridgeline backdrops. The use of grade-adaptive housing and deed restricted building envelopes in foothills areas will further reduce the grading required to provide building areas. The use of lower ridges and knolls to generate fill materials will limit disturbance to selected areas which will ultimately convert to neighborhoods and parks, thus limiting disturbance to the overall site. Finally, off-site impacts will be limited to gravel access roads and minimal utility facility footprints.

The site layout protects riparian corridors by incorporating them into open space, village transitions, and neighborhood edges. Minimizing road crossings and encroachments into wetland areas further protects the riparian areas and will be mitigated through



TYPICAL OFF-SITE UTILITY ACCESS ROAD

N.T.S.



Legend

- PLANNED COMMUNITY BOUNDARY
- 25' CONTOUR
- 5'-10' FILL 1.41%
- 0'-5' FILL 15.93%
- 0'-5' CUT 64.12%
- 5'-10' CUT 17.22%
- 10'-20' CUT 1.32%

NOTE: CUT AND FILL AREAS AND DEPTHS DEPICTED ON THIS EXHIBIT ARE CONCEPTUAL AND SUBJECT TO CHANGE DURING ACTUAL DESIGN. PERCENTAGES SHOWN IN EACH CUT/FILL CATEGORY ARE BASED ON THE DISTURBED AREA SHOWN ON THIS EXHIBIT.



Figure 16B

Specific Plan

5. Density/Intensity of Proposed Land Uses

- Figure 17 – Mixed-Use Village Concept

5. DENSITY/INTENSITY OF PROPOSED LAND USES

The Avimor Planned Community will feature a mixed-use core of residential, retail, office, recreational and convenience services, surrounded by diverse single-family and multi-family residential lifestyle choices. More than ~~61.6%~~ percent of the total project area (~~640,548~~ acres) will remain in open space. Additional Open Space can be found in improved parks, green belts, and playgrounds throughout Village One, increasing the overall open space to approximately 61% of the entire Village One area. This will provide a natural backdrop for the community, with transitional corridors between the more intensely developed valley and clustered home sites in the adjoining hills and gulches.

Development of the remaining ~~320,371.3~~ acres (~~38.6%~~ percent of the project total) as depicted on Figure 23A (at page 83), will include a 19-acre village center, with up to 75,000 square feet of mixed-use retail and office space, a community center and optional live/work or second-story housing over office/retail; ~~624,779~~ low to medium-density dwellings; up to 60 high-density attached or multi-family dwellings; and a school, fire station and multiple park sites.

Residential Uses

The range of residential options to be offered within the Avimor Planned Community is illustrated by the following:

<u>Area</u>	<u>Lot Size</u>	<u>Number of Lots</u>	<u>% of Total</u>
Village Residential	45' x 110'	453,135	22.5% 16%
Village Residential	60' x 120'	460,284	23.5% 34%
Village Residential	75' x 125'	432,169	40% 20%
Foothills Residential	Estate (varies)	179,191	26% 23%
Village Center Multi-family or attached townhomes, lofts, live/work, apartments, condos		<u>60</u>	<u>9%</u> 7%
	Total	624,839	100%

Note: Lot size and dwelling unit counts are subject to revision at the submittal of the preliminary plat. The total number of dwelling units may vary (increase or decrease) by 10 percent and still be compliant with the approved Avimor Specific Plan.

The density summary on the General Land Use Map, Figure 18, which follows in Section 6, shows that the Village Center and Village Residential net density is ~~4.8~~ 3.7 dwellings per acre. Foothills Residential net density is ~~4.4~~ 1.2 dwelling units per acre.

Village Center Vision

The Village Center will be the heart of the Avimor Planned Community and its primary public realm. It is here that residents and non-residents will be able to avail themselves of the activities and experiences one would associate with small town centers, old and new. It will be the community gathering place for strolling, enjoying festivals and holiday celebrations, shopping, working, and recreating. It will be the place for fostering resident interaction and community identity.

These quality of life features and services in combination with the planned elementary school, parks, playfields, trails and open space on Avimor will reduce the need to travel elsewhere in the region, reduce transportation costs and most importantly, add to personal time.

Conceptual Development Plan

The 12.67 acre (net) Village Center has been designed along a traditional pedestrian friendly main street that is connected to adjacent residential neighborhoods with trails and tree-lined streets and walkways. Approximately two-thirds of the Avimor residents will be within a 10 minute walk or short bike ride to the Village Center destination.

Figure 17 illustrates a conceptual village center site plan that includes a significant mix of commercial, employment, recreational and housing uses, which could develop as the community matures. The plan is a representation of possible uses and the spatial arrangement of those uses.

Inherent in the Village Center Land Use District and Zoning Matrix outlined in Section C is flexibility to adapt the design of the Village Center to the market conditions and opportunities that will appear over time and to allow for adaptive reuse. Rather than a plan with specific zoned uses, on specific parcels, most parcels have been configured to accommodate a variety of building forms while providing for appropriate access and parking.

The Zoning Matrix uses the design tool Floor Area Ratio (F.A.R.), which requires that the design achieve a desired building massing and mixed-use. A minimum of 25 percent of the total building square footage is required to be attached residential, although the nature of the housing product is flexible.

An important element needed to provide flexibility with uses is the concept of shared parking where parking areas can be used for multiple purposes depending on time of day or day of the week. An exception to this is the requirement to provide dedicated parking for certain housing unit types, such as lofts that do not have parking attached to the unit.

An attractive entry to Avimor will be designed at the Spring Valley Creek crossing just east of Highway 55. Residents and visitors will cross the creek on a bridge-like structure. Entry icon features, textured sidewalk and roadway treatments, special lighting and landscaping will continue through the Village Center to the town lake, weaving together the street scene elements and the fine grain of uses in a charming scale.

Structures along main street are typically two stories with parking areas at the rear. On-street parallel parking serves to provide commercial patrons with convenient parking and to function as a traffic calming technique. Ten foot sidewalks, with tree wells and

seating and pedestrian crossing bulb-outs will encourage walking and pedestrian safety. Main street buildings will "turn the corner" to extend the office/retail north and south and help frame side streets.

Village Center Residential

Loft type housing (shown as 25 units) is proposed for the 2nd story of several main street buildings to provide "eyes on the street" and enhance a 7-day a week activity in the area. Other residential units would be provided in townhome or live/work units (18 shown) which will also add to the energy of the street scene. In the plan illustrated in **Figure 17**, approximately 42 percent of the building square footage is housing. Actual unit counts and ratios will vary depending on market conditions.

Townhouse and live/work units are somewhat interchangeable building forms and will enable these units to progress from housing units, to housing with employment, to all employment or the reverse. Live/work units would offer Avimor residents the opportunity to develop home-based businesses, would add to the support for commercial uses, and would reduce off-site trips.

Other Uses

Other separate site uses could include a restaurant with an outdoor patio near a mature cottonwood stand along the creek, a convenience mart with gas and car wash, a small church and the Community Recreation Center.

Community Recreation Center

The approximately 12,000 square foot Community Recreation Center will be the community activity focus and will feature an indoor 75-foot swimming pool, spa, children's splash pool, fitness area, youth game room and expandable class or meeting rooms equipped with a small kitchen.

Outdoor uses at the Community Center would include an outdoor children's pool with shade structure and perhaps a volleyball, and barbeque area. Large sliding glass doors or roll up garage doors/windows would open the indoor pool to the outdoor activities and patio.

Residents and their guests, or non-residents on a fee basis, could hold family events and celebrations (e.g. birthday parties, small weddings and concerts) at the center. During good weather, these meetings or celebrations could spill out into the formal landscaping of the village green for receptions or meeting breaks.

The approximately 1,500 square foot meeting rooms would also provide the location for Avimor Community Association meetings, and educational speakers.

The village green and the adjacent town lake and plaza would be the venue for small concerts, art shows and holiday festivals, or relaxing with a coffee or other beverage from a coffee/deli

operation at the Community Center or adjacent office/retail building.

Next to the Community Center is a planned 11,900 square foot, two-story office/retail building, which will be home to the SunCor/Avimor development team, the Avimor Design Center, Sheriff's office, and other office and retail tenants. The outdoor spaces between the buildings adjacent to the village green will be designed to integrate all 3 elements in a festive manner.

Commercial Market Demand

Development and phasing of the Village Center as shown in **Figure 17** will be subject to change as market conditions are studied. While Highway 55 provides exposure from the traveling public, the Avimor project will expand the primary commercial trade area with each home closing. Certainly helpful will be the strong recreational features in the community, which would attract non-resident customers.

Within 12 months of Specific Plan approval, SunCor will conduct market research to identify the commercial, office and housing opportunity at the Village Center and will develop a strategy for attracting tenants and for partnering with others who have strong local market success. A result of that effort will be the preparation of Development Standards and Design Guidelines for the Mixed-Use Village Center as described in Section B.13 of this Plan. However, the Village Center will be "seeded" with the construction of the 11,900 square foot Community Recreation Center (building "A"), the adjacent 11,900 square foot office retail (building "B"), main street entry features and the full Village Center infrastructure and landscaping. These components will be constructed as part of the first phase of Avimor community development during 2006-2007.

Village Center Employment

Until a detailed market study is undertaken following adoption of the Specific Plan, the mix and extent of uses cannot be predicted along with corresponding employment opportunities. Over time, the Village Center will provide employment opportunities whether for primary or secondary jobs, part-time employment for adults or youth, and home-based businesses. Other jobs in Avimor will result from housing or commercial construction, from the future elementary school operation and from Avimor Community Association facilities.

Village Center Trip Reduction

In order to assess both the on-site and off-site transportation needs associated with the proposed planned community, trip generation estimates for the conceptual planned community land use plan were developed. There are many factors affecting how many trips a development will generate and when those trips will occur on the transportation system. For mixed-use developments such as Avimor, some of these factors are:

- *Proximity to a mixture of uses (employment, shopping, recreation);*

- *Demographics; and*
- *Accessibility.*

Land uses generate different types of vehicular trips. In development of transportation models, trips are typically categorized as "home-based-work", "home-based-other", or "non-home based." Generally, between 10 to 30 percent of travel consists of "home-based-work" trips. The 2002 Treasure Valley Travel Survey, by COMPASS, identified that approximately 15.1 percent of the travel in Ada County was related to work and the rest of travel was for other reasons. While the home-based work trips are a significant portion of the daily and peak hour trips on the transportation system, most trips are not related to commuting to work. These types of trips can be substantially effected by land use and development design.

It is clear that a mixture of uses, such as those proposed for Avimor, will reduce trips and that age and lifestyle impact both trip generation as well as when travel occurs. The reduction of trips generally ranges between 10 to 30 percent depending on the mix of uses, demographics, and the size of the development. Land uses such as schools, retail with daily household items, and recreation facilities are key elements that increase the capture of trips within a development.

The proposed Avimor development plan provides shopping, recreation, employment and other support opportunities within the site, reducing the need to travel on Highway 55 for minor shopping items or for recreation needs. The most significant travel reduction benefits would occur as future development phases include a greater amount and diversity of shopping and recreation uses, as well as employment opportunities. Due to the limited size of this development application, the impact of the mixture of uses is not expected to reach the upper ranges documented in some studies, but is expected to produce trip reductions of 15-17 percent related to specific on-site uses, including the proposed elementary school.

The compact village form with a majority of residents within a 10 minute walk to the Village Center creates the future opportunity for Avimor transit ridership if a system extension on Highway 55 occurs. In the interim, the Village Center parking areas offer park and ride locations for private car pools or van pools.

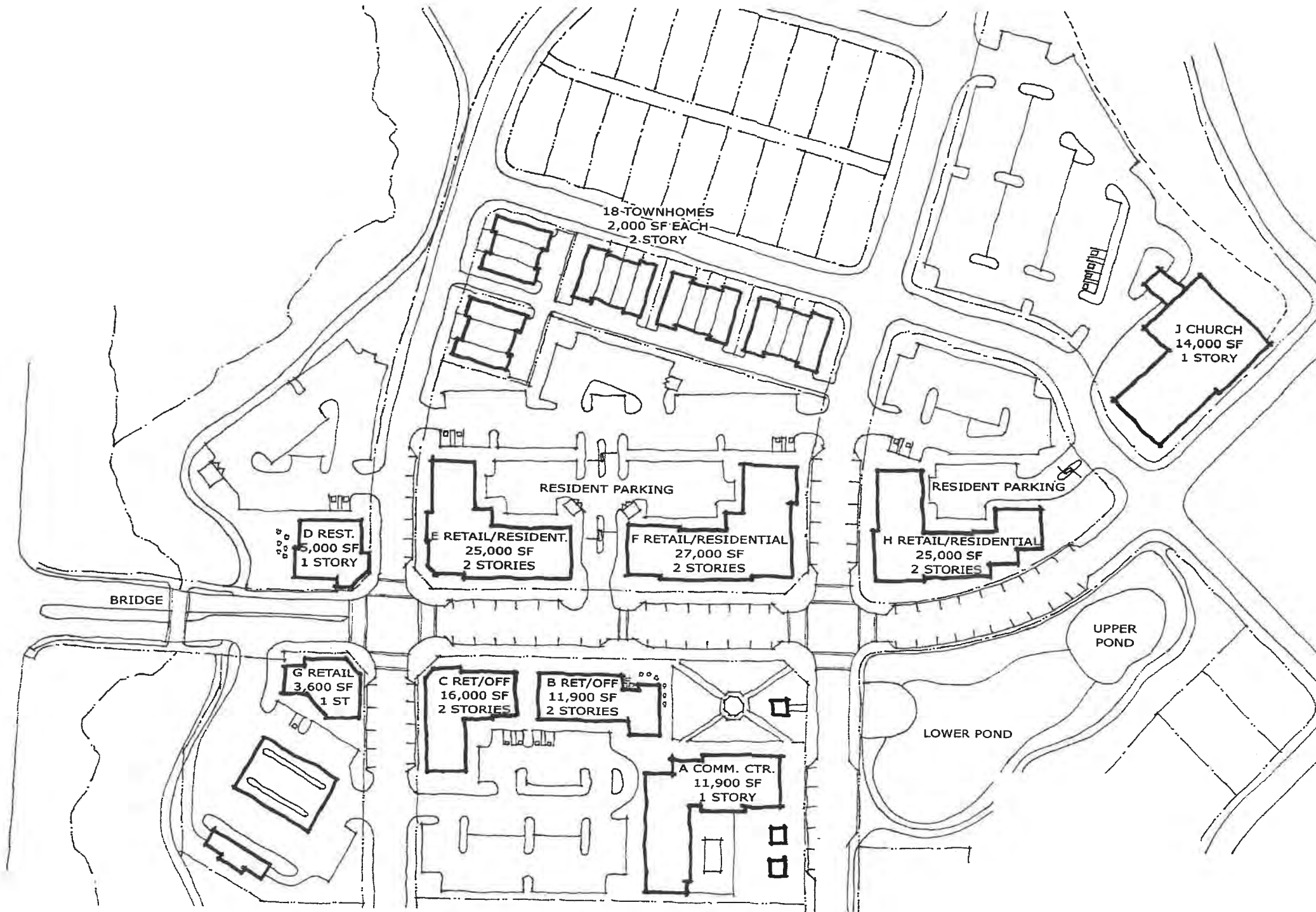
Village Center Summary

Market demand will determine the actual square footages and uses within the Village Center. A key consideration in planning is the need for flexibility as the community forms, and opportunities for services or alternative housing are determined and accommodated. Village Center uses will meet the social and recreational needs of the community and provide some of the basic, daily services required by residents. But more importantly, the retail and office space will not only expand the availability of

products and services, but also create employment opportunities for residents, with a resulting decline in vehicle trips leaving the site.


AVIMOR™
VILLAGE CENTER
SUMMARY OF TABULATIONS

nelsen architects
INC



BUILDING	CARS REQ'D	GROSS FLOOR AREA
BUILDING A COMM. CENTER 11,900 SF/200 SF=	59.5 CARS	11,900 SF
BUILDING B RETAIL 4,500 SF/250 SF= OFFICE 5,950 SF/300 SF= RESTAURANT 1,450 SF/120 SF =	18 CARS 19.8 CARS 12 CARS	11,900 SF
BUILDING C RETAIL 8,000 SF/250 SF= OFFICE 8,000 SF/300 SF=	32 CARS 26.7 CARS	16,000 SF
BUILDING D RESTAURANT 5,000 SF/120 SF=	41.6 CARS	5,000 SF
BUILDING E RETAIL 10,500 SF/250 SF= RESTAURANT 2,000 SF/120= RESIDENTIAL 12,500 SF 8 UNITS	42 CARS 16.6 CARS	25,000 SF
BUILDING F RETAIL 13,500 SF/250 SF= RESIDENTIAL 13,500 SF 9 UNITS	54 CARS	27,000 SF
BUILDING G CONV. STORE 3,600 SF/250 SF=	14.4 CARS	3,600 SF
BUILDING H RETAIL 12,500 SF/250 SF= RESIDENTIAL 12,500 SF 8 UNITS	50 CARS	25,000 SF
BUILDING J CHURCH 14,000 SF/100 SF=	140 CARS	14,000 SF
TOTAL COMMERCIAL & MIXED USE:	527 CARS	139,400 SF
TOWNHOMES-18 @ 2,000 SF EA.		36,000 SF
GRAND TOTAL:		175,400 SF

CARS PROVIDED FOR COMMERCIAL BUILDINGS: 512 CARS
 ** SHARED PARKING WITH ALL USES EXCEPT RESIDENTIAL**
 GROSS SITE AREA: 12.99 ACRES OR 565,844 SF
 FAR 175,400 SF/ 565,844 SF = .310

Specific Plan

6. General Land Use Map

- Figure 18 – General Land Use Map

NET DENSITY SUMMARY

(REFER TO TABLE 5, SECTION B. 14)

	DUP	ACRES	DUI/AC
VILLAGE CENTER / VILLAGE RESIDENTIAL	647	176.2	3.7
FOOTHILLS RESIDENTIAL	192	161.8	1.2



LEGEND

- PLANNED COMMUNITY BOUNDARY
- VC VILLAGE CENTER
- CS COMMUNITY SERVICES
- VR VILLAGE RESIDENTIAL
- FR FOOTHILLS RESIDENTIAL
- FOS FOOTHILLS OPEN SPACE
- VOS VILLAGE OPEN SPACE
- ELEMENTARY OR CHARTER SCHOOL
- PLANT NURSERY

AREA SUMMARY

VILLAGE CENTER	18.1	AC	2.0%
COMMUNITY SERVICES	33.3	AC	3.6%
VILLAGE RESIDENTIAL	158.1	AC	17.2%
FOOTHILLS RESIDENTIAL	161.8	AC	17.6%
FOOTHILLS OPEN SPACE	506.5	AC	55.1%
VILLAGE OPEN SPACE	41.5	AC	4.5%
TOTAL GROSS ACRES	919.3	AC	100%

NOTES:
ACREAGE'S INCLUDE PUBLIC OPEN SPACE TO BE DESIGNATED DURING THE PLATTING PROCESS.

ACREAGE'S ARE APPROXIMATE AND SUBJECT TO REVISION AT PLATTING.

THIS GRAPHIC WAS REVISED MAY 5, 2016. AREAS AND ZONING BOUNDARIES DIFFER FROM THE ORIGINAL P.C. APPLICATION TEXT AND FIGURES.

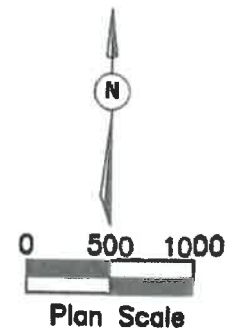
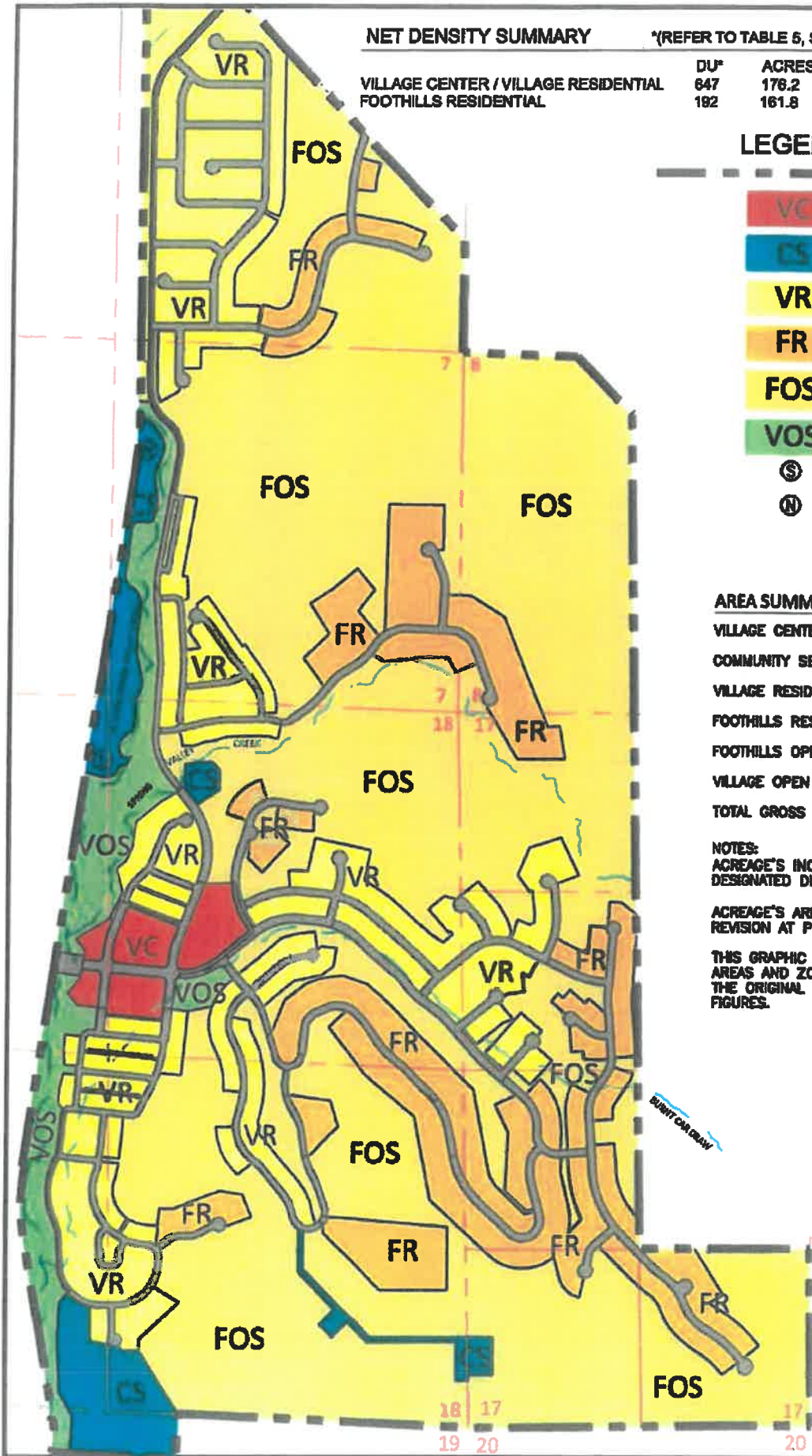


Figure 18

Specific Plan

7. Anticipated Population

7. ANTICIPATED POPULATION

Based on the demographic analysis performed by Idaho Economics (see *Assessment of Development and Population Trends* which follows immediately hereafter in Section 8), the projected population of the Avimor Planned Community will be approximately 1,950 persons at build-out.

Specific Plan

8. Assessment of Development and Population Trends

a. Development Outside Areas of Impact

b. Projected Population and Households

- Table 3A – Projected Housing Units, Households and Population
- Table 3B – Projected School Age Population
- Table 3C – Projected Total Number of Households
- Table 3D – Projected Number of Households by Household Size
- Table 3E – Projected Number of Households by Age of Head of Household
- Table 3F – Forecasted Population by Age Cohort and Sex

8. ASSESSMENT OF DEVELOPMENT AND POPULATION TRENDS

a. Development Outside Areas of City Impact

According to COMPASS' demographic forecast for the *Destination 2030 Regional Transportation Plan* up-date, Ada County's population will increase by more than 220,000 in the next 25 years, requiring more than 100,000 new housing units. Growth projections predict that at least 5 percent of those households will be constructed in rural Ada County, outside of existing cities and their areas of impact.

With the single exception of the Hidden Springs Planned Community (the only project approved to-date under the planned community provisions of Ada County's Comprehensive Plan and Zoning Ordinance), rural development in the County has generally been very low density; on acreage parcels without central sewer and water; at great distance from services and employment; and so scattered that the provision of basic functions of education and public safety is inefficient and costly.

Figure 6 in Section 3, above, illustrates those development patterns to the south of Spring Valley Ranch. That includes Hidden Springs, the only clustered development with services, schools and public safety facilities. The remainder of the area includes acreage subdivisions with lots ranging from one to 40 acres and numerous remnant parcels. Those land-consumptive development patterns, are common in the foothills of Ada County and block public access and provide neither public open space nor recreational facilities.

Not only is construction of rural housing in the foothills expected to continue, the *Boise City Foothills Policy Plan*, as adopted by the City Council in March 1997, encourages such development in the vicinity of Avimor in order to preserve the wildlife-sensitive eastern foothills. The City's plan designates the "*Western Foothills (Highway 55 to 36th Street)...the first priority area for development...*" Portions of Spring Valley Ranch in Sections 27, 28, 29 and 30, Township 5 North, Range 2 East, are within Boise's foothills development "priority area." Thus, the City's Foothills Plan supports development at the Avimor Planned Community's doorstep.

Choices

Preceding sections of this Specific Plan, including the Vision Statement, Goal, Policies and Objectives, and Proposed Land Uses, clearly outline the choices to be made for development in rural Ada County. Will well-planned, mixed-use communities with diversity and character, cost-effective public infrastructure, services and education, and publicly-accessible open space be encouraged? Or will the under-served, land-consumptive 10 to 40-acre subdivisions—which are "allowed" uses under current

County zoning—continue to spread across Ada County’s western foothills?

Avimor will provide only a small portion of Ada County’s projected rural housing demand. However, it will do so in compliance with the County’s planned community requirement that a “community” be formed – with character; with infrastructure and services; with social and economic diversity; with employment; with provisions for education and public safety; and with an opportunity for the public to access preserved open space through a system of pathways and trails.

Avimor not only conforms to Ada County’s Comprehensive and Zoning Ordinances for planned communities, it also provides an opportunity to achieve many of the recreational, open space, and public access objectives of county foothills planning, even the Boise City *Foothills Policy Plan*, which designates Avimor’s setting as its “first priority” area for foothills development.

b. Projected Population and Households

In August 2016, DPF, Inc., updated the 2005 Economic Impact Analysis performed by John Church of Idaho Economics, Inc. regarding future population and household growth associated with the Avimor Planned Community. The 2005 analysis remains directly below. The updated 2016 analysis is appended to the end of this Section 8, Assessment of Development and Population Trends.

Projections of the future population residing in households within the proposed Avimor Planned Community residential development have been completed. These population projections were performed by John Church of Idaho Economics, in order to provide a profile of the expected future population and household growth associated with the Avimor Planned Community.

The projected population and households within Avimor are not assumed to add, in total, any new households to the Boise MSA (Ada and Canyon counties). In other words, the anticipated future growth of households and population in Ada Canyon counties is unchanged with the development of Avimor. The population and households that will occupy this Planned Community would have been established elsewhere in Ada or Canyon counties if the housing opportunities that this development provides were not available.

Future population in the Avimor Planned Community was determined by an examination of the population and household characteristics in other similar residential developments within Ada County.

The choice of these “surrogate” residential areas was based upon them having residential housing of newer vintage, housing with the characteristics of similar size and value, and within residential developments with some degree of amenities that may be comparable to those that will be found in Avimor. The selected “surrogate” residential areas were then examined using data from the 2000 US Census to develop a profile of the population and households therein. These profiles were then utilized to construct a future of the population growth and household characteristics of Avimor.

The future Avimor population and households shown below are the projected values at year-end after the initial move-in of the first residents to the development.

Within the 5 five years of the Avimor development nearly 684 single-family housing units will be constructed. The population and demographic forecast predict that nearly 204 residential housing units will be in place and occupied at Avimor at the end of the first full year after the sale and occupancy of the first home. In the second year the population forecasts assume that 173 additional housing units will be occupied, with another 137 in the third year, and 108 and 58 housing units added in the fourth and fifth years, respectively.

Table 3A - Projected Housing Units, Households, and Population Residing in Avimor at Year-end after Commencement of Home Sales

<u>Year</u>	<u>Projected Housing Units</u>			<u>Total Number of Households</u>	<u>Projected Total Population</u>
	<u>Total Housing Units</u>	<u>Occupied Housing Units</u>	<u>Vacant Housing Units</u>		
1	208	204	3	204	603
2	381	375	6	375	1,097
3	518	510	8	510	1,483
4	626	616	9	616	1,789
5	684	674	10	674	1,952

In comparison, 2004 brought nearly 4,487 new single-family residential housing units in Ada County. The projected 684 housing units anticipated over the first 5 years of the Avimor development would represent only 3.2 months of residential building permits issued by the City of Meridian during 2004. And, over the last five years, 2000 through 2004, the 5-year total of the Avimor development would have only accounted for only 3.7 percent of the 18,620 single-family residential building permits issued in Ada County.

At year-end of the fifth year the population forecast predicts that nearly 1,950 of Ada County's citizens will reside in Avimor. Out of the 684 housing units projected to be in place by the end of the fifth year, it is probable that some of the housing units will be vacant at any one time. After an analysis of other residential areas, encompassing both new and established single-family residential developments, a vacancy rate of 1.5 percent was adopted as a likely future vacancy rate for the residential housing units in Avimor. In contrast, at the 2000 Census shows nearly 4.3 percent of Ada County's residential housing units were vacant. Of course Ada County's rental housing had a much higher vacancy rate – 5.1 percent – nevertheless, owner occupied housing units in the county had a vacancy rate of 1.8 percent.

With a projected 1.5 percent vacancy rate it is projected 10 housing units to be vacant out of the 684 housing units expected

to be in place in the Avimor Planned Community at the end of the fifth year. In the remaining 674 occupied housing units it is predicted that nearly 545 of these will be family households, with the remaining 129 units classified as non-family households. The average household size for the family households is projected to be nearly 3.2 persons per household. Non-family households are expected to have a smaller average of 1.7 persons per household.

It is also projected that at the end of the fifth year, Avimor will be home for nearly 93 single person households. Another 157 housing units are expected to house two-person households. Together one and two person households are expected to constitute close to 13.8 percent and 37 percent respectively of the 674 occupied housing units in the Avimor Planned Community at the end of the fifth year.

The households in Avimor are projected to have nearly 470 children of school age at the end of the fifth year. It is expected that nearly 92 percent or 430 of those children will attend public schools. The projected growth in the school age population and the projected number of children attending public and private schools from Avimor is detailed below.

**Table 3B - Projected School Age Population
from Avimor Attending Public and Private Schools
at Year-end after Commencement of Home Sales**

<u>Year</u>	<u>School Age Population</u>	<u>Children in Public Schools</u>	<u>Children in Public Schools</u>			<u>Children in Private Schools</u>
			<u>Elem.</u>	<u>Middle School</u>	<u>High School</u>	
1	149	136	70	38	29	12
2	268	246	123	70	52	23
3	361	330	164	94	71	31
4	433	396	196	114	86	37
5	471	431	212	124	94	40

The average household size at the fifth year of the Avimor development, counting both family and non-family households, is projected to be 2.9 persons per household. However, household sizes will vary. It is projected that 93, or 13.8 percent, of the projected 674 households in Avimor will be single person households. Two person households are expected to account for another 37.5 percent of the households. In total, at the end of the fifth year one and two person households will occupy nearly 50.9 percent of Avimor's 674 occupied housing units. The three, four, and five person households are projected to account for another 44.6 percent of the households. Household sizes larger than five people are expected to account for less than 4.5 percent of the development's total households.

The projected year-end number of households in Avimor by size of the household for the years one through five are detailed below. In addition, a year-end breakout of the projected number of households by age of the head of household for the first five years of the development is also provided.

Table 3C - Projected Total Number of Households in the Avimor Development at Year-end after Commencement of Home Sales

Projected Total, Family, and Non-Family Households								
<u>Year</u>	<u>Total Hshlds.</u>	<u>Persons Per Hshld.</u>	<u>Number of Family Hshlds.</u>	<u>Married-Couple Family Hshlds.</u>	<u>Other Family Hshlds.</u>	<u>Persons Per Family Hshld.</u>	<u>Non-Family Hshlds.</u>	<u>Persons Per Non-Family Hshld.</u>
1	204	3.0	164	127	19	3.3	40	1.7
2	375	2.9	301	224	33	3.2	74	1.7
3	510	2.9	411	337	48	3.2	99	1.7
4	616	2.9	498	403	58	3.2	118	1.7
5	674	2.9	545	429	62	3.2	129	1.7

Table 3D - Projected Number of Households by Household Size in the Avimor Development at Year-end after Commencement of Home Sales

Number of Households by Size of Household								
<u>Year</u>	<u>Total Households</u>	<u>1 Person</u>	<u>2 Persons</u>	<u>3 Persons</u>	<u>4 Persons</u>	<u>5 Persons</u>	<u>6 Persons</u>	<u>7+ Persons</u>
1	204	29	71	33	44	18	6	3
2	375	53	133	59	79	34	10	6
3	510	72	184	79	106	46	13	9
4	616	86	226	94	127	56	16	11
5	674	93	250	102	137	61	18	12

**Table 3E - Projected Number of Households by Age of Head of Household
in the Avimor Development
at Year-end after Commencement of Home Sales**

<u>Year</u>	<u>Projected Number of Households by Age of Head of Household</u>							<u>Total Number of Households</u>	<u>Estimated Household Population Working at Home</u>
	<u>Age <25</u>	<u>Age 25-34</u>	<u>Age 35-44</u>	<u>Age 45-54</u>	<u>Age 55-64</u>	<u>Age 65-74</u>	<u>Age 75+</u>		
1	4	17	53	59	44	19	8	204	9
2	7	32	97	107	81	36	14	375	15
3	10	43	132	145	110	49	20	510	23
4	12	52	160	174	133	60	24	616	29
5	13	57	175	189	146	66	27	674	32

**Table 3-F Spring Valley Ranch
Forecasted Population Residing within Spring Valley Ranch
at Year-end after Commencement of Home Sales by Age Cohort and Sex**

Total Population																
<u>Year</u>	<u>Total</u>	<u>Ages < 5</u>	<u>Ages 5-9</u>	<u>Ages 10-14</u>	<u>Ages 15-19</u>	<u>Ages 20-24</u>	<u>Ages 25-29</u>	<u>Ages 30-34</u>	<u>Ages 35-39</u>	<u>Ages 40-44</u>	<u>Ages 45-49</u>	<u>Ages 50-54</u>	<u>Ages 55-59</u>	<u>Ages 60-64</u>	<u>Ages 65-69</u>	<u>Ages 70+</u>
1	603	39	47	57	48	27	24	33	52	63	63	49	33	21	16	33
2	1,097	71	85	104	87	48	44	60	94	114	115	88	59	38	29	60
3	1,483	96	115	141	117	65	60	81	127	155	166	119	80	52	39	81
4	1,789	115	138	170	141	79	72	97	153	187	188	144	97	62	47	98
5	1,952	126	151	186	154	86	79	106	167	204	205	157	106	68	51	107

Male Population																
<u>Year</u>	<u>Total Males</u>	<u>Ages < 5</u>	<u>Ages 5-9</u>	<u>Ages 10-14</u>	<u>Ages 15-19</u>	<u>Ages 20-24</u>	<u>Ages 25-29</u>	<u>Ages 30-34</u>	<u>Ages 35-39</u>	<u>Ages 40-44</u>	<u>Ages 45-49</u>	<u>Ages 50-54</u>	<u>Ages 55-59</u>	<u>Ages 60-64</u>	<u>Ages 65-69</u>	<u>Ages 70+</u>
1	296	19	25	29	25	13	11	15	24	30	32	24	17	11	8	14
2	538	34	45	62	45	23	21	28	43	55	58	44	30	20	14	26
3	727	46	60	71	61	31	28	38	58	74	78	60	41	27	19	35
4	877	56	73	86	73	38	33	46	70	89	94	72	49	32	23	42
5	957	61	80	93	80	41	37	50	76	98	103	79	53	35	25	46

Female Population																
<u>Year</u>	<u>Total Females</u>	<u>Ages < 5</u>	<u>Ages 5-9</u>	<u>Ages 10-14</u>	<u>Ages 15-19</u>	<u>Ages 20-24</u>	<u>Ages 25-29</u>	<u>Ages 30-34</u>	<u>Ages 35-39</u>	<u>Ages 40-44</u>	<u>Ages 45-49</u>	<u>Ages 50-54</u>	<u>Ages 55-59</u>	<u>Ages 60-64</u>	<u>Ages 65-69</u>	<u>Ages 70+</u>
1	307	20	22	28	23	14	13	17	28	33	32	24	16	10	8	19
2	559	37	40	52	42	25	24	32	51	60	57	44	29	19	14	34
3	766	49	64	70	56	34	32	43	69	81	78	60	40	25	19	46
4	912	60	65	85	68	41	39	52	83	97	94	72	48	30	23	56
5	995	65	71	92	74	45	42	56	91	106	102	78	52	33	25	61

Forecasted Spring Valley Ranch Populations: Special Breakouts					
<u>Year</u>	<u>School Age Population Ages 5 - 18</u>	<u>Working Age Population Age 16+</u>	<u>Young Adult Population Ages 20 - 34</u>	<u>"Established" Population Ages 35 - 55</u>	<u>"Senior" Populations Ages 55+</u>
1	142	422	84	233	102
2	258	768	152	424	186
3	349	1,038	206	573	252
4	421	1,252	248	691	303
5	480	1,366	271	754	331

Specific Plan

9. Public Services and Utilities Plan

- a. Schools
- b. Emergency Services
- c. Water
 - Figure 20A – Water Supply and Facility Plan
 - Figure 20B – Broken Horn Water Reservoir
- d. Waste Water
 - Figure 21A – Sanitary Sewer Plan
 - Figure 21B – Conceptual Waste Water Plant Site Plan
 - Figure 21C – Conceptual Waste Water Plan Elevations
- e. Franchise Utilities
- f. Irrigation

9. PUBLIC SERVICES AND UTILITIES PLAN

a. SCHOOLS

The Avimor Planned Community area spans the boundary between two school districts. Nearly one-third or 32 percent of the project's 830 acres are within the Boise Independent School District, but only 84 dwellings or 12 percent of the 684 dwellings. The bulk of the Planned Community, and the portion of the Ranch which is located within Ada County, falls within the jurisdictional boundaries of the Meridian School District (Joint School District No. 2).

Projected school age population at buildout of the Planned Community indicates that there will be 212 elementary students, 124 middle school and 94 high school students in public schools. An additional 40 students will be in private schools.

Current Schools

Public school students from Avimor, subject to "open enrollment," will feed into the current school system(s) as follows:

<u>Type</u>	<u>Meridian</u>	<u>Boise</u>
Elementary	Seven Oaks or Eagle Hills	Shadow Hills
Middle/Jr. High	Eagle Middle	Riverglen
High School	Eagle	Capital

At the present time, according to the Meridian School District, Eagle Middle School and Eagle High School will have adequate capacity for the Avimor Community students when the Meridian District opens the new Heritage Middle School in North Meridian in 2007 and the new Rocky Mountain High School in Paramount Subdivision in 2008.

Student Transportation

Until schools are available, Avimor students will be transported to existing schools either by bus or carpool—the current options available to existing students in the vicinity of the project. Because of the limited number of Boise District students, "in-lieu" payments may be made to parents to transport their own children, if busing is found to be impractical. Busing or carpooling are the only options currently available to Meridian District patrons (see pages 27-28 and 33, Section E, Economic Impact Analysis, for a discussion of district funding and state reimbursement formulas).

Long-Term Planning

SunCor will continue planning discussions with both of the school districts. However, given the isolation of the Boise District's area, the limited number of students (approximately 50 in all grades), and the "open enrollment" policies of both, the principal planning emphasis is with the Meridian School District. The Meridian District recently confirmed that planning effort by denoting a potential elementary, or if feasible, a K-8 school site within the bounds of Avimor in a news story on future growth. The District

directed its architectural consultant to prepare an early site concept for an elementary school at Avimor, based on discussions with SunCor concerning facility location in August 2004.

SunCor is committed to the close working relationship initiated with the Meridian School District in early 2004 to assure that facilities are properly planned and located, and constructed at the appropriate time to serve Avimor students. Most important, SunCor has committed to provide elementary school or K-8 sites at no cost to the District. A K-8 facility would provide the following facilities: gymnasium, athletic fields, bus parking, and a cafeteria.

The typical building for either an elementary school or K-8 school site is 65,000 square feet with 650 students. The School District is in favor of a more traditional two-story building with a joint-use public park adjacent to the site and located close to both police and fire services.

The Meridian School District has acknowledged that population growth will continue and generate the same numbers even without the Avimor Planned Community. The District would rather deal with a large master-planned community than numerous, fragmented developments without the capability to adequately plan for demand.

Inasmuch as secondary schools typically serve much larger areas, SunCor will assist, to the extent possible, the District's effort to find an appropriate site for such a facility which the District anticipates will be further south of the Avimor Community in order to be more "regional" in nature. In fact, property ownership information for the surrounding area has already been provided to the District. Even as SunCor works with the school districts for traditional schools, discussions have also been initiated with proponents of a charter school. Equal consideration will be given to that option to serve Avimor students.

School Location and Phasing

The proposed Avimor school site is located in the Village Residential Land Use District (**Figure 18**, Specific Plan, and Exhibit 2, Avimor Zoning Ordinance). It is north of the Village Center near Spring Valley Creek and adjacent to the "improved open space" areas depicted on the Open Space/ Trails Plan, **Figure 23A**. The site will be accessible from the principal north/south Village Primary roadway which parallels Highway 55. The school will be constructed at a time to be determined by the school district which is expected to be 3 to 5 years after project commencement. If the charter school option is pursued, construction could occur much earlier.

b. EMERGENCY SERVICES

Fire Protection

The Eagle Fire District will serve the Avimor Planned Community. Annexation of the property into the District was approved by the District's Commission on February 3, 2004 and ratified by the Board of Ada County Commissioners on May 10, 2004.

Planning for this essential service commenced in November 2003 and has accounted for both short- and long-term needs. Currently, the District serves Avimor from its Floating Feather and Highway 55 facility, at an approximate distance of 5.5 miles.

Until a permanent, full-service fire station is justified in Avimor, first response will be provided through a cooperative effort, with SunCor providing a building and the District providing equipment and training. Specifically, an oversized two-bay garage/storage structure will be constructed by SunCor to house two units, a standard "reserve" engine and a "brush" truck that is a 4-wheel drive vehicle equipped with a water tank and pump, provided by the District.

The District will also train Community Emergency Response Teams (CERT) from the development to provide instant response to fire or medical emergencies while the professional fire crew is traveling to the site from the Floating Feather station although it should be noted that no volunteers or full time personnel are to occupy the initial fire district storage structure

Fire Station Location And Phasing

The interim fire facility will be located south of Spring Valley Creek, near the elementary school site but on the easterly side of the roadway. The site is central to the project and affords the opportunity for adaptive reuse (community use, office or retail shop) of the structure if, or when, the Fire District moves to a permanent facility in the future. The interim, 2-bay fire facility will be constructed in the first development phase by SunCor

Police Protection

The Avimor Planned Community, along with all of northern Ada County, including the Cities of Eagle and Star, fall under the jurisdiction of the Ada County Sheriff's Department. This will continue. However, rather than serve Avimor from the Eagle substation as it is currently, the Sheriff's Department will be provided office space and communications and data cable access in the Village Center by SunCor

Community awareness programs will be developed to inform both residents and ne'er-do-wells of the Department's presence within the Avimor Community. Community watch and other crime-prevention programs will be instituted.

Sheriff's Office Location

The Ada County Sheriff's office space in the Village Center "Main Street" will be provided to the Sheriff at no cost, along with designated parking, signage and communications link. The space may be in the community center—the first non-residential structure in the project—or in the adjacent office/retail building which will also house SunCor's project office.

Emergency Medical Services

Even though the Eagle Fire Protection District's trained personnel respond to medical emergencies within its service area, the Ada County Emergency Medical Services Department is the primary EMS provider for the entire county.

Northern Ada County emergency response emanates from either the Glenwood Road or Eagle Fire stations at Iron Eagle and Plaza Drive. Inasmuch as Avimor is at the edge of the County's service area, it is highly unlikely that an EMS facility (typically an extra bay in a fire station) will be located in the Avimor Planned Community. However, the Department will assess its needs over time and will determine if another closer location is warranted. SunCor will continue to work with the County to facilitate that assessment.

The Department has requested designation of a helicopter landing site for emergency transport. Such a site will be initially located just outside of the Avimor Planned Community boundary on the west side of Highway 55 on land under SunCor's ownership. SunCor will work with EMS officials to determine an appropriate location for the helipad.

c. WATER

Water Supply

The Planned Community of Avimor will consist of residential, commercial and public water users. The water supply for the planned community will meet the demands associated with domestic, irrigation and fire protection. This section outlines (1) projected water demand estimates, (2) sources of water supply, (3) current water rights, (4) a public water system design, (5) water system operation and management components, and (6) a water conservation plan.

Projected Water Demands

Water demand estimates were developed for approximately 700 residential, commercial, and public water connections. The water-use estimates were based on projected average and peak-use patterns, and include sufficient fire-flow capacity to meet Uniform Fire Code (UFC) requirements.

Water demands for the planned community were calculated by using an average day usage per day per connection of 475 gallons and a peak day demand of 1,000 gallons per day. This level of use equates to an average-day water demand of 332,000 gallons and a peak day demand of 700,000 gallons. The total amount of water required annually for these daily requirements is approximately 121 million gallons. The Avimor water system

must supply a minimum of 490 gpm of water to meet these demands.

Initial demand estimates are based on similar developments within Ada County. However, planned water conservation efforts will result in a significant reduction in water usage on both a peak day and annual basis.

Sources Of Water Supply

Avimor water demands will be met through a combination of groundwater well sources, wastewater effluent reuse, and limited surface water supplies.

Groundwater

An extensive ground water development program has been underway since 2002. The program has included construction of numerous test wells throughout the property. Two areas of water supply have been identified through the exploration drilling:

- Aquifers present in sedimentary and volcanic strata beneath the Village area could supply low capacity wells with a typical production rates in the range of 50 to 100 gallons per minute.
- A productive aquifer (i.e., the "Sandy Hill Aquifer") is present in a thick deposit of coarse-grained sand located approximately 1 mile west of the initial village site. A test well completed in this aquifer was test pumped at a rate of more than 2,000 gpm for a three-day period with less than 20 feet of total drawdown. It is anticipated that 2 or more wells could be developed in this aquifer to supply flows in excess of 1,000 gpm for municipal purposes.

The Sandy Hill aquifer is the groundwater resource that will be developed to serve the project.

Wastewater Effluent

Treated wastewater effluent from the project may be utilized for irrigation of selected lands, such as common area landscape. Wastewater effluent would be delivered through a separate non-potable irrigation water supply system.

Surface Water

Spring Valley Ranch has historically utilized surface water diverted from Spring Valley Creek (and tributaries) and the South Fork of Willow Creek for irrigation purposes. Use of these water sources are anticipated to continue in the future as the property develops. Surface water, when available, will be delivered through the non-potable irrigation water supply system cited above.

Water Rights

Water rights appurtenant to Spring Valley Ranch include (1) irrigation rights from surface and ground water sources for agricultural fields within Spring Valley Ranch, (2) stock water rights from wells, springs, and surface water sources, and a spring water right for domestic purposes. These water rights will be

utilized for irrigation purposes to the extent that they are available.

A water right permit for municipal use was approved by the Idaho Department of Water Resources (IDWR) on March 14, 2005. The permit allows the appropriation of ground water to support the needs of the proposed development.

Public Water System Conceptual Design

The public water system serving Avimor will be regulated by the Idaho Department of Environmental Quality (IDEQ) with regard to design, construction and water quality standards. IDWR will regulate ground water and surface water resource issues including but not limited to water appropriation and well construction standards. All water facilities will be designed and constructed according to the IDEQ standards as documented in IDAPA 58.01.08 Idaho Rules for Public Drinking Water Systems. A hydraulic model will be created during the preliminary design phase to ensure the performance of the water system.

The water system will be divided into multiple pressure zones (i.e., service levels) because of the topography within the development. The pressure zones will be designed so as to provide the desired pressure range of 40 psi to 100 psi at each lot. The lower zone will be located from 3,200 to 3,300 feet, the middle zone located from 3,300 to 3,400 feet, and the upper zone from 3,400 to 3,500 feet. The 3 major pressure zones will be interconnected by pressure reducing valves, booster stations, reservoirs, and other facilities as appropriate. Each pressure zone will cover approximately 50 psi or approximately 100 feet of elevation relief.

The water facilities (**Figure 20A**) described below will be required to provide a safe, reliable and consistent supply of water to Avimor.

Wells

A ground water supply will provide water for both potable and non-potable uses. Well capacities may range from 50 to 1,000 gpm depending on aquifer hydraulics and well location. Well capacity will be brought on line to meet peak day demands as dictated by development growth projections.

Transmission and Distribution System

A transmission and distribution system will be designed and constructed to ensure a consistent water supply is available to all residential, commercial and irrigation points of connection. Water mains and services will be designed to provide a minimum pressure of 40 psi and a maximum pressure of 100 psi as measured at individual lot boundaries. In addition to peaking demands, the water system must be capable of supplying fire flow capacities at a minimum residential rate of 1,500 gpm for two-

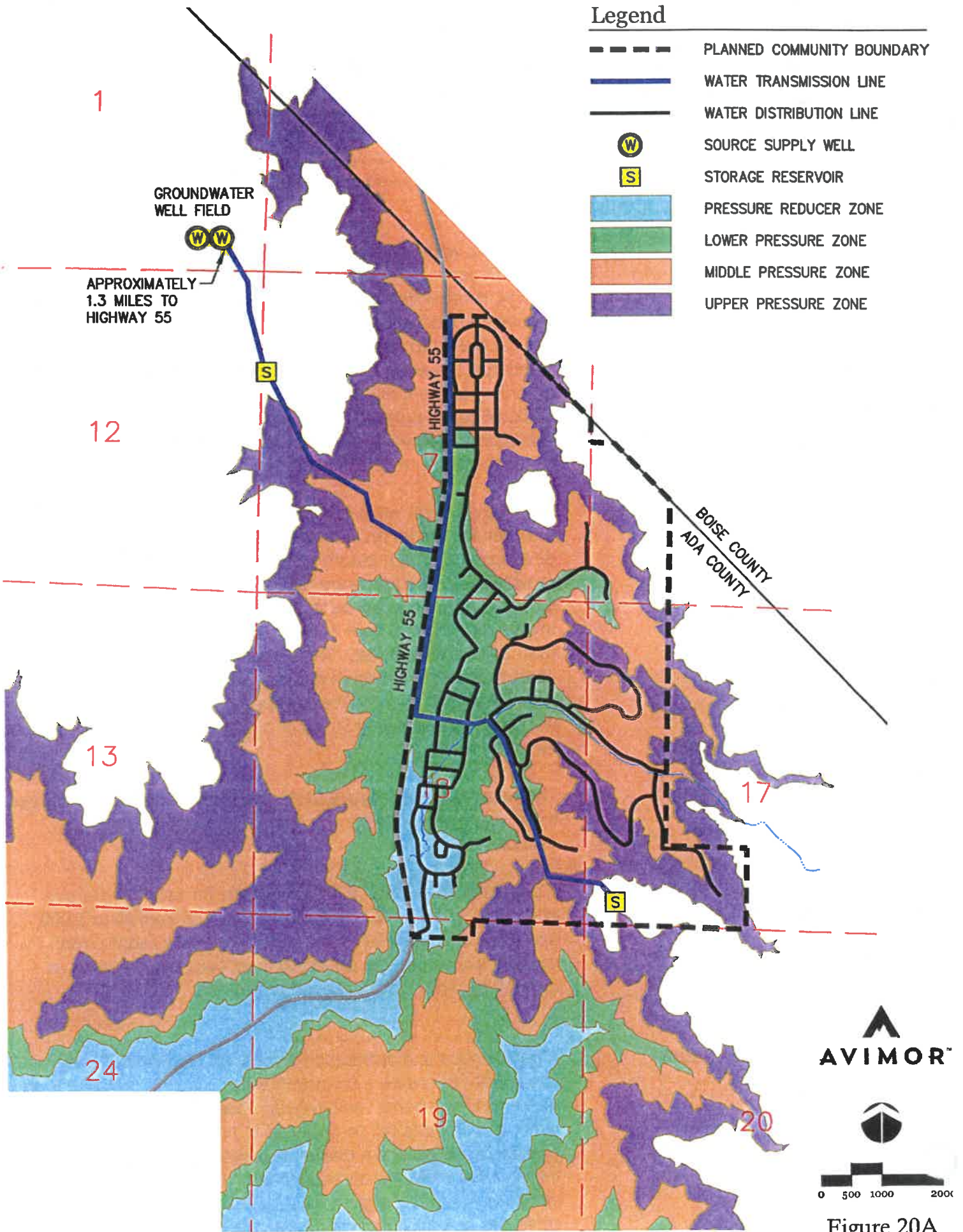


Figure 20A

hour duration. Commercial areas will require fire flow capacities of up to 2,500 gpm for three-hour duration. All transmission and distribution mains with associated fire hydrants will have a minimum diameter of 8 inches to guarantee fire flow capacities.

Water Storage Reservoirs

Water storage reservoirs will be designed and constructed at strategic locations to ensure adequate pressure, peaking supply and fire protection is available to the water system. Gravity reservoirs will be located within individual pressure zone to ensure consistent operation and minimal pressure variations. Storage reservoirs will be sized for peaking supply in excess of well capacities, fire flow volumes and operational storage. As required by local fire codes, gravity storage reservoirs must be capable of providing 1,500 gpm to each residential fire hydrant for a two-hour duration. A 600,000 gallon storage reservoir will be constructed to serve the project.

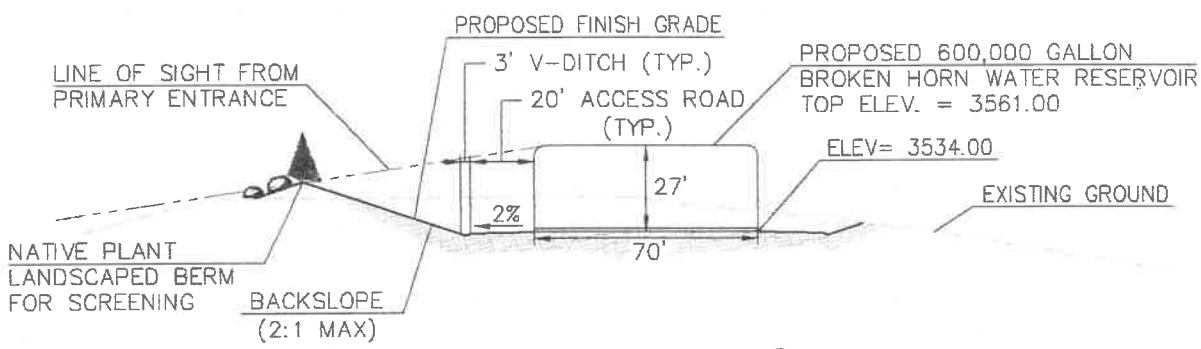
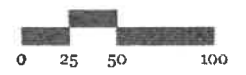
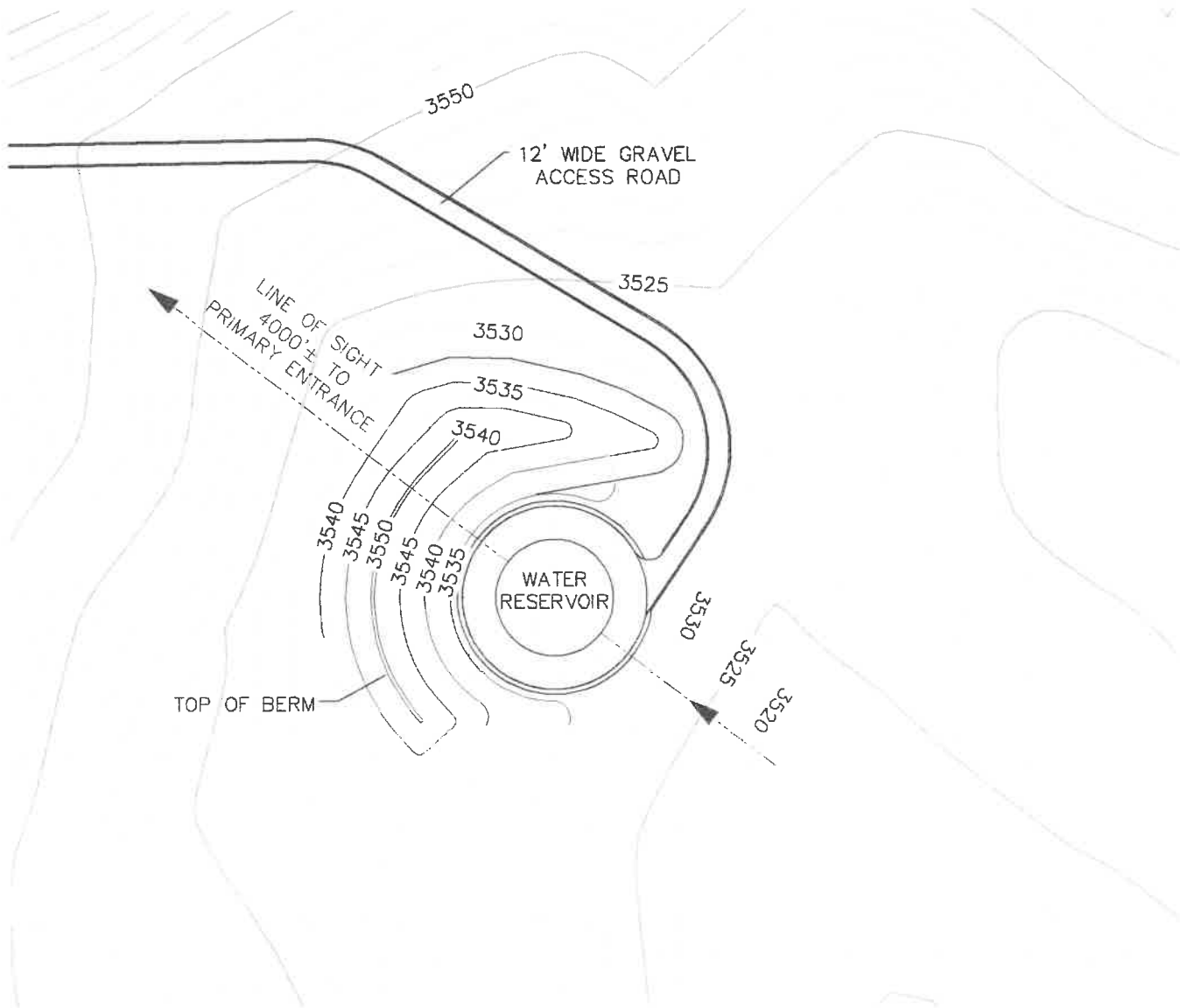
Figure 20B depicts site design and visual impact mitigation techniques proposed for the Broken Horn water reservoir which will be located on a ridge near the southern border of the planned community. The facility will be visible from some portions of the development and points along Highway 55. However, it will be screened by berming and vegetative enhancements to minimize its impact. The other storage reservoir will be sited in a valley west of Highway 55 and will not be visible from either the highway or the project.

Water Meters

All water connections within the Avimor water system will be metered. This will enable the collection and monitoring of water usage. These data can then be used to accurately plan future water facilities required by growth in the development. Water meters will also allow development of a rate structure (which is subject to IPUC approval) based on cost of service, which will provide revenue to support operation and maintenance expenses and fund capital improvement programs. A metered water system will also be an integral component of the conservation plan by allowing various use-based billing options.

First Development Phase Water System Summary

- Source: Sandy Hill Well field, located west of Highway 55 near the Willow Creek Basin, with existing road access.
- Wells: Two wells, equipped to produce 1,000 gpm, each, with emergency power backup. Approximate system requirement (at build-out) will be 500 gpm.
- Storage: Two "tanks" constructed along the 7,000 foot-long transmission line from the Sandy Hill well field to Highway 55.



Visual Impact Mitigation Techniques

1. PAINT RESERVOIR WITH NUETRAL "FOOTHILLS BROWN" COLOR.
2. SCREEN RESERVOIR ON NORTH SIDE WITH LANDSCAPED BERM.
3. PLANT LANDSCAPE BERM WITH NATIVE VEGETATION TO PROVIDE ADDITIONAL SCREENING.

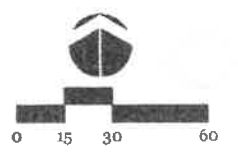


Figure 20B

- 50,000 gallon operational storage tank for daily system fluctuations. Approximate elevation: 3,600 feet.
- 600,000 gallon fire flow storage tank at approximate elevation of 3,540 feet.

Distribution: Water mains and service lines will be extended from the transmission system and will be located within public right-of-way and easements in standard development practice.

Metering: All services will be metered.

Water System Operation And Management

Highland Water Company has been created to own and operate the public water facilities required to serve the planned community. The Highlands Water Company will file for a Certificate of Convenience and Necessity with the Idaho Public Utilities Commission (IPUC) to own and operate the newly formed water utility as regulated utility within the State of Idaho. Once approved by the IPUC, the water system will be operated according to IDEQ and EPA requirements with each of these alternatives. Although the EPA sets federal water quality standards as part of the Safe Drinking Water Act, Idaho DEQ has primacy with regard to public drinking water regulation. Therefore, the Avimor water system will operate according to those operational parameters as documented in IDAPA 58.01.08 Idaho Rules for Public Drinking Water Systems.

The water system will be designed, constructed and operated to provide clean and safe water to the public that meets all public drinking water standards. State-certified operators will be required for routine operation and maintenance of the system. Prior to IDEQ approval, Highland Water Company will provide data demonstrating their technical, financial and managerial capacity to operate a public water system.

Water Conservation Plan

Water conservation is a fundamental goal of this project. Limited water resources, a desert climate, and multiple service elevations will require efficient use of water. A non-potable irrigation system for open space, common areas and other non-residential area uses may minimize the quantity of potable water that would be required to supply the development. The developers of Avimor have extensive experience reducing per customer water usage through comprehensive water conservation programs. The objective of the program would be to reduce the per customer water usage approximately 5-10 percent based on historical peak day usage for similar projects within Ada County. Key elements of the proposed water conservation plan may include:

- Water Efficient Landscaping

- Xeriscaping
- Metered Public Water Supply
- Seasonal Water Rates
- Dual Water Systems for Potable and Non-Potable Demands
- Irrigation Time Season Scheduling
- CC&R Requirements
- Public Education on Water Conservation
- Inverted rate pricing

d. WASTE WATER

Conventional Gravity Sewer

Based on the topography and soil conditions, a majority of Avimor can be served by a gravity sanitary sewer system. **Figure 21A** shows trunk line routing and the location of the proposed treatment plant site, just south of the project's Village Residential area. The plant will be accessible from the Village's internal roadways.

Pressure Sewer

A small diameter pressure sewer system may also be considered for some areas of Avimor. A pressurized system is less dependent on elevation changes and therefore, may be installed with less regard for terrain. While the topography at Avimor rarely limits the installation of gravity sewer to down-gradient areas, it is possible that the lot development layout may include some areas where pressure sewers are required. These may be locations where gravity sewers are possible, but the cost and difficulty of constructing them are prohibitive. In such locations, individual pressure systems may be installed and connected to the nearest gravity line.

Wastewater Treatment






Wastewater treatment will be accomplished using a modular permanent Water Reclamation Facility (WRF) that will be able to be expanded in phases (see **Figure 21B**) as Avimor becomes more fully developed in the future. The Phase I facility will consist of a lift station, screening, secondary biological treatment, clarification, filtration, and disinfection and then for tertiary treatment. Solids will be directed to an aerobic digester and then further processed (dewatered) to generate solids suitable for land application.

Figure 21C provides a conceptual view of structures which will house the treatment plant's principal components: the aeration tanks, the generator/pump station and the headworks. The buildings, which will be visible from Highway 55, will have a residential look, making them compatible with the nearby Village Residential character.

Influent Lift Station

The wastewater will flow by gravity into the WRF influent lift station. Pumps will send the wastewater to the remaining treatment processes within the facility.

Legend

-  PLANNED COMMUNITY BOUNDARY
-  SANITARY SEWER INTERCEPTOR LINE
-  SANITARY SEWER COLLECTOR LINE
-  SANITARY SEWER MAIN LINE
-  WASTEWATER TREATMENT PLANT

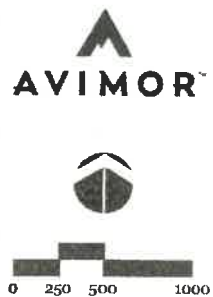
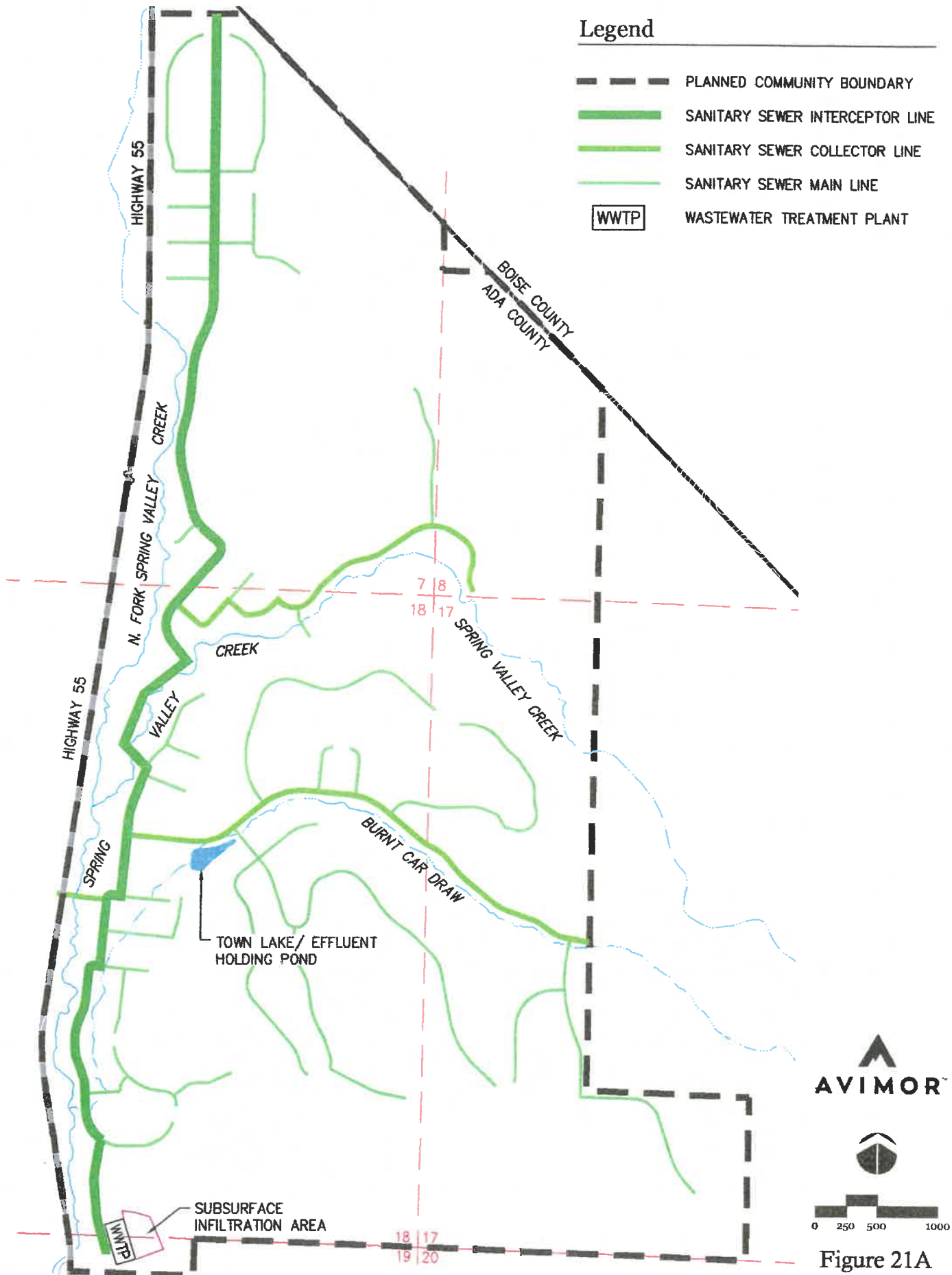
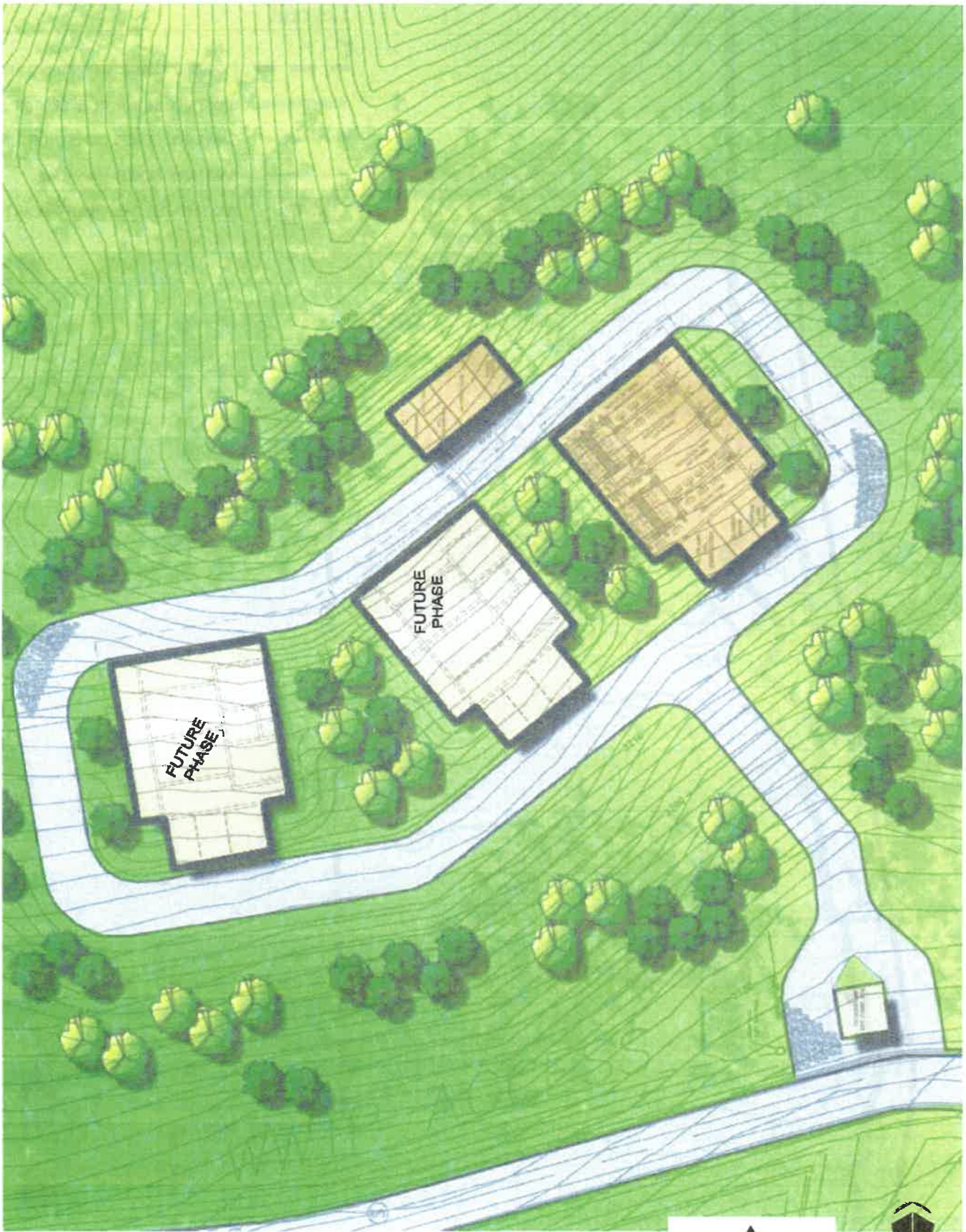
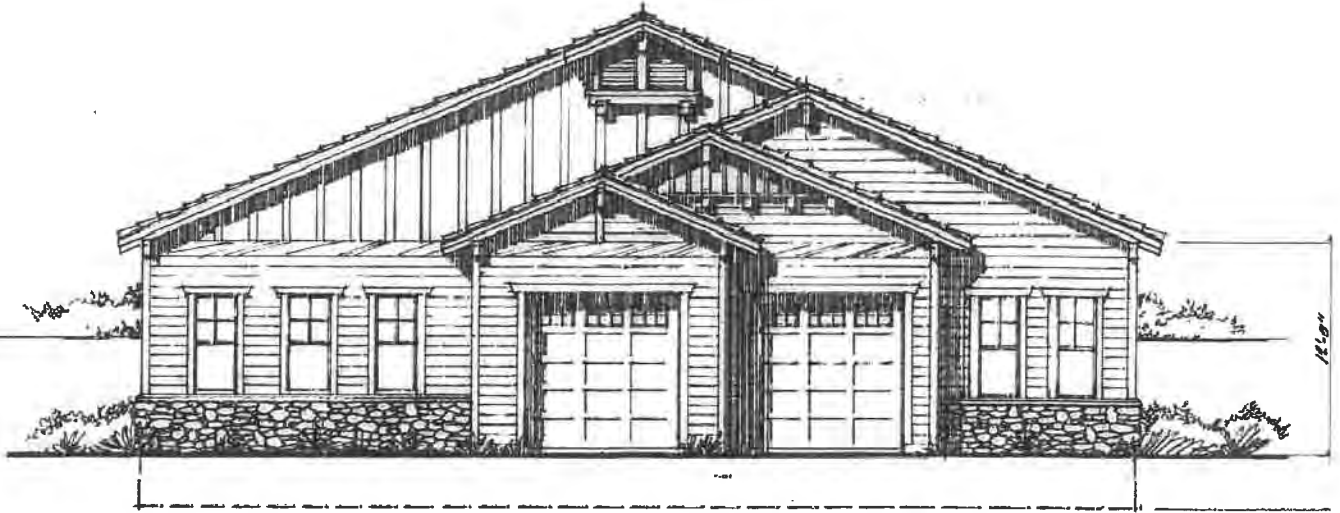


Figure 21A

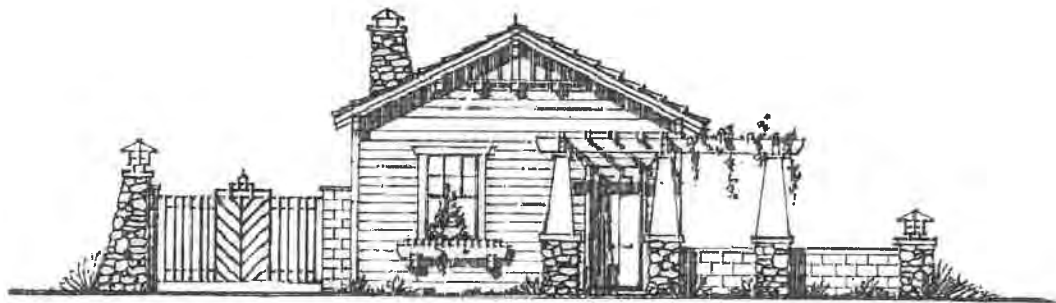


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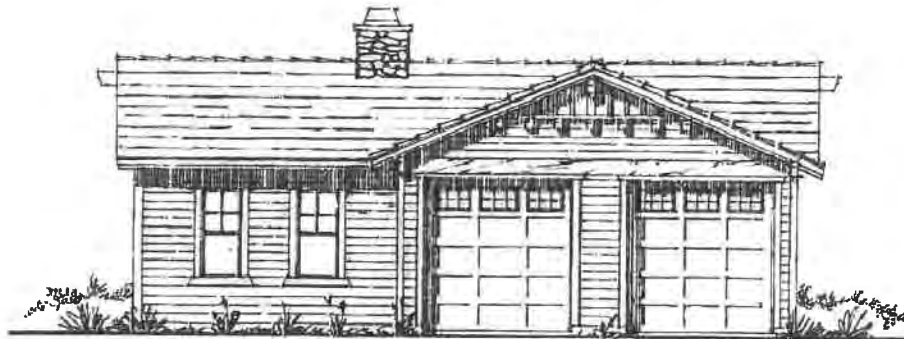
Not To Scale
Figure 21B



A V I M O R
WWTP
PHASE I AERATION TANKS
WEST ELEVATION (as seen from Highway 55)



A V I M O R
WWTP
"GATEHOUSE" Generator-pump station
WEST ELEVATION (as seen from Highway 55)



A V I M O R
WWTP
"HEADWORKS"
WEST ELEVATION (as seen from Highway 55)



Not To Scale
 Figure 21C

Headworks

The headworks will consist of influent flow metering and screening. Waste generated at the headworks will be hauled off-site to an approved landfill.

Secondary Biological Treatment

Secondary biological treatment will consist of an extended aeration activated sludge process with nutrient removal. The process will incorporate an anoxic, anaerobic, and aerobic basins to provide BOD reduction, nitrification, denitrification, and biological phosphorus removal. Sequencing of aeration and anoxic conditions will be performed in dedicated basins to promote nutrient removal, reduce treatment plant footprint, and to provide operation flexibility. An anaerobic selector box will be included to control the growth of filamentous organisms and for the phosphorus removal process. An internal clarifier will be attached to the secondary treatment basins to promote the necessary setline required for the activated sludge process. The basins and internal clarifier will be constructed with common walls to further reduce the footprint and to maximize gravity flow through the biological processes.

Tertiary Treatment and Disinfection

Tertiary treatment will be accomplished using either a combination of filter disks and/or membrane filters. Disinfection will be accomplished using low pressure, high output (LPHO) UV lamps or disinfection will be achieved by using chlorine dioxide, which would be generated onsite.

Effluent Disposal

Effluent from the WRF will meet DEQ standards for land application and ground water quality. The effluent will be pumped to a holding pond within the community to be used for summer time irrigation of common areas, including parks, recreational fields and roadway landscaping. During the winter, effluent will be stored, discharged in accordance with an NPDES permit, or discharged into the ground using a subsurface infiltration system. Effluent reuse will be one of the important components of the community's water conservation program.

e. FRANCHISE UTILITIES

Electrical Power

Electrical service to the Avimor project will be provided by Idaho Power Company from an extension of the 138 KV transmission line at the point the existing facility intersects Broken Horn Road, 1.5 miles south of the project. The new transmission line will be constructed on a northeasterly alignment across the Spring Valley Ranch property to the 230 KV powerline corridor easement, thence parallel to that corridor to the location of a substation site on the west side of Highway 55 (see **Figures 12B and 16B**) in the middle of Spring Valley. Power will be "transformed" to the underground site distribution system at that location.

Construction of these facilities will coincide with development of the first construction phase of the planned community.

Engineering analysis of the routing and substation location is on-going. The conclusions will be incorporated into development design plans with service provided to each lot within the common/joint utility trench.

Natural Gas

Intermountain Gas Company will provide natural gas service to the site by extending a 6-inch high pressure main from the Dry Creek Road/Highway 55 intersection along Highway 55 to a point in Section 24, Township 5 North, Range 1 East, thence, cross-country through the rolling hills southwest of the project site. Property for a regulator station will be provided in a location where the opportunity exists for natural screening with existing topography or landscaping. Natural gas service lines will be extended to all lots via the common/joint utility trench.

Cable Television

Cable One is the primary provider of cable TV service in the region. Service is available by line extension near Hidden Springs along two possible routes. One route would be along Dry Creek Road to State Highway 55, thence north along the highway to Avimor. A second option is over-land, along the Idaho Power easement to the site. Cable TV would be provided to all lots via the common utility trench.

Telephone Communications

Qwest is the primary provider for telephone and ISDN communication lines for the Treasure Valley. Qwest has existing facilities along Highway 55. Through upgrades and electronics, Qwest can provide service to Avimor. Telephone and ISDN service will be extended to individual lots via the common/joint utility trench.

f. IRRIGATION

A portion of the low-lying alfalfa fields and pastures of Spring Valley Ranch along Highway 55 are irrigated. The northern area of the valley, surrounding the ranch headquarters, is served by sprinkler pipe supplied by the well cited in the "Existing Groundwater Development" paragraph, above.

The mid-valley area is irrigated from the main fork of Spring Valley Creek, although the period of use is dependant upon the winter snow pack and spring runoff. Water is diverted from the creek at a flood-control structure approximately 1.5 miles east of the highway, and is conveyed by ditch around the base of the hill in a northerly direction. The water flows westerly across the field toward the highway and irrigates an area on the west side of Highway 55.

Even with these resources, crop production in Spring Valley Ranch relies heavily on rainfall and shallow groundwater. It is expected that both the well and stream will be incorporated into an improved irrigation system to serve the Avimor Planned Community. That system will also utilize reclaimed water, additional wells and storm water runoff.

Specific Plan

10. Circulation Plan

a. Road Standards and Circulation System

- Figure 22A – Circulation Plan

b. Transportation Strategy

c. Noise Strategy

- Figure 22B – Highway 55 Mitigation

d. External Transportation System Management

e. Internal Transportation System Management

10. Circulation Plan

a. Road Standards and Circulation System

The design of the on-site vehicular, bicycle and pedestrian circulation system for Avimor is focused on the following objectives:

- Meeting the intent of the Ada County Highway District (ACHD) design standards and guidelines.
- Meeting the response and access needs of emergency service providers.
- Providing an efficient and safe network of vehicular, bicycle, and pedestrian facilities that support the multi-modal vision of the development.
- Supporting the planned land uses of the development.
- Blending into, respecting, and preserving the natural rural environment.

In order to meet these design objectives, the circulation system was designed to include:














- Roadways based on current ACHD standards (as specified below), the function of the roadway, the type of traffic, level of traffic, and multi-modal needs.
- Utilizing urban design standards in the village areas and, where functional, in the foothills areas.
- Providing on-street parking in the Village Center and along residential streets.
- Using planter strips and separated sidewalks and on-street parking to buffer pedestrians from traffic.
- Accommodating "through" bicycle traffic, local commuter bicycle traffic, and local recreational bicycle traffic.

The roadway hierarchy and site circulation are depicted on **Figure 22A, Circulation Plan**. The pathway and trail system is detailed in Section B.11, *Open Space and Trails Plan*, and **Figure 23A**. That plan contains standards for a hierarchy of hiker/biker facilities from paved pathways to single-track nature trails.

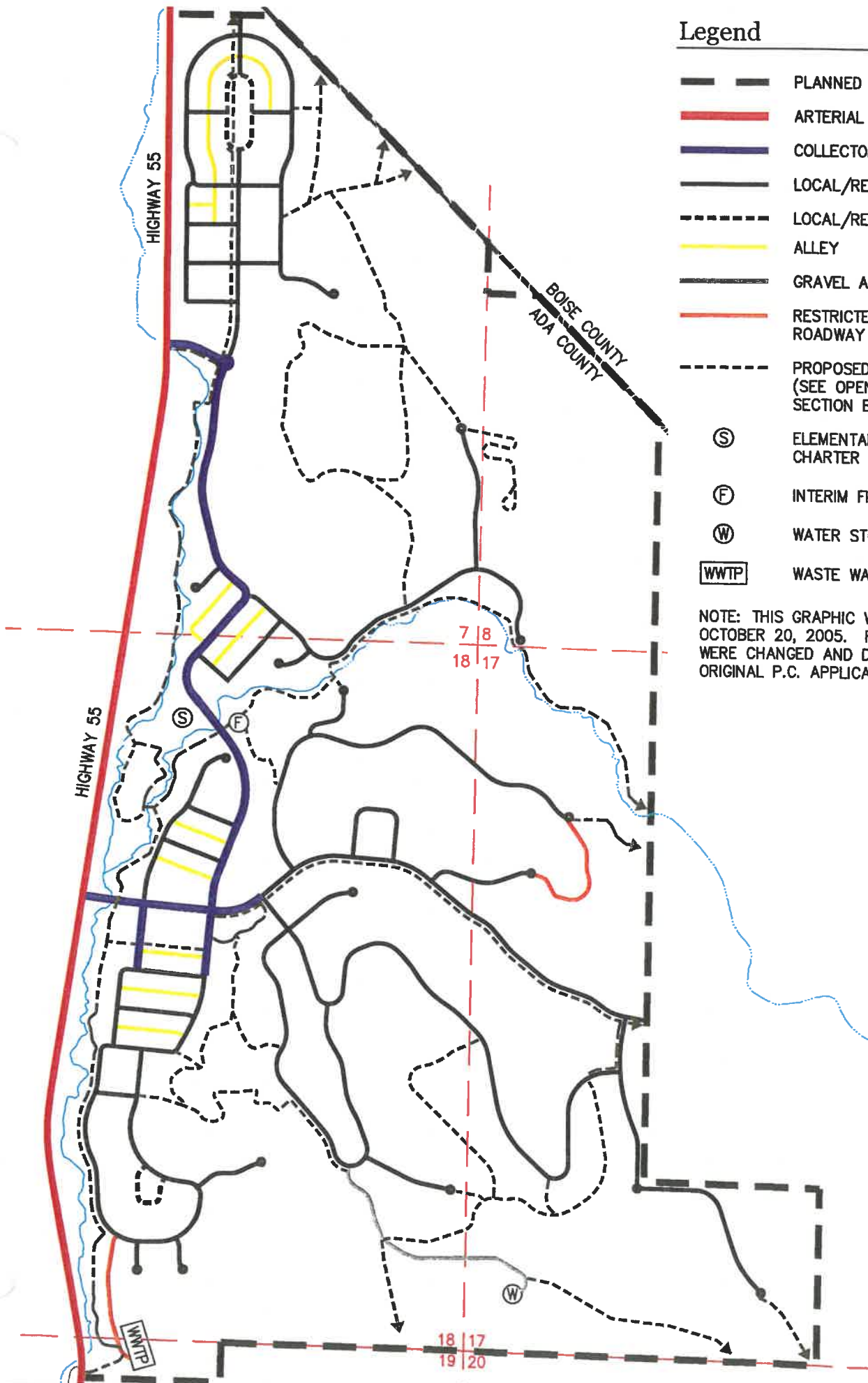
Avimor Street Standards

The Avimor street system is based on the standards and typical sections of the Ada County Highway District. However, given the diverse character of the community, from the mixed-use Village Center and urban densities of the valley, to the large-lot residential clusters in the foothills, there will be modifications or exceptions based on location and site-specific conditions. Those modifications or exceptions will be proposed to ACHD early in the preliminary

Legend

-  PLANNED COMMUNITY BOUNDARY
-  ARTERIAL
-  COLLECTOR
-  LOCAL/RESIDENTIAL
-  LOCAL/RESIDENTIAL (ONE-WAY)
-  ALLEY
-  GRAVEL ACCESS ROADWAY
-  RESTRICTED EMERGENCY/ACCESS ROADWAY
-  PROPOSED TRAIL SYSTEM
(SEE OPEN SPACE/TRAILS PLAN, SECTION B.11 AND FIGURE 23A)
-  ELEMENTARY OR CHARTER SCHOOL
-  INTERIM FIRE STATION
-  WATER STORAGE RESERVOIR
-  WASTE WATER TREATMENT PLANT

NOTE: THIS GRAPHIC WAS REVISED OCTOBER 20, 2005. ROAD CLASSIFICATIONS WERE CHANGED AND DIFFER FROM THE ORIGINAL P.C. APPLICATION.



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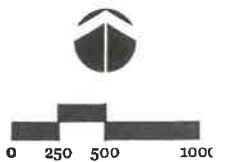


Figure 22A

platting process and will address the unique requirements of each development phase.

Applicable ACHD standards and modifications / exceptions for the design of Avimor's streets shall be as follows:

Foothills Streets

1. ACHD Sections for Foothills Primary and Foothills Residential streets, as applicable.
 - C2-PL (two-lane collector)
 - RC2-NP-BL (two-lane, residential collector)
 - ML2-P2 (two-lane, minor local)
 - ML2-P1 (two-lane, minor local)

2. Modifications / Exceptions
 - Option to replace curb and gutter with ribbon curb in large lot areas with moderate grades.
 - Separated (one-way) travel lanes in steeply-sloped areas with 20 foot-wide lanes to meet emergency service provider requirements.
 - Single, separated pedestrian facility in large lot areas; may be located in ACHD right-of-way or within an easement adjacent to street.
 - The 29-foot reduced street section, ML2-P1, may be modified to allow parking on both sides with Fire District approval.
 - One side-only parking areas will be denoted by "chokers" and pavement striping, not signage, except for one "No Parking" sign located at the beginning of the restricted block.

Village Streets

1. ACHD Sections for Village Primary and Village Residential streets, as applicable.
 - C3-PL (three-lane collector)
 - SL2-P2 (two-lane, standard local)
 - ML2-P2 (two-lane, minor local)
 - ML2-P1 (two-lane, local minor)

2. Modifications / Exceptions

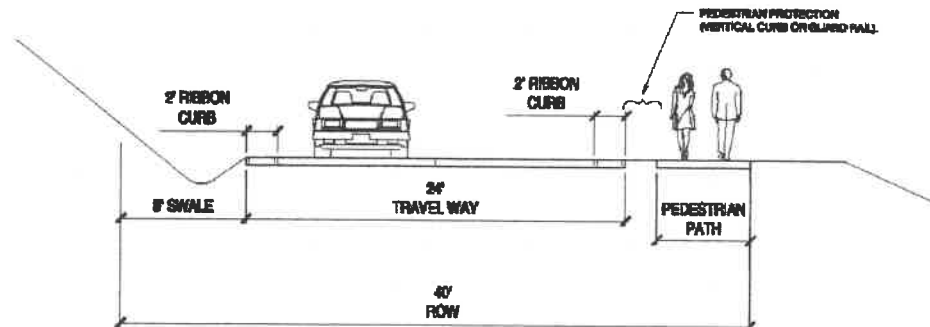
- Addition of planted median, where appropriate, instead of turn lane.
- One-way sections around greens and parks designed to meet emergency standards with on-street parking on at least one side (see Village One-Way Option graphic, following page).
- The 29-foot reduced street section, ML2-P1, may be modified to allow parking on both sides with Fire District approval.
- One side-only parking areas will be denoted by "chokers" and pavement striping, not signage, except for one "No Parking" sign located at the beginning of the restricted block.

Special Street Sections

Non-standard facilities—roadways, lanes, alleys and emergency or maintenance accesses—required to address certain site conditions or community design include the following:

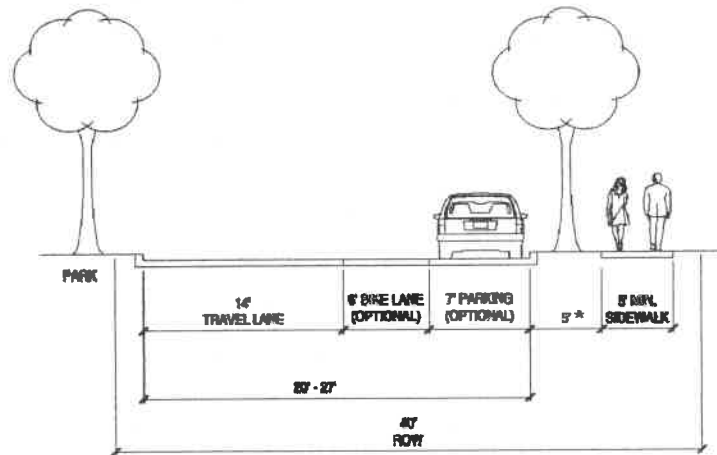
Constrained

An optional roadway section is available for Foothills Residential Streets in steeply sloped areas that cannot accommodate the standard width required for the typical Foothills Residential section. This section includes a 40' right-of-way with two, 10' travel lanes and 2' ribbon (or vertical) curbs on each side. Drainage is accommodated by a grass swale on the uphill side of the street. Protection for pedestrians is by a standard raised curb or a special wood guardrail depending on the separation between the vehicle travel-way and the single pedestrian path located within the right-of-way, on the downhill side of the street.



Village One-Way Option

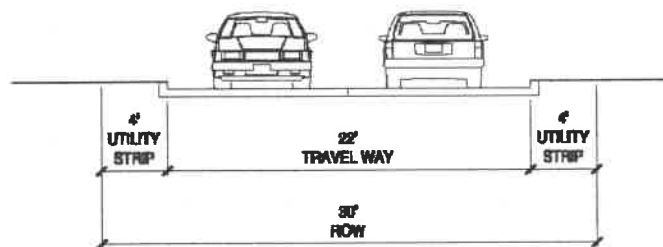
One-way streets will provide vehicular circulation around greens or park areas as specified on Figure 22A, Circulation Plan. The street section within a 40' right-of-way consists of a 20-27' travel way, an optional bike lane (where applicable) on-street parking on one side (to the right of traffic flow), a 5' planter strip, and detached sidewalk. The planter strip is optional and the sidewalk may meander or be adjacent to the curb. On-street parking may be provided along the interior park area (to the left of traffic flow) if located in pods of 2 or 4 parallel parking spaces and the 20-foot travel way is maintained.



*PLANTER STRIP OPTIONAL WHERE PARKING IS PROVIDED.

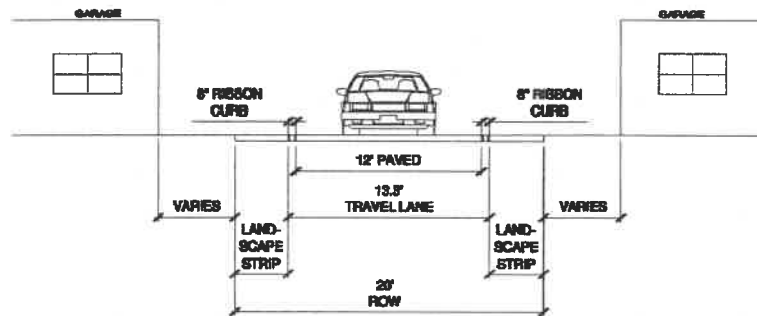
Village Lane

Village lanes are for limited use to provide access to individual residential driveways or connections for alleys in areas that do not require on-street parking or pedestrian facilities. The typical section for Village lanes is a 22' paved travel way and no sidewalks. The minimum right-of-way will be 30 feet.



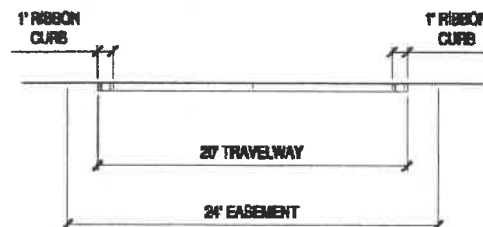
Village Alley

Village Alleys will eliminate driveways and conflicts on some Village streets. Fewer driveways on village streets will result in more on-street parking, fewer conflicts between pedestrians and vehicles, and eliminate the need to have garages lining residential streets. Alleys will be used for utilities, and trash collection. The typical alley section includes a 12' paved lane with 8" concrete ribbon curbs plus a 3'-4" landscaped buffer on each side. In locations where Village Alleys intersect, flatter curves or widening may be required to accommodate turning vehicles.



Restricted Emergency / Maintenance Access (Private)

Where fully-improved roadway connections between foothills residential clusters are impractical, or where maintenance access to a community facility is required, a 20-foot-wide paved access will be constructed to provide maintenance or secondary, emergency connection. Vehicular use will be restricted to maintenance or emergency vehicles by Fire District-approved bollards or gates, but the access will be open for use by pedestrians and bicyclists. The 20-foot paved travel way will be located within a 24-foot easement.



b. Transportation Strategy

The transportation strategy for the Avimor Planned Community is focused in the following key goals:

- Integrating the land use and transportation systems;
- Providing a safe and efficient transportation system for all travel modes;
- Providing vehicular and pedestrian linkages between the land uses and to all amenities;
- Preserving the regional function of Highway 55;
- Reducing vehicle trips through community design, providing a variety of land uses, travel demand reduction strategies, and transit options.

The key elements that will be used to obtain these transportation goals are:

Community Design and Land Uses

The mixture of residential densities, commercial development, community pathways, recreation facilities, and community facilities such as schools, churches, and fire station will reduce the need for internal vehicle trips as well as external trips on Highway 55.

Frontage Road System

The plan includes the creation of an internal "frontage" roadway system parallel to Highway 55. Access to Highway 55 will be provided at spacing that exceeds the current minimum standards (1/2 mile) required by ITD. The configuration and location of the access connection supports the future vision and function of Highway 55 currently established by the Idaho Transportation Department.

Village Roadway Sections

The plan is based on current ACHD standards (with noted modifications, exceptions or special street sections) to achieve the development of a pedestrian-scale transportation system related to the location of facilities, travel mode interaction, and traffic use. This approach ensures that the character of the roadway and pedestrian environments are maintained and safety can be provided for all modes of travel.

Trip Reduction Strategy

The plan includes travel demand management strategies as well as transit elements. These will reduce the reliance on the single occupant vehicle (SOV) for internal trips as well as external trips from the community. Specific strategies are discussed in detail in Section 10d.

Construction of Transportation Improvements

The plan includes construction of off-site transportation improvements to ensure Highway 55 and the surrounding roadway system will operate safely and efficiently.

c. Noise Strategy

Traffic flows on Highway 55 are unique. Peak traffic periods occur only for a few hours on Friday, Saturday and Sunday in the summer and are 40%-80% lower during the peak periods on other days throughout the year. Thus, noise impacts will fluctuate dramatically from season-to-season, and from mid-week to weekend.

In order to assess noise levels and potential impacts, baseline measurements were taken during a Friday afternoon peak on January 21, 2005. Readings were taken at distances of 130 feet and 200 feet, respectively, from the highway centerline at the closest home sites in the northern and southern residential areas. Even at those close distances, the six sound readings were well below the FHWA Noise Abatement Criteria of 67 dBA for sensitive residential receptors.

Additional testing was conducted during the weekend peak and mid-week between August 5-9, 2005 to accurately establish noise levels along Highway 55 during its most intense use. The twelve measurements virtually duplicated the earlier readings.

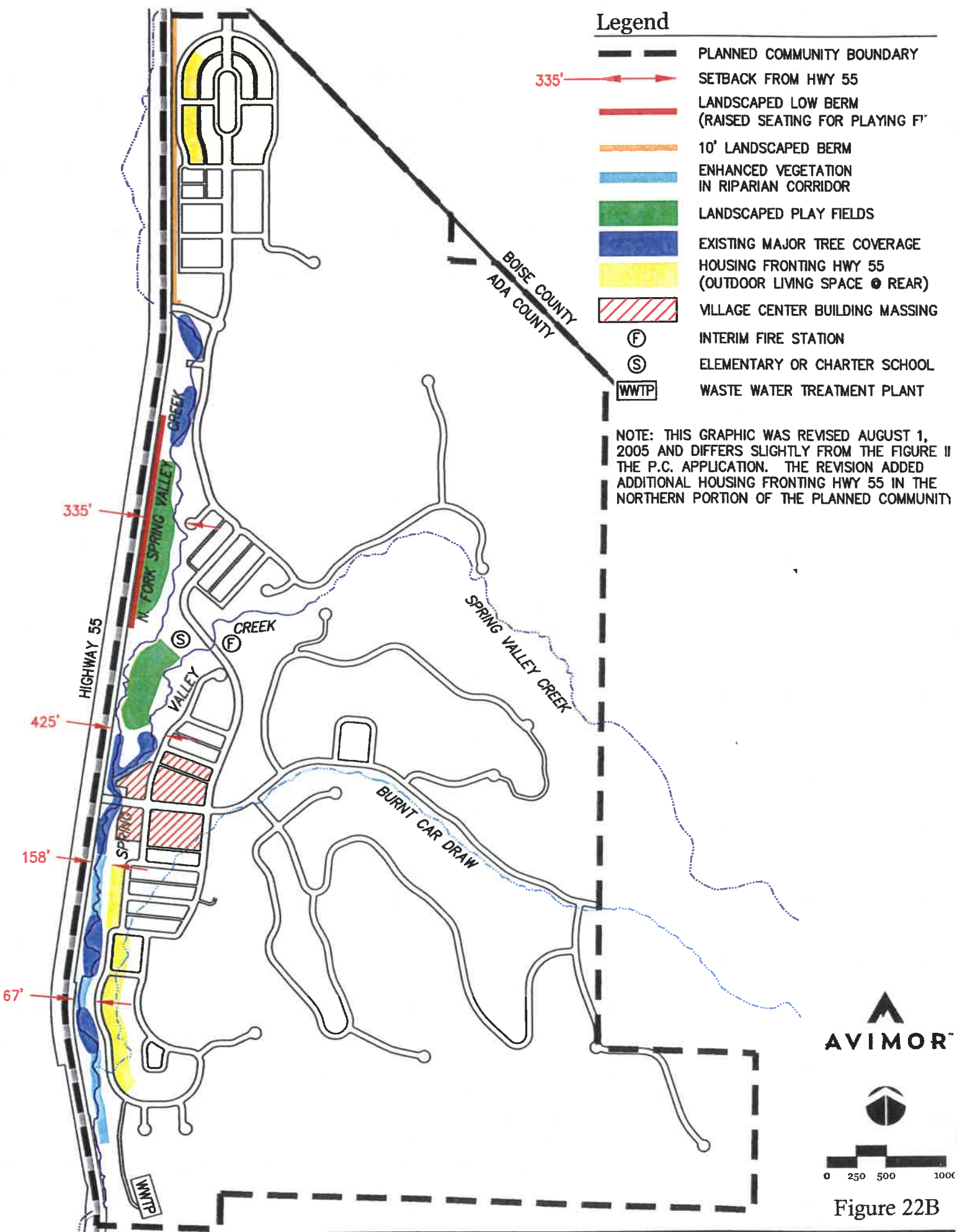
SunCor is proactively addressing potential noise impacts through site planning and standard building practices. As stated in the *Central Design Concepts and Guidelines* which follow in Section B.13, dwelling orientation will minimize highway noise impacts on outdoor living space, and sound-mitigation building materials, including glazing and insulation will assure indoor livability. **Figure 22B** illustrates proposed Highway 55 noise mitigation techniques, including setbacks, lot orientation, berming and landscape enhancements.

New Home Sound Attenuation Plan

Sounds enter a residential structure through various paths. The primary paths are through the walls, windows, doors and vents of the home as well as through gaps in the structure such as those found around doors or at the base of exterior walls.

Most municipal sound attenuation programs in place throughout the county focus on these primary paths and include sealing the structure, using higher quality windows and denser doors, increasing the amount of insulation in the walls and ceilings and eliminating or minimizing vents and wall penetrations. A more air-tight structure reduces airborne sound entering the structure while the use of denser materials, increased sound absorptive materials and air gaps between materials reduce the amount of reverberating sound entering the structure.

Many of the techniques and materials used to reduce noise infiltration into a residence are the same as those used to create an energy-efficient home. Most new homes already utilize many of these materials. SunCor plans to not only implement the



Legend

- PLANNED COMMUNITY BOUNDARY
- 335' SETBACK FROM HWY 55
- LANDSCAPED LOW BERM (RAISED SEATING FOR PLAYING F)
- 10' LANDSCAPED BERM
- ENHANCED VEGETATION IN RIPARIAN CORRIDOR
- LANDSCAPED PLAY FIELDS
- EXISTING MAJOR TREE COVERAGE
- HOUSING FRONTING HWY 55 (OUTDOOR LIVING SPACE @ REAR)
- VILLAGE CENTER BUILDING MASSING
- INTERIM FIRE STATION
- ELEMENTARY OR CHARTER SCHOOL
- WASTE WATER TREATMENT PLANT

NOTE: THIS GRAPHIC WAS REVISED AUGUST 1, 2005 AND DIFFERS SLIGHTLY FROM THE FIGURE II THE P.C. APPLICATION. THE REVISION ADDED ADDITIONAL HOUSING FRONTING HWY 55 IN THE NORTHERN PORTION OF THE PLANNED COMMUNITY

AVIMOR™

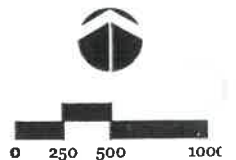


Figure 22B

energy savings and sound-reducing methods found in a typical new home, but also plans to take these methods to a higher level. The noise infiltration into a SunCor home will be significantly lower than that of a typical new home.

*Other Noise Attenuation
Strategies for Avimor*

In addition to employing building specifications for the homes in Avimor, SunCor has been evaluating other noise attenuation strategies to be incorporated into the Avimor Community. These strategies, depicted in **Figure 22B**, may include some or all of the following:

- A 10-foot high landscaped berm above the centerline elevation of Highway 55, where homes are not separated from the highway by a riparian corridor;
- At least a 100-foot wide setback for all residential structures to Highway 55;
- The majority of homes in the Village Residential neighborhoods having east facing backyards, allowing the housing structure itself to provide a noise buffer.

**d. External Transportation
System Management**

As employment increases within the Treasure Valley, growth will occur as will the need for additional housing and services to support that growth. Construction of any new development is an economic response to the demand created by growth. Current COMPASS projections estimate that more than 100,000 new housing units will be needed in Ada County by the year 2030, including approximately 8,000 new housing units in the communities of Eagle and Star. The Avimor Community will not induce more growth in addition to these estimates, but rather will result in a redistribution of the growth patterns (and associated trips) that would otherwise be generated by development in areas such as Eagle, Star, and the Boise Foothills. The primary effects of this travel redistribution will be noticed on the Highway 55 corridor between State Street and Avimor, with the greatest percent impact occurring on the section of Highway 55 north of the Floating Feather Road. Other key arterials such as State Street and Eagle Road are not expected to experience a significant increase in traffic because, in the long term, the same traffic would be utilizing those roads whether the development was in Eagle, Star or the western Boise foothills.

Highway 55 serves as a primary route for regional traffic between Ada and Boise Counties, as well as for statewide traffic heading as far north as the cities of McCall and Coeur D'Alene. Highway 55 currently carries between 4,500 vehicles per day in the winter to the average Friday through Sunday weekend peak of 10,000 vehicles per day in the summer recreational traffic season. The greatest traffic demand on Highway 55 occurs on Fridays and Sundays in July and August, due to recreational traffic heading to locations such as McCall for the weekend.

In order to accommodate and minimize the effects of additional traffic on Highway 55, the following key elements are included in the plan:

Frontage Road System

Primary circulation within Avimor will be via an internal frontage roadway system parallel to Highway 55. Access spacing on Highway 55 will exceed the current minimum standard required by ITD, and is consistent with the future vision for Highway 55 established by the Idaho Transportation Department. Developing access in this manner will result in reducing conflicts between Avimor traffic and through traffic on Highway 55, as well as minimizing delay for Highway 55 traffic.

Travel Reduction Strategies

One of the fundamental aspects of preserving mobility on the transportation system and meeting the regional and statewide visions for transportation is reducing the need for travel. The plan incorporates key strategies for reducing SOV travel demand including:

- A land use concept that promotes trip reduction through a mix of commercial, retail, institutional, and recreational activities. The location along Highway 55 and in the lower foothills provides the necessary market base and support to sustain services.
- Consideration of future transit opportunities through planning discussions with Valley Regional Transit, including off-site linkages and park-n-ride locations accessible to Avimor residents.
- Designation of bus stop locations for future public transportation opportunities.
- Park-n-Ride spaces in the mixed-use Village Center to encourage residents to carpool.
- Provision of an alternative transportation information kiosk in the Community Center; designation of a community alternative transportation coordinator to work with residents and agencies.
- Encourage vanpool partnerships with ACHD Commuteride to provide transit links to downtown Boise, Eagle, and other key employment destinations based on demand.

Off-Site Transportation System Improvements

Specific off-site transportation improvements will be worked out with the Idaho Transportation Department in accordance with the Department's "Letter of Intent", dated March 15, 2005. Based on the discussions with ITD leading to the Letter of Intent, the near term improvements will include widening of Highway 55 to include

center turn lanes, 2 through lanes and a right-turn deceleration lane at the primary site entrance on Highway 55. In addition, signalization of the primary site entrance is proposed at the beginning of the project for safety and operational mitigation and to accommodate construction traffic. Signalization will create gaps in southbound traffic which will make access to Highway 55 easier for residents south of the site during the peak recreational traffic time periods.

The permitting process for the Highway 55 access and proposed intersection improvements has been initiated with the ITD District 3 staff in accordance with the Department's direction in the March 15th letter cited above.

In the long term, both ITD and COMPASS have identified the need to widen Highway 55 to provide a northbound passing lane through the canyon north of the Shadow Valley Golf Course and ultimately widening Highway 55 to 4 lanes from Beacon Light, through the Spring Valley Ranch property. Based on preliminary discussions with ITD, options are being pursued for accelerating the widening project. Such options could include dedication of right-of-way or "fair-share" funding contributions toward the long-term widening.

e. Internal Transportation System Management

The ACHD Policy Manual contains a number of policies on design and operation for the local street system. These policies provide guidance to ensure that livability of the community is maintained and that accessibility and emergency service needs are accommodated.

In addition to the ACHD guidelines, the site design has been tailored to enhance elements of livability and accessibility, which is a significant advantage of a planned community process. For the Avimor Planned Community, this has been accomplished through the use of the following elements:

Community Design and Land Uses

The mixture of residential densities, commercial development, recreation facilities, and community facilities such as schools, churches, and fire stations will reduce the need for external trips on Highway 55. The location and design of the land uses and supporting transportation system will encourage multi-modal travel and reduce internal vehicle trips within the site. In addition, the specific location of this community on Highway 55 will allow the successful development of a greater range of commercial

support services than seen at other similar planned communities. The development is planned to contain:

- Up to 75,000 square feet of commercial office and retail space, gas station/convenience market, and other commercial pads;
- Community Center;
- Parks and public open space;
- Elementary or K-8 school site;
- Fire station;
- Churches

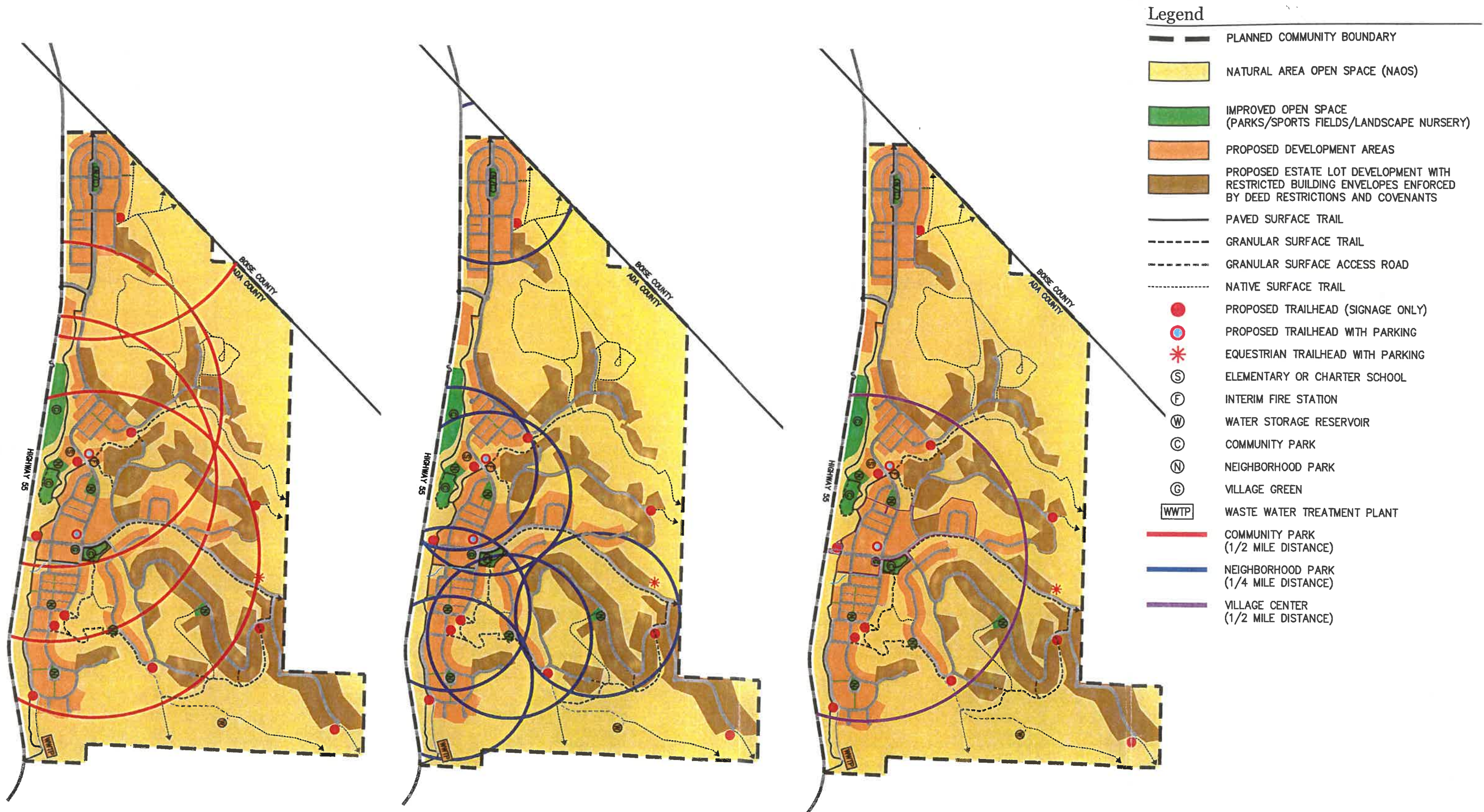
The initial development phase of approximately 250 residential units is planned to include all of these support uses, with the possible exception of the school, for which the timing will be based on community demand and needs.

Village Roadway Sections

The plan is based on providing a pedestrian-scale roadway system with specific criteria related to location, travel mode interaction, and traffic use. Specific elements include:

- Both urban village and rural foothills roadway designs based on current ACHD standards;
- Wide sidewalks and/or separated multi-use paths;
- Planter strips and/or greenways along many roadways;
- Alley loaded homes in the Village Center, which reduce the number of conflict areas between vehicles and pedestrians and bicycles;
- On-street parking along streets fronting residential and retail uses;
- Narrow street standards on low volume local streets;
- Intersection treatments that reduce pedestrian crossing distances and vehicle travel speeds;

This approach ensures the character of the roadway and pedestrian environment are maintained and safety can be provided for all modes of travel.



THIS GRAPHIC WAS REVISED OCTOBER 20, 2005. DEVELOPMENT AREAS, TRAIL LOCATIONS, AND CALCULATIONS MAY DIFFER SLIGHTLY FROM THE ORIGINAL P.C. APPLICATION AND FIGURES



Specific Plan

11. Open Space and Trails Plan

- **Figure 23A – Open Space/Trails Plan**
- **Figure 23B – Conceptual Walking Distances**
- **Figure 19 – Potential Access Corridors on Spring Valley Ranch**

11. OPEN SPACE AND TRAILS PLAN

Introduction

The Avimor Specific Plan has utilized open space as an organizing element of the community's design. Open space delineates and separates neighborhoods, yet trails and pathways provide the connections. More than 60 percent of the Avimor Planned Community's 830 acres will remain as open space. Those 510 acres will consist of natural area open space, the prominent Spring Valley Creek riparian corridor and tributaries, and "improved" recreation facilities such as active and passive parks, community activity areas, and ball fields. Neighborhood parks and walkways will be within areas platted through the subdivision process. While private open space on large estate lots—visually indistinguishable from the surrounding natural open space—will be preserved by the use of "building envelopes", it is not counted in the open space percentage above.

Natural open space will preserve special and sensitive areas, and feature riparian habitat, view corridors, and wildlife habitat. Improved facilities, located primarily in the Village core, may include specialized activity areas for BMX/mountain bikers and skateboarders. In addition, other facilities would be developed, including soccer fields, ball fields, basketball and tennis courts, and passive parks for picnicking, strolling or relaxing.

Small greens and parks will be located throughout the community, providing directly accessible recreation areas and links to gathering points. All residences will be either adjacent to or within one to two blocks of a park, open space—improved or unimproved—or a trail.

Discussions with the Ada County Park and Pathways director and trail coordinator were initiated in February, 2004. The purpose is to work toward a regional recreational system for hikers, bikers and equestrian users. Because the effort to unite private and public properties across the Boise Front will be multi-jurisdictional, Ada County will lead the "system" planning process.

In addition to the planning process led by the County, user groups—hikers, mountain bikers and equestrians—have been invited into the discussion. For many years, the McLeod family has allowed such groups access to the land and its diverse topography. Equestrian use has typically occurred in the Big and Little Gulch areas near Willow Creek Road, west of the Planned Community site. Mountain bikers conducted the third annual Coyote Classic bike race in the more rugged terrain east of Highway 55 in May of 2005.

As a result, a key objective of the Avimor Planned Community is to provide an improved but managed and maintained trail system (**Figure 23A**) for project residents and for the public as well. The Specific Plan Area ultimately will be fenced to preclude cattle

11. OPEN SPACE AND TRAILS PLAN

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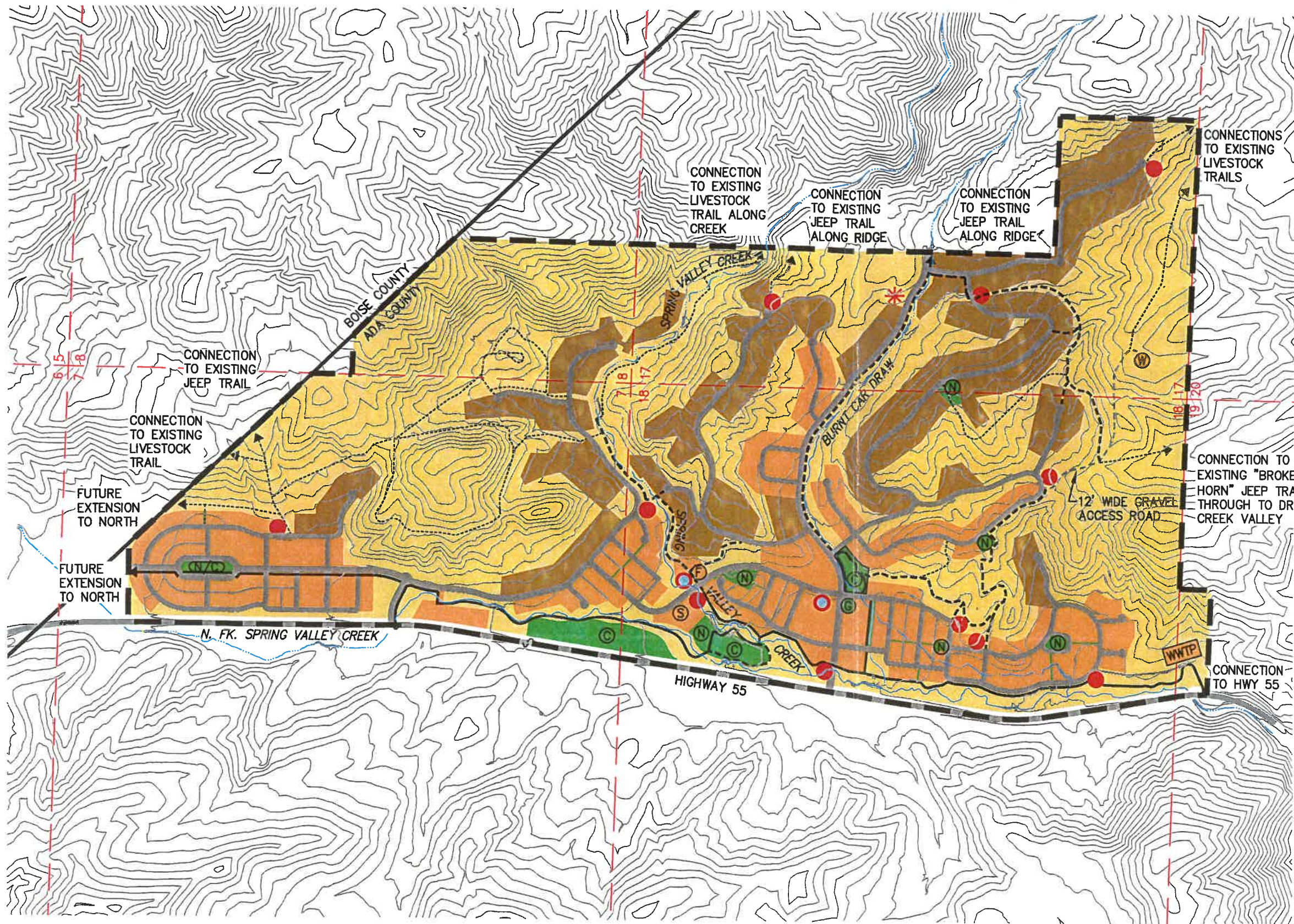
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- ### Legend
- PLANNED COMMUNITY BOUNDARY
 - NATURAL AREA OPEN SPACE (NAOS)
 - IMPROVED OPEN SPACE (PARKS/SPORTS FIELDS/LANDSCAPE NURSERY)
 - PRODUCTION HOUSING AND VILLAGE CENTER
 - ESTATE LOT DEVELOPMENT WITH RESTRICTED BUILDING ENVELOPES ENFORCED BY DEED RESTRICTIONS AND COVENANTS
 - PAVED SURFACE TRAIL
 - GRANULAR SURFACE TRAIL
 - GRANULAR SURFACE ACCESS ROAD
 - NATIVE SURFACE TRAIL
 - TRAILHEAD (SIGNAGE ONLY)
 - TRAILHEAD WITH PARKING
 - EQUESTRIAN TRAILHEAD WITH PARKING
 - ELEMENTARY OR CHARTER SCHOOL
 - INTERIM FIRE STATION
 - WATER STORAGE RESERVOIR
 - COMMUNITY PARK
 - NEIGHBORHOOD PARK
 - VILLAGE GREEN
 - WASTE WATER TREATMENT PLANT

Area Summary

NAOS	498 AC	60.0%
PARKS/SPORTS FIELDS	20 AC	2.4%
ESTATE LOTS	167 AC	20.1%
VILLAGE AREAS	145 AC	17.5%
TOTALS	830 AC	100%

Trail Summary

PAVED SURFACE	14,100 LF
GRANULAR SURFACE	16,550 LF
NATIVE SURFACE	21,500 LF

NOTE: ALL PUBLIC STREETS WILL HAVE PEDESTRIAN FACILITIES.

THIS GRAPHIC WAS REVISED OCTOBER 20, 2005. DEVELOPMENT AREAS, TRAIL LOCATIONS, AND CALCULATIONS MAY DIFFER SLIGHTLY FROM THE ORIGINAL P.C. APPLICATION AND FIGURES



operations, although the relocation of fencing may be phased to reflect actual development phasing.

Many researchers, including the Centers for Disease Control and Prevention (CDC), have focused on the physical health consequences of land use and transportation plans—primarily the auto dependency of typical suburban development. A sedentary lifestyle, in both children and adults, is linked to serious health ailments. Among the key barriers to exercising is the lack of structures or facilities, such as sidewalks and parks, and, for some communities, also safety fears.

Researchers recommend building communities which are interconnected with walkways and trails, as well as streets where sidewalks are separated and shaded; where the street scene is lively and encourages social encounters and homes and businesses engage the streets (“eyes of the street”) for public safety; where intersection width and street design focus on the pedestrian; and where communities include centers and parks. Researchers have concluded that immediate proximity to these elements, and their visual and social appeal, are key to encouraging, at a minimum, moderate amounts of daily exercise. Peter Calthorpe, one of America’s most recognized planners, states it simply, “If you expect people to walk, part of walking is seeing people and seeing things along the way.”

Children and youth needs also require special consideration and researchers recommend to community planners the following for the health and well being of our younger citizens:

- Create a community of “short distances” where schools, recreation, and shopping facilities are close by to encourage travel by foot or bike.
- Create opportunities for social learning with vibrant centers and multi-generational neighborhoods.
- Create landmarks such as distinctive buildings, town squares and parks and neighborhoods with identifiable boundaries to aid children in way finding and understanding spatial relationships.
- Involve children and teenagers in community celebrations to foster community pride and a sense of belonging.

The Avimor Specific Plan illustrates the goal of creating a healthy community. The detailed design to come will reinforce the above principles.

Figure 23B illustrates walking radii for both a quarter mile distance from neighborhood parks and a ½ mile distance from the community parks and playfields, the school site and Village Center.

Approximately two-thirds of residents will be within 1/2 mile of the Village Center, except large estate lots. As mentioned in the

introduction to Section 11, all residences are either adjacent to or within one to two blocks of a park, open space—improved or unimproved—or a trail.

Walkability

Walkability is a planning term applied to new communities to describe connections and is a major determinant in the quality of life of its residents and commercial success of the community. Avimor has addressed this planning principle in the following ways (**refer to Figure 23A**):

- Approximately 52,150 lineal feet (9.8 miles) of trail will be constructed, of which nearly 2.7 miles will be a relatively level 8-10' paved path suitable for all ages.
- Trails are in addition to separate sidewalks adjacent to streets.
- Street trees will be planted in the green strip between the back of curb and sidewalk to create a shaded walkway. Street trees tie the community together visually and allow for its graceful maturation.
- Trails and walkways link all residential neighborhoods with parks and playfields, the community recreation center and the planned school and Village Center.
- Many neighborhoods feature mid-block walkways between streets to facilitate and promote walking connections.
- Trails have been located to connect with existing jeep trails and livestock trails both on and off site.
- Small trailhead parking lots are planned at three locations including the Village Center, to provide for transport for people and equipment for both residents and non-residents to the trailhead or amenity.
- Way-finding signage will be located in many locations to encourage use of trails.

Ada County does not currently have open space and park standards. Based on comparable community planning experience elsewhere, the following standards will be adopted for Avimor.

Standards and Criteria

A Specific Plan shall show a minimum of 50 percent of the property to be dedicated as open space. The following properties may be considered open space for the purpose of meeting the 50 percent requirement:

- Natural area open space that is common or public open space;
- Common or public parks and plazas or greens;
- Trails allowing public access;
- Public trailhead parking areas;
- Landscape setbacks required by Ada County, ACHD or ITD regulations;
- Golf Courses and equestrian facilities.

Open space shall be dedicated or reserved on the final development plan or plat. Open space may be dedicated on property not contiguous to the area for which the application is seeking development plan or plat approval if 1) open space adjacent to or within the proposed phase is not feasible or has already been dedicated as part of another development phase, and (2) the proposed non-contiguous open space dedication is contiguous to other lands dedicated as open space and meets the intent of an adopted open space plan or other Specific Plan.

Park Categories

- Plazas or village greens are developed community gathering areas, including seating, walks, shade trees and formal landscaping. Land area from 0.30 to 1.0 acres.
- Community Park: Community parks are developed active recreational areas including open play fields, seating or picnic facilities, walks, and trees. Public-accessible school play fields meeting the minimum area requirements may be used to meet this requirement. No night lighting for sports facilities is allowed. Alternatively, a community park may be a passive park with seating, picnic facilities, and possibly water features, if a recreational community park is also provided. Land area from 1.5 to 5 acres. One park is needed for up to 1000 persons; a larger community park might serve an entire area of up to 1500-2000 persons, if consolidation is required due to topography.
- Neighborhood Park: Neighborhood Parks are to be developed quiet activity parks, including toddler play facilities, seating, walks, and trees. Land is

from .25 to 1.0 acres. Each park should be within ¼ mile (5 minute walk) of each dwelling in the neighborhood it serves unless limited by topography. Optional in large estate lot areas.

- Community and neighborhood parks may be combined to reflect topographic or other site planning constraints.
- District Park: District Parks may include, but are not limited to, multi-use play fields, soccer fields, ball fields, parking and hard courts. Land is from 10-20 acres. Night lighting is allowed. Large scale recreational fields on institutional campuses may fulfill this requirement if accessible for public use. One park per 5,000 persons is recommended.

Substitution for Acreage Requirements

- Active recreation areas on school sites and on other institutional sites may be counted as parks if accessible to the public.
- Land for trails or trailheads does count toward the acreage required for parks, unless included within a park area.
- Community gardens and community center recreation facilities count toward the required acreage for parks.

The Avimor Specific Plan will meet or exceed the standards discussed above by providing a total of 62.4 percent open space, 7 neighborhood parks, 4 community parks and a village green. All sites will meet the size requirements.

Trail Standards

The Avimor plan provides not only the on-site trails, pathways, and trailheads, but also linkage points to future off-site system connections. Pathway elements will include the following:

- A fully improved, paved pathway 8' to 10' wide within the Spring Valley Creek corridor, parallel to Hwy 55.
- Neighborhood-connecting 3' to 6' wide* trails based with crusher fines, or similar natural surface.
- 3' to 6' wide* gravel trails adjacent to the main fork of Spring Valley Creek from the trailhead parking area at the interim fire facility; along the drainage channel of Burnt Car Draw; and on the Broken Horn Road jeep trail.
- Native surface trails 2' to 4' wide providing connections to existing off-site trails located on-site. Existing Jeep trails and livestock trails with minor improvements are included.

* Narrow trail segments will occur where slope or other constraints limit a wider facility.

Trailheads

Trailhead facilities, as depicted on **Figure 23A**, vary from parking areas with signage to signage only, and from primarily hiker/biker access to an equestrian parking area (with signage) for access to public lands to the east. Trailhead locations will be strategically sited at points where trails begin or deviate from the roadway system. Parking areas will be highly visible for security, safety and monitoring.

Phasing

Improved open space facilities and the pathway, trail and trailhead system will generally be "phased" in conjunction with the development of the project as depicted in the Phasing Plan, Section B.14, **Table 6**. Even as a larger regional plan is prepared in conjunction with county, state and Federal land agencies, and other private land owners, the primary "off-site" objective of the initial planned community phase will be to develop a connection to the Dry Creek Valley via Broken Horn Road. SunCor will develop interim facilities, including trail head parking, to facilitate access with the initial development phase to existing livestock trails or jeep trails. As development occurs in later phases, facilities may be relocated and upgraded to reflect the "built out" condition. **Figure 23A** depicts potential off-site connections to the south and southeast and the Spring Valley Creek corridor to the east. As noted in **Table 6**, the project, when complete, will contain approximately 9.8 miles (52,150 LF) of pathways/trails and 20 acres of "improved" open space.

Ownership and Management

The Economic Impact Analysis and Demographic Forecast for Avimor assumes that that Avimor Residential Community Association will own, operate and maintain the Avimor natural area open space, the parks, plazas or greens, and playfields, the trails and the community recreational facility. Initial construction of all facilities will be undertaken by SunCor.

Based on discussions with Ada County staff, the County may desire to own certain regional trails through public easements obtained from Avimor. In this case, long term maintenance would be the County's responsibility. The County might also participate in trail or trailhead construction from County funds or grants. Further discussions with Ada County will clarify County intent.

Facilities owned by the Avimor Residential Community Association will be available for use by non-residents subject to the reasonable rules and regulations adopted by the Association. Additionally, fees may be charged for organized sports or events that take place on Association facilities. The exception is the Community Recreation Facility planned for the Village Center which would be used by residents and those employed at Avimor. However, the facility would be made available to the public on a rental basis for meetings and other small gatherings, and special events, such as, swim meets, weddings, and family celebrations.

This approach to facility use provides a regional benefit without unduly burdening the Association.

A draft resource management plan for the natural area open space including the Spring Creek riparian corridor, will be prepared within 12 months of the Specific Plan approval and will be circulated to the County, other agencies and stakeholders. Elements of this plan will include, for example, weed control, fire, restoration and management of riparian corridors, wildlife habitat and management, cattle management, debris torrent events, open space management and funding. The goal will be to establish a long term management plan which benefits the natural environment, residents, and the public.

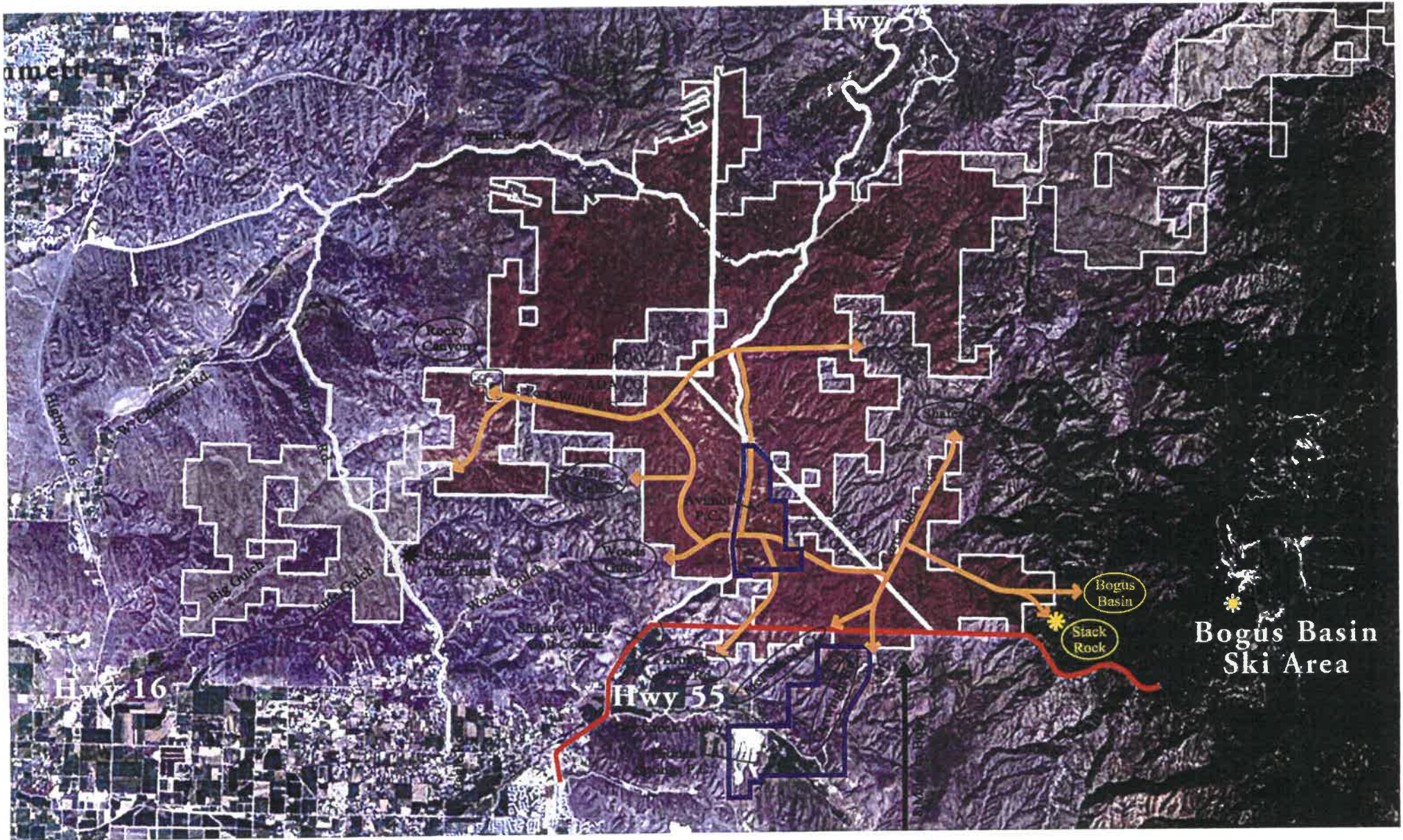
*Regional Open Space and
Recreational Opportunity*

Finally, the opportunity for enhanced regional recreation is significant. The Avimor application proposes immediate offsite trail connections and can be the catalyst for a broader Boise Front open space and trails planning effort. Future public access on, and across the largest private property holding in the foothills may provide the opportunity to eventually link trails from Highway 16 to Highway 55 on the west, and from Highway 55 to Cartwright Canyon, Stack Rock and Bogus Basin to the east. North-south trail connections to the valley's urban areas could occur at key points such as Willow Creek Road, Broken Horn Road and Cartwright Road. **Figure 19**, which follows, illustrates the significance of that opportunity.

As the population of the Treasure Valley increases to one million over the next several decades, pressure on the foothills as a recreational resource will mount. While the intrinsic value of open space is well understood, just viewing the landscape will not be enough. Access and use will be expected. With public funding limited, Avimor can be a catalyst and a private-sector opportunity for regional recreation.

This vision has immense implications for economic development and quality of life. Imagine the Boise River corridor without the greenbelt pathway and facilities. What impact would that have on business recruitment, tourism, and resident quality of life? Instead, imagine a different future with not only the Boise River Greenbelt, but also a major foothills corridor providing public access and facilities, combined with clustered development—all provided primarily by the private sector.

However, while connections have been identified, local governments, property owners, and other stake holders must work toward this grander vision in a united effort.



Potential Access Corridor 

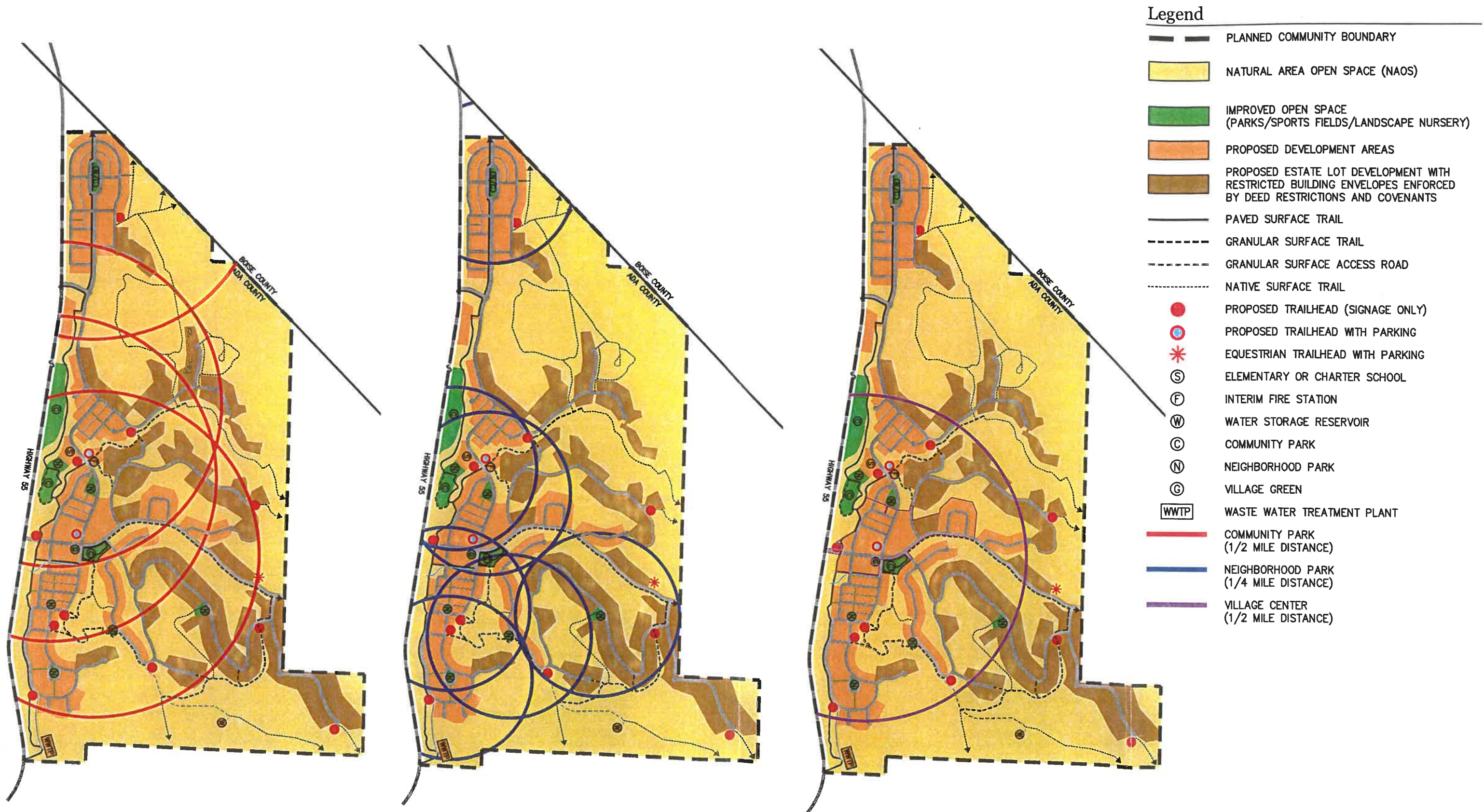
Boundary of Boise City Foothills Policy Plan 

Planned Community Boundary 


AVIMOR™


Not To Scale

Figure 19



THIS GRAPHIC WAS REVISED OCTOBER 20, 2005. DEVELOPMENT AREAS, TRAIL LOCATIONS, AND CALCULATIONS MAY DIFFER SLIGHTLY FROM THE ORIGINAL P.C. APPLICATION AND FIGURES



Specific Plan

12. Public Services Financing Plan

- Table 4 – Public Services Financing Plan Chart

12. PUBLIC SERVICES FINANCING PLAN

The Ada County Planned Community regulations anticipate that a planned community will be developed in phases over time; that it will not adversely impact existing governmental services; and that each phase of development will include sufficient urban services to serve the anticipated population of that phase as well as provide for integration into the planned community.

Agency Financial Impacts

An analysis of Avimor's impact on each of the governmental service providers or programs, as required by the County's planned community ordinance, was completed in August of 2004 and updated in May 2005 (see Section E of this application). The study by John Church of Idaho Economics, which was reviewed and discussed with each entity, concludes that the project will contribute more than \$2.2 million in excess taxes than the "cost" of the services it will require. Surpluses will be approximately \$700,000 per year (today's tax rates and dollars) thereafter.

Developer Financing Plan

The public services financing plan chart (**Table 4**) describes the improvements, responsible parties and funding sources. Preliminary cost estimates for the project infrastructure, though premature, are summarized below.

Customary financial assurances will be provided to the appropriate public entities with each phase of development and required fees will be paid.

Sufficient infrastructure will be developed to support the first phase of development. Subsequent development will occur together with the necessary infrastructure, at a pace and within site areas according to market conditions. Refer to **Table 6** – Phasing and Infrastructure Schedule in Section 14.

Infrastructure Costs

Estimated Infrastructure Construction Costs (All Master Plan Phases):

\$32,101,050

Infrastructure Financing

Developer financing will be provided through a combination of debt and equity. The developer, SunCor Idaho, LLC, is a wholly-owned subsidiary of Suncor Development Company. SunCor is a Phoenix, Arizona-based company with assets of approximately \$473 million and net worth exceeding \$306 million. SunCor's revenues for 2004 were in excess of \$385 million. (See www.suncoraz.com for SunCor's audited financials dated December 31, 2004.)

Table 4

Public Services	Installation Cost	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
1. Roadways									
SH 55 Intersections	745,640	690,570	55,070						
Streets, alleys: onsite	7,456,550	1,841,070	1,007,906	2,028,903	1,178,072	667,575	170,166	287,913	274,945
Streetscape landscaping: onsite	776,000	289,298	87,357	175,848	102,105	57,860	14,749	24,959	23,824
Drainage facilities	2,828,950	1,071,960	315,315	634,725	368,550	208,845	53,235	90,090	86,230
2. Water System									
Backbone: supply, storage, transmission	3,448,500	2,948,500				500,000			
Distribution: onsite	1,985,680	699,600	230,824	464,646	269,794	152,884	38,970	65,949	63,013
3. Wastewater System									
Treatment plant, trunk lines	2,557,000	2,557,000							
Effluent reuse lines	1,500,000				500,000		500,000		500,000
Collection system: onsite	1,819,450	659,310	208,230	419,164	243,386	137,919	35,156	59,494	56,791
4. Electrical Service									
Transmission: transformer, offsite lines	3,525,000	3,525,000							
Distribution: onsite	950,000	354,166	106,945	215,278	125,000	70,833	18,056	30,556	29,166
5. Gas Service									
Transmission: regulator, offsite lines	1,005,000	1,005,000							
Distribution: onsite	23,800	23,800							
6. Telephone Service									
Transmission: none	0	0							
Distribution: onsite	0	0							
7. Cable Service									
Transmission: offsite lines	22,000	22,000							
Distribution: onsite	0	0							
8. Parks, Trails, Open Space									
Parks, facilities	3,064,480	900,000	388,500	782,000	454,000	257,300	65,600	110,900	106,180
Trails	293,000	120,000	35,000	66,000	30,000	20,000	5,000	5,000	12,000
Natural open space - revegetation	100,000	37,000	11,000	23,000	13,000	7,000	2,000	3,000	4,000
TOTALS	32,101,050	16,744,274	2,446,147	4,809,564	3,283,907	2,080,216	902,932	677,861	1,156,149

*SunCor Financial Ability
And Experience*

SunCor has a \$90 million revolving line of credit with various banks. The unused portion of the line of credit totaled \$55 million as of December 31, 2004. This credit line will be the capital source for project infrastructure.

SunCor's operations include development of master planned communities; homebuilding; development and operations management of retail, office and industrial properties; development and management of golf properties; and ownership and management of water and sewer utilities.

The company has been in business since the mid 1980's and is itself a subsidiary of Pinnacle West Capital Corporation, a New York Stock Exchange energy company with assets of approximately \$8 Billion. Pin West is also headquartered in Phoenix, Arizona.

Avimor Utility Companies

Highland Water Company and Foothills Sewer Company are Idaho Corporations created in 2004 and are both wholly owned subsidiaries of SunCor Development Company. The companies will be the water and wastewater providers for Avimor. Highland will be a publicly-regulated water company.

Both utility companies will be capitalized by SunCor Idaho, LLC and SunCor Development Company. The companies will design and construct, respectively, the backbone water system and wastewater treatment facility and main trunks. Onsite water distribution lines and collection sewer lines will be installed through developer contributions.

SunCor has an 18 year history of owning and operating publicly regulated water and wastewater companies in Phoenix and Santa Fe, New Mexico.

Conclusion

In summary, SunCor possesses the experience and capitalization to successfully undertake the required infrastructure for Avimor; and the project's demand on public services will be more than offset by the property taxes and fees it generates.

Section B – Specific Plan

13. Design Guidelines

(Note: This section of the Avimor Specific Plan constitutes the Development Standards and Design Guidelines for the Avimor Planned Community in accordance with the "Design Standards" column of Exhibit 1, Land Use Design and Development Standards Matrix of the Avimor Zoning Ordinance)

- A. Green Standards
- B. Water Conservation
- C. Energy Conservation
- D. Site Design
- E. Grading & Drainage
- F. Architecture
- G. Landscape
- H. Fences & Walls
- I. Lighting
- J. Signage
- K. Wildlife

Avimor Design Guideline (DG) Figures, Tables and Illustrations

FIGURES		
NUMBER	TITLE	LOCATION
DG - 1	Conceptual Grading Methods	Following page 12
DG -2	Conceptual Lot Building Envelopes	Following page 12
DG -3	Conceptual Landform Lot Grading	Following page 12
DG -4	Conceptual Grade Adaptive Lot Design	Following page 13
DG -5	Conceptual Grade Adaptive Housing	Following page 13
DG -6	Housing Type Illustration	Following page 16
DG -7	Conceptual 45 foot lot series Elevations	Following page 16
DG -8	Conceptual 60 foot lot series Elevations	Following page 16
DG -9	Conceptual 75 foot lot series Elevations	Following page 16
DG -10	Conceptual 90 foot lot series Elevations	Following page 16
DG-11	Production Home Setback--Requirements	Following page 18

TABLES		
NUMBER	TITLE	LOCATION
DG -1	Waterwise Landscape Palette	Following page 31

ILLUSTRATIONS		
NUMBER	TITLE	LOCATION
A	Cut and Fill	Page 10
B	Retaining Walls	Page 11
C	Building Setting	Page 14
D	Garage Setback	Page 15
E	Massing (Production)	Page 17
F	Site Design	Page 18
G	Mountain Contemporary	Page 19
H	Setbacks and Entries	Page 20
I	Massing (Village Center)	Page 21
J	Not Used	Not Used
K	Building Setback	Page 23
L	Building Frontage	Page 23
M	Building Entrance	Page 25
N	Awnings	Page 26
O	Building Façade & Screening	Page 26
P	Avimor Drive Street Section	Page 27
Q	Curb Extensions	Page 28
R	Off Street Parking	Page 29
S	Street Trees	Page 30
T	Site Lighting	Page 33
U	Building Signage	Page 35
V	Monument Sign	Page 35

13. Design Guidelines

The development of the Avimor Planned Community will be based on Development Standards and Design Guidelines. The following Sections outline those Standards and Guidelines, which are incorporated into the Avimor Zoning Ordinance by reference. It is anticipated that the Standards and Guidelines will be amended from time to time. Each such amendment will be incorporated into the Avimor Specific Plan and by reference, into the Avimor Zoning Ordinance.

The Development Standards and Design Guidelines will be administered by the Avimor Design Review Committee and applied to all residential, non-residential and mixed-use development proposals within the Avimor Planned Community. The Avimor Design Review Committee will be responsible to review and approve all land use proposals prior to submittal of any development application to Ada County, including all commercial, public uses, retail, professional and residential development (including multi-family and bed and breakfasts). The review and approval process shall be performed as outlined by the Avimor Community Charter and the Avimor Design Review Procedure form, both of which are separate community governance documents and subject to revision from time to time.

A. *Green Standards*

Sustainability objectives for the Avimor Planned Community will be realized through the formulation of "green" development and building strategies within each of the following areas:

1. Respect for the Natural Environment by:
 - a. Incorporating native vegetation into the community's landscape design which extends the natural setting into the community.
 - b. Preserving existing vegetation and wildlife habitat, where possible.
2. Conservation of Natural Resources by:
 - a. Reducing water use.
 - b. Reducing energy use.

- c. Reducing and reusing storm water runoff.
- 3. Creation of a Sustainable Built Environment by:
 - a. Incorporating day lighting and the natural ventilation into interior spaces.
 - b. Utilizing environmentally-sensitive building materials, where possible.
 - c. Recycling construction waste and provide recycling and sorting systems in homes and offices, subject to available markets for recycled materials.
- 4. Encouragement for the use of multi-modal transportation by:
 - a. Creating a walkable environment and provide live/work opportunities.
 - b. Encouraging bicycle use through bicycle lanes, parking and showers and lockers in work places.
 - c. Encouraging vanpooling and providing space for park and ride lots.

B. Water Conservation

Residential water consumption will be reduced by a minimum of thirty percent (30%) under typical indoor and outdoor usage.

- 1. Implement water conservation practices in all buildings.
 - a. Install low water use plumbing fixtures in all homes and non-residential buildings.
 - b. Install recirculating pumps for hot water delivery.
 - c. Offer low water use appliances as options to homebuyers.
- 2. Encourage water conservation by residents and businesses.
 - a. Establish water rates, subject to IPUC approval, which encourage conservation, and meter all treated-water usage.

- b. Create education materials to inform residents and other property owners or users of the landscape vision for Avimor, landscape approval process, water conservation practices and xeriscape principles.
- 3. Reduce the use of potable water for irrigation.
 - a. Reuse treated effluent from wastewater treatment plant for common area irrigation and aquifer recharge, subject to DEQ and other public agency approval.
 - b. Create opportunities to harvest rainwater for landscape irrigation from roadways, parking areas and structures.
- 4. Conserve water through landscape requirements.
 - a. Limit landscaping to primarily low water use or xeric plant material, and enforce through covenants, deed restrictions and permitted plant lists.
 - b. Limit use of turf in private yard landscaping, non-residential parcels, and common areas and enforce through covenants or deed restrictions.
 - c. Revegetate disturbed areas with native plant material, and irrigate with temporary irrigation only.
 - d. Use native or fescue grasses for turf areas, depending on use.
 - e. Require drip irrigation for all shrubs and trees and use soil amendments and ground-cover mulch in all improved planting beds.
 - f. Use centralized time-control systems linked to a weather station for common area landscaping.
 - g. Install front yard landscaping as part of the production home purchase and offer rear yard packages which reflect low water principles and approved plants.

C. Energy Conservation

Measurable reductions in energy consumption will be achieved through design, technology, materials and landscaping.

1. Achieve energy reductions in all buildings.
 - a. Implement Energy Star certification for homes constructed by SunCor, and encourage third party builders to adopt those principles.
 - b. Adopt appropriate LEED principles for non-residential buildings and over time progress to LEED certification.
 - c. Implement best practices for residential construction where appropriate, such as use of certified green lumber, engineering wood products, and recycled materials.
2. Take advantage of solar orientation and natural features.
 - a. Orient buildings along an east-west axis to maximize passive solar heating, where site conditions permit.
 - b. Use appropriate overhangs, porches and other architectural features to properly shade south facing walls from high summer sun.
 - c. Site homes and buildings in a manner which does not block low angle south winter sun from tall trees, hillsides and other structures.
3. Take advantage of existing landscape and utilize new landscape materials to reduce energy consumption.
 - a. Plant deciduous trees on east and west sides of structures to shade structures in summer and allow solar heating in winter.
 - b. Plant trees as windbreaks to mitigate winter winds.

- c. Plant trees along streets and in parking areas to reduce summer heating of hard surfaces.
- 4. Reduce energy consumption through recycling.
 - a. Recycle onsite building materials, subject to available markets and implement a household recycling program.
 - b. Use recycled materials for outdoor recreational facilities, such as benches, chairs, tables and play equipment.
 - c. Encourage the use of fly ash in concrete, subject to market conditions.
- 5. Reduce energy consumption through community design and education.
 - a. Reduce transportation energy consumption through provision of multi-modal transportation systems; creation of commercial, retail services; employment opportunities, including home-based employment; provision of schools, churches and recreational facilities; and generally planning compact community development with many connections.
 - b. Reduce energy consumption required for pumping, treatment and transmission of water through sound water conservation practices.
 - c. Evaluate and encourage selected Idaho Power energy conservation and green power programs.
 - d. Create educational materials to inform residents and other property owners or users of the energy reduction goals of the Avimor community and implementation practices.

D. Site Design

Avimor Planned Community site planning and development design will be responsive to the physical character of the land.

1. Cluster higher density villages, commercial buildings and improved recreation areas in flatter agriculturally disturbed valley locations.
2. Protect view corridors, major visual back-drops and highly visible major slopes by off-setting building envelopes in the foothills area.
3. Identify and protect sensitive natural areas especially riparian habitat corridors.
4. Design buildings outside of the main villages to fit the site, through use of building envelopes which minimize lot disturbance.
5. Protect riparian areas and steep slopes over 25-30 percent which serve as edges and transitional areas between villages and residential clusters.
6. Address geologic features and soils characteristics in the design of site improvements.
7. Front initial row of dwellings to Highway 55 to minimize highway noise impacts on outdoor living space at rear.

E. Grading and Drainage

Grading techniques will vary within the Avimor Planned Community. Village sites will be fully graded. Foothills residential areas will range from site limited grading within custom lot building envelopes (see Figure DG-6) to grade adaptive designs for houses that take up grade within the house (see Grading Methods, Figures DG -1, DG -2, and DG -3 and Grade Adaptive graphics, Figures DG – 4 and DG -5 which follow).

1. Apply erosion control techniques to all grading activities including silt fencing, drains, basins, or other appropriate actions, to protect drainage ways and streams.
2. Define grading areas in foothills by staking and fencing, and restore and revegetate disturbed non-building areas and areas adjacent to roadways as soon after completion as practical given seasonal conditions.
3. Avoid conventional cut and fill grading techniques that result in unnatural lot shapes and constant slopes. Follow the principles of

contour grading and land form grading to blend grading with the natural land form. Maximum slopes to be 2:1.

4. Remove and stockpile topsoil for use in landscaping, minimize wind and water erosion, and protect natural drainage ways and streams by silt-fencing or revegetation, as appropriate.
5. Use non-structural drainage facilities to the extent possible and practical, including grass swales, vegetated basins or other "natural" methods where feasible.
6. Use building envelopes with Foothills zones, and grade-adaptive structures and retaining walls to minimize slope disturbance. Retaining walls to be located within the envelope or house pad and not at the perimeter of the lot.
7. Designate custom home building envelopes on plats, subject to the opportunity to adjust 10-20% in size and configuration when an individual grading and drainage plan is prepared for the lot.
8. Construct roadway fills in hillside areas with typical slopes of 3:1, where feasible, and a maximum of 2:1. Contour fill sections to mimic natural contours of the surrounding terrain and revegetate to blend with the adjacent, undisturbed slopes.
9. Limit grading in areas of soil instability or where geologic hazards exist.
10. Incorporate natural drainage ways and swales into site grading design.

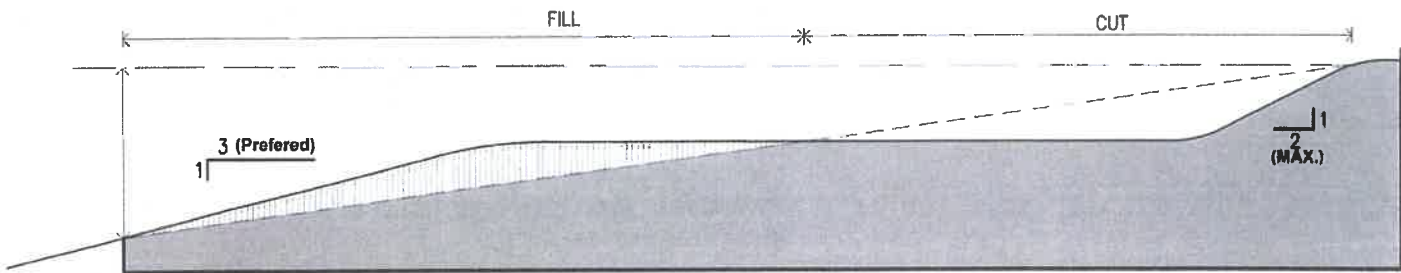
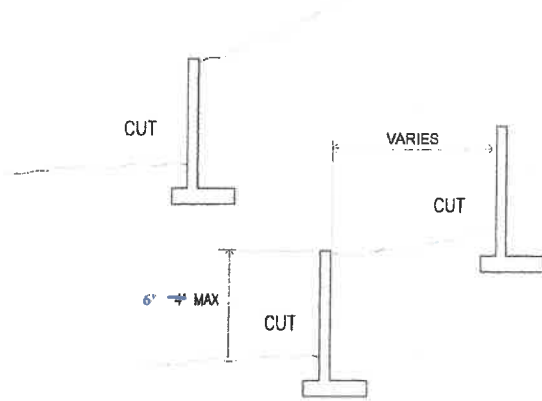


ILLUSTRATION A: CUT AND FILL



11. The maximum uninterrupted height of any retaining wall is 6'0" 4'0" measured vertically from grade to top of wall at any point along the wall. If the walls must be broken into multiple walls they must be set apart by a minimum of 1 foot horizontally for every 1 foot vertical. This setback area between walls must be landscaped. ~~The second retaining wall may not exceed 4'0" in height. If the retaining condition coincides with a terrace site wall the total height must not exceed 6'0".~~

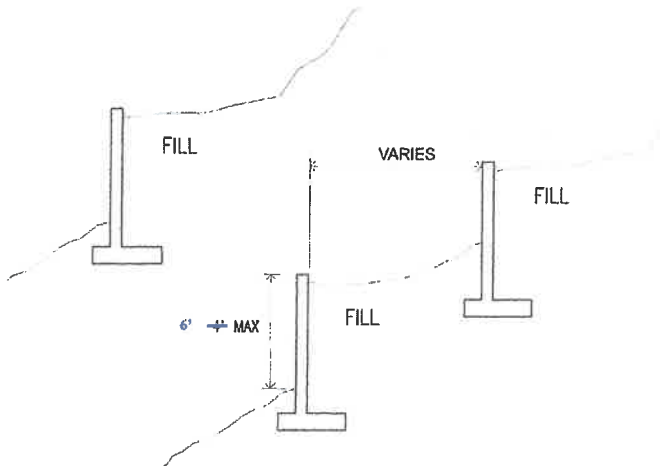


ILLUSTRATION - B: RETAINING WALLS

Insert Grading Methods graphics here

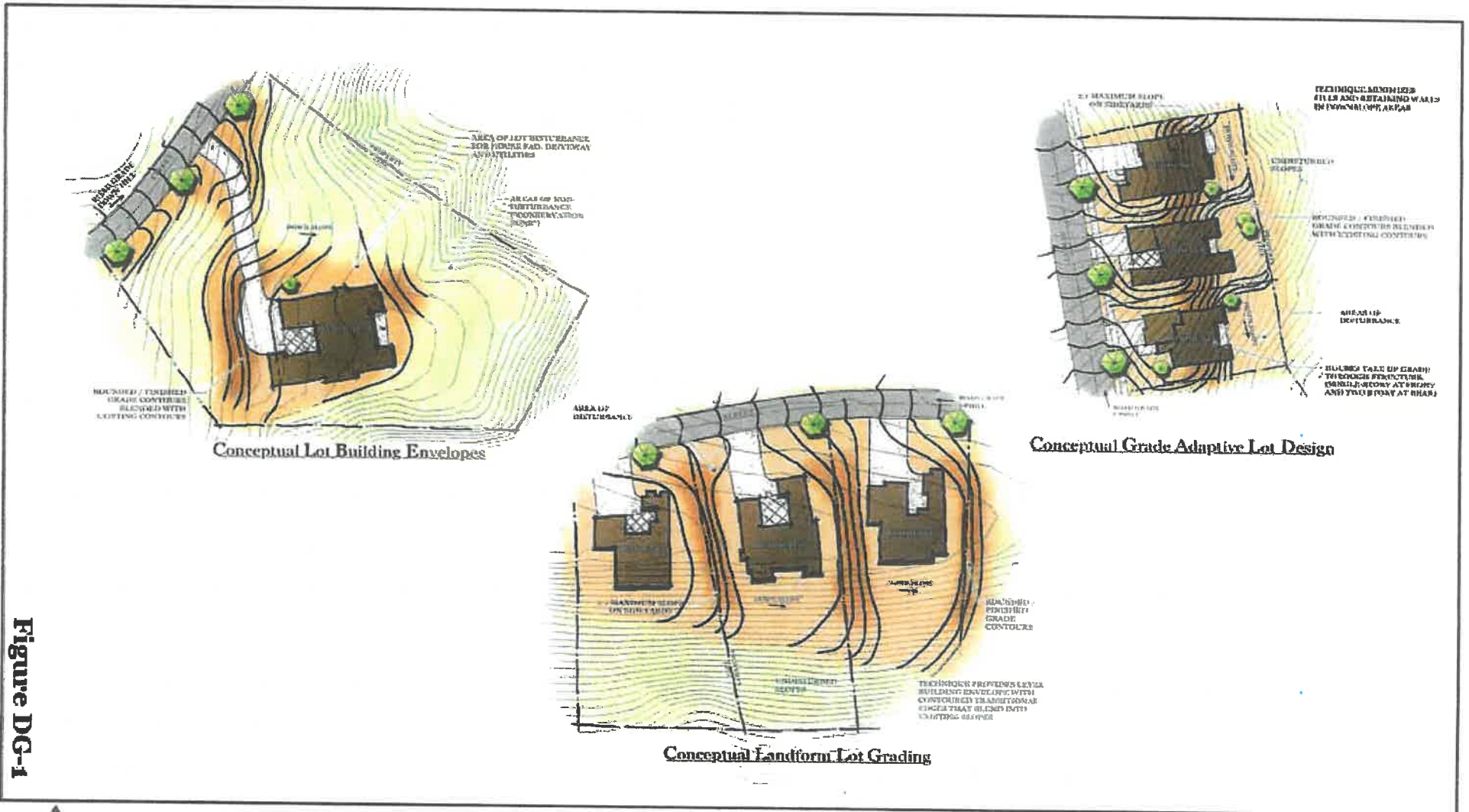


Figure DG-1

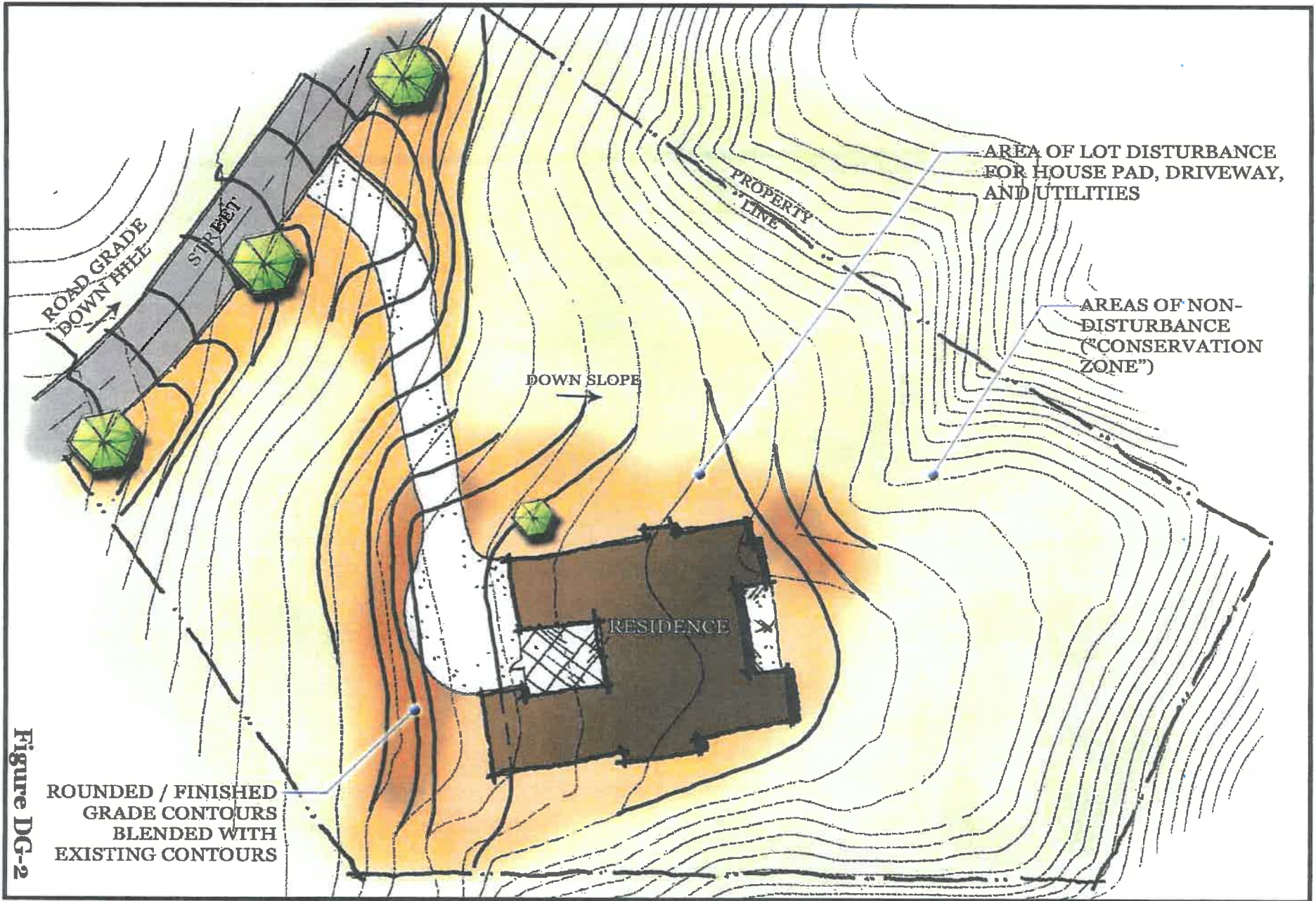


Figure DG-2

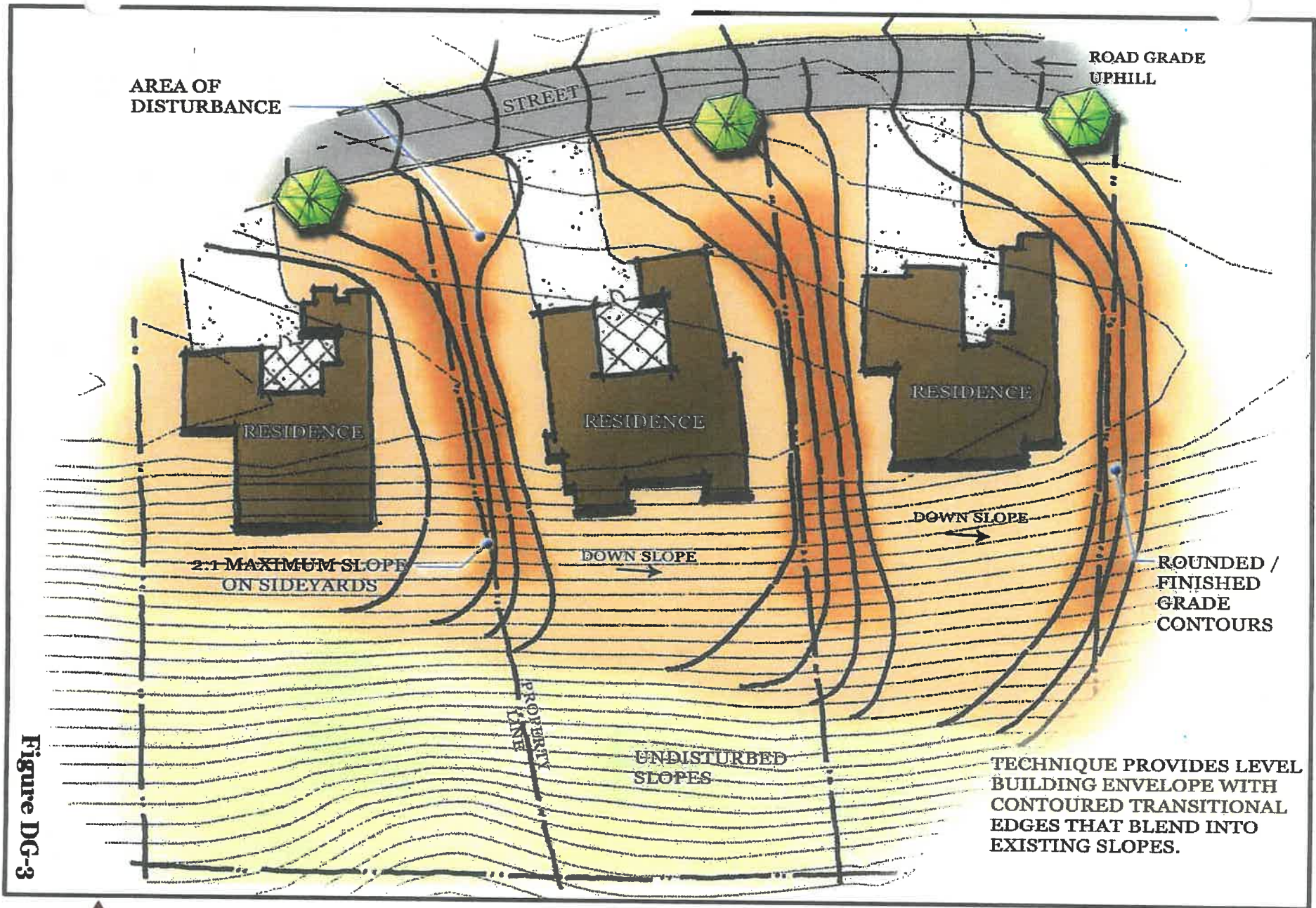


Figure DG-3

Insert Grade Adaptive graphics here

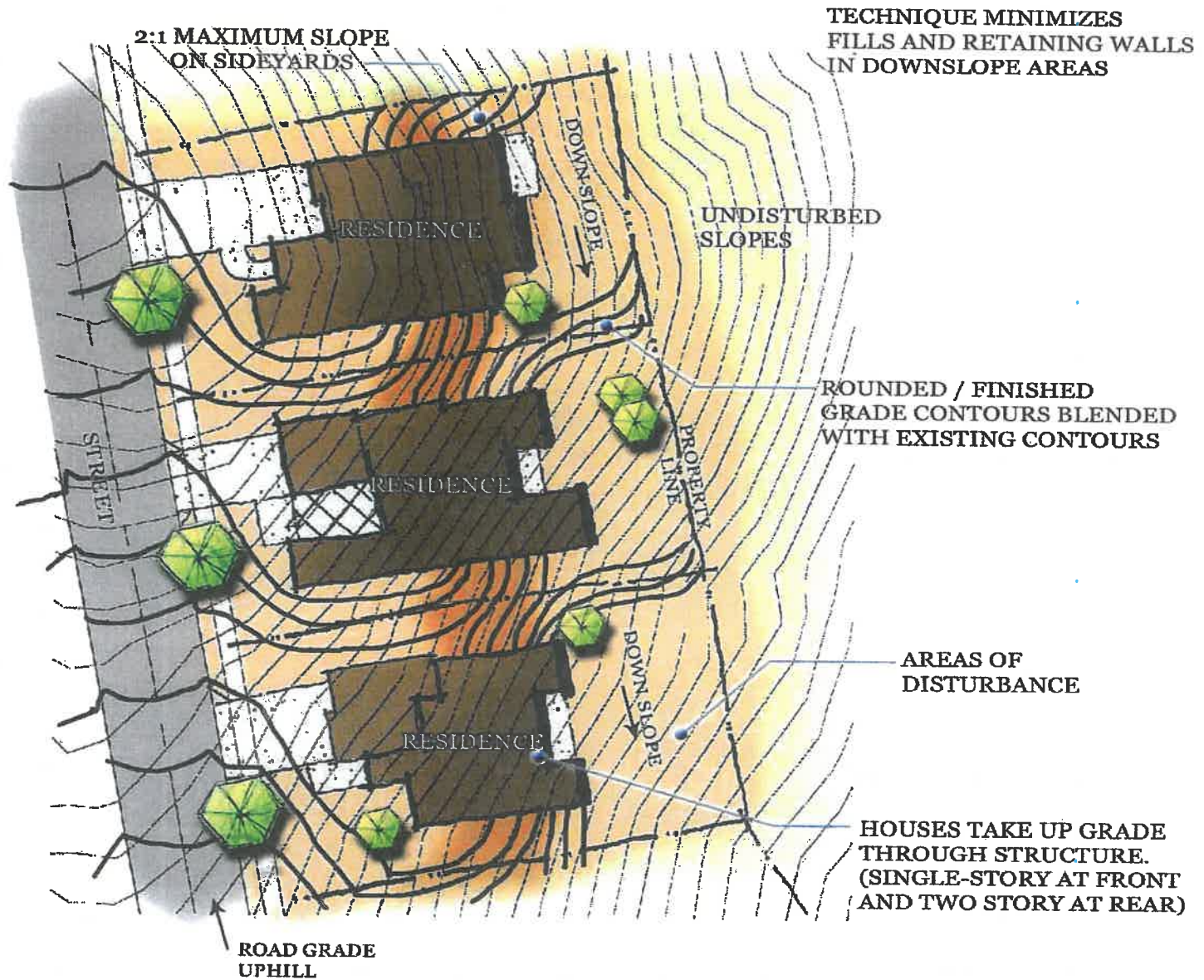


Figure DG-4



REAR ELEVATION



PARTIAL RIGHT ELEVATION



PARTIAL LEFT ELEVATION

Figure DG-5



Conceptual Grade Adaptive Housing

DATE: 19 October, 2005
NOT TO SCALE



F. Architecture

General Guidelines

The architectural character of Avimor will be as diverse as the history of Spring Valley Ranch and the surrounding community. Architectural design will be encouraged to account for the site, surrounding natural features, and indigenous materials. Architectural style may vary between the urban character of the villages and the foothills residential clusters.

Aside from visual benefits, architectural diversity fosters an inclusive resident population in age, gender, family composition, education and income. Adaptable plans and flexible standards meet the needs of a multi-generational consumer, adding richness to the community.

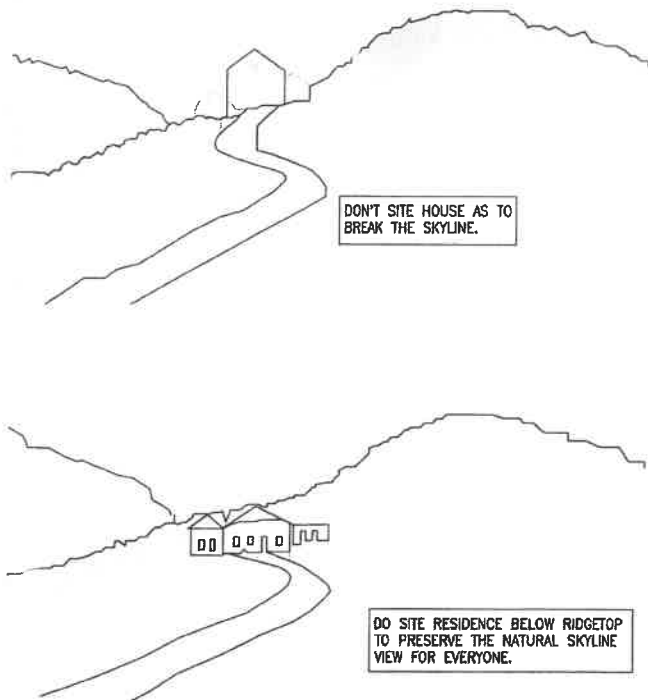


ILLUSTRATION - C: BUILDING SETTING

1. Building scale and height should be site-specific and should not dominate the natural elements of the site or surroundings.
2. Residential building height will be determined by the physical setting. Structures at the top of sloped landforms may be limited to one story unless grade-adapted (downhill portion may be two stories), whereas structures below slopes and ridges and in the valley, can be two stories.
3. Building orientation should take advantage of passive solar and cooling opportunities.
4. Mechanical equipment shall not be roof mounted and shall be appropriately screened. Satellite dishes will be mounted to the side of the home.
5. Solar panels shall be mounted in a fashion compatible with the residences architectural character, as determined by the Avimor Design Review Committee.
6. A varied color palette shall be used. Custom homes in a more natural setting shall reflect a muted earth tone color palette, and building materials and colors shall have a low light reflectance value. Custom home colors, including roofs, will be medium to dark. Production homes with a more urban setting may have a broader color range subject to

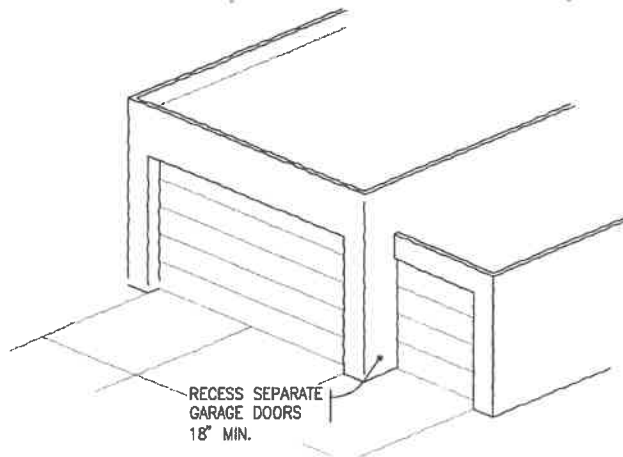


ILLUSTRATION - D: GARAGE SETBACK

approval of the Avimor Design Review Committee.

7. Minimize impact of protruding front drive garages and garage doors facing the street. Alternatives include garage fronts recessed behind the primary facade line and side entry front garages.
8. Recess separate garage doors a minimum of 18" from the door closest to the street. Consider breaking larger garage door masses into smaller doors.
9. Select plans and elevations which enhance visually prominent lots e.g. at corners, across from parks, at street ends.
10. Porches and courtyards are encouraged to create activity facing streets. Consider railings on porches and low walls around courtyards.
11. House designs should offer optional work spaces for home office employment.
12. Houses with more than a two-bay garage should consider optional casitas or office space in a single bay. A separate exterior door is encouraged with these options. Split garage layouts are preferred.
13. Yard spaces adjacent to homes should be accessed from key living spaces to create outdoor rooms.
14. Rear two-story elevations on grade-adaptive lots require a higher quality of design than normal rear elevation. Roof lines and materials should be varied, and columns should be appropriately scaled.
15. Reduce Highway 55 noise impacts for homes close to the highway through the use of sound mitigation building materials, including dual-pane glazing; R-38 attic/ceiling insulation; 2x6 exterior or framing, which allows additional insulation; airtight walls; heavy solid-core or composite exterior doors; insulated and conditioned crawl spaces.
16. Recessing of doors and windows is encouraged to create depth and shadow-lines.

17. Options for accessory dwelling units should be developed where appropriate based on lot size and could include casitas, guest suites and granny flats. Detached units should be considered on larger lots meeting zoning requirements and shall be designed to visually relate to the main residence in massing, building materials and architectural character.
18. Approval by the Avimor Design Review Committee is required for use of a residential structure as a Bed & Breakfast facility. The structure must maintain the residential character of the neighborhood and shall be identified only by a wall-mounted sign of a size and character as specified by the Avimor Design Review Committee, which shall have the authority to enact, amend and enforce specific standards without the requirement to amend the Avimor Specific Plan.

Production Home Guidelines

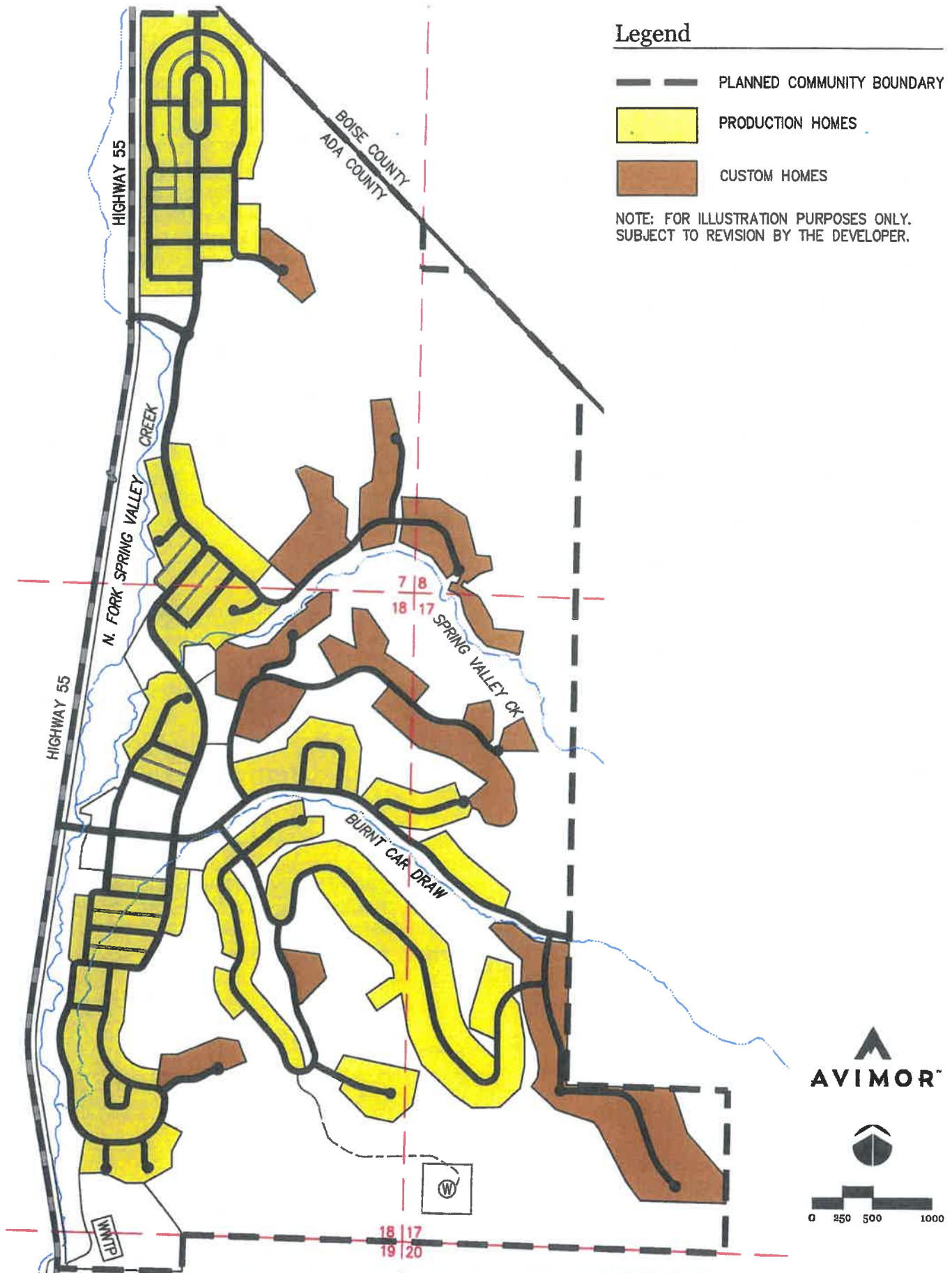
Defined as pre-designed homes to be constructed by the developer and are located as shown on the following Housing Type Illustration, Figure DG -6. Locations are general and subject to future design revisions and marketing decisions.

1. Architectural Themes




A diverse range of architectural themes is required and includes the following primary themes: English Country, Spanish Colonial, Traditional/Colonial, Prairie, Tuscan, and Craftsman. Other themes may be followed subject to review of the Avimor Design Review Committee. See accompanying Figures DG -7, DG -8, DG -9 and DG -10 for conceptual illustrations for lots ranging from 45 feet to 90 feet.

2. Plan Diversity and Elevations

Production housing shall exhibit architectural diversity including the following:



Legend

-  PLANNED COMMUNITY BOUNDARY
-  PRODUCTION HOMES
-  CUSTOM HOMES

NOTE: FOR ILLUSTRATION PURPOSES ONLY.
SUBJECT TO REVISION BY THE DEVELOPER.



Plan 2
Craftsman

Plan 4
Country English

Plan 6
English w/County
French Influence

Plan 5
Colonial

Plan 3
Spanish Colonial

Avimor
Ada County, Idaho
45 Foot Lot Series
Conceptual Elevations

Figure DG-7



Plan 3

Spanish Colonial

Plan 1

Colonial

Plan 4

Country English

Plan 2

Craftsman

Plan 1

English

Avimor

Ada County, Idaho

60 Foot Lot Series

Conceptual Elevations

Figure DG-8



Avimor
Ada County, Idaho
75 Foot Lot Series
Conceptual Elevations

Figure DG-9



AVIMOR
5000 series (90' lot product)

Conceptual Elevations

Figure DG-10



ILLUSTRATION E: MASSING

- a. Each series built on a particular lot size shall include a minimum of 4 floor plans of varied sizes and features.
- b. Each plan shall have 3 distinct design treatments or elevations. Elements to be varied include a combination of primary siding, roof material, window design, trim detail, and architectural style.
- c. A typical block face in a production series must contain 3 different plans with varying elevations and colors. No more than one house of the same plan, elevation and color treatment in the same block face.
- d. Each series of production homes should offer a mix of single and two-story plans with single-story plans the majority.

3. Massing

Upper floors are encouraged to have setbacks from the lower levels, especially on the street elevation. The impact of two-story walls can be reduced by use of insets, pop-outs, material changes, and other architectural modifications and features.

Roof pitches will vary by plan and elevation. Minimum roof pitch is 4/12 and the maximum roof pitch will be determined by the architectural theme.

4. Materials

Primary materials on the body of the house include siding (excluding vinyl siding) and stucco. Transition of materials should occur as the best possible locations, such as inside corners, windows, and pop-outs.

Accent materials such as brick, stone and rock are encouraged consistent with the architectural theme.

Roof materials should be asphalt shingles or tile, with type and color relating to the scale, base color and architectural theme of the home. Tiles should not have any type of reflective glazed finish. No wood shingles or wood shakes are permitted due to fire risk.

Driveways, sidewalks and patios should be standard concrete with options such as pavers, stained concrete or other design features

5. Setbacks

Production home setbacks shall comply with the requirements of the Avimor Planned Community Land Use Design and Development Standards Matrix of the Avimor Zoning Ordinance as depicted by Figure DG-11, which follows.

Custom Home Guidelines

Defined as a lot sold to a third-party builder or individual without any improvements made to the lot, aside from frontage improvements. Custom lot locations are shown on the Housing Type Illustration, Figure DG -6, above. Locations are general and subject to future design revisions and marketing decisions.

Custom Lots are designed to provide a visual and physical transition between the density of the builder production housing and the surrounding open space. In order to achieve this transition as sensitively as possible, as well as to ensure a visual harmony throughout the community, the siting and design of homes should be accomplished with minimal disturbance to the land, the views, and should enhance the character of the community.

1. Site Design

Each custom-home lot will have a pre-defined **building envelope** to help identify the optimum access to, and location for, each home. Envelopes are to be established to maintain existing natural features, provide visual buffers of native landscape between properties, protect neighboring view corridors, and identify a suitable home site area that requires the least amount of grading. All improvements (including the residence, patios, walls and fences) on each custom-home lot shall be contained within the building envelope. Driveway connections between building envelope and street are subject to review by the Avimor Design Review Committee. **Front setback for living areas and side-entry garages shall be a minimum of 15'. Front setback for**

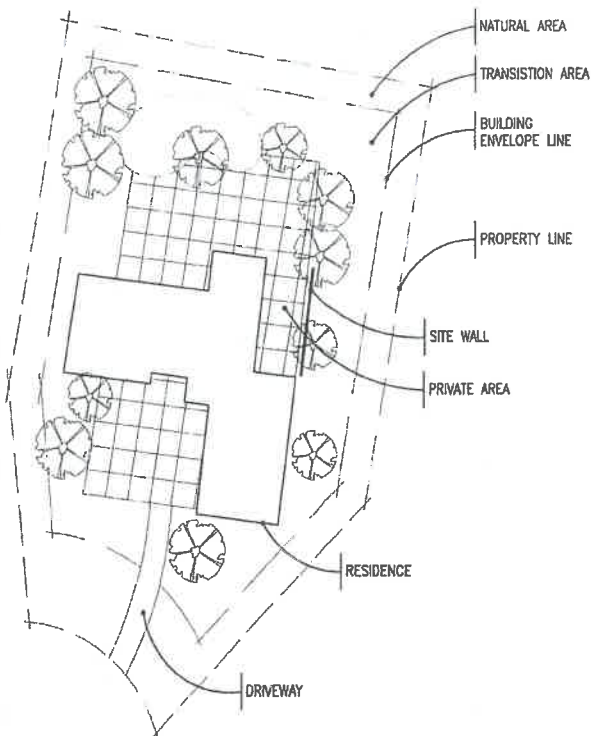


ILLUSTRATION - F: SITE DESIGN

front entry garages shall be a minimum of 20'. The side setback for any residence is a minimum 5' with a cumulative setback of 15' or more. A residence on a corner must have a minimum of 10' side setback on the street side. The rear setback is a minimum of 20' for living space and 5' for garage space. ~~In no case will any part of the residence be allowed within 15 feet of any side property line, or within 25 feet of any rear or front property line.~~

Each custom lot will consist of three distinct area designations: **Natural Area**, **Transition Area**, and **Private Area**. Each area designation should be carefully considered and incorporated into the design of the home.

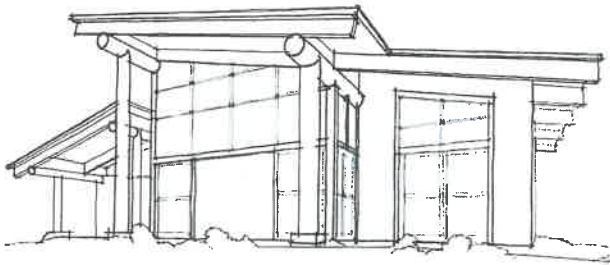
The area between the owner's property line and the building envelope line is the **Natural Area** and shall be maintained or re-vegetated to a natural condition. The area between the building envelope line and the building walls is the **Transition Area**. The landscaped area between site walls and the building which are not visible from neighboring properties is the **Private Area**.

Each home design shall attempt to balance cut-and-fill quantities when grading on a sloping site. Multiple finished floor elevations within the home are encouraged to accommodate grade changes on the site.

Exposed cut or fill slopes shall not exceed a slope of three feet horizontal to one foot vertical (3:1) and each slope area shall not exceed six vertical feet from toe of slope to top of slope. Cut or fill slopes shall not encroach outside the building envelope.

A minimum of two on-site guest parking spaces shall be provided for each custom residence.

USE OF LOCAL MATERIALS
ie WOOD, ROCK



VENACULAR DETAILS AND
MATERIALS COMBINED WITH
CONTEMPORARY BUILDING FORM
WITH USE OF GLASS, METAL

ILLUSTRATION G: MOUNTAIN CONTEMPORARY

2. Architectural Themes

A diverse range of architectural themes is encouraged including those identified in the Production Home Guidelines. Also allowed is Mountain Contemporary. The Avimor Design

Review Committee may approve other architectural themes.

3. Massing

Homes with several smaller components will be more compatible with the natural environment, due to their reduced scale and increased texture, than a single large volume. Buildings shall be designed with at least three distinct building masses to avoid the "big box" effect. Massing shall vary horizontally with various ridge and parapet lines, and vertically with offset wall planes. Long, unbroken walls exceeding 30 feet in length are discouraged.

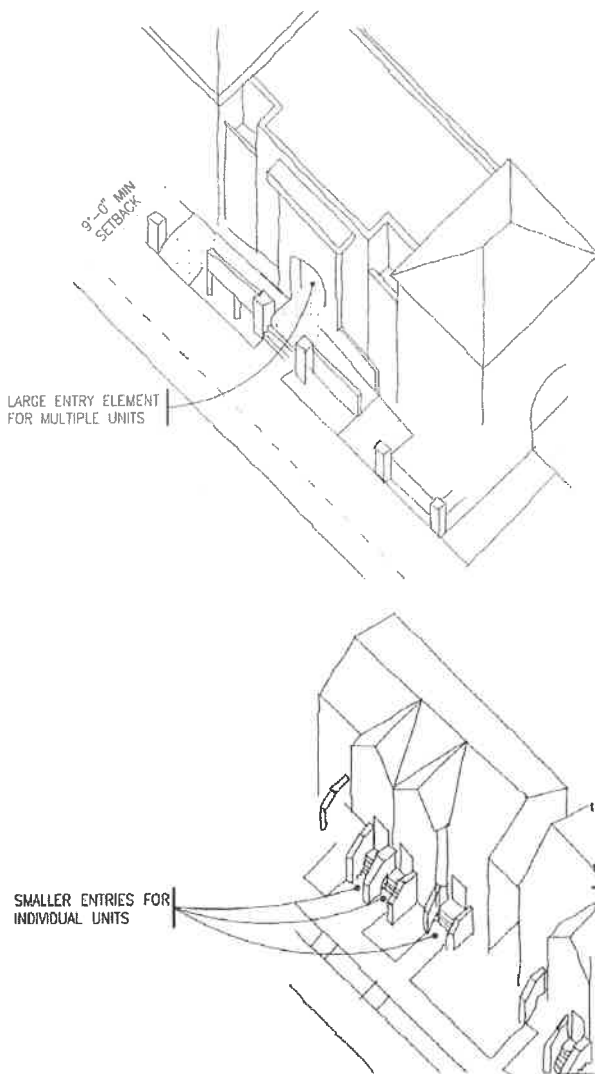
4. Materials

Materials reflecting those outlined in the Production Home Guidelines will be of very high quality. Use of rock and stone finish is strongly encouraged to blend with the natural setting.

Custom-home driveways, sidewalks, and parking area(s) should be constructed of unit pavers, integral color concrete, exposed aggregate, textured concrete, natural stone, or other "decorative" paving materials. Standard gray concrete or asphalt driveways are discouraged.

All proposed walls and fences constructed on individual homesites must be constructed of a material, finish, and color that complements the adjacent residence.

Exterior construction materials of foothills dwellings must be fire-resistant or non-combustible and siting of structures shall provide defensible space for protection from wildfire.



Village Center Residential/Multi-Family

Building Setbacks:

1. In the Village Center, all residential buildings have a front set back of 9' from the public right of way along street sides. Entry stoops, awnings, balconies and architectural embellishment may encroach into the required

ILLUSTRATION H: SETBACKS AND ENTRIES

setback only as approved by the Avimor Design Review Committee.

2. No minimum interior side setbacks are required.
3. End unit side setbacks of 5'-0" minimum are required.

Architectural Themes:

1. A diverse range of architectural themes is encouraged including those identified in the Production Home Guidelines. Also allowed is Mountain Contemporary. The Avimor Design Review Committee may approve other architectural themes.

Massing:

1. The public street elevation should foster an appearance of a residential neighborhood, with facade articulation reflecting the themes of nearby residential areas.
2. Individual units should have a presence on the street or entry drive and not be walled-off or inward oriented.
3. Units may be joined into a single building but should feature individual entries, porches and balconies. Entryways should include elements such as overhangs, awnings, columns, stoops to create a strong presence.
4. Where the side façade at the end of a building is oriented to a street, driveway or neighboring property, massing and design quality should be consistent with the front façade.
5. Low walls, landscaping and entry grade changes should be used to create privacy while maintaining a relationship to the street.
6. Garages may be attached, detached, underground or some combination of garage types. All garage structures must be consistent and compatible with the architecture and materials of the residence it serves. Garage are

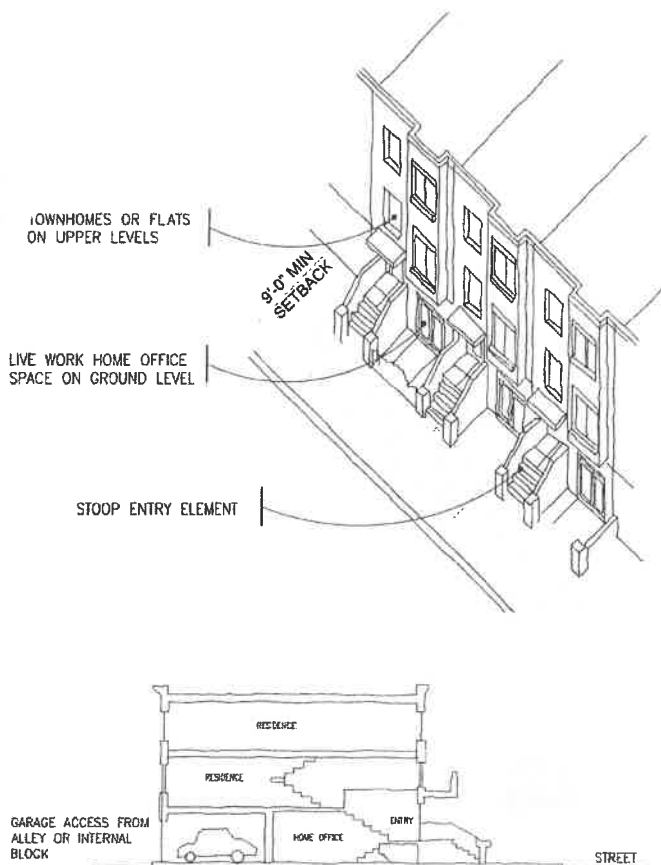


ILLUSTRATION - I: MASSING

to be access through alleys, internal block parking and shall not face the street.

7. Rooflines should correspond to the variation in building massing and articulation with bays, gables, and dormers. Parapets on flat roofs should be articulated with well-designed details. Roofs over corners and major entries should be more strongly articulated.
8. The facades of all multi-family buildings shall be varied by incorporating three or more of the following:
 - a. Balconies;
 - b. Bay or box windows;
 - c. Porches or varied entries;
 - d. Dormers;
 - e. Variations in materials and/or colors;
 - f. Variations in roof forms;
 - g. Variation in window sizes and shapes; or
 - h. Vertical elements that demarcate building modules.

Materials:

1. Materials reflecting those outlined in the Production Home Guidelines will be of very high quality.

Parking:

1. Parking and garage access should be located behind building and should be accessed from block interior or alleys whenever possible.
2. Tandem parking may be allowed for private residence use as approved by the Avimor Design Review Committee.

Screening Requirements:

1. Rooftop mechanical equipment must be screened to the height of the equipment exterior materials consistent with the residence.

2. Service areas for buildings will be located at the rear of the building whenever possible, including loading, recycling, garbage, meters, mechanical equipment, etc. Service areas are encouraged be screened from view to the height of the equipment with decorative walls compatible with the building façade if visible from the street as permitted by the utility companies (exceptions may be considered with written consent of the Design Review Committee).

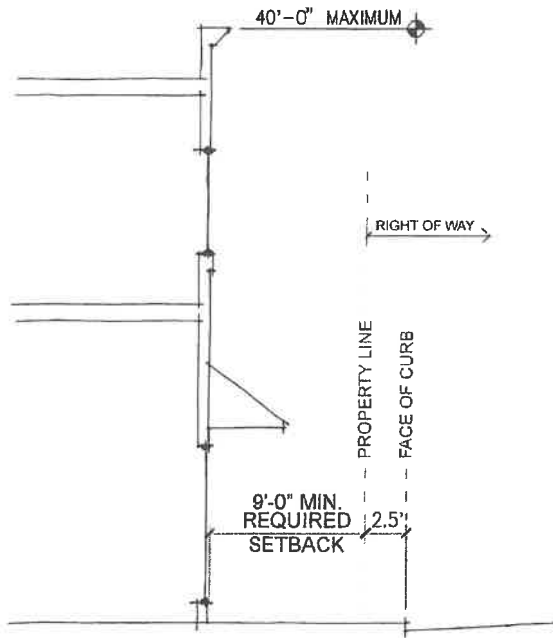


ILLUSTRATION - K: BUILDING SETBACK

Village Center Commercial Guidelines

These guidelines are intended to promote high-quality building design that actively considers the surrounding context in nonresidential and mixed-use areas; encourages visual variety in such areas; fosters a human scale and accessible and attractive street fronts; projects a positive image to encourage economic development in the Village Center; and protects property values of both the subject property and surrounding development. It is also the intent of this section to provide flexible standards that allow for creativity and innovation.

Building Setbacks

1. In the Village Center, all commercial or mixed use buildings have a minimum front set back of 9' from the public right of way (typically 2'-6" behind face of curb) along street sides (exceptions may be considered for buildings adjacent to public plazas).
2. Commercial and mixed use buildings shall have 50% of the first floor façade built to within 12" of the front setback (street facing).
3. No minimum interior side or rear setbacks are required.
4. Ground level commercial / mixed use building corners, on corner lots only, may be chamfered or rounded a distance of 15' maximum from the corner property line for corner entries (exceptions may be considered with written consent from the Avimor Design Review Committee).

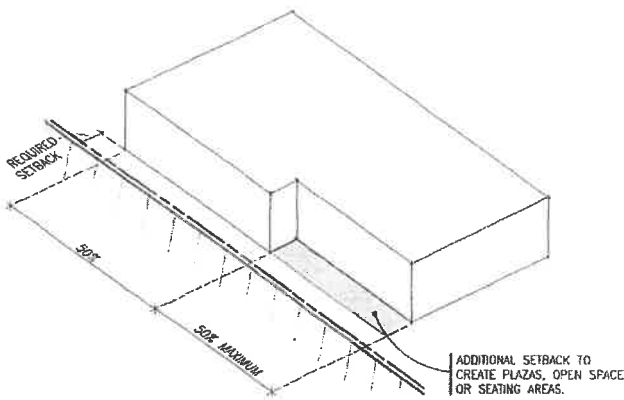


ILLUSTRATION L: BUILDING FRONTAGE

5. Sidewalks located within the 9' required setback shall be dedicated public access easements.

Building Height/Massing

1. New commercial development may have a maximum two stories in height (or 40 feet) as set forth in the Village Center District (VC).
2. Buildings should be encouraged to vary their height to create visual interest, but not so much to create proportional problems. Features such as a terracing parapet, multiple peaks, jogged ridge lines, dormers and gable ends are encouraged.
3. Balconies are encouraged on upper floors and over entry porches, which will provide an additional visual interest, protection from elements, and opportunities for social interaction, street life and added security. Balconies may encroach up to 6 into the building setback.
4. Commercial buildings, especially those located at the intersection of Avimor Drive and **N. Streams Edge Way Springland Way** should be distinguishable by special architectural features. Clock towers, turrets or similar special features/elements may be used to create special landmark features.
5. Facade articulation shall be achieved by incorporating two or more of the following detail elements every 50 feet in wall length on each building elevation:
 - a. Changes in color, texture, and/or material.
 - b. Projections, recesses, and reveals, expressing structural bays or other aspects of the architecture with a minimum change of plane of 12 inches.
 - c. Windows and primary entrances.

- d. Projections or breaks in the vertical rise of the building elevation.
6. The facades of all multi-family buildings shall be articulated by incorporating three or more of the following:
- a. Balconies;
 - b. Bay or box windows;
 - c. Porches or articulated entries;
 - d. Dormers;
 - e. Variations in materials and/or colors;
 - f. Variations in roof forms;
 - g. Variation in window sizes and shapes; or
 - h. Vertical elements that demarcate building modules.

Building Colors & Materials

1. A varied color palette shall be used. Earth tone color palettes are encouraged; however, the use of richer, more vibrant colors may be approved by the Avimor Design Review Committee.
2. Primary materials shall include: stucco, cementitious siding, brick, integral colored, sand blasted, honed and/or split faced CMU, and clear or lightly tinted glass.
3. Accent materials to include: natural and simulated stone veneer, rough cut wood beams, columns and accent bands, ceramic tile, and anodized aluminum and stainless steel fascia.
4. Primary and accent roof materials visible from street level shall include: concrete or clay tile and metal standing seam. Visible roofing to have low reflectivity.
5. Primary roof materials for low slope roofs screened by parapet walls shall include: PVC, TPO or other associated single-ply membrane roofing.
6. Building materials not permitted include: T-111 siding except in interior ceiling locations,

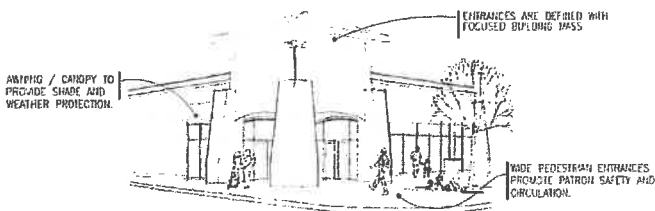


ILLUSTRATION M: BUILDING ENTRANCE

standard unfinished gray CMU, unfinished plywood or wood trim, vinyl siding, mirrored glass, highly reflective materials, asphalt roof shingles, or wood shingles on roofs due to fire risk (exceptions may be considered with written consent of the Avimor Design Review Committee).

Street Façade

1. The front elevations of new commercial or mixed-use buildings must contribute positively to the attractiveness of the streetscape and the Village Center through the combination of the building height, massing color and material guidelines as described within this document.
2. All retail space must be easily accessible to the general public.
3. The entrances to mixed-use buildings should be always oriented to and be highly visible from the street. Entrances for retail uses *must* be separated from residential entrances. Additional residential or service entrances connected to the rear parking may be provided from the rear or side of the buildings.
4. At the street level, windows should be sufficiently large to expose goods within shops and encourage a retail presence.
5. Retractable fabric awnings or permanent canopies for sun protection and the creation of protected sidewalk space are encouraged. Awnings or permanent canopies may encroach 5' into the building setback. Columns supporting canopies or awnings are not allowed in the building setback.

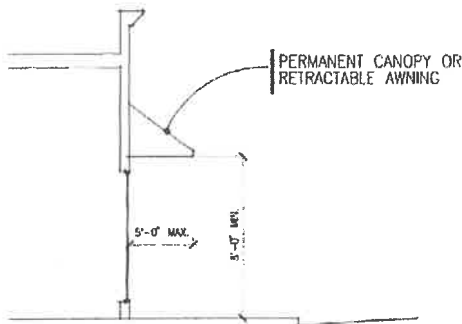


ILLUSTRATION N: AWNINGS

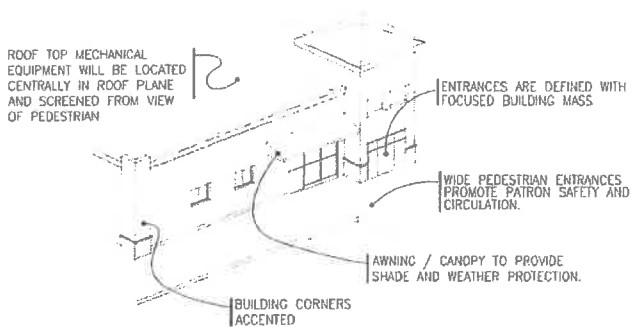


ILLUSTRATION O: BUILDING FAÇADE & SCREENING

Side and Rear Elevations

1. Although the front façades of commercial and mixed-use buildings are critical elevations, these buildings should also be designed to be seen from all sides.
2. Special care should be taken to continue a portion of the massing, materials and textures

applied to the front façade on all building elevations to achieve elevation continuity.

Screening Requirements

1. Rooftop mechanical equipment must be screened to the height of the equipment with allowable exterior materials.
2. Service areas for new buildings will be located at the rear including loading, recycling, garbage, meters, mechanical equipment, etc. Service areas will be screened from view to the height of the equipment with decorative walls compatible with the building façade if visible from the street (exceptions may be considered with written consent of the Avimor Design Review Committee).

Streetscape Design

1. The sidewalk in the Village Center is also designed to accommodate many of the streetscape elements that are found in the public right-of-way. These include street trees, landscaping, lights, street furniture, kiosks, etc.
2. Sidewalks within the Village Center along Avimor Drive and Streams Edge Way should be in the range of 10' -12' in width or greater to accommodate larger volumes of pedestrians, increased activity and pedestrian amenities such as street furniture and lights.
3. Pedestrian crossings should be constructed of a contrasting material including highly-contrasting color to provide high visibility for both motorists and pedestrians subject to ACHD approval.

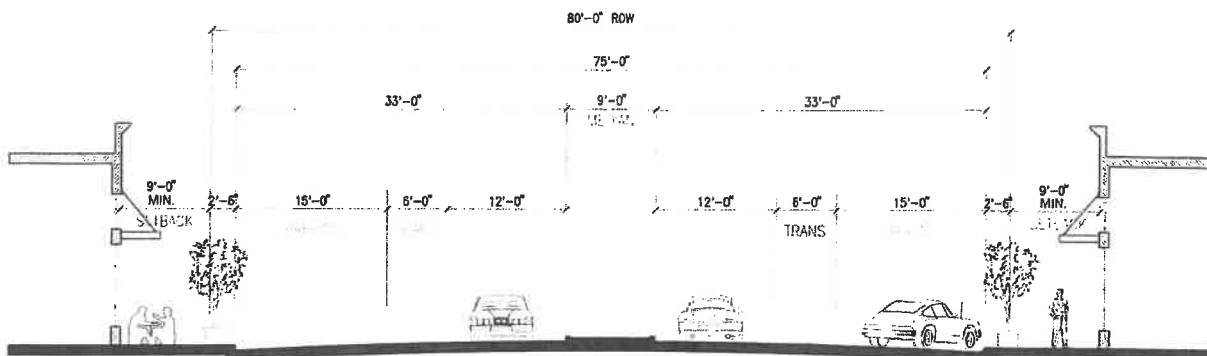


ILLUSTRATION P: AVIMOR DRIVE STREET SECTION

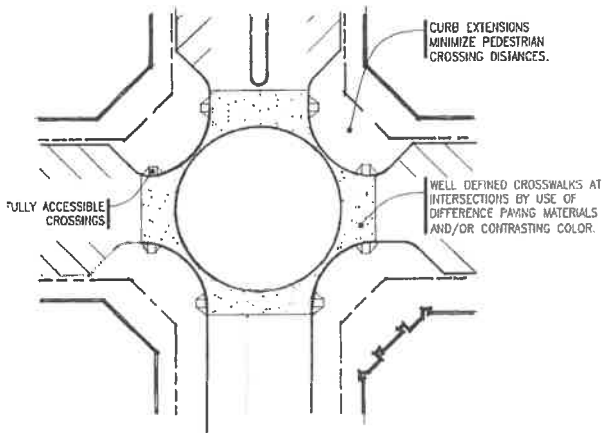


ILLUSTRATION Q: CURB EXTENSIONS

4. Curb extensions or bump outs should be provided at the four corners of the intersections of Avimor Drive and Streams Edge Way, and Avimor Drive and McLeod Way, as a means of reducing pedestrian travel distance across the intersection, providing additional sidewalk space, providing additional opportunities for streetscape treatments and to slow traffic.
5. Street furniture may be located at key nodes where pedestrians are intended to gather. This may be at the forecourt of a building or a pedestrian node on the sidewalk where space permits such as a bump out location, in public spaces for informal or spontaneous uses and programmed uses.

Public Plaza/Patios

1. The *Village Plaza* is a public square located adjacent to the community recreation center on Avimor Drive and will provide a key civic focus for the Village Center and provide an opportunity to accommodate a variety of landscape elements such as a water feature, public art or an architectural feature.
2. Secondary patios/plazas may also contain intimate sitting areas adjacent to retail or commercial buildings and sidewalks with views to and from the street. Opportunities to establish patios and plazas that are integral to site development throughout the village core should be encouraged.
3. Provide shielded down-lighting of the patio and plaza areas to promote safety.

- Public spaces will be encouraged to include other pedestrian amenities such as drinking fountains, bicycle racks, trash receptacles, etc. Grass areas, low walls and steps can be used as alternate forms of seating.

Off-street parking

- All off street parking lots spaces and drive aisles shall be paved. The paving shall be with impermeable materials such as a concrete or asphalt compound to standards prescribed by the geotechnical report or traffic engineer.
- Required parking areas serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots.
- Off-street parking shall be recognized as shared-parking for multiple uses. The only dedicated parking will be those required for residential uses when parking is not attached to the dwelling (exceptions may be considered with written consent of the Avimor Design Review Committee)
- No wall, post, guardrail, or other obstruction that would restrict vehicle door opening shall be permitted within five feet of the centerline of a parking space.
- All refuse and trash collection areas shall be delineated on the parking lot layout and design plan. Refuse and trash collection receptacles shall not be located in a manner that obstructs or interferes with any designated vehicular or pedestrian circulation routes within a parking lot.
- A portion of the total number of required off-street parking spaces in each off-street parking area shall be specifically designated, located, and reserved for the use by persons with physical disabilities. The number and design of accessible handicap parking spaces shall be in accord with the Americans with Disabilities Act.

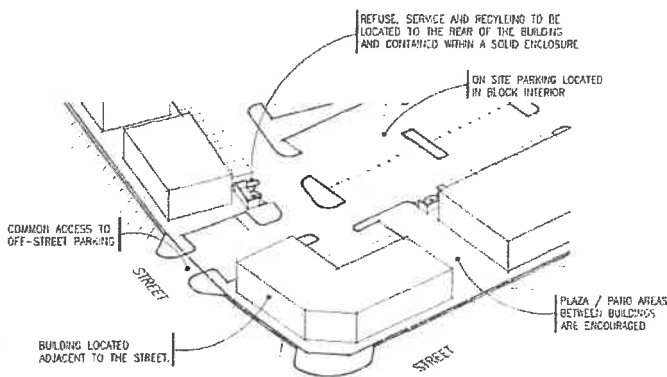


ILLUSTRATION R: OFF STREET PARKING

7. Automobile headlight illumination from parking areas should be screened from adjacent residential lots and the street.
8. Garages within the Village Center shall be accessed off alleyways or common parking lots only.

G. Landscape

General Guidelines

The built landscape of the Avimor Planned Community will embrace the surrounding natural landscape as the foundation for design. Preservation and integration of native vegetation and materials is critical to preserving a sense of place. It also provides an opportunity to enhance habitat, and to create a seamless transition to the more urban environments which bind the development together. This transition will occur in accordance with the following:

1. Preserve native vegetation and plants in all undisturbed areas.
2. Plant selection shall be consistent with the native vegetation, the natural environment, growing conditions, and shall be from an approved plant list appropriate to varied site locations and land uses.
3. Blend structures with the existing terrain through landscape design and selection of plant material.
4. Use plant materials to reduce building scale and mass to help integrate the structure into its surroundings.
5. Protect areas disturbed by construction from erosion by revegetation as soon as possible after completion of such activity as seasonal conditions allow.
6. Climate conditions and building orientation shall guide the type and location of trees and shrubbery.
7. Water conservation and sustainability shall guide plant location and groupings, and mulching shall be encouraged to preserve moisture in planting beds.

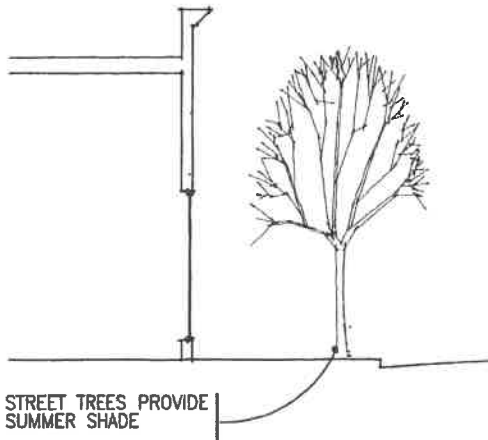


ILLUSTRATION S: STREET TREES

8. Village street planting shall include deciduous trees of a size and character to provide shading for pedestrians, roadways, and buildings during the summer, and conversely, to enable solar-gain during winter months.
9. Windbreaks and buffering of noise and light will be considered in the design and placement of trees and shrubbery.
10. Adhere to wildfire defensible-space standards for Foothills Residential interface areas.
11. Except for fire-defensible areas, undeveloped land and undisturbed lot areas shall not be irrigated or landscaped, other than for enhancement or restoration of drought-resistant plants and grasses.
12. Where appropriate, new landscaping should be less or non palatable to wildlife.

Plant Palette

The Avimor plant palette which follows as Table DG-1 provides a flexible framework for selection of native and xeric plants that will guide detailed landscape plans for specific land use districts within the community. The species list is a guide and will necessarily evolve over time and be subject to individual site considerations and plant availability. Additions to the list shall not require an amendment to these Standards and Guidelines.

Type and intensity of landscape treatment shall be applied on a continuum, with Village Land Use Districts employing xeric but not necessarily native plants in more traditional arrangements that transition to native, extremely low water use plants in the Foothills Districts. The latter shall be placed so as to blend with the indigenous landscape and preclude the appearance of an obvious edge between developed and existing areas. In all districts, the use of lawn as a general ground cover will be discouraged. Lawn use will be restricted to park areas designed for gathering, picnicking, open field play and limited private lot areas. Community service districts shall be landscaped so as to correspond with landscape treatment of the prevailing adjacent land use.

H. Fences & Walls

Fences and walls are useful in distinguishing and delineating spaces and property lines, and in providing security and safety. However, fences and walls should not block views of riparian corridors, and should not pose a danger, or be an impediment to movement of wildlife. Transitional slopes between improved lot areas should be maintained by vegetation and natural rock features; walls will be approved only where required or for structural integrity.

1. Fencing must adhere to an approved, consistent community theme and will be subject to approval by the Avimor Design Review Committee.
2. In foothills areas, only building envelopes may be fenced. Areas outside of building envelopes must be left open and unobstructed.
3. Residential areas in the Village Residential Zone may have perimeter fencing located on the lot line, or other location as required by the specific design and character of the dwelling.
4. Wrought iron fencing shall be 48" maximum height and must have a solid top rail as a protection for big game; spikes and pointed finials will be prohibited.
5. Fencing location and height must conform not only to Avimor guidelines but also to public safety requirements at intersections or along roadways.
6. Lot-line fencing in the front yards of alley loaded small lot residences will be limited to open picket, or to planting hedge and must not exceed 42" in height.
7. Site walls shall be of the same character, color and finish as the primary residence or structure, unless otherwise approved by the Avimor Design Review Committee.
8. Site walls, fences, berms or landscape may align with the building envelope but must never delineate the entire envelope.
9. The maximum uninterrupted height of any retaining wall shall be 6 feet 4-feet, measured

from grade to top of wall. Where grades require more than one wall, additional walls must be set apart a distance of one foot horizontally for each one foot of vertical of the second wall and the areas between walls must be landscaped. ~~The maximum height of a combination retaining wall and site wall is 6 feet.~~

I. Lighting

While lighting must provide for required safety and security, it must not pollute the dramatic night-time mountain and valley setting of Avimor. All lighting must conform to the Standards and Guidelines and must be approved by the Avimor Design Review Committee.

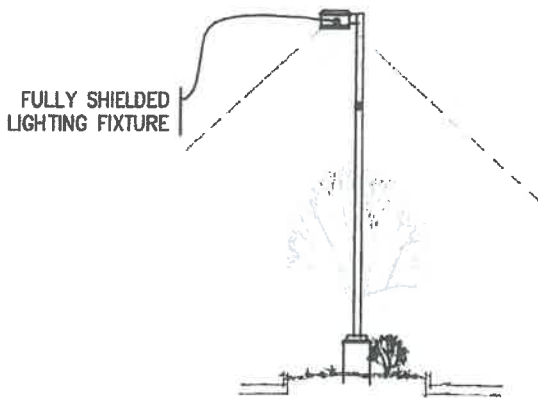


ILLUSTRATION T: SITE LIGHTING

1. Street lighting will be limited to intersections, along the village center main street, in public parking areas, and in specified public places. All such lighting shall be controlled to prevent spillage and glare.
2. Pedestrian areas, patios, sidewalks, and building entrances should be adequately lit to provide safety and security.
3. Lighting shall be limited to the building or residence area, and shall not glare or spill onto neighboring lots.
4. Recessed down-lights are encouraged at residence entries and patios. Surface-mounted light fixtures shall have shielded light sources with bulbs or tubes not directly visible. Wall or eave-mounted floodlights, including motion-sensor lighting, are prohibited.
5. Skylights are very useful in conserving energy, but they can provide objectionable light spillage and glare in the night sky. Skylights are allowed on Avimor residential units, but they must first undergo Design Review to ensure they are not unsightly and do not cause undue light spillage. ~~Skylights can provide objectionable light spillage and glare in the night sky. Shield interior lighting near skylights to minimize brightness. Skylights shall be screened from the view of adjacent properties. Skylights also~~

~~require Avimor Design Review Committee approval.~~

6. Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should compliment the theme of the surrounding area.
7. **Other than temporary holiday displays, blinking, flashing lights, and exposed neon lighting used to illuminate building façades or to outline buildings are prohibited.**
8. Parking lot lighting should be designed to have a minimal effect on surrounding properties and buildings. Lighting should be directed downward to minimize glare, and light intensity should be of satisfactory quality to ensure visibility, safety, and security.
9. Landscape lighting shall be low-voltage only and controlled with an electric clock or photo-cell device. Light sources must be shielded from view. Controller equipment must be located in a discreet location or screened from view from the street or adjacent property.
10. Business signage shall avoid glare or visual interference for vehicular and pedestrian safety.
11. Energy efficiency and low wattage, high life lighting is encouraged.
12. All lighting shall conform to the technical and installation requirements of Ada County Code.

J. Signage

Signage and informational graphics within Avimor will adhere to Community theme, size, style standards adopted by the Avimor Design Review Committee, and to the guidelines which follow.

General

1. All signs shall be architecturally integrated into their surroundings in terms of size, shape, color, texture and lighting.
2. Signs shall complement the overall design of the building and shall not visually compete with other signage.

3. Signs shall convey their message clearly and, if illuminated, shall not glare or impact surrounding property, or blind motorists or pedestrians.
4. Signs shall be proportionate to the dimensions of their location on a structure.
5. All signage shall conform to the technical and installation requirements of the building code, as applicable.
6. All signs, with the exception of individual real estate sales and political signs shall be approved by the Avimor Design Review Committee. No further approval shall be required from Ada County except for building permits, where applicable.

Standards

1. A signage plan shall be presented to the Avimor Design Review Committee for commercial, retail, office, service and community facilities. The signage plan shall identify location, size, materials and finishes and method of installation and shall be subject to the following:
 - a. Building-mounted signs shall be limited to 1 square foot for each linear foot of street frontage and 1/2 square foot for each linear foot on all other elevations where the sign is displayed.
 - b. Free standing signs shall be on ground-mounted monoliths with a maximum height of 8 feet and a maximum area of 48 square feet.
 - c. Illumination may be direct or indirect interior lighting, or by exterior illumination from a ground source.
 - d. Identification of individual businesses or tenants within a multi-occupant facility shall be limited to one sign per store front and size shall be as allowed in 1a above.

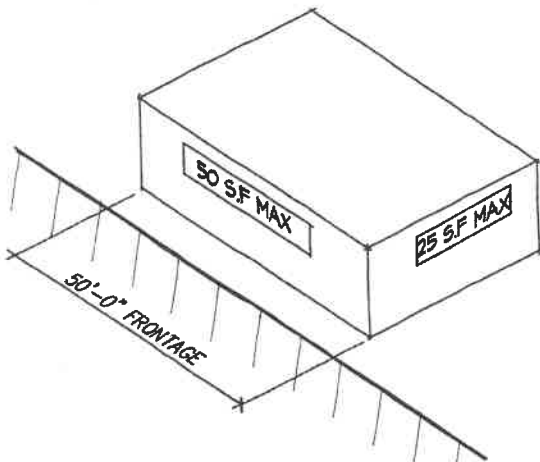


ILLUSTRATION U: BUILDING SIGNAGE

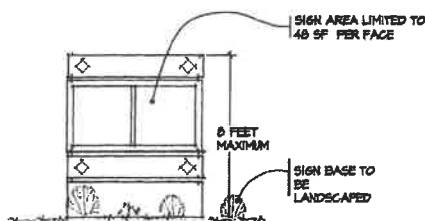


ILLUSTRATION V: MONUMENT SIGN

-
2. Project identification signage may include permanent entry features, phase and neighborhood signs, or temporary information, direction, construction, marketing and community event signs.
 - a. The Avimor Design Review Committee shall have the discretion to approve such signs, their size, construction and materials, and location as long as the general sign guidelines first noted are adhered to, and sign placement does not pose a hazard to vehicular or pedestrian safety.
 - b. Temporary signs must be maintained in "like-new" condition and shall be removed upon completion of the construction, marketing or community event activity.
 - c. Directional signage shall have a distinct and consistent character as determined by the Avimor Design Review Committee.
 - d. Pennants, flags or other attention-getting devices are allowed only for time-limited activities and by specific approval of the Avimor Design Review Committee.

 3. The Avimor Design Review Committee shall have the authority to enact, amend and enforce detailed sign standards without the requirement to amend the Avimor Specific Plan.

K. Wildlife

Through community standards and education, the potential for conflict between development and wildlife will be minimized.

1. Standards and Restrictions:
 - a. Feeding areas for domestic livestock and fowl will be in distinct, fenced enclosures that are off-limits to big game.

- b. Livestock feed will be stored in big game-proof sheds or enclosures.
 - c. Pet food and feeding dishes must be in secure areas or enclosures.
 - d. Trash containers must be secured and kept within a structure except for the day of trash collection.
 - e. Dogs will be confined to the home site except when on a leash and under the owner's control. Contractors will not bring dogs to the job site.
 - f. Bird feeders will be routinely cleaned to prevent the spread of disease.
2. Educational materials and community education programs will be provided at regular intervals, timed to seasonal concerns, in conjunction with the Department of Fish & Game and other resource agencies, as appropriate, as a continual reminder that:
- a. Wildlife must be observed from a safe distance.
 - b. Normal wildlife activity must not be disturbed, including the "saving" of baby animals.
 - c. Domestic pets—dogs and cats—are a threat to wildlife and birds and state law prohibits domestic animal harassment of wildlife.
 - d. Big game animals should not be fed under any circumstances—unless in cooperation with, and under the direction of the Idaho Department of Fish & Game.
 - e. Certain homeowner landscape plantings are wildlife attractors and may need special protection from wildlife. Non-palatable landscape is encouraged on the home sites.
 - f. Protection of wildland habitat from destruction and wildfire is essential and any burning must be approved by the

Eagle Fire District, and be monitored and controlled at all times.

- g. Fireworks for personal use are prohibited at all times and in all areas of the Avimor Planned Community. Open flame fire pits are prohibited, unless authorized and controlled by the Avimor Community Association, the primary entity responsible for administering the Residential Community at Avimor.
 - h. Pathways and trails may be closed during winter months to protect wildlife during its most vulnerable period.
3. Wildlife habitat mitigation shall be achieved in accordance with the Avimor Wildlife Mitigation Plan developed in conjunction with the Idaho Department of Fish and Game.
- a. A summary of mitigation actions shall be provided for each development phase as habitat impacts are identified.
 - b. Achievement of no-net-loss of habitat shall be cumulative over the entire project with the possibility that "credits" from earlier phases may be applied to the impacts of succeeding phases as long as there is no-net-loss of habitat.
 - c. Habitat mitigation progress shall be reported annually as an element of the Project Phase Monitoring Summary to be submitted to Ada County on or before March 1st for the preceding year.




Specific Plan

14. Phasing Plan

- Table 5 – Unit Phasing
- Figure 24 – Conceptual Phasing Plan
- Table 6 – Phasing and Infrastructure Schedule
- Figure 25 – Conceptual Development Plan

Conceptual Phasing & Planning Area Plan

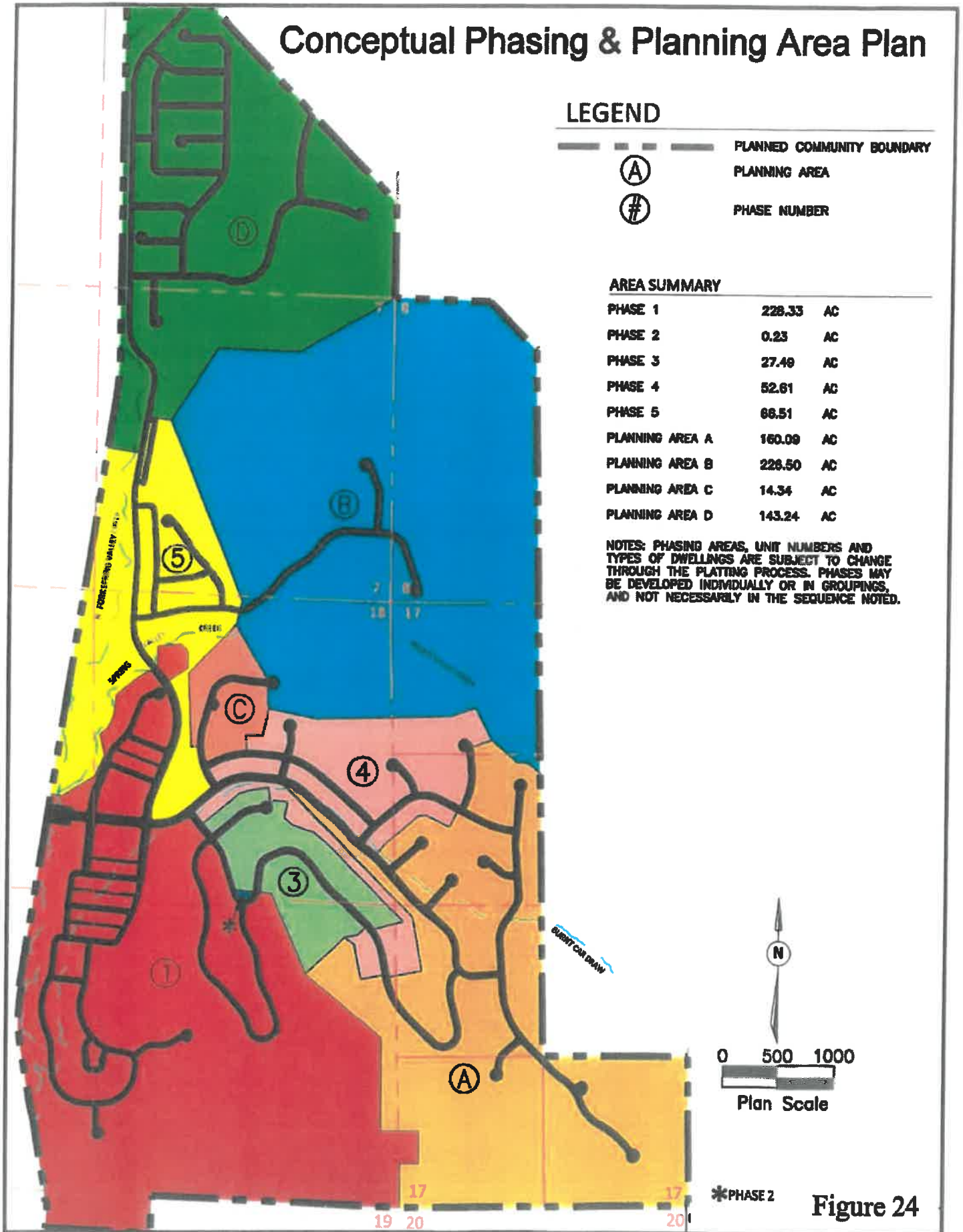
LEGEND

-  PLANNED COMMUNITY BOUNDARY
-  PLANNING AREA
-  PHASE NUMBER

AREA SUMMARY

PHASE 1	228.33	AC
PHASE 2	0.23	AC
PHASE 3	27.49	AC
PHASE 4	52.61	AC
PHASE 5	68.51	AC
PLANNING AREA A	160.09	AC
PLANNING AREA B	226.50	AC
PLANNING AREA C	14.34	AC
PLANNING AREA D	143.24	AC

NOTES: PHASING AREAS, UNIT NUMBERS AND TYPES OF DWELLINGS ARE SUBJECT TO CHANGE THROUGH THE PLATTING PROCESS. PHASES MAY BE DEVELOPED INDIVIDUALLY OR IN GROUPINGS, AND NOT NECESSARILY IN THE SEQUENCE NOTED.



*PHASE 2

Figure 24

14. PHASING PLAN

The Avimor Planned Community will be developed in phases as depicted in Figure 24. The first phase will include the "heart" of the community – the Mixed-Use Village Center and approximately 255-220 single family dwellings on lots ranging from 4,950 square feet to more than an acre. Subsequent phases, in the Village Residential and Foothills Residential zones, will respond to market demands and may deviate from the conceptual unit phasing projections which follow.

Table 5 – Unit Phasing

Phase	Lot Sizes / Unit Types					
	Multi-Family*	45'	60'	75'	ESTATE	TOTAL
1	--	73-77	83-89	84-43	45-11	255-220
2	--	22--	26--	45--	44--	77-0
3	--	58--	54-12	33-5	43-26	455-43
4	60--	--	--50	--21	30-12	90-83
5	--	--	--58	--18	54--	54-76
6 A	--	--	--4	--45	13-82	43-131
7 B	--	--	--	--	22-20	22-20
8 C	--	--	--	--3	24-7	24-10
D	60	58	71	34	33	256
TOTALS	60	453	460	432	179	684
		135	284	169	191	839

*May be townhomes, lofts, live/work units, apartments or condos.

Note: Proposed phasing, lot size and dwelling unit counts are subject to revision at submittal of preliminary plats. Phases may be developed individually, or in combined groupings, and not necessarily in the sequence noted. The total number of dwelling units may vary (increase or decrease) by ten percent (10%) and still be compliant with the approved Specific Plan.

Utility System capability will factor into phasing decisions, particularly water storage facilities and pressure zones. Phasing projections made at this conceptual stage will, therefore, be subject to modification with detailed infrastructure design submitted at the platting stage.

Phase Sequencing

As illustrated by the "Conceptual Phasing Plan," the project will commence in the low-lying fields at the south end of Spring Valley, along Highway 55. The principal reasons are that the Village Center, the "heart" of the community, is to be established at the outset of the project and the location of the waste water treatment plant, immediately south of Phase 1. From this initial area, the project will extend northerly, parallel to the highway, and easterly into the low valleys and minor ridges and knolls by extension of utilities and roadways. Table 6, on the following page, details the land uses, area and infrastructure associated with each phase.

Table 6 – Phasing and Infrastructure Schedule [Refer to Figures 23A and 24]

Phase	Uses	Begin/End (1)	Area	Population	Infrastructure/Services Completed
1	255 SF Units Mixed-Use Village Center (2)	2006/2008 2006/2015	210	727	-- Signalized Highway 55 intersection -- Backbone utilities (water, sewer, electric power, natural gas, and communications) and street system -- Interim two-bay fire facility -- Recreation/community center (Building A) and office/ retail Building B -- 12,000 feet of pathways and trails with trailheads, including a connection to Dry Creek Valley via Broken Horn Road -- 4.5 acres of improved open space
2	77 SF Units	2007/2009	81	220	-- Extension of utilities and streets -- Office/retail/commercial, continued -- Un-signalized Highway 55 intersection (north access) -- 6,500 feet of pathways & trails with trailheads
3	155 SF Units	2008/2010	91	442	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- 10,700 feet of pathways & trails with trailheads -- 3.55 acres of improved open space
4	30 SF Units 60 MF Units	2009/2011	39	257	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- 2,000 feet of pathways & trails with trailheads -- 4.6 acres of improved open space
5	51 SF Units	2010/2012	114	146	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- Public school constructed -- 7,300 feet pathways & trails with trailheads
6	13 SF Units	2010/2012	66	37	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- 7.35 acres of improved open space (includes school fields)
7	22 SF Units	2011/2012	59	63	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- 4,100 feet of pathways & trails with trailheads
8	21 SF Units	2011/2012	170	60	-- Utility extensions from backbone system -- Office/retail/commercial, continued -- 9,550 feet of pathways & trails with trailhead
Totals	684 Units	2006/2012	830	1,952	*52,150 LF pathways & trails; 20 ac. improved O.S.

(1) The "Begin" date is subject to market conditions. "End" date assumes development activity is completed the first year, with final unit sales in the latter.

(2) Mixed-Use Village Center streets and utilities will be fully improved in Phase 1, but the Center will develop over time, in response to market demands [See discussion in Specific Plan Section B - 5: Intensity/Density of Proposed Land Uses].

* Lin. feet of pathways & trails and improved open space are approximate and subject to change at subdivision platting.

Table 6 – Phasing and Infrastructure Schedule [Refer to Figures 23A and 24]

Phase	Uses	Begin/End (1)	Area/ac.	Population	Infrastructure/Services Completed
1	220 SF Units Mixed-Use Village Center (2)	2008/2016	228.25	627	<ul style="list-style-type: none"> – Backbone utilities (water, sewer, electric power, natural gas, and communications) and street system – Recreation/community center (Building A) – 12,000 feet of pathways and trails with trailheads, including a connection to Dry Creek Valley via Broken Horn Road (3) – 4.5 acres of improved open space (3)
2	0 SF Units	2011/2012	.25	0	<ul style="list-style-type: none"> – 6,500 feet of pathways & trails with trailheads
3	43 SF Units	2012/2016	27.5	123	<ul style="list-style-type: none"> – Utility extensions from backbone system – 10,700 feet of pathways & trails with trailheads – 3.55 acres of improved open space
4	83 SF Units	2015/2019	52.5	237	<ul style="list-style-type: none"> – Utility extensions from backbone system – 4.6 acres of improved open space – 2,000 feet of pathways & trails with trailheads
5	76 SF Units	2016/2020	66.5	217	<ul style="list-style-type: none"> – Utility extensions from backbone system – Office/retail/commercial, continued – Public School Constructed (4) – 7,300 feet pathways & trails with trailheads – 7.35 acres of improved Open Space (includes school fields)
Planning Area "A" (5)	131 SF Units	2017/2021	160	373	<ul style="list-style-type: none"> – Utility extensions from backbone system – Office/retail/commercial, continued
Planning Area "B"	20 SF Units	2018/2022	226.5	57	<ul style="list-style-type: none"> – Utility extensions from backbone system – Office/retail/commercial, continued – 4,100 feet of pathways & trails with trailheads
Planning Area "C"	10 SF	2019/2023	14.25	29	<ul style="list-style-type: none"> – Utility extensions from backbone system – Office/retail/commercial, continued
Planning Area "D"	196 SF 60 MF	2020/2024	143.25	730	<ul style="list-style-type: none"> – Signalized Highway 55 Intersection (6) – Utility extensions from backbone system – Office/retail/commercial, continued – 9,550 feet of pathways & trails with trailheads
Totals	839 Units	2008/2024	919	2393	*52,150 LF pathways & trails; 20 ac. Improved O.S.

- (1) The "Begin" date is subject to market conditions. "End" date assumes development activity is completed the first year, with final unit sales in later years.
- (2) Mixed-Use Village Center streets and utilities will be fully improved in Phase 1, but the Center will develop over time in response to market demands [See discussion in Specific Plan Section B – 5 : Intensity/Density of Proposed Land Uses].
- (3) Linear feet of pathways & trails and acreage of improved open space are approximate and subject to change at subdivision platting.
- (4) Timing of School Construction is at the sole discretion of the West Ada School District.
- (5) "Planning Areas" may be partially developed in a given year or developed in tandem with another Planning Area depending upon market conditions. Planning Area development may not occur in the sequence noted above.
- (6) Avimor has agreed to a traffic signal at Hwy 55 when ITD deems a signal necessary.

First Phase Schedule

Site grading is planned to commence in the fall of 2005, with the installation of principal underground utilities (sewer, water, storm drainage) to follow during the winter/spring months of 2006. Construction sequencing within the first development phase will enable completion of joint trench utilities, roadways and a residential model complex by fall 2006. Home sales will commence at that point with the first residents moving into the community late that year or early 2007.

Utility construction will involve a dual-track program for electric power, natural gas, telephone and cable. In each case, extension of off-site "transmission" facilities to Avimor will coincide with construction of the on-site "distribution" system. Utility routing has been determined, costs projected, easements, where required, are in the process of being secured, and agreements are being prepared.

Similarly, while the on-site roadway system is being constructed, the project's primary access will be constructed at a new Highway 55 intersection. Permitting for that has been initiated with the Idaho Transportation Department. Until intersection completion in the summer of 2006, site access will be from existing agriculture entrances and bridges along the highway.

Public Services Phasing

Phasing of the essential public services noted in **Table 6** will coincide with project site development. Specifically:

- Backbone water and wastewater systems, and drainage facilities will be constructed at the outset. The only future phasing requirements will be in added capacity and line extensions.
- The interim 2-bay fire facility will be constructed in the first development phase.
- The office space for the Ada County Sheriff's Department will be provided in the first commercial building constructed in the Village Center, either temporarily in the Community Center (Building A) or in SunCor's office/retail structure, Building B.
- The elementary school will be constructed at a time to be determined by the school district which is expected to be within 3 to 5 years (shown in 2010 in **Table 6**) after project commencement. If the charter school option is pursued, construction could occur much earlier.

The first construction phase of Avimor will provide all of the elements of a completed "community" including:

- Utility systems with capacity for future phases and project build out;
- A fully improved mixed-use Village Center site with the potential for up to 75,000 square feet of office, retail, commercial, and optional residential uses;
- An 11,900 square foot community/recreation center as the neighborhood activity and Avimor Residential Community Association operations focus;
- Emergency services facilities, i.e., a two-bay interim fire station and operations space for the Ada County Sheriff;
- 14,825 feet (2.8 miles) of pathways and trails and a trail connection to the historic Broken Horn Road at the south boundary of the project;
- 4.5 acres of "improved" open space in the form of six (6) park/tot lots and village green;
A diverse residential neighborhood of 255 dwellings in four (4) single family detached price points.

From that beginning, **Table 6** illustrates how succeeding phases will add to the "stand alone" community created in Phase One. Those phased additions will: Extend utilities and streets; add to the trail system and offer new connections to public lands and offsite trails; increase recreational facilities and improve open space accessibility; continue the growth of services and commercial offerings; add an essential community component through the construction of a school, and offer even more diverse residential choices.

In sum, Avimor will be a "community" at the completion of Phase One. Succeeding phases will mirror the generational growth characteristics of any community as infrastructure expands, services and recreational opportunities increase, and the community grows with addition of each new resident.

Project Phase Monitoring

Annually, on or before March 1st, SunCor will provide a summary of the prior year's development activity to Ada County Development Services. The report will include the following:

- Number of units platted; cumulative total.
- Number of units sold; cumulative total.
- Number of new residents; cumulative total.
- Office/retail/commercial space improved and occupied; types of businesses and services; cumulative total.
- Public facilities completed, including: Improved open space, parks, playfields, pathways and trails; cumulative area/linear foot totals.

Approval of the Avimor Planned Community Specific Plan will "entitle" the development of 684 dwelling units (+/- 10%) on 830 acres east of Highway 55, within Ada County. Significant interest has been expressed by public officials for "future" development at Spring Valley Ranch, beyond the subject planned community project.

Prior to entering into the development agreement with the McLeod family, SunCor conducted general studies of the ranch to determine which areas had development potential, focusing primarily on topography and access. The central area of the ranch, the "Core", was given greater scrutiny and the planned community area was identified. Assessment of utility services for the planned community, along with access potential for both sides of Highway 55, led to a broader look at the potential of the "Core" area.

Also, at the outset of planning for Avimor, SunCor acknowledged several important factors-

- Because the Treasure Valley is unfamiliar with master planned communities, it would be prudent to initially propose a community of a manageable size, yet planned with infrastructure capable of logical extensions to additional community development.
- While SunCor is an experienced community developer, but unknown in the local market, building a smaller community phase would provide the community with a model.--, a demonstration project. This approach has received community acceptance at other company operations and led to broader planning approvals.
- The limited capability of adjacent counties necessitated a proposal entirely within Ada County.
- The existing capacity of Highway 55 through the property would determine the initial community size.

With these factors in mind, SunCor has proposed the initial logical planning unit of 830 acres, defined by Highway 55, the Ada County/Boise County line and the steep topography east and south of the site. As stated above, the proposed Specific Plan area allows SunCor to create a new community of adequate size to allow for significant product diversity, appropriate recreational opportunities for the scale of the community, and that also benefits the region, and adequate services and institutional uses to meet many of the needs of the future residents and people employed on the site. The Avimor Community could stand on its own regardless of future development in the "core" area.

Major infrastructure is planned not only to service this Specific Plan area, but can be expanded to serve future specific plan phases. While SunCor has not undertaken detailed planning studies for future specific plan areas north of the current proposal or west of Highway 55, the planned facilities for water,

Future Development

Approval of the Avimor Planned Community Specific Plan will "entitle" the development of 684 839 dwelling units (+/- 10%) on 830 919 acres east of Highway 55, within Ada County. Significant interest has been expressed by public officials for "future" development at Spring Valley Ranch, beyond the subject planned community project.

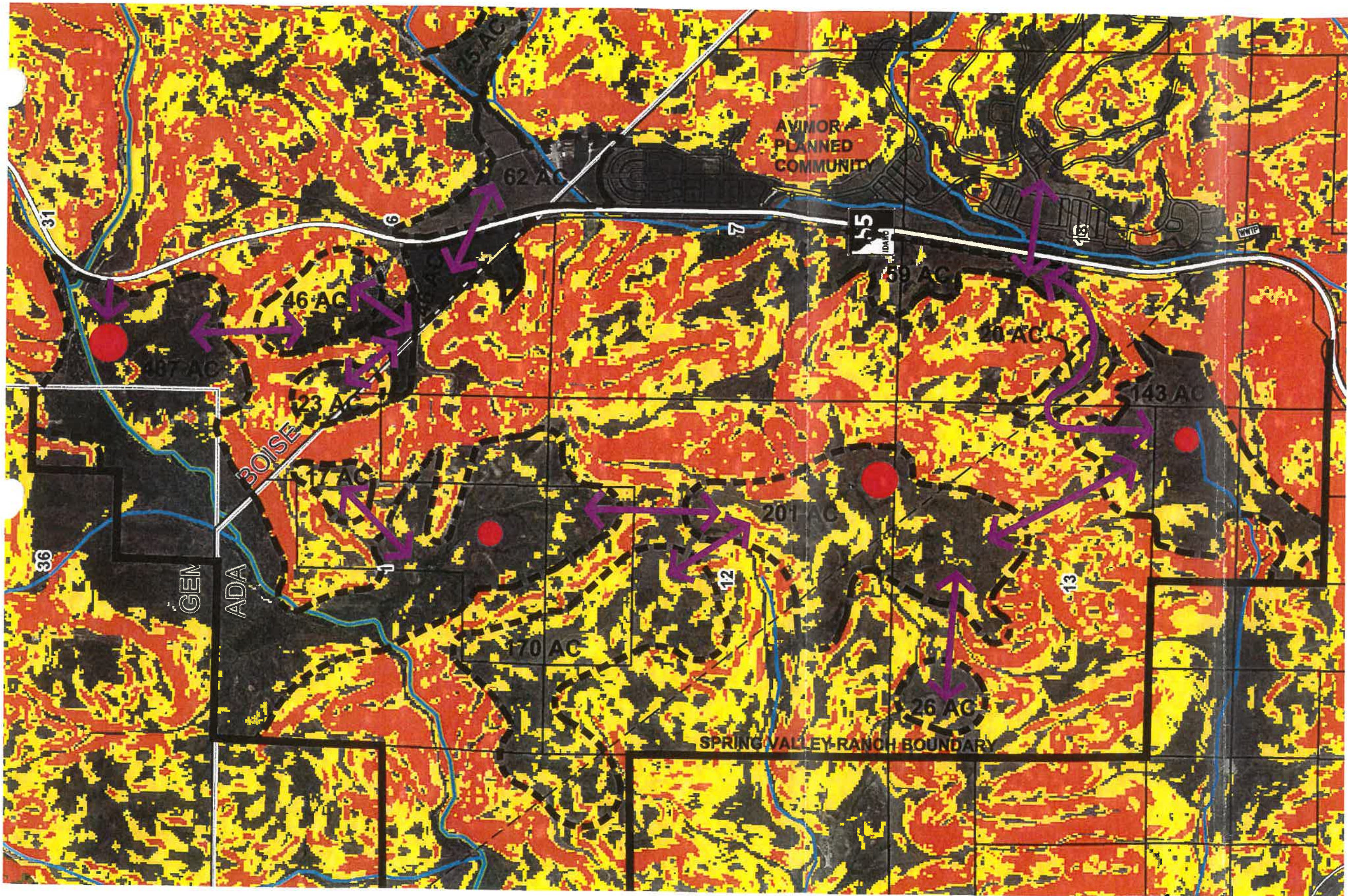
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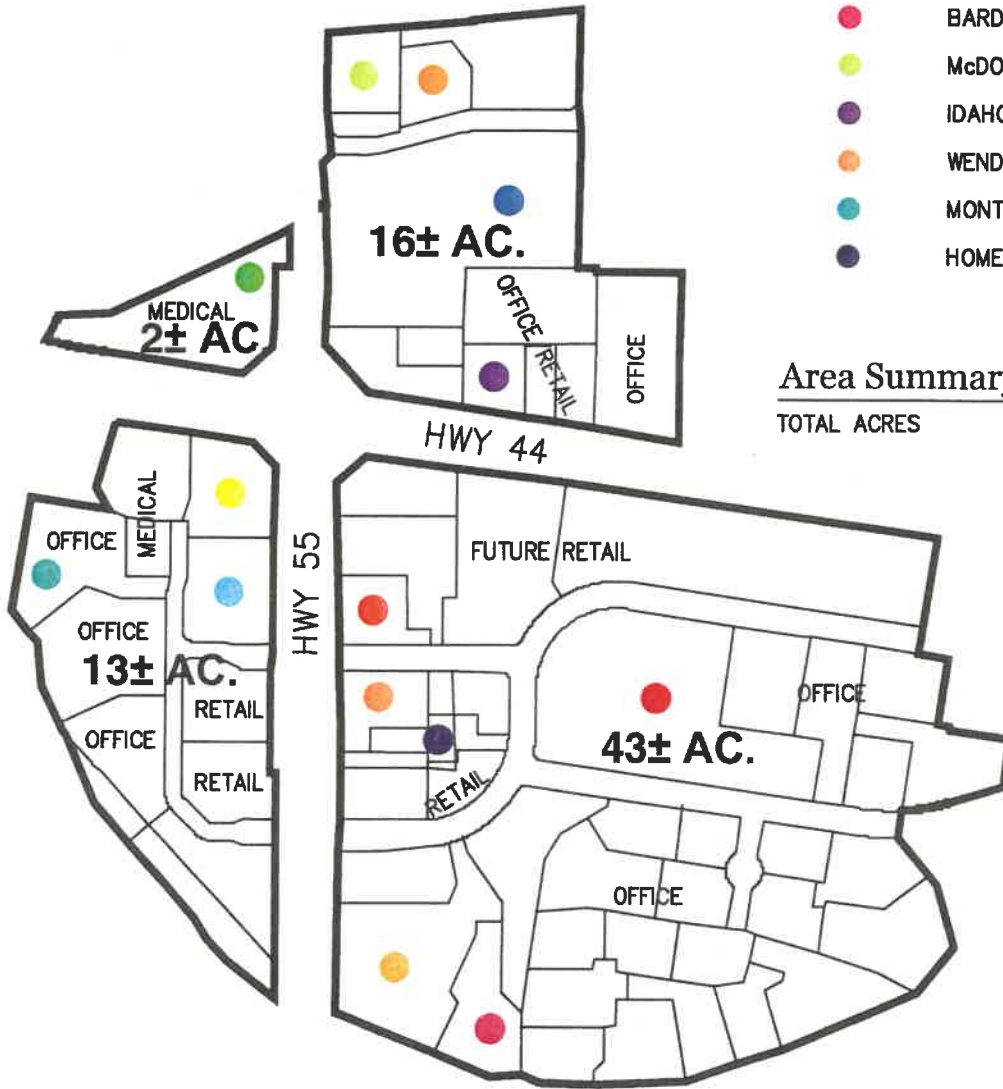


- Legend**
- ■ ■ POTENTIAL FUTURE DEVELOPMENT AREAS
 - 1325± TOTAL ACRES (EXCLUDING NAOS)
 - - - EXISTING POWERLINE
 - PROPOSED VILLAGE CENTERS
 - 15% - 25% SLOPE
 - 25% + SLOPE



Legend

- WELLS FARGO BANK
- ALBERTSONS CENTER
- ZAMZOWS
- WASHINGTON MUTUAL BANK
- CHEVRON
- WESTMARK CREDIT UNION
- ST. ALPHONSUS REGIONAL MEICAL CENTER
- HILTON GARDEN INN
- BARDENAY
- McDONALDS
- IDAHO BANKING COMPANY
- WENDY'S
- MONTESSORI
- HOME FEDERAL BANK



Area Summary

TOTAL ACRES 74±

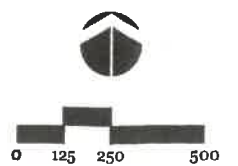


Figure 26

center for Eagle. The commercial uses also benefit from strong visibility from very high traffic volumes of approximately 35,000 cars per day on both highways. As can be seen, the future Avimor town center land is adequately sized for whatever scale of community would be planned in the future.

At this point, and with this application, SunCor seeks approval only of an 830-acre, 684 (+/- 10%) unit Planned Community.

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At this point, and with this application, SunCor seeks approval only of a 830 919 acre, 684 839 (+/- 10%) unit Planned Community.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

SUB-ELEMENT B1, VISION STATEMENT

Vision



The primary vision of Cartwright Ranch is to continue the Hidden Springs Community in the tradition of small towns spread throughout Idaho. Cartwright Ranch will maintain the traditional character of the Dry Creek area while allowing for small town, mixed-use development. Development of the Cartwright Ranch community is intended to provide residents with a clear sense of place. Playing fields and recreation facilities will be located throughout the site. The project will include 448 acres of natural open space and 24 acres of developed open space. The Cartwright Ranch Town Center encompassing 24 acres or 3.5 percent of development will include at least 20,000 square feet of commercial uses, which are expected to include the Community Center (with a pool, meeting hall and post office); professional offices; service-oriented business; and possibly some food service.

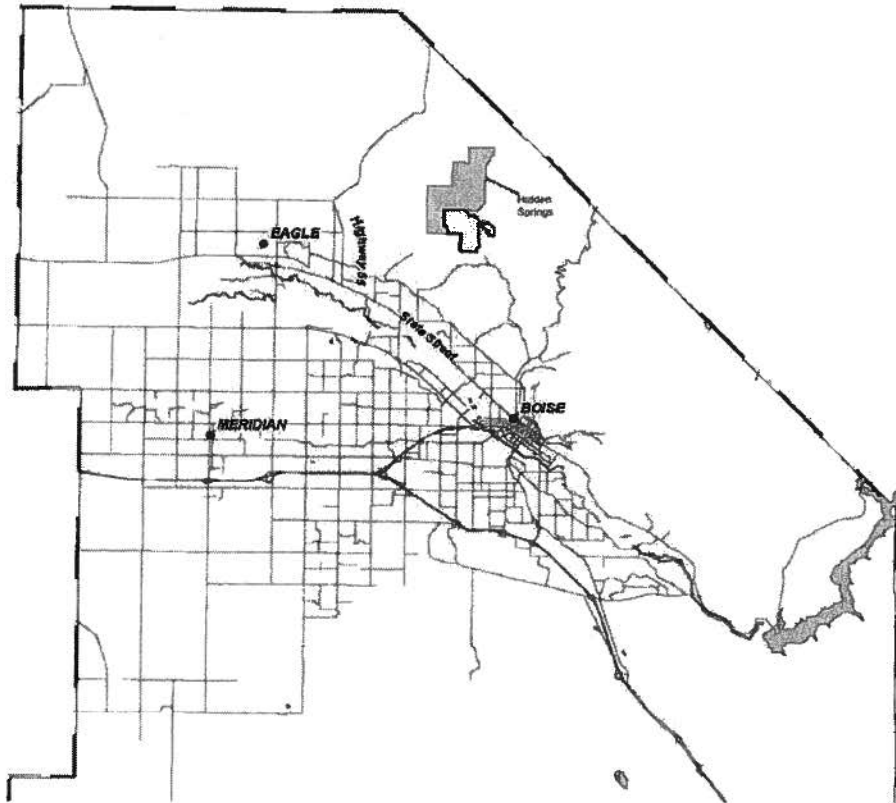
Cartwright Ranch seeks to be compatible with its environment and surrounding natural resources through sensitive design (see Sub-Element F9, pp. 2, 4, 6, 10-17), careful control of construction methods (see Sub-Elements F1, p. 1, F8, pp. 2-3, F9, pp. 2, 6, 10-11), benign operation and maintenance of the planned community, enhancement of wildlife habitat (see Sub-Element F8), and the behavior of its residents (see Sub-Element F8, pp. 2-3, F9, p. 2) along with conservation of significant areas of open space (see Sub-Element F9, p. 11). Cartwright Ranch will preserve the most important natural features of Cartwright Ranch including hillsides, wildlife corridors and habitat, waterways and wetlands, and native and naturalized communities of vegetation.

Perhaps most importantly, Cartwright Ranch has been conceived as an integrated planned community with a rural character and with requisite maintenance and operating entities plus established development standards and design guidelines. When people make the choice to live in Cartwright Ranch, it will be with a vision of what the community and its surroundings will be like both now and in the future.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Legend

 Ada County Boundary  Planned Community



 SPATIAL
DYNAMICS

Vicinity Map



Fig. B1

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

SUB-ELEMENT B2, GOALS, OBJECTIVES AND POLICIES

COMPREHENSIVE PLAN REQUIREMENT	PLANNED COMMUNITY GOAL	PLANNED COMMUNITY OBJECTIVES & POLICIES
Private Property Rights	Goal CR 1.1	Objectives CR 1.1 & CR 1.2 Policies CR 1.1-1 and CR 1.2-1
Population	Goal CR 2.1	Objective CR 2.1 Policy CR 2.1-1
School Facilities and Transportation	Goal CR 3.1	Objective CR 3.1 Policies CR 3.1-1 & CR 3.1-2
Economic Development	Goal CR 4.1	Objective CR 4.1 Policy CR 4.1-1
Land Use	Goal CR 5.1	Objectives CR 5.1 through CR 5.6 Objectives CR 5.1-1 through CR 5.6-2
Natural Resources	Goal CR 6.1	Objectives CR 6.1 & CR 6.2 Objectives CR 6.1-1 through CR 6.2-2
Hazardous Areas	Goal CR 7.1	Objective CR 7.1 Policies CR 7.1-1 & CR 7.1-2
Public Services	Goal CR 8.1	Objectives CR 8.1 through CR 8.3 Policies CR 8.1-1 through CR 8.2-1
Transportation	Goal CR 9.1	Objectives CR 9.1 & 9.2 Policies CR 9.1-1 through CR 9.2-2
Recreation	Goal CR 10.1	Objective CR 10.1 Policies CR 10.1-1 & CR 10.1-2
Special Areas or Sites	Not Applicable	Not Applicable
Housing	Goal CR 11.1	Objective CR 11.1 Policies CR 11.1-1 & CR 11.1-2
Community Design and Implementation	Goal CR 12.1	Objectives CR 12-1 through CR 12.3 Policies CR 12.1-1 through CR 12.3-1
Industrial Development	Not Applicable	Not Applicable
Air and Water Quality	Goal CR 6.1	Objective CR 6.1 Policies CR 6.1-1 & CR 6.1-2
Irrigation Delivery System	Goals CR 8.1 & CR 8.2	Objectives CR 8.1 & CR 8.2 Policies CR 8.1-1, CR 8.1-2 & CR 8.2-1
Residential Development	Goal CR 5.1	Objectives CR 5.1, CR 5.3 & CR

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

		5.4 Policies CR 5.1-1, CR 5.1-2, CR 5.3-1 through CR 5.3-3 & CR 5.4-1
Commercial Development	Goal CR 5.1	Objective CR 5.2 Policies CR 5.2 through CR 5.2-3

Definitions for Cartwright Ranch Goals, Objectives and Policies

Ada County Comprehensive Plan. The adopted comprehensive plan for Ada County.

Cartwright Ranch Comprehensive Plan. The adopted comprehensive plan for Cartwright Ranch, which is incorporated into the Ada County Comprehensive Plan as Section _____.

Cartwright Ranch Development Plan. The approved development plan for Cartwright Ranch, which is attached hereto as Element F, Cartwright Ranch Development Plan.

Cartwright Ranch Land Use Map. The adopted land use map for Cartwright Ranch, which is attached hereto as Figures _____.

Cartwright Ranch Zoning Ordinance. The adopted zoning ordinance for Cartwright Ranch, which is codified as Ada County Code, Title 8, Article 21__.

Design Guidelines. The approved design guidelines for Cartwright Ranch, which are set forth as Element F9 in the Cartwright Ranch Development Plan.

Design Review Committee. As defined in Ada County Code, Section 8-21__ - __ [DRAFTING NOTE: in the Cartwright Ranch Zoning Ordinance].

Private Property Rights

Goal CR 1.1: Protect private property rights.

Objective CR 1.1: Development approvals within Cartwright Ranch shall protect private property rights.

Policy CR 1.1-1: Land use ordinances, policies, fees and decisions, including land use restrictions and/or conditions of approval, as applied to Cartwright Ranch, shall not violate private property rights, as prescribed under the declarations of purpose in Chapter 80, Title 67, Idaho Code.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Objective CR 1.2: Property owners within Cartwright Ranch will use their property wisely, maintain it in good condition, and preserve it for future generations.

Policy CR 1.2-3: Property owners within Cartwright Ranch acknowledge and expect that Ada County and the homeowners association for Cartwright Ranch will preserve private property rights and values by enforcing regulations to ensure that neighboring land uses are compatible and harmonious.

Population

Goal CR 2.1: Residential development will be permitted in Cartwright Ranch to an expected population at build-out of approximately 1600 people.

Objective CR 2.1: Permit development consistent with a projected population of 1,600 people.

Policy CR 2.1-1: Permit development of up to 625 residential units, unless modified by the Board of County Commissioners.

School Facilities and Transportation

Goal CR 3.1: Provide for primary and secondary public education for Cartwright Ranch residents.

Objective 3.1: Arrange for the availability of on-site and/or off-site primary and secondary education opportunities.

Policy CR 3.1-1: Permit Cartwright Ranch residents to send their children to the existing public school at Hidden Springs, pursuant to policies providing preference to Cartwright Ranch residents along with other residents of the Dry Creek valley.

Policy CR 3.1-2: For children not attending the school at Hidden Springs, the Boise School District will provide transportation to other schools as needed.

Economic Development

Goal CR 4.1: Develop Cartwright Ranch as a quality planned community that will be a long-term economic asset to the Treasure Valley.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Objective CR 4.1: Ensure that development in Cartwright Ranch is consistent with the approved plans.

Policy CR 4.1-1: Develop each plat within Cartwright Ranch in accordance with the Cartwright Ranch Land Use Map.

Land Use

Goal CR 5.1: Develop Cartwright Ranch as a quality mixed-use planned community that will provide a high quality of life for Cartwright Ranch residents and will protect the quality of life of the surrounding community.

Objective CR 5.1: Cartwright Ranch will include a mix of housing types and densities to provide for a strong and diverse community.

Policy CR 5.1-1: Permit subdivision of Cartwright Ranch into the several lot types described in the Cartwright Ranch Zoning Ordinance.

Policy CR 5.1-2: Permit construction of various housing types on the appropriate lot types as allowed by the Cartwright Ranch Zoning Ordinance.

Objective CR 5.2: Cartwright Ranch will include on-site office and commercial uses, as set forth in Element F2 of the Cartwright Ranch Development Plan.

Policy CR 5.2-1: Establish the mixed-use area as set forth on the Cartwright Ranch Land Use Map.

Policy CR 5.2-2: Through application of the Design Guidelines, ensure that commercial and office uses in Cartwright Ranch are well designed, attractive and pedestrian-friendly.

Policy CR 5.2-3: Include commercial uses in Cartwright Ranch as set forth in Element F2 of the Cartwright Ranch Development Plan.

Objective CR 5.3: Cartwright Ranch will maintain a small-town feel.

Policy CR 5.3-1: Cluster development on the valley floor and in the southern draws in accordance with the Cartwright Ranch Land Use Map, to extend the small town feel begun by Hidden Springs.

Policy CR 5.3-2: Preserve steep slopes and ridge tops to enhance the feeling of open space.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Policy CR 5.3-3: Enforce the Design Guidelines for Cartwright Ranch.

Objective CR 5.4: Building within Cartwright Ranch will be of a uniform, quality design.

Policy CR 5.4-1: Enforce the Design Guidelines for Cartwright Ranch.

Objective CR 5.5: Cartwright Ranch will include significant community amenities.

Policy CR 5.5-1: Include the following amenities in Cartwright Ranch: a town hall/community center, a greenbelt along Dry Creek, a trail system consistent with the Ridge-to-Rivers Plan, open space in accordance with the Cartwright Ranch Land Use Map, and neighborhood commercial services.

Objective CR 5.6: Appropriate entities will have responsibility for maintenance, management and governance of Cartwright Ranch.

Policy CR 5.6-1: Establish a Cartwright Ranch homeowners association or expand the jurisdiction of the Hidden Springs Master Association to maintain common areas and enforce the conditions, covenants and restrictions for Cartwright Ranch.

Policy CR 5.6-2: Establish a Design Review Committee to review building and landscaping design in Cartwright Ranch.

Natural Resources

Goal CR 6.1: Cartwright Ranch will protect the natural resources in the development.

Objective CR6.1: Cartwright Ranch will maintain and enhance the natural environmental qualities of the land, and air and water quality.

Policy CR 6.1-1: Develop plats in Cartwright Ranch in accordance with the Cartwright Ranch Land Use Map to protect steep slopes, floodways and ridge lines.

Policy CR 6.1-2: Provide for home occupation, on-site amenities and employment-generating uses in Cartwright Ranch to reduce vehicle traffic and enhance air quality.

Objective CR 6.2: Cartwright Ranch will conserve and enhance wildlife habitat and migration corridors.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Policy CR 6.2-1: Construct plats in Cartwright Ranch in accordance with the Cartwright Ranch Land Use Map, which arranges uses and open space to protect wildlife corridors and habitat.

Policy CR 6.2-2: Enhance wildlife habitat in Cartwright Ranch in accordance with the Cartwright Ranch Development Plan as set forth in Element F8 of the Cartwright Ranch Development Plan.

Hazardous Areas

Goal CR 7.1: Design and maintain Cartwright Ranch to mitigate any hazardous areas in the development.

Objective CR 7.1: Minimize the threat and assist in the control of wildfires.

Policy CR 7.1-1: Enforce project, site and building wildfire design guidelines consistent with those in place in Hidden Springs.

Policy CR 7.1-2: Provide appropriate vehicular accesses for fire and emergency vehicles.

Public Services

Goal CR 8.1: Ensure that Cartwright Ranch includes appropriate public services, amenities and building requirements.

Objective CR 8.1: Ensure that Cartwright Ranch has all essential public services and mechanisms in place to maintain and operate such systems.

Policy CR 8.1-1: Require that all Cartwright Ranch plats include the provision of water systems, wastewater collection and treatment, streets and sidewalks, telephone and other public services the developer deems appropriate.

Policy CR 8.1-2: For each Cartwright Ranch plat, determine that all providers of essential public services are ready, willing and able to serve the proposed development.

Objective CR 8.2: Developed parks and common areas in Cartwright Ranch shall be irrigated.

Policy CR 8.2-1: Provide for an irrigation delivery system for all

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

developed parks and common areas.

Objective CR 8.3: Cartwright Ranch shall include energy-efficient structures.

Policy CR 8.3-1: Enforce the Design Guidelines, which shall include requirements for energy-efficient structures and energy conservation.

Transportation

Goal CR 9.1: Cartwright Ranch will provide the transportation infrastructure needed by its residents and will offer reasonable mitigation measures for the traffic generated by Cartwright Ranch.

Objective CR 9.1: Cartwright Ranch will include an adequate transportation system meeting established levels of service.

Policy CR 9.1-1: Construct all on-site streets, alleys and sidewalks in accordance with standards approved by the Ada County Highway District, consistent with prior approvals for Hidden Springs.

Policy CR 9.1-2: Cooperate with the Ada County Highway District to improve Cartwright Road through the existing West Foothills Overlay extraordinary impact fee.

Objective CR 9.2: Cartwright Ranch will take reasonable measures to reduce traffic generated by the development.

Policy CR 9.2-1: Consistent with the steps undertaken by Hidden Springs, implement trip reduction strategies as set forth in Element F5, p. 8, Cartwright Ranch Development Plan, to reduce vehicular trip generation and minimize the number of vehicle trips outside the community.

Policy CR 9.2-2: Provide a network of public and private paths for bicycles and pedestrians to allow ease of movement around the community.

Recreation

Goal CR 10.1: Provide a quality recreation system for Cartwright Ranch.

Objective CR 10.1: Include appropriate parks, greenbelt areas and other recreational amenities in the development.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Policy CR 10.1-1: Provide a publicly accessible greenbelt area and path along Dry Creek within the project site and on-site trails that link to the Foothills regional trail system.

Policy CR 10.1-2: Create a community center, parks, playfields and recreational facilities as set forth in Element F7, Cartwright Ranch Development Plan .

Special Areas or Sites

Cartwright Ranch does not include any special areas or sites as defined in the Ada County Comprehensive Plan or in state law.

Housing

Goal CR 11.1: Meet an appropriate portion of the County's housing needs.

Objective CR 11.1: Provide a diversity of housing choices within Cartwright Ranch consistent with development costs and market realities.

Policy CR 11.1-1: Approve plats within Cartwright Ranch including a variety of lot types in accordance with the Cartwright Ranch Land Use Map.

Policy CR 11.1-2: Comply with the Fair Housing Act.

Community Design

Goal CR 12.1: Develop Cartwright Ranch as a quality mixed-use planned community that will provide a high quality of life for Cartwright Ranch residents and will protect the quality of life of the surrounding community.

Objective CR 12.1: Cartwright Ranch will maintain a small-town feel.

Policy CR 12.1-1: Cluster development on the valley floor and in the southern draws in accordance with the Cartwright Ranch Land Use Map, to extend the small town feel begun by Hidden Springs.

Policy CR 12.1-2: Preserve steep slopes and ridge tops to enhance the feeling of open space.

Policy CR 12.1-3: Enforce the Design Guidelines for Cartwright Ranch.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Objective CR 12.2: Building within Cartwright Ranch will be of a uniform, quality design.

Policy CR 12.2-1: Enforce the Design Guidelines for Cartwright Ranch.

Objective CR 12.3: Cartwright Ranch will include significant community amenities.

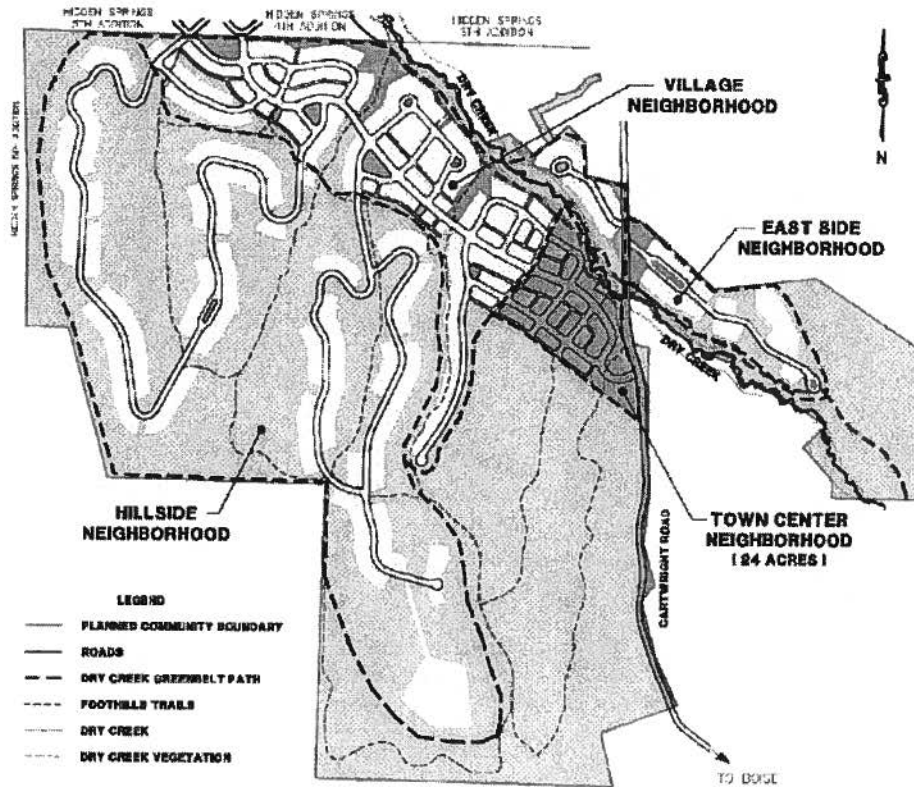
Policy CR 12.3-1: Include the following amenities in Cartwright Ranch: a town hall/community center, a greenbelt along Dry Creek, a trail system consistent with the Ridge-to-Rivers Plan, open space in accordance with the Cartwright Ranch Land Use Map, and neighborhood commercial services.

Implementation

The Cartwright Ranch Comprehensive Plan will be implemented by applying the plan to plat applications submitted by the developer within Cartwright Ranch as provided in the Cartwright Ranch Zoning Ordinance. The foregoing goals and policies shall apply to plat approvals within Cartwright Ranch in lieu of any other provisions of the Ada County Comprehensive Plan.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

SUB – ELEMENT B3, CONCEPTUAL LAND USE MAP



**CARTWRIGHT RANCH PLANNED COMMUNITY
LAND USE MAP**

LAND USE DISTRICT LOT TYPE	LAND USE INTENSITY RANGES BY SETBACK OR CODE							
	100'	200'	300'	400'	500'	600'	700'	800'
Times Room	80%	80%	0%	40%	N/A	N/A	0%	80%
Village	10%	20%	25%	20%	0%	40%	0%	80%
Townhome	7%	15%	10%	40%	0%	100%	30%	80%
Other	N/A	N/A	N/A	N/A	0%	100%	0%	20%

% is % to percentage of the floor number of residential dwelling units by lot type within each neighborhood.
N/A = Not Allowed or Not Applicable

The total number of residential dwelling units in the Cartwright Ranch Planned Community shall not deviate from the range of 200 dwelling units to 1,000 units. The approved conceptual site plan, development plan, and subdivision plat are attached here and to the applicable provisions of the Add County Code.

DESCRIPTION	AREA
MIXED USE	18 AC
RESIDENTIAL	190 AC
DEVELOPED OPEN SPACE	24 AC
NATURAL OPEN SPACE	448 AC

THIS ILLUSTRATION OF THE CARTWRIGHT RANCH LAND USE MAP IS BASED UPON CURRENT DEVELOPMENT CONCEPTS WHICH ARE SUBJECT TO CHANGE IN ACCORDANCE WITH COUNTY ORDINANCES.

Fig. B3.1

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

LAND USE INTENSITY RANGES BY NEIGHBORHOOD								
LAND USE DISTRICT LOT TYPE	Town Center		Village		Hillside		East Side	
	min	max	min	max	min	max	min	max
Town Home	50%	90%	0%	40%	N/A	N/A	0%	50%
Village	10%	50%	25%	80%	0%	40%	0%	80%
Traditional	0%	15%	10%	40%	0%	100%	30%	90%
View	N/A	N/A	N/A	N/A	0%	100%	0%	25%

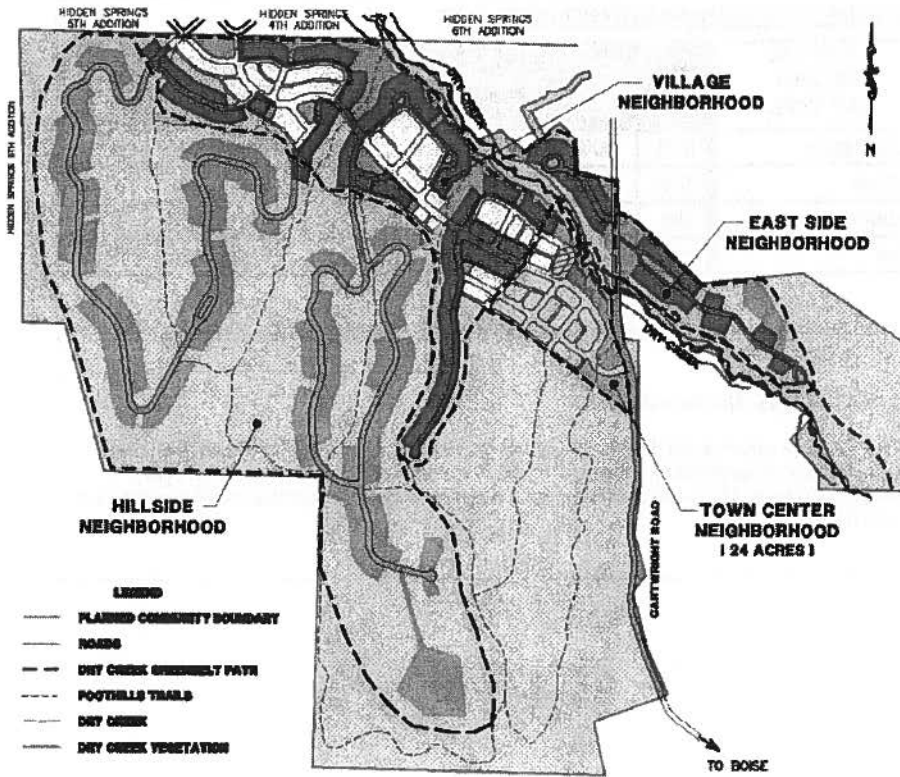
% = The percentage of the total number of residential dwelling units by Lot Type within each neighborhood.

N/A = Not Allowed or Not Applicable

The total number of residential dwelling units in the Cartwright Ranch Planned Community shall not deviate from the range of \$20 dwelling units +/- 10%, unless the approved comprehensive plan, development plan, and technical studies are amended pursuant to the applicable provisions of the Ada County Code.

Fig. B3.1 [Enlargement]

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



CARTWRIGHT RANCH PLANNED COMMUNITY LAND USE MAP CONCEPTUAL DEVELOPMENT DENSITY AND INTENSITY

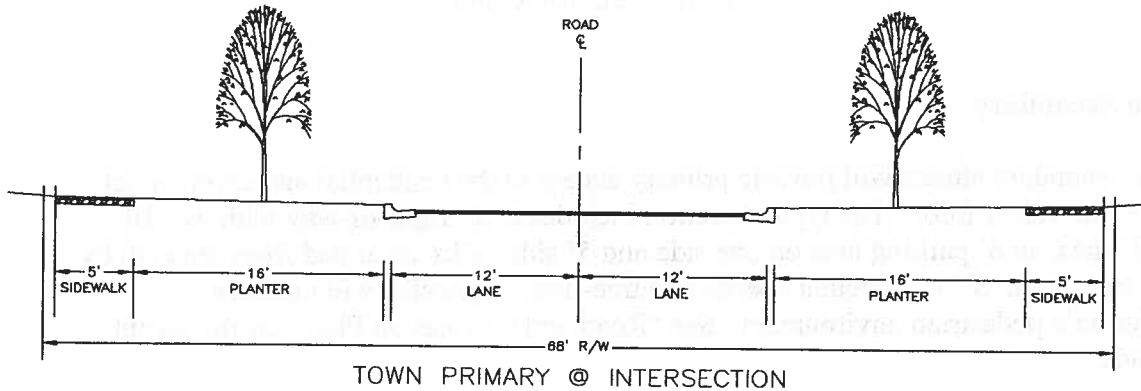
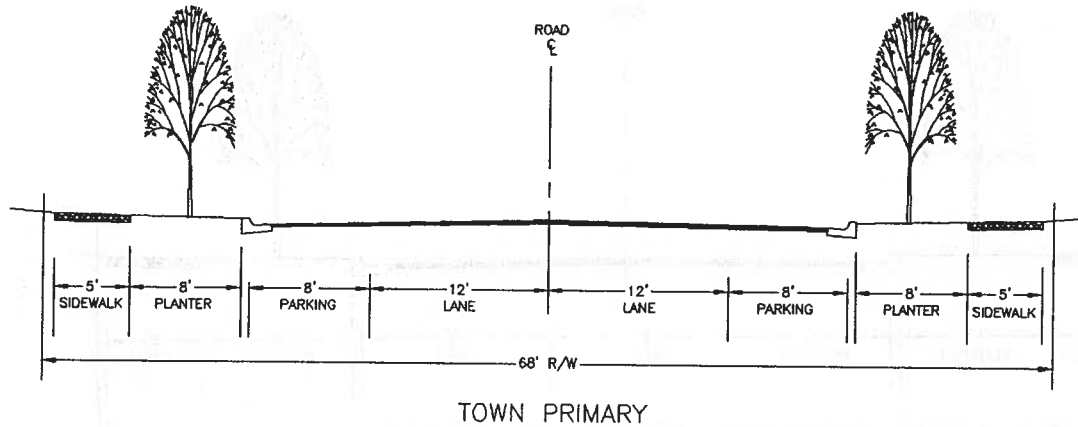
THIS ILLUSTRATION OF THE CARTWRIGHT RANCH LAND USE MAP IS BASED UPON CURRENT DEVELOPMENT CONCEPTS WHICH ARE SUBJECT TO CHANGE IN ACCORDANCE WITH COUNTY ORDINANCES.

DESCRIPTION	NET DENSITY UNITS/AC
TOWN HOME LOTS	5 TO 20
VILLAGE LOTS	2 TO 10
TRADITIONAL LOTS	2 TO 10
VIEW LOTS	1 TO 5
DEVELOPED OPEN SPACE	
NATURAL OPEN SPACE	
COMMUNITY CENTER LOTS	
COMMERCIAL OVERLAY	

Fig. B3.2

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

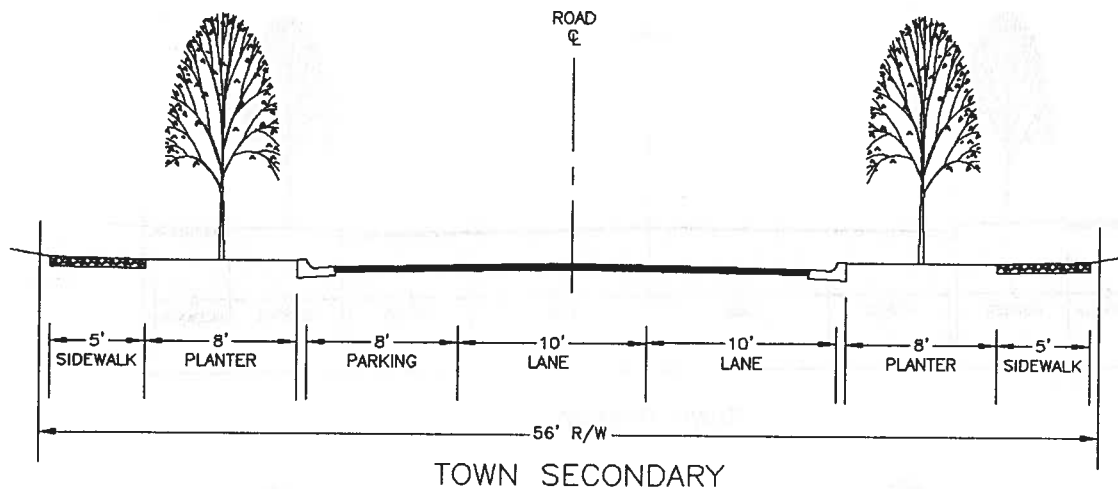
SUB – ELEMENT B4, ILLUSTRATIONS, STREETS, TRAILS AND PATHS



Town Primary

The town primary street will serve as the main street through the project providing access to the Town Center, commercial uses and residential uses and connectivity to the Hidden Springs Planned Community. The typical section includes a 68' right-of-way with two 12' travel lanes, two 8' parallel parking lanes and 5' sidewalks separated from the curb by an 8' tree lawn. The town primary street will establish a comfortable environment for pedestrians with tree-lined sidewalks and with shortened pedestrian crosswalks, created by eliminating on-street parking at the intersections to accommodate "bulb-outs." The typical section may be widened to provide a landscaped median at the Cartwright Road entrance to the project. See "Road and Circulation Plan" for the layout of roads.

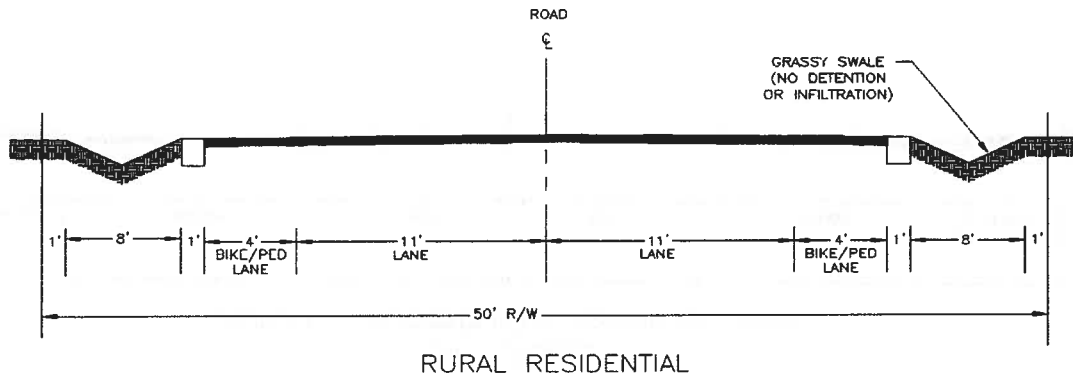
ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



Town Secondary

Town secondary streets will provide primary access to the residential and commercial uses in the valley floor. The typical section includes a 56' right-of-way with two 10' travel lanes, an 8' parking lane on one side and 5' sidewalks separated from the curb by an 8' tree lawn. Slow vehicular speeds and tree-lined sidewalks will ensure a comfortable pedestrian environment. See "Road and Circulation Plan" for the layout of roads.

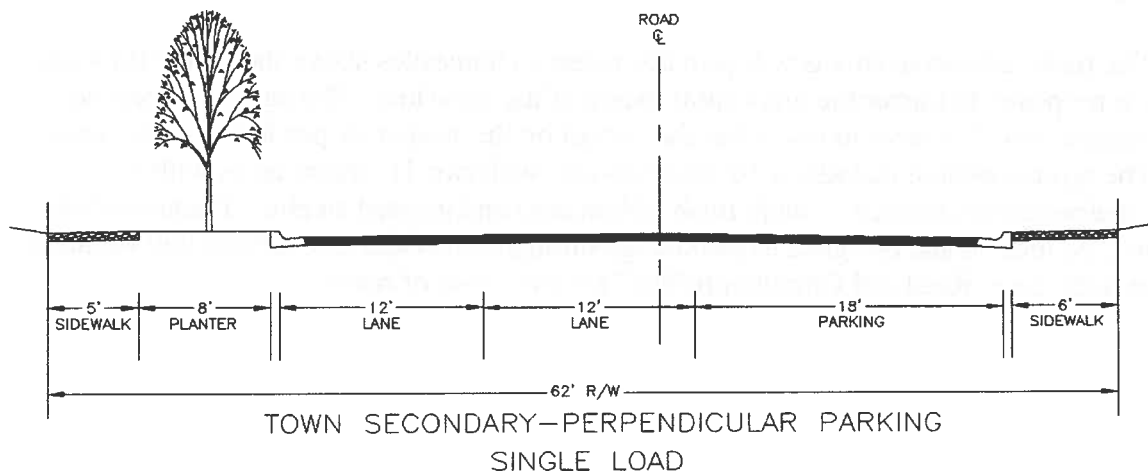
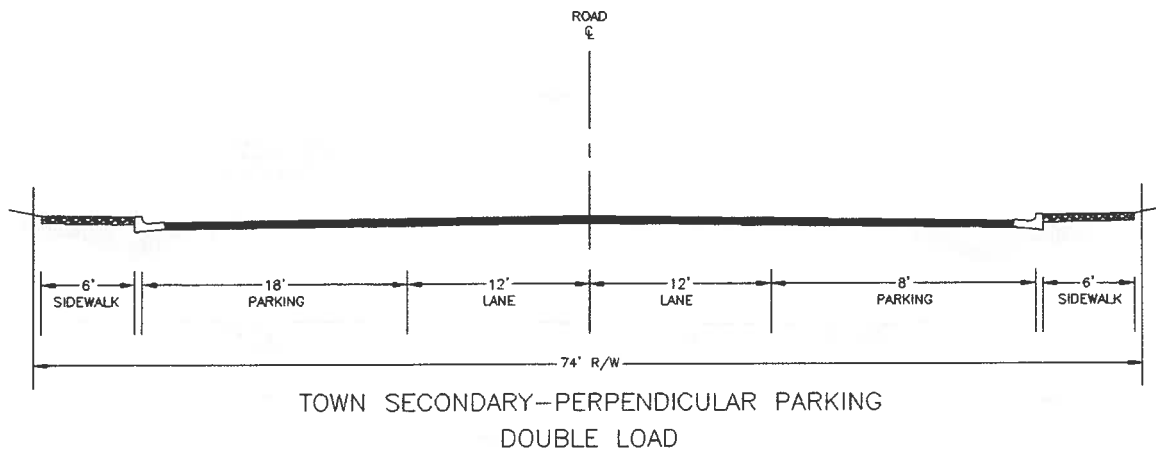
ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



Rural Residential

The rural residential streets will provide access to homesites above the valley floor and are proposed to mirror the more rural nature of the view lots. The narrow improved section will also serve to minimize the impact on the steeper slopes found in this area. The typical section includes a 50' right-of-way with two 11' travel lanes with 4' bike/pedestrian lanes, a 1' wide flush ribbon curb and grassed swales. These roadways will be located and designed to discourage through travel and to maintain low vehicular speeds. See "Road and Circulation Plan" for the layout of roads.

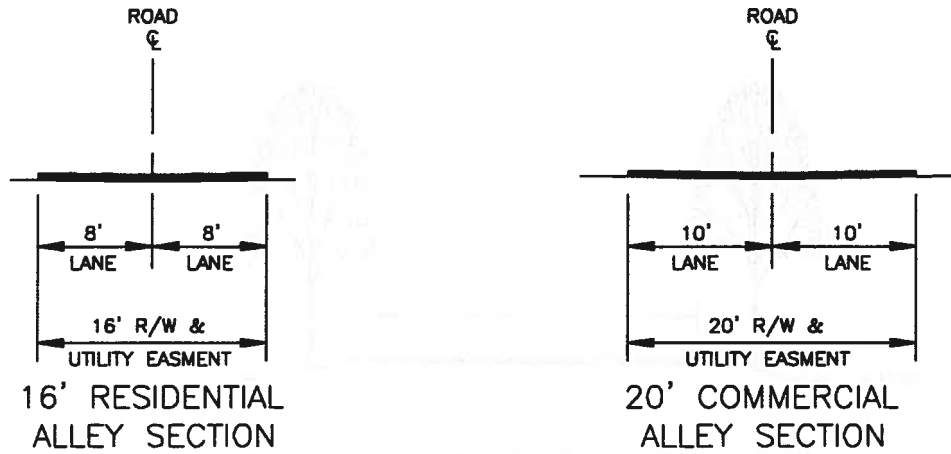
ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



Town Secondary Perpendicular

As appropriate, the town secondary street with perpendicular parking will serve commercial areas of the project where the uses require additional parking beyond that provided by the typical parallel orientation. The typical section would include two 12' travel lanes with 18' deep parking stalls. A 6' sidewalk is provided directly behind the curb. Where no parking is provided, a 5' sidewalk will be separated by an 8' tree lawn.

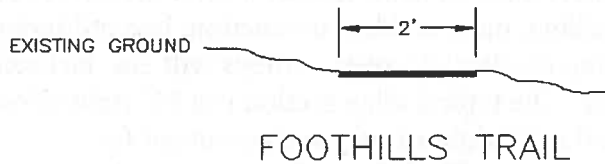
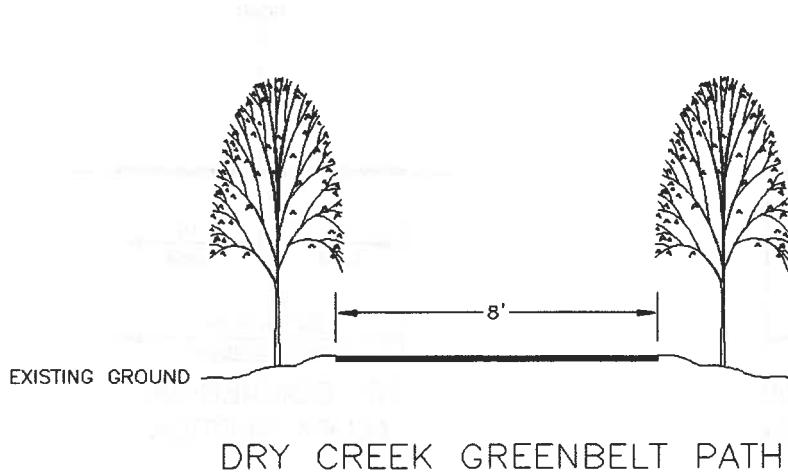
ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



Town Alley

Alleys will be created to eliminate driveways on town streets. Fewer driveways on town streets mean more on-street parking, more resident interaction, less utilitarian infrastructure and fewer garages lining residential streets. Alleys will also be used for utility easements and trash collection. The typical alley section is a 16' right-of-way and pavement for residential uses and a 20' right-of-way and pavement for commercial uses. See "Road and Circulation Plan" for the layout of roads and alleys.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN



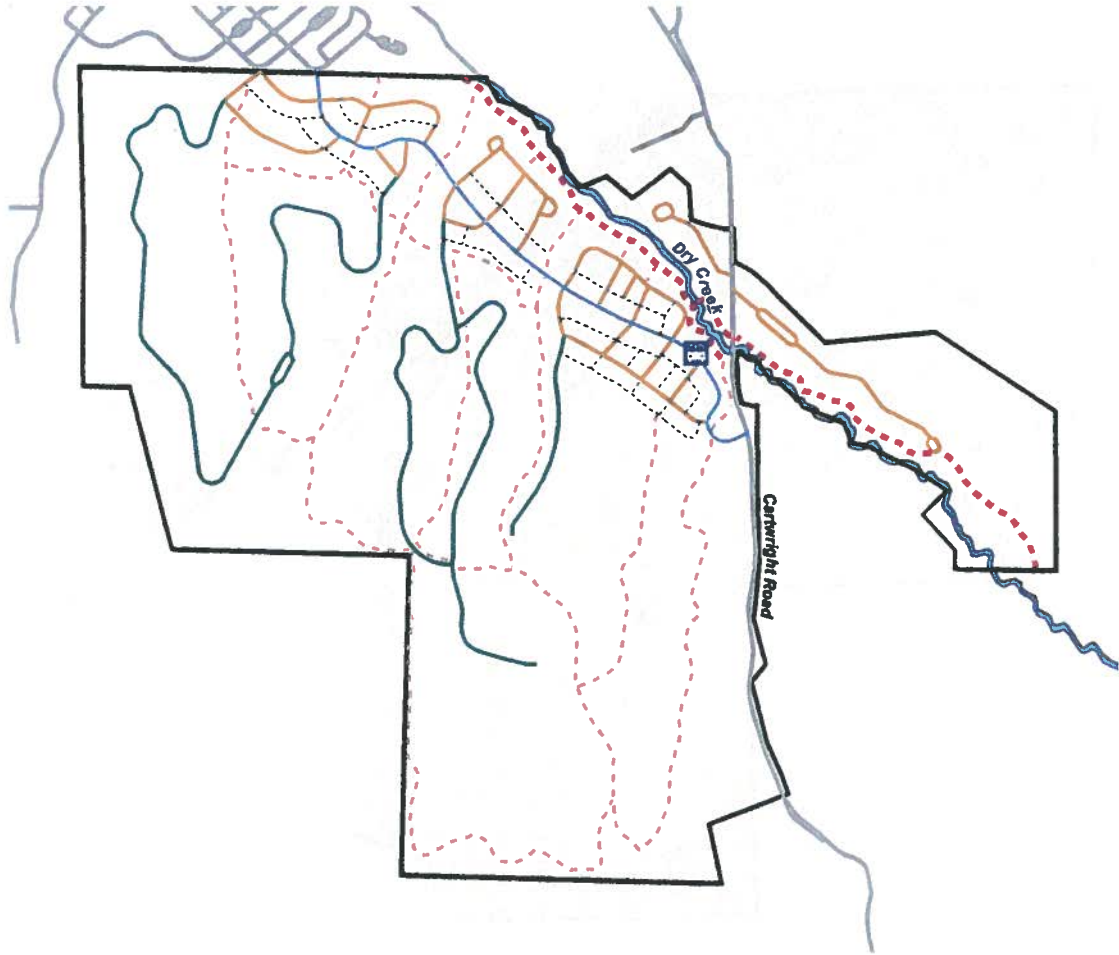
Trails and Paths

The Dry Creek Greenbelt Path will parallel Dry Creek and provide for the continuation of the Greenbelt Path from Hidden Springs, to the north, and eventually to the south and east to adjacent properties. The foothills trail system will connect to the Greenbelt Path at strategic locations within the community and will provide pedestrians and bikes with access to open space areas throughout the Town Center and foothills areas. The two-foot width of the foothills trails allows this access with only minimal disturbance of the natural environment, while also providing hikers and bikers with a natural, “single-track” trail experience. See “Open Space and Trails Plan” for the layout of trails.

ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Road Types

- Town Primary (Hidden Springs Drive)
- Town Secondary
- Rural Residential
- Alley
- Existing Roads
- Bus_Stops
- Dry Creek Greenbelt
- Foothills Trails
- Cartwright Ranch Boundary



Roads and Circulation Plan

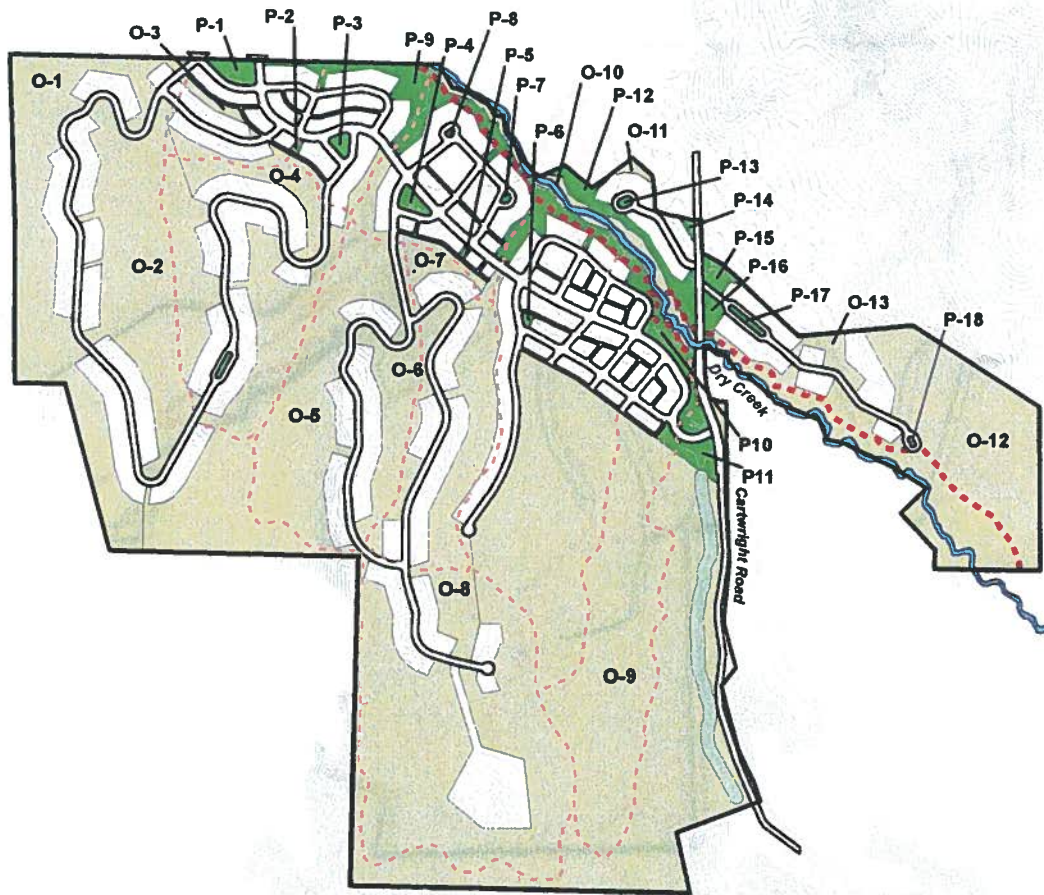


ELEMENT B, PLANNED COMMUNITY COMPREHENSIVE PLAN

Open Space and Trails Plan

Legend

- Dry Creek Greenbelt Path (DCGB)
- Foothills Trails (FT)
- Parks (P)
- Open Space (O)
- Conservation Easement
- Cartwright Boundary



Open Space, Parks and Trails Plan



**C.7: DRY CREEK RANCH PLANNED
COMMUNITY COMPREHENSIVE PLAN**

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

SUB-ELEMENT B-1 VISION STATEMENT

INTRODUCTION TO THE PROPERTY

The 1,414-acre Dry Creek Ranch Planned Community lies to the east side of Highway 55, in unincorporated Ada County, northeast of Eagle, Idaho. Brookside Lane bounds the property to the north; the Ada County landfill property to the south; Highway 55 to the west and the Hidden Springs Planned Community is approximately one-quarter mile to the east on Seaman's Gulch Road.

What once was a crossroads to pioneers and miners, Dry Creek Ranch Planned Community is destined to become one of the West's premier, master-planned communities. Our vision is to create a destination a community, where residents and neighbors can enjoy all the best Idaho has to offer.

Our mixed-use, outdoor recreational community will provide distinctive residential villages throughout the valley in a nature-rich environment for all to enjoy. Dry Creek Ranch will be designed to deliver a small town, pioneering spirit where people will come together to live, learn, work and play.

Dry Creek Ranch is designed as villages that collectively create a cohesive and integrated master-planned community with a variety of housing, commercial, institutional and recreational opportunities. Two Village Centers overlook formal greens creating true community focal areas. The neighborhoods are distinctive yet interconnected creating a balance between community and individuality. The commercial and employment centers are located in proximity to living areas creating a quality of life that lessens commutes while creating a highly-attractive community. The Dry Creek Ranch Master Plan provides the quality, community and sense of place that has been envisioned by its owner.

VISION STATEMENT

Our Vision is to create a premier; master-planned community where residents and neighbors can enjoy the best Idaho has to offer. This mixed-use, outdoor-recreational community will provide distinctive residential villages throughout the Dry Creek Valley in a nature-rich environment for all to enjoy.

Unlike traditional subdivisions, Dry Creek Ranch will be designed to deliver a small town, pioneering spirit where people will come together to live, work, learn and play.

With the help of our partners and neighbors, we will accomplish our vision and enhance the access, amenities and opportunities of the Dry Creek Valley.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

SUB-ELEMENT B-2, DRY CREEK RANCH GOALS, OBJECTIVES AND POLICIES

Per Ada County Policy 5.8-28: Provide a series of coordinated goals, objectives and policies implementing the vision statement and addressing:

REQUIREMENT	DRY CREEK RANCH GOALS	DRY CREEK RANCH OBJECTIVES & POLICIES
Private Property Rights	Goal 1.0	Objectives 1.1 through 1.3; Policies 1.1-1 through 1.3-1
Population	Goal 2.0	Objectives 2.1 & 2.2; Policies 2.1-1 through 2.2-1
School Facilities and Transportation	Goal 3.0	Objective 3.1; Policies 3.1-1 through 3.1-5
Economic Development	Goal 4.0	Objective 4.1; Policies 4.1-1 through 4.1-7
Land Use	Goal 5.0	Objectives 5.1 through 5.5; Policies 5.1-1 through 5.5-2
Natural Resources	Goal 6.0	Objectives 6.1 through 6.3; Policies 6.1-1 through 6.3-2
Hazardous Areas	Goal 7.0	Objective 7.1; Policies 7.1-1 & 7.1-2
Public Services	Goal 8.0	Objectives 8.1 through 8.6; Policies 8.1-1 through 8.6-1
Transportation	Goal 9.0	Objectives 9.1 through 9.4; Policies 9.1-1 through 9.4-1
Recreation	Goal 10.0	Objective 10.1; Policies 10.1-1 & 10.1-2
Special Areas or Sites	Not Applicable	Not Applicable
Housing	Goal 11.0	Objective 11.1; Policies 11.1-1 through 11.1-3
Community Design and Implementation	Goal 12.0	Objective 12.1; Policies 12.1-1 through 12.1-2
Industrial Development	Not Applicable	Not Applicable
Air and Water Quality	Goal 1.0; Goal 4.0; Goal 6.0 & Goal 9.0	Policy 1.3-1; Policy 4.1-4; Policy 4.1-6; Policy 4.1-7; Policies 6.1-2 & 6.1-3; Policy 6.1-5; Objective 9.2;

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

		Policies 9.2-1 through 9.2-4
Irrigation Delivery System	Goal 6.0	Objective 6.3; Policy 6.3-1
Residential Development	Goal 2.0; Goal 5.0 & Goal 11.0	Objectives 2.1 & 2.2; Policies 2.1-1 through 2.2-1; Objective 5.1; Policies 5.1-1 through 5.1-3; Objective 5.3; Policy 5.3-1; Objective 11.1; Policies 11.1-1 through 11.1-3
Commercial Development	Goal 4.0; Goal 5.0	Objective 4.1; Policies 4.1-2 through 4.1-7; Objective 5.1; Policy 5.1-1; Objective 5.2; Policies 5.2-1 through 5.2-5

DEFINITIONS FOR DRY CREEK RANCH GOALS, OBJECTIVES AND POLICIES

Ada County Comprehensive Plan: The adopted Comprehensive Plan for Ada County.

Dry Creek Ranch Comprehensive Plan: The adopted Comprehensive Plan for Dry Creek Ranch, which is incorporated into the Ada County Comprehensive Plan as Section _____.

Dry Creek Ranch Development Plan: The approved development plan for Dry Creek Ranch, which is attached hereto in Element D.

Dry Creek Ranch Land Use Map: The adopted land use map for Dry Creek Ranch, which is attached hereto as Element B-3.

Dry Creek Ranch Zoning Ordinance: The adopted zoning ordinance for Dry Creek Ranch, which is codified as Ada County Code, Title 8, Article 21.

Design Guidelines: The approved design guidelines for Dry Creek Ranch, which are set forth as Element F-9 in the Dry Creek Ranch Development Plan.

Private Property Rights: Idaho Code 67-6508 requires an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees that do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property.

OVERALL GOAL FOR DRY CREEK PLANNED COMMUNITY

Dry Creek Ranch will be designed to deliver a small town, pioneering spirit where people will come together to live, work, learn and play.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

PRIVATE PROPERTY RIGHTS

Goal 1.0: To ensure that Dry Creek Ranch in its land use policies, restrictions, conditions and fees does not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property.

Objective 1.1: Development approvals within Dry Creek Ranch shall protect private property rights.

Policy 1.1-1: Land use ordinances, policies, fees and decisions, including land use restrictions and/or conditions of approval, as applied to Dry Creek Ranch, shall not violate private property rights, as prescribed under the declarations of purpose in Chapter 80, Title 67, Idaho Code.

Objective 1.2: Property owners within Dry Creek Ranch will use their property wisely, maintain it in good condition, and preserve it for future generations.

Policy 1.2-1: Property owners within Dry Creek Ranch acknowledge and expect that Ada County and the property owners association for Dry Creek Ranch will preserve private property rights as described in the Idaho State Attorney General Office.

Objective 1.3: Protect fundamental private property rights through all land use decisions made pursuant to this plan.

Policy 1.3-1: Design land use regulations to protect the health, safety, and welfare of the community, avoiding any unnecessary conditions, delays and costs.

POPULATION

Goal 2.0: Recognize that Ada County's population will continue to grow and positively influence that growth.

Objective 2.1: Residential development will be permitted in Dry Creek Ranch to an expected population at build-out of approximately 9,643 people.

Policy 2.1-1: Permit development as allowed by the Dry Creek Ranch Land Use Map.

Policy 2.1-2: Any portion of Dry Creek Ranch that is developed as community facilities, parks and open space shall remain as such in perpetuity.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Objective 2.2: Encourage a balanced cross-section of population with Dry Creek Ranch.

Policy 2.2-1: Provide a variety of housing types as allowed by the Dry Creek Ranch Land Use Map and Dry Creek Ranch Zoning Ordinance.

SCHOOL FACILITIES

Goal 3.0: Provide for primary and secondary public education opportunities within Dry Creek Ranch.

Objective 3.1: Provide the opportunities for primary and secondary school sites to be located within Dry Creek Ranch.

Policy 3.1-1: In conjunction with local school districts, coordination of population and household projections will assist in the preservation of future school sites within Dry Creek Ranch.

Policy 3.1-2: Actively involve and work with Joint School District No. 2 (JSD#2) on identifying schooling needs.

Policy 3.1-3: Provide elementary schools to be located within Dry Creek Ranch that are safe for the children, are easily accessible by the public and provide a visual and user-friendly benefit to the neighborhood.

Policy 3.1-4: Create and implement a safe route program to school sites, which will improve street and community livability for children.

- A. Include sidewalks or pathways throughout Dry Creek Ranch.
- B. Develop bus stops or similar features that allow buses to move out the public right-of-way as needed.

Policy 3.1-5: Actively involve JSD#2 in the possibility of creating a joint maintenance agreement between Dry Creek Ranch and JSD#2 to share in the site management between community parks and schools within Dry Creek Ranch.

ECONOMIC DEVELOPMENT

Goal 4.0: With the population of growth of the Dry Creek valley, provide live, work, learn and play opportunities for Dry Creek Ranch residents which will in turn, spur economic growth.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Objective 4.1: Develop Dry Creek Ranch as a quality planned community that will be a long-term economic asset to the Treasure Valley.

Policy 4.1-1: Develop each plat within Dry Creek Ranch in accordance with the Dry Creek Ranch Land Use Map.

Policy 4.1-2: Ensure that transportation and other infrastructure is in place to support economic development activities.

Policy 4.1-3: Identify key roadways and traffic patterns crucial for successful economic development.

Policy 4.1-4: Encourage economic activities that will reduce the need for Dry Creek residents to commute out of the project.

Policy 4.1-5: Maintain high standards to attract businesses to Dry Creek Ranch.

Policy 4.1-6: Institute a mixed-use development concept, as opposed to the separation of land uses found in traditional zoning ordinances.

Policy 4.1-7: Commercial, office and retail will be provided near housing and consumers where suitable.

LAND USE

Goal 5.0: Ensure a variety and balance of land uses to support the Dry Creek Ranch Community.

Objective 5.1: Dry Creek Ranch will include a mix of housing types and densities to provide for a strong and diverse community.

Policy 5.1-1: Adopt a land use map that encourages a variety of residential uses:

- High Density
- Medium Density
- Low Density
- Hillside Development
- Mixed-Use
- Multi-Family
- Village Center

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Policy 5.1-2: Permit the subdivision of Dry Creek Ranch into the several lot types described on the Dry Creek Ranch Land Use Map.

Policy 5.1-3: Permit construction of various housing types on the appropriate lot types as allowed by the Dry Creek Ranch Zoning Ordinance.

Objective 5.2: Ensure that the commercial, mixed-use and village centers are vital areas to Dry Creek Ranch.

Policy 5.2-1: Through application of the Design Guidelines, ensure that uses in these areas of Dry Creek Ranch are well-designed, attractive and available for accessible pedestrian movement.

Policy 5.2-2: Implement and enforce the Design Guidelines for Dry Creek Ranch.

Policy 5.2-3: Require pedestrian connectivity throughout Dry Creek Ranch to link the various neighborhoods and uses together to promote community connectivity.

Policy 5.2-4: Permit a variety of commercial uses consistent with the land use map and the zoning ordinance for Dry Creek Ranch.

Policy 5.2-5: Ensure that the Mixed-Use or Village Center designation does not result in strip commercial development by developing and implementing suitable guidelines or ordinances.

Objective 5.3: Ensure that building within Dry Creek Ranch will be of a uniform, quality design.

Policy 5.3-1: Implement and enforce the Design Guidelines for Dry Creek Ranch.

Objective 5.4: Dry Creek Ranch will provide significant community amenities.

Policy 5.4-1: Include the following amenities in Dry Creek Ranch: community center(s), a greenbelt along Spring Valley Creek and Dry Creek, a trail system for pedestrians, bicyclists and equestrians, open space in accordance with the Dry Creek Ranch Land Use Map, two (2) village centers, a recreational complex, community garden(s), neighborhood parks and interpretative center(s) and signage.

Policy 5.4-2: Enhance the quality of the community by improving the character of the built environment, including visually appealing architectural

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

elements and streetscapes that encourage pedestrian-travel; facilitate community interaction and promote a sense of place.

Objective 5.5: Appropriate entities will have responsibility for maintenance, management and governance of Dry Creek Ranch.

Policy 5.5-1: Establish a Dry Creek Ranch property owners association to maintain common areas and enforce the conditions, covenants and restrictions for Dry Creek Ranch.

Policy 5.5-2: Establish a Design Review Committee (DRC) to review building and landscaping design in Dry Creek Ranch.

NATURAL RESOURCES

Goal 6.0: Enhance and utilize our natural resources within the Dry Creek Valley.

Objective 6.1: Dry Creek Ranch will maintain the natural environmental qualities of the land, and air and water quality.

Policy 6.1-1: Develop plats in Dry Creek Ranch in accordance with the Dry Creek Ranch Land Use Map to protect steep slopes and floodways as defined per the Ada County Zoning Ordinance.

Policy 6.1-2: Provide and maintain adequate open space for recreation, conservation and aesthetics.

Policy 6.1-3: In cooperation with ACHD, and to the extent possible, continue to investigate the opportunities for providing Park and Ride lots and other forms of alternative transportation.

Policy 6.1-4: Preserve steep slopes to enhance the feeling of open space.

Policy 6.1-5: Implement a stormwater management plan that implements measures to remove pollutants and sediments from stormwater using Best Management Practices (BMP's) to reduce and prevent erosion and sedimentation during construction.

Objective 6.2: Dry Creek Ranch will adhere to the adopted Wildlife Mitigation Plan.

Policy 6.2-1: Construct plats in Dry Creek Ranch in accordance with the Dry Creek Ranch Land Use Map, which arranges uses and open space to protect wildlife corridors and habitat.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Policy 6.2-2: Enhance wildlife habitat in Dry Creek Ranch in accordance with the Dry Creek Ranch Development Plan and Wildlife Mitigation Plan.

Objective 6.3: Dry Creek Ranch will incorporate water conservation practices.

Policy 6.3-1: Dry Creek Ranch, with approval from the Idaho Department of Environmental Quality (IDEQ) will reuse effluent on landscaping within the community.

Policy 6.3-2: Develop a water conservation education program.

HAZARDOUS AREAS

Goal 7.0: Protect Dry Creek Ranch residents, to the extent possible, from potential wildfires.

Objective 7.1: Minimize the threat and assist in the control of wildfires.

Policy 7.1-1: Enforce project, site and building wildfire design guidelines consistent with the Dry Creek Ranch Design Guidelines.

Policy 7.1-2: Provide appropriate vehicular accesses for fire and emergency vehicles.

PUBLIC SERVICES

Goal 8.0: Construct, expand and maintain Dry Creek Ranch's infrastructure to meet the existing and growing demands in a timely, orderly and logical manner.

Objective 8.1: Ensure that Dry Creek Ranch has all essential public services and mechanisms in place to maintain and operate such systems.

Policy 8.1-1: Require that all Dry Creek Ranch plats include the provision of water systems, wastewater collection and treatment, streets and sidewalks, telephone and other public services the developer deems appropriate.

Policy 8.1-2: For each Dry Creek Ranch plat, determine that all providers of essential public services are ready, willing and able to serve the proposed development.

Policy 8.1-3: Utilities shall be located underground.

Policy 8.1-4: Adopt an attractive street lighting plan for Dry Creek Ranch.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Objective 8.2: Dry Creek Ranch shall include energy-efficient structures.

Policy 8.2-1: Enforce the Design Guidelines, which include requirements for energy-efficient structures and energy conservation.

Objective 8.3 Assist the Ada County Library with the provision of services to the Dry Creek Ranch Community.

Policy 8.3-1: Explore opportunities with the Ada County Library District to ensure a location for public library facilities if desired.

Objective 8.4: Enhance and expand emergency medical services to the Dry Creek Ranch Community.

Policy 8.4-1: Develop partnerships and provide a site within the Dry Creek Ranch Community to house emergency medical services onsite.

Objective 8.5: Enhance fire and sheriff services to the Dry Creek Ranch Community.

Policy 8.5-1: Develop partnerships and provide a site within the Dry Creek Ranch Community to house fire and police services onsite.

Policy 8.5-2: Develop partnerships with the Ada County Sheriff's Department to train Dry Creek Ranch residents in Community Policing methods.

Objective 8.6: Educate the residents of Dry Creek Ranch on benefits of recycling.

Policy 8.6-1: Establish a hazardous waste/recycling program within the Dry Creek Ranch Community.

TRANSPORTATION

Goal 9.0: Facilitate the movement of people and products to and from Dry Creek Ranch.

Objective 9.1: Dry Creek Ranch will include an adequate transportation system meeting the level of service guidelines established for Ada County.

Policy 9.1-1: Construct all public on-site streets, alleys and sidewalks in accordance with standards approved by ACHD or through the Dry Creek Zoning Ordinance.

Policy 9.1-2: Cooperate with the ACHD to improve Dry Creek Road or Brookside Lane, whichever is deemed more appropriate, through the existing West Foothills Overlay extraordinary impact fee.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Policy 9.1-3: Cooperate with ITD to improve Highway 55 to meet the transportation demands of Dry Creek Ranch.

Objective 9.2: Dry Creek Ranch will take reasonable measures to reduce traffic generated by the development.

Policy 9.2-1: Implement trip reduction strategies to reduce vehicular trip generation and minimize the number of vehicle trips outside the community.

Policy 9.2-2: Promote walking as the mode of choice for short trips by giving priority to completion of the pedestrian network that serves neighborhoods, shopping, live/work, schools and parks.

Policy 9.2-3: Work with ACHD to develop a park and ride lot(s) for commuters.

Policy 9.2-4: Implement land use policies that reduce vehicular trip generation and minimize the number of vehicle trips outside of the community.

Objective 9.3: Promote the beautification of state and local roads.

Policy 9.3-1: Promote and encourage aesthetically pleasing approaches and thoroughfares to and within Dry Creek Ranch through street design and landscaping.

Objective 9.4: Emphasize the establishment of trails and open space corridors.

Policy 9.4-1: Support the establishment and maintenance of greenways along Spring Creek and Dry Creek, including the preservation of locations of future trails.

RECREATION

Goal 10.0: Enhance the quality of life for residents of Dry Creek Ranch through parks, facilities, pathways and trailways.

Objective 10.1: Provide for a range of park types, pathways, trailways and recreational facilities and opportunities for the residents of Dry Creek Ranch.

Policy 10.1-1: Provide a publicly accessible greenbelt area and path along Dry Creek within the community and on-site trails that link to the Foothills regional trail system.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

Policy 10.1-2: Create a community center, parks, playfields and recreational facilities in accordance with the Dry Creek Ranch Land Use Map.

SPECIAL AREAS OR SITES

Dry Creek Ranch does not include any special areas or sites as defined in the Ada County Comprehensive Plan or in Idaho State law.

HOUSING

Goal 11.0: Provide a diversity of housing choices within Dry Creek Ranch consistent with development costs and market realities.

Objective 11.1: Provide for a variety of living experiences including larger lots, suburban lots, small villages, mixed-use areas including housing, multi-family residential and urban housing.

Policy 11.1-1: Provide housing near future employment opportunities within Dry Creek Ranch.

Policy 11.1-2: Establish high standards of architectural and landscape design for multi-family residential housing development. Boxy or massive building design shall be avoided; open space and landscaping shall be provided and materials as outlined in the Design Guidelines for Dry Creek Ranch shall be adhered to.

Policy 11.1-3: Buildings that are three (3) stories and above should be stepped back to maintain privacy and sunlight access.

COMMUNITY DESIGN

Goal 12.0: Promote and encourage a community that is conducive to specific development standards and provides enhancement to the existing character.

Objective 12.1: Establish a consistent standard of landscaping and exterior appeal through the Design Guidelines that is reflective of specific needs and desires of each specific area in the community.

Policy 12.1-1: Promote and encourage a sense of arrival upon entry to the Dry Creek Ranch Community through street design and landscaping.

Policy 12.1-2: Establish a community with open space, interconnectivity and community nodes.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

IMPLEMENTATION

Once the Dry Creek Ranch Comprehensive Plan is adopted, it will be implemented by being incorporated into the Ada County Comprehensive Plan.



ELEMENT B, DRY CREEK RANCH PLANNED DEVELOPMENT

SUB-ELEMENT B-3 CONCEPTUAL LAND USE MAP

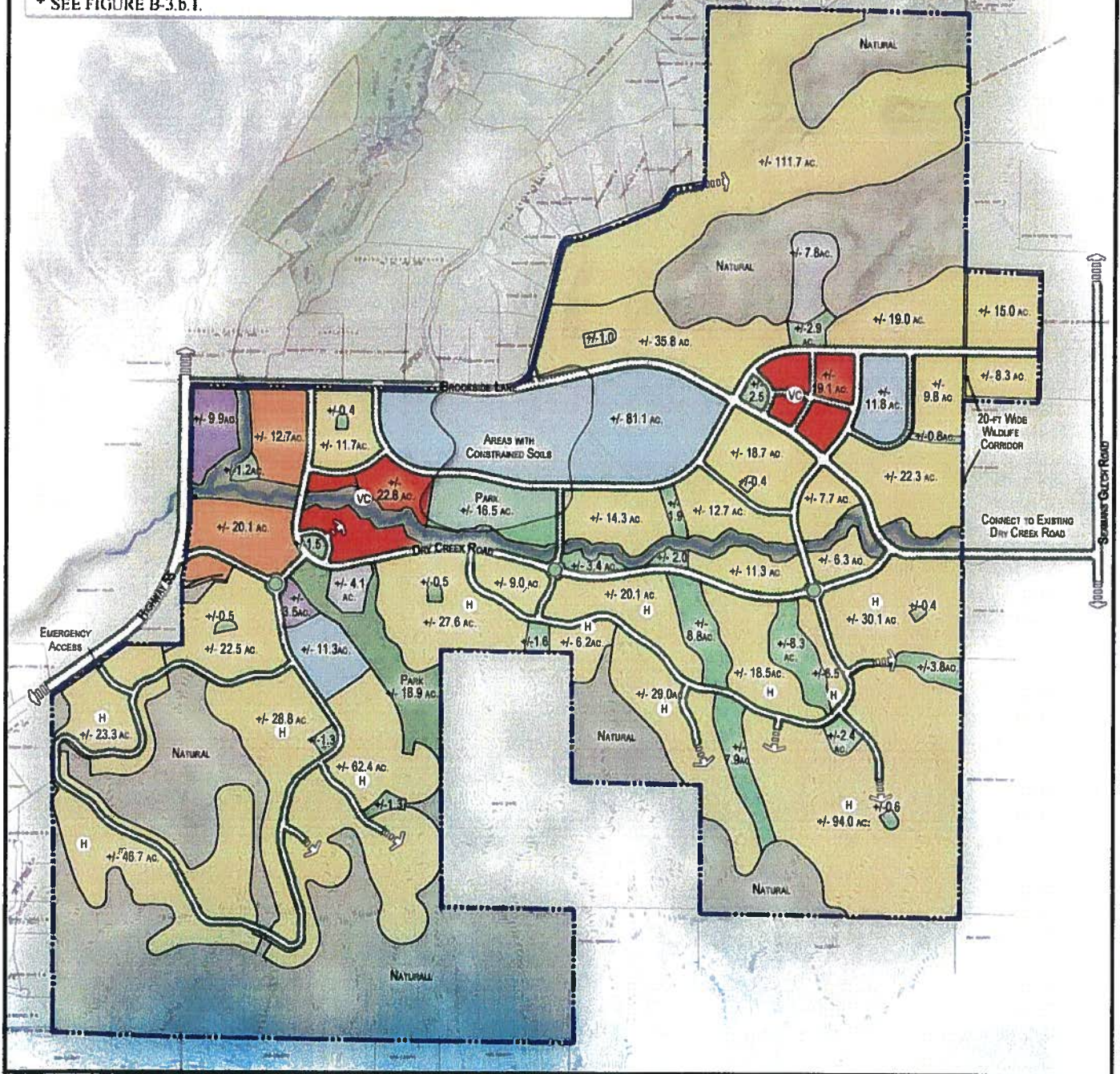
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ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

LAND USE DISTRICT	SETTLEMENT		OPPORTUNITY		PLAINS		CROSSROADS		PINNACLE		STABLES		RESERVE	
	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %
S F Equestrian 0.8-2.5 DUA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	20%	00%	N/A	N/A
S F Low Hillside 2.4-4.0 DUA	60%	85%	N/A	N/A	10%	30%	N/A	N/A	100%	100%	N/A	N/A	30%	50%
S F Low 2.4-4.8 DUA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15%	55%	N/A	N/A
S F Medium Hillside 3.0-6.3 DUA	N/A	N/A	N/A	N/A	30%	35%	N/A	N/A	N/A	N/A	N/A	N/A	5%	15%
S F Medium 3.0-6.0 DUA	15%	40%	N/A	N/A	N/A	N/A	40%	70%	N/A	N/A	15%	55%	N/A	N/A
S F High Hillside 6-7.7 DUA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25%	45%
S F High 6.3-8.4 DUA	N/A	N/A	N/A	N/A	25%	45%	N/A	N/A	N/A	N/A	N/A	N/A	10%	25%
Multi Family 15.0+ DUA	N/A	N/A	60%	80%	N/A	N/A	20%	45%	N/A	N/A	N/A	N/A	N/A	N/A
Village Center 2.4-3.6 DUA	N/A	N/A	10%	20%	3%	10%	5%	20%	N/A	N/A	N/A	N/A	N/A	N/A
Mixed Use 1.2-1.9 DUA	0%	3%	10%	20%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* SEE FIGURE B-3.6.1.

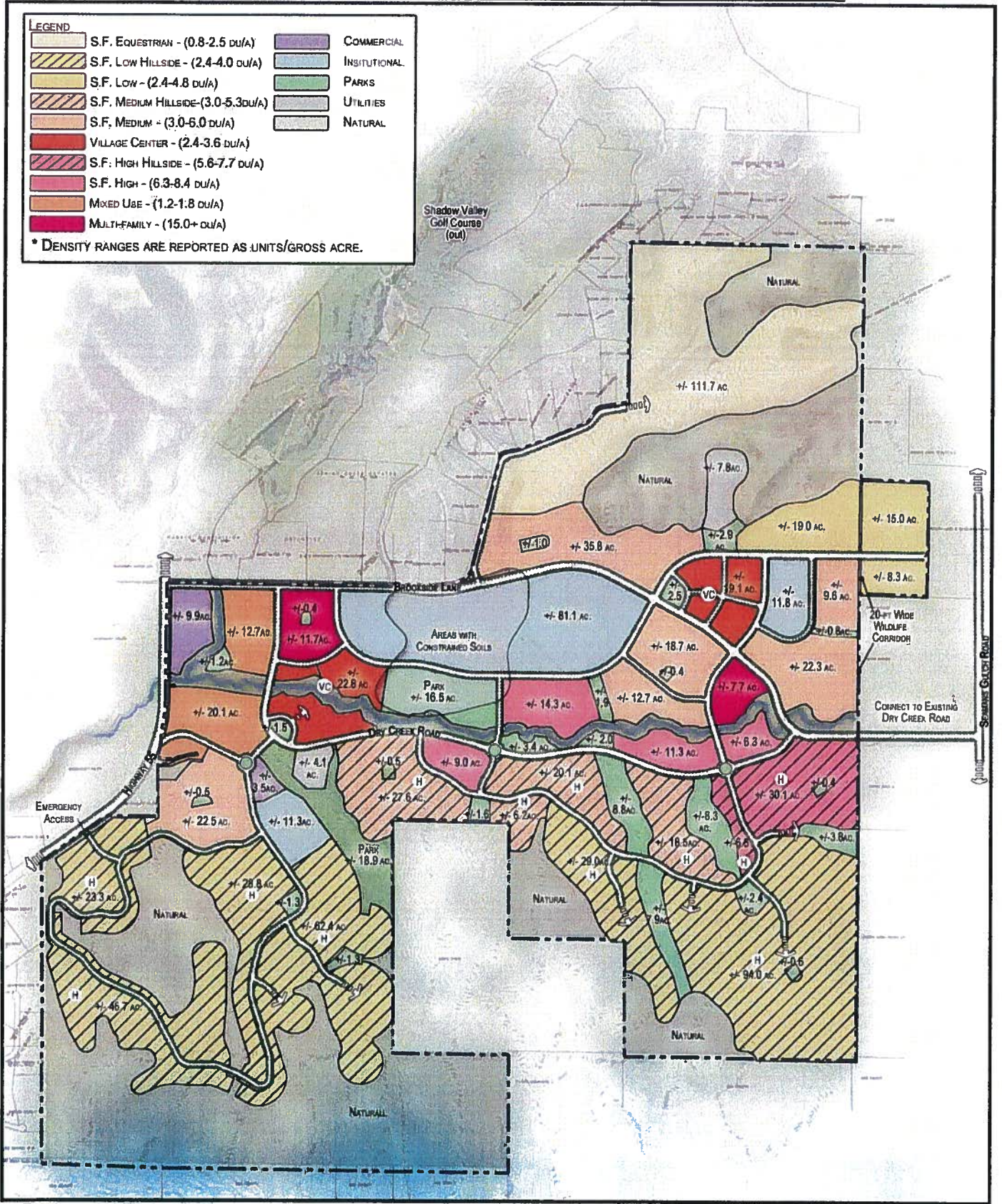
LEGEND	
	UTILITIES
	MIXED-USE
	VILLAGE CENTER
	COMMERCIAL
	INSTITUTIONAL
	PARKS
	RESIDENTIAL
	NATURAL



LAND USE MAP
FIGURE B-3.a.



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



CONCEPTUAL DEVELOPMENT INTENSITY MAP
FIGURE B-3.b.



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

LAND USE DISTRICT	SETTLEMENT		OPPORTUNITY		PLAINS		CROSSROADS		PINNACLE		STABLES		RESERVE	
	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %	Min %	Max %
S.F. Equestrian 0.8-2.5 DU/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	20%	60%	N/A	N/A
S.F. Low Hillside 2.4-4.0 DU/A	60%	85%	N/A	N/A	10%	30%	N/A	N/A	100%	100%	N/A	N/A	30%	50%
S.F. Low 2.4-4.8 DU/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15%	55%	N/A	N/A
S.F. Medium Hillside 3.0-5.3 DU/A	N/A	N/A	N/A	N/A	30%	55%	N/A	N/A	N/A	N/A	N/A	N/A	5%	15%
S.F. Medium 3.0-6.0 DU/A	15%	40%	N/A	N/A	N/A	N/A	40%	70%	N/A	N/A	15%	55%	N/A	N/A
S.F. High Hillside 5.6-7.7 DU/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25%	45%
S.F. High 6.3-8.4 DU/A	N/A	N/A	N/A	N/A	25%	45%	N/A	N/A	N/A	N/A	N/A	N/A	10%	25%
Multi Family 15.0+ DU/A	N/A	N/A	60%	80%	N/A	N/A	20%	45%	N/A	N/A	N/A	N/A	N/A	N/A
Village Center 2.4-3.6 DU/A	N/A	N/A	10%	20%	3%	10%	5%	20%	N/A	N/A	N/A	N/A	N/A	N/A
Mixed Use 1.2-1.8 DU/A	0%	3%	10%	20%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

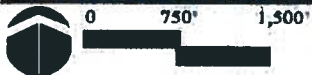
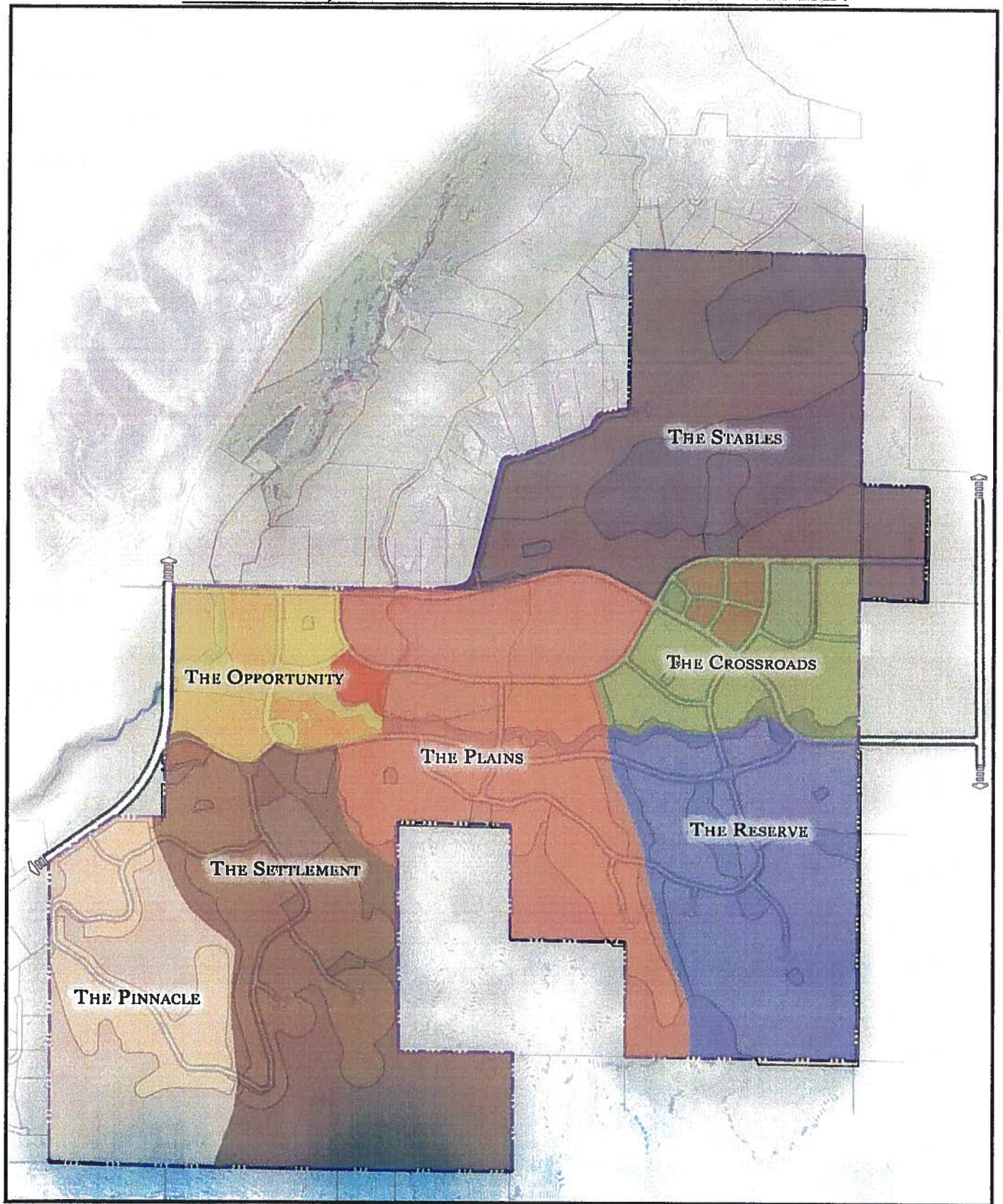
% = The percentage (%) of dwelling units by land use district within each neighborhood.

The total number of residential dwelling units in The Dry Creek Planned Community shall not be fewer than, 3,500 dwelling units, The Dry Creek Planned Community may exceed 3,500 dwelling units as specified in the table above. Exceeding 3,500 dwelling units may trigger the need for additional technical studies as required by Ada County Development Services and pursuant all applicable provision of the Ada County Code.

DEVELOPMENT INTENSITY TABLE
FIGURE B-3.b.1.



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



MASTER NEIGHBORHOOD PLAN

FIGURE B-3.c.



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

LEGEND



TRAIL HEAD



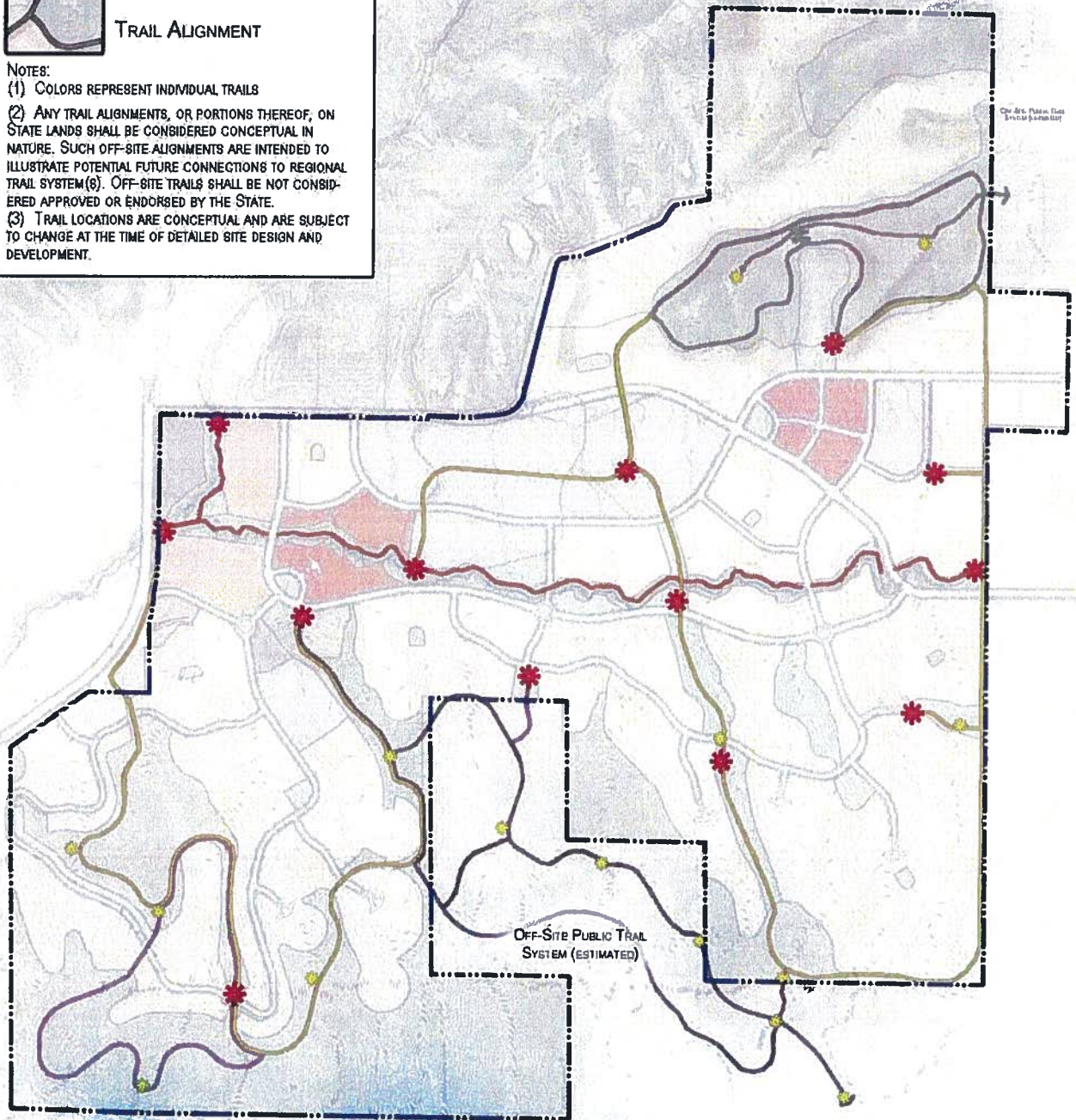
VIEW POINT



TRAIL ALIGNMENT

NOTES:

- (1) COLORS REPRESENT INDIVIDUAL TRAILS
- (2) ANY TRAIL ALIGNMENTS, OR PORTIONS THEREOF, ON STATE LANDS SHALL BE CONSIDERED CONCEPTUAL IN NATURE. SUCH OFF-SITE ALIGNMENTS ARE INTENDED TO ILLUSTRATE POTENTIAL FUTURE CONNECTIONS TO REGIONAL TRAIL SYSTEM (8). OFF-SITE TRAILS SHALL BE NOT CONSIDERED APPROVED OR ENDORSED BY THE STATE.
- (3) TRAIL LOCATIONS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE AT THE TIME OF DETAILED SITE DESIGN AND DEVELOPMENT.



MASTER TRAIL PLAN
FIGURE B-3.d.



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

SUB-ELEMENT B-4 STREET, TRAIL AND PATH CROSS-SECTIONS AND DESCRIPTIONS

DRY CREEK RANCH STREET CLASSIFICATIONS

All roadways proposed within the Dry Creek Ranch Planned Community will meet or exceed the ACHD roadway design criteria. At this time, it is envisioned that the street sections illustrated in this element will be utilized within the community however; if needed, other sections as approved by ACHD may be utilized.

96-foot Arterial Road Section: The primary function of an arterial street is to carry through traffic. A secondary function is to provide service to abutting properties. Direct lot access will be severely restricted along this roadway. The 96-foot section is a four-lane section with 72-feet of pavement and vertical curb, gutter and detached sidewalks on both sides of the roadway.

The traffic impact study states that Brookside Lane should be designed as a four-lane roadway between Highway 55 and the western (north-south) collector road intersection. The roadway design should include added left turn lanes at the major intersections.

70-foot Collector Section: The primary function of a collector street is to intercept traffic from the local street system and carry that traffic to the nearest arterial street. A secondary function is to service abutting property, especially commercial properties. Access will be limited or controlled. The 70-foot section is a three-lane roadway with 46-feet of pavement with a center turning lane and bicycle lanes and vertical curb, gutter and sidewalks on each side of the roadway.

The traffic impact study states that Brookside Lane will require a two-lane roadway between the western collector road and the eastern boundary of the project site. The roadway design should include added left turn lanes at the major intersections. In addition, the two north-south collector roads (linking Dry Creek Road with Brookside Lane) should be designed as a two-lane roadway with added left turn lanes at the major intersections. Further, Dry Creek Road should be designed to provide two eastbound travel lanes between Highway 55 and the first north-south collector road. And lastly, Dry Creek Road should be designed to provide two travel lanes (one lane in each direction) between the north-south collector road and the eastern boundary of the project site. The roadway design should include added left turn lanes at the major intersections.

64-foot Residential Collector Road Section: The primary function of a residential collector street is to intercept traffic from local streets and minor numbers of abutting parcels, and carry that traffic to a collector or arterial street. The 64-foot section is a two-lane roadway with 36-feet of pavement, with vertical curb, gutter and detached sidewalks on both sides and in which parking is restricted on either side of the roadway.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

56-foot Local Road Section: The primary function of a local street is to serve abutting property. This will be the typical local roadway section found throughout Dry Creek Ranch with the exception of some hillside roadways in the higher terrain. The 56-foot road section allows for a two-lane roadway with 29-feet of pavement, vertical or rolled curb, gutter and detached sidewalks on both sides and in which parking is restricted to one side.

42-foot Rural Hillside Road Section: A narrow street is preferable to avoid scarring of the natural landscape, when topographical features such as slope make a 50-foot right-of-way width impracticable. This street section is anticipated in the northern quadrant of the community within the Single-Family Residential Equestrian land use designation and within the southwest and southeast quadrants within the Single-Family Low Hillside land use designation where there are slopes and natural landscaping to take into consideration. The 42-foot road section allows for 29-feet of pavement with vertical or rolled curb with no parking on either side and provides a sidewalk on only one side of the roadway.

Alley Section: Due to the diversity of housing product within Dry Creek Ranch, a number of neighborhoods are envisioned to have alley-loaded product in order to provide a more pleasant street scene and to reduce the number of curb cuts onto the roadways. The Dry Creek Ranch Zoning Ordinance and ACHD policy allows alleyways from 16-20-feet in width. Alleyways will also have utility easements within the right-of-way.

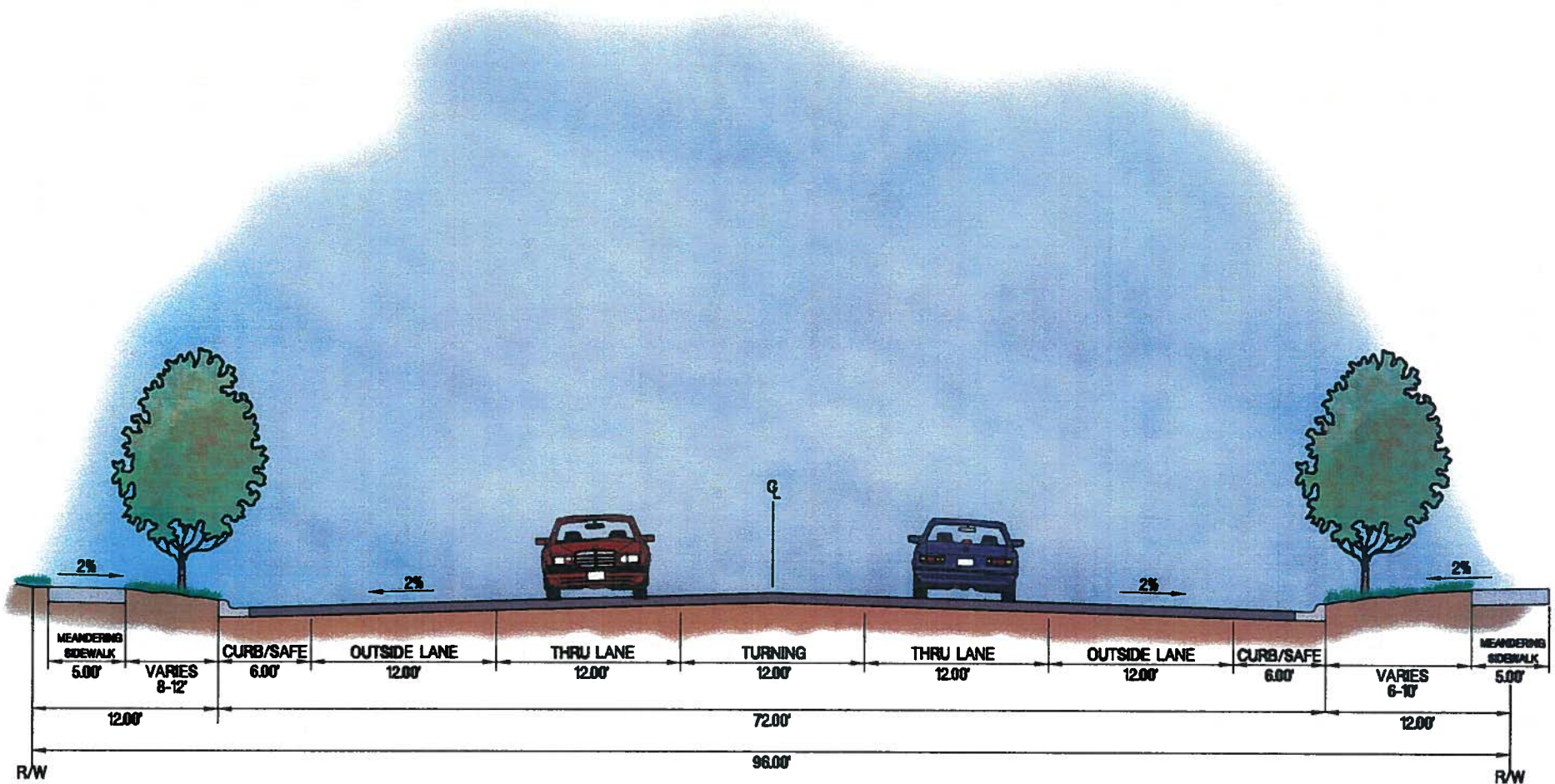
Village Center/Commercial Section: The village street with angled parking will serve village center and commercial areas. ACHD's Policy 5104.3.6 has some restrictions in street width if angle parking is planned. A local village street would need 60-70 feet measured from curb to curb. A collector street would need 72-82 feet. Two roadway sections are envisioned for the development, both within 80-feet of right-of-way. The first section has two 18.50-foot travel lanes with a turning lane and a 20-foot sidewalk bump-out to encourage slower speeds. The second section also has two 18.50-foot travel lanes with a planting median and angled parking on both sides of the road. However when further development occurs on each of these land uses, coordination and cooperation with ACHD will occur.

DRY CREEK RANCH TRAIL & PATHWAYS

Greenbelt Pathway Section: An 8-foot greenbelt will parallel both Dry Creek and Spring Valley Creek on one side throughout Dry Creek Ranch and occasionally, the pathway system will occur on both sides.

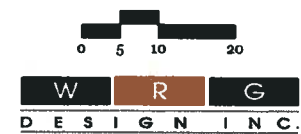
Trail Section: An extensive trail system will be found throughout Dry Creek Ranch providing connections internally to village centers; the greenbelt; the schools and so forth and to future trail connections off-site. Depending on the location of a particular trail within the community, the trail may or may not be paved; the width will vary and interpretative signage will be provided for select trails.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

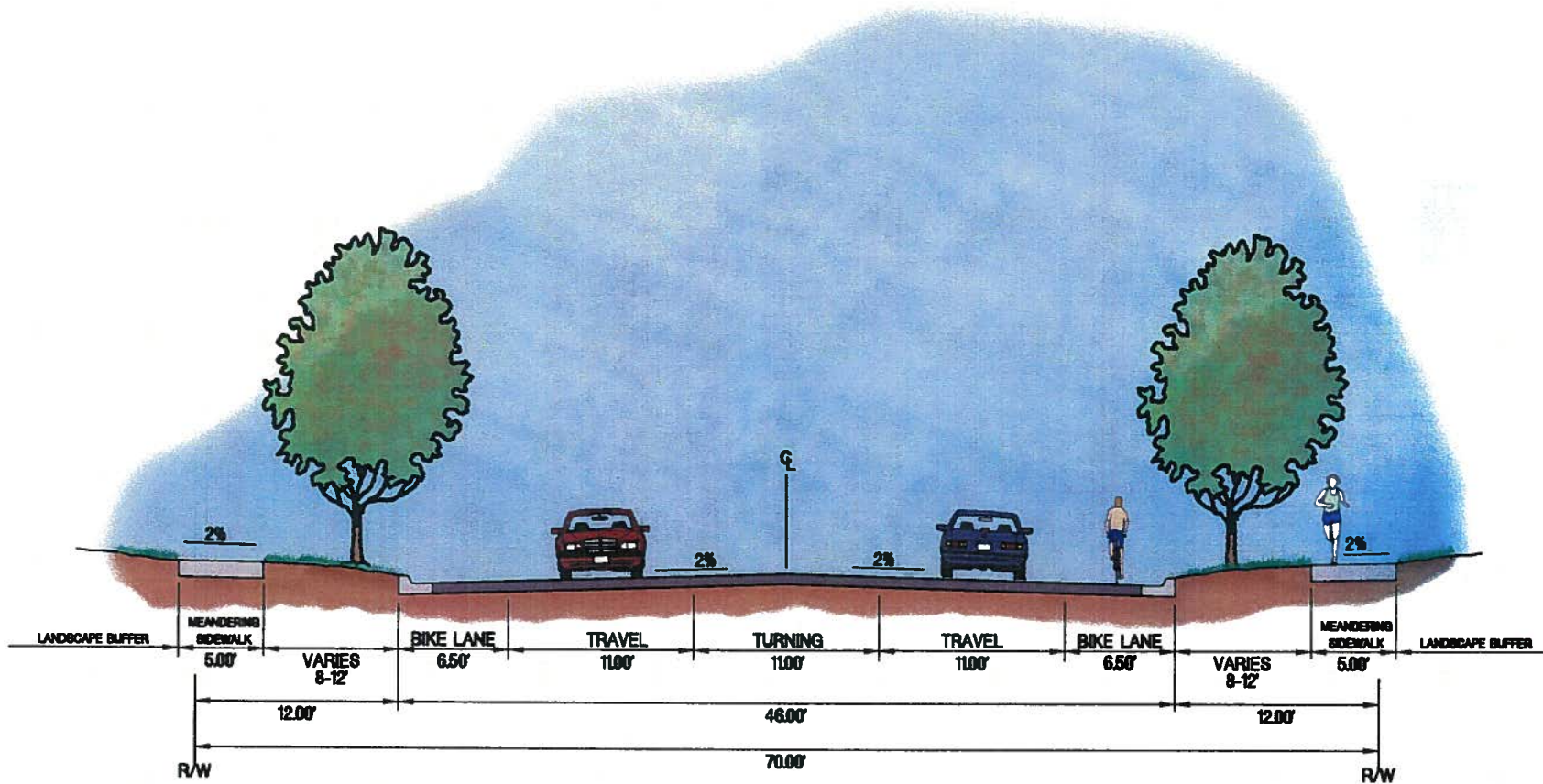


Typical 96' Arterial Road Section

FIGURE B-4a

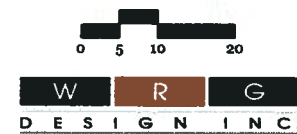


ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

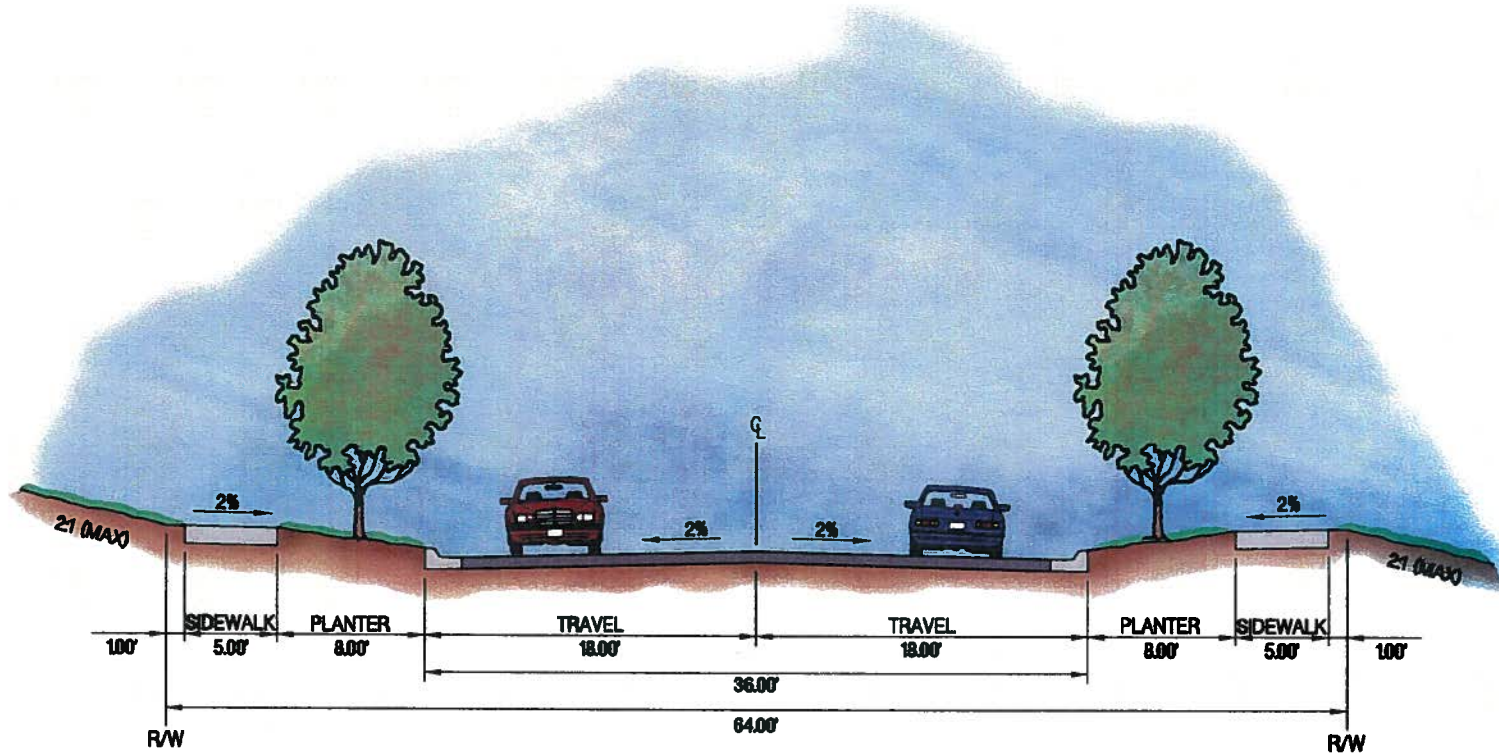


Typical 70' Collector Section

FIGURE B-4b



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

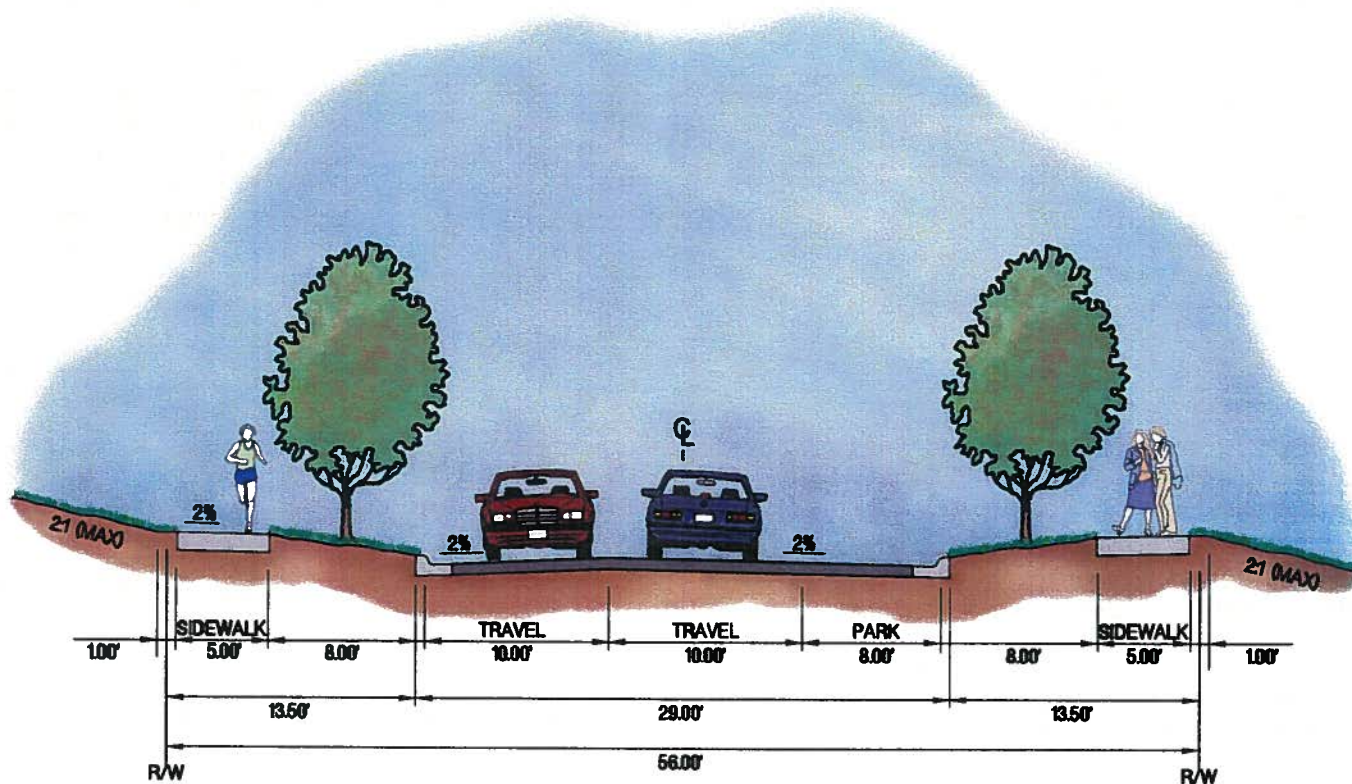


Typical 64' Residential Collector Road Section

FIGURE B-4c



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



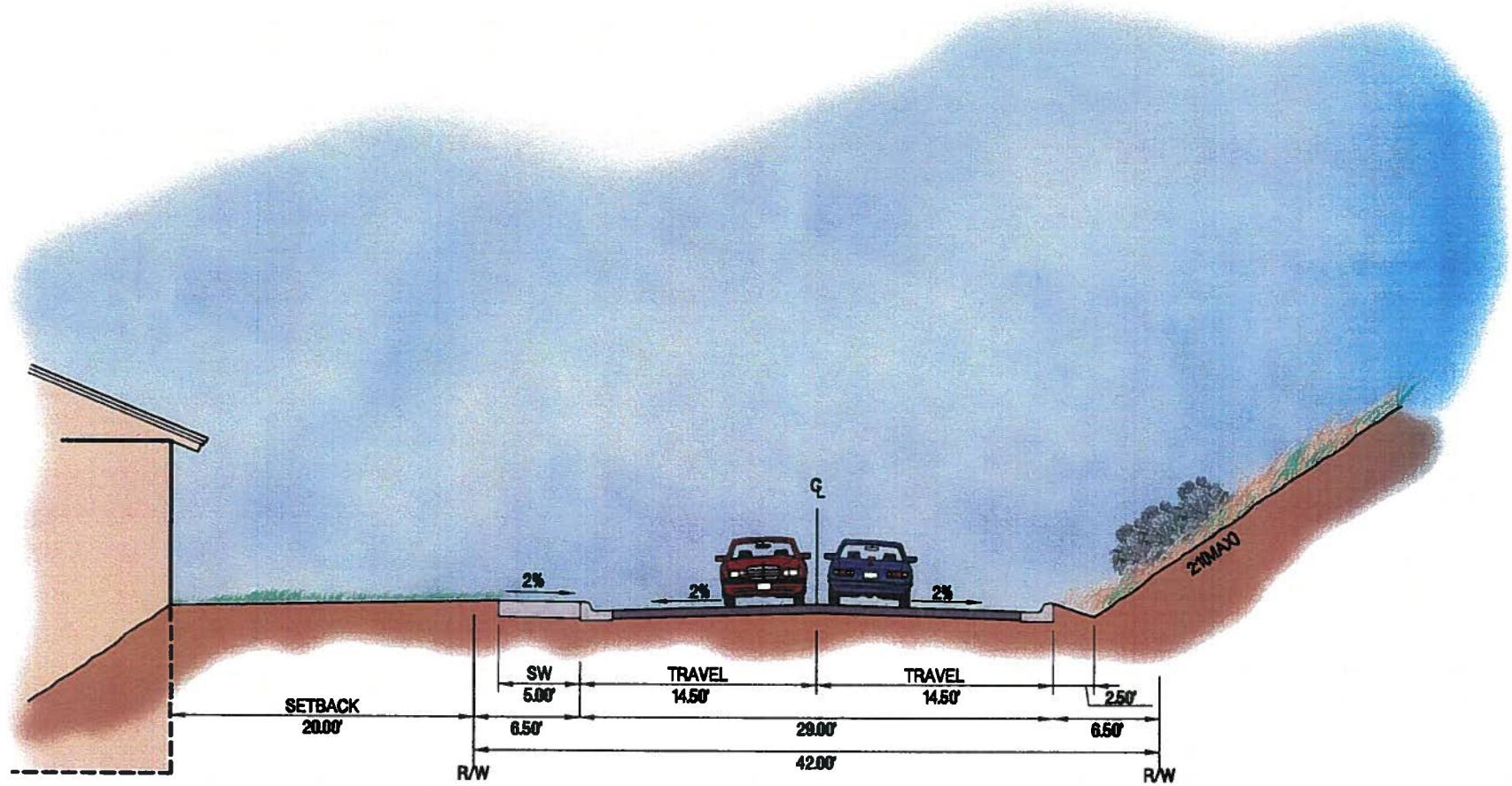
Typical 56' Local Road Section

FIGURE B-4d



W R G
DESIGN INC.

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

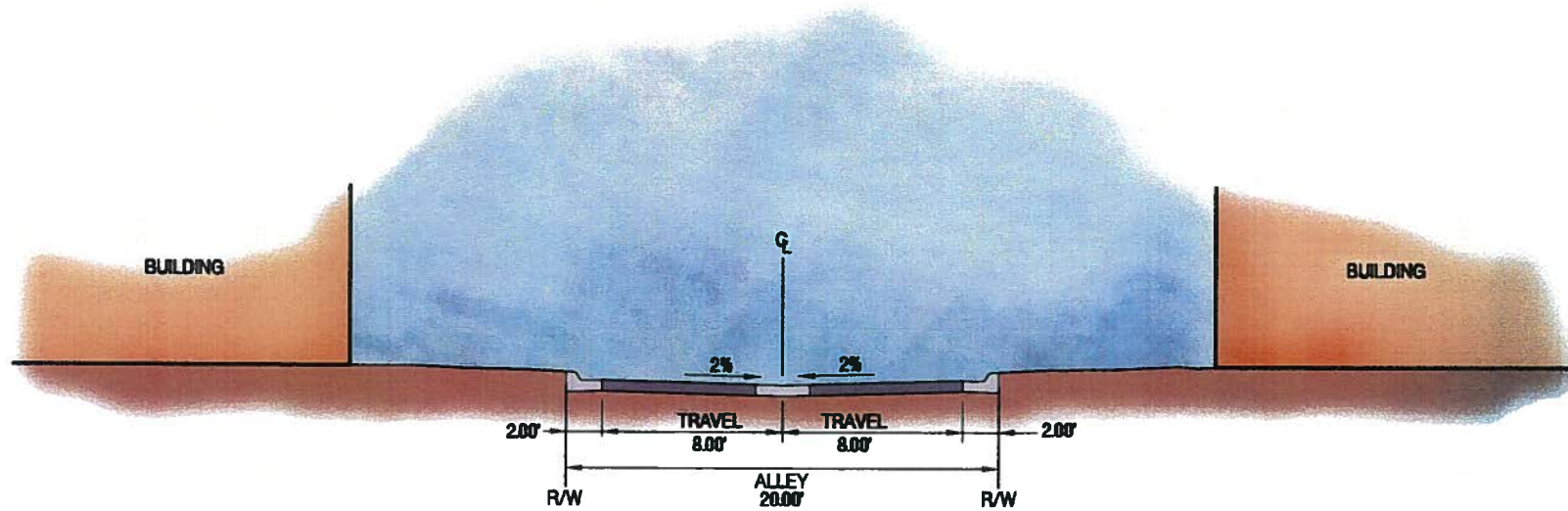


Typical 42' Local Road Section (Rural Hillside)

FIGURE B-4e

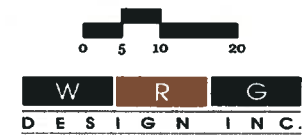


ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN

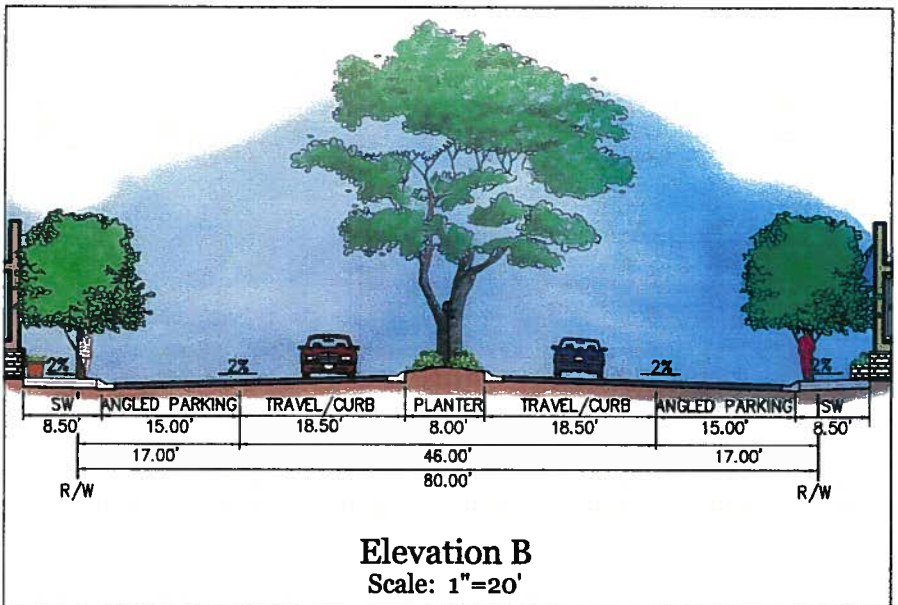
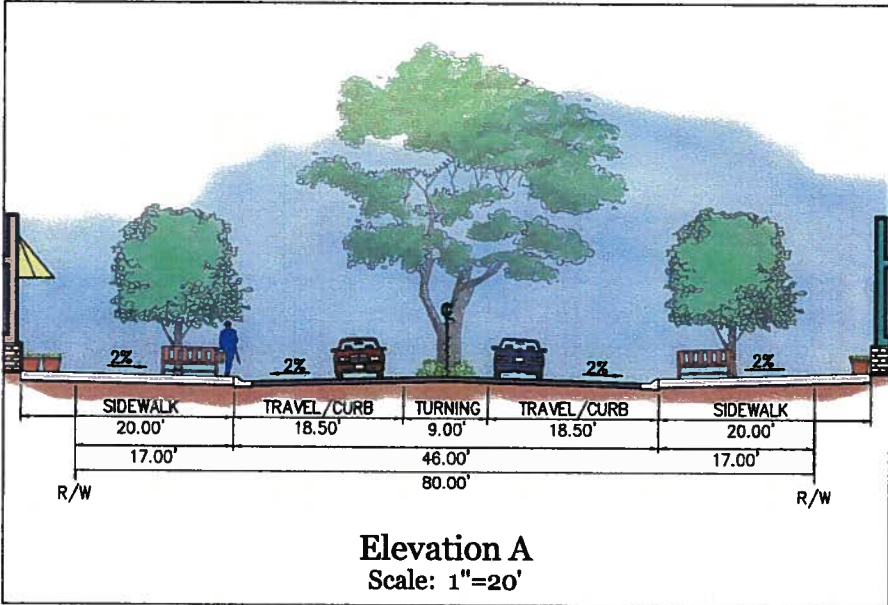
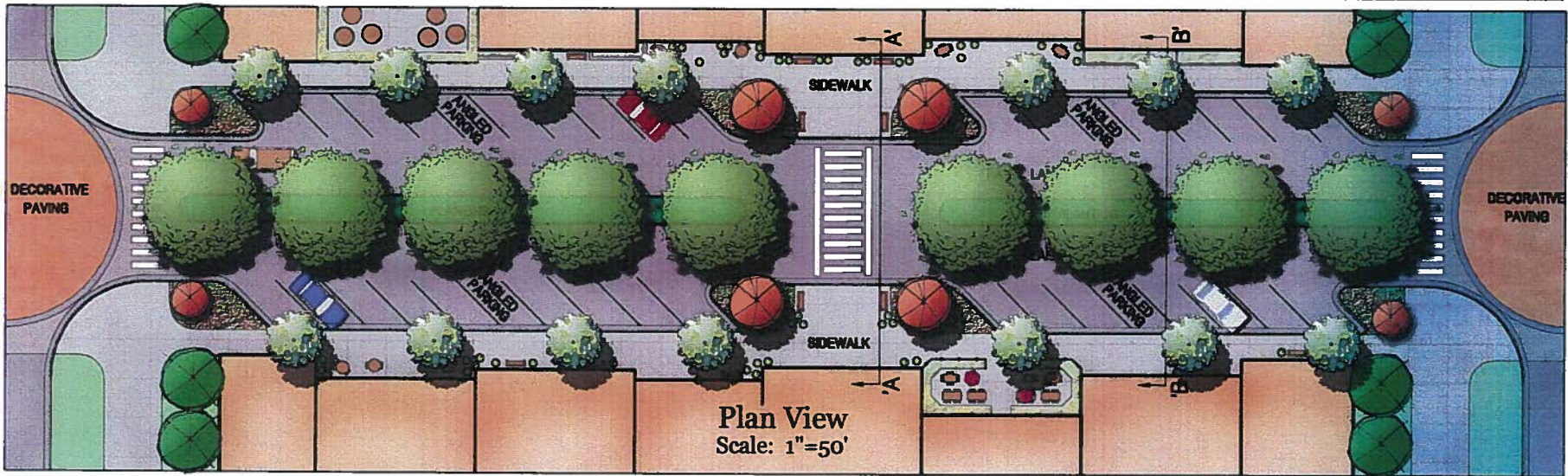


Typical Alley Section

FIGURE B-4f

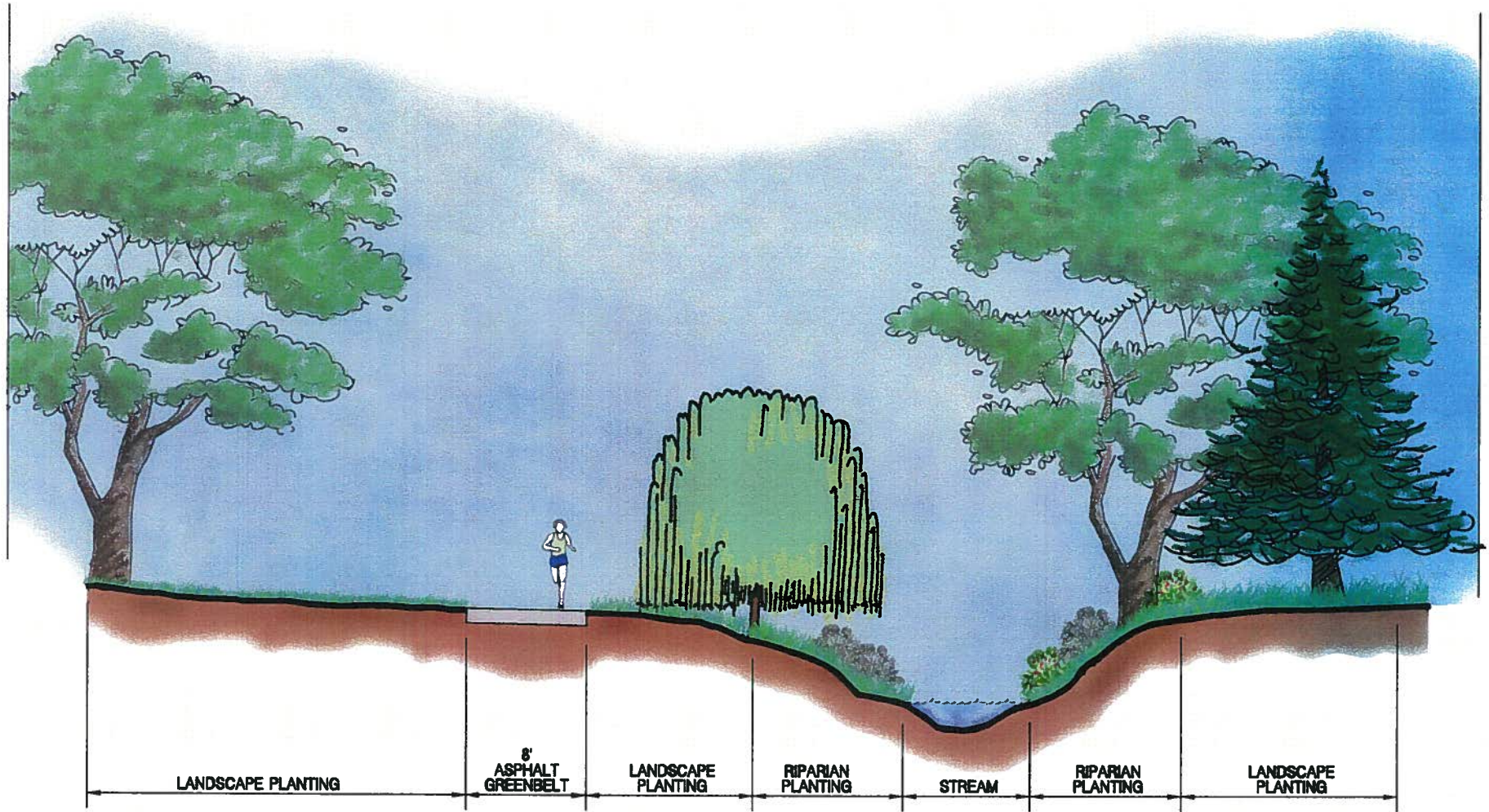


ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



Conceptual Commercial/Village Roadway

ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



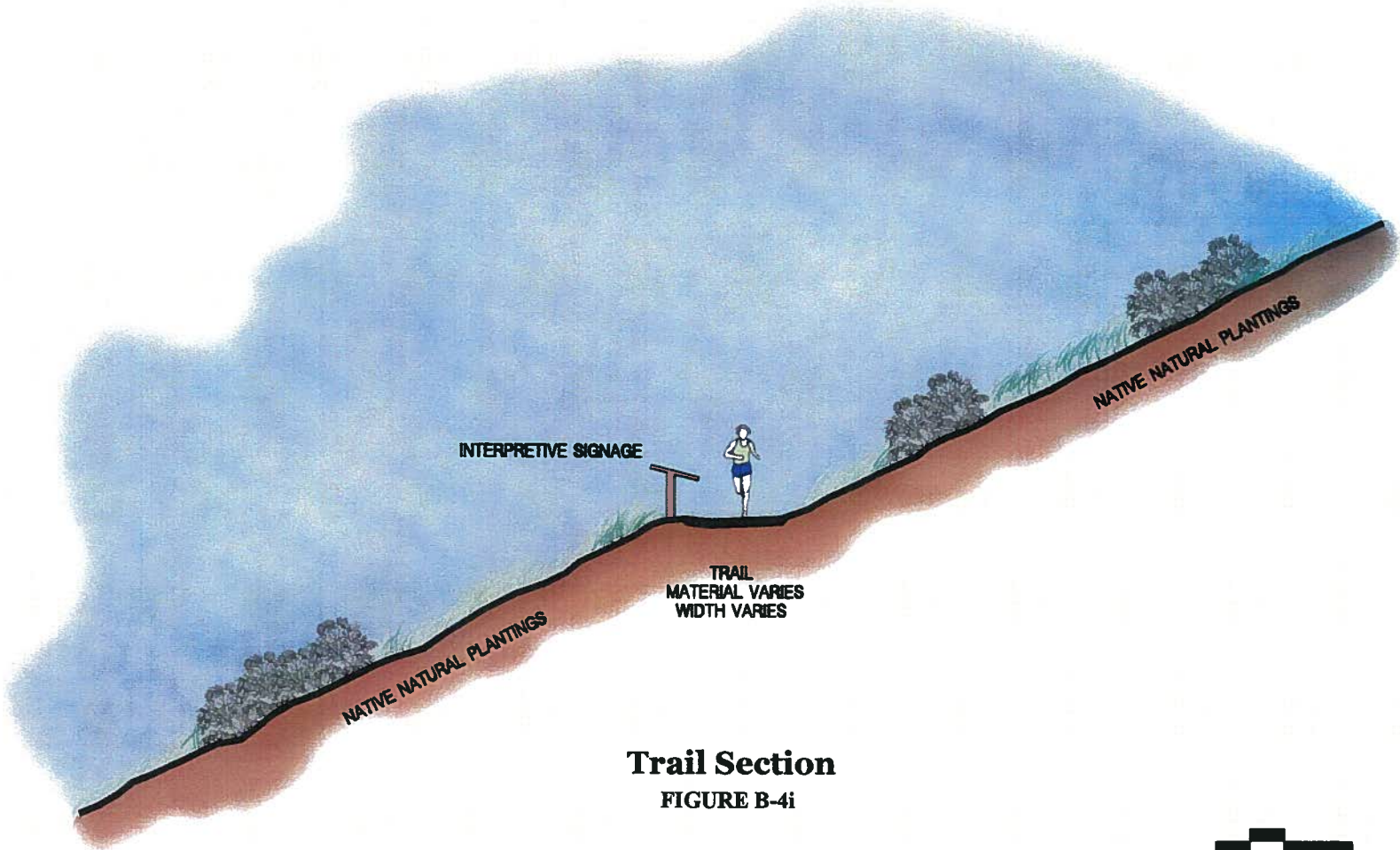
GREENBELT SECTION

FIGURE B-4h

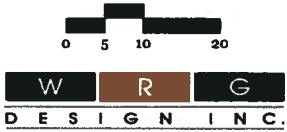


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DESIGN INC.

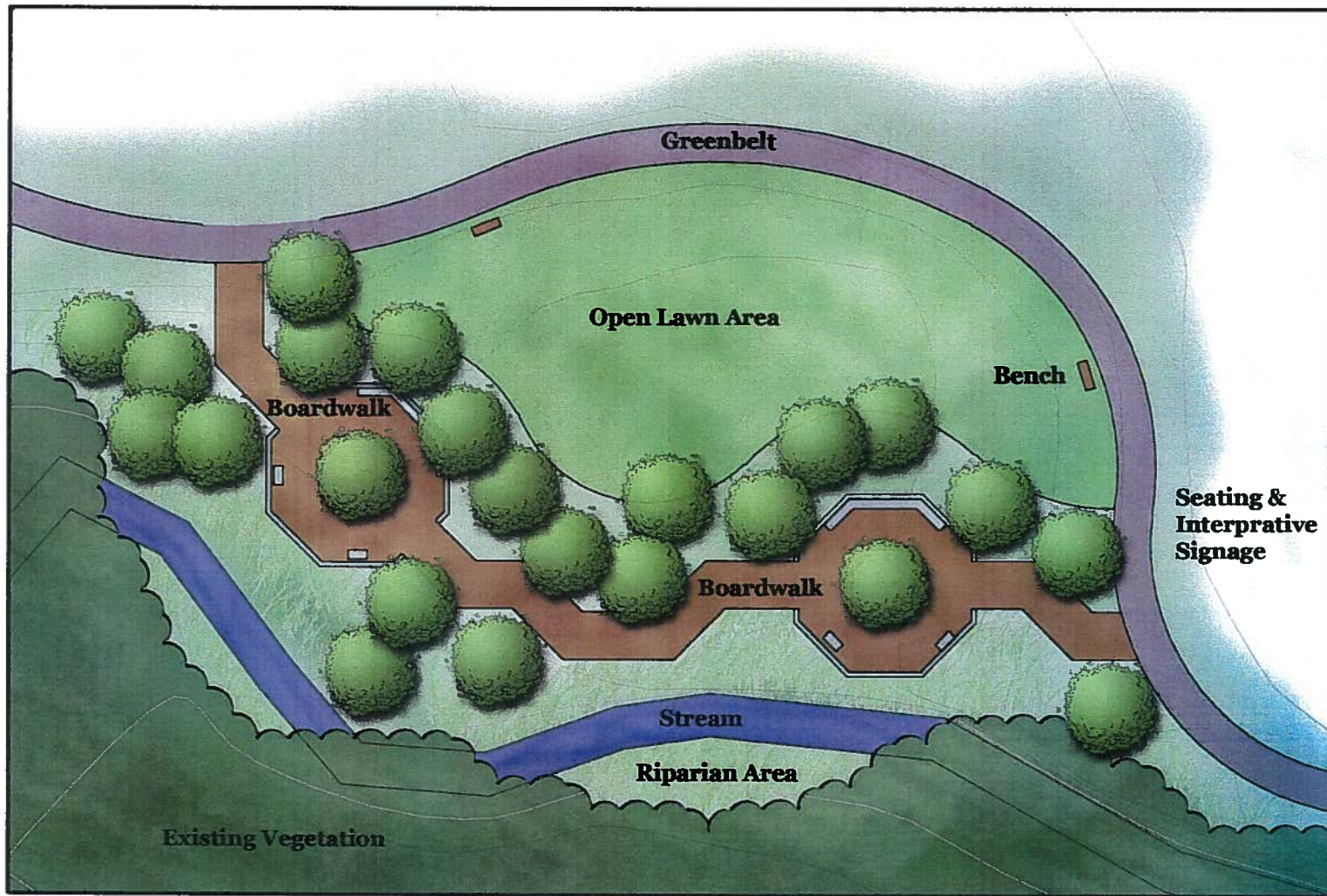
ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



Trail Section
FIGURE B-4i



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



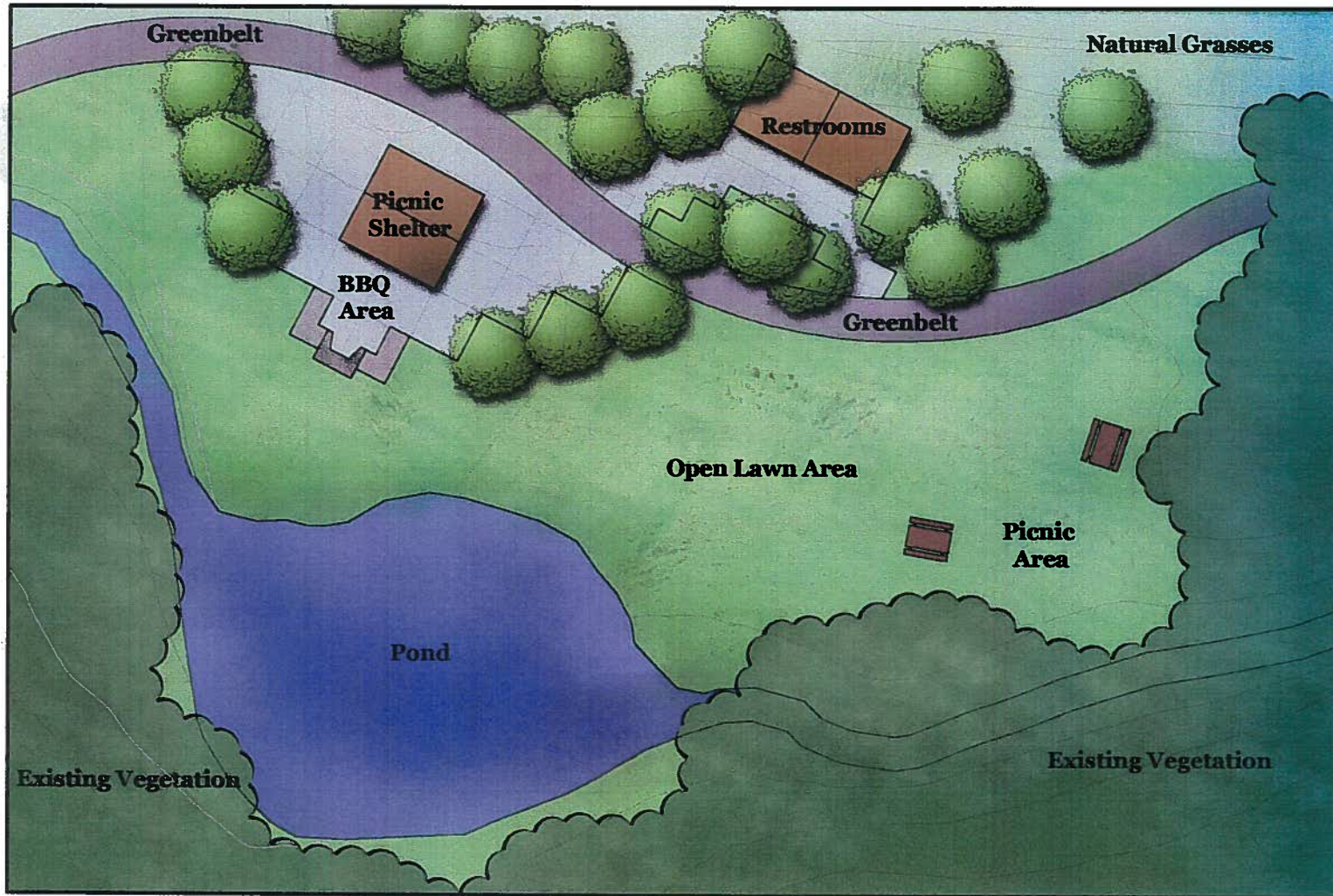
Pocket Park Concept #1 Along Greenbelt

FIGURE B-4j

NOT TO SCALE



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



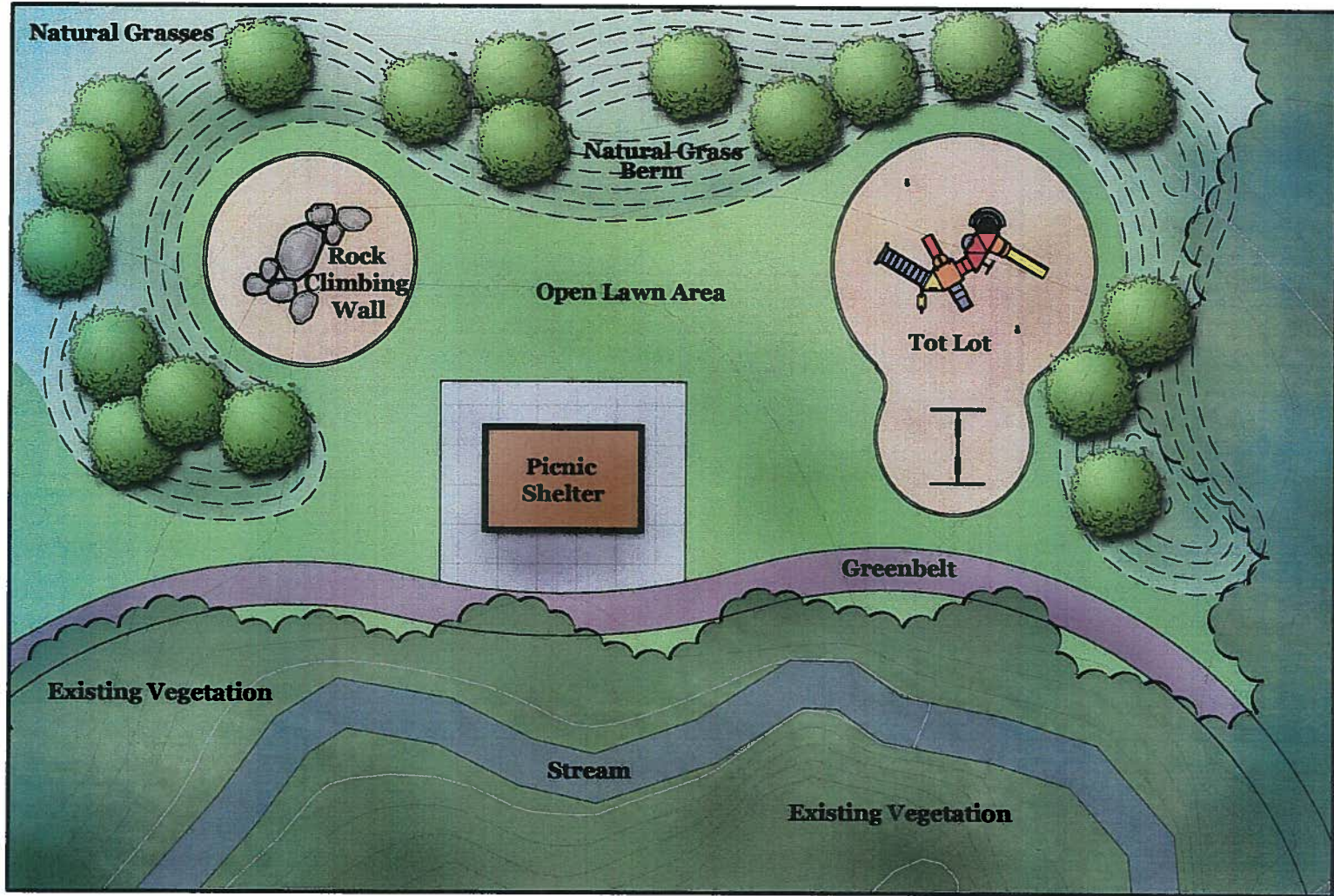
Pocket Park Concept #2 Along Greenbelt

FIGURE B-4k

NOT TO SCALE



ELEMENT B, DRY CREEK RANCH DEVELOPMENT PLAN



Pocket Park Concept #3 Along Greenbelt

FIGURE B-4I

NOT TO SCALE





SPRING ROCK
COMMUNITY

**SPRING ROCK
PLANNED COMMUNITY
Sub-Area Comprehensive Plan**



Spring Rock Planned Community Sub-Area Comprehensive Plan Prepared by:
Anna B. Canning, AICP, Civic Concepts dba of Centurion Engineers, Inc. September 2022.

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VISION STATEMENT

The vision of Spring Rock Planned Community is to incorporate post-pandemic shifts in employment, housing, recreation, and mobility to design a community for 21st Century living. There is no architectural gimmick or tale of a rural lifestyle that harkens to better days gone by. Rather Spring Rock Planned Community embraces the connected-yet-secluded location, independent-yet-shared economy, environmentally sensitive, just-the-right-size-smart-home wish list of today while striving to provide a sustainable community that is affordable to a full range of households – from working households with modest incomes to more affluent owners seeking an estate home with a golf-course view.

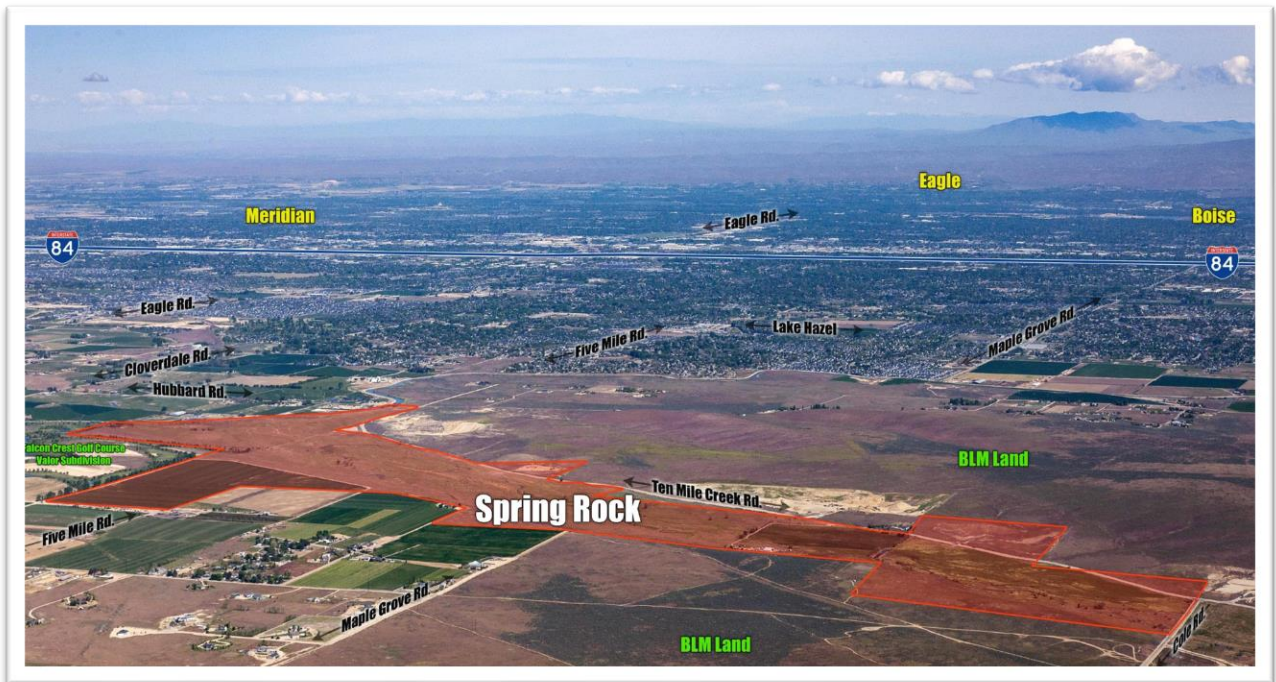


Figure 1: Project Location

The purpose of a comprehensive plan is to provide a guide for growth and development. This plan provides a guiding framework for design of the Spring Rock Planned Community, with the expectation that implementation measures will be in place to evaluate specific development proposals. This plan presents the community blueprint in four chapters: Community Land Uses, Community Connections, Coordinated Growth, and Sustainable Practices & Resiliency. The fifth chapter provides information on how this plan aligns with the plan elements required by Idaho Code.

CHAPTER 1:

COMMUNITY LAND USES

This chapter on Community Land Uses answers the larger questions regarding the community blueprint – where are roadways, residential neighborhoods, neighborhood commercial facilities, schools, and recreation?

The design of a modern, sustainable community must first consider any opportunities and address any challenges presented by the existing conditions and natural features on the site. The existing natural features and roadways of the Spring Rock Planned Community site guided all facets of the community development.

Introduction to the Property

Spring Rock Planned Community is an Ada County, Idaho development designed to be the 21st Century home of approximately 6,800 people. As the southwestern area of Idaho – the Treasure Valley – attracts new residents, the need for additional houses is increasing. The 761-acre Spring Rock Planned Community is ideally situated to provide affordable, workforce housing near the economic and employment core of the Treasure Valley. Downtown Boise is only a 15-mile car ride away and the Boise Airport is only 12 miles away. Notice the proximity of the Southwest Boise homes in Figure 1 on the previous page.

The core of the Spring Rock Planned Community site is nestled within a narrow valley following Tenmile Creek with bench properties to the south wrapping around the Falcon Crest Golf Course Community and steeper slopes to the east. The pastureland setting has a few rural homes, barns, wells, and other farm structures. The neighboring properties include rural homes, Bureau of Land Management (BLM) holdings, undeveloped land, and additional local farmlands. Nearby populated areas include Kuna (to the west), Meridian (to the northwest) and Boise (to the north and east).

Tenmile Creek is the most prominent, yet hidden, natural feature of the site. Notable constructed features include: the New York Canal at the northwest end of the site; two natural gas pipelines operated by Williams Gas; and two high power electrical transmission lines operated by Idaho Power. All these features were major considerations in designing a connected open space and pathway system for Spring Rock Planned Community. Existing natural and constructed features are shown on Figure 2.

Natural Features¹

Hydrology

The Spring Rock Planned Community site is currently home to both natural and constructed water bodies – the Tenmile Creek and the New York Canal.

¹ Sources: Spring Rock Development Wastewater Collection and Reuse Facility Plan, Regen AEC, July 7, 2020, and Spring Rock Master Planned Community Cultural Assessment, TAG Historical Research & Consulting, March 2022.

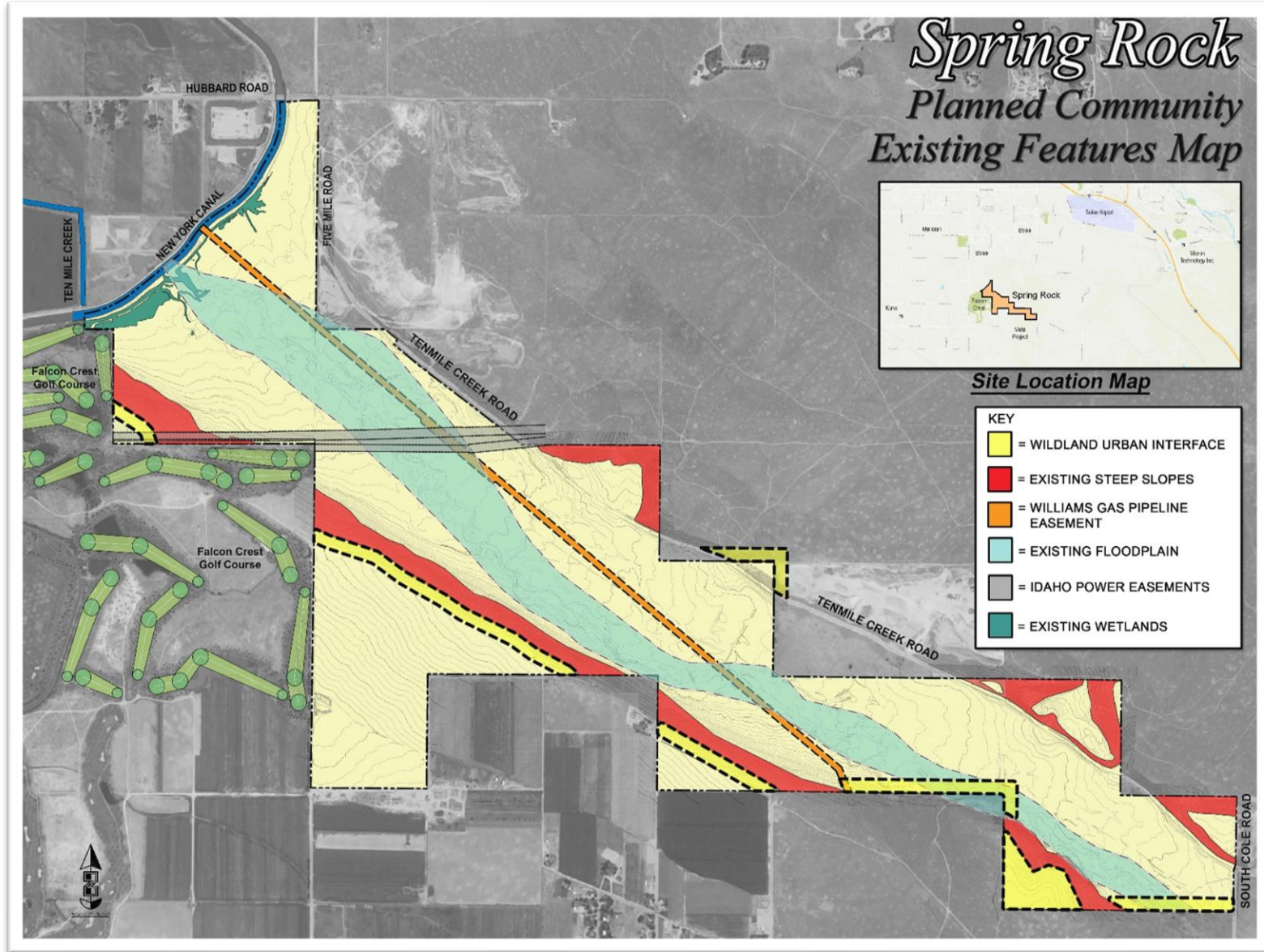


Figure 2: Existing Features Map

The New York Canal is a concrete-lined facility and does not have a floodplain. The New York Canal operates under the management of the Boise Project Board of Control. Built in 1900, the canal is 41 miles long, conveying water from the Boise River westward toward Lake Lowell in Canyon County. The New York Canal provides irrigation water to about 165,000 acres in the Treasure Valley. There are several small patches of non-jurisdictional wetlands in the vicinity of the New York Canal.²

“Jurisdictional Delineations are performed on a property in order to delineate which waters are Waters of the U.S. and are therefore subject to Clean Water Act Section 404 permit. Most often, a preliminary jurisdictional delineation is submitted to the Army Corps by the permit applicant, which the Corps then verifies.”³ Once a Jurisdictional Delineation is determined, a non-jurisdictional wetland is not subject to the review of the Army Corps of Engineers relative to standards, discharge limitations, permits, and enforcement.

Tenmile Creek flows north and west (toward the Boise River) through the Spring Rock Planned Community. Although Tenmile Creek is considered a perennial stream with an associated floodplain, the creek no longer carries water and is no longer a flooding hazard. Tenmile Creek was a perennial stream – with flows primarily during runoff season from February through May. The creek was fed by Blacks Creek. Due to a combination of factors, the natural channel of this waterway and riparian vegetation along the creek are gone. Those factors include historic farming and grazing on the property, construction of the Blacks Creek Reservoir, and other upstream grading activities. However, the official floodplain maps still designate a wide floodplain for Tenmile Creek as shown in Figure 2. The Development Team, the designers and developers of the Spring Rock Planned Community, received a Conditional Letter of Map Revision from Federal Emergency Management Agency (FEMA) in August 2021, approving their request to reconstruct a channel in order to handle any extraordinary flooding events and establish a narrower floodplain for Tenmile Creek.⁴

Geology and Soils

The project site is located within the western Snake River Plain of southwestern Idaho and Eastern Oregon. The plain is a northwest trending rift basin, about 45 miles wide and 200 miles long. The northern (lower) portion of the project site has deposits of medium to coarse sand interbedded with silty fine sand and silt. The bench area above the pasturelands is general Tenmile gravel deposits consisting of sandy pebble and cobble gravel grading westward to sandy pebble gravel and pebbly sand. The very southwest extent of the site likely has some scattered volcanic deposits typical throughout the Kuna area.

Topography and Vegetation

Roughly 500 acres of the site is within a valley floor with near level to gently sloping land following Tenmile Creek. The valley floor is currently used for ranching and most surface soils are sandy lean clays. The Tenmile Creek valley floor supports irrigated pasture and non-

² Source: NWW-2021-00210, Ten Mile Creek Development Site, Approved Jurisdictional Determination, Department of the Army, Walla Walla District, Corps of Engineers, February 17, 2022.

³ Source: How Wetlands are Defined and Identified under CWA Section 404, United State Environment Protection Agency website, September 29, 2022.

⁴ Source: Conditional Letter of Map Revision Comment Document, Federal Emergency Management Agency, August 27, 2021.

irrigated rangeland vegetation. Shrubs and trees are absent. This highly altered vegetation is consistent with past years of clearing and cultivation, probably soon after it was originally homesteaded. The valley floor areas that are no longer irrigated tend to be dominated by cheatgrass and hoary whitetop – a weed species on the Statewide Containment Noxious Weed List (Idaho Administrative Rules 02.06.09.220.04).

The Spring Rock Planned Community site includes two parallel bench properties that rise about 80 feet above the valley floor. These benches are located north of Tenmile Creek Road (trending northeast) and on the opposite (southerly) side of the valley floor. The bench slopes are relatively undisturbed with varied pitches that level out above. The bench slopes are a potential recreation resource for natural walking paths and bike trails. Most of this land is currently undeveloped and is covered with native vegetation.

The vegetation differs in the vicinity of the New York Canal, where saltgrass dominates. There are also several small patches of common cattail or other wetland species.

Climate

The region enjoys a semi-arid climate with warm summers and cold winters. Summer typically provides warm to hot days with low humidity. Temperatures exceeding 100 degrees Fahrenheit occur nearly every year. Winters are mostly mild with the occasional cold snaps and periods of clouds and stormy weather.

Sensitive Plant Species⁵

Slickspot peppergrass is an annual/biennial herbaceous plant species 3-12 inches tall with small white flowers that typically appear during May and June. The species is found in southwestern Idaho. Its conservation has been a high priority in the state for many years, predominately due to the largescale degradation and loss of its sagebrush-steppe habitat. The Development Team contracted for a slickspot peppergrass habitat survey of the site in November 2019. No slickspot peppergrass or supportive habitat occur within the site.

Sensitive Wildlife Species⁶

There are no threatened or endangered species within the Spring Rock Planned Community site. However, the area does provide habitat for several Species of Greatest Conservation Need: long-billed curlew, ring-billed gull, white-faced ibis, and silver-haired bat. Development of the open grassland and wetland habitats on the site could disturb or displace these species. To address this concern, The Development Team will preserve and enhance the primary wetland areas and mitigate the others. The wetland area will be enlarged with the addition of the fishing pond; planting trees around the pond will create new habitat areas. Public access to the pond will be limited to ensure that habitat is preserved along the shoreline. The Future Land Use Map also designates the bench slopes as open space. The intent is to leave these areas as natural habitat with pathways to keep people in limited areas.

⁵ Source: Survey for Slickspot Peppergrass (*Lepidium papilliferum*) Habitat in the Tenmile Creek Area, Ada County, Idaho, Mancuso Botanical Services, November 19, 2019.

⁶ Source: Wildlife Habitat Inventory and Assessment Spring Rock Planned Community, Ecosystem Sciences, LLC, March 9, 2022.

Historic Resources⁷

TAG Historical Research & Consulting prepared a cultural assessment of the Spring Rock Planned Community site in March 2022. The assessment found three historic sites that were within or adjoining the planned community site:

- The New York Canal. The canal is a significant engineering and agriculture feature in Ada County and contributed to the growth of the area. The New York Canal is eligible for the National Register of Historic Places (NRHP). The Spring Rock Planned Community project will not impact the NRHP status.
- George Whitmore Outbuilding (an original homesteader in the area). The building retains the setting, feeling, design, materials, and workmanship of an older agricultural building. However, without other historic buildings in the area it is not an historically important structure. The outbuilding is a remnant of Ada County's agricultural and ranching past but lacks both integrity and significance. It is not eligible for the NRHP.
- Tenmile Creek Drain. In 1914, Tenmile Creek north of the New York Canal was engineered to become an important drainage feature that successfully reclaimed thousands of acres of over-irrigated agricultural land. Tenmile Creek Drain is eligible to the NRHP. The Spring Rock Planned Community project will not impact the NRHP status.



Photo Credit: Nampa Meridian Irrigation District

As noted above, the assessment concluded that there will be no impacts on these historic sites from the proposed Spring Rock Planned Community.

Natural Hazards

The only existing natural hazard within the planned community site is the risk of wildfire traveling from the desert and up steep slopes. The steep slopes within the planned community are not designated for development. However, the bench properties above them will be developed and are vulnerable to wildfires coming up the slopes. Properties at the fringe of the planned community that do not adjoin irrigated farmland are also vulnerable to wildfires traveling through the desert brush. To address this possible hazard, development at the edge of of the wildland urban interface will be required to maintain a space around the home that minimizes the risk of the home catching on fire. As noted later in this chapter regarding infrastructure, areas within the Williams Gas Pipeline easement and the Idaho Power easements can also be hazardous if not managed properly.

Demographic Analysis of Area⁸

In preparation for this sub-area plan, The Development Team commissioned a demographic study for the Spring Rock Planned Community. Unfortunately, the information related to the immediate area is unusable, and we must rely on the general demographic information for Ada

⁷ Source: Spring Rock Master Planned Community Cultural Assessment, TAG Historical Research & Consulting March 2022

⁸ Source: Spring Rock Planned Community Demographic Profile, Community Planning Association of Southwest Idaho, March 2022.

County and the combined Ada and Canyon counties. Spring Rock Planned Community is within 2020 Census Tract 105.01. There are also several prisons within the census tract: South Boise Women’s Correctional Center, South Idaho Correctional Institution, Idaho Maximum Security Institution, Idaho State Correctional Center, and the Idaho State Correctional Institution. These facilities greatly skew the age and gender demographics, making them unusable. The report authors added six additional adjoining census tracts to provide relevant data, but the incarcerated populations still skew the results. Alternatively, the future Spring Rock Planned Community population demographics are assumed to be as follows:

- The school demand generation as detailed in the proposed land use section is expected to be the same as Ada County.
- The market analysis assumes demand found throughout the Treasure Valley.
- Household income and wages are assumed to be those of Southwestern Idaho.

Description	Estimated Number of Residents ⁹	Ada County Demographics ¹⁰
Under 5 years old	393	5.8
Between 5 and 19 years old	1,402	20.7
Between 20 and 64 years old	4,031	59.5
65 years old or older	949	14.0
<i>Total</i>	<i>6,775</i>	<i>100</i>

Existing Roadways and Infrastructure¹¹

The existing roadways in the Spring Rock Planned Community site are Tenmile Creek Road, Five Mile Road, Hubbard Road, and Cole Road. Toward the north end of the site, Tenmile Creek Road curves into a short segment of Five Mile Road, essentially creating one continuous roadway with two street names.

Tenmile Creek Road

Tenmile Creek Road is a minor arterial that generally forms the northeasterly boundary of the Spring Rock Planned Community site. It is a two-lane roadway with no sidewalks or bicycle lanes. The Ada County Highway District classifies the roadway as a minor arterial. It has a posted speed of 40 miles per hour. Tenmile Creek Road serves commercial gravel extraction sites and a limited number of residential properties. It is also a popular cycling roadway given the relatively low traffic volumes and the scenic surroundings.

Five Mile Road

Five Mile Road is also a two-lane roadway with no sidewalks or bicycle lanes. The Ada County Highway District classifies the short section of existing roadway as a minor arterial and proposed minor arterial for the future extension to the south. It has a posted speed of 40 miles per hour.

⁹ Source: Spring Rock Economic Study, Launch Development Finance Advisors, May 23, 2022.

¹⁰ Source: Spring Rock Planned Community Demographic Profile, Community Planning Association of Southwest Idaho, March 2022.

¹¹ Source: Ada County Long Range Highway & Street Map 2040 Functional Street Classification System, Ada County Highway District, August 19, 2020.

Hubbard Road

Hubbard Road is a two-lane roadway with no sidewalks or bicycle lanes. The Ada County Highway District classifies the roadway as a minor arterial. It has a posted speed of 45 miles per hour.

Cole Road

Cole Road is also a two-lane roadway with no sidewalks or bicycle lanes. The Ada County Highway District classifies the roadway as a principal arterial south of Tenmile Creek Road and proposed principal arterial north of Tenmile Creek Road.

Williams Gas Pipeline and Service

The Williams Gas Pipelines are a significant infrastructure feature within the site. There are two parallel pipes within a 75- to 110-foot easement. The easement is designed to protect adjoining properties, and the company has additional, strict standards regarding development on or near the pipeline. Development within the gas pipeline easement can be hazardous during and after construction. To minimize that risk, the gas pipeline easement is integrated into the design of the community as open space.

Although the pipelines run through the property, gas service is currently not adjacent to Spring Rock. It is available in the area.

Idaho Power Powerlines and Service

Idaho Power has two parallel transmission lines encumbering a 100- to 300-foot swath traversing the property east-west about three fourths of a mile south of the northern boundary. Like the gas pipeline easement, development within the easement can be hazardous during construction. To minimize that risk, the Idaho Power easements are integrated into the design of the community as open space.

Electricity is available from Idaho Power.

Cellular Service

Cell service is available at the site. There is an existing cell tower close to the northern property boundary.

Water

Spring Rock Planned Community is within the Veolia service area and there is sufficient water capacity for the development. However, water lines and infrastructure are currently not adjacent to Spring Rock

Neighboring Properties

As shown on Figure 3, most of the properties within one mile of the Spring Rock Planned Community site are Residential and Public/Government with notable open space and recreation areas at:

- Hubbard Reservoir – north of Deer Flat Road, west of Stewart Road.
- Falcon Crest Golf Course – east of Cloverdale, west of Spring Rock boundary.
- Bureau of Land Management – north and south of the Spring Rock boundary (informally used for recreation and not likely to further develop).

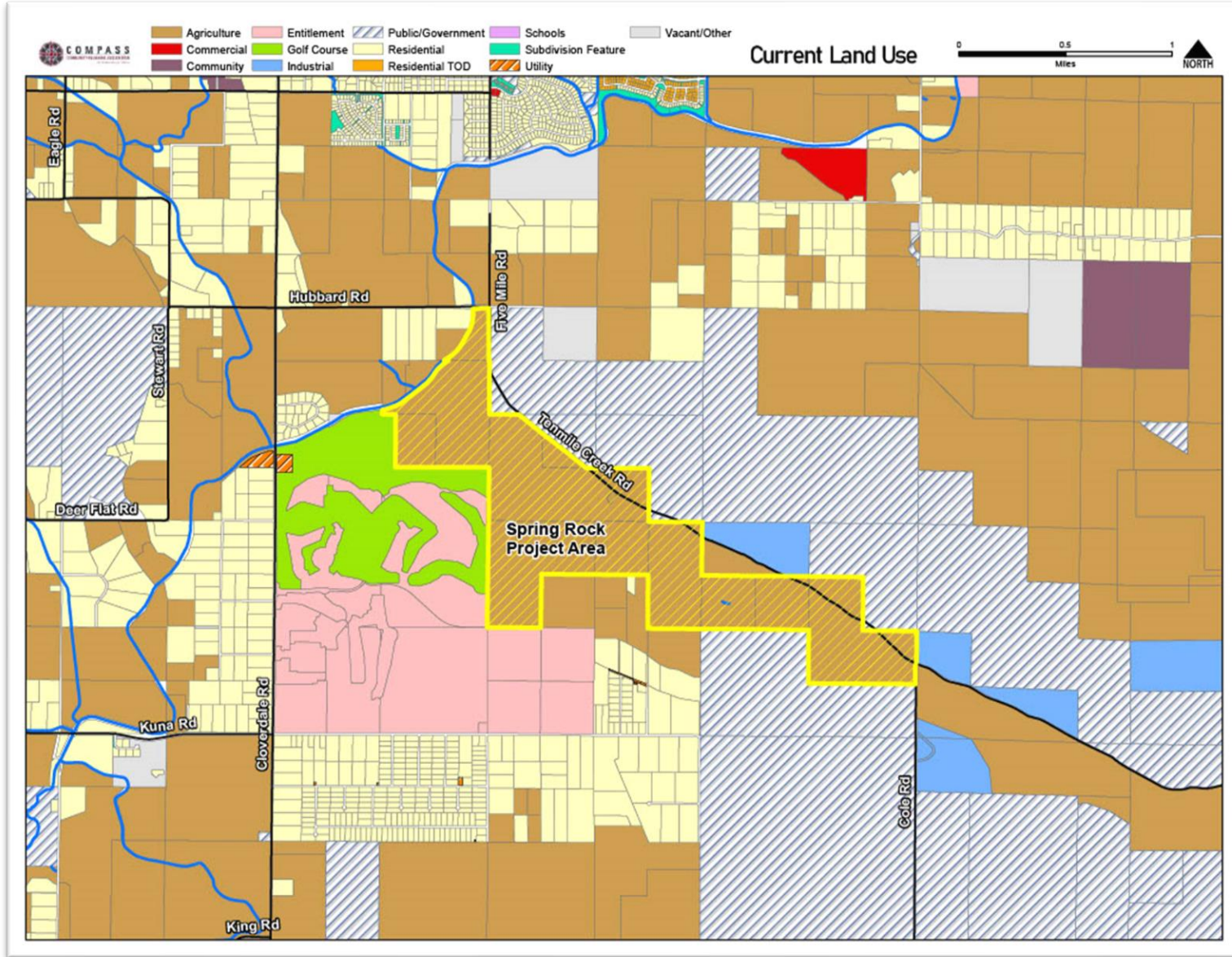


Figure 3: Current Land Use

The large lot residential subdivision lots without services (shown as yellow) are typically cost prohibitive to re-subdivide and, therefore, also not likely to develop for some time. The areas shown in pink have already received approval for urban density development in the City of Kuna.

Given the proximity to the cities of Kuna, Meridian, and Boise, the brown agricultural parcels will likely develop as urban density residential and commercial properties as utilities and roadways extend into the area. Some of these properties may seek annexation into the Spring Rock Planned Community.

Figure 4 shows the existing zoning for the site and neighboring properties.¹²

Proposed Land Uses¹³

Spring Rock Planned Community will be home to about 2,775 residences and 362,000 square feet of commercial uses. The community is planned for 482 acres of residential land, 135 acres of parks and open space, 73 acres of commercial, and 20 acres of schools.

The plan appropriately sites a variety of residential types throughout the community, taking advantage of the natural slopes and roadways to create neighborhood boundaries. Commercial uses are located to take advantage of major roadways while still being accessible to neighborhoods. Recreational areas are strategically located throughout the community, but the unifying element of the community will be the reconstructed Tenmile Creek and landscaped pathway the full length of the property joining neighborhoods, parks, schools, commercial areas, and the community center. Figure 5 portrays the lands use classifications, major roadway connections and proposed recreation amenities for the Spring Rock Planned Community.

Urban Village

The planned community includes an Urban Village with a variety of housing types near convenient shopping and services as well as a large outdoor gathering area. The Urban Village is bounded by the major roadways (the realigned Tenmile Creek Road, the extended Five Mile Road, and the future Gem Valley Road as shown in Figure 5) that create the access hub of the community. The Urban Village is planned to be closely integrated into the urban fabric of the schools, community centers, and neighborhood commercial establishments. Within the Urban Village, residential home densities should be greater than the other residential areas of the community. Commercial buildings should be scaled and oriented for pedestrian as well as vehicle traffic. Schools should be integrated into the residential fabric rather than stand-alone sites. Streets should have more trees and pedestrian and bike facilities.



¹² RP, RR, RUT, RSW, R1, R2, R4, R6, R8, C1, and M1 are zones in unincorporated Ada County. R-6, R-12, C-1, and A are City of Kuna zoning. SP-03 is a City of Boise zoning designation.

¹³ Sources: Spring Rock Economic Study, Launch Development Finance Advisors, May 23, 2022, and Spring Rock Subdivision Market Analysis & Absorption Projections Commercial Components, Clarity Real Estate Advisors, April 25, 2022.

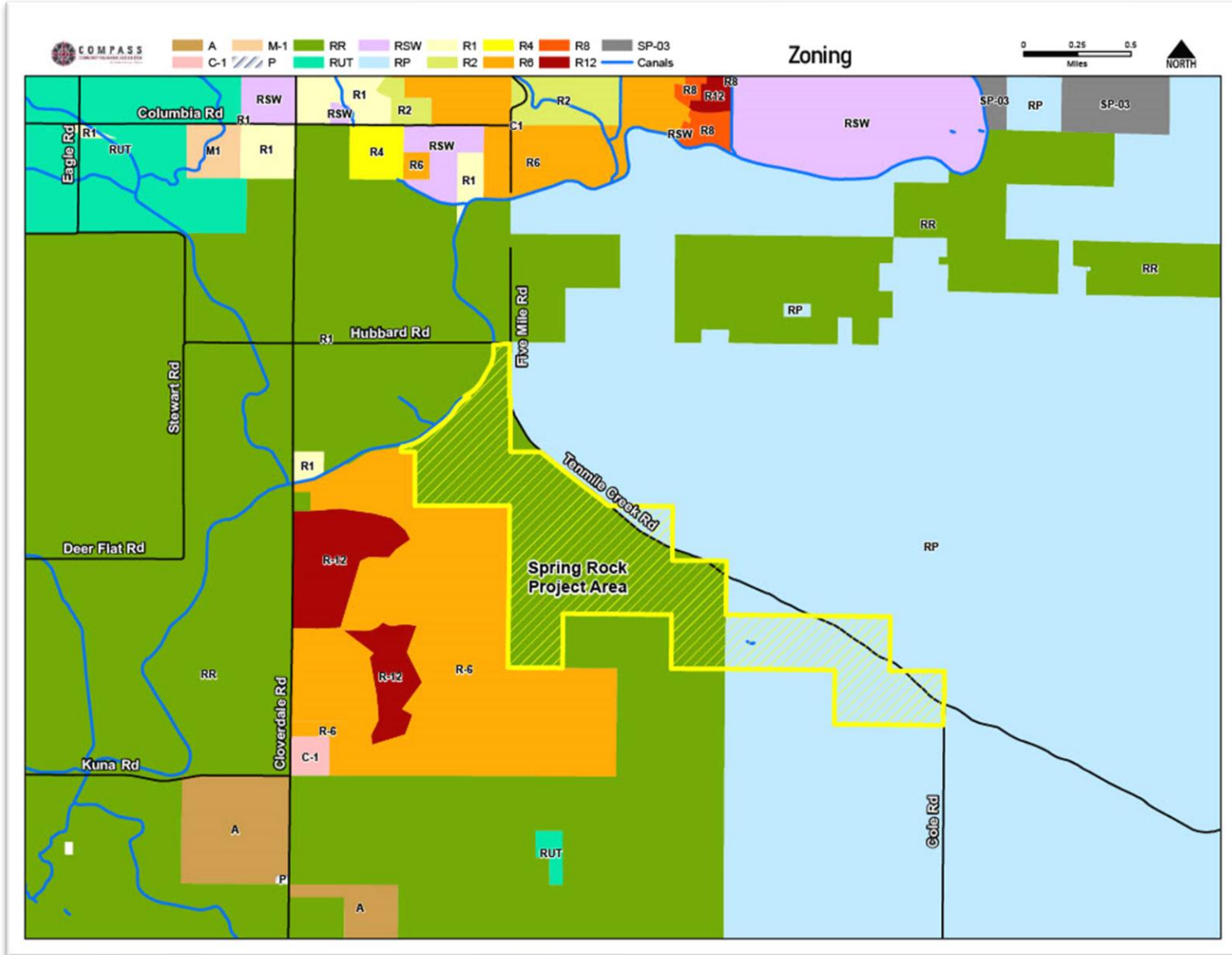


Figure 4: Zoning

Residential Homes

The Residential Homes land use designation anticipates primarily single-family detached homes and customary attached or detached accessory structures, including accessory dwelling units, home offices, and storage sheds. Duplexes and triplexes are also acceptable when scattered throughout a neighborhood of single-family detached homes. (The Residential Homes designation does not anticipate a large collection of duplexes or triplexes. Such collections would be better suited in the Townhomes land use designation.) Garden unit projects are appropriate where they do not exceed the maximum gross density targets. Lot and home size can vary based on market demand and affordability goals. Maximum gross density should not exceed six dwelling units per acre. Higher densities are encouraged within the Urban Village area – up to ten dwelling units per acre.



A single-family detached home is a housing unit that supports one family, that sits on its own lot, and does not share a wall with any other housing unit, except an accessory dwelling as defined below.

An accessory dwelling is a small housing unit generally no greater than 900 square feet that is associated with a single-family detached home and shares ownership with that home. An accessory dwelling generally has a separate entrance from the home and can be attached or detached.



Example of Accessory Dwelling

A garden unit project is a housing development where the homes do not necessarily have frontage on a public street and homes may be accessed on foot from sidewalks connecting to detached garages. The homes may sit on individual lots or be held in common ownership.

A home office is a small structure generally no greater than 900 square feet that is associated with a single-family detached home and shares ownership with that home. A home office generally has a separate entrance from the home and can be attached or detached.

A storage shed is a small structure generally no greater than 900 square feet that is associated with a single-family detached home and shares ownership with that home. A storage shed is detached from the home.

Gross density is calculated by taking defined as all areas devoted to residential activities, including streets, open space and recreation areas, and dividing that number by the total number of residential units.



Townhomes

The Townhomes land use designation anticipates townhome structures with some duplexes and triplexes to facilitate efficient and attractive block and roadway design. Within the Urban Village, live/work townhome are encouraged. Garden unit projects are appropriate where they do not exceed the maximum gross density targets. Lot and home size can vary based on market demand and affordability goals. Maximum gross density should not exceed 12 units per acre.

A duplex is two attached single-family homes. A duplex can have each home on its own lot or have one lot with two homes.

A live/work home is a single-family home (attached or detached) where the front of the structure is a store or office, and the residence is typically on the upper floor. Some recent designs have a portion of the home behind the store or office and the remainder on the upper floor.

A townhome is one of several attached single-family homes where the overall structure contains at least four dwelling units, and each townhome typically sits on its own lot. The units may be part of a condominium plat that would allow individual ownership rather than being on individual lots. Townhomes are typically arranged in a row where each unit extends from the ground to roof and does not have another dwelling unit above or below.

A triplex is three attached single-family homes. A triplex can have each home on its own lot or have one lot with three homes.

An attached single-family home is one that has at least one wall of the home attached to another dwelling unit. This category includes duplex, triplex, and townhomes but does not include apartments.

Apartment Housing is a structure with four or more housing units in one structure arranged as stacked units with another dwelling unit above and/or below. Apartments are typically rental units, although the units may be part of a condominium plat that would allow individual ownership. An apartment development may include multiple apartment housing structures on a single property.

Apartment Housing

The Apartment Housing designation anticipates apartments with associated recreation, parking, and maintenance facilities. Apartment sizes can vary based on market demand and affordability goals. Gross density should not exceed 40 units per acre.



Neighborhood Commercial

The Neighborhood Commercial designation anticipates retail stores and restaurants, office, and some limited manufacturing activities. The community is planned for about 52,000 square feet of retail commercial building area and 150,000 square feet of self-storage facilities. The retail and self-storage uses are estimated to create about 59 new jobs. Office uses are expected to comprise approximately 160,000 square feet and provide jobs for nearly 300 employees. No industrial uses are anticipated in the planned community.¹⁴

¹⁴ Source: Spring Rock Economic Study, Launch Development Finance Advisors, May 23, 2022.



Within the Urban Village, housing is encouraged above commercial uses – creating a vertical mixed-use structure. Commercial buildings in the Urban Village should be scaled and oriented for pedestrian as well as vehicle traffic. Appropriate commercial activities should be clearly defined within the Development Code and should set limits on the size and intensity of each allowed use to ensure it is compatible with neighboring activities. Urban Village commercial building will focus on pedestrian elements such as continuous sidewalks and building façades oriented to public spaces.

Places of Worship

The Spring Rock Planned Community Future Land Use Map does not specify a location for places of worship. Depending on the size of the worship group, such facilities may be appropriate in any of the designated areas with two exceptions: places of worship should not be in an Open Space/Parks area or within the core Neighborhood Commercial area near the intersection of Five Mile Road and Tenmile Creek Road. The Development Code should establish clear standards for appropriate locations based on the number of attendees.

School

The School land use designation is for public or private educational institutions. Figure 6 shows the Elementary School Enrollment Boundaries for Spring Rock Planned Community and Figure 7 shows the Middle/High School Enrollment Boundaries.

The future Spring Rock Planned Community population is expected to have 1,327 students at full build-out of the community. Distribution of those students is expected to be like other areas within Ada County as a whole.

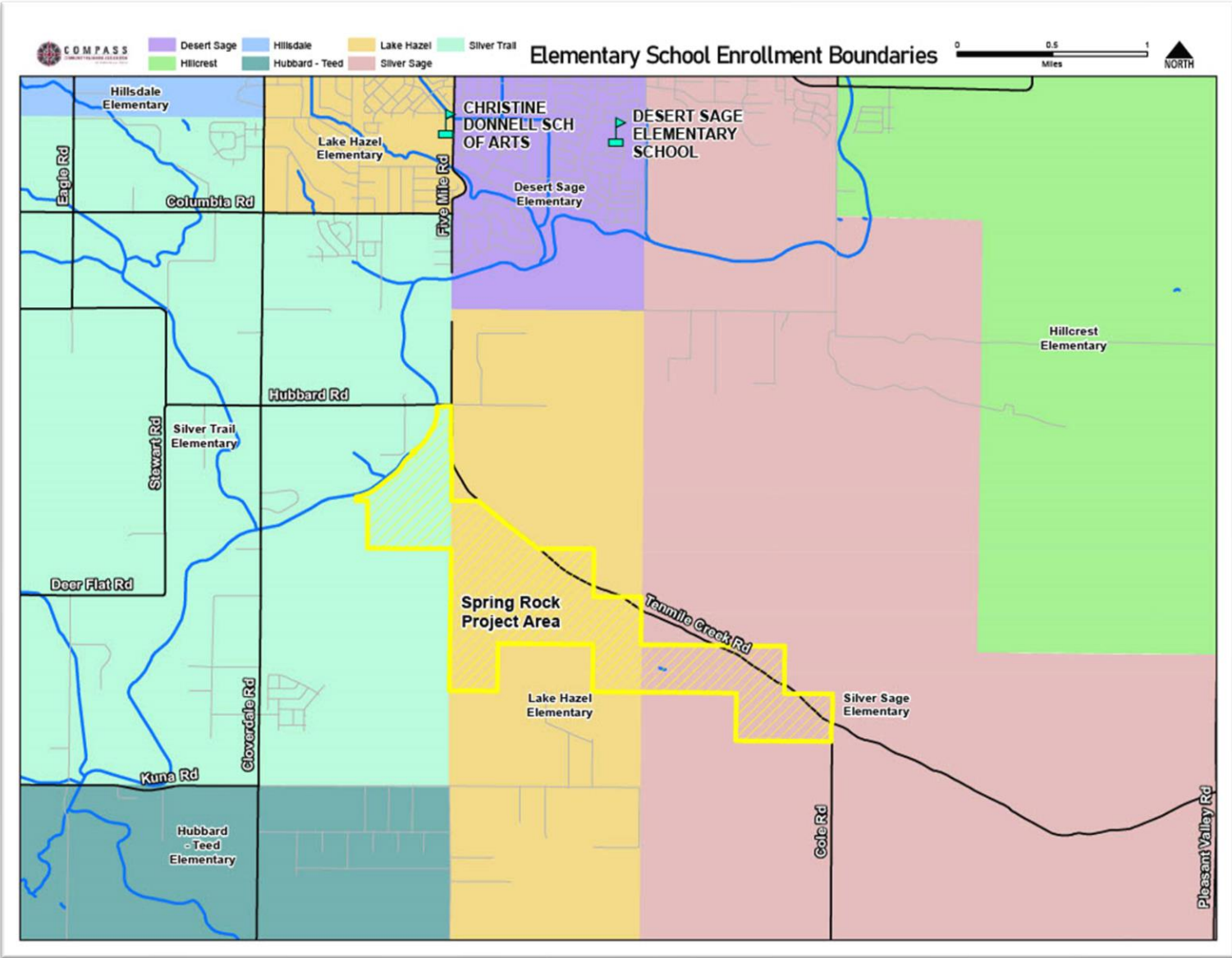


Figure 6: Elementary School Enrollment Boundaries

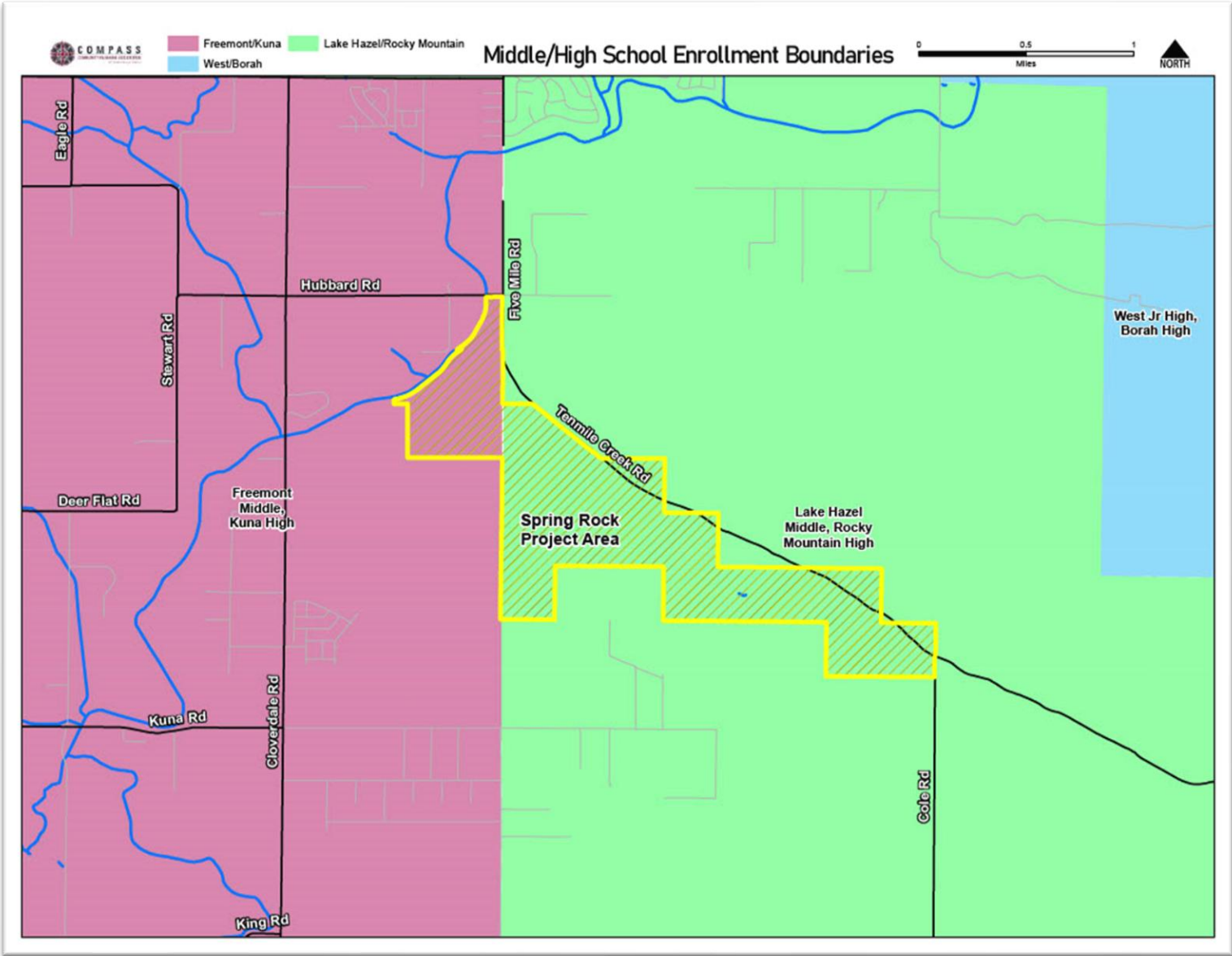


Figure 7: Middle/High School Enrollment Boundaries

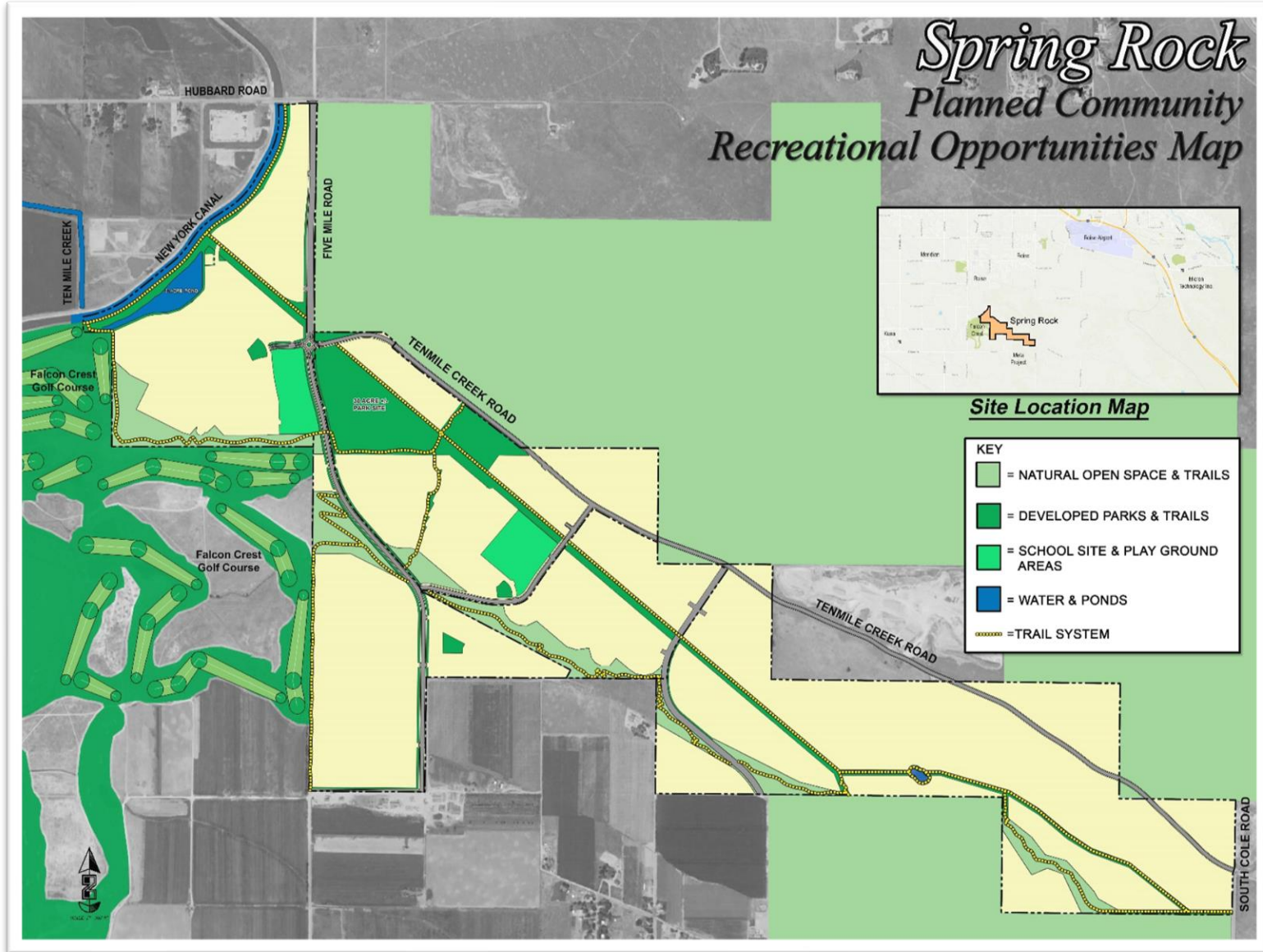
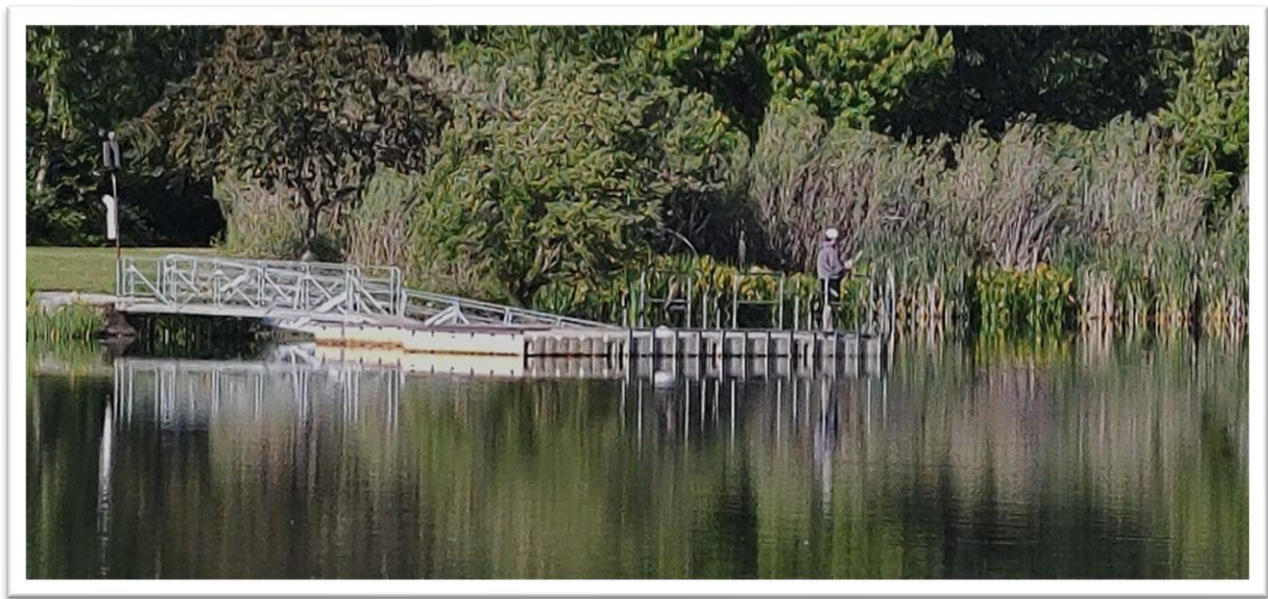


Figure 8: Recreational Opportunities Map

The two sites noted on the land use map have been offered to the Kuna School District (along Five Mile Road) and West Ada School District (along Gem Valley Road). The school sites should be developed to encourage pedestrian connections and visibility from the adjoining neighborhoods. If a proposed school site is not needed for public educational facilities, other appropriate uses include but are not limited to public charter and private schools, place of worship, day care facility, assisted living facility, or other semi-public buildings.

Open Space, Parks, and Gathering Places

Spring Rock Planned Community is fortunate to have a major recreation amenity as its western neighbor – Falcon Crest Golf Course – and the nearby Hubbard Reservoir recreation area. The Spring Rock Planned Community will provide additional open space that complements the existing opportunities as shown in Figure 8 on the previous page. The Open Space and Parks designation includes neighborhood recreation areas, trails, playgrounds and playfields, greenbelt, bicycle facilities, fishing ponds, and numerous pathways. Notable among the open



space areas and parks are:

- A 30-acre park site that can host a variety of sporting events and activities.
- A large irrigation pond at the northwest end of the site that is planned to support fish to create a local fishing pond.
- Hiking and biking trails along the bench slopes.
- The Tenmile Creek Pathway as detailed in Figure 9.
- Various neighborhood playgrounds, play areas, and swimming pools.
- A dog park with fencing and waste stations.
- Structured pavilions available for rent for large gatherings such as family reunions, weddings, and other celebrations or gatherings.

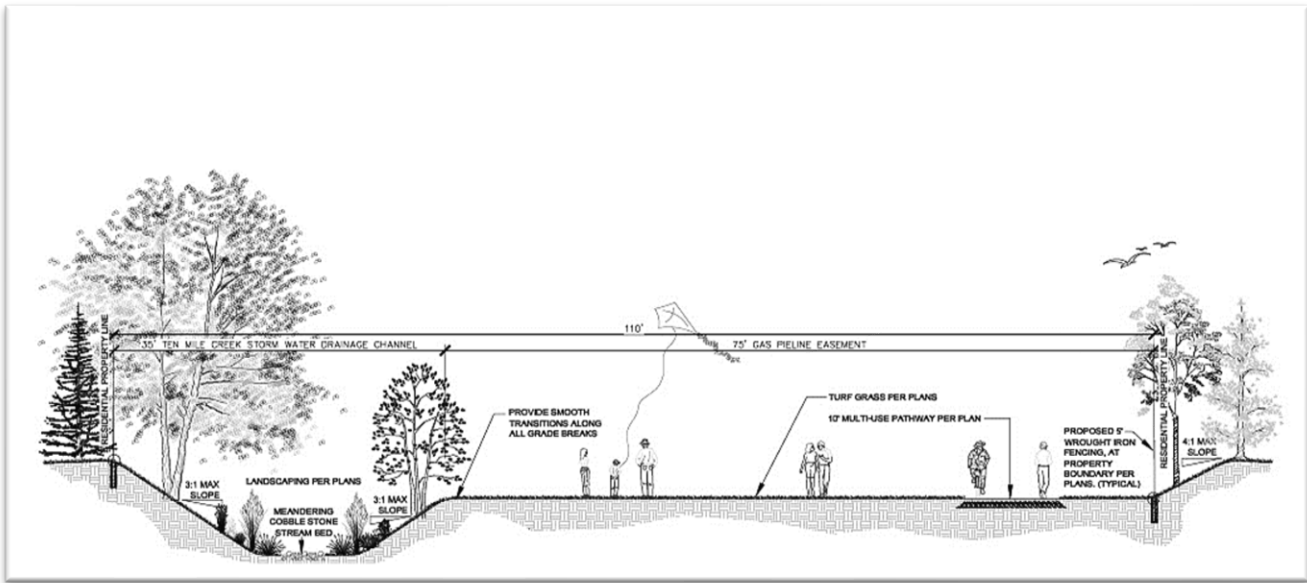


Figure 9: Tenable Creek Pathway Detail

Community Center and Learning Commons

Within the Urban Village there will be a large community center facility that will include the learning commons, a gathering area with places to collaborate or curl up in a comfy chair and secure parcel delivery area. The learning commons will provide a 21st century approach to library services that allows members to check out laptops and other devices for reading books, doing homework, or working from home. There will also be an area set aside for residents to donate books if they desire (take-a-book, leave-a-book).

21st-Century Libraries: The Learning Commons

... Students and teachers no longer need a library simply for access. Instead, they require a place that encourages participatory learning and allows for co-construction of understanding from a variety of sources. In other words, instead of being an archive, libraries are becoming a learning commons.... Today, with the digitization of content and the ubiquity of the internet, information is no longer confined to printed materials accessible only in a single, physical location. ...When every student has the potential to carry a global library on the device in his or her pocket, the role of physical libraries may become even more important, not just a place to house resources, but one in which to create meaning from them. The libraries of the 21st century provide a welcoming common space that encourages exploration, creation, and collaboration between students, teachers, and a broader community. They bring together the best of the physical and digital to create learning hubs. Ultimately, libraries will continue to inspire students to construct new knowledge and meaning from the world around them.¹⁵

The Development Team will work with the Ada Community Library to implement this shift-in-paradigm-library service.

¹⁵ Source: 21st-Century Libraries: The Learning Commons, Beth Holland, January 14, 2015.

Semi-Public Places

Spring Rock Planned Community will construct and maintain all its own infrastructure. Associated with that responsibility comes the need to have a variety of semi-public facilities to house that infrastructure and equipment (e.g., lawn mowers and maintenance tools). A primary maintenance facility may be located at the south end of the 30-acre park site. This maintenance facility would serve many functions:

- Workspace and storage area for the water reuse equipment operators.
- Small office space for public agency use (upon request) to serve Spring Rock residents and owners.
- Lawn maintenance materials and equipment.
- Park and ride lot for ride-share commuters.

Additional facilities may be needed in later phases of community build-out; the exact location and size of those facilities is yet to be determined.

Land Use Summary Table (Approximate Acreages)

Land Use ¹⁶	Acres	% of Community
Residential Homes	395.7	52.1%
Townhouses	51.7	6.8%
Apartments	36.2	4.8%
Neighborhood Commercial	73	9.6%
Developed Open Space	76.7	10.1%
Natural Open Space	58.3	7.7%
School	20.0	2.6%
Roadways and other	49.0	6.5%
<i>Total Acres</i>	<i>760.6</i>	<i>100%</i>

Urban Village	Acres	% of Village
Residential Homes	31.5	25.8%
Townhouses	15.4	12.6%
Apartments	7.8	6.4%
Neighborhood Commercial	15.3	12.5%
Developed Open Space	42.3	34.6%
School	10.0	8.2%
<i>Total Acres</i>	<i>122.3</i>	<i>100%</i>

Goal and Policies for Community Land Uses¹⁷

Land Use Goal 1: Create a community designed for 21st Century living that meets the current demands for recreation, socializing, housing, shopping, and working.

Land Use Policy 1: Develop Spring Rock Planned Community with parks, commercial areas, residential neighborhoods, community facilities, pathways, trails, and public and private gathering areas as depicted on the Spring Rock Planned Community Future Land Use Map.

¹⁶ Spring Rock Economic Study, Launch Development Finance Advisors, May 23, 2022.

¹⁷ Applicable goals and policies from the following documents were incorporated into this sub-area plan: Blueprint Boise, Ten Mile Creek Planning Area; Envision Kuna Comprehensive Plan; Ada County 2025 Comprehensive Plan.

RECREATION

Land Use Policy 2: As development occurs within an area, create a channel for the Tenmile Creek to provide recreational access to open space along the new channel.

Land Use Policy 3: Enhance the wetland area near the New York Canal as an irrigation pond and recreation area as shown on the Spring Rock Planned Community Future Land Use Map.

Land Use Policy 4: Provide recreation facilities and open areas within residential neighborhoods that are connected to the central open space along the Tenmile Creek pathway as much as possible, including pathways along the bench slopes.

Land Use Policy 5: Create the ability to host large gatherings in community open spaces.

RESIDENTIAL

Land Use Goal 2: Develop the Spring Rock Planned Community as a cohesive neighborhood with the Urban Village as the heart of the community in the valley floor and more traditional residential development on the benches and to the west and east of the Urban Village.

Land Use Policy 6: Increasing market supply of housing in a variety of price points, purchase and rental options, and house size.

- *provide households with a variety of housing options for large families, small families, families with children, families without children, elderly families, and shared family homes.*
- *provide households with a variety of housing options for single-family detached homes, single-family attached homes, townhouses, and apartments.*
- *provide households with a variety of affordable housing options for purchase and rent.*
- *allow for and encourage construction of accessory dwelling units to increase the stock and variety of affordable housing options for small households.*



Land Use Policy 7: Allow for construction of accessory office units on residential properties to facilitate those that work from home and want a separate workspace.

COMMERCIAL

Land Use Goal 3: Create sustainable and profitable neighborhood commercial and employment opportunities to meet the daily grocery, retail shopping, dining, and personal and professional service needs of Spring Rock Planned Community residents.

Land Use Policy 8: Require visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction, and promote a sense of place by establishing a consistent standard of landscaping and exterior designs using design guidelines and covenants.

Land Use Policy 9: Create commercial developments with pedestrian-oriented designs.

Land Use Policy 10: Limit new regional-serving retail uses or uses that solely rely on drive-through commerce. Notwithstanding the previous statement:

- *provide an appropriate location for a combined gas station/convenience store to meet resident needs for fuel and groceries.*
- *allow some small-scale drive-through uses such as a coffee shop that does both walk-in and drive-through sales.*

Land Use Policy 11: Allow food trucks and other walk-up dining options that contribute to the Urban Village character by establishing appropriate locations (with utilities) and by allowing them in the Spring Rock Development Code.

Implementation Strategies for Community Land Use:

1. *Within the Development Code for the Spring Rock Planned Community, provide standards regarding the following:*
 - a. *Neighborhood scale commercial development standards for the Urban Village and other commercial areas. The code should emphasize form and function versus a strict use-based application. For example, a small forge used in creating jewelry would be acceptable while a large-scale industrial forge would not. Use design standards such as façades, streetscaping, building orientation, setbacks, buffers and parking requirements to encourage pedestrian-friendly environments and improve connectivity.*
 - b. *Accessory structure standards that allow for a wide variety of work-from-home-office uses and cottage industries that will be compatible with the adjoining homes.*
 - c. *Accessory structure and accessory dwelling location, access, and parking standards that facilitate construction on most residential lots within the community.*
 - d. *Zoning districts that accommodate a wide range of lot sizes, lot widths, and lot frontages to allow greater flexibility in meeting market demand and affordability goals and to have a variety of housing types and sizes within residential blocks.*
 - e. *Require that subdivision construction includes development of recreation facilities, including parks, ponds, pavilions, pathways in nature areas, and a new channel for Tenmile Creek with pathways and appropriate landscaping.*
 - f. *Allowances for a wide variety of temporary events in common spaces.*
 - g. *Require an inventory, map, and appropriate mitigation for impacted wetland areas near the New York Canal.*
 - h. *Establish standards for places of worship, day care facilities, assisted living facilities and other semi-public facilities.*
 - i. *Establish crime prevention through environmental design standards for pedestrian areas in commercial areas and apartment projects.*
2. *Create a Spring Rock Management Plan that details the responsibilities of the management group. At a minimum such responsibilities will include:*
 - a. *Operation and maintenance of the wastewater treatment and water reuse facility.*
 - b. *Operation and maintenance of irrigation facilities.*
 - c. *Maintenance of parks, public recreation areas, and pathways.*
 - d. *Approval of facility rentals and special events in common areas and structures.*

CHAPTER 2: COMMUNITY CONNECTIONS

The primary community connections are the roadway improvements that allow residents to travel within the community and to other destinations in the region. Although people tend to consider roads based on their ability to convey motorized vehicle movement, the Spring Rock Planned Community considers roadways as conveying pedestrians, bicycles, and vehicles. This approach is consistent with the Ada County 2025 Comprehensive Plan Goal 4.7 to support a comprehensive transportation network that provides mobility and choices for all segments of the community.

Community connections are also the infrastructure improvements that bring electricity, gas, and high-speed data service to the community. In a 21st Century Community, cell phone and data service play an important part in connecting residents to the rest of Ada County and the world.

The third type of community connections are those that provide sewer, water and irrigation water services to homes and businesses. Because these are a key to the long-term success of Spring Rock Planned Community, they are discussed in the final chapter on Sustainable Practices & Resiliency.

Roadway Design

Roadway design is guided by the Traffic Impact Study performed by Kimley Horn¹⁸ and the Ada County Highway District Livable Streets Performance Measures.¹⁹

Tenmile Creek Road

The Development Team proposes to improve the safety and functionality of Tenmile Creek Road by expanding the roadway to meet Ada County Highway District standards, providing a separated bicycle facility, and creating a roundabout to merge the Tenmile Creek Road vehicles with the Five Mile Road vehicles. The roadway will have additional pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.



Five Mile Road

The Development Team proposes to improve the safety and functionality of Five Mile Road by extending it south through the length of the property to accommodate future transportation

¹⁸ Source: Source: Spring Rock - Traffic Impact Study, Kimley Horn, May 2022.

¹⁹ Source: Livable Streets Performance Measures, Ada County Highway District, June 23, 2021.

plans of the Ada County Highway District. This roadway will be extended to the south in the current alignment and will be constructed to Ada County Highway District standards. It should also have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Gem Valley Road

The Development Team proposes to construct a new collector roadway connecting Tenmile Creek Road and Five Mile Road within the center of the development. The Gem Valley Road collector will provide important connectivity to support the proposed residential, school, and commercial development. This roadway will be constructed to Ada County Highway District standards and should have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Maple Grove Road

The Development Team proposes to extend Maple Grove Road through the property and connect to Tenmile Creek Road. The collector roadway will provide connectivity to support future development with Spring Rock Planned Community and the properties to the south of the planned community. This roadway will be constructed to Ada County Highway District standards and should have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Cole Road

The Development Team proposes to improve the adjoining Cole Road right-of-way to Ada County Highway District standards and should have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Hubbard Road

The Development Team proposes to improve the adjoining Hubbard Road right-of-way to Ada County Highway District standards and should have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Local Residential Streets

Local residential streets will be constructed to Ada County Highway District standards and should have pedestrian and bicycle facilities in coordination with Ada County Highway District Livable Streets Performance Measures stress level standards.

Offsite Improvements

The Development Team anticipates providing monetary resources toward several off-site improvements necessary to mitigate the impacts of the Spring Rock Planned Community.

Access Aisles and Service Drives

Commercial areas will be accessed from Tenmile Creek Road and Gem Valley Road. Internal service drive aisles and sidewalks should be designed for pedestrian and bicycle safety and connectivity.

Similar to commercial areas, apartment properties will be accessed from Tenmile Creek Road and Gem Valley Road. Internal service drive aisles and sidewalks should be designed for cross

access and pedestrian and bicycle safety and connectivity. The Development Code should also include standards to improve the safety of residents through improved lighting and landscaping that does not create hiding places.

Public Transportation

As a community built for 21st Century Living, Spring Rock Planned Community will prioritize facilitating public transportation to the area and preserving areas for crucial components such as future bus stops, carpool/vanpool parking, bus shelters, and designated locations for micromobility services.

Micromobility refers to a range of small, lightweight vehicles operating at speeds below 15 mph such as bicycles, e-bikes, and scooters. New devices are entering the market at a rapid pace. Some are privately owned, but many are shared through micromobility operators as part of a multi-modal solution for distances between .5 to 5 miles.²⁰

The Development Code should include appropriate processes that coordinate efforts with Valley Regional Transit and micromobility providers. The design of these facilities will be determined as detailed subdivision plats are processed through Ada County.

Pedestrian and Bicycle Pathways

The unifying feature of the Spring Rock Planned Community is the greenbelt path that follows Tenmile Creek the full length of the community with connected neighborhood parks, schools, community areas, and neighborhood commercial. The greenbelt will allow children to explore and navigate the community safely. It will be the pathway for summer evening strolls with the family that ends in a delicious treat. Other bikeways and trails are planned along the bench slopes and along Tenmile Creek Road.

Utilities and Services

Gas

The Development Team has contacted Intermountain Gas Company and gas can be provided to the site either from the east or from the west. The Development Team will pay to install infrastructure to bring gas to Spring Rock.

Water

Spring Rock Planned Community is in the Veolia water service area, and Veolia provided a will serve letter to serve the future Spring Rock residents and commercial owners. The offsite water lines will bring water from existing Veolia wells north and northeast of Spring Rock down Five Mile Road to Hubbard Road and the north border of Spring Rock. As designed by Veolia, the new line sizes will range from 12 inch to 16 inch and potentially up to 24 inch in diameter to ensure sufficient fire flows and capacity for Spring Rock. The Development Team will pay for the cost to install the offsite lines and infrastructure to meet the capacity needs of the Spring Rock Planned Community.

²⁰ Your Essential Guide to Mobility Intelligence, Otonomo, no date.

Electricity

Electricity is available from Idaho Power and upgrades will be needed to provide sufficient power for the full buildout of Spring Rock Planned Community. Sufficient power is available from the west in Cloverdale Road, and the Development Team will pay to upgrade and/or install new power lines to bring sufficient power to Spring Rock.

Broadband and WiFi

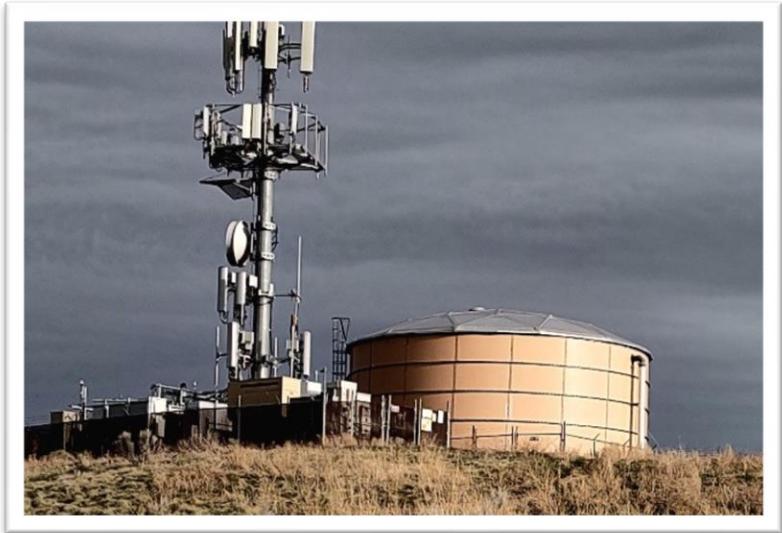
Broadband services will be available throughout the Spring Rock Planned Community. WiFi will be available in the commercial areas of the Urban Village. The Development Team is investigating options to become the broadband service provider and offering affordable broadband service to its residents and business owners. The Development Team is also looking into the ability to provide free WiFi within the community areas of the Urban Village.

Cellular Service

Spring Rock will provide locations for co-locations of cell towers for all the major cellular service providers.

Irrigation Water

Spring Rock will provide pressurized irrigation water for residents and business owners. See the chapter on Sustainable Practices & Resiliency for more information on irrigation water.



Sewer, and Irrigation Water

The proposed Spring Rock Planned Community sewage collection, treatment, and reuse of treated effluent are key to the long-term success of the community and are discussed in the final chapter on Sustainable Practices & Resiliency.

Goal and Policies for Community Connections

Connections Goal 1: Create a community that allows residents to easily move about to work, play, shop, eat and interact with neighbors.

MEETING THE NEEDS OF THOSE TRAVELING IN MOTOR VEHICLES

Connections Policy 1: Construct roadways within the Spring Rock Planned Community as needed and as approved by Ada County Highway District.

MEETING THE NEEDS OF PEDESTRIANS AND BICYCLE RIDERS

Connections Policy 2: Use the Ada County Highway District Livable Streets Performance Measures to achieve appropriate street and pathway designs:

1. *Develop a pathway along the reconstructed Ten Mile Creek channel. Design crossing roadways and intersections to achieve a bicycle and pedestrian Level of Traffic Stress (LTS) of 1 along the pathway.*

2. *When traveling within the Urban Village, design roadways and intersections to achieve a bicycle and pedestrian LTS of no more than 2, but most of the roadway segments and intersections should be LTS 1.*
3. *Design Tenmile Creek Road to achieve an LTS of 3 for bicyclists in mixed traffic and at the roundabout. The intent is to discourage all but experienced cyclists along this narrow and busy segment of roadway. Similarly, the pedestrian facilities (sidewalk presence, sidewalk buffer, sidewalk width and condition, unsignalized intersection, signalized intersections, and roundabouts) should be LTS 3.*
4. *Design Five Mile Road as LTS 2 for all bicycle and pedestrian facilities.*
5. *Construct one controlled pedestrian crossing LTS 1 where Five Mile Road travels under the Transmission Line Corridor. The intent is to provide a safe crossing for children into and out of the Urban Village and the school site on the west side of Five Mile Road.*
6. *All local streets within ¼ mile of school sites should be designed as LTS 1 for both bikes and pedestrians.*

Connections Policy 3: Require pedestrian and bicycle connectivity throughout Spring Rock Planned Community to link the various neighborhoods and uses together to promote a sense of community.

Connections Policy 4: Create a pedestrian and bicycle recreational pathway adjoining the re-channelized Tenmile Creek and along Tenmile Creek Road.

Connections Policy 5: Create a pedestrian and limited bicycle recreational pathway adjoining and within the bench slopes.

MEETING THE NEEDS OF THOSE USING TRANSIT

Connections Policy 6: Within the Urban Village, require minimum net densities of at least 10 dwelling units per acre. Because most of this area is within ¼ mile of activity centers and potential transit stops, the increased density will support the provision of efficient and convenient transit service..

Connections Policy 7: Support micromobility collection and pick up areas in Spring Rock Planned Community to bring more people within easy travel distance of ride share and transit locations.

Connections Goal 2: Provide utility infrastructure that support the full range of modern appliances and technology devices.

MEETING THE NEEDS OF THOSE WORKING REMOTELY

Connections Policy 8: Provide community broadband access in all residential areas to support home businesses and working from home.

MEETING THE NEEDS OF HOMES AND BUSINESSES FOR FULL SERVICES

Connections Policy 9: Provide the full range of services to allow homes and business to choose desired indoor and outdoor appliances.

Implementation Strategies

1. *Within the Development Code for the Spring Rock Planned Community, provide standards regarding the following:*
 - a. *Construction of pathways as depicted in the Future Land Use Map and the Recreation Plan, including requirement that the Williams Northwest Pipeline easement is*

- incorporated as an open-space amenity wherever possible and providing for pedestrian and bicycle access to that amenity.*
- b. Development within the Williams Northwest Pipeline Easement should be an open space area free of trees and other deep-rooted plants, or, when this is not possible, lot division should be on either boundary of the easement (as opposed to splitting the easement between lots).*
 - c. Street design and construction should achieve the level of stress targets, ACHD design and construction requirements, and other standards as detailed in this sub-area plan.*
 - d. Minimum net density requirement of ten units per acre within the Urban Village (Net density is the number of residential units divided by the combined residential areas--excluding streets, open space, and non-residential uses).*
 - e. Service drive standards that create cross access easement to adjoining non-residential properties.*
 - f. Micromobility facilities in residential neighborhoods and commercial areas.*
 - g. Construct broadband services to homes and businesses.*
 - h. Construct and maintain a park-and-ride lot near the Community Maintenance Facility as shown on the Future Land Use Map.*
2. *Within the Spring Rock Management Plan, provide for the following:*
- a. Information at the Community Center on ride share and public transit opportunities.*
 - b. Construction and maintenance of broadband services.*
 - c. WiFi in commercial areas of the Urban Village and the Community Center.*
 - d. For cellular service providers that do not have good service within the Spring Rock Planned Community, work to find a suitable lease site and construct a tower. Lease fees can be used to offset WiFi expense in the commercial areas.*



Photo Credit: Justin Doyle Homes

CHAPTER 3: COORDINATED GROWTH

Ada County 2025 Comprehensive Plan—Coordinated Growth

Although Spring Rock Planned Community will be a self-sufficient community, it is still part of unincorporated Ada County. As such it is important to assist in fulfilling the aspirational goals and policies as set forth in the Ada County 2025 Comprehensive Plan.

Spring Rock Planned Community embraces Goal 4.7 related to supporting a comprehensive transportation network that provides mobility and choices for all segments of the community. Spring Rock Planned Community will address:

Policy 4.7a-Pedestrian and bicycle pathways. Support creation of a safe network of pedestrian, equestrian, and bicycle pathways and trailheads to provide connections within neighborhoods, and between parks, schools, open spaces, commercial areas, and transit facilities.

- *Work with surrounding entities in planning, implementation and maintenance of these facilities.*
- *Encourage residential and non-residential developments to provide adequate easements for future pathways and to construct such pathways.*
- *Easements for future pathways may be utilized if another entity commits to construction of the pathway.*
- *Rather than creating a new pedestrian and bicycle pathway plan, plans already developed for the region – such as the COMPASS, ACHD, and Ada County Parks plans – should be integrated and or implemented in Ada County.*

Policy 4.7b-Pedestrian crossings. Support the provision of pedestrian crossings with signals, signs, and markings where necessary to address safety issues.

Policy 4.7c-Ride-sharing. Encourage employers to promote ride-sharing through ACHD Commuteride and Valley Regional Transit and by providing incentives where appropriate, such as preferred parking spaces, flexible schedules, and free transit passes.

Policy 4.7d-Park-and-rides. Encourage development of park-and-ride spaces and/or facilities in or adjacent to mixed-use nodes or major intersections at entrances to subdivisions or Planned Communities.

Policy 4.7e-Transit facilities. Encourage development within existing and planned public transportation corridors to safely and efficiently accommodate transit facilities such as on-street bus stops, associated pedestrian and bicycle access, and pullout lanes.

Spring Rock Planned Community will participate with city, state, and federal agencies, as well as private entities, to provide a full range of recreational opportunities to County residents as stated in Goal 1.4. As neighborhoods develop, they will include dedicated parks and open space for residents and other members of the recreating public. Two special projects – improving the safety of Tenmile Creek Road and recreating a channel and pathway for Tenmile Creek – likely would not happen without the larger context of being within a planned community.

As noted previously, The Development Team has and will continue to coordinate with providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of Ada County as stated in Goal 5.6. This sub-area plan not only includes provisions for standard utilities such as sewer, water, electricity, and gas, but it also includes provision for access to modern broadband, WiFi, cell service, micromobility facilities and locations, secure parcel delivery locations, electric vehicle charging stations, solar panel collectors, and loaner computers for access to the world of online books, movies, documentaries, and scholarly publications.

Tenmile Creek Road is an important transportation route for gravel trucks working in the adjoining properties. The Development Team seeks to improve that route and comply with Ada County Comprehensive Policy 1.7 which seeks to “identify, protect, and use Ada County’s sand and gravel resources while mitigating impacts to adjacent residential uses, minimizing long-term negative environmental impacts, and protecting or enhancing natural resources.”

Gas

The Development Team has contacted Intermountain Gas Company and gas can be provided to the site either from the east or from the west. The Development Team will pay to install infrastructure to bring gas to Spring Rock.

Water

Spring Rock Planned Community is in the Veolia water service area, and Veolia provided a will serve letter to serve the future Spring Rock residents and commercial owners. The offsite water lines will bring water from existing Veolia wells north and northeast of Spring Rock down Five Mile Road to Hubbard Road and the north border of Spring Rock. As designed by Veolia, the new line sizes will range from 12 inch to 16 inch and potentially up to 24 inch in diameter to ensure sufficient fire flows and capacity for Spring Rock. The Development Team will pay for the cost to install the offsite lines that benefit Spring Rock Planned Community.

Electricity

Electricity is available from Idaho Power and upgrades will be needed to provide sufficient power for the full buildout of Spring Rock Planned Community. Sufficient power is available from the west in Cloverdale Road, and the Development Team will pay to upgrade and/or install new power lines to bring sufficient power to Spring Rock.

Schools

Kuna School District

The portion of the Spring Rock Planned Community site west of Five Mile Road is in the Kuna School District. The Development Team, at the request of the Kuna School District, is providing a ten-acre site along Five Mile Road. In their letter dated August 18, 2020, they stated, “Bottom line up front: Kuna School District projects a need for an elementary school near the golf course in near future as sewer moves east. The developers of Spring Rock have uniquely offered a 10.8-acre site with utilities for such a site. This will save taxpayers between \$2-3 million when it is

time to build a school on the eastern portion of the district. Without this development and donation that money will have to be added to any bond or levy vote.”²¹

Elementary students will be able to walk or ride bicycles to school safely. Kuna School District did not speak to the need for student transportation for Jr. High and High School students.

West Ada School District

The portion of the Spring Rock Planned Community site east of Five Mile Road is in the West Ada School District. The Development Team has involved school district administration officials in their initial discussion and plans for residential development and has offered to donate a ten-acre site in the Urban Village. West Ada School District has informally acknowledged that they will accept the school site. Spring Rock Planned Community students will be able to walk or ride bicycles to school safely. West Ada School District did not speak to the need for transportation for students residing outside of Spring Rock Planned Community.

Ada County Highway District

The Development Team is coordinating with the Ada County Highway District (ACHD) on the traffic impact study and roadway recommendations contained within this plan. The traffic impact study is still being reviewed by ACHD. The Development Team will comply with ACHD design and construction requirements, including offsite mitigation of traffic impacts. The Development Team is also incorporating the newly completed Livable Streets Performance Measures to guide the future design and development of roadways within the planned community.

Ada County Development Services

The Development Team coordinated with Ada County Development Services throughout the Spring Rock Planned Community approval process. This includes a transportation scoping meeting with representatives from Ada County Development Services, Valley Regional Transit, Community Planning Association of Southwest Idaho (COMPASS), and Idaho Transportation Department. Similarly, The Development Team coordinated on public services with Ada County Development Services, Ada County Recreation Department, Ada County Paramedics, Ada County Weed & Pest Control, and Idaho Power. The Development Team considered the concerns expressed by these service providers and incorporated measure in the plan to address those concerns.

Emergency Services

Emergency services include fire protection, paramedic response, and law enforcement. The first phases of the Spring Rock Planned Community are within the Kuna Rural Fire District. The Development Team will work with the Kuna Rural Fire District to serve the remainder of the planned community site. The Development Team is in discussions with Kuna Rural Fire District on ways to contribute to building and staffing a fire station in the area to serve Spring Rock residents and business owners. The Development Team will continue to work with Ada County Paramedics to find the best way to serve residents either through funding or improved access to

²¹ Kuna School District Letter to City of Kuna Mayor and Council, August 18, 2020.

the site. Likewise, the Development Team will continue to work with Ada County Sherriff's Office to meet their needs to serve the planned community residents and business owners.

Ada County Weed & Pest Control

Ada County Weed & Pest Control is concerned with the widespread presence of hoary whitetop in the area – an invasive species. The Land Management Plan will include immediate and ongoing steps to manage and control the invasive species. Sites will be cleared of the hoary whitetop during construction and then carefully managed to prevent the species from re-establishing in the area.



Bureau of Land Management (BLM)

The Development Team has been unsuccessful in their attempts to coordinate a meeting with the Bureau of Land Management to discuss access for recreation opportunities. However, this is what we know about management of the area: The BLM areas adjoining Spring Rock Planned Community are shown as Category III within the Bruneau – Kuna Land Use Status and Planning Study²². This category is identified for further study regarding asset management. The property is not within the Snake River Management Area, nor is there evidence of the Oregon Trail passing through the site. The Bruneau – Kuna Land Use Status and Planning Study makes it clear that recreation is not a priority and should be managed, “to meet BLM’s basic stewardship responsibilities and to provide reasonable recreation opportunities. Do not prepare recreation management plans for these areas.” (Policy R-1.2). Given the constraints on BLM regarding funding for recreation, additional access discussions are best left to a future date.

Community Planning Association of Southwest Idaho

Community Planning Association of Southwest Idaho (COMPASS) is the regional transportation planning agency for the Treasure Valley. COMPASS prepares the demographic and population trend information that guides federally and locally funded transportation improvements through the Ada County and Canyon County. The Development Team commissioned a demographic study from COMPASS.²³

²² Source: Bruneau-Kuna Land Use Decisions Summary and Rangeland Program Summary, U.S. Department of Interior, Bureau of Land Management, Boise District, June 1983.

²³ Source: Spring Rock Planned Community Demographic Profile, Community Planning Association of Southwest Idaho, March 2022.

Annexations

Because the Spring Rock Sewage Treatment and Wastewater Reuse Facility is expandable, surrounding properties may have the opportunity to annex into the Spring Rock Planned Community for sewer and other services. The Development Team will consider annexations to meet Ada County 2025 Comprehensive Plan Policy 5.7b that calls for coordinated planning to help ensure that wastewater treatment and collection facilities can be provided cost effectively and efficiently over the long term (beyond 20 years) as areas outside of Areas of City Impact are urbanized.

If property owners petition to annex into the Spring Rock Planned Community, the annexation proposals must prove the ability to meet the goals and policies articulated in this plan and to contribute to the vision of 21st Century living. Prior to seeking approval from Ada County, petitions to annex will first be evaluated by the utility providers of Spring Rock Planned Community as to the fiscal pros and cons related to extending services. The petitioning property owners must demonstrate that the annexation will not place additional financial burdens on current and future residents and business owners within the initial planned community boundaries. The annexation plans should propose similar level of service standards for arterial and collector roadways, pathways, community buildings, retail centers, and schools.

Goals and Policies for Coordinated Growth

Coordinated Goal: make Spring Rock an exemplary community through coordinated growth.

Coordinated Policy 1: The Development Team will dedicate school sites as noted in this Chapter. If the Kuna School District or West Ada School District opts to not accept the donation, develop school alternative plans consistent with the discussion in this plan.

Coordinated Policy 2: Improve access to public recreation properties in coordination with the Bureau of Land Management (BLM) by reserving the opportunity to develop an access into the BLM properties.

Coordinated Policy 3: Continue to work with the Ada County Highway District on appropriate street design – especially regarding the level of stress standards as set forth in the previous chapter.

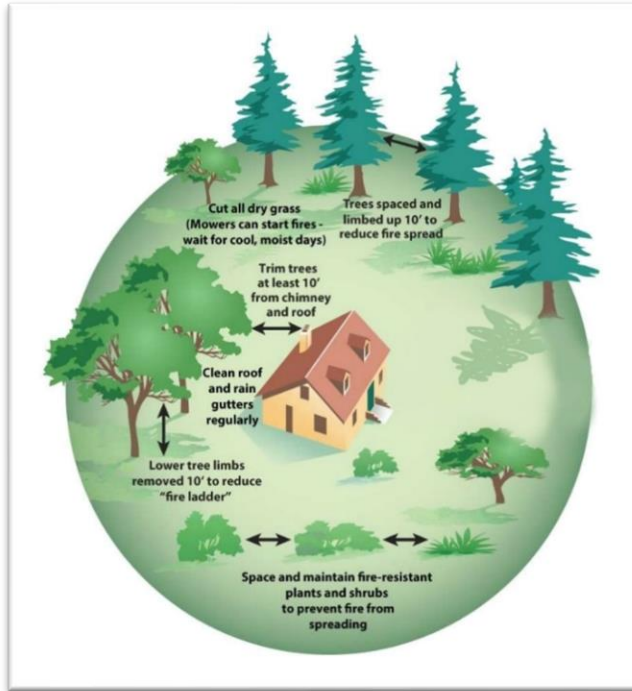
Coordinated Policy 4: Coordinate with law enforcement and emergency service providers (fire and paramedics) to meet the needs of the Spring Rock Planned Community.

Coordinated Policy 6: Develop and maintain adequate public services and facilities as defined in the Spring Rock Management Plan.

Implementation Strategies

1. *Within the Development Code for the Spring Rock Planned Community, provide standards regarding the following:*
 - a. *Reserve one potential access to BLM properties. Create lots with utility stubs for the Kuna School District and West Ada School District as depicted on the Spring Rock Planned Community Future Land Use Map. Spring Rock Development LLC will maintain ownership of the property, but the school site will be dedicated upon the request of the school district with the following exceptions:*
 - i. *Upon completion of construction of 90% of the residential homes within Area "A", if the Kuna School District has not secured financing to construct an elementary school within five years, the site may be sold for use as a public charter or private school, place of worship, day care facility, assisted living facility, or other semi-public use.*
 - ii. *Upon completion of construction of 90% of the residential homes within Area "D", if the West Ada School District has not secured financing to construct an elementary school within five years, the site may be sold for use as a public charter or private school, place of worship, day care facility, assisted living facility, or other semi-public use.*
 - b. *Ensure the hoary whitetop is cleared on properties.*
 - c. *Detail the process and standards for annexation into the Spring Rock Planned Community and provision of utilities to such properties.*
2. *Within the Spring Rock Management Plan, provide for the following:*
 - a. *Offer office space for public agency use (upon request) to serve Spring Rock residents and owners*
 - b. *If a fire station is necessary in later phases of development, reserve a one-acre site with services.*
 - c. *Ensure that the spread of hoary whitetop is controlled on vacant properties and prevented from reestablishing itself in newly developed properties. The governing board should create provisions regarding clearing hoary whitetop and other invasive species.*

CHAPTER 4: SUSTAINABLE PRACTICES & RESILIENCY



Example of Wildland Urban Fire Interface Standards

Ada County 2025 Comprehensive Plan— Sustainable Practices & Resiliency

The Ada County 2025 Comprehensive Plan has several policies related to sustainable practices and resiliency. The overall goal is to enhance community resiliency as stated in Goal 5.5. This is proposed to be done through integrated planning and decision making, especially identifying strategies to minimize threats for existing development in high-risk areas.

Consistent with the Ada County 2025 Comprehensive Plan goal, Spring Rock Planned Community addresses high risk wildfire areas.

As detailed in the Community Design chapter and accompanying land use map, the steep slopes within the planned community are not designated for development. However, the bench properties above will be developed. Those homes adjoining the slopes that create the bench are vulnerable to wildfires. (Fire travels quickly uphill and the natural vegetation on the hillside is a potential fuel source.) Properties at the fringe of the planned community that do not adjoin irrigated farmland are also vulnerable to wildfires traveling through the desert brush. The Development Code should set standards for vegetation in and around vulnerable homes, and the community center will have information on wildland fire hazards. See Figure 2 for Wildland Urban Interface areas.

Another Ada County 2025 Comprehensive Plan sustainability goal – Goal 5.6 – is to provide wastewater treatment and collection services and facilities in a cost-effective, efficient, and environmentally sound manner. As discussed later in this chapter, Spring Rock Planned Community is providing an exemplary facility to meet this goal.

Ada County Policy 5.7a notes that “Planned communities should consider connecting to the municipal sewer services of other nearby Planned Communities or nearby sewer districts as one alternative to wastewater service provision.” Spring Rock Planned Community adjoins City of Kuna City Limits and originally sought annexation into the City of Kuna in order to obtain sewer and other public services. The annexation request was denied. The City of Kuna has since removed Spring Rock from its area of city impact – indicating it does not anticipate extending city services and boundaries into this area.

Affordable Housing

Affordable housing is a threat to sustainable practices and resiliency. Historically, as affordability becomes more challenging, the need to move further from the city core increases. As communities grow at the far fringes of employment and service areas, residents are using more fossil fuels to make longer and more frequent vehicle trips, making the overall community less resilient and sustainable. The Development Team is dedicated to working with the Idaho Housing Authority and other affordable housing advocates to increase the supply of workforce housing in the Treasure Valley near the Boise and Meridian employment centers.

When most people hear “affordable housing” they think of apartments for unemployed individuals that are subsidized by the federal government. While that is one type of affordable housing, that is not the market that Spring Rock intends to fill. Instead, Spring Rock Planned Community is intent on providing affordable workforce housing.



The term “workforce housing” acknowledges that the people in this category are fully employed at meaningful and important jobs. For example, the average hourly wage of workers in the Boise Idaho Metropolitan Statistical Area in May 2021 was \$23.77. The Idaho Department of Labor notes that the following types of jobs have a median salary of around \$23.50 to \$24.00 per hour: plumbers, pipefitters, and steamfitters; graphic designers; paralegals and legal assistants; mobile heavy equipment mechanics; web and digital interface designers; executive administrative assistants; substance abuse counselors; physical therapist assistants; first line office supervisor; marriage and family therapists; market research analysts; marketing specialists; tax examiners; administrative law judges; and insurance underwriters.²⁴

A Spring Rock Planned Community goal is to provide housing for a variety of incomes – including work-force housing. Given rising home construction costs, interest rates, and inflation, this is a difficult task. For example, a household making 120% of the area median

²⁴ Source: U.S. Bureau of Labor Statistics Occupational Employment and Wage Statistics May 2021.

income (just shy of \$87,500²⁵) can only purchase a \$372,200 home²⁶. The Development Team will work with housing authorities and builders to construct some for sale and for rent workforce housing units.

Broadband Services

The City of Boise and Ada County have set aside budgeted funds to survey digital access within Ada County. The goal is to create a Broadband Master plan which aims to create an executable plan and establish partnerships to improve internet connectivity in Ada County. Boise City and Ada County recognize that access to modern broadband is an increasingly essential requirement for daily life and ensuring access for everyone must be a priority. The Development Team also believes this to be an important component of the Vision for a 21st Century Community.

Spring Rock Planned Community will provide access to broadband to all residents and business owners. The construction, maintenance, and operation may be sourced to a private provider or developed as a Spring Rock Planned Community utility. The business areas of the Urban Village and the Community Center will also provide WiFi. The availability of high-speed broadband and WiFi throughout the community will allow Spring Rock Planned Community to take advantage of smart technology tools and efficiencies associated with a resilient and sustainable community.

A growing number of smart controls and devices give the community new ways to track progress on sustainability initiatives such as smart irrigation controllers, remote management of building systems, leak detection sensors, and energy management tools. The availability of smart energy meters and water meters will also help residents self-monitor ways to reduce energy and water use.

Smart Technology

Smart technology also enables shared multi-modal transportation options that include cars, buses, trains, scooters and other micromobility devices, bicycles, ridesharing, electric vehicles and much more. Put simply, a car ride is only an Uber call away on your phone. Share mobility is already making substantial changes to the way people move around. It extends beyond cars to services such as scooters, bicycles, and ride-share applications, and it makes traditional bus public transportation (and perhaps trains one day) more attractive.

By providing alternative, shared services and micromobility options, smart technology can alleviate traffic, while at the same time offering a sustainable and appealing option to a young adult audience. As prices for gas and manufacturing increase, vehicle ownership for the Millennial Generation and Generation Z may not be the priority it has been in past decades. Preparing for this shift is an important component of a 21st Century Community.

²⁵ Source: City of Boise Housing and Community Development Income Guidelines June 2022.

²⁶ Source: Idaho Central Credit Union Mortgage Qualifier Calculator. Based on \$105,000 annual income (120% of median household income), a 30-year fixed rate loan at 4.5%.

Trip Capture

A critical tenant of sustainable practices is that people should be able to do some – if not most – of their daily errands without traveling outside their neighborhood. The formal phrase for this is “trip capture” which is defined as “the percentage of total trips (normally, but not always, vehicle trips when used for typical traffic impact studies) that are made internally to the development without using roads that are external to the site being analyzed.” The Spring Rock Planned Community is specifically designed to achieve trip capture:

- The commercial locations are of sufficient size and accessibility to provide daily services such as groceries, fuel, day care, and coffee.
- The live/work units and accessory structure allowances can support several professional home occupations such as accountants, alterations, architects, bookkeepers, daycare, engineers, among many other possibilities.
- The broadband availability will facilitate work from home.
- The donated school sites make it possible for children to walk to school, and the interconnected pathway system makes it safe for them to do so.
- The many recreation opportunities on and near the planned community mean that residents do not have to drive to recreate.
- The emphasis on micromobility opportunities and planning for future transit means that residents and workers will be able to get to transit rather than single occupant vehicles to make trips.

Electric Vehicle Charging

Electric vehicle charging facilities may be located near the Commercial Center within the Urban Village. The drivers waiting for their car to charge provides retailers with a unique opportunity to target sales and services to this audience. Having an activity while waiting for your vehicle to charge also makes it more attractive for drivers. The construction, maintenance and operation of charging facilities may be sourced to a private provider or developed as a Spring Rock Planned Community utility.



Solar Panels

Spring Rock Planned Community will not require solar panel facilities. In traditional single family home neighborhoods, roof mounted solar panels can create conflicts regarding glare, tree growth, shading, and visual impacts to surrounding properties. Requiring solar energy facilities in residential homes also presents a potentially unaffordable addition to the home.

The Development Code should provide standards to allow solar panels with minimal screening on any roof structure greater than or equal to three stories in height. The Development Code should also provide standards to allow solar panels on one- and two-story buildings, but with more restrictions intended to prevent glare and visual impacts to surrounding properties.

Sewage Treatment²⁷

The Spring Rock Sewage Treatment and Wastewater Reuse Facility (WRF) will provide centralized wastewater treatment for every property within the planned community. The WRF will be built in phases as needed to support development. Most areas of the Spring Rock Planned Community will rely on gravity collection to transport raw wastewater from homes and business to a centralized location for treatment and reuse. Home construction will begin on the northwest side of the development and continue south and east. (See Figure 10 for the conceptual phases – starting with “A” and continuing through “E”.)

The wastewater reuse facility will treat water through a series of processes (including screening, equalization, biological aeration, membrane filtration, and disinfection) prior to being discharged to a lined storage and irrigation pond. Ultraviolet disinfection will safeguard the groundwater from being polluted with bacterial and virus.

The Development Team will consider an additional aerobic digester in developing detailed residential construction plans in later phases of development. Waste activated sludge will be stored and removed to an offsite location.

The Development Team received conditional approval from State of Idaho Department of Environmental Quality July 2020 for this proposed treatment method. Wastewater treatment and reuse service will comply with all applicable federal, state, and local rules and laws. The Spring Rock Planned Community Sewage Treatment and Water Reuse Facility will be developed with private financing. No public funds will be used.

Pressurized Irrigation, Water Reuse and Conservation

All lots will have a pressurized irrigation sprinkler system to minimize potable water use. The Development Team will also develop a water rate schedule that includes incentives for water conservation and xeriscape landscapes.

²⁷ Source: Spring Rock Development Wastewater Collection and Reuse Facility Plan, Regen AEC, July 7, 2020.

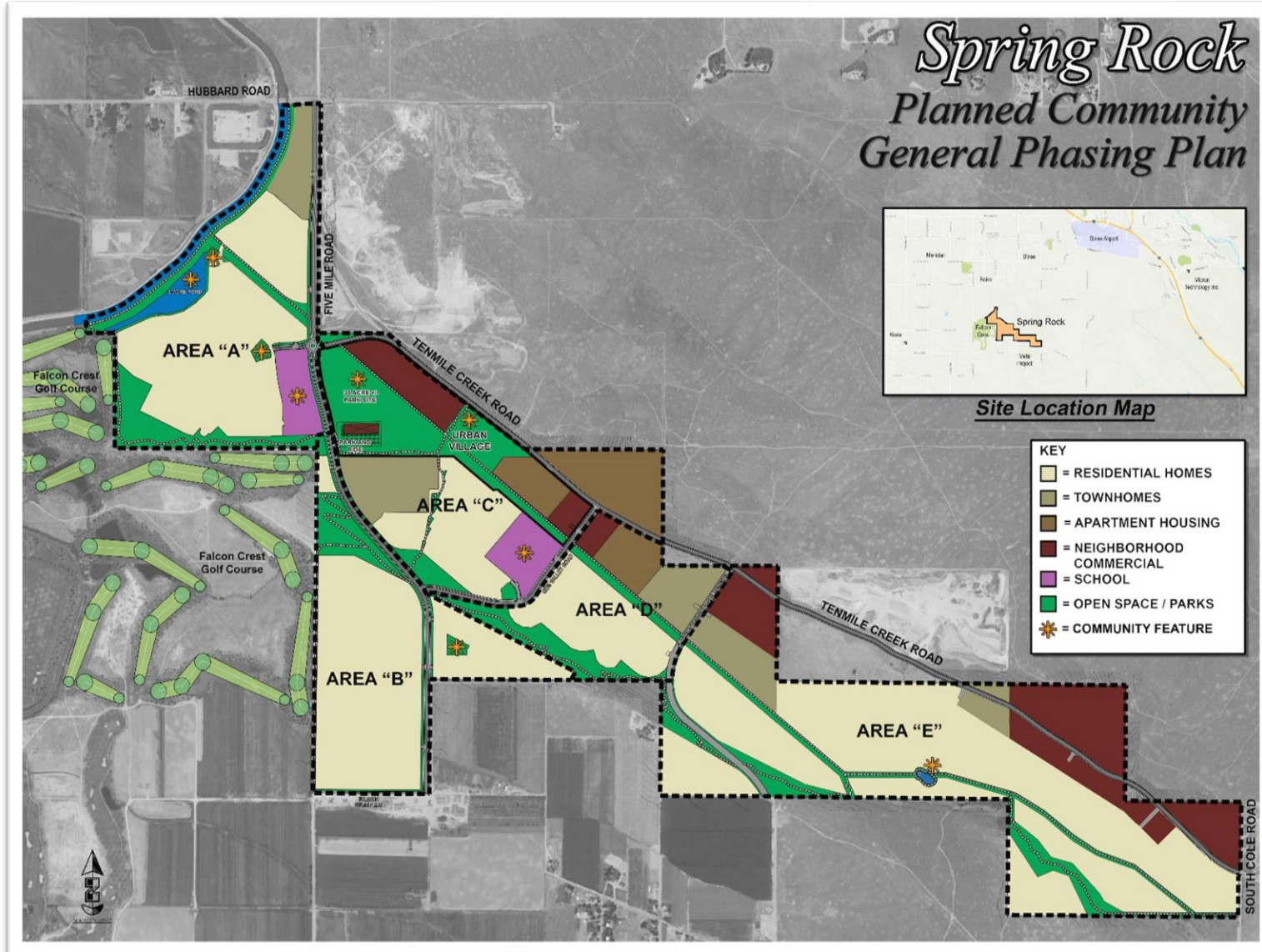


Figure 10: General Phasing Plan

Treated effluent from the WRF will be mixed with irrigation water and used to potentially irrigate green spaces, public areas, and residential lawns in the community. One or more irrigation ponds near the New York Canal will store reuse water combined with irrigation water for reuse purposes. During non-irrigation periods the pond could provide necessary storage for reuse treated effluents.

Treated effluent quality will be monitored regularly and reported to the Department of Environmental Quality. The ponds will be lined to protect all waters associated with the project. The Development Team is also considering an aquifer recharge injection well during winter months. All irrigation systems will comply with applicable federal, state, and local rules and laws.



Trees

Trees are a fundamental component of a sustainable, resilient community. Trees not only remove greenhouse gases, but they also are the key to having a desirable, walkable community. They bring beauty to streetscapes and provide important shade to reduce air conditioning needs in the hot summer afternoons. For this reason, every residential property will be required to plant and maintain at least one tree within their front yard to provide shade to the front of the house and sidewalk. More trees may be required for properties with longer stretches of street frontage.

Goals and Policies for Sustainable Practices & Resiliency

Sustainable Goal: Create a community that attracts owners that appreciate affordable housing, embrace technological improvements in their homes and business, are willing to invest in new ways of doing things to protect natural resources (including water, wastewater, and energy), and want to be in a pedestrian and bicycle friendly community that allows them to minimize vehicle trips outside their neighborhood.

Sustainable Policy 1: Provide flexible land use and zoning regulations that anticipate and appropriately regulate existing trends in housing, household size, working from home, shared means of transportation and gig economy commerce.

Gig economy is a labor market characterized by the prevalence of short-term contracts or freelance work as opposed to permanent jobs.

HOUSING

Sustainable Policy 2: Work with housing developers and partners to develop projects that include some below-market rate housing, including using financing opportunities such as the federal Low-Income Housing Tax Credit program administered by Idaho Housing and Finance Association.

Sustainable Policy 3: Provide some homes for purchase as workforce housing affordable to 120% of the median household income for Ada County.

Sustainable Policy 4: Provide some homes for rent as workforce housing affordable to 120% of the median household income for Ada County.

FUTURE TRANSPORTATION OPTIONS

Sustainable Policy 5: Design neighborhoods that enable micromobility options (such as scooter and bicycle rentals) and convenient, safe parking areas for use within the community.

Sustainable Policy 6: Design areas within the community for ride share vehicle pickups and drop offs; park and ride lots; rental vehicles, scooters, bicycles, and other micromobility devices as they develop; bus stops and shelters; and secure bicycle storage.

Sustainable Policy 7: Support bicycle traffic within and through the community by focusing improvements for cyclists and providing areas for repair and service near the Community Center.



Photo Credit: North Dakota State University

WATER

Sustainable Policy 8: Discuss possible aquifer recharge injection well during winter months with Idaho Department of Water Resources. If cost-effective, develop the injection well as an additional conservation and sustainability component to the planned community.

Sustainable Policy 9: Encourage attractive, low water use landscaping designs.

WILDFIRE

Sustainable Policy 10: Create Development Code regulations that require defensible space on properties that adjoin non-irrigated or uncultivated properties.

Sustainable Policy 11: Regularly remove the fire fuel load on the steep slopes adjacent to non-irrigated or uncultivated property to reduce the spread of fire from those properties.

NATURAL RESOURCES

Sustainable Policy 12: Recreate the channel for Tenmile Creek as land is developed.

Sustainable Policy 13: Enhance the wetland area near the New York Canal as an irrigation pond and recreation area.

Sustainable Policy 14: Encourage economic activities that will reduce the need for Spring Rock residents to commute out of the community boundaries.

Sustainable Policy 15: Maintain high development and maintenance standards to attract businesses to Spring Rock Planned Community.

Sustainable Policy 16: Protect or mitigate existing wildlife habitat near the New York Canal.

PRIVATE PROPERTY RIGHTS

Sustainable Policy 17: Protect fundamental private property rights through all land use decisions made pursuant to this plan by requiring public safety, avoiding unnecessary conditions, and providing clear, easy-to-understand standards.

Implementation Strategies

1. *Within the Development Code for the Spring Rock Planned Community, provide standards regarding the following:*
 - a. *Flexible housing development regulations that allow builders to adjust to new trends in housing.*
 - b. *Flexible housing development regulations that facilitate construction of affordable homes.*
 - c. *Establish areas for people to rent bicycles, scooters, and other micromobility devices within or adjoining street rights of way.*
 - d. *Require secure bicycle and micromobility device storage areas within apartment complexes.*
 - e. *Require defensible space landscaping and construction practices in areas subject to wildfire risk.*
 - f. *Develop regulations that create attractive, friendly neighborhood commercial areas.*
 - g. *Require trees in front yards (based on feet of street frontage).*

CHAPTER 5:

IDAHO CODE MINIMUM PLAN STANDARDS

Idaho Code §67-6508 sets minimum standards for writing comprehensive plans to guide growth and development. Idaho code specifically requires assessment of agriculture; community design; economic development; hazardous areas; housing; land use; natural resources; national interest electric transmission corridors; public airport facilities; population; private property rights; public services, facilities and utilities; school facilities and transportation; special areas or sites; and transportation. Most of these requirements were put in place in 1975, and many plans are structured around these mandated elements.

Although the name “comprehensive” plan remains, current theories of planning acknowledge that topical, strategic approaches to planning can be more effective than organizing around the mandated elements of the comprehensive plan. The Ada County 2025 Comprehensive Plan provides just such a topical, strategic approach. That strategic approach is incorporated into the Spring Rock Planned Community Sub-Area Plan.

Never-the-less, every comprehensive plan for an Idaho community must demonstrate that it meets these minimum standards required by law. For this reason, we provide the following cross references:

AGRICULTURE

Chapter 1 Community Land Uses – Natural Features

COMMUNITY DESIGN

Chapter 1 Community Land Uses – Proposed Land Uses, Goals and Policies

Chapter 2 Community Connections–Goals and Policies

Chapter 4 Sustainable Practices & Resiliency – Trees, Goals and Policies

ECONOMIC DEVELOPMENT

Chapter 1 Community Land Uses – Proposed Land Uses

Chapter 4 Sustainable Practices & Resiliency– Smart Technology, Electric Vehicle Charging

HAZARDOUS AREAS

Chapter 1 Community Land Uses – Natural Hazards

Chapter 4 Sustainable Practices & Resiliency– Goals and Policies

HOUSING

Chapter 1 Community Land Uses – Urban Village, Residential Homes, Townhomes, Apartment Housing, Goals and Policies

Chapter 4 Sustainable Practices & Resiliency – Affordable Housing, Goals and Policies

LAND USE

Chapter 1 Community Land Uses – Proposed Land Uses

Chapter 3 Coordinated Growth

NATURAL RESOURCES

Chapter 1 Community Land Uses – Natural Features

Chapter 4 Sustainable Practices & Resiliency –Goals and Policies

NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS

Not applicable

PUBLIC AIRPORT FACILITIES

Not applicable

POPULATION

Chapter 1 Community Land Uses – Demographic Analysis of Area, Land Use Summary Table

Chapter 4 Sustainable Practices & Resiliency – Affordable Housing

PRIVATE PROPERTY RIGHTS

Chapter 4 Sustainable Practices & Resiliency – Goals and Policies

PUBLIC SERVICES, FACILITIES, AND UTILITIES

Chapter 1 Community Land Uses – Semi-Public Spaces

Chapter 2 Community Connections– Utilities and Services

Chapter 3 Coordinated Growth

Chapter 4 Sustainable Practices & Resiliency – Broadband Services, Sewage Treatment, Water Supply, Goals and Policies

SCHOOL FACILITIES AND TRANSPORTATION

Chapter 3 Coordinated Growth – Kuna School District

Chapter 3 Coordinated Growth – West Ada School District

SPECIAL AREAS OR SITES

Chapter 1 Community Land Uses – Historic Resources

TRANSPORTATION

Chapter 2 Community Connections – Roadway Design

Chapter 3 Coordinated Growth – Ada County Highway District,

Chapter 4 Sustainable Practices & Resiliency – Smart Technology, Trip Capture, Electric Vehicle Charging, and Future Transportation Options



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