

This is part of the application.

The preliminary plat, landscaping, a rendering drawing, and floor plans are in separate pdfs.

The entire application packet is available at the
Valley County Planning and Zoning Office
at 219 N. Main Street, Cascade, Idaho.

Garnet Valley

Prepared February 2023

PREPARED FOR:

Valley County
Planning and Zoning
PO Box 1350
Cascade, ID 83611

APPLICANT:

Dean Warhaft
Roseberry Park, LLC
221 Main Street, Suite 2039
Los Altos, CA 94023
866.758.7899
dwarhaft@warhaft.com

OWNER:

Mark Reichman
Timberline Development, LLC
132 SW 5th Ave., Suite 100
Meridian, ID 83642
801.403.3074
mvr01@mac.com

ENGINEER:

KM Engineering, LLP
Joe Pachner, P.E.
5725 N. Discovery Way
Boise, ID 83713
208.639.6939
joe@kmengllp.com



GARNET VALLEY

A Planned Unit Development

Valley County, Idaho

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1. GENERAL INFORMATION

- ## 2. OVERVIEW & PROJECT DESCRIPTION

Valley County is a mountain community with a variety of natural amenities and recreational opportunities. It comes as no surprise that a large number of homes available are within a price-range targeted to a demographic looking for secondary or vacation homes. Housing inventory is low and with the demand for homes increasing, the number of affordable options for residents is limited. Garnet Valley is proposed to fulfill that need by providing rental options with a variety of bedroom options.

Garnet Valley proposes 324 multi-family units and 10 single-family residential lots on approximately 39 acres with ample open space, community amenities, and completion of vehicular and pedestrian

connectivity in this beautiful area of Valley County. Community amenities such as a 7,500 square foot clubhouse, sidewalks, 2 pickleball courts, and a half basketball court are proposed within approximately 20 acres of open space. The proposed development aligns with the Valley County Land Use and Development Ordinance, the Valley County Subdivision Regulations and the Valley County Comprehensive Plan.

3. PROCESS

Under the terms of the *Valley County Land Use and Development Ordinance*, the PUD Application for Concept Approval is being requested for approval. Each subsequent Phase of the PUD will be submitted for review and approval pursuant to the *Valley County Land Use and Development Ordinance*, and the *Valley County Subdivision Regulations*.

February 28, 2023
Project No.: 22-021

Ms. Cynda Herrick, AICP, CFM
Director, Planning & Zoning Department
Valley County
219 N Main Street
Cascade, ID 83611

**RE: Garnet Valley – Valley County, ID
Conditional Use Permit & Planned Unit Development Application**

Dear Ms. Herrick:

On behalf of Roseberry Park LLC., we are pleased to submit the attached application and required supplements for a Conditional Use Permit (CUP) and Planned Unit Development (PUD) for Garnet Valley. Garnet Valley is a single- and multi-family residential project, proposed to be located between Roseberry and Price Roads. The property was previously a phase of the original Meadows at West Mountain development. The properties are adjacent to existing single-family homes within built out phases of the Meadows at West Mountain project, homes within the Hillhouse Subdivision and undeveloped property.



Site Information

The subject property is approximately 38.84 acres and is identified as a portion of parcel numbers RP16N03E170945, RP16N03E170965, RP16N03E171485 in Valley County. This property is not located within Donnelly's City Area of Impact.

The site is relatively flat with little vegetation or trees. There are no natural constraints or attractive site features that will be compromised due to this development.

Garnet Valley is compatible with the existing land uses surrounding the property (*clockwise from top*):

- North: Timberline Drive, a private street; and an undeveloped property originally included as a phase within the Meadows at West Mountain development;
- East: Timberline Drive and single-family residences within the Meadows at West Mountain development;
- South: Price Street, a private street; and single-family residences within the Hillhouse Subdivision;
- West: Roseberry Road, a public street; and undeveloped land, a portion of which was originally included within the Meadows at West Mountain development.

Compliance with Comprehensive Plan

Garnet Valley supports and fulfills several goals and objectives outlined in the Valley County Comprehensive Plan as detailed below.

The community will provide a variety of rental housing options to current and future, working and retired, residents of Valley County, which supports Housing and Community Design Goals I and V. The developer proposes to work with Valley County to provide a certain percentage of units available on a first-come, first-serve basis to first responders, educators, municipal/county service workers at discounted rate to be mutually agreed upon by developer and county, supporting Objective 1 within Chapter 8 of the comprehensive plan. As the 2018 Comprehensive Plan notes, the major housing issues raised in Valley County has consistently been related to affordability.

Proximity of this development to the City of Donnelly supports Goal IV of Chapter 8 within the Comprehensive Plan which notes that development should locate close to existing development.

The 324 proposed multi-family units are clustered on the west side of the development and designed around ample open space to achieve a cohesive community with a high quality of life for residents. Higher density was designed on the west to provide a buffer to existing single-family residential development to the east and south. Our intent is to develop a distinct and well-designed community with diverse living opportunities adjacent to a complementary commercial area to provide essential services as well as employment opportunities for the surrounding area.

Conditional Use Permit and Planned Unit Development Applications

Preliminary Plat

This property was previously included in the Meadows at West Mountain project and had been contemplated for future development with that approved PUD. Garnet Valley includes approximately 39 acres proposed to be developed into a multi- and single-family development. The project proposes 324 multi-family units comprised of a variety of bedroom options comprising approximately 23 acres; 10 single-family residential lots with an average lot size of 8,888 square feet and comprising approximately 2 acres of the site; and approximately 19.75 acres of open space or 51% of the site.

The net density of the multi-family component of the project is 14.2 units an acre and the single family net density is 4.9 units an acre for an overall density of 8.6 units an acre.

Access and Connectivity

There will be two access points to Garnet Valley via Price Street and Moore Road, which connects to Timberline Drive. Proposed internal roadways are private and will be improved to the Road and Bridge Department's standards. The primary access point for the development will be via Moore Road (private) which extends from Timberline Drive and connects with Roseberry Road (public). Frontage improvements along Roseberry Road will be completed with the development of Garnet Valley which will improve drainage and connectivity in this area of Valley County.



Services

North Lake Recreational Sewer & Water (NLRSW) will provide water utilities to this development. The central water system will have the capacity to serve both domestic and fire flow needs of this development. To ensure units within the development are adequately served, the Developer proposes a condition of approval that requires an agreement with NLSWD before they can pull building permits.

Garnet Valley will upgrade the existing sewer and water system utilized by adjacent development. The developer agrees to pay sewer hookup fees as established through negotiation with the North Lake Recreational Water and Sewer District (NLRWSD). Said hookup fees are currently reported to be \$2,500.00 per equivalent residential user. NLRWSD will accept, transmit, treat, and dispose of the development's sewage.

Project Phasing

The Developer's intention is to complete the project in 1-2 phases over the next couple of years. We do not anticipate project completion will be challenging as the current demand for rental housing exceeds the supply available. In addition, the Developer's lender will require completion guarantees as part of their financing requirements.

The Developer is targeting to commence construction in Spring 2024. A potential phasing exhibit is enclosed for reference. The first phase would begin at the SW corner of the development and would include 5 multi-family buildings and the clubhouse. The second phase of development would include Roseberry Road frontage improvements and include the remaining 4 multi-family buildings. The 10 single-family lots will likely be developed in the first phase of development.

Amenities and Open Space

Garnet Valley includes 19.75 acres of open space, or 51% of the overall site. Ample open space has been included throughout the project to serve as gathering places and active amenities for residents with pedestrian pathways provided throughout. The multi-family section of the community will include a large central open space with an approximately 7,500 square foot clubhouse, 2 pickleball courts and a half basketball court. Approximately 8 acres of open space is provided adjacent to the 10 single-family lots to provide space to gather and recreate, to be used as snow storage and to provide a natural buffer to the proposed multi-family use. All common space within the residential portion of the project will be owned and maintained by the homeowners' association.

Conclusion

Garnet Valley will complement surrounding uses, fulfill comprehensive plan goals, and provide needed housing in this area of the County. Garnet Valley complements the County's vision for growth and will be an asset to the community.

Should you have questions or require further information to process this application, please feel free to contact me.

Sincerely,
KM Engineering, LLP



Stephanie Hopkins
Land Planning Manager

cc: Roseberry Park, LLC.

Valley County
Garnet Valley

**SECTION III
GARNET VALLEY PUD
SUBMISSION REQUIREMENTS FOR
THE VALLEY COUNTY LAND USE AND DEVELOPMENT ORDINANCE (VCC 9-9 § 1-12)**

A. DEFINITION (§ 9-9-1)

A planned unit development (hereinafter referred to as a PUD) is an area of land controlled by one (1) or more landowners which is to be developed under a single and comprehensive plan of development. Any mix of residential building types, or any mix of residential, commercial, industrial, recreational, and agricultural uses may be permitted to provide greater flexibility in land usage. Additional flexibility in development is furnished because setbacks, height, lot size, density, and other site regulations may differ from those normally imposed for similar uses. Residential units and other buildings, if any, may be constructed by either the developer or individual buyers; however, the application must be accompanied by plans and other documents sufficient for the Administrator, Staff, and Commission to review the application for compliance with the requirements of the ordinance.

Planned Unit Developments, Condominiums and Multi-Family Residential Developments: Planned unit developments, condominiums, and multi-family residential developments shall be platted in accordance with the regulations of this chapter, title 10 of this code, or as may be approved in accordance with chapter 9 of this title as a planned unit development prior to the sale or transfer of title to any lot, parcel, or unit. (Ord. 11-5, 6-6-2011)

B. PURPOSE (§ 9-9-2)

The PUD concept allows the site planner to propose the best use and arrangement of development on the parcel of land by reducing the more rigid regulations herein. A PUD is designed so that buildings are clustered together to create open space of common ownership, preserve natural features and landscape character, more efficiently use the site and to minimize development costs by sharing common walls, shortening and narrowing roads, and concentrating utilities. It is expected that a PUD will provide certain amenities like recreational facilities, landscaping, and natural open spaces for the enjoyment of all owners, employees, etc., and will demonstrate better than average quality of development.

- Multi-family buildings have been clustered on the west part of the site to provide a buffer to existing adjacent single-family homes and preserve open space to be used for the community and snow storage.
- Ample open space and amenities are proposed with the development to include approximately 51% or 19.75 acres. Two pickleball courts, a half basketball court, a 7,500 square foot community center and walking paths are provided throughout.

C. PUD REVIEW AND DETERMINATION (§ 9-9-3)

In considering whether to approve a PUD, the commission shall determine:

- 1. That the proposed use nets a positive score on the compatibility rating system herein. The compatibility rating shall be computed for the full application as presented to the Commission after revisions requested during any preliminary review or work sessions;*
 - Garnet Valley has not yet received a rating system score.
- 2. That the proposal works with the characteristics of the site by protecting or highlighting attractive features and by minimizing the impact of development where natural constraints exist;*
 - The site is a relatively flat with little vegetation or trees, and has been used as a grazing pasture and for farming in the past. There are no natural constraints or attractive site features that will be compromised due to this development. It was originally a phase within the Meadows at West Mountain project so was contemplated to include a fairly high density of development in the past.
- 3. That the proposal's layout promotes the clustering and separation of different kinds of land uses so that both internal compatibility and common open space can be maintained;*
 - The multi-family buildings are clustered within the western portion of the development to provide a transition in density from adjacent single-family uses while providing a more attainable option to the work force housing needs of Valley County. Open space is provided throughout the development in large central areas to provide easily accessible areas to recreate for future residents.
- 4. That the proposal's layout and design provides economics in the provision of roads and other site improvements; and*
 - The proposed development's layout is designed adjacent to Roseberry Road which is an arterial roadway and the primary access to the Tamarack Resort. The PUD will dedicate and improve the adjacent right-of-way.
- 5. That it is more desirable to have a PUD than a subdivision or some other singular use and that the PUD is not being proposed simply to bypass or vary the more restrictive standards required of a subdivision, business, industry, or other similar use.*
 - Garnet Valley is being proposed in this location due to the available connection to community water and sewer infrastructure that have the capacity to service this residential development's density. This community has been designed to provide a rental housing product in an effort to fulfill the County's need for entry-level housing.

D. TIME FOR COMPLETION (§ 9-9-4)

The proposed development shall be completed within the time specified in the phasing plan. Extensions may be approved by the Commission if it can be shown as necessary, and in the public interest.

PHASING

Development will likely occur in two phases over a period of two years. The Developer is targeting to commence construction in Spring 2024.

Completion Timeline

- Spring 2024: Start date
- Spring 2024: grading, stripping and material deliveries
- Spring 2024 – Fall 2024: Infrastructure work including all water and sewer rough-in
- Spring 2025: Roadbeds, asphaltting and electrical infrastructure
- Summer 2025: set runners and begin receiving homes for installation
- Summer - Fall 2025: Final close out of PUD
- Fall 2025: First occupancies

E. CHANGES FROM APPROVED PLANS (§ 9-9-5)

Changes in building design and layout may be approved by the Commission if it can be shown as being necessary or more desirable.

The Applicant will meet with the Planning and Zoning Commission and the Board of Commissioners to review the progress of the development and to revise as necessary so that incremental impacts can be prudently identified and mitigated prior to the final project completion.

F. SUBMISSION REQUIREMENTS (§ 9-9-6)

In addition to the items required for a Conditional Use Permit, graphic and written material shall also be submitted regarding:

1. *Proposed Setbacks*
 - Single-family residential lot setbacks are proposed in accordance with Valley County Code.
 - Multi-family residential buildings are proposed within one lot. Setbacks to parking areas are noted on the preliminary plat.
2. *Proposed Building Sites*
 - Multi-family residential buildings are proposed within one lot. Setbacks to parking areas are noted on the preliminary plat.

3. *Common Open Space and Facilities*

- Garnet Valley includes 19.75 acres of open space, or 51% of the overall site. Ample open space has been included throughout the project to serve as gathering places and active amenities for residents with pedestrian pathways provided throughout. The multi-family section of the community will include a large central open space with an approximately 7,500 square foot clubhouse, 2 pickleball courts and a half basketball court. Approximately 8 acres of open space is provided adjacent to the 10 single-family lots to provide space to gather and recreate, to be used as snow storage and to provide a natural buffer to the proposed multi-family use. All common space within the residential portion of the project will be owned and maintained by the homeowners' association.

4. *Phase of Development, Time Schedule*

- Development will likely occur in two phases over a period of two years. The Developer is targeting to commence construction in Spring 2024.

5. *Outline of Restrictive Covenants*

- Draft CC&Rs will be submitted with final plat.

6. *Maintenance Plans*

- All roads within the development will be private and maintained by the Property Owner. This will include ongoing monitoring and maintenance of all roads, community parking spaces, common areas and other amenities for residents.
- Snow Removal and Storage – The Community shall be subject to snow storage maintenance contract, wherein, all removed snow and ice shall be stored on site or transported to a legal off-site snow storage area. At no time shall snow or ice removed from the Development be placed, stored, or allowed to remain on the Right-of-Way, or other unauthorized city, county or third-party private property not approved under said snow removal contract.
- Snow Storage (on-site) – while the Community shall be subject to snow storage maintenance contract, locations of on-site storage are depicted on the attached project drawings.

7. *Surface Water Management*

- The development will use Best Management Practices (BMP's) as outlined in the "*Handbook of Valley County Stormwater Best Management Practices*" to capture, disperse and treat surface water in a series of grassy swales, retention areas and other accepted methods. The proposed development will not significantly alter the existing drainage patterns and flows of the area and will improve facilities by implementing drainage designed with BMPs. BMPs will be used to naturally filter pollutants, and provide nutrient uptake before stormwater enters the existing drainage patterns. Water quality for the development should significantly improve by the elimination of the present land use of cattle grazing and flood irrigation. In addition, surface water quality will be addressed during and after construction of the development. Improvements will focus on limiting the area of disturbance and treating the surface water as close to the source as possible.

- The design criteria for storm water treatment and design will be as follows:
 1. The design for large storm water runoff will comply with the 50-year storm using the ITD rain on snow nomographs.
 2. The design for the local road storm water conveyance will comply with the 10-year storm using ITD rain on snow nomographs.
 3. Storm water treatment will be for 1/3 of the 2-year event.

Specific plans will be submitted for review and approval with final design.

G. STANDARDS (§ 9-9-7)

1. PUD Acreage

The minimum number of acres that may comprise a PUD is two (2) acres.

The proposed total acreage for the PUD is approximately 39.1 acres.

2. Site Improvement Standards

Streets, utilities, and other site improvements shall be installed, or proper provision shall be made for their later installation, at the developer's expense prior to recording the plat. Streets shall be constructed in accordance with the minimum standards set forth in Chapter III and all references made therein if they are to be dedicated to the County.

a. Roads:

1. All roads within the PUD will be private and maintained by the Property Owner.
2. All roads will adhere to Valley County standards.
3. Precise road alignments and widths will be identified in the Final Plat.

b. Water System

1. Timberline Development LLC's community water system has agreed to accept and serve this developments domestic and fire flow needs.

c. Sanitary Waste

1. The NLSWD has agreed to accept, transport, treat and dispose of the development's sewage.

d. Solid Waste

1. The development's solid waste collection will function on the same basis as other Valley County

property owners. We have contacted Lake Shore Disposal, Inc to provide sanitary solid waste disposal during construction and for future residential garbage pickup service. There will be a mandatory garbage pickup for each manufactured home site. A central dumpster will also be located in near the club house parking lot.

e. Utilities

1. Power, telephone and cable television service will be an underground extension of existing utilities. Preliminary discussions with utility companies have taken place, and no utility companies have noted any exceptions to providing us service. A will server letter from Idaho Power was obtained and annexation into the North Lakes Recreational Sewer and Water District have occurred.

3. Waiver or Modification of Specifications, Standards and Requirements

It is recognized that the uniqueness of each proposal for a PUD requires that the specifications, standards, and requirements for various facilities, including but not limited to, roads, alleys, easements, utilities, signs, parking areas, storm drainage, water supply and distribution, and sewage collection and treatment, may be subject to modification from the specifications, standards, and requirements established for subdivisions and like uses in this Ordinance. The Commission may, therefore, at the time of general submission, as requested by the applicant, waive or modify these specifications, standards, and requirements which otherwise shall be applicable.

- The Garnet Valley preliminary plat is proposed in accordance with Valley County Code requirements. The multi-family component of the project requires a PUD and is providing clustered development, amenities, ample open space and a need housing product for the County.
- The overall density of the project is 8.6 units an acre, requiring a waiver from the typical 6 units an acre allowed.

4. Distribution of Residential Units Within Phases

Averaging and transferring of densities with the PUD shall be allowed:

- a. *Upon showing that it fits the concept of a PUD.*
 - b. *As long as the overall average residential density is no greater than six (6) dwelling units per gross acre.*
 - c. *Only if residential units are to be connected to central water and sewer systems. The overall average residential density shall be calculated by summing the number of residential dwelling units planned within the boundary of the PUD and dividing by the total gross area expressed in acres within the boundary of the PUD except public lands. It is recognized that the increased residential density of a PUD shall be in relationship to the site and structure location, application of technology, design, construction techniques, landscaping and topography.*
- The overall density of the project is 8.6 units an acre, requiring a waiver from the typical 6 units

an acre allowed.

5. Setbacks

Lot and Building setbacks may be decreased below or otherwise altered from the standards of like uses set forth elsewhere in this Ordinance.

All building setbacks will be measured horizontally, on a perpendicular to the property line, to the nearest corner or face of the building including eaves, projections, or overhangs. *Table C – The Roseberry Park PUD Standards for Lots and Buildings* below shows the criteria:

- Setbacks are proposed in accordance with Valley County code requirements.

6. Maximum Height

The maximum height of buildings may be increased above those for like uses mandated elsewhere in this Ordinance in consideration of the following characteristics:

- a. *Unreasonable adverse visual effect on adjacent sites of other areas in the immediate vicinity.*
- b. *Potential problems for adjacent sites caused by shadows, loss of air circulation, or loss of view.*
- c. *Influence on the general vicinity, with regard to extreme contrast, vistas, and open space.*

The required height for the multi-family buildings should not exceed the 35' maximum height allowance.

7. Parking

The design and construction standards for parking spaces shall conform to Section 3.03.04.c and the number of parking spaces required may be increased or decreased relative to the number mandated for like uses elsewhere in consideration of the following factors:

- a. *Estimated number of cars owned by occupants of dwelling units in the PUD.*
- b. *Parking needs of each specific use.*
- c. *Varying time period of use whenever joint use of common parking areas is proposed.*
- d. *Surface parking areas shall not be considered open space for the purposes of paragraph 9 below.*

576 standard parking spaces with 72 fully-enclosed garage spaces are proposed for the multi-family portion of the project. Single-family residential parking spaces will be available on parking pads in front of each home and within enclosed garages.

8. Internal Street Circulation System

The PUD shall provide an adequate internal street circulation system designed for the type of traffic generated, safety, and separation from living areas, convenience, and access. Private internal streets may be narrower than normally required provided that adequate access for police and fire protection and snow removal equipment is maintained.

- All roads within the PUD will be private and maintained by the Property Owner.
- All public roads will adhere to Valley County standards.
- Precise road alignments and widths will be identified in the final construction drawings.

9. Open Space

At least fifty percent (50%) of the total area within the boundary of any residential PUD and twenty percent (20%) of any commercial or industrial PUD shall be devoted to common open space; provided, however, that the Commission may reduce this requirement if they find that such a decrease is warranted by the design of, and the amenities and features incorporated into, the plan and that the needs of the occupants of the PUD for open space can be met in the proposed development. Each residential unit shall have ready access to common areas and facilities.

Ample open space and amenities are proposed with the development to include approximately 51% or 19.75 acres. Two pickleball courts, a half basketball court, a 7,500 square foot community center and walking paths are provided throughout. Open space has been centrally located to provide accessible and convenient options for future residents.

10. Materials, Textures and Colors:

Harmonious variations in materials, textures, and colors shall complement and supplement the natural beauty and pleasant environment of the site and the individual buildings. The site, design, and construction of all residences shall be planned in such a manner that there is a substantial resemblance of uniformity.

Final design plans will adhere to Valley County Code requirements.

11. Assurances of Performance Bond

It is recognized that the uniqueness of each proposal for a PUD requires that the applicant must make adequate assurances of performance on each phase of the proposal. The Commission may impose any form of bond on those portions of the proposal, which will provide common services to the public, or users of the PUD as deemed appropriate by the commission under the circumstances.

The applicant will use existing working relationships with multiple national and regional institutions and can provide letters of solvency and recommendation upon request.

H. OTHER INFORMATION AND DISCLOSURE REQUIREMENTS: THE APPLICANT SHALL DISCLOSE AND PROVIDE THE FOLLOWING: (§ 9-9-8)

1. *The name, address, telephone number of any owner, equitable interest holder, stockholder, partner, associate, or any other person having a financial interest of 10% or greater in the proposed planned unit development.*

Refer to Section I, Page 1 at the beginning of this application.

2. *The method of financing and the cost of improvements that serve the common services of the public and users of the PUD.*

The proposed financing of the final phase developments is as follows:

The Capital stock for Roseberry Park infrastructure improvements and amenities is comprised of General Partner Equity, Limited Partner Equity, and traditional construction financing. While, a loan has not been secured at this time, the General Partners have existing working relationships with multiple national and regional institutions and can provide letters of solvency and recommendation upon request. Home ordering and deliveries will be backed by the Developers existing floating line of credit with the manufactured home builder and the home sales. The total cost of the homes and improvements directly related to the individual home sites (i.e. garages, walkways, setting of the home) is \$26.9 million

3. *The cost of the proposed planned unit development.*

- The anticipated cost of the improvements with land and other soft costs is \$30.0 million.
- The total cost of the homes and improvements directly related to the individual home sites (i.e. garages, walkways, setting of the home) is \$60.0 million
- The total cost of the development is expected to be \$90.0 million

4. *The cost of each phase of the planned unit development.*

5. *The ratio of the amount of all loans to the value of the property throughout the development of the planned unit development.*

Loan to Cost is expected to be 65.17%.

6. *Plans for housing employees, construction workers, subcontractors, independent contractor or any other person related to or associated with the applicant's buildings, improvement, development or temporary use during and after the proposal.*

As part of our business model, Developer shall use its reasonable efforts to hire qualified City and County residents for jobs at the Project. Developer shall abide by all local hiring commitments. This development is specifically being built to alleviate the longer-term issues of housing unaffordability in the County. Accordingly, the Developer will work with the local agencies to minimize additional burden while working to bring this much needed workforce housing resource on-line.

7. *Plans for providing any additional fire protection and emergency medical services which may be necessary during and after construction.*

The Developer, through its Contractor shall implement a Project Specific Safety & Health Management Plan to present an overall strategy, intent, processes, commitment, standards and systems for managing

health and safety on the Project Site. Said plan shall be submitted to the Fire Department prior to filing a Notice of Commencement for review and approval. Additionally, the central water system has the capacity to meet pressure and flow requirements per the applicable fire codes and standards. Planning measures will provide necessary road access and utilize best design standards for fire protection. Final agreements will be reached with the Districts prior to Final Plat submittal.

8. *Proposals for guarantees that the applicant will complete all those improvements that serve the common services of the public and users of the PUD or that the land will be reclaimed to its condition prior to construction.*

The Owner/Developer shall comply with and execute any written agreements required by the Valley County ordinance as the case may be to complete all those improvements that serve the common services of the public and/or users of the PUD. If required, said agreements shall also contemplate circumstances that require the land be reclaimed to its condition prior to construction if improvements.

I. DEVELOPMENT AGREEMENT (§ 9-9-9)

Because of the uniqueness of each proposal a PUD may impact county services and /or property which may be mitigated through a Development Agreement. Compensation for these impacts shall be negotiated in work sessions with appropriate county entities and a Development Agreement shall be entered into between the applicant and the county through the Board as additional conditions considered for approval of a PUD.

If required by the County, the Developer will coordinate on any requirements related to a Development Agreement upon approval of the PUD.

J. Impact Fees (§ 9-9-10)

Plans for any impact fees to be paid by the applicant for the proposal.

Applicable impact fees required or transfer of rights and other obligations necessary for approvals from the Authority Having Jurisdiction shall be the responsibility of Developer. Said responsibilities obligated herein shall be a waiver of any right or obligations third parties to this agreement may have.

K. REIMBURSEMENT FEES (§ 9-9-11)

The applicant shall be required, in addition to the filing fee otherwise imposed to pay a reimbursement fee. The reimbursement fee shall be negotiated by the staff with approval of the Board.

N/A

Submittal List for Preliminary Plats

Not a Complete List. Applications are site specific. See Title 10 of Valley County Code for Complete Details

- ☒ Neighborhood Meeting (Recommended) To be completed prior to public hearing
- ☒ CUP/Preliminary Plat Application Form
- ☒ Preliminary Plat (VCC 10-3-2-3 Contents of Preliminary Plat)
- ☒ Notes on Face of Plat (not a complete list):
 - Private Road Declaration _____ (If private roads proposed.)
 - Declaration of Installation of Utilities _____
 - All lighting must be dark sky compliant.
 - Only one wood burning device per lot.
 - The Valley County Board of Commissioners have the sole discretion to set the level of service for any public road; the level of service can be changed.
 - Surrounding Land Uses Are Subject to Change
- ☒ A plot plan, drawn to scale, showing:
 - existing utilities, streets, easements, buildings,
 - all watercourses, including ditches, high water elevation, & known Base Flood Elevations (BFE)
 - any significant natural features (e.g., rock outcroppings, marshes, or wooded areas)
 - wetland delineation (may be required)
 - Soil profiles and water table data when property has potential for high groundwater
 - location of existing and proposed sewers, water mains, culverts, drainpipes, and electric conduits or lines proposed to service the property to be subdivided,
 - and the location of adjacent streets or existing structures that would affect the proposed improvement program, including pathways.
- n/a ☐ *[Commercial Subdivision]* A landscaping plan, drawn to scale, showing elements such as trees, shrubs, ground covers, and vines. Include a plant list, indicating the size, quantity, location, and name (both botanical and common) of all plant material to be used.
- will be provided prior to construction ☒ *[Prior to any Construction - Can be a condition of approval].* A site grading / storm water management plan detailing the best management practices for surface water management, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development.
- ☒ *[Administrative Request]* Existing site topography (contours with intervals of 5-ft or less)
- ☒ A phasing plan and construction timeline.
- n/a ☐ A Wildland Urban Interface Fire Protection Plan (VCC 10-7)
- to be submitted with final plat ☐ Draft CCRs may be included or may be submitted with final plat package.
- ☒ Well logs of wells located in surrounding contiguous property.
- ☒ A current title search report of the property from a licensed title company (1 copy only)
- n/a ☐ Include written request of any variances (e.g., road width, length of cul-de-sac) and reasons why request is made.
- ☒ Names and mailing addresses of property owners within 300 feet of the property boundary. Information can be obtained through the Valley County GIS maps. (1 copy only)
- ☒ Ten (10) copies of the application and additional materials are required, unless otherwise specified. (3 Full size plats and 7 – 11"x17")
- ☒ One 8½ x 11" – 300 scale drawing of the proposed subdivision

Valley County Planning and Zoning Department

219 N. Main
PO Box 1350
Cascade, ID 83611
www.co.valley.id.us
cherrick@co.valley.id.us
208-382-7115



C.U.P. & Preliminary Plat Application

TO BE COMPLETED BY THE PLANNING AND ZONING DEPARTMENT

FILE # _____

ACCEPTED BY _____

CROSS REFERENCE FILE(S): _____

☐ ADMINISTRATIVE PLAT

☐ SHORT PLAT

☐ FULL PLAT

COMMENTS: _____

☐ Check # _____ or ☐ Cash

FEE \$ _____

DEPOSIT _____

DATE _____

When an application has been submitted, it will be reviewed in order to determine compliance with application requirements. A hearing date will be scheduled only after an application has been accepted as complete.

Applicant's Signature: _____ Date: 2.22.23

The following must be completed and submitted with the conditional use permit application:

- ☒ A **preliminary plat** containing all of the necessary requirements according to the Valley County Subdivision Regulations.
- ☒ A **phasing plan and construction timeline**.
- ☒ One **8½ x 11" – 300 scale drawing** of the proposed subdivision showing only the street names and lots.
- ☒ A **plot plan**, drawn to scale, showing existing utilities, streets, easements, ditches, and buildings.
- ☒ A **landscaping plan**, drawn to scale, showing elements such as trees, shrubs, ground covers, and vines. Include a plant list, indicating the size, quantity, location, and name (both botanical and common) of all plant material to be used.
- ☒ A **site grading plan** clearly showing the existing site topography and detailing the best management practices for surface water management, siltation, sedimentation, and blowing of dirt and debris caused by grading, excavation, open cuts, side slopes, and other site preparation and development.
- ☒ A **lighting plan**.
- ☐ A **Wildfire Mitigation Plan**.
- ☒ **Names and mailing addresses of property owners within 300 feet of the property boundary.** Information can be obtained through the Valley County GIS maps. Only one list is required.
- ☒ **Ten (10) copies of the application and additional materials are required.**

We recommend you review Title 9 and Title 10 of the Valley County Code online at
www.co.valley.id.us/planning-zoning or
at the Planning and Zoning Office, 219 North Main, Cascade, Idaho.
Subject to Idaho Statute 55-22 Underground Facilities Damage Prevention.

CONTACT INFORMATION

PROPOSED SUBDIVISION NAME: Garnet Valley

APPLICANT Roseberry Park, LLC. **PHONE** 866.758.7899
Owner ☐ Option Holder ☒ Contract Holder ☐

MAILING ADDRESS 221 Main Street, Suite 2039, Los Altos, California **ZIP** 94023-9051

EMAIL dwarhaft@warhaft.com

PROPERTY OWNER Timberline Development, LLC.
(if not the applicant)

MAILING ADDRESS 132 SW 5th Ave, Ste 100, Meridian Rd, Meridian, Idaho **ZIP** 83642

EMAIL mvr01@mac.com

Nature of Owner's Interest in this Development? Development of site

AGENT / REPRESENTATIVE KM Engineering, LLP. - Stephanie Hopkins **PHONE** 208.639.6939

MAILING ADDRESS 5727 N Discovery Way, Boise, Idaho **ZIP** 83713

EMAIL shopkins@kmengllp.com

ENGINEER KM Engineering, LLP. - Joe Pachner, P.E.

MAILING ADDRESS 5725 N Discovery Way, Boise, Idaho **ZIP** 83713

EMAIL joe@kmengllp.com **PHONE** 208.639.6939

SURVEYOR KM Engineering, LLP. - Kelly Kehrner, P.E., PLS

MAILING ADDRESS 5725 N Discovery Way, Boise, Idaho **ZIP** 83713

EMAIL kelly@kmengllp.com **PHONE** 208.639.6939

PROPERTY INFORMATION

1. **SIZE OF PROPERTY** 39.1 Acres
2. **AMOUNT OF ACREAGE OF ADJACENT LAND HELD BY THIS OWNER** 0 Acres
3. **ANY RESTRICTIONS ON THIS PROPERTY?** Must show all easements on plat.
Easements Proposed easements are depicted on the preliminary plat
Deed Restrictions n/a
Liens or encumbrances n/a
4. **LEGAL DESCRIPTION** Northeast 1/4 of Section 17, Township 16 North, Range 3 East, Boise Meridian, Valley County, Idaho. Full legal description enclosed.
5. **TAX PARCEL NUMBER(S)** RP16N03E170945, RP16N03E170965, RP16N03E171485
Quarter NE **Section** 17 **Township** 16N **Range** 3E

6. EXISTING LAND USES AND STRUCTURES ON THE PROPERTY:

Undeveloped, no notable natural features or vegetation

7. ARE THERE ANY KNOWN HAZARDS ON OR NEAR THE PROPERTY (such as canals, hazardous material spills, soil or water contamination)? If so, describe and give location: No known hazards on or near the property.

8. ADJACENT PROPERTIES HAVE THE FOLLOWING BUILDING TYPES AND/OR USES:

North Timberline Drive (private street) & undeveloped land

South Price Street (private street) & single-family homes within the Hillhouse Subdivision

East Timberline Drive and single-family homes within the Meadows at West Mountain Subdivision

West Roseberry Road (public street) & undeveloped land

9a. TYPE OF TERRAIN: Mountainous ☐ Rolling ☐ Flat ☒ Timbered ☐

9b. DOES ANY PORTION OF THIS PARCEL HAVE SLOPES IN EXCESS OF 15%? Yes ☐ No ☒

9c. DESCRIBE ANY SIGNIFICANT NATURAL RESOURCES SUCH AS ROCK OUTCROPPING, MARSHES, WOODED AREAS: No known natural resources on site

10a. WATER COURSE: n/a

10b. IS ANY PORTION OF THE PROPERTY LOCATED IN A FLOODWAY OR 100-YR FLOODPLAIN?
(Information can be obtained from the Planning & Zoning Office) Yes ☐ No ☒

10c. ARE THERE WETLANDS LOCATED ON ANY PORTION OF THE PROPERTY? Yes ☐ No ☒

10d. WILL ANY PART OF THE PROPERTY BE SUBJECT TO INUNDATION FROM STORMWATER OVERFLOW OR SPRING MELTING RUN-OFF? Stormwater and snow storage will be accommodated in open space lots as indicated on the preliminary plat

11a. NUMBER OF EXISTING ROADS: n/a Width _____ Public ☐ Private ☐

Are the existing road surfaces paved or graveled? Gravel ☐ Paved ☐

11b. NUMBER OF PROPOSED ROADS: 2 Proposed width: 40'

Will the proposed roads be Public ☐ Private ☒

Proposed road construction: Gravel ☐ Paved ☒

12a. EXISTING UTILITIES ON THE PROPERTY ARE AS FOLLOWS: _____

Existing utilities in previous phase of Meadows at West Mountain

12b. PROPOSED UTILITIES: See proposed preliminary plat.

Proposed utility easement width 12' Locations Depicted on preliminary plat

13. SOLID WASTE DISPOSAL METHOD: Individual Septic ☐ Central Sewage Treatment Facility ☒

14. POTABLE WATER SOURCE: Public ☒ Water Association ☒ Individual ☐

If individual, has a test well been drilled? _____ Depth _____ Flow _____ Purity Verified? _____
Nearest adjacent well In Meadows at West Mountain Depth _____ Flow _____

15. ARE THERE ANY EXISTING IRRIGATION SYSTEMS? Yes ☒ No ☐

Are you proposing any alterations, improvements, extensions or new construction? Yes ☒ No ☐

If yes, explain: Realignment of irrigation ditch

16. DRAINAGE (Proposed method of on-site retention): Roadside borrow ditch

Any special drains? No (Please attach map)

Soil type(s): See Supplement A

(Information can be obtained from the Natural Resource Conservation Service: websoilsurvey.nrcs.usda.gov)

17. WILL STREETS AND OTHER REQUIRED IMPROVEMENTS BE CONSTRUCTED PRIOR TO THE RECORDING OF THE FINAL PLAT? Yes

If not, indicate the type of surety that will be put up to ensure the construction of the improvements within one (1) year from the date of filing the plat: _____

16. OUTLINE OF PROPOSED RESTRICTIVE COVENANTS:

Single-family Setbacks: Front 20 feet Sides 20 feet Rear 10 feet Multi-family- Front & Rear: 14.5'; Side: 20'

Mobile homes allowed? Yes ☐ No ☒

Minimum construction value TBD Minimum square footage 8,000 SF (Single-Family)

Completion of construction required within 5-10 Days ☐ Months ☐ Years ☒

Resubdivision permitted? Yes ☐ No ☒

Other _____

17. LAND PROGRAM:

Open Areas and/or Common Areas Yes ☒ No ☐

Acreage in subdivision 39.1 Number of lots in subdivision 14

Typical width and depth of lots Single-family: 80' x 100'

Typical lot area 8,888 SF Minimum lot area 8,000 SF Maximum lot area _____

Lineal footage of streets _____ Average street length per lot SF: 80'

Percentage of area in streets 2%

Dedicating road right-of-way to Valley County? Yes ☒ No ☐ Portion of Roseberry Road

Percentage of area of development to be public (including easements) TBD%

Maximum street gradient 1.5% (preliminary)

Is subdivision to be completely developed at one time? Yes ☐ No ☒ - Attach phasing plan and timeline.

18. COMPLETE ATTACHED PLAN FOR IRRIGATION if you have water rights &/or are in an irrigation district.
Submit letter from Irrigation District, if applicable.

19. COMPLETE ATTACHED WEED CONTROL AGREEMENT.

20. COMPLETE ATTACHED IMPACT REPORT. It must address potential environmental, economic, and social impacts and how these impacts are to be minimized.

APPENDIX A

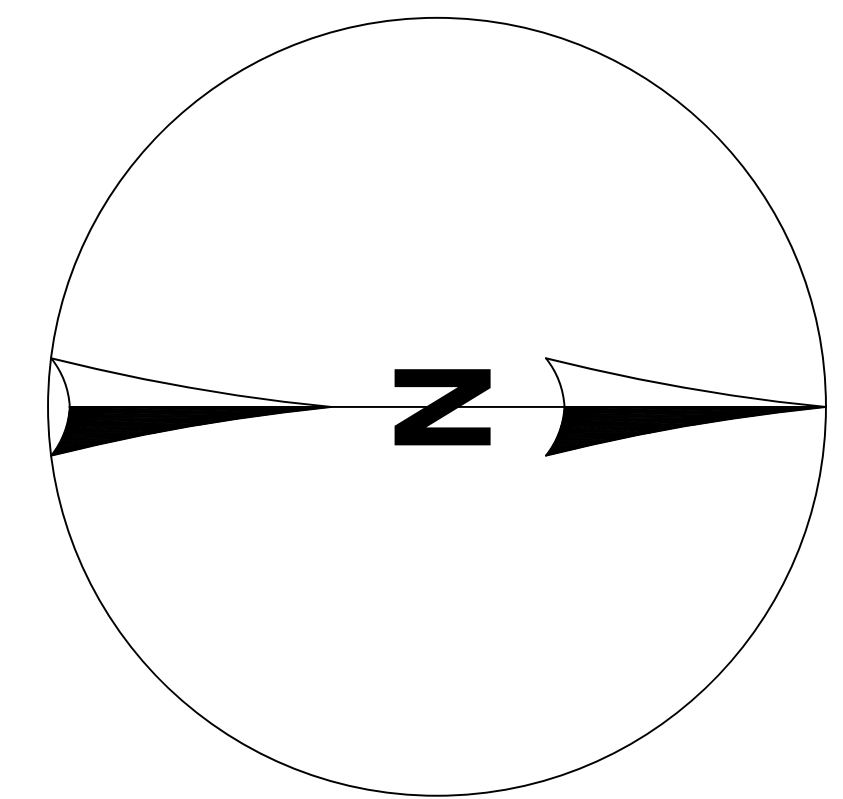
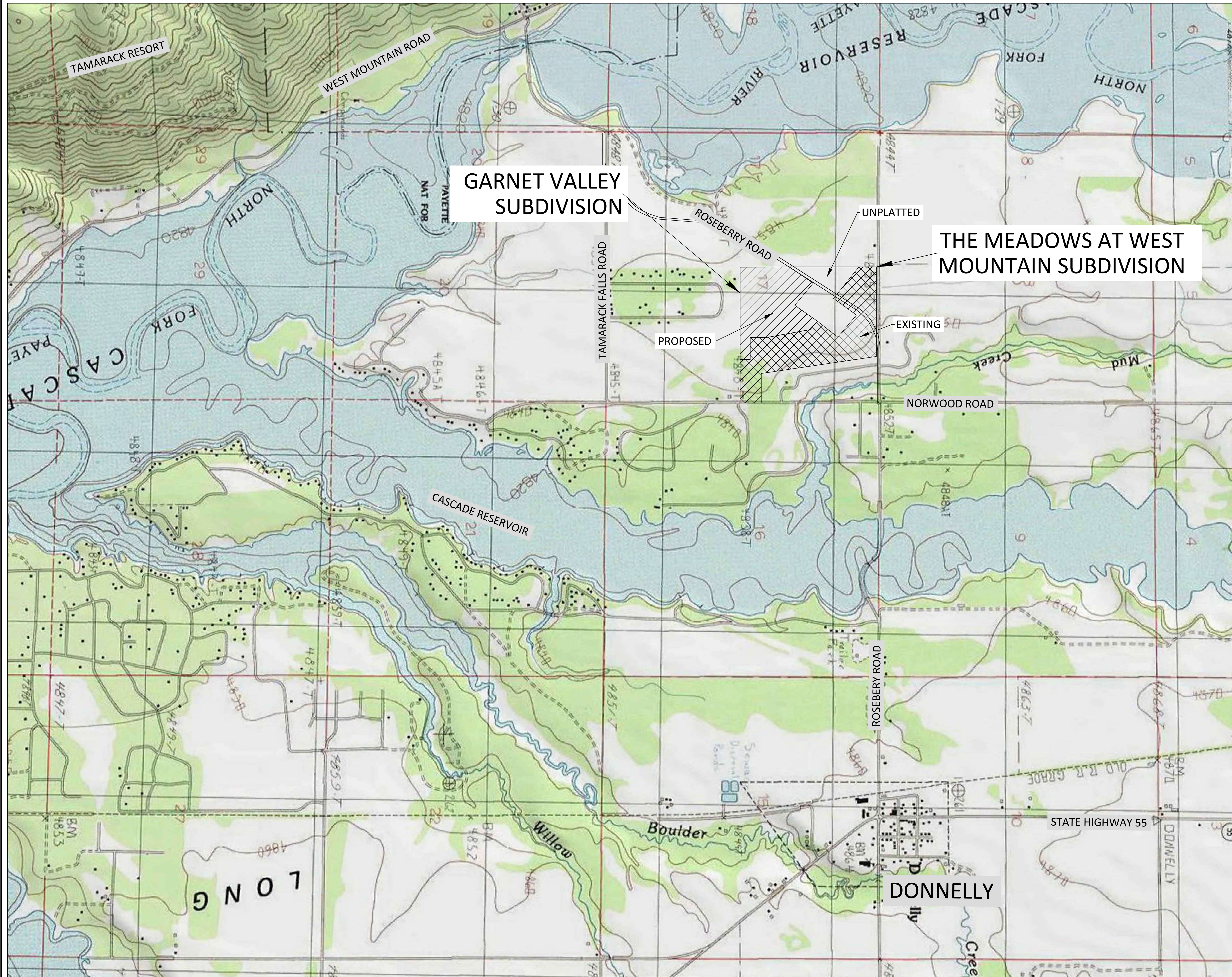
FIGURE 1 – VICINITY MAP

FIGURE 2 – PHASING PLAN

FIGURE 3 – LAND USE MAP

FIGURE 4 – SITE COMPATABILITY MAP

FIGURE 1: VICINITY MAP



NTS

[illegible]

GARNET VALLEY SUBDIVISION
VALLEY COUNTY, IDAHO

VICINITY MAP
APPENDIX A - FIGURE 1

DESIGN BY:	JNP
DRAWN BY:	BJJ
CHECKED BY:	JNP
DATE:	2/15/23
PROJECT:	22-021
SHEET NO.	

FIGURE 2: PHASING PLAN

The map illustrates the phasing plan for Garnet Valley, showing two proposed phases. Phase 1, colored blue, covers 36.73 acres and includes a large residential area with multiple streets and a central open space. Phase 2, colored yellow, covers 2.11 acres and is located within the blue area of Phase 1. Surrounding subdivisions include Mountain Meadows Subdivision No. 2 and No. 3 to the north, Roseberry Park Subdivision to the northwest, Hill House Subdivision #1 and #2 to the southwest, and West Mountain Estates Subdivision to the east. Key roads shown are Roseberry Road (Public), Moore Road (Private), Timberline Drive (Private), and Price Street (Private). Other labels include 'UNPLATTED' areas, 'THE MEADOWS AT WEST MOUNTAIN PHASE 2&3', and 'THE MEADOWS AT WEST MOUNTAIN PHASE 1'. The map is bordered by Highland Woods LLC to the west, SB Holdings, LLC to the southwest, and Wendell B Platt to the south.

LEGEND

- GARNET VALLEY PHASE 1:
36.73 ACRES (PROPOSED)
- GARNET VALLEY PHASE 2:
2.11 ACRES (PROPOSED)

A north arrow pointing upwards, labeled 'N' inside a circle. Above the arrow is a scale bar labeled 'NTS' (Not To Scale).

GARNET VALLEY SUBDIVISION
VALLEY COUNTY, IDAHO
PHASING PLAN
APPENDIX A - FIGURE 2

km
ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmenglp.com

DESIGN BY:	JL
DRAWN BY:	EL
CHECKED BY:	JL
DATE:	2/17/
PROJECT:	22-0

SHEET NO. 2 OF 4

[illegible]

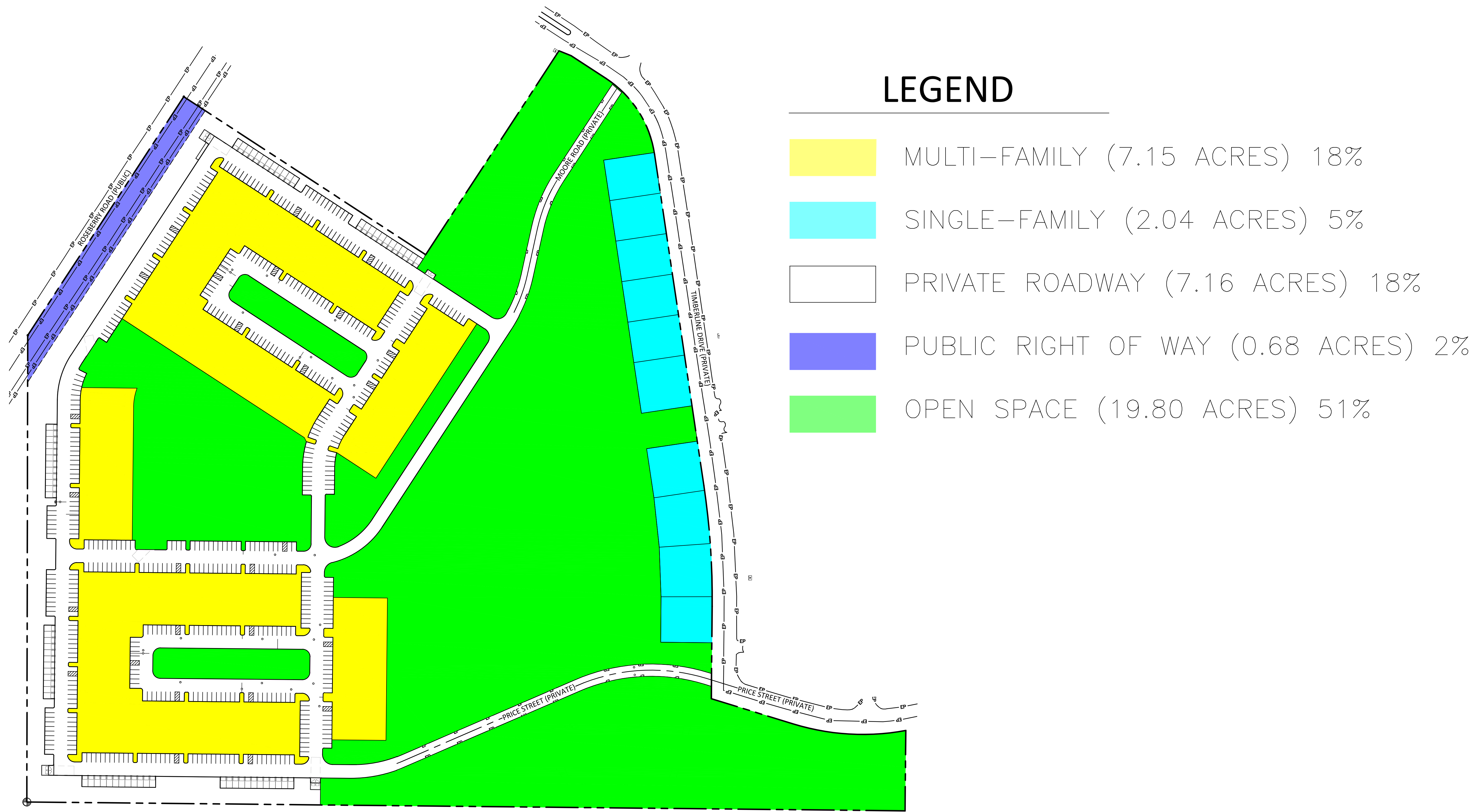
**GARNET VALLEY SUBDIVISION
VALLEY COUNTY, IDAHO**

PHASING PLAN
APPENDIX A - FIGURE 2



DESIGN BY:	JNP
DRAWN BY:	BJJ
CHECKED BY:	JNP
DATE:	2/17/23
PROJECT:	22-021
SHEET NO.	

FIGURE 3: LAND USE MAP



APPENDIX A - FIGURE 3

REVISIONS		DATE
NO.	ITEM	

GARNET VALLEY SUBDIVISION
VALLEY COUNTY, IDAHO

LAND USE MAP
APPENDIX A - FIGURE 3

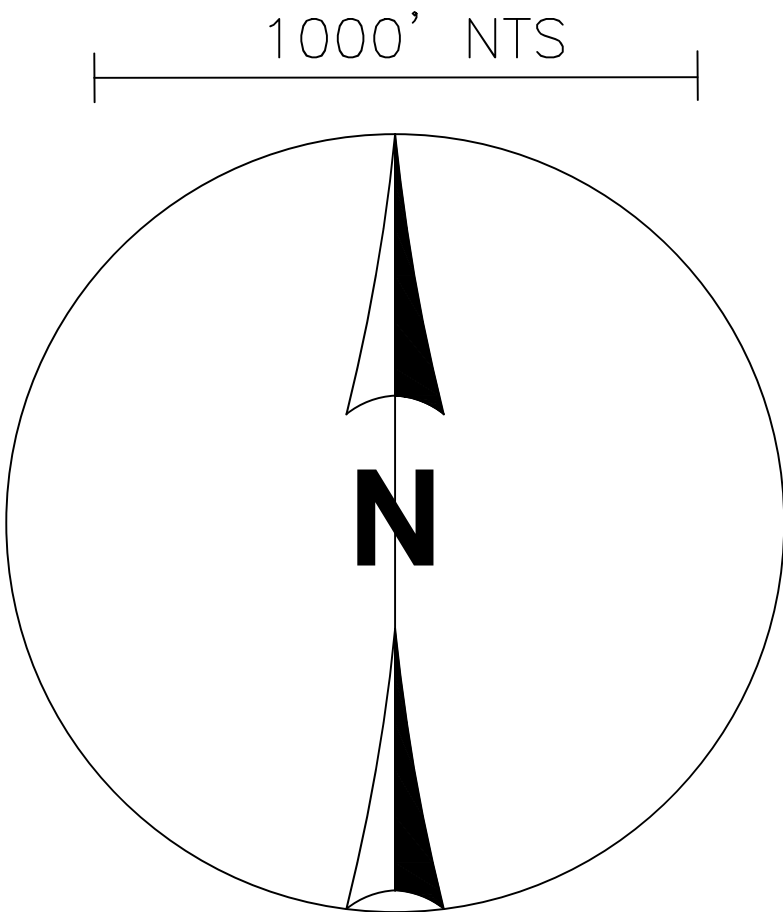
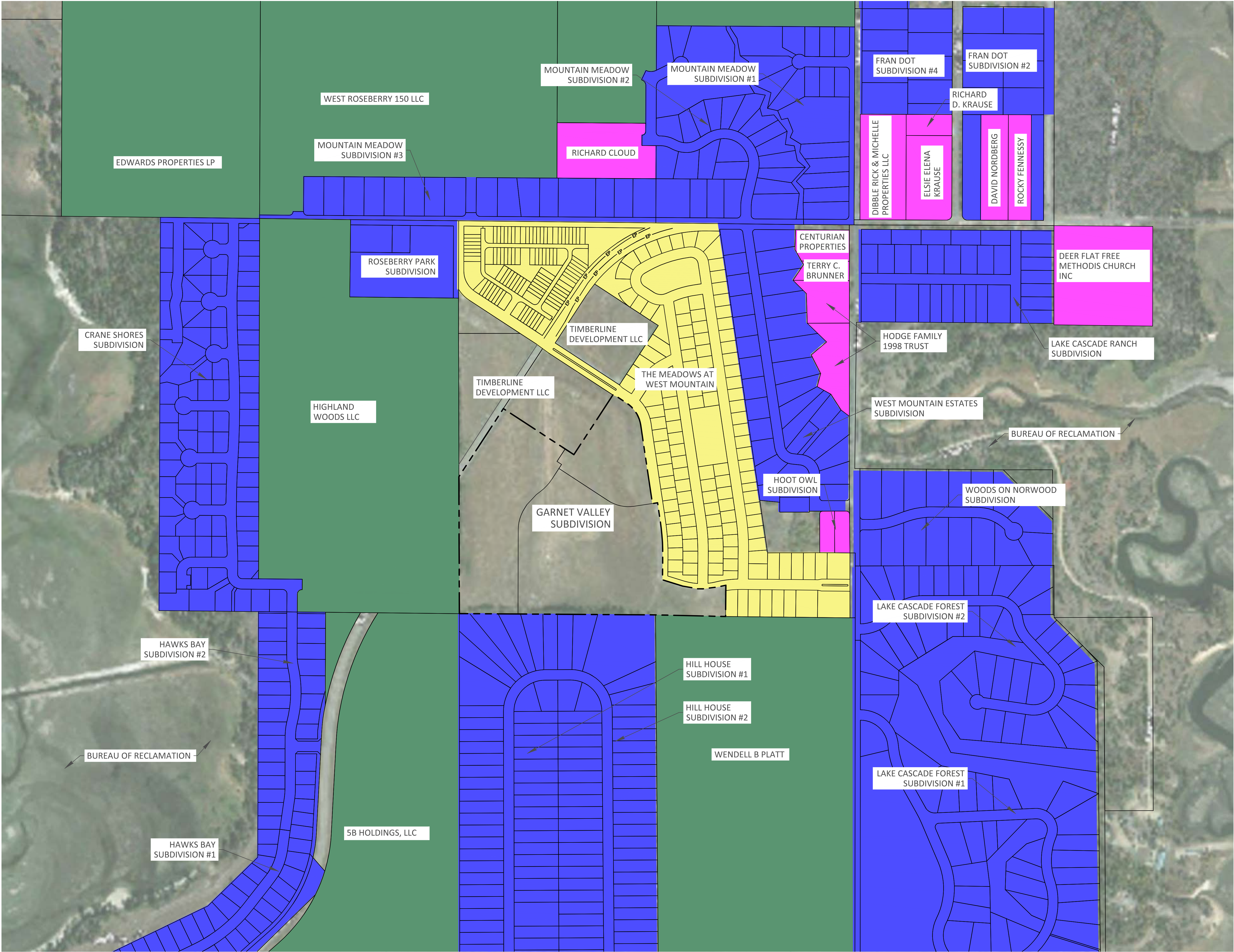
km
ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DESIGN BY:	JNP
DRAWN BY:	BJJ
CHECKED BY:	JNP
DATE:	2/15/23
PROJECT:	22-021

SHEET NO.

3 OF 4

FIGURE 4: SITE COMPATIBILITY MAP



REVISIONS	
NO.	DATE

GARNET VALLEY SUBDIVISION
VALLEY COUNTY, IDAHO
SITE COMPATIBILITY MAP
APPENDIX A - FIGURE 4

5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DESIGN BY:	JNP
DRAWN BY:	BJJ
CHECKED BY:	JNP
DATE:	2/15/23
PROJECT:	22-021

SHEET NO.
4 OF 4

APPENDIX B

IMPACT REPORT

1. Traffic Volume	26
2. Housing Affordability	26-27
3. Noise and Vibration	27
4. Heat and Glare	27
5. Air Quality	27
6. Water Demand / System	28
7. Fire, Explosion and Other Hazards	28
8. Effects on Existing Environment	28
9. Soil Stabilization and Vegetation Restoration	29
10. Soil Characteristics	29
11. Site Grading or Improvements	29-30
12. Visibility	30
13. Location	30
14. Approximation of Increased Revenue	31
15. Approximation of Costs to Public	31-32
16. Impact on Existing Development	32
17. Existing Natural Resources	32
18. Impacts of Project at Partial Completion	33
19. Project Quantities	33
20. Stages of Development and Construction Timeline	33
21. Anticipated Range of Sale, Lease or Rental Prices	33

IMPACT REPORT (from Valley County Code 9-5-3-D)

You may add information to the blanks below or attach additional sheets.

- ❖ An impact report shall be required for all proposed Conditional Uses.
- ❖ Answer all questions. Mark N/A if the question is not applicable to your application.
- ❖ The impact report shall address potential environmental, economic, and social impacts and how these impacts are to be minimized as follows:

1. Traffic volume, character, and patterns including adequacy of existing or proposed street width, surfacing, alignment, gradient, and traffic control features or devices, and maintenance. Contrast existing with the changes the proposal will bring during construction and after completion, build-out, or full occupancy of the proposed development. Include pedestrian, bicycle, auto, and truck traffic.

Area roadways have been previously subject to studies that formed the basis of prior fee arrangements with the Valley County Road and Bridge Department. Discussion with the Valley County Road & Bridge Department (the "Department") are ongoing, and the Developer agrees to enter into a road development agreement with the Department that will require a significant sum to provide funds necessary to improve adjacent/impacted roadways. We believe these contributions are the most efficient and effective way to improve the area road network as they give the Department discretion to mobilize funds in the manner it deems fit and in accordance with its priorities. Valley County is currently working on a Master Transportation Plan, which will provide information on planned improvements in the area.

Internal roadways will be privately owned and maintained, so will not burden the County with maintenance. Internal roadways will be located within 40' of right-of-way to accommodate adequate space for travel lanes and will include rolled curb and gutter. A half street section of approximately 500' of frontage adjacent to Roseberry Road will be constructed with the project, which will provide improved drainage and connectivity in this area.

A Capital Improvement Plan (CIP) was previously completed by Valley County that assesses deficiencies in County roadway segments. The report identified a valuation that could be applicable to all new development to be used to offset the impacts that new development would have on the overall traffic system. In the past, the Roseberry Road segment was completed using this funding mechanism. As were re-paving and improvements made to West Mountain Road. Based on this report, and any new applicable information, the developer is amenable to continuing discussion with the County and Board of County Commissioners regarding fees the County might find applicable to offset the traffic impacts.

2. Provision for the mitigation of impacts on housing affordability.

Garnet Valley will supply 324 additional rental housing units and ten single-family buildable lots in Valley County, which will increase the overall number of options available and will meet some of the housing demand in the area. An increase in the supply of units available will help to alleviate the lack of rental housing currently available and should impact the cost of rents as a result.

The specific rental cost will be determined by market conditions and construction costs. However, the developer is targeting \$1,500 - \$2,000/month. The developer proposes to work with Valley County to provide a certain percentage of units available on a first-come, first-serve basis to first responders, educators, municipal/county service workers at discounted rate to be mutually agreed upon by developer and county

3. Noise and vibration levels that exist and compare to those that will be added during construction, normal activities, and special activities. Include indoor and outdoor, day and night variations.

Construction related to development of Garnet Valley will temporarily increase noise and vibration levels in the area. To help alleviate the impacts construction will have on existing adjacent neighbors, the hours of operation will be limited based on state and county noise control regulations and standards. The developer has experience on numerous successful projects in varying markets and will employ best management practices to mitigate the impacts of construction in this area.

The clubhouse and other community amenities have been thoughtfully placed centrally and in the western part of the development to provide a buffer to existing residences and will operate within set hours to ensure adherence to County noise ordinances. Meetings or gatherings extending past typical hours of operation will be limited to indoor meeting spaces only.

Garnet Valley has been designed to place single-family residences adjacent to existing single-family residences on the east. Planned single-family residences and multi-family buildings will block sound to adjacent neighbors. Landscaping and buffers are located throughout the development to provide a sound and visual barrier and mitigate any potential impacts to existing development. Denser multi-family units have been placed near Roseberry Road, where the majority of future residents will be away from existing subdivisions.

4. Heat and glare that exist and that might be introduced from all possible sources such as autos in parking areas, outdoor lights, water or glass surfaces, buildings or outdoor activities.

Roof top material will be designed to minimize glare and in accordance with the County's Building and Planning Departments requirements. Subdivision and garage lights will adhere to dark sky ordinance requirements to minimize any potential impacts to adjacent neighbors. Signage requiring vehicles direct headlights forward (no back-in spaces) will be posted to mitigate light pollution to neighbors. Fully enclosed parking garages are proposed on the periphery of the site, which will aid in mitigating headlights and sound resulting from resident's vehicles while parking.

5. Particulate emissions to the air including smoke, dust, chemicals, gasses, or fumes, etc., both existing and what may be added by the proposed uses.

In an effort to minimize particulate emissions, electric heat will be used for multi-family and single-family units. Wood stoves will not be used to heat apartments or single-family homes. Amenities such as a community fire pit and BBQ area will be monitored to ensure minimal amounts of particulate emissions.

6. Water demand, discharge, supply source, and disposal method for potable uses, domestic uses, and fire protection. Identify existing surface water drainage, wetlands, flood prone areas and potential changes. Identify existing ground water and surface water quality and potential changes due to this proposal.

North Lake Recreational Sewer & Water (NLRSW) will provide water utilities to this development. The developer has negotiated connection requirements with NLRSW. If this proposal is successful, the developer will negotiate an appropriate connection fee and cost reimbursement agreement that reflects the developer's total cost for all in-kind construction, right-of-way and site contribution to NLRSW. The central water system will have the capacity to serve both domestic and fire flow needs of this development.

To ensure units within the development are adequately served, the Developer proposes a condition of approval that requires an agreement with NLSWD before they can pull building permits.

7. Fire, explosion, and other hazards existing and proposed. Identify how activities on neighboring property may affect the proposed use.

The development is currently protected by the Donnelly Rural Fire Protection District. The proposed water system for the development is designed and will be constructed to meet pressure and flow requirements per the applicable fire codes and standards. Units within the multi-family portion of the project will include fire sprinklers. Additional elements may include use of non-combustible building materials and fire-resistant vegetation. Planning measures will provide for necessary road access and utilize best design standards for fire protection.

The applicant will work with the Rural Fire Protection District to assure that the development utilizes best practices for fire prevention and suppression, including the solicitation of input infrastructure design, Design Guidelines and CC&R's.

8. Removal of existing vegetation or effects thereon including disturbance of wetlands, general stability of soils, slopes, and embankments and the potential for sedimentation of disturbed soils.

The development intends to maintain, protect and enhance the existing landscape. The site does not currently contain notable trees or vegetation that will need to be retained or mitigated. The property is not located within floodplain or floodway and is relatively flat. Best management practices will be utilized to ensure stability and to minimize disturbance of existing soils.

Garnet Valley has been designed to create an environment that is harmonious with the current landscape character and existing single-family residential subdivisions nearby. This goal will be achieved through careful selection of plant materials that mirror or enhance the existing aesthetic vegetation qualities. A landscape plan and rendering have been included with this application to demonstrate planned improvements for the development.

A Stormwater Pollution Protection Plan (SWPPP) will be developed to ensure best management practices are employed throughout the construction process.

9. Include practices that will be used to stabilize soils and restore or replace vegetation.

Erosion and Sediment Controls, or Best Management Practices (BMPs), are temporary or permanent controls that prevent or minimize erosion or sediment. Erosion controls such as leaving vegetation in place prevent soil particles from becoming mobile. Sediment controls such as silt fences are measures to capture soil particles from moving across the construction site. Temporary controls will be removed upon completion of the construction and permanent controls will be left in place.

There are no surface waters within 50-feet of the project's earth disturbances, the contractor will be required to provide and maintain a 50-foot undisturbed natural buffer. In addition the Contractor will be required to install straw wattles (sediment control) around the entire project site in site drainage areas that naturally convey storm water runoff. This measure will dissipate storm water velocities and allow the capture of soil migration due to an unforeseen weather condition. Additionally, clearing limits will be established to eliminate "construction site creep" and unnecessary disturbance to the existing site vegetation. To eliminate tracking onto Timberline Drive from the construction site the contractor will be required to install and maintain a Stabilized Construction Entrance and Exit BMP. This BMP will consist of a pad of crushed rock with traffic signage to ensure proper use.

A staging Area Erosion and Sediment Control will be installed along the project's northern boundary, the staging area will move as construction continues and its location will be updated on the Erosion Control Plan. The staging area includes measures for collecting and/or diverting runoff from the staging area. Street sweeping will be required by the contractor to avoid generation of dust.

10. Soil characteristics and potential problems in regard to slope stability, embankments, building foundation, utility and road construction. Include suitability for supporting proposed landscaping.

The existing site soils are generally sandy loams that are free draining which have reduced erosion characteristics. The site topography is relatively flat with no existing slopes greater than 2%. Temporary compaction of the topsoil with tracked will stabilize the material, material will need to be ripped prior to re-vegetation. The site will be permanently stabilized through landscaping and paving as directed in the project plans. Disturbed areas must be stabilized as soon as practicable. At a minimum, stabilization must take place when it becomes evident that active ground disturbance is either completed or will be halted for a period of 14 days or longer.

Topsoil stockpiles will be created at the beginning of construction and will be re-distributed gradually as the project is completed. Stockpile topsoil will be managed during wet or rainy seasons by placing a heavy poly sheeting or protected with a temporary sediment perimeter barrier such as a silt fence or erosion control wattle to prevent sediment erosion.

11. Site grading or improvements including cuts and fills, drainage courses and impoundments, sound and sight buffers, landscaping, fencing, utilities, and open areas.

The project site grading will follow the natural grade of the property from north to south. Site drainage detention facilities will be constructed in the large central open space. Site stormwater runoff will be conveyed to these facilities with vegetated swales where practical. Large capacity site drainage facilities

will be constructed in the natural low areas along the site's southern boundary. These facilities will be vegetated to stabilize the slopes. Open trenching for utilities will be minimized, the Contractor will be limited to only opening enough trench that can have the utilities installed and the trench re-filled within a 5-day period.

A Spring sheet-flow event would be considered a worst-case scenario in Valley County. Roseberry Road to the west acts as a natural dam which will help to gather drainage. The initial phases of Meadows at West Mountain will provide a natural barrier that will divert water to the north and east. This site will be limited to on-site drainage and drainage received from the proposed Valley Meadows site to the north. Garnet Valley's retention basins will be sized to accommodate this flow and the existing Meadows at West Mountain flow from Timberline Drive. Additional storage and treatment will be provided on the south end of the project, adjacent to Price Street.

12. Visibility from public roads, adjoining property, and buildings. Include what will be done to reduce visibility of all parts of the proposal but especially cuts and fills and buildings. Include the impacts of shadows from new features on neighboring property.

Ten single-family residences are planned on the easterly part of the project, adjacent to existing single-family residences in the 2nd phase of Meadows at West Mountain. Planned single-family residences and multi-family buildings will block sound to adjacent neighbors from Roseberry Road on the west. Landscaping and buffers are located throughout the development to provide a sound and visual barrier and mitigate any potential impacts to existing development.

This development will connect existing neighborhoods with planned transit corridors and will aid in increasing the safety and efficiency of pedestrian and vehicular traffic in the area. Improvements to Roseberry Road will accommodate higher volumes of traffic and will help to alleviate traffic congestion experienced on adjacent local roadways.

13. Reasons for selecting the particular location including topographic, geographic and similar features, historic, adjoining land ownership or use, access to public lands, recreation, utilities, streets, etc., in order to illustrate compatibility with and opportunities presented by existing land uses or character.

The Garnet Valley development site offers a variety of natural amenities, access to nearby public lands and is close to the city of Donnelly. The site is relatively flat and the topography will accommodate a project of this size and density.

The developer chose this site to fulfill the area's need for attainable housing. As this site has the capability to be served by a public sewer and water system that is affordable, the cost of development and the delivered product will be less costly.

The Meadows at West Mountain project approved in 2004 contemplated housing within this area. Previous phases of that project were completed and have been occupied for more than a decade. The additional housing proposed with the Garnet Valley development will supply entry-level housing as contemplated with the original PUD approval.

14. Approximation of increased revenue from change in property tax assessment, new jobs available to local residents, and increased local expenditures.

The proposed development will be privately funded, and as such, no public monies will be required. Private roads, central water and sewer systems and other appurtenances will be maintained by the Property Owners' Association.

Garnet Valley construction will bring opportunities to contractors and local companies as the developer will employ local entities when possible. The project will provide workforce/attainable housing which will aid in local companies finding and retaining employees. County private business and local government will benefit from the increased market opportunities generated from the needs of the development. Increased market demand will benefit the community with increased revenue for the private citizen and benefit local government through increased revenues from additional taxes and service fees.

The estimated value at build-out will be approximately \$9-10 million. Taxes assessed on that amount would be returned back to the community and would benefit the county as a whole. In researching the benefit these taxes would bring to the Valley County community, our team consulted tax assessments from adjacent properties. Based on referenced records, the approximate current property tax rate is 0.28% and is distributed to various districts. If that rate remains consistent, once developed, the Garnet Valley project will bring approximately \$25,200 in annual taxes to the County. Valley County, the school district, Valley Center Cemetery, Donnelly Rural Fire District, North Lake Recreation Sewer and Water District, the McCall Memorial Hospital, Valley County EMS District, Edwards Mosquito Abatement District, and the Donnelly Public Library would all benefit.

15. Approximation of costs for additional public services, facilities, and other economic impacts.

Garnet Valley is a private venture to be financed through private funds. Therefore, no public funds will be required for the site improvements.

The Developer understands it is a challenge to find housing for teachers, hospital workers, Fire and Sheriff's Department employees, and other vital service professionals in Valley County. As such, they are offering to work with the county to provide a certain percentage of units available to responders, educators, municipal/county service workers at discounted rate to be mutually agreed upon by Developer and county on a first-come, first-serve basis.

Garnet Valley will contribute a substantial sum to the Road and Bridge Department and is proposing to enter into a road development agreement to ensure monies are distributed to projects based on the highway department's prioritization.

Garnet Valley will upgrade and contribute to the existing water and sewer system utilized by adjacent neighbors and previous phases of the Meadows at West Mountain.

Any additional costs associated with funding or hiring additional public services will be offset by tax revenue this project will generate. Our team has reached out to the Valley County Sheriff, the McCall-Donnelly School District, the Road and Bridge Department, North Lakes Sewer District and The Valley Soil and Water Conservation District to discuss the proposed development. Our team will continue to work

with these reviewing agencies and any other applicable departments as the project continues through the process.

16. State how the proposed development will impact existing developments providing the same or similar products or services.

Garnet Valley will supply Valley County with approximately 324 new rental living options and ten single-family residential lots. These uses are compatible with existing development and previous phases of the Meadows at West Mountain. The subject property was originally included as a phase within the Meadows at West Mountain and was contemplated to include a relatively high density of living units compared to existing development at the time. The present development application was designed to emulate the original project while taking current market conditions and demand into account.

Proposed internal roadways are private and will be improved to the Road and Bridge Department's standards. The primary access point for the development will be via Moore Road (private) which extends from Timberline Drive and connects with Roseberry Road (public). Frontage improvements along Roseberry Road will be completed with the development of Garnet Valley which will improve drainage and connectivity in this area of Valley County.

Garnet Valley will upgrade the existing sewer and water system utilized by adjacent development. The developer agrees to pay sewer hookup fees as established through negotiation with the North Lake Recreational Water and Sewer District (NLRWSD). Said hookup fees are currently reported to be \$2,500.00 per equivalent residential user. NLRWSD will accept, transmit, treat, and dispose of the development's sewage.

The proposed development will not significantly alter the existing drainage patterns and flows. The development will use Best Management Practices (BMP's) as outlined in the "Handbook of Valley County Stormwater Best Management Practices" to capture, disperse, and treat storm water in a series of grassy swales, retention areas and other accepted methods. BMP'S will be used to naturally filter pollutants and provide nutrient uptake before storm water enters the existing drainage patterns. Water quality for the development should significantly improve by the elimination of the present land use of cattle grazing and flood irrigation. In addition, surface water quality will be addressed during and after construction of the development. Improvements will focus on limiting the area of disturbance and treating the surface water as close to the source as possible.

17. State what natural resources or materials are available at or near the site that will be used in a process to produce a product and the impacts resulting from the depletion of the resource. Describe the process in detail and describe the impacts of each part.

This property is relatively flat and level, so the developer will not need to fill extensively. There are no known natural resources or lumber available on the property, so planned development will not diminish any resources in the area.

18. What will be the impacts of a project abandoned at partial completion?

The Developer's intention is to complete the project in 1-2 phases over the next couple of years. Do not anticipate project completion will be challenging as the current demand for rental housing exceeds the supply available. In addition, the Developer's lender will require completion guarantees as part of their financing requirements.

Garnet Valley's Developer has successfully completed over a billion dollars' worth of development in 20+ years. He has successfully completed a variety of multi-family residential, commercial and mixed-use projects over his career. Currently, he's working on an award-winning adaptive reuse project on a superfund site that has spanned several years. The Developer is committed to executing a project that will provide value and additional housing options to residents of Valley County.

19. Number of residential dwelling units, other buildings and building sites, and square footage or gross non-residential floor space to be available.

324 multi-family units and 10 single-family units are proposed. An approximately 7,500 square foot community center clubhouse is proposed within Lot 14. Ample open space is provided throughout the development to provide communal gathering space and snow storage.

20. Stages of development in geographic terms and proposed construction time schedule.

Development will likely occur in two phases over a period of two years. The Developer is targeting to commence construction in Spring 2024. A potential phasing exhibit is enclosed for reference. The first phase would begin at the SW corner of the development and would include 5 multi-family buildings and the clubhouse. The second phase of development would include Roseberry Road frontage improvements and include the remaining 4 multi-family buildings. The 10 single-family lots will likely be developed in the first phase of development.

21. Anticipated range of sale, lease or rental prices for dwelling units, building or other site, or non-residential floor space in order to insure compatibility with adjacent land use and development.

The Developer anticipates targeting a lease rate of \$1,500 to \$2,000. Price will be determined upon market conditions when units are occupiable.

APPENDIX C

PRELIMINARY LEGAL DESCRIPTION

December 10, 2021
The Meadows at West Mountain
Project No. 21-131

Legal Description
SE Parcel

A parcel of land situated in the Northeast 1/4 of Section 17, Township 16 North, Range 3 East, Boise Meridian, Valley County, Idaho and being more particularly described as follows:

BEGINNING at a found aluminum cap marking the Center 1/4 corner of said Section 17, which bears S00°06'46"W a distance of 2,635.45 feet from a found 5/8-inch rebar marking the North 1/4 corner of said Section 17;

Thence following the westerly line of said Northeast 1/4, N00°06'46"E a distance of 911.69 feet to the centerline of W. Roseberry Road;

Thence leaving said westerly line and following said centerline of W. Roseberry Road, N33°09'43"E a distance of 556.93 feet to a set 5/8-inch rebar;

Thence leaving said centerline, S56°50'17"E a distance of 564.23 feet to a set 5/8-inch rebar;

Thence N33°09'48"E a distance of 475.78 feet to a found 5/8-inch rebar on the southerly right-of-way of Timberline Drive;

thence following said southerly right-of-way the following six (6) courses:

1. S68°08'34"E a distance of 25.51 feet to a found 5/8-inch rebar;
2. S56°50'17"E a distance of 81.20 feet to a found 5/8-inch rebar;
3. 181.54 feet along the arc of a curve to the right, said curve having a radius of 215.00 feet, a delta angle of 48°22'44", a chord bearing of S32°38'55"E, and a chord distance of 176.19 feet to a found 5/8-inch rebar;
4. S08°27'33"E a distance of 654.53 feet to a found 5/8-inch rebar;
5. 236.52 feet along the arc of a curve to the right, said curve having a radius of 1,500.00 feet, a delta angle of 09°02'04", a chord bearing of S03°56'32"E, and a chord distance of 236.27 feet to a found 5/8-inch rebar;
6. S00°34'30"W a distance of 180.36 feet to a found 5/8-inch rebar;

Thence leaving said southerly right-of-way and following the southerly right-of-way of Price Street the following four (4) courses:

1. S72°53'42"E a distance of 168.20 feet to a found 5/8-inch rebar;
2. 110.57 feet along the arc of a curve to the left, said curve having a radius of 460.00 feet, a delta angle of 13°46'22", a chord bearing of S79°46'53"E, and a chord distance of 110.31 feet to a found 5/8-inch rebar;
3. 135.78 feet along the arc of a curve to the left, said curve having a radius of 460.00 feet, a delta angle of 16°54'45", a chord bearing of N84°52'34"E, and a chord distance of 135.29 feet to a found 5/8-inch rebar;

4. 57.00 feet along the arc of a curve to the right, said curve having a radius of 660.00 feet, a delta angle of $04^{\circ}56'53''$, a chord bearing of $N78^{\circ}53'38''E$, and a chord distance of 56.98 feet to a found 5/8-inch rebar;

Thence leaving said southerly right-of-way, $S00^{\circ}34'30''W$ a distance of 173.98 feet to a found 5/8-inch rebar on the southerly line of said Northeast 1/4;

Thence following said southerly line, $N89^{\circ}25'15''W$ a distance of 1,794.79 feet to the point of beginning.

Said parcel contains 39.141 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

APPENDIX F

IRRIGATION PLAN



VALLEY COUNTY PLANNING & ZONING DEPARTMENT

219 North Main Street
PO Box 1350
Cascade, ID 83611

Phone 208-382-7115
Fax 208-382-7119
www.co.valley.id.us

APPLICATION FOR IRRIGATION PLAN APPROVAL

submitted with C.U.P. & Subdivision Applications
(Idaho Code 31-3805)

Applicant(s): Roseberry Park, LLC.

<u>221 Main Street, Suite 2039</u>	<u>Los Altos, CA</u>	<u>94023</u>
Mailing Address	City, State	Zip

Telephone Numbers: 866.758.7899

Location of Subject Property: East of Roseberry Road, south of Timberline Drive
(Property Address or Two Nearest Cross Streets)

Assessor's Account Number(s): RP RP16N03E170945 & Section 17 Township 16N Range 3E
RP16N03E171485

C.U.P Number: _____

This land: ☒ Has water rights available to it
☐ Is dry and has no water rights available to it. If dry, please sign this document and return to the Planning & Zoning Department as part of your application.

Idaho Code 31-3805 states that when all or part of a subdivision is "located within the boundaries of an existing irrigation district or canal company, ditch association, or like irrigation water deliver entity ... **no subdivision plat or amendment to a subdivision plat or any other plat or map recognized by the city or county for the division of land will be accepted, approved, and recorded unless:**"

- A. The appropriate water rights and assessment of those water rights have been transferred from said lands or excluded from an irrigation entity by the owner; or
- B. The owner filing the subdivision plat or amendment to a subdivision plat or map has provided for the division of land of underground tile or conduit for lots of one acre or less or a suitable system for lots of more than one acre which will deliver water to those land owners within the subdivision who are also within the irrigation entity with the appropriate approvals:
 1. For proposed subdivisions located within an area of city impact, both city and county zoning authorities must approve such irrigation system in accordance with 50-the irrigation system.
 2. For proposed subdivisions outside of negotiated areas of city impact, the delivery system must be approved by the Planning and Zoning Commission and the Board of County Commissioners with the advice of the irrigation entity charged with the delivery of water to said lands.

To better understand your irrigation request, we need to ask you a few questions. A list of the map requirements follows the short questionnaire. **Any missing information may result in the delay of your request before the Planning and Zoning Commission and ultimately the approval of your irrigation plan by the Board of County Commissioners as part of final plat approval.**

1. Are you within an area of negotiated City Impact? _____ Yes _____ ☒ No

2. What is the name of the irrigation and drainage entities servicing the property?

Irrigation: Timberline Development, LLC.

Drainage: n/a

3. How many acres is the property being subdivided? +/- 39.1

4. What percentage of this property has water? 100%

5. How many inches of water are available to the property? 50"

6. How is the land currently irrigated? ☒ surface ☐ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe

7. How is the land to be irrigated after it is subdivided?

☐ surface ☒ sprinkler ☐ irrigation well
☐ above ground pipe ☐ underground pipe

8. Please describe how the head gate/pump connects to the canal and irrigated land and where ditches &/or pipes go.

n/a

9. Is there an irrigation easement(s) on the property? ☐ Yes ☒ No

10. How do you plan to retain storm and excess water on each lot? Lot grading will be used to retain excess water.

The development will use Best Management Practices (BMPs) as outlined in the "Handbook of Valley County Stormwater Best Management Practices" to capture, disperse, and treat storm water in a series of grassy swales, retention areas and other accepted methods. BMPs will be used to naturally filter pollutants and provide nutrient uptake before storm water enters the existing drainage patterns.

11. How do you plan to process this storm water and/or excess irrigation water prior to it entering the established drainage system? (i.e. oil, grease, contaminated aggregates) The development will utilize a pressure irrigation system to minimize any excess irrigation water. BMPs will be used to capture, disperse, and treat storm water in a series of grassy swales, retention areas and other accepted methods. Each service will be protected by a back flow prevention device.

Irrigation Plan Map Requirements

The irrigation plan **must be on a scalable map** and show all of the irrigation system including all supply and drainage structures and easements. Please include the following information on your map:

- ☒ All canals, ditches, and laterals with their respective names.
- n/a ☐ Head gate location and/or point of delivery of water to the property by the irrigation entity.
- ☒ Pipe location and sizes, if any
- n/a ☐ Rise locations and types, if any.
- n/a ☐ Easements of all private ditches that supply adjacent properties (i.e. supply ditches and drainage ways).
- ☒ Slope of the property in various locations.
- ☒ Direction of water flow (use short arrows on your map to indicate water flow direction →).
- n/a ☐ Direction of wastewater flow (use long arrows on your map to indicate waste water direction —————→).
- ☒ Location of drainage ponds or swales, if any where wastewater will be retained on property
- ☐ Other information: _____

Also, provide the following documentation:

- ☒ Legal description of the property.
- ☒ Proof of ownership.
- ☐ A written response from the irrigation entity and/or proof of agency notification.
- n/a ☐ Copy of any water users' association agreement currently in effect which shows water schedules and maintenance responsibilities.
- n/a ☐ Copy of all new easements ready for recording (irrigation supply and drainage).
- n/a ☐ If you are in a city area of impact, please include a copy of the approvals by the city planning and zoning commission and city council of your irrigation plan.

=====Applicant Acknowledgement=====

I, the undersigned, agree that prior to the Planning and Zoning Department accepting this application, I am responsible to have all the required information and site plans.

I further acknowledge that the irrigation system, as approved by the Planning and Zoning Commission and ultimately the Board of County Commissioners, must be bonded and/or installed prior to the recording of the plat or building permit.

Signed: _____
Applicant / Property Owner

Date: 02 / 22 / 23
(Application Submitted)

APPENDIX G

WEED CONTROL AGREEMENT



VALLEY COUNTY

WEED CONTROL AGREEMENT

The purpose of this agreement is to establish a cooperative relationship between Valley County and the undersigned Cooperator to protect the natural and economic values in the Upper Payette River watershed from damages related to the invasion and expansion of infestations of noxious weeds and invasive plants. This is a cooperative effort to prevent, eradicate, contain and control noxious weeds and invasive plants on public and private lands in this area. Factors related to the spread of weeds are not related to ownership nor controllable at agency boundaries. This agreement formalizes the cooperative strategy for management of these weeds addressed in Valley County's Integrated Weed Management Plan.

In this continuing effort to control Noxious Weeds, Valley County Weed Control will consult with the undersigned Cooperator and outline weed identification techniques, present optional control methods and recommend proper land management practices.

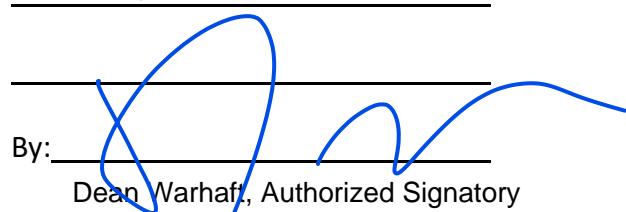
The undersigned Cooperator acknowledges that he/she is aware of any potential or real noxious weed problems on his/her private property and agrees to control said weeds in a timely manner using proper land management principles.

COOPERATOR

Roseberry Park, LLC

221 Main Street, Suite 2039

Los Altos, California 94023

By: 
Dean Warhaft, Authorized Signatory

By: _____
Valley County Weed Control

Date: February 22, 2023

Date: _____

APPENDIX H

TRAFFIC STUDY COMPLETED FOR TAMARACK

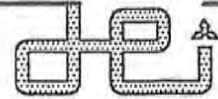
WestRock

The Resort at Lake Cascade

Transportation Impact Study

Dobie Engineering, Inc.
F. Patrick Dobie, P.E.

January 26, 2001



DOBIE ENGINEERING, INC.

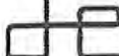
TRANSPORTATION IMPACT STUDY
WESTROCK RESORT 2001
VALLEY COUNTY, ID



JANUARY 26, 2001

SUBMITTED TO:

VALLEY COUNTY, ID
IDAHO TRANSPORTATION DEPARTMENT



DOBIE ENGINEERING, INC.

777 HEARTHSTONE DR., BOISE, ID 83702

(208)345-3290

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Site Traffic Impacts - County Road System

The Valley County roads that are most directly impacted by the resort traffic are West Mountain, Norwood, Tamarack Falls and Roseberry Roads.

Roseberry Road to Tamarack Falls

At the present time Roseberry Road carries a peak summer volume of 2500 vpd and operates at level of service "B." After completion of development Phase 1 seasonal traffic volumes will increase to 4000 vpd on weekends, and the level of service will approach an LOS "C" rating, which is generally considered an acceptable capacity standard.

In order to improve traffic safety and operations for construction vehicles and the initial resort development, a basic safety improvement program is recommended.

Work items include the following:

1. turn lanes on SH 55 at the Roseberry Road/SH 55 intersection;
2. roadway widening and alignment improvements;
3. minor widening of the bridge and causeway structure;
4. surface overlay following utility construction; and
5. lighting, traffic control and spot safety improvements.

These recommendations are described in detail in this report.

In order to accommodate projected traffic at full buildout of the resort, significant changes will be needed to the geometry and alignment of these county roads. This secondary capacity improvement program for Roseberry Road, Norwood Road and Tamarack Falls Road will be needed on or before Phase 3 of the resort development program. Recommended improvements to accommodate buildout traffic volumes include the following:

1. Reconstruct Roseberry, Tamarack Falls and Norwood Roads to a wider 40 ft. paved section with passing lanes and protected turn lanes at intersections;
2. Reconstruct the intersection of SH 55 and Roseberry Road in Donnelly and install a traffic signal; and
3. Widen the causeway and replace the bridge structure on Roseberry Road.

Improving these roads will involve the acquisition of additional right-of-way for curve realignment and intersection channelization. A detailed review of these improvements is presented in this report.

West Mountain Road

At the present time West Mountain Road carries a traffic volume of approximately 500 vpd. With Phase 1 development, seasonal traffic volumes will increase to 4000 vpd on weekends, and structural improvements will be needed to achieve an acceptable service level standard.

In order to accommodate Phase 1 traffic, an all season paved road section will be needed along with spot safety improvements and curve realignment. A 32 ft. wide paved section with a 40 ft. wide platform base is recommended.

To accommodate buildout traffic volumes, a 40 ft. two lane paved road section with 50 mph design geometry will be needed. This improved road section should be constructed in conjunction with Phase 3 of the resort development program.

West Mountain Road will eventually carry more traffic than the LOS "D" capacity of a two lane rural highway during peak weekend activity periods. This capacity limitation could be improved by constructing an alternating 3 lane section with passing lanes and protected left-turn lanes at intersections. An alternative approach would be to relocate the day skier parking area to an off-site location near Donnelly and shuttle skiers to the resort. A resort transit system should also be

considered to reduce overall traffic demands on the state highway and other county roadways.

The recommended program of safety and capacity improvements will provide adequate transportation infrastructure to mitigate the traffic impacts from WestRock Resort. The proposed road system will accommodate the site generated traffic plus spin-off traffic from the buildout of previously platted undeveloped lots in the Donnelly to West Mountain area of Valley County.

Site Traffic Impacts - State Highway System

Adequate capacity now exists on SH 55 to accommodate projected Phase 1 site traffic volumes. SH 55 currently has a traffic loading of 5000 vpd and functions with a level of service "C" rating during the peak summer and winter seasons. With Phase 1 traffic average daily traffic (ADT) will increase to 6000 vpd which is also within the level of service "C" rating. At full buildout of the resort, SH 55 traffic will increase to 12,000 and 13,000 vpd, and the service level will decrease to LOS "E" during peak weekend periods unless capacity improvements are made.

The Idaho Transportation Department has included numerous construction projects in the Statewide Transportation Improvement Program (STIP) to improve safety and increase highway capacity. A partial list of the programmed improvements for SH 55 follows:

ITD STIP FY 2001-2005

<u>Key No.</u>	<u>Location Description</u>	<u>Fiscal Year</u>	<u>Construction Cost</u> <u>(\$,000)</u>
0688	McCall Alternate Route	Prel	\$17,500
1004	Smiths Ferry to Round Valley	2003	\$17,000
6500	Rainbow Bridge, Valley Co	2003	\$ 903
6978	Round Valley Rest Area, Valley Co	2005	\$ 2,548
7024	Round Valley Passing Lanes, Valley Co	2003	\$ 1,300
7051	Banks, Boise Co	Prel	\$ 2,740
6592	Elo Rd. & Johnson Ln. Safety	2002	\$ 448
8100	Milepost 100.73 Guardrail - Safety	2002	\$ 745
7157	Lake Fork Canal, S of McCall	2002	\$ 765
7215	Payette River Bridge, S of Horseshoe Bend	2003	\$ 2,530
7791	Gardena South Passing Lanes	2005	\$ 2,604
7792	Cascade Passing Lanes	2005	\$ 1,846
7793	Donnelly Passing Lanes	Prel	\$ 5,330
8081	North Cascade Passing Lanes, Valley Co	Prel	\$ 2,353
8092	North Fork Payette River Bridge, Cascade	Prel	\$ 130
8106	McCall Alternate Route, Stg. 2	Prel	\$22,000
8434	Rock Fall - Safety	Prel	\$ 385

TOTAL = \$81.1 million

In addition to SH 55 improvements, US 95 is identified as a Highway Priority Corridor in the Federal Highway Bill TEA 21. This designation increases capital funding for capacity improvements. US 95 can provide an alternate to SH 55 for regional commercial traffic. When US 95 is upgraded to a four lane limited access highway, it will reduce demand on SH 55 and improve conditions for tourism, recreation and day skier use.

ITD prepared an analysis of safety and capacity improvements needed to handle projected WestRock Resort traffic beyond the road improvement projects currently listed in the STIP. The current resort development program is smaller in

scale than the program previously proposed. The net unfunded improvements to SH 55 needed to accommodate buildout of the current resort will cost \$6 million.

WestRock Resort will generate new revenues from highway user tax revenues currently established to have a new present value of \$9.6 million. This project generated revenue will be sufficient to mitigate projected traffic impacts.

PROPOSED DEVELOPMENT

Development Program

The purpose of this study is to assess the traffic impacts resulting from the revised development plan for the WestRock Resort, to evaluate the capacity of the road system to accommodate the site-generated traffic and to identify appropriate mitigation measures to manage site traffic impacts. Dobie Engineering, Inc., (DEI) was retained by WestRock Resort, Inc., to perform this traffic study in accordance with Valley County and Idaho Transportation Department (ITD) standards for traffic impact studies.

This report supplements a previous transportation impact analysis prepared by DEI in 1989. The current development plan for the resort has been refined and reduced in size. Projected winter weekend traffic impacts for previous development plans are compared with projected impacts from the current project (Figure A of Appendix A.) Traffic generated from the pending application for WestRock Resort will be approximately 22% less than either of the two previous design concepts.

The current development program is outlined in Table 1 for both the initial phase (Phase 1) and the buildout phase (Phase 5) of the resort. A detailed summary of the full development program can be found in Appendix A.

Table 1

Proposed Development Phases

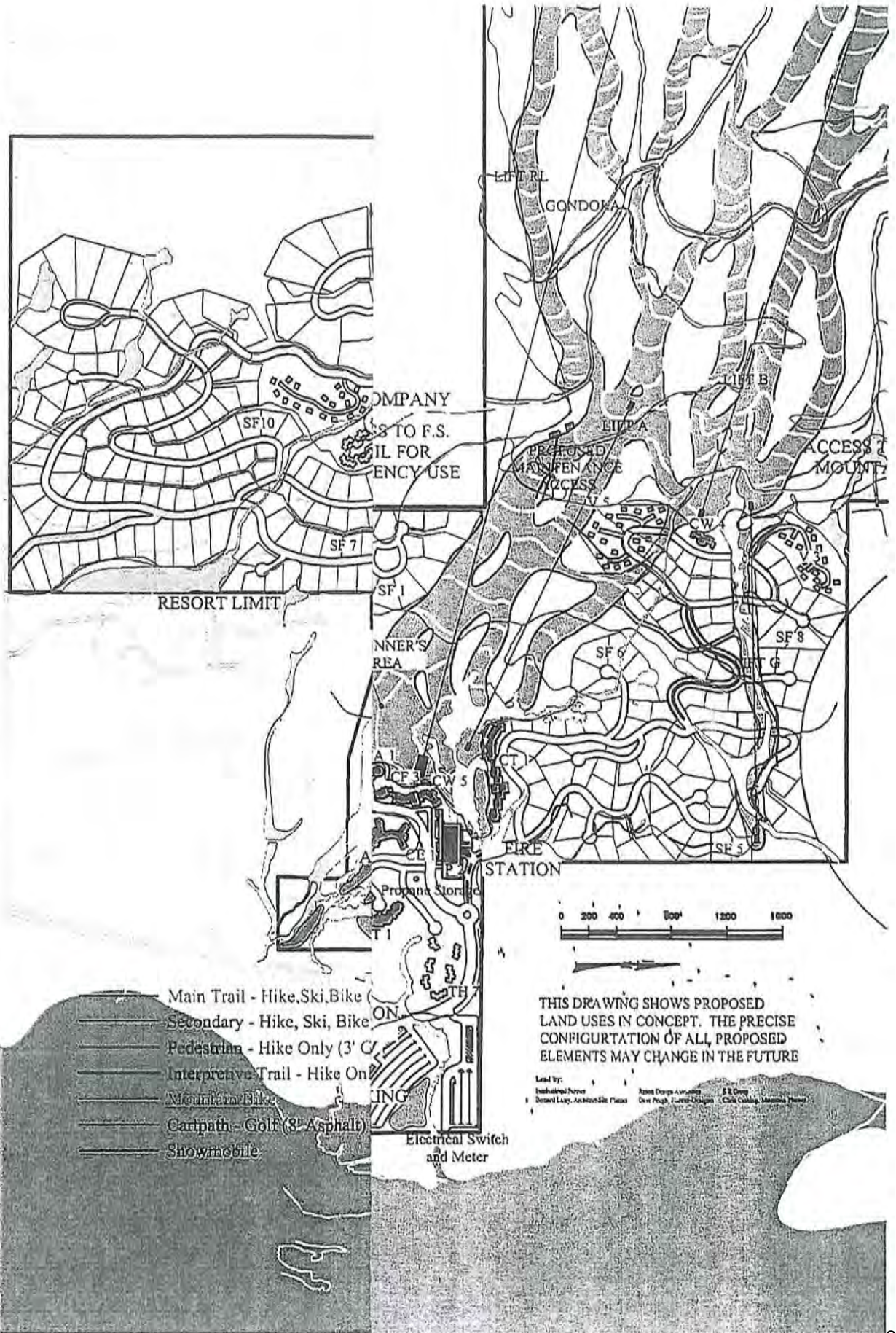
Phase 1

6 Ski Lifts	4,000 skier per day capacity
Mountain Amenities	33,000 sf
390 Dwelling Units	80 single family residences 160 condominiums/townhomes 50 employee housing units
Hotel Accommodations	70 rooms
Retail Commercial Space	17,500 sf
Other Amenities	4,500 sf
18 Hole Golf Course	

Phase 5 (Full Buildout)

12 Ski Lifts	7,300 skier per day capacity
Mountain Amenities	117,500 sf
1,635 Dwelling Units	510 single family residences 925 condominiums/townhomes 200 employee housing units
Hotel Accommodations	410 rooms
Retail Commercial Space	135,750 sf
Other Resort Amenities	22,000 sf

Illustrated in Figure 1 is a preliminary concept plan showing the location of the proposed resort features and adjacent roads.



EXISTING AND PROJECTED TRAFFIC

Existing Traffic and Circulation

State Highway 55 (SH 55) is a principal arterial carrying regional traffic between the Boise Metro Area and South Central Idaho. This highway is part of the state highway system and is maintained by District 3 of the Idaho Transportation Department (ITD). Within the study area SH 55 has a 30 ft. wide paved section with two 12 ft. traffic lanes and 3 ft. paved shoulders. The posted speed limit is 55-65 mph on the open highway and 35 mph within the town of Donnelly. There are no auxiliary lanes at the Roseberry Road intersection in Donnelly.

US Highway 95 (US 95) is a principal arterial and the major north-south highway in Idaho. It connects the Boise - Treasure Valley area to SH 55 at New Meadows. The typical road section includes two travel lanes and 6 to 10 ft. paved shoulders.

Both US 95 and SH 55 are designated as part of the National Highway System and are eligible for federal highway funding.

Valley County roads within the study area include West Mountain Road, Tamarack Falls Road, S. Norwood Road and Roseberry Road.

West Mountain Road is a two lane county road with a 22 ft. to 28 ft. wide section. Three and one half miles of the road is paved to the south of the Tamarack Bridge. An unpaved segment of the road with several short radius turns continues 15 miles to the south. The south end of West Mountain Road is paved from below the lake into Cascade (Old State Highway.)

The north end of West Mountain Road from Blackhawk Lake to McCall is improved with a 30 ft. wide stabilized gravel base.

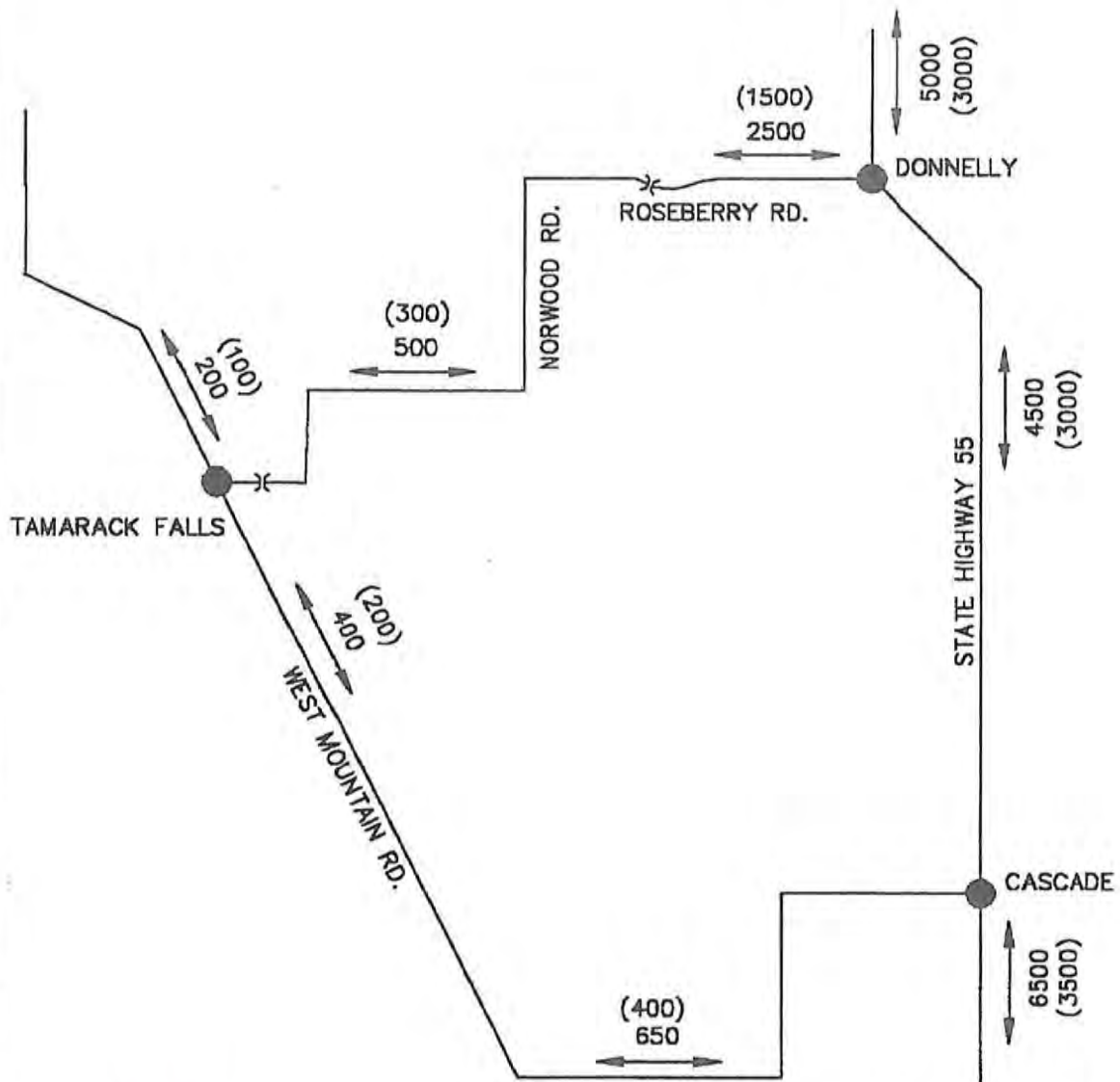
Tamarack Falls Road to Roseberry Road, which includes Norwood Road, has a 24 ft. paved two lane rural section with 2-4 ft. gravel shoulders and a posted speed limit of 35 mph. The road has two 90⁰ curves that require a substantial reduction in speed. Also there is side friction from numerous residential driveways and a narrow causeway and bridge across an arm of the lake. Roseberry Road continues to the east across State Hwy 55 with stop control on the east and west approaches.

Valley County recently improved Tamarack Falls Road from West Mountain Road to the Payette River bridge. The road was constructed with a 28 ft. paved section plus gravel shoulders.

Recent ADT and peak hour traffic counts were collected by Dobie Engineering, Inc. Additional counts were obtained from Valley County and previous traffic impact studies prepared by TDA and Centennial Engineering. The current average daily traffic

(ADT) volumes within the study area are shown in Figure 2. Figure 3 represents AM and PM peak hour turning movements measured in vehicles per hour (VPH) at the Donnelly intersection of Roseberry Road with SH 55.

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



NORTH

N.T.S.

(ADT WINTER)
ADT SUMMER



AVERAGE DAILY TRAFFIC

Traffic Study Prepared By:

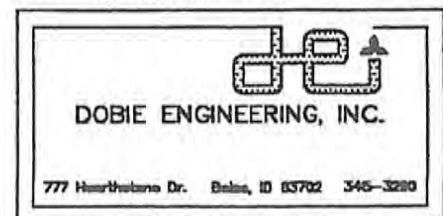
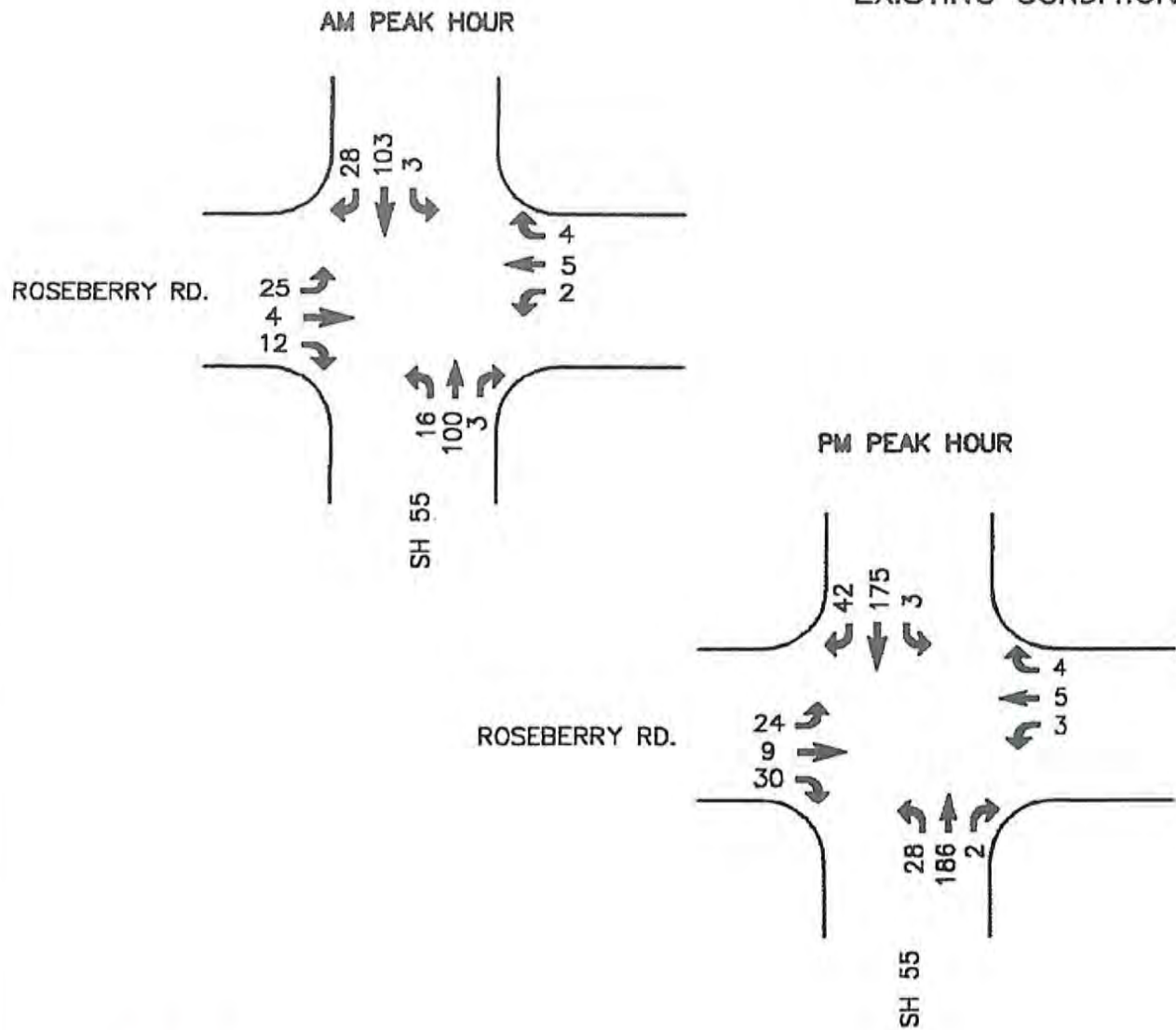



FIGURE 3
WESTROCK RESORT
PEAK HOUR TURNING MOVEMENTS
EXISTING CONDITIONS



Traffic Study Prepared By:



DOBIE ENGINEERING, INC.

777 Hawthorne Dr. Boise, ID 83702 343-3200

Baseline Conditions

The levels of service and capacities of the roadways (Table 2) and arterial intersections (Table 3) were calculated for baseline conditions. The baseline volume includes existing traffic plus an allowance for future traffic from new building on existing undeveloped lots within the study area. These traffic conditions were evaluated to help establish the marginal impacts of the proposed resort. No site traffic from the WestRock development is included in the baseline capacity analysis. A rolling terrain classification was used for the local county roads and a level terrain factor was used for SH 55.

Table 2

Roadway Capacity - Baseline Conditions Year 2001
(PM Peak Hour Level of Service)

<u>Location:</u>	<u>Peak Hr. Volume¹</u>	<u>No.Lanes</u>	<u>Capacity</u>	<u>LOS</u>
State Highway 55	550	2	1770	C
West Mountain Rd.	50	2	1640	B
Roseberry Rd.	300	2	1640	C

1) Peak hour is 10% of ADT

Table 3

Intersection Capacity - Baseline Conditions
SH 55 @ Roseberry Road

<u>Approaches:</u>	<u>PM</u>
Northbound	A
Southbound	A
Eastbound	B
Westbound	B
LOS	A

Projected levels of service for baseline conditions at the project roadways and intersections within the study area are generally within the "A/C" range. Details of these calculations are contained in Appendix B. This level of service is characteristic of free flowing traffic with little delay at the intersections.

Trip Generation

The following trip rates are recommended in the latest edition of the ITE Trip Generation Manual (Sixth Edition) for Residential PUD (Land Use #270) and Commercial Centers (Land Use 820). Trip generation rates for the resort hotel and ski area were obtained from the Bogus Basin Resort Master Plan and from a study of lodge and hotel traffic in Aspen, Colorado.

Table 4
Trip Generation Rates
(per unit)

<u>Trip Occurrence</u>	<u>Residential</u> <u>PUD</u> (per unit)	<u>Resort</u> <u>Hotels</u> (per room)	<u>Specialty</u> <u>Retail</u> (per KSF)	<u>Ski Area</u> <u>Day Use</u> ¹ (per skier)
Weekday End Trips	7.50	2.0	42.92	1.00
Weekend End Trips	6.82	4.0	49.97	1.00
AM Hour	0.51	0.37	1.03	0.20
Enter	(22%)	(72%)	(61%)	---
Exit	(78%)	(28%)	(39%)	---
PM Hour	0.62	0.49	3.74	0.25
Enter	(65%)	(43%)	(48%)	---
Exit	(35%)	(57%)	(52%)	---

1) Source: DEI - Aspen Highlands Ski Area Traffic Study

It was assumed in this analysis that there would be an average occupancy rate of 75% for the hotel rooms and 50% for condominiums and townhomes in WestRock Resort. Employee housing units were assumed to be fully occupied on a year-round basis. A strong resort transit program with courtesy vans for guest transportation was assumed in the trip rate for the hotel rooms. This service will decrease the off-site travel demand on weekdays.

It was also assumed that 70% of the projected retail commercial traffic would be captured within the resort. Substantial off-site trip reductions are typical of commercial space in planned developments with self-contained and balanced land uses.

The ITE "Residential PUD" land use category was used in this analysis to estimate future traffic volumes from the residential portion of the development. In the previous traffic study, the ITE "Resort" land use category was used. This change in category results in higher total daily and peak hour volumes being projected for the residential units. It was made due to the following: 1) an increase in on-site employee and affordable housing units now proposed; and 2) the other amenities typically found in large planned developments, e.g. churches, entertainment centers, etc.)

Future site-generated traffic from planned construction phases of the WestRock Resort was estimated using the trip generation rates listed in Table 4. Projected average daily traffic and peak hour volumes are shown in Tables 5 and 6. A detailed

estimate of traffic volumes by development phase and land use component is in Appendix C.

Table 5
Site-Generated Traffic
(Phase 1)

<u>Land Use:</u>	<u>No. Units</u>	<u>Weekday Vehicles/Day</u>	<u>Weekend Vehicles/Day</u>	<u>Weekend AM VPH</u>	<u>Weekend PM VPH</u>
Homes/Condos ¹	240	900	820	60	75
Hotel Units ¹	70	105	210	20	25
Employee Units	50	375	340	25	30
Commercial (ksf)	17.5	225	265	5	20
Total Summer Traffic		1605	1635	110	150
Day Skier Trips		655 ²	1255 ³	250	315
Total Winter Traffic		2260	2890	360	465

1) Adjusted for occupancy

2) 4000 skier capacity @ 25% utilization weekdays 1000
Less resident guests (2 skiers per unit) - 345
Day Skier Visits 655

3) 4000 skier capacity @ 40% utilization weekends 1600
Less resident guests (2 skiers per unit) - 345
Day Skier Visits 1255

Trip Distribution

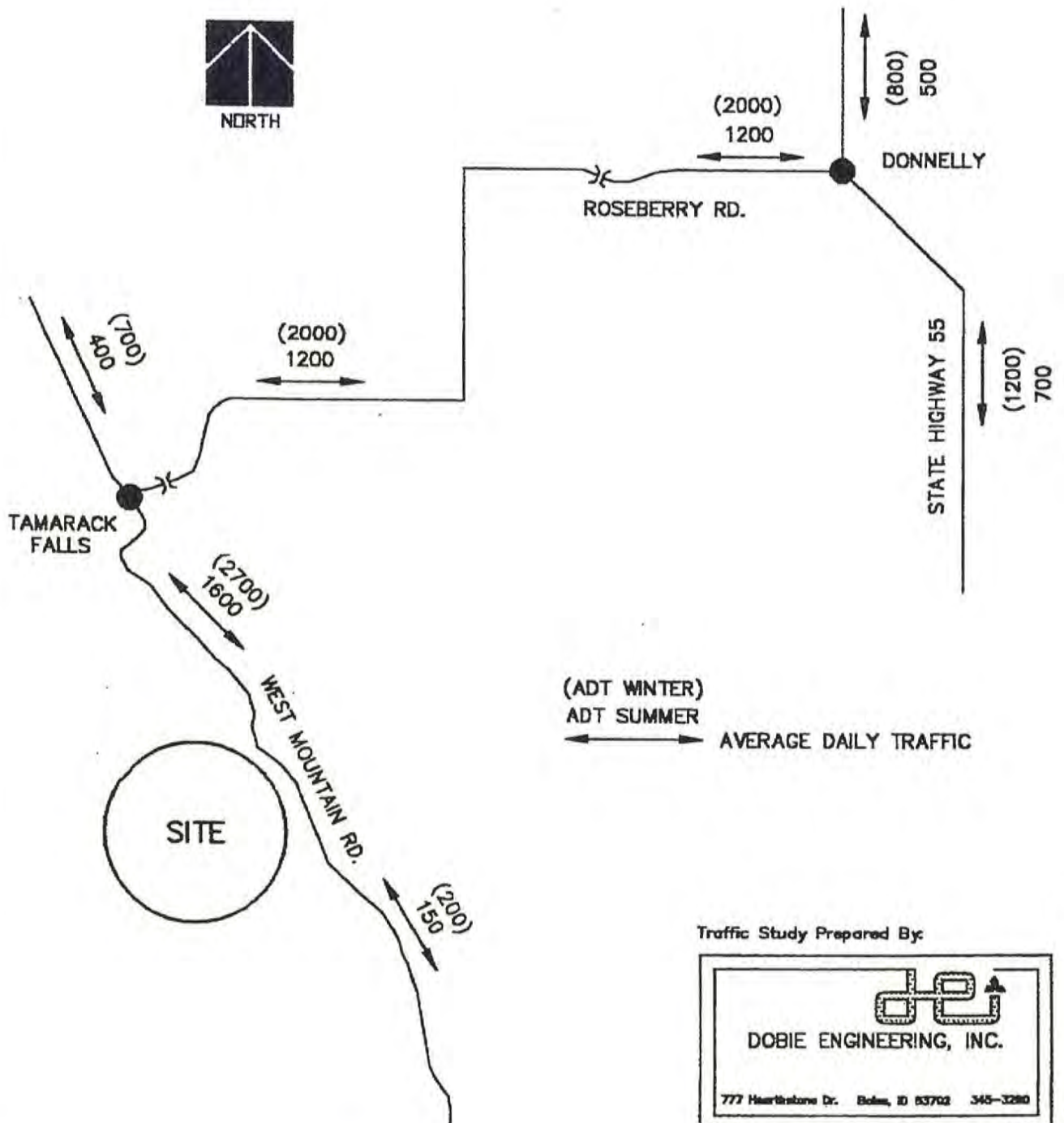
Shown in Table 7 is the most likely distribution of site traffic to the system roadways.

Table 7
Trip Distribution
(Percentage of Total Traffic)

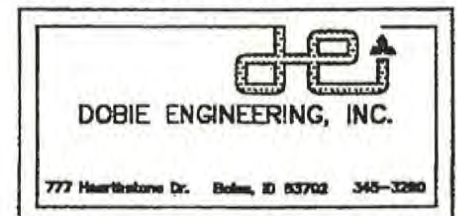
West Mountain Road - Northbound	25%
West Mountain Road - Southbound	5%
Tamarack Falls Road - Roseberry Road	70%
SH 55 @ Roseberry Road NB	(40%)
SH 55 @ Roseberry Road SB	(60%)

Projected site-generated traffic from development of the WestRock Resort was assigned to the study area roads. Shown in Figure 4 are the projected weekend traffic volumes generated by the WestRock Resort Phase 1 development.

FIGURE 4
WESTROCK RESORT
SITE GENERATED TRAFFIC
PHASE I (WEEKENDS)



Traffic Study Prepared By:

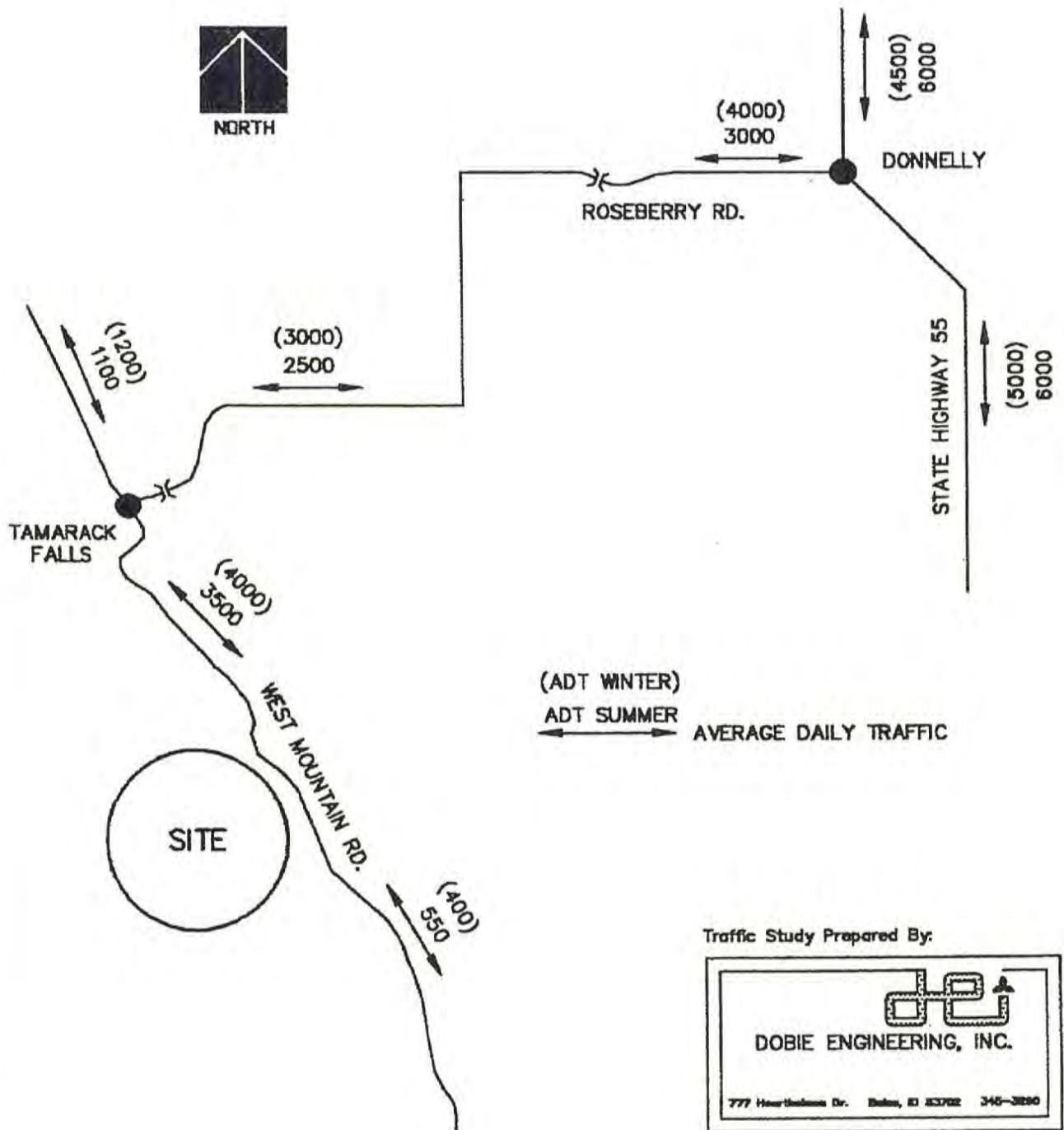


Traffic Assignments

Illustrated in Figure 5 are the projected total weekend traffic volumes following Phase 1 site development. Volumes include the new site-generated traffic shown in Figure 4 plus baseline traffic volumes and an allowance for background growth within the study area.

Peak traffic conditions for the weekend and holiday periods were selected as the basis for this traffic impact analysis. These traffic conditions represent peak loading (30th highest hour) for design purposes and exemplify the worst case level of congestion to be experienced by the community.

FIGURE 5
WESTROCK RESORT
PHASE I TOTAL TRAFFIC (WEEKENDS)



CAPACITY ANALYSIS

Traffic Impacts - Phase 1

Level of service (LOS) is a measure of the average delay experienced by vehicles traveling on a highway. LOS standards are generally used as a gauge of the quality and operational performance of a transportation system. The relative impact of the rating for a two lane highway is described below.

<u>Level of Service Criteria for Two-Lane Highway</u>		
<u>Level of Service</u>	<u>Average Delay</u>	<u>Impact on Traffic</u>
A	30%	Free flow - minimal restrictions in traffic flow
B	45%	Stable flow range - presence of other users in the traffic stream begins to be noticeable.
C	60%	Stable flow range - noticeable increases in platoon formation, platoon size, and frequency of passing impediment.
D	75%	High density but stable traffic flow - the two opposing traffic streams essentially begin to operate separately at higher volume levels as passing becomes extremely difficult.
E	>75%	At or near capacity creating unstable traffic flow - on two lane highways traffic flow will have a percent time delay of greater than 75% making passing virtually impossible and platooning intense when slower vehicles or other interruptions are encountered.
F	100%	Traffic flow exceeding capacity creating extremely unstable operations - heavily congested flow characterized by stop-and-go waves, reduced speed and arrival flows that exceed discharge flows at a point.

Source: Highway Capacity Manual

Most planning agencies have adopted the upper limits of LOS "C" or LOS "D" as an acceptable degree of congestion for average weekday traffic conditions. Level of service is a measure of traffic delay experienced during the highest 15 minute period of the peak hour in the future design year peak hour. During holidays, special events or Christmas shopping season, LOS "D" conditions are routinely exceeded on many roads.

Intersection Capacity - Phase 1

Presented in Table 8 are the findings of a level of service analysis at the Donnelly intersection of Roseberry and SH 55 during the PM peak hour period with Phase I traffic conditions (ref. Figure 8.) Appendix D contains the detailed calculations for review. In this capacity analysis the recommended safety improvements to the left-turn lane geometry at the intersection were included.

Table 8
Intersection Analysis - Phase I Site Traffic Conditions

<u>Approach</u>	<u>SH 55 @ Roseberry Rd.</u>
Northbound	A
Southbound	A
Eastbound	C
Westbound	C
Intersection	B

In addition to calculating the level of service, the requirements for turn lanes were checked at the SH 55 intersection.

Table 9
Turn Lane Analysis - Phase 1 Conditions
 (PM Peak Hour Volumes)

	<u>Roseberry Road/SH 55</u>	
	<u>Northbound</u>	<u>Southbound</u>
<u>Left-Turn Lane</u>		
Opposing Volume	190	200
DHV Left-turn	90	10
Warrant Met	Yes	No
<u>Right-Turn Lane</u>		
Advancing Volume	200	190
DHV Right-Turn	10	80
Warrant Met	Yes	Yes
Source: ITD Adm. Policy A-12-05		

To safely accommodate Phase 1 site traffic conditions both left-turn and right-turn lanes will be needed on SH 55 at the Roseberry Road intersection.

This level of service analysis found that adequate capacity will exist at the Roseberry Road/SH 55 intersection in Donnelly to safely accommodate the projected traffic volumes with the recommended improvements contained in this report.

Roadway Capacity - Phase 1

Considered next were the capacities of the study area roadways to accommodate the projected traffic. Shown in Table 10 are the volumes, capacities and levels of service of the area roads under Phase 1 traffic conditions. Details of these calculations are in Appendix D for review.

Table 10
Roadway Analysis - Phase 1 Site Traffic Conditions

<u>Location:</u>	<u>Peak Hr. Volume</u>	<u>No.Lanes</u>	<u>Capacity</u>	<u>LOS</u>
SH 55	600	2	2300	C
Roseberry Road	480	2	1800	C
West Mountain Road	480	2	1800	C

With the addition of Phase 1 traffic, the study area roadways will experience congestion in the LOS "C" range. Although this condition is generally acceptable, minor safety and structural improvements should be made to mitigate site traffic impacts. These improvements should include minor curve widening and realignment at the Norwood intersections with Tamarack Falls Road and Roseberry Road, widening of the bridge and causeway across the lake plus structural and spot safety projects. A detailed safety improvement program is included in this report.

In order to accommodate Phase 1 traffic projections, West Mountain Road should be reconstructed to a wider roadway section with multi-use shoulders and an improved alignment between the WestRock Resort entrances and Tamarack Falls Road. A 32 ft. wide pavement section consisting of two 12' lanes and 4' shoulders on a 40 ft. wide gravel platform is recommended. 50 mph design speed criteria should be followed to set alignment geometry. In addition to providing interim traffic and pedestrian capacity, this Phase 1 improvement will provide a foundation for future roadway widening.

The capacity range of vehicles per hour (vph) corresponding to this 32 ft. pavement section are as follows:

<u>Peak Hour Traffic</u>	<u>Phase 1 LOS</u>
0-137 vph	A
138-350 vph	B
351-644 vph	C
645-975 vph	D
976-1818 vph	E

This road geometry will accommodate the projected peak season weekend traffic volumes through Phase 3 of the resort development program. (Ref. Figure 9.)

Basic Safety Improvement Program

Donnelly to WestRock Resort

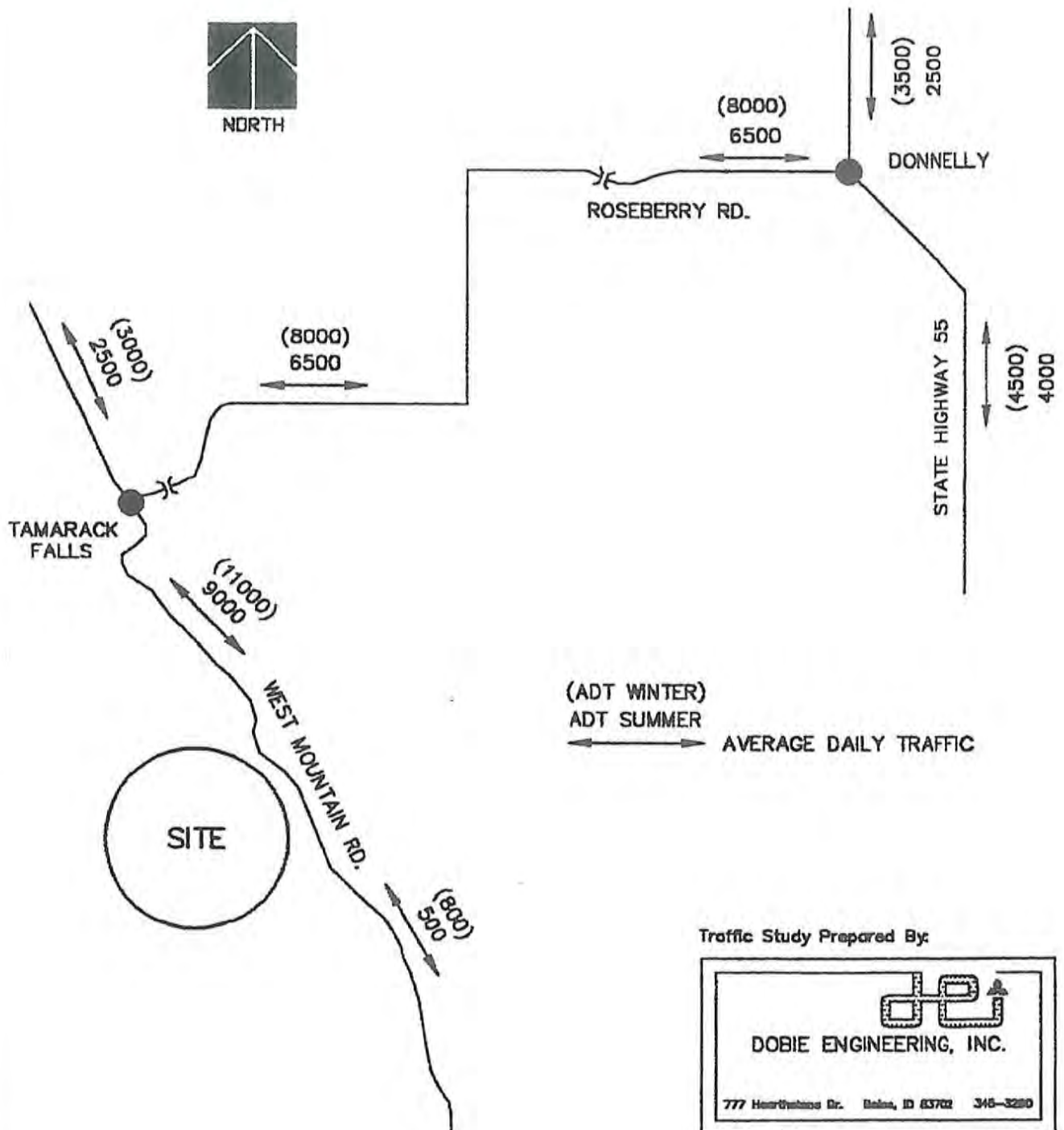
1. Widen Roseberry, Norwood and Tamarack Falls Roads to a 32 ft. section (12 ft. lanes plus 4 ft. paved shoulders) and overlay the existing roadway.
2. Construct protected left-turn lanes and right-turn deceleration lanes on the highway approaches to the Roseberry/SH 55 intersection.
3. Widen the causeway pavement on Roseberry Road to provide additional width for bicycle and pedestrian traffic.
4. Improve the curves on Norwood Road, widen the pavement and channelize the turning movements.
5. Overlay the existing county roadways following installation of utilities to improve the structural road section for construction vehicles.
6. Reconstruct West Mountain Road between Tamarack Falls and the resort entrance. Install a 32 ft. paved section with 4 ft. gravel shoulders (40 ft. platform). Flatten the curves and improve sight distances to a 50 mph design speed.
7. Channelize the intersection at Tamarack Falls Road.
8. Install roadway lighting at all controlled intersections.
9. Install guard rails at high exposure locations.
10. Improve traffic management with permanent pavement markings, delineators and advanced guidance signs.

Traffic Impact - Phase 5

Traffic was estimated for the site generated traffic (Figure 6) at full buildout of the resort, Phase 5. In addition, total future traffic volumes were estimated to account for background traffic plus spin-off development that will also create travel demand on the area roadways.

Total traffic volumes include baseline traffic plus the site generated traffic at full buildout of the resort (Table 6.) In addition, these future projections include traffic increases from background growth plus the buildout of over 900 previously platted, yet undeveloped, lots in the Donnelly to West Mountain area of Valley County. These total traffic projections amount to a reasonable estimate of the maximum system traffic loading that is foreseeable within this time frame. Future traffic volumes on the area roadways are illustrated in Figure 7. Projected peak hour turning movements at the SH 55/Roseberry Road intersection are illustrated in Figure 8, which follows.

FIGURE 6
WESTROCK RESORT
SITE GENERATED TRAFFIC
PHASE 5 (WEEKENDS)



Traffic Study Prepared By:

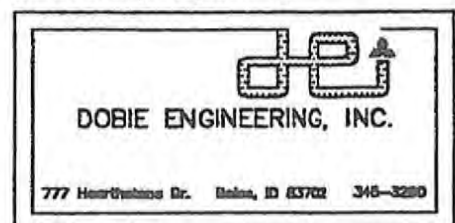


FIGURE 7
WESTROCK RESORT
PHASE 5 TOTAL TRAFFIC (WEEKENDS)

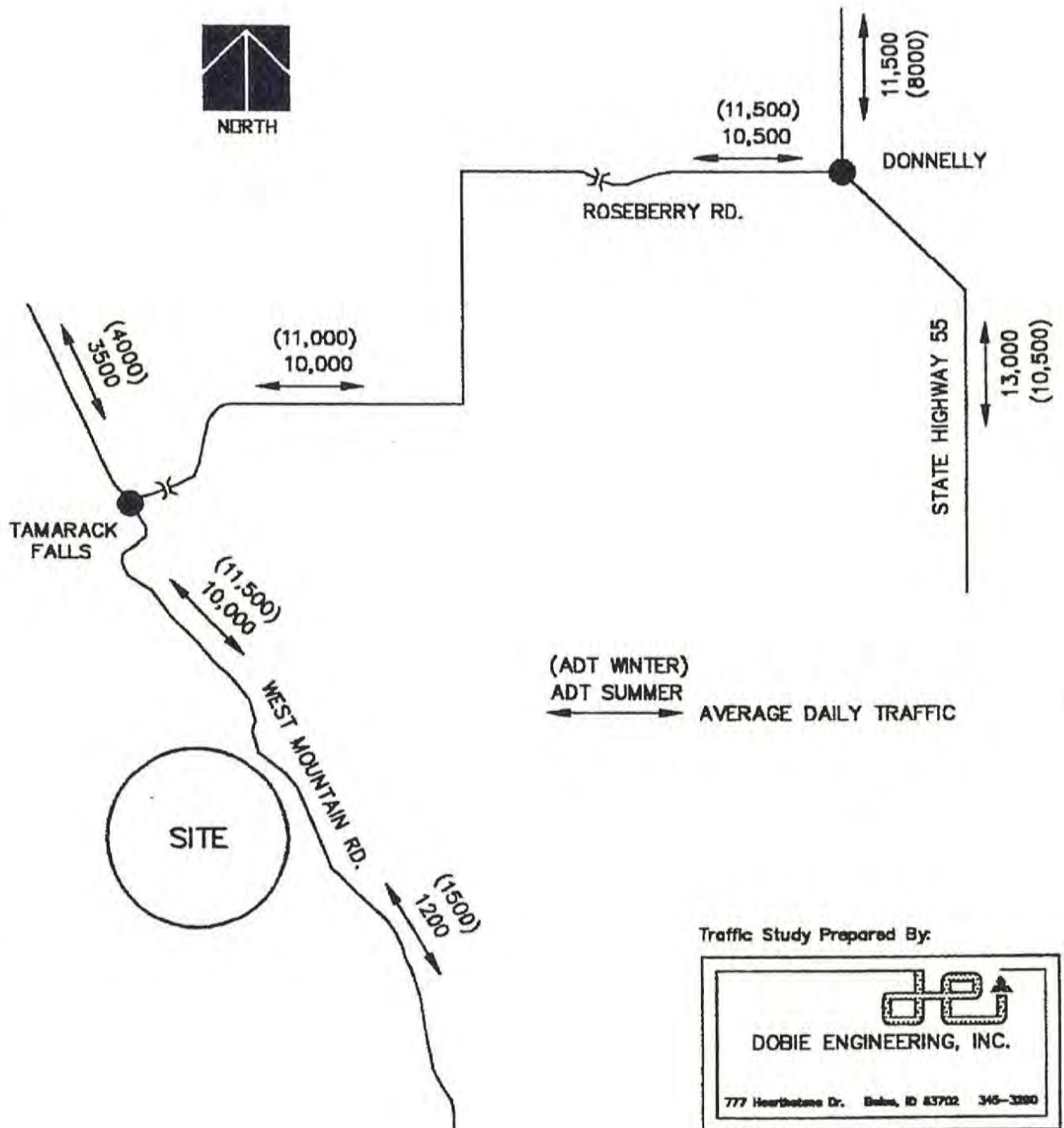
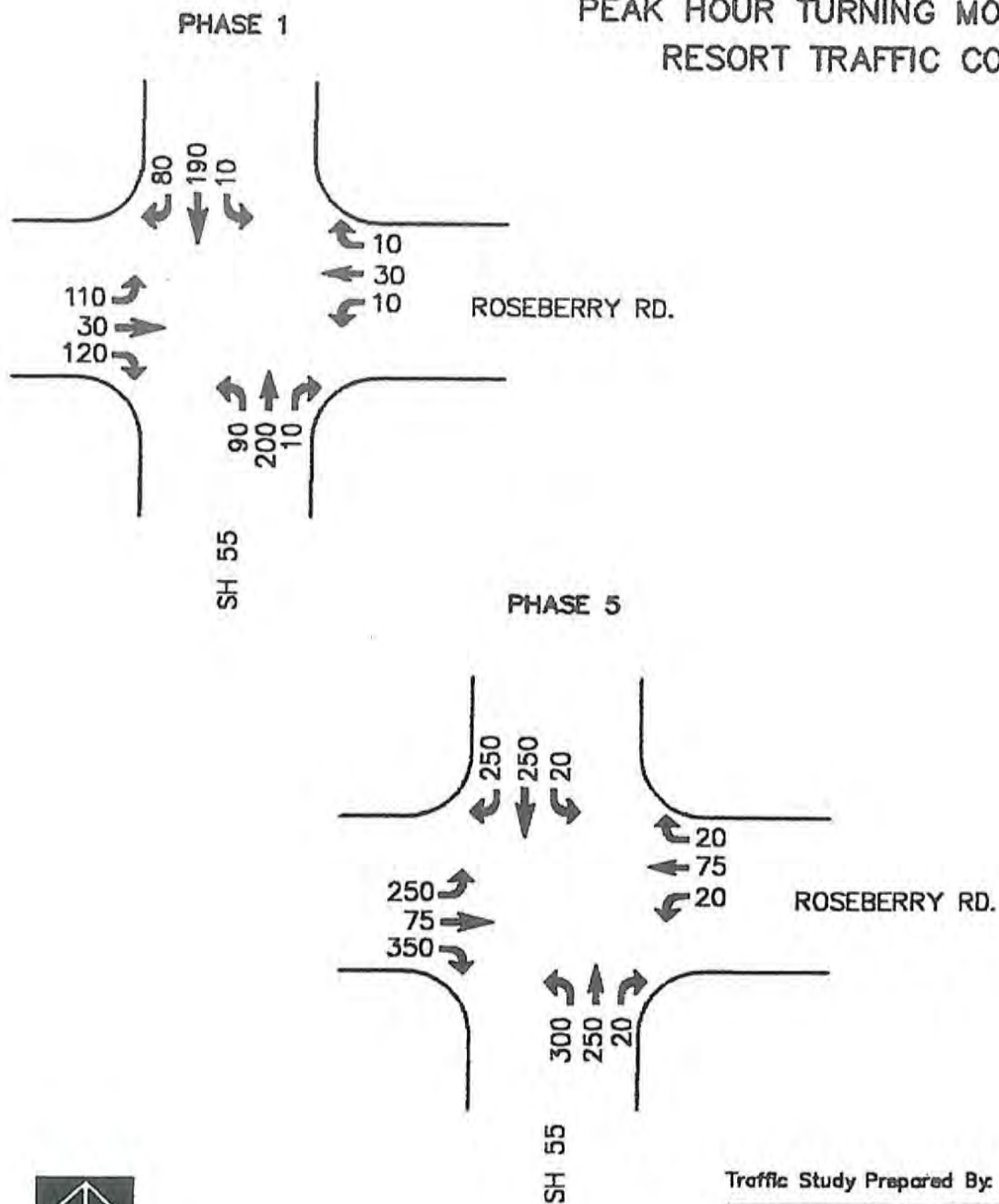
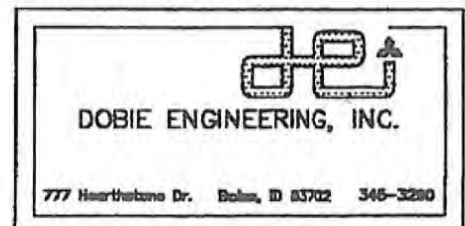


FIGURE 8
WESTROCK RESORT
PEAK HOUR TURNING MOVEMENTS
RESORT TRAFFIC CONDITIONS



Traffic Study Prepared By:



Roadway Capacity - Phase 5

Concurrent with Phase 3 of the resort development program, additional capacity improvements will be needed on the County road system. A description of the recommended capacity improvements needed to accommodate projected traffic at full buildout of the resort is included in the following section of this report.

Average daily traffic conditions were evaluated for the peak summer and winter weekend periods. A detailed analysis of these traffic conditions is attached in Appendix C. Traffic carrying capacities for the study area roads were tested based on the recommended improvements, and the findings are presented in Table 11. Details of the calculations are presented in Appendix E for review.

Table 11
Roadway Capacity - Full Buildout Conditions

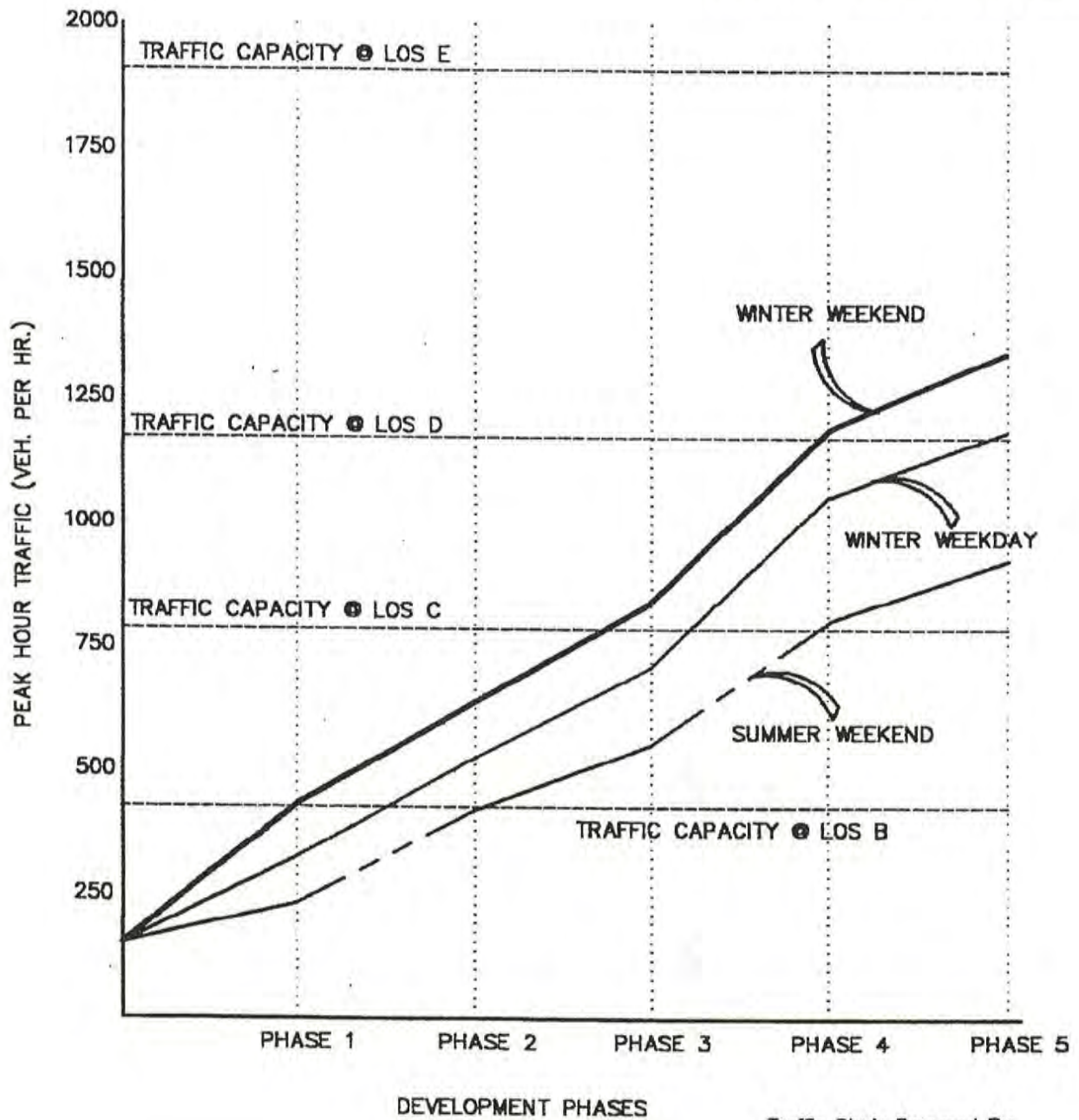
<u>Location:</u>	<u>Peak Hour Summer</u>	<u>Peak Hour Winter</u>	<u>Capacity</u>	<u>Summer LOS</u>	<u>Winter LOS</u>
SH 55 s/o Donnelly	1170	1260	2400	D	E
Roseberry Road	915	1310	1915 ¹	D	E
West Mountain Road	920	1395	1915 ¹	D	E

1) Improved 2 lane section

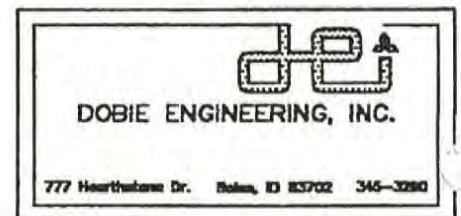
With the recommended improvements and reconstruction of the county roadways to a two lane 40 ft. section, capacity will be generally adequate to accommodate average winter weekday traffic and summer weekend traffic. This volume to capacity relationship is illustrated in Figure 9, which follows.

During peak hour winter weekend periods, traffic congestion exceeding LOS "D" conditions will occur. The duration of this congestion should be relatively brief and generally coincide with afternoon skier departures. This capacity limitation could be improved by constructing an alternating 3 lane section with passing lanes and protected left-turn lanes at intersections. An alternative approach would be to relocate the day skier parking area to an off-site location near Donnelly and shuttle skiers to the resort. A resort transit system should also be considered to reduce overall traffic demands on the state highway and other county roadways.

FIGURE 9
WESTROCK RESORT
COUNTY ROAD CAPACITY



Traffic Study Prepared By:



Intersection Capacity - Phase 5

The capacity of the main project intersection of SH 55 and Roseberry Road was considered next. Service levels were estimated for projected total traffic volumes based on the following design alternatives: 1) a stop control intersection with channelized auxiliary lanes; and 2) an improved signalized intersection with auxiliary lanes. The results are summarized in Table 12.

Table 12
SH 55/Roseberry Rd. Intersection Analysis - Buildout Site Traffic Conditions

<u>Approach</u>	<u>Stop Control</u>	<u>Traffic Signal</u>
Northbound	A	C
Southbound	A	D
Eastbound	F	D
Westbound	F	D
Intersection	F	D

Geometric improvements alone will not provide the required capacity to accommodate projected traffic levels. The addition of a traffic signal with protected left-turn and free running right-turn auxiliary lanes will be needed to increase the intersection capacity to acceptable standards at full buildout of the resort.

Capacity Improvement Program

The following summary lists the recommended capacity improvements needed to accommodate projected traffic volumes at full buildout of the WestRock Resort. These improvements should be implemented concurrently with Phase 3 of the resort development program.

County Road System

1. Construct a new signalized intersection at SH 55 and Roseberry Road. Improvements should include protected left-turn bays and free running right-turn lanes.
2. Improve the existing 2 lane roadway with 8' paved shoulders and passing lanes from Tamarack Falls to SH 55 using a 50 mph design speed.
3. Construct a new bridge crossing the Lake Fork Creek arm of Lake Cascade and widen the causeway to a 40 ft. section to accommodate bicycles and pedestrians.
4. Improve West Mountain Road between Tamarack Falls and the Resort to a two lane 40 ft. paved section with a 50 mph design speed .

STATE HIGHWAY 55

Site Traffic Impacts

At the present time State Highway 55 accommodates a peak season traffic loading of approximately 5000 vpd south of Donnelly. At full buildout, WestRock will add approximately 4500 vpd to this leg of the highway. With the addition of background and spin-off development in the WestRock area, seasonal weekend traffic volumes of 12,000 to 13,000 vpd can be expected. The existing road geometry and traffic characteristics support a total volume of approximately 13,500 vpd at LOS "D." However, as traffic approaches this volume, service levels will be marginal and capacity improvements will be required.

The capacity and safety improvement projects shown in Table 13 are included in the current Statewide Transportation Improvement Program (STIP FY 2001-2005). These projects to improve SH 55 amount to a capital investment of \$81.1 million. In addition, there are numerous pavement rehabilitation and seal coat projects scheduled for SH 55 within the next five years.

Table 13
ITD STIP FY 2001-2005

Key No.	Location Description	Fiscal Year	Construction Cost (\$,000)
0688	McCall Alternate Route	Prel	\$17,500
1004	Smiths Ferry to Round Valley	2003	\$17,000
6500	Rainbow Bridge, Valley Co	2003	\$ 903
6978	Round Valley Rest Area, Valley Co	2005	\$ 2,548
7024	Round Valley Passing Lanes, Valley Co	2003	\$ 1,300
7051	Banks, Boise Co	Prel	\$ 2,740
6592	Elo Rd. & Johnson Ln. Safety	2002	\$ 448
8100	Milepost 100.73 Guardrail - Safety	2002	\$ 745
7157	Lake Fork Canal, S of McCall	2002	\$ 765
7215	Payette River Bridge, S of Horseshoe Bend	2003	\$ 2,530
7791	Gardena South Passing Lanes	2005	\$ 2,604
7792	Cascade Passing Lanes	2005	\$ 1,846
7793	Donnelly Passing Lanes	Prel	\$ 5,330
8081	North Cascade Passing Lanes, Valley Co	Prel	\$ 2,353
8092	North Fork Payette River Bridge, Cascade	Prel	\$ 130
8106	McCall Alternate Route, Stg. 2	Prel	\$22,000
8434	Rock Fall - Safety	Prel	\$ 385

TOTAL = \$81.1 million

The Idaho Transportation Department (ITD) prepared a Transportation Impact Analysis (8/99) for the WestRock Resort. In that report it was found that approximately 30 miles of State Highway 55 (SH 55) would operate below level of service (LOS) "C" with the addition of the resort traffic projected in the WestRock development program of 1999. A summary of the recommended highway improvements needed to accommodate that projected traffic is listed in Table 14.

These improvements are generally funded using a combination of State Transportation Funds and National Highway Program funds. The availability of federal funding cannot be guaranteed or quantified at this time. However, on similar projects 90 percent of construction costs are funded under the National Highway Program with federal dollars and 10 percent with state or local funds.

Table 14
Recommended Improvements to SH 55 per ITD WestRock Resort TIS¹

Section:	Project Location	Section Length (miles)	Planning Level Estimate of Cost
22	Donnelly Intersection with Traffic Signal	---	\$ 500,000
16	MP 101.9 to MP 111.0 s/o Cascade Widening and/or Alignment	9.1	\$ 4,713,800
20 & 21 (7793)	MP 119.2 to MP 130.7 s/o Donnelly Widening and/or Alignment	11.5	\$ 5,957,000
22 & 23	MP 130.9 to MP 138.2 n/o Donnelly Widening and/or Alignment	7.3	\$ 3,781,400
31	MP 153.8 to MP 155.8 US 95 in New Meadows Widening and/or Alignment	2.0	\$ 1,036,000
	Total	29.9	\$15,988,200

(1) Source: ITD - WestRock TIS, 1999

In the ITD impact analysis it was determined that these improvements would be needed on SH 55 at full buildout of the resort which was assumed to be 15 years after commencement of construction.

Under the current resort development program which includes both the site generated traffic plus the buildout of existing undeveloped lots, the overall traffic volume is now approximately 22% less than was previously evaluated. Therefore, several of these recommended improvements are not needed within the time frame previously identified, nor are they directly attributable to site generated traffic from the WestRock Resort. Specifically, Sections 22 & 23 north of Donnelly (\$3.8 million) and Section 31 in New Meadows (\$1.0 million) are not needed within the timeframe of the WestRock Resort buildout.

In addition, approximately \$5.3 million of the total estimated improvement cost identified in the ITD - TIS for Section 20 south of Donnelly are currently included in the Statewide Transportation Improvement Program (STIP.) This construction project is now programmed and will be completed independent of the development of the WestRock Resort.

A comparison was made between the needs assessment in the 1999 ITD-TIS and the WestRock 2001-TIS. A summary is presented in Table 15 for peak summer season conditions. Details of the analysis are presented in Appendix G.

The traffic volumes and service levels indicate full buildout conditions for: a) site generated traffic only; and b) site traffic plus spin-off traffic growth in the Donnelly-West Mountain area. These data are listed in Table 15.

Table 15
SH 55 LOS Analysis - Summer Weekends

Section	ITD-TIS 1999		WestRock 2001 Site Traffic Only		WestRock 2001 Area Traffic	
	ADT	LOS	ADT	LOS	ADT	LOS
16	118389	E	13418	D	17414	E
20	19128	E	14148	D	18144	E
21	18677	E	13697	D	17693	E
22	8559	D	7688	C	8387	C
23	9249	D	8378	C	9077	C/D
31	8196	D	7547	C	8046	C

The reduced traffic generation of the revised site development program has reduced the need for several SH 55 improvements. Section 23, the 6.4 mile link north of Donnelly, will reach LOS "C" capacity with spin-off development traffic, not as a result of site traffic conditions.

There remains approximately \$6 million of unbudgeted needs to accommodate projected traffic volumes for the next 15 years. As these construction projects are

scheduled, Federal Highway resources will likely be available to fund 90% of the total cost. Therefore, the net unfunded local/state share of this program is approximately \$0.6 million.

The State of Idaho will receive new tax revenues from the increased traffic. A portion of these revenues are available to fund new construction or provide the local/state share of a federal match program.

Highway User Taxes

The State of Idaho receives funds from highway user fees collected throughout the state. These fees include motor fuel taxes, vehicle registrations, trip permits, weight distance taxes, operators' licenses and fines.

In fiscal year 1998 the State of Idaho received approximately \$278 million from these taxes and fees. Of the total distribution ITD received \$159.6 million. The remainder was distributed to local governments and law enforcement agencies. During that fiscal year, the motor vehicle tax portion of the ITD distribution was approximately \$81.1 million. Of the total ITD budget, 67% was allocated to construction, 17.2% to maintenance, 11% to operations and 4.8 % to administration. Therefore, the net gas tax revenue available to ITD for construction funding in 1998 was \$54.3 million. During that year 7,313 million vehicle miles were driven on the ITD road system by trucks and passenger vehicles. These data indicate that a vehicle mile of travel (VMT) on the state highway system yields \$.0074/mile to ITD from gas taxes to fund highway construction projects.

Site-Generated Revenues

Net gas tax revenues were calculated using the total area traffic estimated in the current WestRock Traffic Impact Study (DEI, 2001) and the traffic assignment assumptions used in the WestRock - Transportation Impact Analysis (ITD, 1999.)

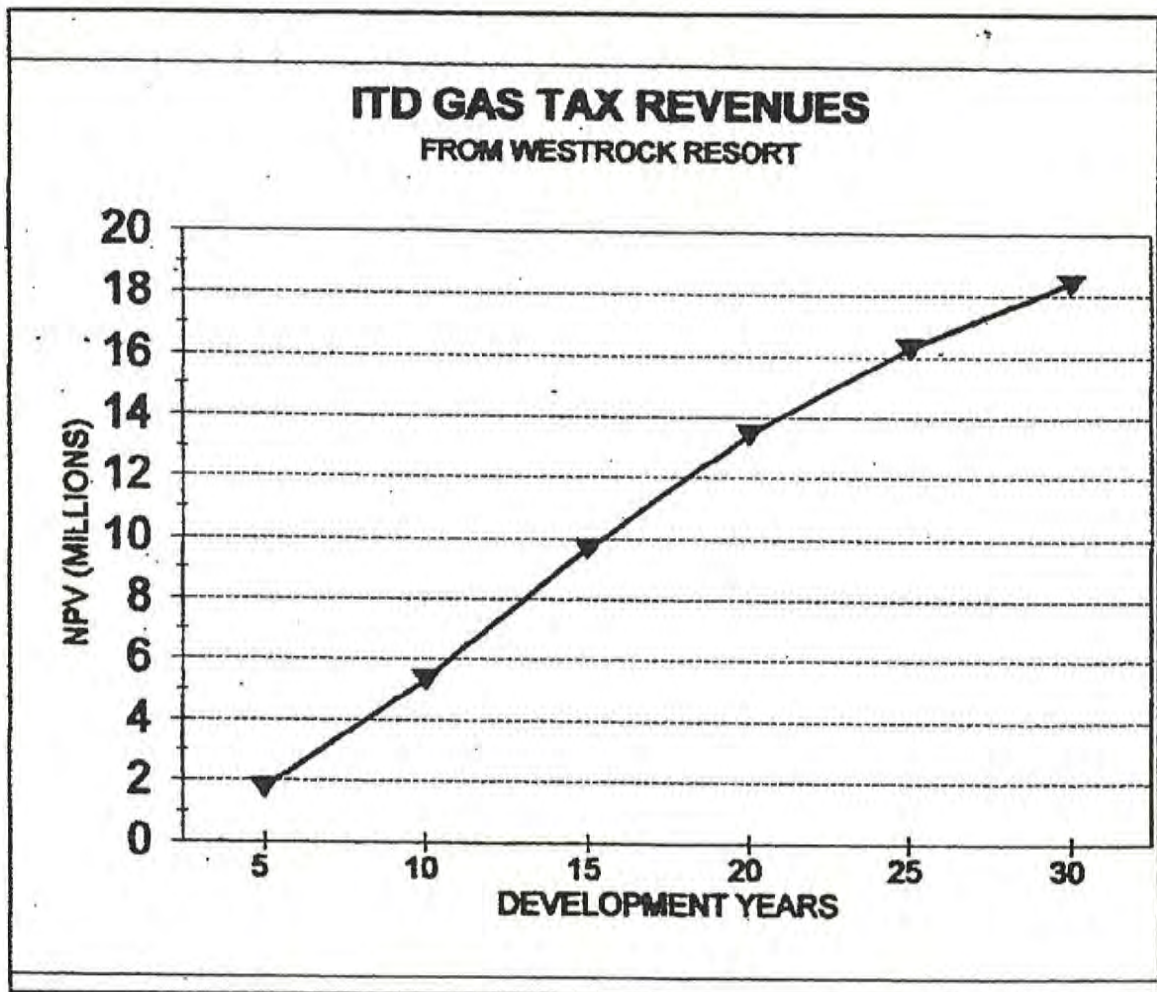
At full buildout, total resort traffic will travel approximately 1.04 million vehicle miles per day in the summer season and 1.12 million vehicle miles per day in the winter season. After adjustment for reduced off-season demand, a total annual estimate of 292 million VMT was calculated. Based on this estimate, a net annual gas tax revenue of \$2.1 million will be available to ITD to fund capacity improvements to SH 55. These revenues will increase as WestRock develops and will provide funding for traffic mitigation, as needed.

The net present value (NPV) of this revenue stream is summarized in Figure 10, which follows. This figure illustrates that the NPV of new site generated revenues (\$9.6 million) from the WestRock Resort will exceed the currently unfunded portion of the Highway 55 improvement program (\$6.0 million.) An explanation of assumptions and worksheets is attached in Appendix F for review.

Along with the motor vehicle fuel tax, other funds will accrue to ITD from related sources. These include vehicle registration fees, weight distance taxes and permit fees in addition to federal revenue sharing. The amount of these other revenues was not

quantified since the vehicle fuel tax revenue exceeds the estimated cost of the SH 55 improvement program.

FIGURE 10
WESTROCK RESORT



APPENDIX I

WATER RIGHT REPORT

IDAHO DEPARTMENT OF WATER RESOURCES

WATER RIGHT REPORT

10/12/2021

IDAHO DEPARTMENT OF WATER RESOURCES

Water Right Report

WATER RIGHT NO. 65-22888

<u>Owner Type</u>	<u>Name and Address</u>
Current Owner	TIMBERLINE DEVELOPMENT LLC PO BOX 145 DONNELLY, ID 83615 2083150991
Original Owner	BUCKSKIN PROPERTIES INC PO BOX 145 DONNELLY, ID 83615 2088607562

Priority Date: 04/23/2004

Basis: License

Status: Active

<u>Source</u>	<u>Tributary</u>
GROUND WATER	

<u>Beneficial Use</u>	<u>From</u>	<u>To</u>	<u>Diversion Rate</u>	<u>Volume</u>
IRRIGATION	04/15	10/31	0.48 CFS	72 AFA
DOMESTIC	01/01	12/31	0.33 CFS	69.1 AFA
FIRE PROTECTION	01/01	12/31	3.34 CFS	
Total Diversion			4.15 CFS	141 AFA

Location of Point(s) of Diversion:

GROUND WATER | NWNE | Sec. 17 | Township 16N | Range 03E | VALLEY County

GROUND WATER | SENE | Sec. 17 | Township 16N | Range 03E | VALLEY County

DOMESTIC Use:

Number of homes: 215

Number of other uses: Single Falimy / Town Home

Place(s) of use:

Place of Use Legal Description: IRRIGATION VALLEY County

<u>Township</u>	<u>Range</u>	<u>Section</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>
16N	03E	17		NENE	7.9		NWNE	6.8		SENE	9.3			

Place of Use Legal Description: DOMESTIC VALLEY County

<u>Township</u>	<u>Range</u>	<u>Section</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>
16N	03E	17		NENE			NWNE			SENE				

Place of Use Legal Description: FIRE PROTECTION VALLEY County

<u>Township</u>	<u>Range</u>	<u>Section</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>	<u>Lot</u>	<u>Tract</u>	<u>Acres</u>
16N	03E	17		NENE			NWNE			SWNE			SENE	

Total Acres: 24

Conditions of Approval:

- X35 Rights 65-8053 and 65-22888 when combined shall not exceed a total annual maximum diversion volume of 96 af at the field headgate, and the irrigation of 32 acres.
- X35 Rights 65-23370, 65-23372, and 65-22888 when combined shall not exceed a total annual maximum diversion volume of 294 af at the field headgate, and the irrigation of 98 acres.
- X35 Rights 65-23371, 65-23373, and 65-22888 when combined shall not exceed a total annual maximum diversion volume of 110 93 af at the field headgate, and the irrigation of 31 acres.

4. R62 This right when combined with all other rights shall provide no more than 0.02 cfs per acre nor more than 3.0 afa per acre at the field headgate for irrigation of the place of use.
5. WB5 Domestic use is for 215 homes and does not include lawn, garden, landscape, or other types of irrigation.
6. 071 The domestic use authorized under this right shall not exceed 13,000 gallons per day per home.
7. 01M After specific notification by the Department, the right holder shall install a suitable measuring device or shall enter into an agreement with the Department to determine the amount of water diverted from power records and shall annually report the information to the Department.
8. 077 Water shall not be diverted for fire protection use under this right except to fight or repel an existing fire.
9. 103 When ordered by the Director, the right holder shall provide mitigation acceptable to the Director to offset depletion of lower Snake River flows needed for migrating anadromous fish. The amount of water required for mitigation, which is to be released into the Snake River or a tributary for this purpose, will be determined by the Director based upon the reduction in flow caused by the use of water pursuant to this right. Any order of the Director issued in accordance with this paragraph shall be in conformance with applicable rules allowing the right holder due process as the need for mitigation and the amount of mitigation are determined.
10. X60 Place of use is located within The Meadows at West Mountain Subdivision.

Dates:

Licensed Date: 02/20/2019

Decreed Date:

Permit Proof Due Date: 8/1/2014

Permit Proof Made Date: 7/31/2014

Permit Approved Date: 9/15/2004

Permit Moratorium Expiration Date:

Enlargement Use Priority Date:

Enlargement Statute Priority Date:

Water Supply Bank Enrollment Date Accepted:

Water Supply Bank Enrollment Date Removed:

Application Received Date: 04/23/2004

Protest Deadline Date:

Number of Protests: 0

Other Information:

State or Federal:

Owner Name Connector:

Water District Number: TBD

Generic Max Rate per Acre: 0.02

Generic Max Volume per Acre: 3

Combined Acres Limit: 32

Combined Volume Limit: 96

Combined Rate Limit:

Civil Case Number:

Old Case Number:

Decree Plaintiff:

Decree Defendant:

Swan Falls Trust or Nontrust:

Swan Falls Dismissed:

DLE Act Number:

Cary Act Number:

Mitigation Plan: False

SUPPLEMENT A

SOIL AND GROUNDWATER DEPTH REPORT

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Mr. Joe Pachner
Toothman-Orton Engineering
9777 Chinden Boulevard
Boise, Idaho 83714
(208) 323-2288

Re: **Limited Soils and Groundwater Investigation
Proposed Subdivision
Meadows at West Mountain
Donnelly, Idaho**

Mr. Pachner:

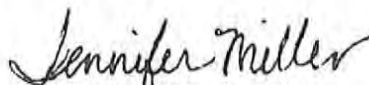
In compliance with your instructions, we have conducted a preliminary limited subsurface soils and groundwater investigation for the above-mentioned development. The purpose of this investigation is to provide preliminary groundwater information needed in site development and design of the proposed project and to install piezometers to allow for continued monitoring of groundwater levels. On 9 March 2004, Materials Testing and Inspection, Inc. (MTI) advanced five hand auger test borings and pipe has been placed in predetermined locations across the site.

Soils across the site generally consisted of silts and sands to approximately 9.0 feet. Surficial sandy silts were noted to depths of 1 to 1.5 feet and were field classified as dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in the upper approximate 0.3 foot. Below surficial silts are silt-sand mixtures, ranging from borderline sandy silt/silty sand in borings 2 and 3 (the northeastern portion of the site) to poorly graded sands in the eastern portion and southeastern most corner of the site.

Groundwater measurements were conducted immediately after installation of piezometers. It is our understanding that continued monitoring will be conducted by you, with occasional measurements taken by MTI at your request. Groundwater data, at the time of the investigation, and generalized soil logs are included as an attachment.

We appreciate this opportunity to be of service to you and we look forward to working with you in the future. If you have any questions please call us at (208) 376-4748.

Respectfully Submitted,
Materials Testing & Inspection, Inc.


Jennifer Miller
Staff Geologist


Reviewed by: Kevin L. Schroeder, P.G.
Geotechnical Services Manager

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7445 W. Lemhi St., Boise, ID 83709
E-Mail mti@mti-id.com

208 376-4748

Fax 208 322-6515
www.mti-id.com

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GEOTECHNICAL INVESTIGATION BORING LOG

Test Pit #: BH-1Date Logged: 3/9/04Logged By: Jennifer MillerHand Augured: By Jennifer MillerLocation: See Attached Site PlanDepth to Water Table 7.0 FeetDepth to Bottom Of Hole: 7.0 Feet

Depth (Feet)	Field Description	Sample Type	Sample Depth (From-To)	Qp	Lab Test ID
0.0-1.0	Sandy Silt (ML): <i>Dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in upper 0.3 foot.</i>				
1.0-7.0	Poorly Graded Sand (SP): <i>Gray brown, slightly moist to saturated, medium dense, with fine to coarse-grained sand.</i>				

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7446 W. Lemhi St., Boise, ID 83709
E-Mail mti@mti-id.com

208 376-4748

Fax 208 322-6515
www.mti-id.com

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GEOTECHNICAL INVESTIGATION BORING LOG

Test Pit #: BH-2Date Logged: 3/9/04Logged By: Jennifer MillerHand Augured: By Jennifer MillerLocation: See Attached Site PlanDepth to Water Table: 8.5 FeetDepth to Bottom Of Hole: 9.0 Feet

Depth (Feet)	Field Description	Sample Type	Sample Depth (From-To)	Qp	Lab Test ID
0.0-1.0	<i>Sandy Silt (ML): Dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in upper 0.3 foot.</i>				
1.0-9.0	<i>Sandy Silt (ML)/Silty Sand (SM): Light brown to yellow brown, slightly moist to saturated, medium stiff/dense, with fine-grained sand.</i>				

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GEOTECHNICAL INVESTIGATION BORING LOG

Test Pit #: BH-3Date Logged: 3/9/04Logged By: Jennifer MillerHand Augered: By Jennifer MillerLocation: See Attached Site PlanDepth to Water Table: Not encounteredDepth to Bottom Of Hole: 6.0 Feet

Depth (Feet)	Field Description	Sample Type	Sample Depth (From-To)	Qp	Lab Test ID
0.0-1.5	<i>Sandy Silt (ML): Dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in upper 0.3 foot.</i>				
1.5-6.0	<i>Sandy Silt (ML)/Silty Sand (SM): Light brown to yellow brown, slightly moist to saturated, medium stiff/dense, with fine-grained sand.</i>				

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E-Mail mti@mti-id.com

208 376-4748

Fax 208 322-6515
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GEOTECHNICAL INVESTIGATION BORING LOG

Test Pit #: BH-4Date Logged: 3/9/04Logged By: Jennifer MillerHand Augered: By Jennifer MillerLocation: See Attached Site PlanDepth to Water Table: 6.5 FeetDepth to Bottom Of Hole: 7.0 Feet

Depth (Feet)	Field Description	Sample Type	Sample Depth (From-To)	Qp	Lab Test ID
0.0-1.5	Sandy Silt (ML): Dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in upper 0.3 foot.				
1.5-7.0	Poorly Graded Sand (SP): Yellow-brown, slightly moist to saturated, medium dense, with small cobbles in lower 12 inches.				

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E-Mail mti@mti-id.com

208 376-4748

Fax 208 322-6515
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GEOTECHNICAL INVESTIGATION BORING LOG

Test Pit #: BH-5Date Logged: 3/9/04Logged By: Jennifer MillerHand Augered: By Jennifer MillerLocation: See Attached Site PlanDepth to Water Table: 1 FootDepth to Bottom Of Hole: 3.0 Feet

Depth (Feet)	Field Description	Sample Type	Sample Depth (From-To)	Qp	Lab Test ID
0.0-0.8	<i>Sandy Silt (ML): Dark brown, slightly moist to moist, soft to medium stiff, with excessive organics in upper 0.4 foot.</i>				
0.8-1.5	<i>Silty Sand (SM): Dark brown, slightly moist to saturated, medium dense.</i>				
1.5-3.0	<i>Poorly Graded Sand (SP): Gray-brown, saturated, loose to medium dense.</i>				

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208 376-4748

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SUPPLEMENT B

WILDFIRE MITIGATION PLAN

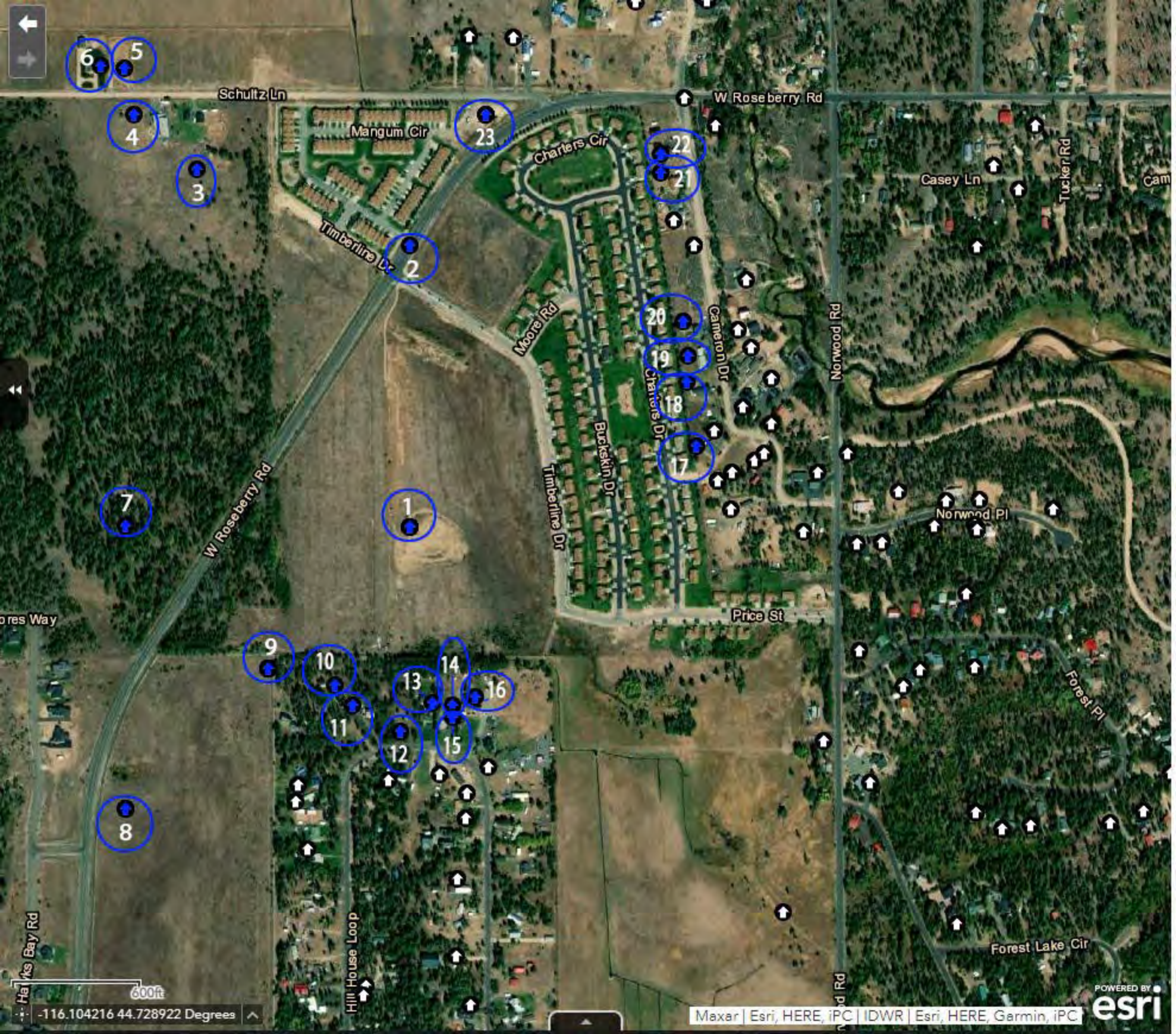
SUPPLEMENT B

WILDFIRE MITIGATION PLAN

The Garnet Valley site does not contain notable vegetation or trees and is relatively flat. Per Valley County ordinance 10-7-4, when a proposed subdivision is less than 20% forested, a Fire Protection plan does not have to be written by a "Professional" fire consultant. A form is required in lieu of a formal fire protection plan. We can provide that information once a form has been received from the County.

Future development will be designed to conform to any requirements of applicable Fire Districts.

WELL LOGS & VICINITY MAP



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Schultz Ln

W Roseberry Rd

Mangum Cir

Charters Cir

Timberline Dr

Moore Rd

Buckskin Dr

Charters Dr

Cameron Dr

Norwood Rd

Casey Ln

Tucker Rd

Cam...

ores Way

Price St

Norwood Pl

Forest Pl

Forest Lake Cir

Hill House Loop

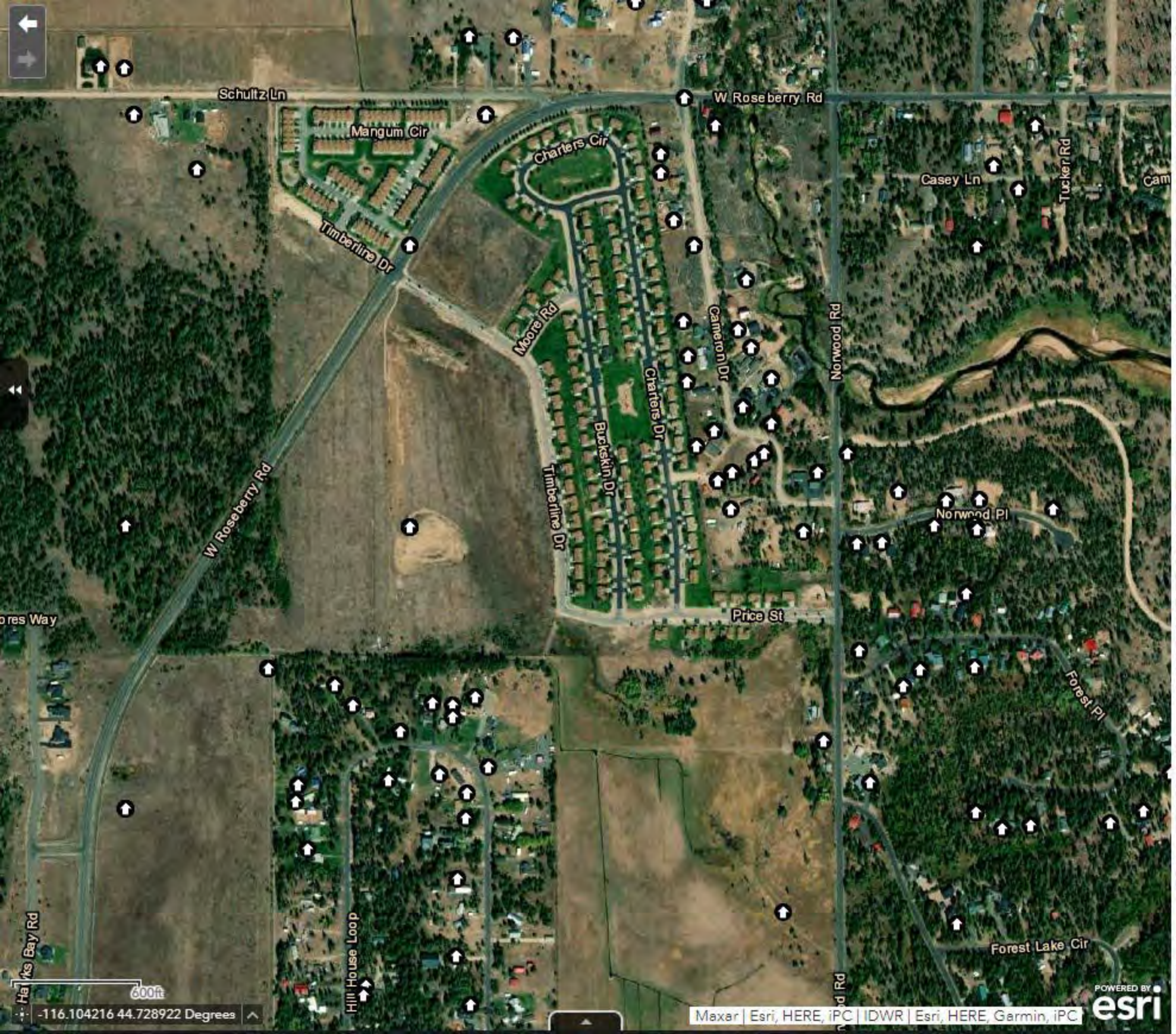
Ha... Bay Rd

600ft

-116.104216 44.728922 Degrees

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esri



Schultz Ln

W Roseberry Rd

Mangum Cir

Charters Cir

Timberline Dr

Moore Rd

Charters Dr

Buckskin Dr

Timberline Dr

Cameron Dr

Norwood Rd

Casey Ln

Tucker Rd

W Roseberry Rd

Price St

Norwood Pl

Forest Pl

Forest Lake Cir

Hill House Loop

Hawks Bay Rd

600ft

-116.104216 44.728922 Degrees

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