March 18, 2013

TO: ACHD Board of Commissioners

FROM: Jarom Wagoner
       Planner II

SUBJECT: Winters Run Subdivision (201201115-DA/MSP/S/ZC))

HEARING DATE: March 27, 2013; Consent Agenda

Executive Summary:
The applicant is requesting approval of a preliminary plat application to divide approximately 45 acres into 108 residential lots. Also requested is a zone change of approximately 11.5 acres to Community Commercial. The site is located at the northwest corner of Maple Grove Road and Lake Hazel Road in Boise, Idaho.

This item is on the consent agenda due to the size of the development. The applicant and staff are in agreement on all findings for consideration and site specific conditions of approval.

Staff Recommendation
Staff recommends approval of the staff report as written.

Attachments:
1. Staff Report
**A. Findings of Fact**

1. **Description of Application:** The applicant is proposing to divide approximately 45 acres into 108 residential lots and to rezone approximately 11.5 acres from residential to commercial use.

2. **Description of Adjacent Surrounding Area:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Medium Low Density Residential</td>
<td>R-4</td>
</tr>
<tr>
<td>South</td>
<td>Medium Density Residential</td>
<td>R-6</td>
</tr>
<tr>
<td>East</td>
<td>Medium High Density Residential</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Medium High Density Residential</td>
<td>R-8</td>
</tr>
</tbody>
</table>

3. **Site History:** ACHD Commission previously reviewed this site as Winters Run Subdivision in March of 2003. The requirements of this staff report are consistent with those of the prior action.

4. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.
   - Lake Hazel Road is listed in the Capital Improvements Plan to be widened to 5-lanes from Five Mile Road to Maple Grove Road between 2022 and 2026.
   - The intersection of Lake Hazel Road and Maple Grove Road is listed in the Capital Improvements Plan to be widened to 4-lanes on the north leg, 3-lanes on the south leg, 5-lanes on the east leg, and 5-lanes on the west leg, and signalized between 2022 and 2026.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 4,394 additional vehicle trips per day (none existing); 304 additional vehicle trips per hour in the PM peak hour (none existing), based on the traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineers prepared a traffic impact study for the proposed Winters Run development. Below is an executive summary of the findings as presented by Thompson Engineers. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

   **Proposed Development**
   The project is a multi-use development including approximately 104 single family dwelling units, and 98,000 SF of specialty retail. This development represents phases 3 through 9 of a subdivision that was approved and constructed in the early 2000’s. The earlier phases (1-2) consisted of single family dwellings and are almost 100% built out. The retail portion of the development does not have a proposed tenant at this time. The amount of retail is assumed to be 22% of the available retail acreage. The final site plan was not finalized at the time of this report.

   The site is within the Boise city limits and is currently partially vacant. Existing zoning RSW. A zoning change to R4 and C2 is proposed to allow higher density housing and commercial development.

   The surrounding area is primarily high density housing, single family dwelling subdivision, and some undeveloped parcels.

   **Study Area**
   The area of influence is anticipated to be southwest Boise, Idaho. The primary impacts will be along Maple Grove Road and Lake Hazel Road. The study area will include the intersections of Lake Hazel Road and Cloverdale Road, Lake Hazel Road and Five Mile Road, Lake Hazel Road and Maple Grove Road, Maple Grove Road and Desert Road, and Maple Grove Road and Amity Road.

   **Conclusions**
   Below are the findings of this report:
   - Based on the trip generation methods recommended in the Trip Generation Manual, the site will generate 4,394 trips per day of which 74 trips will occur during the AM peak hour and 304 trips will occur during the PM peak hour.
   - The site will access the transportation system via an existing collector road (Sagebrush) and an extension of Snow River Road.
- The intersection of Lake Hazel Road and Cloverdale Road will operate at acceptable levels of service under background and total traffic conditions in build out year. The critical peak hour is in the PM peak hour.

- The intersection of Lake Hazel Road and Five Mile Road will operate at acceptable levels of service under background and total traffic conditions in the build out year. The critical peak hour is in the PM peak hour.

- The intersection of Lake Hazel Road and Maple Grove Road will operate at acceptable levels of service under background and total traffic conditions in the build out year. The critical peak hour is in the PM peak hour.

- The intersection of Maple Grove Road and Amity Road will operate at acceptable levels of service under background and total traffic conditions in the build out year. The critical peak hour is in the PM peak hour.

- The intersection of Maple Grove Road and Desert Road will operate at acceptable levels of service under background traffic conditions. Under total traffic conditions in the build out year, the intersection will operate at LOS F. The intersection will operate at an acceptable level of service if a turn lane is provided on both north and southbound approaches. The critical peak hour is in the PM peak hour.

- The site access points are anticipated to operate at acceptable levels of service. Left turn lanes are warranted on Lake Hazel Road at the intersection with Snow River and on Maple Grove at the intersection with Sagebrush.

- The proposed site plan provides good internal circulation. No local roadways will exceed 1,000 vpd.

- Maple Grove Road between Amity and Lake Hazel will exceed LOS E under build out conditions and will occur with or without the site generated traffic. No improvements are planned on the segment of Lake Hazel Road. The submitted traffic study recommends that Maple Grove be widen to 2/3 roadway prior to the development of the commercial portion of the site. This would allow Maple Grove Road to operate at LOS D until the roadway is widened to 5 lanes.

- Lake Hazel Road will exceed LOS E under build out conditions. Lake Hazel is listed in ACHD’s CIP for widening to 5 lanes.

- Right-of-way should be preserved for future five lane roadway sections on both Maple Grove Road and Lake Hazel Road.

**Staff Comments/Recommendations:** ACHD has completed a review of the required traffic impact study and has found it to be in compliance with ACHD Policy and standards. As such staff agrees with the study and the recommendation to construct a northbound right-turn lane and a southbound left-turn lane on Maple Grove at the intersection with Desert Avenue, and to construct an eastbound left-turn lane on Lake Hazel Road at the intersection with Snowy River and on Maple Grove at the intersection with Sagebrush Drive.

The submitted study notes that the Maple Grove Road between Lake Hazel and Amity will exceed acceptable Level of Service (LOS) D for a 2 lane minor arterial roadway, and recommends preserving right-of- for the future widening of Maple Grove to 5 lanes. The study also notes that the Maple Grove/Desert intersection will operate at LOS F under total traffic conditions in the build out year. To mitigate this the applicant’s engineer has recommend the construction of an exclusive right turn lane on the northbound leg of the intersection and a exclusive left turn lane on the southbound leg of the intersection. The widening of Maple Grove to 5 lanes and the intersection of Maple Grove and Desert are not planned for improvements in the Five Year Work Plan or CIP.
Maple Grove Road between Amity and Lake Hazel will exceed LOS E under build-out conditions and will occur with or without the site generated traffic. ACHD has no improvements planned on the segment of Lake Hazel Road. The submitted traffic study recommends that Maple Grove be widened to 2/3 roadway prior to the development of the commercial portion of the site. This would allow Maple Grove Road to operate at LOS D until the roadway is widened to 5 lanes.

3. **Condition of Area Roadways**
   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Hazel Road</td>
<td>1,320 feet</td>
<td>Principal Arterial</td>
<td>605</td>
<td>“E”</td>
<td>800</td>
<td>“F”</td>
</tr>
<tr>
<td>Maple Grove Road</td>
<td>1,080 feet</td>
<td>Minor Arterial</td>
<td>488</td>
<td>Better than “D”</td>
<td>670</td>
<td>“F”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH)

4. **Average Daily Traffic Count (VDT)**
   Average daily traffic counts are based on ACHD’s most current traffic counts.

   - The average daily traffic count for Lake Hazel Road west of Maple Grove was 9,368 on December 12, 2012.
   - The average daily traffic count for Maple Grove Road north of Lake Hazel was 7,934 on December 12, 2012.

C. **Findings for Consideration**

1. **Area Roadway and Intersection Level of Service**
   At full build-out of the site the Maple Grove/Desert intersection, Maple Grove Road, and Lake Hazel Road will exceed acceptable level of service standards. Maple Grove has capacity to add 60 vehicle trips in the PM peak hour prior to exceeding the level of service standard “D” for a 2 lane principal arterial roadway. This would allow the applicant to final plat 60 residential lots or the equivalent number vehicle trips (600 average daily traffic, 60 trips PM peak hour), prior to making any improvements to Maple Grove Road.

As recommended in the traffic impact study, widening Maple Grove Road to 3 lanes between Banjo and Kiowa would add additional capacity increasing the acceptable vehicle trips on Maple Grove Road in the PM peak hour to 720; this is level of service “D” for a 3 lane minor arterial roadway. This improvement would allow the applicant to final plat all of the proposed 108 residential lots and some commercial portion of the development; the combined equivalent of an additional 230 vehicle trips in the PM peak hour (2,320 ADT).

ACHD is planning the extension of Lake Hazel Road east to Cole Road in 2014. The extension of Lake Hazel Road to Cole Road is a significant connection and system improvement for this area and is anticipated to reduce traffic at the Maple Grove/Desert intersection. Therefore, staff recommends that after the Lake Hazel extension is constructed the applicant submit an update to the traffic impact study evaluating the Maple Grove/Desert intersection prior to approval of any portion of the development exceeding 230 vehicle trips in the PM peak hour (2,320 ADT).
Lake Hazel Road is planned in the CIP for future widening to 5 lanes, as such staff does not recommend any improvements beyond the center turn lane, as recommended in the submitted traffic impact study.

In summary staff recommends the applicant be allowed to final plat up to 60 residential lots or the equivalent number vehicle trips (600 average daily traffic, 60 trips PM peak hour), prior to making any improvements to Maple Grove Road. Widening Maple Grove Road to 3 lanes between Banjo and Kiowa would allow the applicant to final plat all 108 residential lots and some commercial portion of the development; the combined equivalent of an additional 230 vehicle trips in the PM peak hour (2,320 ADT). After Lake Hazel is extended east to Cole Road the applicant should be required to submit an update to the traffic impact study evaluating the Maple Grove/Desert intersection prior to approval of any portion of the development exceeding 230 vehicle trips in the PM peak hour (2,320 ADT).

2. **Southwest Boise Transportation Study**
   The Southwest Boise Transportation Study (SWBS) is a regional study that identifies future roadway improvements, collector roadway connections, intersection and corridor needs in Southwest Boise. The study helps ACHD plan for and accommodate future traffic demand in the Southwest Boise area. The study also includes a new Eagle Road/Cloverdale Road alignment to create a continuous north-south connection between Kuna-Mora Road and Interstate 84. The study was created in collaboration with the City of Boise and was adopted by the ACHD Commission in May of 2009.

   **Staff Comments/Recommendations:** According to the SWBS Lake Hazel Road and Maple Grove Road are to be widened to 5 lanes. The SWBS recommended the access spacing on Lake Hazel Road as: 2,640 feet for a full-access driveway; 1,320 feet for a right-in/right-out/left-in driveway; and 660 feet for a right-in/right-out only driveway. The SWBS recommends the access spacing on Maple Grove Road as: 1,320 feet for a full-access driveway; 1,320 feet for a right-in/right-out/left-in driveway; and 660 feet for a right-in/right-out only driveway (SWBS Exhibit 9-1). The SWBS calls for medians along Lake Hazel Road abutting the site with an anticipated median break at the intersection of Sea Breeze Way (SWBS Exhibit 9-2).

3. **Lake Hazel Road**
   a. **Existing Conditions:** Lake Hazel Road is improved with 2-travel lanes, and no curb, gutter, or sidewalk abutting the site. There is 50 feet of right-of-way for Lake Hazel Road (25 feet from centerline).

   b. **Policy:**
      Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

      Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72 feet (back-of-curb to back-of-curb) within 96 feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

      Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased
safety and protection of pedestrians. Consult the District’s planter width policy if trees are to
be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a
minimum of 7 feet wide if bike lanes are present and 7.5 feet wide if no bike lanes are present.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of
the dedicated right-of-way. The easement shall encompass the entire area between the right-
of-way line and 2 feet behind the back edge of the sidewalk. Sidewalks shall either be located
wholly within the public right-of-way or wholly within an easement.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map
(MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway
features required through development. This segment of Lake Hazel Road is designated in
the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 74-foot
street section within 100 feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to dedicate 48 feet of right-of-way from the
centerline of Lake Hazel Road, abutting the site.

The applicant is proposing to construct a 5-foot wide concrete sidewalk along Lake Hazel
Road abutting the site located 40 feet from the centerline of Lake Hazel Road (measured to
near edge of sidewalk).

d. **Staff Comments/Recommendations:** In accordance with the MSM the applicant should be
required to dedicate 50 feet of right-of-way from the centerline of Lake Hazel Road, abutting
the site.

In accordance with the submitted traffic impact study the applicant should be required to
construct an eastbound left-turn lane at the intersection of Snowy River Way. Coordinate the
design of the eastbound left-turn lane with District Development Review staff.

The applicant should construct the 5-foot wide concrete sidewalk a minimum of 43 feet from
the centerline of Lake Hazel Road (measured to near edge of sidewalk). The applicant should
provide the District with a permanent right-of-way easement for any portion of the sidewalk
located outside of the right-of-way.

There is an existing drain ditch that carries some ACHD’s storm drain water from up stream.
This ditch will be relocated outside of the right-of-way, as part of this development application.
To ensure perpetuation of ACHD’s right to drain to this facility, the applicant should be
required to provide the District with a dedicated storm drainage easement for the relocated
ditch.

4. **Maple Grove Road**

a. **Existing Conditions:** Maple Grove Road is improved with 2-travel lanes, and no curb, gutter
or sidewalk abutting the site. There is 73 feet of right-of-way for Maple Grove Road (25 feet
from centerline).

b. **Policy:**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for
improving all street frontages adjacent to the site regardless of whether or not access is taken
to all of the adjacent streets.

**Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of
improvements for arterials shall be in accordance with District standards, including the Master
Street Map and Livable Streets Design Guide. The developer or engineer should contact the
District before starting any design.
Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72 feet (back-of-curb to back-of-curb) within 96 feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial. No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7 feet wide if bike lanes are present and 7.5 feet wide if no bike lanes are present.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Maple Grove Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 70-foot street section within 96 feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to dedicate 48 feet of right-of-way from the centerline of Maple Grove Road, abutting the site.

The applicant is proposing to construct a 5-foot wide concrete sidewalk outside of the right-of-way located 48 feet from the centerline of Maple Grove Road, abutting the site (measured to near edge of sidewalk).

d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy and should be approved, as proposed. The applicant should provide a permanent right-of-way easement for the sidewalk. The easement should extend 2 feet beyond the back edge of the sidewalk. Consistent with District Policy 7205.2.1 the applicant will not be compensated for the right-of-way dedication on Maple Grove Road, as this segment of Maple Grove Road is not listed in the CIP.

In accordance with the submitted traffic impact study the applicant should be required to construct a northbound left-turn lane at the intersection of Sagebrush Drive.

5. Internal Collector Street (Snowy River Way)
   a. Policy Conditions: The site has no internal collector streets.

   b. Policy:

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

   Master Street Map and Typologies Policy: District Policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.
**Street Section and Right-of-Way Policy:** District Policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70 feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2 feet behind the back-of-curb on each side.

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

**Sidewalk Policy:** District Policy 7206.5.6 requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6 feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7 feet wide if bike lanes are present and 7.5 feet wide if no bike lanes are present.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. **Applicant Proposal:** The applicant is proposing to construct Snowy River Way as a 40-foot collector street section with vertical curb, gutter, and 5-foot wide attached sidewalks within 62 feet of right-of-way.

The applicant is proposing to construct the initial 100 feet of Snowy River Way (commencing at its intersection with Lake Hazel Road) as a 53 foot collector street section with two 21-foot wide travel lanes, an 11-foot wide center landscape island, vertical curb, gutter, and 5-foot wide attached sidewalks within 71 feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District Collector Street Section Policy and should be approved, as proposed.

The applicant's proposal to construct 5-foot wide attached sidewalks does not meet District Collector Sidewalk Policy and should not be approved, as proposed. The applicant should be required to construct either 7.5-foot wide attached sidewalks or 5-foot wide detached sidewalks. The applicant should provide the District with a permanent right-of-way easement for any portion of the sidewalk located outside of the right-of-way.

The applicant should be required to plat the landscape island as right-of-way owned by ACHD and construct the landscape median as proposed with a maximum width of 12 feet as required by District Policy 7206.5.14. The applicant should apply for a licensing agreement with the District for any landscaping located within the median.

6. **Internal Local Streets**
   a. **Existing Conditions:** The site has no internal streets.

   b. **Policy:**
      **Required Improvements Policy:** District Policy 7207.2.2 states that required improvements to an internal local street shall consist of a complete street section with curb, gutter and sidewalk (minimum 5-feet) on both sides of the roadway.
Reduced Urban Local Street—29-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that the width of a reduced urban local street shall be 29 feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 42 feet of right-of-way. Although some parking is allowed by the following subsections, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise.

**Design Condition #1:** Parking is allowed on one side of a reduced width street when all of the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The developer shall install "NO PARKING" signs on one side of the street, as specified by the District and as specified by the appropriate fire department.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- Traffic volumes on the street shall not exceed 1,000 vehicle trips per day. There shall be no possibility that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.

**Design Condition #2:** Parking is allowed on both sides of a reduced width street when the street layout has the qualities of a road grid system and when all the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The block length of the street shall not exceed 500 feet, measured between centerlines.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.
- A minimum of two street connections shall be provided to each end of the street with the reduced width. The two connecting streets shall each connect to the larger street system to provide the intended alternate routes of access. A street system that has one street connection to the large street network on one end and a loop/circle street on the other end with no outlet shall not be approved.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.

**Design Condition #3:** Parking is allowed on both sides of a reduced width residential street with passing pockets that are created when two driveways are constructed near the same property line, where a 50-foot segment will not have on-street parking on the side of the street with the driveways, and when all the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- Driveway locations are predetermined with curb cuts for the driveways to be installed when the street is constructed. The curb cuts shall be 20 feet wide. Each lot on the street will be "paired" with an adjacent lot. If there are an odd number of lots, one lot at either end of the street will not be "paired." Each pair of lots shall locate its driveway 5 feet from the shared lot line of the pair.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are
required.
- The lots cannot abut an alley.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

**Sidewalk Policy**: District Policy 7207.5.7 states that a five-foot wide concrete sidewalk is required on both sides of all local streets, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8 feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District’s Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Cul-de-sac Streets Policy**: District Policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45 feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

c. **Applicant Proposal**: The applicant is proposing to construct the internal streets as 29-foot street sections with rolled curb, gutter, and 5-foot wide sidewalks within 50 feet of right-of-way.

The applicant is proposing to construct 4 cul-de-sac turnarounds and 2 knuckles within the development. All cul-de-sac’s and knuckles are proposed to be constructed with a turning radius of 45 feet.

d. **Staff Comments/Recommendations**: The applicant’s proposal meets District Local Roadway Policy and should be approved, as proposed.

The applicant should be required to provide written fire department approval for use of the reduced 29-foot street section width prior to plan acceptance. The applicant should also be required to install no parking signs along one side of all the internal 29-foot street sections.

The applicant’s proposal meets District Cul-de-sac Streets Policy and should be approved, as proposed. The applicant should be required to provide a minimum turning radius of 45 feet for the cul-de-sacs and knuckles.
7. **Roadway Offsets**
   a. **Existing Conditions:** There are no existing roadway offsets internal to the development.

   b. **Policy:**
      **Collector Street Intersection Spacing on Principal Arterials:** District Policy 7205.4.7 states that the minimum allowable offset for an unsignalized collector street intersecting a principal arterial shall be 1,320 feet as measured from all other existing roadways as identified in Table 1b.

      **Local Offset Policy:** District Policy 7206.4.5, requires local roadways to align or offset a minimum of 330 feet from a collector roadway (measured centerline to centerline).

      District Policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125 feet from any other street (measured centerline to centerline).

      **Temporary Access Policy:** District Policy 7202.4.2 identifies a temporary access as that which “is permitted for use until appropriate alternative access becomes available”. Temporary access may be granted through a development agreement or similar method, and the developer shall be responsible for providing a financial guarantee for the future closure of the access.

   c. **Applicant’s Proposal:** The applicant is proposing to construct Snowy River Way to intersect with Lake Hazel Road approximately 535 feet west of Maple Grove Road.

      The applicant is proposing to construct all of the internal local streets to align or offset by a minimum of 125-feet from other internal local streets.

   d. **Staff Comments/Recommendations:** The applicant’s proposal to construct Snowy River Way onto Lake Hazel Road approximately 535 feet west of Maple Grove Road does not meet District Collector Street Spacing, or the recommendations of the SWBTS which requires collector roadways intersecting a principal arterial to offset a minimum of 1,320 feet from other existing roadways. Staff is recommending a modification of policy to allow Snowy River Way to be constructed onto Lake Hazel located 535 feet west of Maple Grove, as a temporary full-access public street. This is due to the fact that Lake Hazel Road is a 2-lane roadway with an ADT of less than 24,000 vehicle trips per day, the location of the road was previously approved with ACHD’s prior action on the application, and the first half of the street has already been constructed.

      Lake Hazel Road is in the CIP to be expanded to 5-lanes between 2022 and 2026. When that construction takes place, Snowy River Way may be restricted to right-in/right-out only.

      The internal local street offsets meet District Policy and should be approved, as proposed.

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

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

10. **Other Access**
Lake Hazel Road is classified as a principal arterial roadway; Maple Grove Road is classified as a minor arterial roadway. Snowy River Way is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. The applicant may final plat 60 residential lots or the equivalent number of vehicle trips (600 average daily traffic, 60 trips PM peak hour), prior to making any improvements to Maple Grove Road, with the exception of the northbound left-turn lane on Maple Grove Road.

2. Construct a northbound left-turn lane on Maple Grove Road at its intersection with Sagebrush Drive.

3. Prior to final platting the 61st lot or exceeding the combined equivalent of an additional 60 vehicle trips in the PM peak hour (600 ADT); widen Maple Grove Road to 3 lanes between Banjo and Kiowa.

4. Dedicate 50 feet of right-of-way from the centerline of Lake Hazel Road, abutting the site. The right-of-way purchase and sale agreement and deed must be completed and signed by the applicant prior to issuance of a building permit (or other required permits). Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material. The District will purchase the right-of-way which is in addition to the existing right-of-way from available Corridor Preservation Funds.

5. Dedicate 48 feet of right-of-way from the centerline of Maple Grove Road, abutting the site, as proposed. This right-of-way will be dedicated with no compensation.

6. Construct an eastbound left-turn lane on Lake Hazel Road at its intersection with Snowy River Way.

7. Submit an updated to the traffic impact study evaluating the Maple Grove/Desert intersection prior to approval of any portion of the development exceeding 230 vehicle trips in the PM peak hour (2,302 ADT).

8. Provide a dedicated storm drainage easement for relocation of the ditch on Lake Hazel Road that carries ACHD storm water from up stream.

9. Construct a northbound right-turn lane and a southbound left-turn lane on Maple Grove Road at its intersection with Desert Avenue. The turn lanes shall be constructed prior to signature of the final plat for the phase including the 2 commercial lots (Lot 26, Block 3 and Lot 26, Block 6). If confirmed by ACHD following review of the updated traffic Impact Study.

10. Construct a 5-foot wide detached concrete sidewalk located a minimum of 43 feet from the centerline of Lake Hazel Road abutting the site, as proposed.

11. Construct a 5-foot wide detached concrete sidewalk located a minimum of 48 feet from the centerline of Maple Grove Road abutting the site, as proposed.

12. Construct Snowy River Way as a 40-foot collector street section with vertical curb, gutter, and 7.5-foot wide attached sidewalks within 62 feet of right-of-way. Parking and front-on housing are prohibited on Snowy River Way.
13. Construct the initial 100 feet of Snowy River Way (commencing at its intersection with Lake Hazel Road) as a 53 foot collector street section with two 21-foot wide travel lanes, an 11-foot wide center landscape island, vertical curb, gutter, and 7.5-foot wide attached sidewalks within 71 feet of right-of-way. Parking and front-on housing are prohibited on Snowy River Way. The landscape island shall be dedicated as right-of-way and a licensing agreement shall be applied for with the District regarding any landscaping within the island.

14. Provide the District with a permanent right-of-way easement for any portion of the sidewalks located outside of the right-of-way.

15. Construct the internal streets as 29-foot street sections with rolled curb, gutter, and 5-foot wide sidewalks within 50 feet of right-of-way. Provide written fire department approval for use of the reduced 29-foot street section width prior to plan acceptance. Install no parking signs along one side of all the internal 29-foot street sections.

16. Construct the internal cul-de-sacs and knuckles with a minimum turning radius of 45 feet, as proposed.

17. Direct lot access is prohibited to Lake Hazel Road, Maple Grove Road, and Snowy River Way. This access restriction shall be noted on the final plat.

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


E. Standard Conditions of Approval

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

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

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

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

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

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

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

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

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

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

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

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

F. Conclusions of Law

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

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

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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

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

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

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

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

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

Items Completed to Date:

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

Items to be completed by Applicant:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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