May 30, 2013

Development Services Department

To: ACHD Commission
From: Development Review Section
Kaci Bader
Subject: Final Plat: Dallas Harris Estates Subdivision No. 9
Meeting Date: June 5, 2013

FACTS & FINDINGS:

1. Dallas Harris Estates Subdivision No. 9 is a 27 buildable and 0 common lot residential subdivision on 5.32 acres. This site is located at north of E. Warm Springs Avenue at Old Hickory Way.

2. The applicant is Barber Valley Development Inc. and the principal for the applicant is Douglas Fowler, President and Felicia Harris Burkhalter, Secretary/Treasurer.

3. The preliminary plat was approved on October 19, 2011 and the staff report was revised March 13, 2013.

4. All conditions of the preliminary plat have been satisfied, except for the completion of punch list items including signage, completion of storm drain pond, grading of borrow ditch, repair of drop inlet, and cleaning of streets. The applicant has provided a financial surety of $15,000 in the form of cash in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Dallas Harris Estates Subdivision No. 9 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

KNOW ALL PERSONS BY THESE PRESENTS: THAT BARBER VALLEY DEVELOPMENT, INC., AN IDAHO CORPORATION, IS THE OWNER OF THE PROPERTY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LOCATED IN PORTIONS OF THE SIXTEENTH (1/4) OF SECTION 19, THE SOUTHWEST 1/4 OF SECTION 20, AND THE NORTHWEST 1/4 OF SECTION 20, TOWNSHIP 3 NORTH, RANGE 3 EAST, BOISE MERCED, CITY OF BOISE, Ada COUNTY, IDAHO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINS AT THE SOUTHEAST CORNER OF SAID SECTION 19, FROM WHICH THE SOUTH 1/4 CORNER OF SAID SECTION 19 BEARS NORTH 88°37'48" WEST, 3824.44 FEET; THE SOUTH 1/4 CORNER OF SAID SECTION 20 BEARS SOUTH 88°37'48" EAST, 2851.00 FEET, AND THE 1/4 CORNER COMMON TO SAID SECTIONS 19 AND 20 BEARS NORTH 00°37'30" EAST, 2544.00 FEET; THENCE ALONG THE EAST BOUNDARY LINE OF SAID SECTION 19 NORTH 00°37'30" EAST, 6.68 FEET TO A POINT ON THE NORTHEAST RIGHT-OF-WAY LINE OF EAST WALK SPRINGS AVENUE, THENCE CONTINUING NORTH 00°37'30" EAST, 119.83 FEET; THENCE SOUTH 88°37'48" WEST, 3824.44 FEET; THENCE SOUTH 88°37'48" WEST, 2410.00 FEET; THENCE SOUTH 88°37'48" WEST, 9.83 FEET TO THE SOUTHWEST CORNER OF THE SUBJECT SUBDIVISION.

TWO PARCELS OF LAND LOCATED IN PORTIONS OF THE SIXTEENTH (1/4) OF SECTION 19, THE SOUTHWEST 1/4 OF SECTION 20, AND THE NORTHWEST 1/4 OF SECTION 20, TOWNSHIP 3 NORTH, RANGE 3 EAST, BOISE MERCED, CITY OF BOISE, ADA COUNTY, IDAHO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINS AT THE SOUTHEAST CORNER OF SAID SECTION 19, FROM WHICH THE SOUTH 1/4 CORNER OF SAID SECTION 19 BEARS NORTH 88°37'48" WEST, 3824.44 FEET; THE SOUTH 1/4 CORNER OF SAID SECTION 20 BEARS SOUTH 88°37'48" EAST, 2851.00 FEET, AND THE 1/4 CORNER COMMON TO SAID SECTIONS 19 AND 20 BEARS NORTH 00°37'30" EAST, 2544.00 FEET; THENCE ALONG THE EAST BOUNDARY LINE OF SAID SECTION 19 NORTH 00°37'30" EAST, 6.68 FEET TO A POINT ON THE NORTHEAST RIGHT-OF-WAY LINE OF EAST WALK SPRINGS AVENUE, THENCE CONTINUING NORTH 00°37'30" EAST, 119.83 FEET; THENCE SOUTH 88°37'48" WEST, 3824.44 FEET; THENCE SOUTH 88°37'48" WEST, 2410.00 FEET; THENCE SOUTH 88°37'48" WEST, 9.83 FEET TO THE SOUTHWEST CORNER OF THE SUBJECT SUBDIVISION.

ACKNOWLEDGMENT

STATE OF IDAHO

ON THIS 5th DAY OF APRIL, 2013, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED DOUGLAS POWELL, KNOWN OR IDENTIFIED TO ME TO BE THE PRESIDENT OF BARBER VALLEY DEVELOPMENT, INC., AN IDAHO CORPORATION, THAT EXECUTED THE INSTRUMENT ON BEHALF OF SAID CORPORATION, AND ACKNOWLEDGED TO ME THAT SUCH PERSON EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HERETOSET MY HAND AND AFFixed MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR IDAHO READING AT: 10:59
MY COMMISSION EXPIRES: 12/31/17

ACKNOWLEDGMENT

STATE OF IDAHO

ON THIS 5th DAY OF APRIL, 2013, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED FELICIA HARRIS BURKHARDT, KNOWN OR IDENTIFIED TO ME TO BE THE SECRETARY/TREASURER OF BARBER VALLEY DEVELOPMENT, INC., AN IDAHO CORPORATION, THAT EXECUTED THE INSTRUMENT ON BEHALF OF SAID CORPORATION, AND ACKNOWLEDGED TO ME THAT SUCH PERSON EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HERETOSET MY HAND AND AFFixed MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR IDAHO READING AT: 10:59
MY COMMISSION EXPIRES: 12/31/17

DEVELOPER:
BARBER VALLEY DEVELOPMENT, INC.
BOISE, IDAHO
JOB NO. 15-100-09 SHEET 2 OF 3
DALLAS HARRIS ESTATES SUBDIVISION NO. 9

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE ___ DAY OF ________________, 2015.

CHAIRMAN AHAIO

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER ON HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1320, IDAHO CODE, BY ISSUANCE OF A CERTIFICATION OF DISAPPROVAL.

CENTRAL DISTRICT HEALTH DEPARTMENT

APPROVAL OF CITY ENGINEER
I, THE UNDERSIGNED, DO HEREBY CERTIFY THAT THE RECOMMENDED CONDITIONS OF BOISE CITY HAVE BEEN SATISFIED FOR THIS PLAT.

BREON CITY ENGINEER

APPROVAL OF CITY COUNCIL
I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF BOISE, ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE ___ DAY OF ________________, 2015, THE FOREGOING PLAT WAS DULY ACCEPTED AND APPROVED.

CITY CLERK, BOISE, IDAHO

CERTIFICATE OF SURVEYOR
I, PATRICK J. SCHETTLE, PLS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF IDAHO, AND THAT THIS PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLOTTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

PATTY J. SCHETTLE, PLS

CERTIFICATE OF COUNTY SURVEYOR
I, THE UNDERSIGNED COUNTY SURVEYOR, IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT THE FOREGOING PLAT AND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

COUNTY SURVEYOR

CERTIFICATE OF THE COUNTY TREASURER
I, THE UNDERSIGNED COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER THE REQUIREMENTS OF 95-1-108, DO HEREBY CERTIFY THAT ALL PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS PLAT HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE _________________
COUNTY TREASURER _________________

COUNTY RECORDER'S CERTIFICATE
STATE OF IDAHO, SS.
COUNTY OF ADA
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF BARBER VALLEY DEVELOPMENT, INC. AT ___ MINUTES AFTER ___ O'CLOCK ___AM, ON THIS ___ DAY OF ________________, 2015, IN BOOK ___ OF PLATS AT PAGE ___.

INSTRUMENT NO. _________________
EX-OFFICIO RECORDER _________________
FEE $_______________

DEVELOPER
BARBER VALLEY DEVELOPMENT, INC.
BOISE, IDAHO

JOB NO. 10-009-09
SHEET 3 OF 3
Project/File: Dallas Harris Estates # 8
This application was originally approved by the ACHD Commission on October 19, 2011. The ACHD Commission acted on application ZOA12-00002 on October 3, 2012. That action modified the requirements of Dallas Harris Estates #8 preliminary plat. This report has been updated to reflect the October 3, 2012 Commission action on ZOA12-00002.

This application is for a preliminary plat of 99 residential parcels and 1 common lot on 15.48 acres. The site is located east of the Warm Springs Avenue and Wise Way intersection in Boise, Idaho.

Lead Agency: City of Boise
Site address: Warm Springs Avenue
Commission Hearing: March 13, 2013 Consent Agenda
Commission Approval: March 13, 2013
Applicant: Barber Valley Development
4940 E. Mill Station Dr.
Boise, ID 83716
Representative: RiveRidge Engineering
3046 S. Bown Way
Boise, ID 83706
Staff Contact: Mindy Wallace
Phone: 387-617
E-mail: mwallace@achdidaho.org

A. Findings of Fact
1. Description of Application: The applicant is requesting preliminary plat approval for 99 residential lots and 1 common lot on approximately 15.48 acres. The site is part of the Harris Ranch Specific Area Plan, and is the third preliminary plat submitted within the Plan area since the approval of the Specific Area Plan in April of 2007.

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-Density Residential (6 DU/Ac.)</td>
<td>SP-01</td>
</tr>
<tr>
<td>South</td>
<td>Mixed-Use Commercial &amp; Med-High-Density</td>
<td>SP-01</td>
</tr>
<tr>
<td></td>
<td>Residential (15 DU/Ac.)</td>
<td></td>
</tr>
<tr>
<td>East</td>
<td>Mixed Use Village Center (15 DU/Ac.)</td>
<td>SP-01</td>
</tr>
</tbody>
</table>
3. **Site History:** The ACHD Commission previously reviewed this site as part of the Harris Ranch Specific Area Plan in April of 2007. The requirements of this staff report are consistent with those of the prior action.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Dallas Harris Estates No. 1, consisting of 162 residential lots and approximately 60,000 square feet of mixed commercial use located directly west of the site was approved in April of 2008.
   - Dallas Harris Estates No. 4, consisting of 141 residential lots located directly west and north of the site was approved in October of 2010.
   - DRH10-00275, a design review application for a new Boise City Fire Station at Harris Ranch located southwest of the site was approved in January of 2011.

5. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

6. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.

   The follow improvements are listed the District’s Capital Improvement Plan (CIP).
   - The intersection of Warm Springs and Eckert is listed to be widened to 3-lanes on all approaches and signalized between 2019 to 2027.
   - The intersection of Warm Springs and Highway 21 is listed to be widened to 3-lanes on the north, east, and west approaches and to 2-lanes on the south approach and signalized between 2014 and 2018.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 950 additional vehicle trips per day (none existing); 85 additional vehicle trips per hour in the PM peak hour (none existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8th edition.

2. **Traffic Impact Study**
   The applicant has requested a waiver of ACHD’s action on the Specific Area Plan, which requires an updated traffic impact study be submitted with each preliminary plat application. Instead the applicant has proposed to submit an updated traffic impact study as part of a future request for modifications to ACHD’s action on the Specific Area Plan application, in particular the number of intersections that can be constructed on existing Warm Springs Avenue, prior to the construction on the southern arterial re-route. Please see Section C2 below for further information on future TIS updates.

   Staff is supportive of the applicant’s request for a waiver, and recommends that an updated traffic impact study not be required as part of this application. Staff’s recommendation is due to the fact that traffic conditions on the area roadways have not changed significantly since 2006, the Cliffs Planned Community is no longer proposed, and this will allow the applicant to provide ACHD with a new cumulative traffic impact study, instead of one that just focuses on one preliminary plat. ACHD has previously granted waivers to the traffic impact study requirement for Harris Ranch No. 11 in April of 2008, and Dallas Harris Estates No. 4 in October of 2010.
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>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Springs Avenue</td>
<td>600-feet</td>
<td>Minor Arterial</td>
<td>346</td>
<td>Better than “D”</td>
<td>Better than “D”</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 Warm Springs Avenue south of Barber Drive was 3,387 on November 5, 2009. This is a 22.8% decrease in traffic due to the opening of the East Parkcenter Bridge.
   - The average daily traffic count for E. Parkcenter Boulevard west of E. Warm Springs Avenue was 3,502 on November 3, 2009.

**C. Findings for Consideration**

1. **Harris Ranch Specific Area Plan**
   On October 3, 2012, the ACHD Commission heard and approved modifications to ACHD’s2007 action on the Harris Ranch Specific Area Plan. These modifications addressed alterations to existing Warm Springs Avenue before the construction of the southerly bypass, the number of roundabouts to be constructed on existing Warm Springs Avenue, and required traffic impact study updates. Since ACHD has previously acted on this particular preliminary plat, this report has been updated to ensure the site specific conditions of approval match the modified SP01 recommendations. All other Findings for Consideration and Site Specific Conditions of Approval remain as approved in the October 19, 2011 action on Dallas Harris Estates #8 preliminary plat.

Throughout the remainder of this report, references will be made to the modified SP01. The modified SP01 is defined as the October, 3 2012 ACHD Commission's approval to the requested changes to the Harris Ranch Specific Area Plan.

2. **Traffic Impact Study (TIS) Update Requirements**
   As required by the modified SP01, an update to the TIS should be required after 240 lots have been preliminarily platted or 4 years, whichever occurs first. Therefore, with the preliminary plat that contains the 241st lot since the last update to the TIS or with the first preliminary plat submitted after 4 years has elapsed since the acceptance of the last TIS update, whichever occurs first, an update to the TIS should be required. In addition, a TIS should be required with all development applications that include a change to the Specific Area Plan that may alter traffic impact projections at the sole discretion of ACHD. All TIS submittals, including updates to a TIS, must meet ACHD policy requirements at the time of submittal.

An update to the TIS should include the following items:
   - Updated traffic counts for the impacted roadway segments and intersections listed in the previous TIS;
   - Information from the built development to date including actual traffic counts and actual
measured trip capture (trip capture shall be assumed to be zero, for the built development, if no measurements are provided);

- Projected trip generation, trip distribution and assignment, and anticipated trip capture for the current phase under consideration (preliminary plat application), based on development of the applicable land uses;
- Necessary mitigation measures for the current phase;
- Updates to all analysis, conclusions, and recommendations found to be out of date or in need of correction based on the updated information;
- Meet all current ACHD policy requirements for a TIS at the time of submittal.

3. **Cooperative Development Agreement**

The applicant and ACHD are currently operating under the requirements of the Cooperative Development Agreement entered into November 28, 2007, First Addendum to the Cooperative Development Agreement entered into April 15, 2009, and the Second Addendum to the Cooperative Development Agreement entered into October 27, 2010 (collectively the CDA). The CDA allows the applicant to final plat 273 residential lots and 2 commercial lots prior to the construction of the extension of Parkcenter Boulevard as a five lane arterial roadway from the bridge to the first roundabout and construction of the first roundabout including the segment of the bypass abutting the Fire Station lot.

a. **Staff Comments/Recommendations:** A new CDA will be required to incorporate any new or modified conditions of approval based on the Commission's action on the applicant's request to modify ACHD's original action on SP01. The applicant should be held to the conditions and requirements of the original CDA, including the requirement for the construction of Parkcenter Boulevard and the first roundabout prior to final platting the 274th lot; until replaced with a new CDA.

4. **Proposed Arterial Re-route**

a. **Specific Area Plan Recommendation:** With the modified Specific Area Plan, the applicant has proposed to re-route the existing minor arterial, Warm Springs Avenue, to the south, to not bisect the proposed development. The new route is planned to be a minor arterial roadway. The applicant has proposed to direct through traffic to the new arterial route and to reclassify the existing Warm Springs Avenue to a collector roadway to primarily serve the needs of the traffic from the development.

The modified SP01 dictates that the southerly bypass shall be constructed as a four lane minor arterial from the Parkcenter/Warm Springs intersection east to the bypass/Tapadaras intersection and as two lanes (preserved for four lanes) from the bypass/Tapadaras intersection to the bypass/existing Warm Springs intersection. The three roundabouts proposed to be constructed on the southerly bypass shall be constructed as dual lane roundabouts with two entry lanes on the eastbound approach and free running right turn lane at the bypass/Tapadaras intersection. (See Figure 1)
As stated within the modified SP01, the improvements below shall be constructed by the applicant prior to plan or plat approval for any final plat phase exceeding 498 total lots or 621 residential units or by the July 1, 2014 date as required by the City of Boise, whichever occurs first. (See Figure 2)

a. The extension of Parkcenter Boulevard constructed as a principal arterial roadway.

b. Two dual lane roundabouts, the first and second roundabouts along the southerly bypass:
   i. One located at the intersection of Parkcenter/existing Warm Springs (two entry lanes on the north and eastbound approaches).
   ii. The second roundabout on the bypass at the intersection with Wise Way.

c. The bypass between the first and second roundabouts.
The modified SP01 also requires the southerly bypass to be constructed by the applicant within 12 months of existing Warm Springs Avenue reaching the 530 vph threshold as measured by a permanent counter west of Perrault Way. Flexibility in the allowed duration of construction may be considered depending on the conditions at the time such as weather and issues specifically related to the proximity to the river. Any time extensions shall be approved in advance by ACHD. The 530 vph count shall be determined by the 30th highest directional hourly volume in the year.

The construction of the southerly bypass shall be completed by the applicant and accepted by ACHD prior to plan approval or any final plat phase within the 7th Phase of the development or any final plat which exceeds 748 lots and/or 994 residential units.

On September 21, 2011, the ACHD Commission voted to accept the dedication of unopened right-of-way for the future southerly bypass. This right-of-way dedication encompassed all but a small piece of right-of-way that has not yet been dedicated by Harris Ranch. This right-of-way will need to be dedicated prior to construction of the bypass. To ensure the small piece of right-of-way is dedicated and the construction of the bypass is not delayed, the applicant should be required to dedicate the necessary right-of-way prior to vacation of right-of-way, any construction of improvements on Warm Springs Avenue, and/or prior to plan or final plat approval for any phase of development abutting existing Warm Springs Avenue.
d. Staff Comment/Recommendation: This preliminary plat does not include any portion of the proposed arterial re-route but the construction of the new southern arterial does affect conditions of approval for the alteration of existing Warm Springs Ave abutting this site, as noted below in Section C7.

5. Sidewalks / Pressure Irrigation

During the December 14, 2011 and January 18, 2012 ACHD Commission meetings, the Commission heard and approved a request for a waiver of policy to allow the applicant to modify the standard right-of-way configuration which allowed the pressure irrigation system location to remain under the sidewalks as designed for final plats 6 and 7 (preliminary plats Harris Ranch 11, Dallas Harris Estates 4 and Dallas Harris Estates 8). The proposal has
ACHD relinquishing jurisdiction over the public sidewalks to the City of Boise except at pedestrian ramps and intersections including alleys.

The applicant’s request for a waiver of policy was due to a change in the source of the water for the irrigation from surface water to wells proposed to be owned and operated by the developer. As a result, Boise City refused to take over the pressure irrigation system as was originally intended.

Pressure irrigation systems within the public right-of-way are allowed under ACHD policy for Private Non-Regulated Utilities and are subject to a Private Utilities Agreement between the owner, developer, and ACHD. The pressure irrigation system was designed and located within the public right-of-way under the sidewalks in Dallas Harris Estates final plat phases 1 through 5.

The applicant proposed to provide a public sidewalk meeting all ACHD and ADA requirements, but to provide a sidewalk easement to the City of Boise. The Dallas Harris Estates Homeowner’s Association will be responsible to maintain the sidewalks. This proposal provides the public with a public sidewalk and allows the applicant to place the pressure irrigation under the public sidewalk without additional liability and future maintenance expenses to ACHD.

a. Staff Comments/Recommendations: All future preliminary plat applications should require modified right-of-way widths as detailed below and sidewalk easements granted to and accepted by the City of Boise, to reflect these modifications of policy.

Some segments of roadways constructed with earlier phases include short segments with pressure irrigation in the right-of-way and sidewalks within the right-of-way or in easements granted to ACHD. Prior to final plat approval for any phase abutting these roadway segments, the right-of-way and sidewalk easements should be vacated and sidewalk easements granted to and accepted by the City of Boise. This shall apply only to the right-of-way and easements associated with the roadway segments directly abutting the parcel or parcels proposed to be platted by the applicant.

b. As part of the December 14, 2011 Commission action, the applicant is required to work collaboratively with ACHD and the City of Boise to convert the sidewalks, rights-of-way and sidewalk easements within the previous phases of the development, Dallas Harris Estates phases 1 through 5 to conform to the tenets of the above requirements. Conversion of sidewalks, rights-of-way and sidewalk easements within the previous phases is not a condition of approval for future phases.

6. Roundabouts

a. Applicant’s Proposal: While this preliminary plat does not contain any specific request for roundabouts, there is one roundabout abutting the site. It is located at the intersection of existing Warm Springs Avenue/ Old Orchard Way.

b. Staff Comments/Recommendation: The proposal to construct one roundabout at the intersection of existing Warm Springs Avenue/ Old Orchard Way will be approved for construction only after the construction of the first roundabout at the Warm Springs/Park Center intersection. This is due to the fact that the modified SP01 granted the applicant’s request to allow for the construction of the roundabouts and other improvements to existing Warm Springs Avenue prior to the construction of the southerly bypass. Please note the stipulations of allowable construction on existing Warm Springs Avenue in Section C6 below.
7. **Existing Warm Springs Avenue**

   a. **Existing Conditions:** Existing Warm Springs Avenue is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 80-feet of right-of-way for Warm Springs Avenue (40-feet from centerline).

   b. **Specific Area Plan Recommendation:** The modified SP01 allows for the gradual development of existing Warm Springs Avenue as Harris Ranch develops. As stated in the modified SP01, staff has recommended the following criteria to minimize the impacts to the public until the southerly arterial bypass is constructed and open:

      - No alteration to existing Warm Springs Avenue until after the 1st Roundabout and Parkcenter Boulevard west to the east Parkcenter Bridge is completed (Segment 1 of Figure 3). The applicant may include segments east of the first roundabout to be built concurrently with the Parkcenter extension and the first roundabout.

      - No alteration to existing Warm Springs Avenue until Old Hickory Way (new north-south collector roadway) is completed and Barber Drive west of Old Hickory Way is reconstructed and available to be utilized as the detour route (Segments 2, 4, 5, and 6 of Figure 3).

      - Construction between Memorial Day and Labor Day may be considered by ACHD upon review of site conditions and other related factors such as: weather, groundwater, size and duration of construction phase, etc. This will require a construction schedule be submitted to ACHD early in the year (staff recommends no later than March 1st) to provide a sufficient construction window before Memorial Day. No construction or closures on existing Warm Springs Avenue between Memorial Day and Labor Day should be allowed if the construction can be accomplished earlier in the year. All construction or closures on existing Warm Springs Avenue must be approved by ACHD, and only after ACHD staff review and concur with the proposed construction schedule.

      - Warm Springs Avenue construction phases necessitating a closure of existing Warm Springs Avenue may not occur in consecutive calendar years beginning in 2015. This will allow construction on Warm Springs Avenue in 2014 and 2015.

      - The applicant should provide ACHD written approval from the Boise City Fire Department for alternative access during all construction phases impacting Warm Springs Avenue.
Interim improvements to existing Warm Springs Avenue (improvements prior to construction of the southerly bypass) shall begin at Perrault Way moving east without leapfrogging over roadway segments or intersections from the first roundabout through the Idaho Power corridor.

Prior to the construction of the southerly bypass, the 11-foot center landscape island should be temporarily omitted at the intersections of Trailwood/Farrier Way and Shadywood Way. These intersections should be designed and constructed to meet all ACHD standards and should provide a minimum 50 feet of storage with 50 foot tapers at the intersection. All other intersections, with the exception of the roundabouts, would be restricted to right-in/right-out only movements with the installation of concrete guardrail barriers (see Figure 4).

The applicant should also be required to submit plans for the installation of the concrete barriers, including end treatments/crash attenuators, for review and approval. This should also include a signage plan for the intersections. The proposed signage should meet MUTCD requirements.

To ensure there is appropriate and safe pedestrian access across existing Warm Springs Avenue until the bypass is constructed and accepted, the applicant should be required to install Rapid Rectangular Flashing Beacons (RRFB) or similar treatment as approved by ACHD at the intersections of Trailwood/Farrier Way and Shadywood Way.

After the construction of the southerly bypass, the concrete barriers will be removed and the 11-foot wide landscape islands will be constructed on existing Warm Springs Avenue (see Figure 5). This will allow for full turning movements at all street intersections along existing Warm Springs Avenue. Removal of the interim improvements (concrete barriers, signage, left-turn lanes) should be completed prior to final acceptance of the southerly bypass.
The applicant should be required to dedicate the landscape medians as right-of-way and enter into a license agreement for the maintenance of any proposed landscaping.

Figure 4. Prior to the Construction of the Southerly Bypass

Figure 5. After the Construction of the Southerly Bypass

Gray = Concrete barriers; Orange Circles = Temporary northbound left turn lanes

All new street intersections with Warm Springs Avenue constructed after the date of this action should be built to conform to the interim improvements recommended above until the bypass is constructed and accepted.

c. 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.

Street Section and Right-of-Way Width: District policies 7205.2.1 & 7205.5.1 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 sidewalks 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.

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

Appropriate easements shall be provided if public sidewalks are placed out of the 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.

d. Applicant Proposal: The applicant has proposed to construct Warm Springs Avenue as a two lane collector roadway with two 12-foot travel lanes, an 11-foot center landscape island, 6-foot bike lanes and 8-foot planter strips within a minimum of 50-feet of right-of-way. The applicant is proposing to construct 6-foot detached public sidewalks within in a separate easement to the City of Boise.

e. Staff Comments/Recommendations: This section of roadway is still classified as a minor arterial roadway and will remain an arterial roadway until the new southern arterial route is constructed. At that time ACHD may consider reclassifying the existing Warm Springs to a collector roadway.

The applicant’s proposal to construct this section of Warm Springs as a 48-foot street section with two 12-foot travel lanes, 6-foot bike lanes, an 11-foot center landscape island and 8-foot planter strips within 50-feet of right-of-way should be approved as proposed. The dedicated right-of-way must extend to 1-foot behind the back edge of curb.

The applicant should be required to provide Boise City with a sidewalk easement to ensure public use of the 6-foot detached sidewalks to be constructed on the portion of existing Warm Springs Avenue that the applicant is proposing to reconstruct and plat. The easement should extend from the back of the right-of-way to a minimum of back of walk and shall be recorded prior to ACHD issuance of permits for the reconstruction of the roadway and prior to scheduling a final plat for signature, which abuts existing Warm Springs Avenue.

The applicant should be required to vacate a portion of the existing 80-foot wide right-of-way on the portion of existing Warm Springs Avenue that the applicant is proposing to reconstruct and plat. The right-of-way vacation shall be completed and recorded prior to ACHD issuance of permits for the reconstruction of the roadway and prior to scheduling a final plat for signature, which abuts existing Warm Springs Avenue. The right-of-way shall only encompass the roadway improvements and 1-foot behind the back of curb, to total 50-feet of right-of-way, as mentioned above.

Consistent with the findings and recommendations of the modified SP01, the construction of the temporary median along existing Warm Springs Avenue will restrict access to Granary Way to right-in/right-out. Upon completion of the southerly bypass, the construction of the 11-foot wide landscape median will allow for full-turning movements at this intersection.

The site plan shows several lots that front on the existing Warm Springs Avenue. All of these lots are proposed to be served by an alley. ACHD does not allow direct lot access to collector and arterial roadways. Sole vehicular access to these lots will need to be provided by the alley.

8. Old Orchard Way
   a. Existing Conditions: There are no existing collector roadways on site.
b. **Specific Area Plan Recommendation:** With the Specific Area Plan the applicant proposed approximately 13 different street sections to be utilized within the development. District staff had previously reviewed these street sections in detail, and staff is generally supportive of the various proposals. The ACHD action required that each preliminary plat be reviewed in order to ensure compliance with District policy at that time or to allow the applicant to request a modification of policy at that time.

c. **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.

**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.

**Residential Collector Policy:** 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks 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.

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

Appropriate easements shall be provided if public sidewalks are placed out of the 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.

d. **Applicant’s Proposal:** The applicant is proposing to construct one collector roadway, Old Orchard Way. Old Orchard Way is proposed to have two 11-foot travel lanes, 5-foot bike lanes, 8-foot parking lanes and 8-foot planter strips and 6-foot wide detached concrete sidewalks within a separate sidewalk easement.

e. **Staff Comments/Recommendations:** The applicant’s proposal to construct Old Orchard Way with two 11-foot travel lanes, 5-foot bike lanes, 8-foot parking lanes, 8-foot planter strips, and 6-foot wide detached concrete sidewalks in separate sidewalk easements, is consistent with the Specific Area Plan and should be approved as proposed. The right-of-way shall extend to 1-foot behind the back edge of curb.

The applicant should be required to provide a public sidewalk along Old Orchard Way meeting all ACHD and ADA requirements in a sidewalk easement to the City of Boise except at pedestrian ramps and intersections including alleys. The easement shall, at a minimum, extend from the right-of-way line to the back-of-walk. The applicant must obtain approval from
the City Council for Boise City acceptance of jurisdiction over the public sidewalks and execution of the sidewalk easement, as required by Section C5.

The site plan shows several lots that front on the existing Old Orchard Way. All of these lots are proposed to be served by an alley. Sole vehicular access to these lots will need to be provided by the alley.

9. Internal Local Streets
   a. Existing Conditions: There are no existing local streets within the site.
   
   b. Specific Area Plan Recommendation: With the Specific Area Plan the applicant proposed approximately 13 different street sections to be utilized within the development. District staff had previously reviewed these street sections in detail, and staff is generally supportive of the various proposals. The ACHD action required that each preliminary plat be reviewed in order to ensure compliance with District policy at that time or to allow the applicant to request a modification of policy at that time.
   
   c. Policy
      Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

      The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

      Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, 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.

      Appropriate easements shall be provided if public sidewalks are placed out of the 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.

      Minimum Angle of Intersection Policy: District policy 7211.4 states that a 90-degree angle of intersection should be designed where practical. In no case will the intersection angle be less than 75-degrees as measured from centerline of intersecting street.
d. **Applicant's Proposal**: The applicant has proposed to construct Palmatier Way, Farrier Way Granary Way, and Balcom Drive as 33-foot street sections with two 9-foot travel lanes, 7-foot parking lanes, 8-foot planter strips, and 6-foot wide detached concrete sidewalks within separate sidewalk easements. The applicant has proposed to construct bulb-outs at the following intersections:

- Balcom Drive/Farrier Way
- Balcom Drive/Granary Way
- Balcom Drive/Old Orchard Way
- Granary Way/Timbersaw Drive
- Granary Way/Existing Warm Springs
- Farrier Way/Timbersaw Drive
- Balcom/Old Orchard Way

The applicant has proposed to construct a temporary cul-de-sac turnaround at the terminus of Granary Way at Warm Springs.

e. **Staff Comments/Recommendations**: The applicant's proposal to construct Palmatier Way, Farrier Way, and Granary Way as a 33-foot street section with two 9-foot travel lanes, 7-foot parking lanes, 8-foot planter strips, and 6-foot wide detached concrete sidewalks in separate sidewalk easements is consistent with the Specific Area Plan, and should be approved as proposed. The right-of-way shall extend to 1-foot behind the back edge of curb.

The applicant should be required to provide a public sidewalk meeting all ACHD and ADA requirements in a sidewalk easement to the City of Boise except at pedestrian ramps and intersections including alleys. The easement shall, at a minimum, extend from the right-of-way line to the back-of-walk. The applicant must obtain approval from the City Council for Boise City acceptance of jurisdiction over the public sidewalks and execution of the sidewalk easement, as required by Section C5.

The applicant's proposal to construct bulb-outs at the intersections identified above should be approved, as proposed. The applicant will be required to provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, as measured from face-of-curb to face-of-curb.

The applicant's proposal to construct a temporary cul-de-sac turnaround at the terminus of Granary Way at Warm Springs is consistent with the District's action on the Specific Area Plan, which allowed a maximum of six street intersections prior to the construction of the new arterial route; and should be approved as proposed. This cul-de-sac will still be required if the street is to be constructed prior to a new CDA being in place and prior to existing Warm Springs being constructed.

The applicant should be required to meet the Minimum Angle of Intersection policy which requires a 90-degree angle of intersection be designed where practical. In no case will the intersection angle be less than 75-degrees as measured from centerline of intersecting street.

District Policy 7240.4.3 requires written fire department approval for any street section narrower than 36-feet. The Boise City Fire Department has previously approved the use of the proposed street section within the Harris Ranch Specific Area Plan.

10. **Alleys**

a. **Existing Conditions**: There are no existing alleys within the site.
b. **Specific Area Plan Recommendation:** As part of the Specific Area Plan the applicant has proposed multiple alleys within the development that intersect other alleys, have curves, are T-type, and H-type alleys in multiple locations within the Specific Area Plan planning area. Several of the proposed alley types do not meet District Alley polices and as a result the ACHD action on the Specific Area Plan required that those alleys that do not meet District policy be redesigned or that the alleys be private.

c. **Policy**

**New Alley Policy:** District Policy 7210.3.1 requires the minimum right-of-way width for all new residential alleys shall be a minimum of 16-feet or a maximum of 20-feet. If the residential alley is 16-feet in width building setbacks required by the land use agency having jurisdiction shall provide sufficient space for the safe backing of vehicles into the alley (see Section 7210.3.3). The minimum right-of-way width for all new commercial or mixed-use alleys shall be 20-feet. All alleys shall be improved by paving the full width and length of the right-of-way.

Dedication of clear title to the right-of-way and the improvement of the alley, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

**Alley Length Policy:** District Policy 7210.3.2 states that alleys shall be no longer than 700-feet in length. If the lead land use agency having jurisdiction requires a shorter block length, the alley shall be no longer than the agency's required block length.

**Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

**Alley Intersections and Offsets Policy:** District policy 7210.3.7 states that alleys should intersect public streets at each end. In specific circumstances as outlined in the policies below, the District may consider allowing an alley to intersect a public street at only one end. A 90-degree angle of intersection shall be designed where practical. In no case shall the intersecting angle be less than 75-degrees, as measured from centerline of intersecting street. An access to an alley shall be located a minimum of 50-feet from the nearest street (as measured centerline to centerline).

**Alley/Alley Intersection Policy:** District policy 7210.3.7.1 states that alley to alley intersection may only be considered or allowed under the specific circumstances identified below:

- The lead land use agency supports the land use proposing an alley to alley intersection.
- The intersecting alleys provide access to residential uses. On a case by case basis the District will consider allowing the alley to alley intersections for mixed use areas within a development.
- For alley/alley intersections, base the sight triangle on the 10x20 and use ACHD Policy 7200 Figure 3, but decrease the driver's eye location to 10' from the edge of travel way.
• For the horizontal curves in an alley base the clear sight triangle on AASHTO equation 3-38. \( HSO = R(1 - \cos(28.65\times S/R)) \). The value for \( S \) shall be based on a single vehicle approaching a nonmoving object at 15 mph.
• Appropriate radii and site distances are accommodated at the alley/alley intersection. The minimum inside radius at the alley/alley intersection shall be 28-feet and the minimum outside radius shall be 48-feet. The radii at the intersection shall accommodate the planned design vehicle, most typically a sanitary services vehicle.
• The sight triangles shall either be identified as common spaces with landscaping restrictions or permanent easements identified on the plat.
• A coordination meeting is held with the applicable agency staff (fire department, police department, sanitary service provider, land use agency, and ACHD) to discuss and resolve potential issues.
• The crossing alley has a maximum block length of 500-feet (measured near edge to near edge of the intersecting streets). The crossing alley shall intersect a public street at each end and shall not terminate at another alley. The crossing alley is the alley that has intersections with two public streets and an intersection with the perpendicular alley.

**Alley/Local Street Intersections Policy:** District Policy 7210.3.7.2 states that alleys may intersect all types of local streets including minor local streets. Alleys shall generally be designed with a curb cut type approach when intersecting a local street. Alleys shall generally intersect streets in the middle of the block equally offsetting the intersecting streets. Alleys shall either align with alley/street intersections or provide a minimum 100-foot offset (measured centerline to centerline) from other local street intersections. For alley intersections with local streets, the District may consider a reduced offset if the lead land use agency’s required lot size allows for shorter buildable lots.

**Alley/Collector Street Intersections Policy:** District Policy 7210.3.7.3 states that alleys may intersect collector roadways. Alleys intersecting collector roadways shall generally be designed with a curb return type approach with a minimum back of curb radius of 28-feet. Typically, alleys will only intersect classified collector roadways within a downtown gridded street system setting. Alleys shall generally intersect the residential collector or collector streets in the middle of the block equally offsetting the intersecting streets. If the alley/collector intersection does not occur within a gridded street system, then alley/collector intersection shall offset any other intersection by the standard driveway offset requirements as outlined in Section 7206.4.

**Minimum Angle of Intersection Policy:** District Policy 7211.4 states that a 90-degree angle of intersection should be designed where practical. In no case will the intersection angle be less than 75-degrees as measured from centerline of intersecting street.

d. **Applicant Proposal:** The applicant has proposed to construct several alleys throughout the development. All of the alleys are proposed to be 16-feet in width and constructed within 16-feet of right-of-way. The alley locations and intersections are as follows:

• Alley 11 is proposed to be located approximately 160-feet south of E. Timbersaw Drive. It intersects Farrier Way on the west, Granary Way in the middle, and Old Orchard Way on the east.

• Alley 13 is proposed to be located approximately 150-feet east of Farrier Way. It intersects alley 11 on the north, Balcom Drive in the middle, and alley c on the south.

• Alley 14 is proposed to be located approximately 130-feet south of Timbersaw Drive. It intersects Wise Way on the west and Palmatier Way on the east.

• Alley C is proposed to be located approximately 160-feet north of existing Warm Springs. Farrier Way on the west, Granary Way in the middle, and Old Orchard Way on the east.
Staff Comments/Recommendations: The applicant's proposal for the four T-type alleys consisting of Alley C's intersection with Alleys 13 and 14, and Alley 11's intersection with Alleys 13 and 14 (shown below) meets District policy, and should be approved as proposed. Meet the Minimum Angle of Intersection policy which requires a 90-degree angle of intersection be designed where practical. In no case will the intersection angle be less than 75-degrees as measured from centerline of intersecting street.

District Policy 7240.4.3 requires written fire department approval for any street section narrower than 36-feet. The Boise City Fire Department has previously approved the use of the proposed street section within the Harris Ranch Specific Area Plan.
All alley to alley intersections should be designed based on the 10 X 20 sight triangle required by Boise City Code 11-01-03.1, and ACHD policy detail 72-F7A. The driver's eye location should be decreased to 10-feet from the edge of the travel way.

The applicant should be required to install “No Parking” signs within all of the proposed alleys. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Curb-cut approaches at alley to collector roadway intersections are approved with this application.

11. **Roadway Offsets**
   a. **Policy**
      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).

   b. **Applicant’s Proposal:** The applicant has proposed a number of interior roadways, all of which meet or exceed District Roadway Offset Policy.

   d. **Staff Comments/Recommendations:** The applicant’s proposed roadways meet or exceed District Roadway Offset policy and should be approved as proposed.

12. **Tree Planters**
   **Tree Planter Policy:** 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.

13. **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.

14. **Other Access**
   Warm Springs Avenue is classified as a minor arterial roadway, Old Orchard Way is classified as residential collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. **Site Specific Conditions of Approval**
1. Comply with all recommendations and conditions of the Specific Area Plan for each preliminary plat application unless specifically modified in subsequent preliminary plat approvals.
2. Provide an update to the TIS after 240 lots have been preliminary platted or 4 years from the
date of the previous updated TIS, whichever occurs first. All TIS submittals must meet ACHD
policy requirements at the time of submittal. The TIS update shall include the following items:
   • Updated traffic counts for the impacted roadway segments and intersections listed in the
     previous TIS;
   • Information from the built development to date including actual traffic counts and actual
     measured trip capture (trip capture shall be assumed to be zero, for built development, if
     no measurements are provided);
   • Projected trip generation, trip distribution and assignment, and anticipated trip capture
     for the current phase under consideration (preliminary plat application), based on
     development of the applicable land uses;
   • Necessary mitigation measures for the current phase;
   • Updates to all analysis, conclusions, and recommendations found to be out of date or in
     need of correction based on the updated information.

3. The Cooperative Development Agreement and the First and Second Addendums shall be
   replaced with a new Cooperative Development Agreement reflecting the October 3, 2012
   Commission action prior to final plat approval for any final plat containing the 274th lot.

4. All of the improvements below shall be constructed by the applicant prior to plan or plat approval
   for any final plat phase exceeding 498 total lots or 621 residential units or by the July 1, 2014
   date as required by the City of Boise, whichever occurs first.
   a. The extension of Parkcenter Boulevard constructed as a principal arterial roadway.
   b. Two dual lane roundabouts, the first and second roundabouts along the southerly
      bypass:
      i. One located at the intersection of Parkcenter/existing Warm Springs (two entry
         lanes on the north and eastbound approaches).
      ii. The second roundabout on the bypass at the intersection with Wise Way.
   c. The bypass between the first and second roundabouts.

5. The southerly bypass shall be constructed by the applicant within 12 months, of existing Warm
   Springs Avenue reaching the 530 vph threshold as measured by a permanent counter west of
   Perrault Way. Flexibility in the allowed duration of construction may be considered depending
   on the conditions at the time such as weather and issues specifically related to the proximity to
   the river. Any time extensions shall be approved in advance by ACHD. The 530 vph count shall
   be determined by the 30th highest directional hourly volume in the year.

6. Construction of the southerly bypass shall be completed by the applicant and accepted by
   ACHD prior to plan approval or any final plat phase within the 7th Phase of the development or
   any final plat which exceeds 748 lots and/or 994 residential units.
   a. The southerly bypass shall be constructed as a four lane minor arterial from the
      Parkcenter/Warm Spring intersection east to the bypass/Tapaderas intersection, two
      lanes from the bypass/Tapaderas intersection to the bypass/existing Warm Springs
      intersection.
   b. The three roundabouts proposed to be constructed on the southerly bypass shall be
      constructed as dual lane roundabouts with two entry lanes on the eastbound approach
      and free running right turn lane at the bypass/Tapaderas intersection.

7. Dedicate the right-of-way necessary for the construction of the southerly bypass prior to plan or
   final plat approval for any phase of development abutting existing Warm Springs Avenue.
8. Prior to final plat approval for any phase abutting roadway segments with pressure irrigation in the right-of-way and sidewalks within the right-of-way or easements granted to ACHD, the right-of-way and sidewalk easements should be vacated and sidewalk easements granted to and accepted by the City of Boise. This shall apply only to the right-of-way and easements associated with the roadway segments directly abutting the parcel or parcels proposed to be platted by the applicant. The applicant is required to work collaboratively with ACHD and the City of Boise to convert the sidewalks, rights-of-way and sidewalk easements within the previous phases of the development, Dallas Harris Estates phases 1 through 5 to conform to the tenets of the requirements of Section B5.

9. Construct one roundabout at the intersection of Warm Springs Avenue/Old Orchard Way only after the construction of the roundabout at the Warm Springs/Parkcenter intersection.

10. Interim improvements to existing Warm Springs Avenue (improvements prior to construction of the southerly bypass) shall begin at Perrault Way moving east without leapfrogging over roadway segments or intersections from the first roundabout through the Idaho Power corridor. The improvements shall include constructing existing Warm Springs Avenue to a 48-foot three lane Collector street section, with two 12-foot travel lanes, two 6-foot bike lanes, 11-foot center landscape island in 50-feet of right-of-way with two 8-foot planter strips. The right-of-way shall extend to 1-foot behind the back edge of curb.
   a. The 11-foot center landscape island shall be temporarily omitted at two intersections - Trailwood Way/Farrier Way and Shadywood Way. At these two intersections northbound left turn lanes shall be constructed. All other intersections, with the exception of the four roundabouts, shall be restricted to right-in/right-out movements only with the installation of concrete barriers.
   b. The northbound left turn lanes at the intersection of Trailwood/Farrier Way and Shadywood Way shall be designed and constructed meeting all ACHD standards; and provide a minimum 50 feet of storage with 50 foot tapers at the intersections.
   c. The applicant shall be required to submit a plan for the installation of the concrete barriers for review and approval. This shall include a signage plan for these intersections meeting MUTCD requirements.
   d. The landscape medians shall remain as public right-of-way and the applicant shall enter into a license agreement for the maintenance of any proposed landscaping.
   e. The applicant shall install Rapid Rectangular Flashing Beacons or similar treatment as approved by ACHD for pedestrian safety at the intersection of Trailwood Way/Farrier Way and Shadywood Way until the southerly bypass is constructed and accepted.

11. Remove the interim improvements (concrete barriers) on existing Warm Springs Avenue prior to final acceptance of the southerly bypass.

12. A minimum 5-foot wide detached concrete sidewalk shall be constructed by the applicant on both sides of existing Warm Springs Avenue as originally proposed within an easement to the City of Boise except at pedestrian ramps and intersections including alleys. The easement shall, at a minimum, extend from the right-of-way line to the back-of-walk. The applicant must also obtain approval from the City Council for Boise City acceptance of jurisdiction over the public sidewalks and execution of the sidewalk easement. The Dallas Harris Estates Homeowner's Association will be responsible to maintain the sidewalks.

13. Warm Springs Avenue Construction Phasing:

   The applicant shall adhere to the following criteria to minimize the impacts to the public until the southerly arterial bypass is constructed and open:

   a. No alteration to existing Warm Springs Avenue until after the 1st Roundabout and Parkcenter Boulevard west to the east Parkcenter Bridge is completed; provided the
requirement to construct these improvements by July 1, 2014 is not changed by the ACHD Commission.

b. No alteration to existing Warm Springs Avenue until Old Hickory Way (new north-south collector roadway) is completed and Barber Drive west of Old Hickory Way is reconstructed and available to be utilized as the detour route.

c. Construction or closures on existing Warm Springs Avenue between Memorial Day and Labor Day may be considered by ACHD upon review of site conditions and other relevant factors. The construction schedule shall be submitted to ACHD for review no later than March 1st to provide a sufficient construction window before Memorial Day. No construction or closures on existing Warm Springs Avenue between Memorial Day and Labor Day should be allowed if the construction can be accomplished earlier in the year. All construction or closures on existing Warm Springs Avenue must be approved by ACHD, and only after review and concurrence with the proposed construction schedule.

d. Warm Springs Avenue construction phases necessitating a closure of existing Warm Springs Avenue may not occur in consecutive calendar years beginning in 2015. This will allow construction on Warm Springs Avenue in 2014 and 2015.

e. Provide ACHD written approval from Boise City Fire Department for alternative access during all construction phases impacting Warm Springs Avenue.

14. Vacate a portion of the existing 80-foot wide right-of-way on the portion of existing Warm Springs Avenue that the applicant is proposing to reconstruct and plat. The right-of-way vacation shall be completed and recorded prior to ACHD issuance of permits for the reconstruction of the roadway and prior to scheduling a final plat for signature, which abuts existing Warm Spring Avenue. The right-of-way shall only encompass the roadway improvements and 1-foot behind the back of curb, to total 50-feet of right-of-way.

15. Construct Old Orchard Way with two 11-foot travel lanes, 5-foot bike lanes, 8-foot parking lanes and 8-foot planter strips within right-of-way that extends to 1-foot behind the back edge of curb. Six-foot wide detached concrete sidewalks must be constructed along both sides of Old Orchard Way within a separate sidewalk easement to the City of Boise except at pedestrian ramps and intersections including alleys. The easement shall, at a minimum, extend from the right-of-way line to the back-of-walk. The applicant must also obtain approval from the City Council for Boise City acceptance of jurisdiction over the public sidewalks and execution of the sidewalk easement. The Dallas Harris Estates Homeowner’s Association will be responsible to maintain the sidewalks.

16. Construct Farrier Way and Granary Way as 33-foot street sections with two 9-foot travel lanes, 7-foot parking lanes and 8-foot planter strips within right-of-way that extends to 1-foot behind the back edge of curb. Six-foot wide detached concrete sidewalks must be constructed along both sides of these roadways within separate sidewalk easements to the City of Boise except at pedestrian ramps and intersections including alleys. The easements shall, at a minimum, extend from the right-of-way line to the back-of-walk. The applicant must also obtain approval from the City Council for Boise City acceptance of jurisdiction over the public sidewalks and execution of the sidewalk easement. The Dallas Harris Estates Homeowner’s Association will be responsible to maintain the sidewalks.

17. Construct bulb-outs at the following intersections, as proposed. Provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, measured from face-of-curb to face-of-curb.

- Balcom Drive/Farrier Way
- Balcom Drive/Granary Way
- Balcom Drive/Old Orchard Way
• Granary Way/Timbersaw Drive
• Granary Way/Existing Warm Springs
• Farrier Way/Timbersaw Way
• Balcom/Old Orchard Way

18. Meet the Minimum Angle of Intersection policy which requires a 90-degree angle of intersection be designed where practical. In no case will the intersection angle be less than 75-degrees as measured from centerline of intersecting street.

19. Construct a temporary cul-de-sac turnaround at the terminus of Granary Way at Warm Springs Avenue, as proposed. Provide a minimum 45-foot radius for the turnaround. This cul-de-sac will still be required if the street is to be constructed prior to a new CDA being in place and prior to existing Warm Springs being constructed.

20. Provide written fire department approval for any street section narrower than 36-feet.

21. Construct four 16-foot wide T-type alleys consisting of Alley C’s intersection with Alleys 13 and 14, and Alleys 11’s intersection with Alleys 13 and 14, as proposed.

22. Install “No Parking” signs within all of the proposed alleys. The signs should be located at the alley/street intersections. Coordinate a signage program with District Traffic Services and Development Review staff.

23. All alley to alley intersections should be designed based on the 10 X 20 sight triangle required by Boise City Code 11-01-03.1, and ACHD policy detail 72-F7A. The driver’s eye location should be decreased to 10-feet from the edge of the travel way.

24. Curb-cut approaches at alley to collector roadway intersections are approved with this application.

25. Direct lot access to Warm Springs and Old Orchard Way is prohibited and shall be noted on the final plat.


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, 7203.6, 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 consistent with applicable federal, state and local laws.

Attachments

1. Vicinity Map
2. Site Plan
3. Request for Waiver of Traffic Impact Study
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines
September 23, 2011

Gary Inselman
Ada County Highway District
3775 N. Adams St.
Garden City, ID 83714-6499

RE: Dallas Harris Estates No. 8 Preliminary Plat

Dear Mr. Inselman:

With this letter and attached preliminary plat document, and on behalf of Harris Ranch, I am requesting that ACHD hold a public hearing to address and approve this preliminary plat titled “Dallas Harris Estates No. 8 Preliminary Plat”.

As we discussed in the pre-application meeting, we are also asking for a deferral of the traffic study that was set as a condition to each preliminary plat application. There are currently just over 40 lots that have been platted in the new Dallas Harris Estates development with just over 20 occupied homes. In addition, the “Cliffs” project has been terminated with the sale of the property to Boise City for wildlife preservation, which dramatically reduces the overall anticipated traffic onto the roadways through Harris Ranch. Harris Ranch will agree to conduct this traffic study at the time Harris Ranch and ACHD address the improvements along existing Warm Springs Avenue. This coordination is anticipated to take place in the coming months.

With this submittal, Harris Ranch reaches the critical seventh intersection along existing Warm Springs Avenue. ACHD has set a limit of six intersections tying into Warm Springs until the southerly Parkway has been constructed. With this preliminary plat, we are proposing to only make six connections to Warm Springs, with the construction of Granery Way terminating at the south Alley “C”. We will construct a temporary paved turn around, or an approved hammerhead at the south terminus of this roadway and not connect into Warm Springs. This will allow the complete construction of Old Orchard Way, a collector roadway, from Warm Springs Avenue to Barber Road and terminate Granery Way, which is a local roadway.
I will be making application to Boise City for the same preliminary plat on Tuesday, September 23, 2011. With this cutoff date, Boise City will schedule the Planning and Zoning hearing for either November 7th, or November 14th of 2011. Your review of this project and scheduling of the ACHD hearing ahead of this Boise City schedule is greatly appreciated.

Sincerely,

[Signature]

David G. Powell, P.E.
Project Engineer
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.