June 13, 2013

To: ACHD Commission
From: Development Review Section
       Kaci Bader
Subject: Final Plat: Dallas Harris Estates Subdivision No. 10
Meeting Date: June 19, 2013

FACTS & FINDINGS:

1. Dallas Harris Estates Subdivision No. 10 is a 12 buildable and 0 common lot residential subdivision on 6.84 acres. This site is located on E. Barber Drive, east of Warm Springs Avenue.

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 April 16, 2008 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 providing correct lids on manholes, grouting sand and grease trap, grading borrow ditch, construct cut-off ditch, and cleaning of streets. The applicant has provided a financial surety of $20,000 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. 10 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

KNOW ALL MEN 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 SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 8 NORTH, RANGE 7 EAST, ROCK COUNTY, IDAHO, AND THE SOUTHWEST 1/4 OF SECTION 20, TOWNSHIP 8 NORTH, RANGE 7 EAST, ROCK COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BOUNDARY OF: A PARTIAL BOUNDARY OF SAID BARBER VALLEY DEVELOPMENT, INC., AS DESCRIBED IN CERTIFICATE OF OWNERS NO. 10, OF RECORD IN BOOK 103 OF PLATS AT PAGE 1397, THROUGH BOOK 107, OFFICIAL RECORDS OF BUNKER HILL, IDAHO, AND CONTAINING ALONG THE EASTERN, SOUTHERN, AND WESTERN BOUNDARIES OF SAID PARCEL 113.77 FEET, AND ALONG THE NORTHERN BOUNDARY 441.93 FEET, ALL AS ALSO DESCRIBED IN CERTIFICATE OF OWNERS NO. 10, OF RECORD IN BOOK 103 OF PLATS AT PAGE 1397, THROUGH BOOK 107, OFFICIAL RECORDS OF BUNKER HILL, IDAHO.

OWNERS:

IN WITNESS WHEREOF, THE GRANTORS HAVE CAUSED THIS INSTRUMENT TO BE EXECUTED THIS 3 DAY OF APRIL, 2013.

BARBER VALLEY DEVELOPMENT, INC., AN IDAHO CORPORATION.

FELICIA HARRIS HURST

GENE W. HARRIS

ACKNOWLEDGEMENT

STATE OF IDAHO

COUNTY OF ADA

ON THIS 3 DAY OF APRIL, 2013, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED FELICIA HARRIS, 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 HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE. FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR IDAHO

RESIDING AT:

BOISE, IDAHO

EXPIRES: 10/25/2019

ACKNOWLEDGEMENT

STATE OF IDAHO

COUNTY OF ADA

ON THIS 3 DAY OF APRIL, 2013, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED FELICIA HARRIS, 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 HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE. FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR IDAHO

RESIDING AT:

BOISE, IDAHO

EXPIRES: 10/25/2019
DALLAS HARRIS ESTATES SUBDIVISION NO. 10

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the __ day of ________.

CHAIRMAN: ACH

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied in accordance with the letter to be read on file with the county recorder or his agent listing the conditions of approval. Sanitary restrictions may be re-imposed, in accordance with Section 50-1326, Idaho Code, by issuance of a Certification of Disapproval.

0 Central District Health Department
5-29-13

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

Boise City Engineer

APPROVAL OF CITY COUNCIL
I, the undersigned, City Clerk in and for the City of Boise, Ada County, Idaho, do hereby certify that at a regular meeting of the City Council held on the ____ day of ________, this plat was duly accepted and approved.

City Clerk, Boise, Idaho

CERTIFICATE OF SURVEYOR
I, Patrick J. Scheffler, Do hereby certify that I am a professional land surveyor licensed by the State of Idaho, and that this plat as described in the certificate of owners was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points plotted therein, and is in conformity with the State of Idaho code relating to plats and surveys.

Patrick J. Scheffler, P.E.
Boise, Idaho

CERTIFICATE OF COUNTY SURVEYOR
I, the undersigned, County Surveyor, in and for Ada County, Idaho, do hereby certify that I have checked this plat and that it complies with the state of Idaho code relating to plats and surveys.

County Surveyor

CERTIFICATE OF THE COUNTY TREASURER
I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I.C. 56-1305 do hereby certify that any and all current and/or delinquent county 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

I hereby certify that this instrument was filed for record at the request of Barber Valley Development, Inc. at ___ minutes past ___ o'clock ___ M., on this ___ day of ________________, 20___ , in Plat ___ at page ___.

Instrument No.
Ex-Officio Recorder

Developed:
Barber Valley Development, Inc.
Boise, Idaho

JOB NO. 10-009-10
Sheet 4 of 4
Project/File: Harris Ranch No. 11
This application was originally approved by the ACHD Commission on April 16, 2008. The ACHD Commission acted on application ZOA12-0002 on October 3, 2012. That action modified the requirements of Harris Ranch No. 11 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 162 residential lots and approximately 59,300 square feet of mixed commercial uses on approximately 65.25 acres. The site is located at 3051 S. Wise Way in Boise, Idaho.

Lead Agency: City of Boise
Site address: 3051 S. Wise Way
Commission Hearing: March 13, 2013
Consent Agenda
Commission Approval: March 13, 2013
Applicant: LeNir Ltd.
4940 E. Mill Station Dr.
STE 101-B
Boise, ID 83716
Representative: RiveRidge Engineering
3046 S. Brown Way
Boise, ID 83716
Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achd.idaho.org
Tech Review: XXXX, 2013

Application Information:
Acreage: 65.25
Current Zoning: R-3D/DA and R-OD/DA
Building Lots: 141
Common Lots: 10

A. Findings of Fact

Existing Conditions
1. **Site Information:** This site is currently vacant.

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>Single-Family Residential</td>
<td>A-1</td>
</tr>
<tr>
<td></td>
<td>Single-Family Residential</td>
<td>A-1/DA</td>
</tr>
<tr>
<td></td>
<td>Planned Commercial</td>
<td>C-4D/DA</td>
</tr>
<tr>
<td>South</td>
<td>Service Commercial</td>
<td>C-3D/DA</td>
</tr>
<tr>
<td>East</td>
<td>Single-Family Residential</td>
<td>R-1C/DA</td>
</tr>
<tr>
<td></td>
<td>Multi-Family Residential</td>
<td>R-3D/DA</td>
</tr>
<tr>
<td>West</td>
<td>Single-Family Residential</td>
<td>A-1</td>
</tr>
<tr>
<td></td>
<td>Service Commercial</td>
<td>C-3D/DA</td>
</tr>
</tbody>
</table>

3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**
   - Warm Springs Avenue is currently improved with 2 traffic lanes, and no curb, gutter, or sidewalk abutting the site. There is 80-feet of right-of-way existing for Warm Springs Avenue (40-feet from centerline).
   - Barber Drive is currently improved with 2 traffic lanes, and no curb, gutter, or sidewalk abutting the site. There is 50-feet of right-of-way existing for Barber Road (25-feet from centerline).
   - Wise Way is currently improved with 2 traffic lanes, and no curb, gutter, or sidewalk abutting the site. There is 60-feet of right-of-way existing for Wise Way (30-feet from centerline).

4. **Existing Access:** There are several existing access points to this parcel located off of Warm Springs Avenue, Barber Drive, and Wise Way.

5. **Site History:** ACHD previously reviewed and approved the Harris Ranch Specific Area Plan on April 10, 2007.

**Development Impacts**

6. **Trip Generation:** This development is estimated to generate 2,084 additional vehicle trips per day based on the submitted traffic impact study.

7. **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.

8. **Impacted Roadways:**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service*</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Springs Avenue</td>
<td>700'</td>
<td>Minor I Arterial</td>
<td>5,330 west of Eckert in April 2006</td>
<td>Better than &quot;C&quot;</td>
<td>45MPH</td>
</tr>
<tr>
<td>Barber Drive</td>
<td>2,300'</td>
<td>Local Roadway</td>
<td>595 east of Warm Springs in April 2006</td>
<td>N/A</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Wise Way</td>
<td>750'</td>
<td>Local Roadway</td>
<td>N/A</td>
<td>N/A</td>
<td>20 MPH</td>
</tr>
</tbody>
</table>

*Acceptable level of service for a two-lane minor arterial roadway is "D" (14,000 VTD).
** Traffic counts in the table above

### 9. Capital Improvements Plan/Five Year Work Program

The Parkcenter Blvd East River Crossing is currently scheduled in the District’s Five Year Work Plan for construction in 2009. Notice to proceed with the project has been issued and the District is moving forward with the project. The project includes construction of a river crossing connecting Park Center Blvd to Warm Spring Avenue. The bridge will have 4 vehicular lanes and the connecting roadway will be a 5-lane section. The project will include bike lanes, sidewalk, curb, and gutter the length of the project.

The following improvement is scheduled in the District Capital Improvement Plan (CIP).

- The intersection of Warm Springs and Eckert is scheduled to be widened to 3-lanes on all approaches and signalized in the timeframe of 2019 to 2028.

### B. Findings for Consideration

1. **Harris Ranch Specific Area Plan**

   On October 3, 2012, the ACHD Commission heard and approved modifications to ACHD’s 2007 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 April 16, 2008 action on Harris Ranch No. 11 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**

   A traffic impact study for Harris Ranch No. 11 (Phase 1 of the Harris Ranch Specific Area Plan) was prepared by Stanley Consultants. Below is a summary of the findings.

   Phase 1 of the Harris Ranch and Barber Station comprises a total of 162 residential dwelling units and approximately 59,300 square foot of mixed commercial uses. Phase 1 is projected to be built out by 2009 and is estimated to generate approximately 2,084 total daily trips and 219 trips during the PM peak hour. Approximately 1% of the site traffic is projected to be retained on site.

   - Warm Springs Avenue is projected to have sufficient capacity as a 2-lane minor arterial to accommodate the projected 2009 total traffic conditions.

   - Eckert Road is projected to have sufficient capacity as a 2-lane minor arterial to accommodate the projected 2009 total traffic conditions.

   - The Warm Springs Avenue and Eckert Road intersection is projected to operate at acceptable LOS with existing intersection control and lane configuration.

   - The Boise Avenue and Eckert Road intersection is projected to operate at acceptable LOS on all approaches with existing intersection controls and lane configurations. However, the north bound lane currently meets warrants for a left-turn lane.
o The proposed site access roadway though the Barber Station site should be constructed as planned.

o All proposed roundabouts are projected to have sufficient capacity as a single-lane roundabout.

o The AADT on Warm Springs Avenue is projected to be less than 11,430 in 2009 without the Cliff and Brighton Mill traffic.

3. Future 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 preliminary 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.

Staff Comment/Recommendation: The comments and recommendations of the submitted Phase 1 traffic impact study are consistent with those in the Harris Ranch Specific Area Plan TIS submitted last year. At this time District Traffic Services staff has no additional comments, or requirements.

4. 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.

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. 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)

Figure 1. Bypass Improvements Recommended by the Modified SP01

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.
Right-of-Way and Street Section Policy: District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

Applicant's Proposal: The applicant is proposing to construct the first section of the arterial reroute from Parkcenter/existing Warm Springs to Wise Way with this application (highlighted in green below). The arterial reroute is proposed to be constructed as a 4-lane parkway (73-foot street section) with two 12-foot travel lanes, two 11.5-foot travel lanes, a 12-foot center landscape island, 6.5-foot bike lanes, and 12-foot planter strips. The applicant is proposing to construct 6-foot detached concrete sidewalks within separate easements to the City of Boise.
**Staff Comment/Recommendation:** This is the first section of the proposed new arterial reroute. This section of the roadway will be classified as a minor arterial roadway. The construction of this portion of the arterial reroute needs to follow the Specific Area Plan Recommendation and the City of Boise’s requirements, as mentioned above. These requirements state that this portion of the reroute must be constructed 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. Additionally, the modified SP01 recommends that the southerly bypass should 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.

The applicant’s proposal to construct this section of roadway as a four lane parkway with a center landscape island is approved as proposed, with the exception of the inside lane widths. As identified in the previously approved Specific Area Plan, District policy requires 14-foot travel lanes adjacent to curb lines, this includes center median curbs. The dedicated 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 the proposed arterial reroute 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 B5.

Front on housing, direct lot access, and on-street parking are prohibited on minor arterial roadways. The applicant may choose to construct the first two lanes (needed to serve the site) of the arterial re-route and to construct the two final lanes at a later time. If the applicant does choose to construct only two lanes at this time than the two outside lanes should be constructed with bike lanes, curb, gutter, and sidewalk.

With the Barber Valley Specific Area Plan staff approved of a ¾ access point between the first and second roundabout on the proposed arterial re-route, this will require a break in the median and left turn bay. The applicant is required to coordinate the location of the median break and left turn bay with District Development Review and Traffic Services Staff.

7. **Reclassification of Barber Drive**

Currently, Barber Drive is a local roadway abutting the site carrying approximately 600 vehicle trips per day. In 2020 with full build-out of Harris Ranch, Barber Drive between Collector A and Warm Springs is anticipated to carry over 5,000 vehicle trips per day exceeding the allowable daily trips for local streets (2,000 VTD). Due to the anticipated traffic volumes and its identification as a collector in the Specific Area Plan, District staff recommends that Barber Drive be re-classified with this application as a collector roadway from Collector A to Warm Springs Avenue.
8. **Collector A** (Highlighted to the right)

**Right-of-Way and Street Section Policy:** District policy 72-F1B requires collector roadways to be constructed as 46-foot street sections with vertical curb, gutter, and 5-foot detached (or 7-foot attached) concrete sidewalks within 70-feet of right-of-way. This street section allows for the construction of a 3-lane roadway with bike lanes.

**Applicant’s Proposal:** The applicant has proposed to construct Collector A as a two lane collector roadway with two 11-foot travel lanes, 5-foot bike lanes and 8-foot parking lanes with vertical curb and gutter. The applicant is proposing to construct 7-foot attached concrete sidewalks within an easement to the City of Boise.

**Staff Comment/Recommendation:** Collector A is a portion of the proposed re-routed Warm Springs and should be built to a collector roadway standard as proposed. This section of roadway will run between the future Parkcenter and Barber Drive and at build-out is anticipated to carry 4,770 vehicle trips per day. Due to the anticipated vehicle trips on this section of roadway at build-out and District policy prohibiting on-street parking on the collector roadways, the applicant’s proposal for on-street parking on this collector roadway will not be approved as proposed.

Staff recommends that Collector A be constructed as a standard 46-foot collector with bike lanes, vertical curb, and gutter within right-of-way that extends to 1-foot behind the back edge of curb. The applicant should be required to provide a public sidewalk along Collector A 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 B5 above.

Front on housing, direct lot access, and on-street parking are prohibited on collector roadways.

The submitted preliminary plat shows five lots fronting on Collector A. These five lots will need to be eliminated or this section of the preliminary plat will need to be redesigned to eliminate direct access to the Collector A.

9. **Parkcenter Boulevard (New)** (Highlighted to the right)

**Specific Area Plan Recommendation:** 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.

Right-of-Way Policy: District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

Applicant’s Proposal: The applicant has proposed to construct the new segment of Parkcenter Blvd as a 60-foot street section with four 12-foot travel lanes, 5.5-foot bike lanes, vertical curb, gutter and 7-foot attached concrete sidewalks within 80-feet of right-of-way.

Staff Comment/Recommendation: The Specific Area Plan recommendation above states that the applicant must construct this extension of Parkcenter Boulevard as a principal arterial roadway 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.

The applicant’s proposal to construct Parkcenter Boulevard as a 4-lane roadway with bike lanes, curb, gutter, and sidewalk within 80-feet of right-of-way is consistent with the District’s development agreement with Harris Ranch for the construction of this segment of Parkcenter Boulevard.

10. Existing Warm Springs Avenue (Highlighted to the right)
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**

[Diagram showing existing Warm Springs and Southerly Bypass areas with notes on gray and orange circles]

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

**Figure 5. After the Construction of the Southerly Bypass**

[Diagram showing new street intersections with Warm Springs Avenue after bypass construction]

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.

**Right-of-Way Policy:** District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

**Applicant’s Proposal:** The applicant has proposed to construct existing Warm Springs Avenue as a two lane collector roadway (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. The applicant is proposing to construct 6-foot detached concrete sidewalks within easements to the City of Boise.
Staff Comment/Recommendation: The SP01 modification allows for the gradual development of existing Warm Springs Avenue as Harris Ranch develops. Reference the Specific Area Plan recommendation above for specifics on construction phasing requirements for this portion of existing Warm Springs Avenue.

The SP01 modification also gives recommendations on allowable interim improvements to existing Warm Springs Avenue before the construction of the southerly arterial reroute. These recommendations include the installation and removal requirements of temporary concrete barriers along existing Warm Springs Avenue, the construction of the proposed 11-foot center landscape islands, and the installation of Rapid Rectangular Flashing Beacons (RRFB) at certain intersections. The Specific Area Plan recommendation above gives the specifics of these requirements.

The applicant’s proposal to construct this section of Warm Springs as 48-foot street section with 12-foot travel lanes, 6-foot bike lanes, an 11-foot center landscape island, 8-foot planter strips, and 6-foot detached concrete sidewalks 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, as mentioned above.

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.

The construction of the median along existing Warm Springs Avenue will restrict access to Perrault Way and Wise Way to right-in/right-out. This is consistent with the findings and recommendations of the Specific Area Plan mentioned above.

This section of roadway is still classified as a minor arterial roadway and will remain an arterial roadway until the new arterial reroute is constructed. At that time, ACHD may consider reclassifying the existing Warm Springs Avenue to a collector roadway.

11. Roundabouts

Specific Area Plan Recommendation: 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)

d. The extension of Parkcenter Boulevard constructed as a principal arterial roadway.
e. Two dual lane roundabouts, the first and second roundabouts along the southerly bypass:
   iii. One located at the intersection of Parkcenter/existing Warm Springs (two entry lanes on the north and eastbound approaches).
   iv. The second roundabout on the bypass at the intersection with Wise Way.
f. The bypass between the first and second roundabouts.
Roundabout Policy: The roundabout should be designed with minimum 20-foot street sections on either side of the center island and minimum 16-foot street sections on either side of the splitter islands. The applicant will be required to dedicate sufficient right-of-way on either side of an island. Coordinate the size and design of the roundabout with traffic services staff.

Roundabout Guideline Policy: Principal Arterials – Consider only at arterial/arterial intersections where the 70/30 ratio is satisfied and the 20-year traffic forecast for the intersection is <50,000 ADT. Planned Speed Limit <45 mph.

Minor Arterials – Consider only at locations that warrant a full traffic control such as a traffic signal or an all-way stop. Planned Speed Limit <45 mph.

Collectors – Place only at locations that warrant a full traffic control such as a signal or all way stop with exceptions that meet major policy goals such as an entry feature.

Local Streets – Traffic volumes not an issue but design needs to be RAB design similar to the other street classifications with entry islands and consideration of design vehicle, not traffic circle design.

Applicant’s Proposal: The applicant has proposed to construct three roundabouts throughout the site. The first roundabout is proposed to be located at the intersection of Parkcenter Blvd (New) and Collector A/arterial re-route, the second roundabout is proposed to be located at the intersection of existing Warm Springs and Wise Way, and the third roundabout is proposed to be located at the intersection of the proposed arterial re-route and Wise Way.

Staff Comments/Recommendation: The applicant’s proposal to construct a roundabout at the intersection of the proposed arterial re-route and Parkcenter Blvd (new) and the intersection of the proposed arterial re-route and Wise Way is consistent with the previously approved roundabout locations on Warm Springs Avenue (new arterial) identified in the Harris Ranch Specific Area Plan. These will be the first two roundabouts constructed as part of the new arterial reroute, and are necessary as traffic control devices, as signals would otherwise be needed at these intersections. The construction of these two roundabouts needs to follow the Specific Area Plan recommendation and the City of Boise’s requirements, as mentioned above. These requirements state that these two roundabouts must be constructed 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.

It appears that in order to construct the first roundabout at the intersection of proposed arterial reroute and Parkcenter Blvd (new) additional right-of-way will need to be dedicated from property that is part of the Barber Station development. The right-of-way needed to construct the roundabout will need to be dedicated prior to plans acceptance and signature of the final plat. In addition, the splitter island on the north segment of the roundabout will need to be extended to restrict Alley C to right-in/right-out.

The applicant’s proposal to construct one roundabout at the intersection of Warm Springs Avenue and Wise 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 B10 above.

Coordinate the design and construction of the roundabouts with District Traffic Services and Development Review staff. The islands within the roundabouts should be dedicated as right-of-way. The applicant may apply for a license agreement for any proposed landscaping within the roundabout. The application for the license agreement must be submitted and approved prior to signature of the final plat.
12. **Internal Streets**

**Right-of-Way and Street Section Policy:** District policy 72-F1B requires collector roadways to be constructed as 46-foot street sections with vertical curb, gutter, and 5-foot detached (or 7-foot attached) concrete sidewalks within 70-feet of right-of-way. This street section allows for the construction of a 3-lane roadway with bike lanes.

**Right-of-Way Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.

**36-foot Street Section Policy:** District policy 7204.4.2 states, "Developments with any buildable lot that is less that 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

**Island Policy:** District policy 7202.7 and 7207.5 require islands to be constructed a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway on either side of the traffic island should maintain a minimum of a 21-foot street section. District policy also requires any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat. The design should be reviewed and approved by ACHD's Development staff.

**Applicant Proposal:** The applicant has proposed to construct Hall Drive, Perrault Way (north of Parkcenter), Wise Way (north of Parkcenter), and Palmatier Way as a 33-foot street section with two 9-foot travel lanes, 7-foot parking lanes and 8-foot planter strips. The applicant is proposing to construct 6-foot detached concrete sidewalks along these roadways within an easement to the City of Boise.

Perrault Way south of Parkcenter is proposed to be constructed as a 39-foot street section with two 11-foot travel lanes, 8-foot parking lanes and 8-foot planter strips. The applicant is proposing to construct 6-foot detached concrete sidewalks along Perrault Way within an easement to the City of Boise.

Wise Way south of Parkcenter is proposed to be constructed with two 11-foot travel lanes, 8-foot parking lanes and 8-foot planter strips. The applicant is proposing to construct 6-foot detached concrete sidewalks along Wise Way within an easement to the City of Boise.

The applicant has proposed to construct Timbersaw Drive as a two lane 48-foot collector roadway with two 12-foot travel lanes, 6-foot bike lanes, an 11-foot center landscape island and 8-foot planter strips. The applicant is proposing to construct 6-foot detached concrete sidewalks along Timbersaw Drive within an easement to the City of Boise.

The applicant has proposed to construct Barber Drive as a two lane rural 32-foot street section with two 11-foot travel lanes, 5-foot bike lanes and an 8-foot planter strip. The applicant is proposing to construct a 6-foot detached concrete sidewalk on one side of Barber Drive within an easement to the City of Boise.

The applicant has proposed to construct bulb-outs at the following intersections:

- Perrault/Wise Way
- Perrault/Existing Warm Springs
- Perrault/Foot Path
- Perrault/Timbersaw Drive
- Perrault/Hall Drive
- Hall Drive/Collector A
- Hall Drive/Wise Way
- Hall Drive/Palmatier Way
- Hall Drive/Old Orchard
- Wise Way/Existing Warm Springs
- Wise Way/Timbersaw
- Wise Way/Hall Drive

**Staff Comment/Recommendation:** The applicant's proposal to construct Hall Drive, Perrault Way (north of Parkcenter), Wise Way (north of Parkcenter) and Palmatier Way as 33-foot street sections with two 9-foot travel lanes, 7-foot parking lanes, 8-foot planter strips, and 6-foot detached concrete sidewalks should be approved as proposed. The right-of-way shall extend to 1-foot behind the back edge of curb.

The applicant's proposal to construct Perrault Way (south of Parkcenter) and Wise Way (south of Parkcenter) as 39-foot street sections with two 11-foot travel lanes, 8-foot parking lanes, 8-foot planter strips, and 6-foot detached concrete sidewalks should be approved as proposed. The right-of-way shall extend to 1-foot behind the back edge of curb.

The applicant's proposal to construct Timbersaw Drive as a 48-foot street section with two 12-foot travel lanes, 6-foot bike lanes, an 11-foot center landscape island, 8-foot planter strips, and 6-foot detached concrete sidewalks should be approved as proposed. The right-of-way shall extend to 1-foot behind the back edge of curb. The site plan shows several lots that are proposed to front on Timbersaw Drive. 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.

The applicant's proposal to construct Barber Drive as a two lane rural street section with sidewalk on one side of the roadway should be approved as proposed.

The applicant should be required to provide public sidewalks along Hall Drive, Perrault Way, Wise Way, Palmatier Way, Timbersaw, and on one side of Barber Drive 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 B5.

The applicant's proposal to construct bulb-outs at the intersections identified above is 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.

District Policy 7240.4.3 requires written fire department approval for any street section narrower than 36-feet.

13. **Alleys**

**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. ACHD's Alley Policy has been updated to allow for the construction of alleys with curves and T-type alleys similar to those proposed by Harris Ranch in SP01. Although the Alley Policy does not allow for the H-type alleys proposed throughout the development, the Commission has granted waivers of policy to
allow for the construction of the H-type alleys through actions on the preliminary plats. The Commission granted the waivers to ensure jurisdiction over the alleys if issues arose in the future.

**Alley Policy:** District policy 7204.10.1 requires the minimum right-of-way width for new alleys to be 16-feet if: the alley is abutted by residential uses and zoning on both sides; and building setbacks required by the land use agency having jurisdiction provide sufficient space for the safe backing of vehicles into the alley; and 20-feet in all other situations. Dedication of clear title to the right-of-way and the improvement of the right-of-way, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development. The alley shall be improved by paving the full width and length of the right-of-way.

**Access Policy:** Access is allowed to and from a fully improved alley (District policy 7204.10.2). Parking shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking. An access to an alley shall be located a minimum of 25-feet from the nearest public street.

**Intersection Policy:** District Policy 7204.10.3 states a minimum of back-of-curb radius of 15-feet is required at all alley intersections.

**Design Policy:** District policy 7202.6 states that alleys shall connect to a public street at each end and shall not terminate in dead-ends. Alleys with curves are not allowed without specific District approval taken on good cause shown. Curves shall have a minimum inside radius of 26-feet.

**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 A is proposed to be located approximately 130-feet north of Timbersaw Drive. It intersects Warm Springs Avenue on the west, Perrault Way in the middle, and Wise Way on the east.

- Alley 1 is proposed to be located approximately 120-feet east of Collector A, intersecting Hall Drive and Alley A.

- Alley 2 is proposed to be located 420-feet east of Collector A, intersecting Hall Drive and Alley A.

- When combined the intersection of Alley A and Alley’s 1 and 2 create two T-type intersections.

- Alley B is proposed to be located approximately 130-feet south of Timbersaw Drive, intersecting Wise Way on the east.

- Alley C is proposed to be located approximately 110-feet north of existing Warm Springs, intersecting Collector A to the west and Wise Way to the east.

- Alley 3 intersects Alley B and C.

- Alley 4 intersects Alley B and C.

**Staff Comment/Recommendation:** As outlined within the Specific Area Plan, all of the proposed alleys (curve, T-type, and H-type) should be designed and constructed as proposed and meeting all other ACHD policies in effect at the time of preliminary plat approval.
14. **Roadway Offsets**

**Roadway Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 300-feet from an arterial roadway (measured centerline to centerline).

District policy 7204.11.6, requires local roadways to align or offset a minimum of 150-feet from a collector roadway (measured centerline to centerline).

District policy 7204.11.6, requires local roadways to align or offset a minimum of 125-feet from another local roadway (measured centerline to centerline).

**Staff Comment/Recommendation:** All of the proposed roadways meet or exceed District Roadway Offset policy.

15. **Stub Streets**

**Stub Street Policy:** District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, “non-continuous streets.” District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

**Applicant Proposal:** The applicant has proposed to construct 5 stub streets to the south and 7 stub streets to the east. The stub streets are proposed to located as follows:

- First stub street to the south, Old Orchard Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
- Second stub street to the south, Granary Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
- Third stub street to the south, Farrier Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
- Fourth stub street to the south, Palmatier Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
- Fifth stub street to the south, Wise Way, proposed to be located at the south property line.
- First stub street to the east, Hall Court, proposed to be located approximately 310-feet south of Barber Drive (measured near edge to near edge)
- Second stub street to the east, Alley A, proposed to be located 130-feet north of Timbersaw Drive (measured near edge to near edge)
- Third stub street to the east, Timbersaw Drive, proposed to be located approximately 760-feet south of the north property line (measured property line to near edge).
- Fourth stub street to the east, Alley B, proposed to be located 130-feet south of Timbersaw Drive (measured near edge to near edge).
- Fifth stub street to the east, Alley C, proposed to be located 110-feet north of Park Center (measured near edge to near edge).
• Sixth stub street to the east, Perrault Drive/Dallas Drive, proposed to be located approximately 580-feet north of the south property line (measured property line to centerline).
• Seventh stub street to the east, proposed arterial re-route, proposed to be located at the east property line.

Staff Comment/Recommendation: The applicant's proposal meets District policy.

16. Access/Driveways
Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 72-F4 (1) and 72-F4 (2), requires driveways located on local residential roadways to offset a controlled and/or uncontrolled intersection a minimum of 50-feet (measured near edge to near edge).

District policy 72-F4 (1) and 72-F4 (2), requires driveways located on commercial/industrial roadways to offset a controlled and/or uncontrolled intersection a minimum of 50-feet (measured near edge to near edge).

Driveway Width Policy: District Policy 7207.9.3 restricts residential driveways to a maximum width of 20-feet.

District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers with 15-foot radii abutting the existing roadway edge.

Staff Comment/Recommendation: The applicant has not proposed specific access points with this application. Access points will be reviewed with future development applications. Direct lot access to arterial and collector roadways is prohibited.

17. Greenbelt
Staff Comment/Recommendation: The Greenbelt is located on the south side of the existing Warm Springs Avenue though the site. The site plan shows two crossings of the Greenbelt (Perrault Way and Wise Way). The applicant will need to submit plans for the crossings and received approval from the appropriate jurisdictions for the new intersection crossing the Greenbelt prior to its relocation.
18. **Future Right-of-Way**  
**Staff Comment/Recommendation:** Once the proposed arterial re-route is completely constructed, than the applicant may apply for vacation to vacate existing right-of-way on Warm Springs at that time. There is no guarantee that existing right-of-way on Warm Springs will be vacated.

19. **Access for Storm Drains and Detention Ponds**  
**Staff Comment/Recommendation:** The applicant is required to provide access roads to the storm drain and detention pond facilities. Coordinate the location and design of the access roads with District Development Review staff.

20. **Tree Planters**  
**Tree Planter Policy:** Tree Planter Policy: The District’s Tree Planter Width Interim 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.

21. **Other Access**  
Warm Springs Avenue, Parkcenter Blvd, and Timbersaw Drive are classified as minor arterial, principal arterial, and collector roadways, respectively. 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.

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**C. 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. 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.

5. The southerly bypass (arterial re-route) 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 Springs intersection east to the bypass/Tapadaras intersection, two lanes from the bypass/Tapadaras 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/Tapadaras intersection.

7. Construct the proposed arterial re-route as a 77-foot street section from back of curb to back of curb with two 14-foot travel lanes (inside travel lanes), two 11.5-foot travel lanes, a 12-foot center landscape island, 6.5-foot bike lanes and 12-foot planter strips within right-of-way that extends to 1-foot behind back edge of curb. The applicant may chose to construct only the two outside lanes needed to serve the site at this time. Six-foot wide detached concrete sidewalks must be constructed along both sides of the arterial re-route 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. Coordinate the design and construction of the roadway with District Development Review Staff. This portion of the arterial re-route 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.

8. 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.

9. Re-classify Barber Drive as a collector roadway from Collector A to Warm Springs Avenue.

10. Construct Collector A as a standard 46-foot collector roadway with vertical curb, gutter, and 5-foot detached or 7-foot attached concrete sidewalks. The dedicated right-of-way must extend to 1-foot behind the back edge of curb. The sidewalk must be constructed along both sides of Collector A 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.
11. Eliminate or redesign the section of the preliminary plat showing five lots taking direct lot access to Collector A.

12. Coordinate the location of the median break and left turn bay needed to provide access to Barber Station with District Development Review and Traffic Services Staff.

13. Construct the extension of Parkcenter Boulevard as a principal arterial roadway 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. Construct the new segment of Parkcenter Blvd as a 60-foot street section from back of curb to back of curb with four 12-foot travel lanes, 5.5-foot bike lanes, vertical curb, gutter and 7-foot attached concrete sidewalks within 80-feet of right-of-way, as proposed.

14. Interim improvements to existing Warm Springs Avenue (improvements prior to the 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, an 11-foot center landscape island in right-of-way that extends to 1-foot behind the back edge of curb with two 8-foot planter strips.

   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.

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

16. 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.

17. 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.

18. 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.

19. Dedicate all additional right-of-way needed from the Barber Station development to construct a roundabout at the Collector A/ Parkcenter Blvd (new)/ existing Warm Springs/ arterial re-route intersection. The right-of-way needed to construct the roundabout needs to be dedicated prior to plans acceptance and signature of the final plat.

20. Construct one roundabout at the Collector A/ Parkcenter Blvd (new)/ existing Warm Springs/ arterial re-route intersection, as proposed. Design the roundabout with a minimum 20-foot street sections on either side of the center island and minimum 16-foot street sections on either side of the splitter islands. Coordinate the design and construction of the roundabouts with District Traffic Services and Development Review staff. Dedicate the islands within the roundabout as right-of-way. Apply for a license agreement for any proposed landscaping within the roundabout. The license agreement must be submitted and approved prior to signature of the final plat. This roundabout must be constructed 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.

21. Construct one roundabout at the arterial re-route/Wise Way intersection, as proposed. Design the roundabout with a minimum 20-foot street sections on either side of the center island and minimum 16-foot street sections on either side of the splitter islands. Coordinate the design and construction of the roundabouts with District Traffic Services and Development Review staff. Dedicate the islands within the roundabout as right-of-way. Apply for a license agreement for any proposed landscaping within the roundabout. The license agreement must be submitted and approved prior to signature on the final plat. This roundabout must be constructed 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.
22. Construct one roundabout at the intersection of Warm Springs Avenue/Wise Way with the approval of this application only after the construction of the roundabout at the Warm Springs/Parkcenter intersection. Coordinate the design and construction of the roundabouts with District Traffic Services and Development Review staff.

23. Construct Hall Drive, Perrault Way (north of existing Warm Springs), Wise Way (north of existing Warm Springs), and Palmatier 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 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.

24. Construct Perrault Way (south of existing Warm Springs) and Wise Way (south of existing Warm Springs) as 39-foot street sections with two 11-foot travel 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 these roadways 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.

25. Construct Timbersaw Drive 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 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 Timbersaw Drive 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.

26. Construct Barber Drive as a 32-foot street section with two 11-foot travel lanes, 5-foot bike lanes, and an 8-foot planter strip within right-of-way that extends to 1-foot behind the back edge of curb. A six-foot wide detached concrete sidewalk must be constructed on one side of Barber Drive 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.

27. Construct bulb-outs at the intersection 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.

- Perrault/Wise Way
- Perrault/Existing Warm Springs
- Perrault/Foot Path
- Perrault/Timbersaw Drive
- Perrault/Hall Drive
- Hall Drive/Collector A
- Hall Drive/Wise Way
- Hall Drive/Palmatier Way
- Hall Drive/Old Orchard
- Wise Way/Existing Warm Springs
- Wise Way/Timbersaw
- Wise Way/Hall Drive

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

29. Construct Alley A located approximately 130-feet north of Timbersaw Drive to intersect Collector A on the west, Perrault Way in the middle, and Wise Way on the east, as proposed.

30. Construct Alley 1 located approximately 120-feet east of Collector A to intersect Hall Drive and Alley A, as proposed.

31. Construct Alley 2 located 420-feet east of Collector A, intersecting Hall Drive and Alley A, as proposed.

32. Construct Alleys B, C, 3 and 4, as proposed.

33. Install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
   - First stub street to the south, Old Orchard Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
   - Second stub street to the south, Granary Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
   - Third stub street to the south, Farrier Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
   - Fourth stub street to the south, Palmatier Way, proposed to be located 350-feet south of Barber Road (measured property line to near edge).
   - Fifth stub street to the south, Wise Way, proposed to be located at the south property line.
   - First stub street to the east, Hall Court, proposed to be located approximately 310-feet south of Barber Drive (measured near edge to near edge)
   - Second stub street to the east, Alley A, proposed to be located 130-feet north of Timbersaw Drive (measured near edge to near edge)
   - Third stub street to the east, Timbersaw Drive, proposed to be located approximately 760-feet south of the north property line (measured property line to near edge).
   - Fourth stub street to the east, Alley B, proposed to be located 130-feet south of Timbersaw Drive (measured near edge to near edge).
• Fifth stub street to the east, Alley C, proposed to be located 110-feet north of Park Center (measured near edge to near edge).
• Sixth stub street to the east, Perrault Drive/Dallas Drive, proposed to be located approximately 580-feet north of the south property line (measured property line to centerline).
• Seventh stub street to the east, proposed arterial re-route, proposed to be located at the east property line.

34. Submit plans for the proposed Greenbelt crossings and received approval from the appropriate jurisdictions for the new intersection crossing the greenbelt prior to its relocation.

35. Provide access roads to the storm drain and detention pond facilities. Coordinate the location and design of the access roads with District Development Review staff.

36. Other than the access specifically approved with this application, direct lot access is prohibited to Warm Springs, Park Center Blvd, Collector A, proposed arterial re-route, and Timbersaw Drive and shall be noted on the final plat.

37. Comply with all Standard Conditions of Approval.

D. Standard Conditions of Approval

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

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

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

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. Comply with the District’s Tree Planter Width Interim Policy.

6. 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.

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

8. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.

9. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.

10. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #200, also known as Ada County Highway District Road Impact Fee Ordinance.
11. 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 (1-800-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

12. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

13. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

E. Conclusions of Law

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

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.
Attachments
1. Vicinity Map
2. Site Plan
3. Arterial and Collector Roadway Map
4. Alley Map
5. Letters of Support for the Alleys
6. Utility Coordination Information
7. Request for Reconsideration Guidelines OR Appeal Guidelines
8. Development Process Checklist
Alleys

[Map showing various alleys labeled Alley A, Alley B, Alley C, Alley 1, Alley 2, Alley 3, and Alley 4.]
Submit a development application to a City or to the County

The City or the County will transmit the development application to ACHD

The ACHD Planning Review Division will receive the development application to review

The Planning Review Division will do one of the following:

- Send a “No Review” letter to the applicant stating that there are no site specific requirements at this time.
- Send a “Comply With” letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.
- 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.

The Planning Review Division will hold a Technical Review meeting for all Staff and Commission Level reports.

For ALL development applications, including those receiving a “No Review” or “Comply With” letter:
- The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the Development Review Division 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 calculation.)
- 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 (Zone)

Driveway or Property Approach(s)
- Submit a "Driveway Approach Request" form to Ada County Highway District (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-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction – Subdivision to be reviewed and approved by the ACHD Drainage Division.

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
ACHD Construction – Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.
Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the ROWDS Manager when it is alleged that the ROWDS Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary of Highway Systems, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. Time to Reply: The ROWDS Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the ROWDS Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.
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.