August 19, 2013

TO: ACHD Board of Commissioners
FROM: Stacey Yarrington, Planner II
SUBJECT: East Valley/CAR13-00011/SUB13-00023
6780 E Warm Springs Avenue

Executive Summary:
The applicant is requesting approval of an annexation, rezone, and preliminary plat application to zone the property to R-1C to allow for 122 buildable lots and 10 common lots on 29.22 acres.

This application is on the regular agenda due to neighborhood concerns. Please find attached the written correspondence that I have received through today (8/19/13) for your review. Staff has explained to the neighbors that ACHD policy requires the widening and improving of road frontages along new developments; and that ACHD has no jurisdiction over wildlife corridors and buffers, therefore those issues should be addressed to the City of Boise. The applicant and staff are in agreement on all findings for consideration and site specific conditions of approval.

Staff Recommendation:
Staff recommends approval of the staff report, as written.
Stacey Yarrington

Subject: FW: East Valley Subdivision

From: Rod Cashin [mailto:rcashin@boisestate.edu]
Sent: Thursday, July 25, 2013 12:44 PM
To: Stacey Yarrington
Subject: Re: East Valley Subdivision

Stacey,

Thank you for your response. I understand that ACHD has no jurisdiction over wildlife corridors. My assertion was that the applicant had presented us a plan with a 40 foot buffer along Highland Valley Road which would create not only a wildlife corridor, but also provide a buffer between the new subdivision and the existing neighborhood. The applicant informed us that ACHD required the connecting road to Highland Valley, which has resulted in 12 home sites fronting Highland Valley and negated the wildlife corridor. The applicant has stated that their main entrance from Warm Springs Road will accommodate any emergency access due to the divided roadway, and that the only reason that they are presenting a plan with the Highland Valley connection is that it is a requirement of ACHD.

Thank you for your consideration,

Rod

On Thu, Jul 25, 2013 at 11:29 AM, Stacey Yarrington <SYarrington@achdidaho.org> wrote:

Rod,

The East Valley Subdivision is tentatively scheduled for a public hearing on August 28th at 6:00 p.m. before the ACHD Commissioners. The applicant has proposed to construct a new public street that would intersect Highland Valley Road. Staff is supportive of this proposal as it is consistent with ACHD policy for connectivity, and emergency access. ACHD has no jurisdiction over wildlife corridors and buffers, that issue should be addressed to the City of Boise. Because ACHD has no jurisdiction over wildlife corridors and buffers, ACHD has had no discussions with the applicant on that matter. As to holding the P&Z meeting with the city prior to ACHD’s public hearing, again that is up to the city as ACHD only holds one night meeting a month and that is on the 4th Wednesday of each month, which due to the timing of this application, August 28th was the first available meeting date. It is not uncommon for planning and zoning to hear an application with a draft staff report from ACHD and prior to a City Council hearing the final staff report from ACHD would be issued.

If you would like to provide any written comments regarding transportation matters prior to the ACHD public hearing, those comments will be included with the staff report and provided to the Commissioners. Comments would need to be received by Noon on August 19, 2013.

I hope this answers your questions, please feel free to contact me on anything further.

Thank you,

Stacey
Stacey Yarrington
Ada County Highway District
Planner II
3775 Adams Street
Garden City, ID 83714
Ph: 208-387-6171
e-mail: syarrington@achdidaho.org

"We drive quality transportation for all Ada County - Anytime, Anywhere!"

From: Rod Cashin [mailto:rcashin@boisestate.edu]
Sent: Thursday, July 25, 2013 10:51 AM
To: Stacey Yarrington
Subject: East Valley Subdivision

Stacey,

I received notification yesterday of a scheduled hearing date for the ACHD Board of Commissioners on August 28 regarding the East Valley Subdivision CAR 13-00011 / D15, LLC. I have been informed by the applicant that in discussions with ACHD, that they have been required to have connectivity to Highland Valley Road, which eliminates a proposed wildlife corridor and buffer between the new subdivision and existing neighborhood on Highland Valley Road. Is this sort of discussion and conclusion without neighborhood input or an ACHD hearing standard procedure? I also find it premature for the applicant to have a scheduled hearing before the city Planning and Development Services prior to a public hearing before ACHD. Any insight that you could provide me regarding the ACHD requirement for neighborhood connectivity and decisions regarding this development without a public hearing would be appreciated.

Thank you,

Rod Cashin

7049 Highland Valley Rd.

Boise, ID. 83716

208-336-7032
Project/File: East Valley/CAR13-00011/SUB13-00023

This is an annexation, rezone, and preliminary plat to zone the property to R-1C to allow for 122 buildable lots and 10 common lots on 29.22 acres. The site is located at 6780 E Warm Springs Avenue, Boise, Idaho.

Lead Agency: City of Boise

Site address: 6780 E Warm Springs Avenue

Commission Hearing: August 28, 2013

Commission Approval:

Applicant: C15, LLC – Jim Conger
1627 S Orchard St., Ste. 24
Boise, ID  83705

Representative: KB Planning – Kent Brown
PO Box 36
Meridian, ID  83680

Staff Contact: Stacey Yarrington
Phone: 387-6171
E-mail: syarrington@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval to annex and rezone the site from RP (Rural Preservation – Ada County) to R-1C (Single Family Residential, Urban), with a preliminary plat for 122 buildable lots and 10 common lots on 29.22 acres. Since the site includes slopes greater than 15%, the development will be phased with 2 preliminary plats. This staff report is the master report for both preliminary plats. The proposed development is consistent with the City of Boise’s Comprehensive Plan. The site is located at 6780 E Warm Springs Avenue, Boise, Idaho.

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>General Commercial</td>
<td>C-2</td>
</tr>
<tr>
<td>South</td>
<td>Rural Preservation (Ada County)</td>
<td>RP</td>
</tr>
<tr>
<td>East</td>
<td>Wade Subdivision (Single Family Residential – Ada County)</td>
<td>R1</td>
</tr>
<tr>
<td>West</td>
<td>Rural Preservation (Ada County)</td>
<td>RP</td>
</tr>
</tbody>
</table>

3. Site History: ACHD has not previously reviewed this site for a development application.
4. **Transit:** Transit services are not available to serve this site. The nearest transit stop is over 5 miles west of the site.

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

6. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.
   - The intersection of State Highway 21 and Warm Springs Avenue is listed in the Capital Improvements Plan to be widened to 3-lanes on the north leg, 2-lanes on the south, 4-lanes east, and 3-lanes on the west leg, and signalized between 2027 and 2031.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 1,161 additional vehicle trips per day (0 existing); 123 additional vehicle trips per hour in the PM peak hour (0 existing), based on the submitted traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineers prepared an abbreviated traffic impact study for the proposed East Valley Development. The abbreviated study addressed the need for turn lanes, and trip generation and distribution. Below is an executive summary of the findings **as presented by Thompson Engineering**. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

   Based on the submitted traffic study by Thompson Engineers, Inc., the critical traffic period occurs during the PM peak hour, when 123 trips are generated. Of these, 78 will enter the site and 45 will exit the site. Based on existing travel patterns, 65% or 51 vehicles will be travelling south on Warm Springs Road and 29 will be travelling north. Approximately 40 vehicles will turn left into the primary entrance, and 7 will use Highland Valley Road. If the new traffic is added to the existing traffic, total traffic would be 158 vehicles in the northbound direction and 139 vehicles in the advancing direction. Left turning traffic will be approximately 35% of the advancing traffic. Based on this analysis, a left turn lane is not warranted.

   **Staff Comments/Recommendations:** ACHD District Traffic Services and Planning Review staff has completed a review of the required traffic impact study and has found it to be in compliance with ACHD Policy and standards.

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

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Springs Avenue</td>
<td>1,088-feet</td>
<td>Minor Arterial</td>
<td>138</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Highland Valley Road</td>
<td>996-feet</td>
<td>Local</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
4. **Average Daily Traffic Count (VDT)**

*Average daily traffic counts are based on ACHD’s most current traffic counts.*

- The average daily traffic count for Warm Springs Avenue north of Highland Valley Road was 2,932 on 8/5/2013.
- The average daily traffic count for Highland Valley Road east of Warm Springs Avenue was 121 on 7/29/2013.

C. **Findings for Consideration**

1. **Warm Springs Avenue**

   a. **Existing Conditions:** Warm Springs Avenue is improved with 2-travel lanes, 28-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 80-feet of right-of-way increasing to 100-feet for Warm Springs Avenue (40 to 50-feet from centerline).

   b. **Policy:**

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

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

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

      - **Street Section and Right-of-Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

      - **Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

      No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

      The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

      - **Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Warm Springs Avenue is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 71-foot street section within 97-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to construct a 5-foot wide sidewalk 50-feet from the centerline of Warm Springs Avenue abutting the site.

Staff Comments/Recommendations: Staff does not recommend any additional right-of-way dedication on Warm Spring Avenue abutting the site as part of this application. The existing right-of-way (80-feet) is wide enough to accommodate the future widening of Warm Springs to a 5-lane 71-foot street section as noted in the MSM.

The applicant’s proposal to construct a 5-foot wide sidewalk on Warm Spring Avenue abutting the site meet’s District policy and should be approved, as proposed. The sidewalk should be constructed a minimum of 42-feet from the centerline of Warm Spring Avenue abutting the site. The applicant should be required to provide a permanent right-of-way easement for any segment of the sidewalk outside of the existing right-of-way.

2. Highland Valley Road

a. Existing Conditions: Highland Valley Road is improved with 2-travel lanes, 26-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 40-feet of right-of-way for Highland Valley Road (17-feet from centerline).

b. Policy:

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

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

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

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

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

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

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

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

c. Applicant’s Proposal: The applicant is proposing to dedicate 10-feet of right-of-way for Highland Valley Road abutting the site.

The applicant is proposing to construct Highland Valley Road as half of a 36-foot street section with curb, gutter, and 5-foot wide concrete attached sidewalks within 50-feet of right-of-way abutting the site.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should be required to provide 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

3. Sky Bar Street

a. Existing Conditions: There are no existing roadways internal to the development.

b. Policy:
   Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

   Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

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

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

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

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

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

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

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

c. **Applicant’s Proposal:** The applicant is proposing to construct Sky Bar Street as a 50-foot street section consisting of two 21-foot wide travel lanes, an 8-foot wide by 110-foot long landscape median at the sites entrance onto Warm Springs Avenue, with curb, gutter, and 5-foot wide attached sidewalks within 78-feet of right-of-way. The applicant is proposing 4 additional 8-feet wide by 40-feet long landscape medians at approximately 295-feet, 450-feet, 680-feet, and 1,210-feet (centerline to front) north of Warm Springs Avenue along Sky Bar Street.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy, and should be approved, as proposed. The applicant should be required to plat the landscape medians on Sky Bar Street as right-of-way owned by ACHD; and the Developer or Homeowners Association apply for a license agreement if landscaping is to be placed within the medians.

The applicant should provide a permanent right-of-way easement for any sidewalk located outside of the dedicated right-of-way.

4. **Internal Streets**
   a. **Existing Conditions:** There are no existing roadways internal to the development.
b. Policy:

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

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

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

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

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

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

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

**c. Applicant Proposal:** The applicant is proposing to construct the internal streets as 29-foot street sections with curb, gutter and 5-foot wide attached sidewalks within 42-feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed. One side of the all of the internal local streets will be signed for “NO PARKING”. Coordinate a signage program with District Development Review and Traffic Services staff.

The applicant should be required to provide written approval from the appropriate fire department for use of the reduced street sections prior to plan approval.
The applicant should provide a permanent right-of-way easement for any public sidewalk located outside of the dedicated right-of-way.

5. Roadway Offsets
   a. Existing Conditions: There are no existing roadway offsets internal to the development.

   b. Policy:
      Local Street Intersection Spacing on Minor Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

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

   c. Applicant’s Proposal: The applicant is proposing to construct a new local street, Sky Bar Street, onto Warm Springs Avenue located approximately 535-feet north of Highland Valley Road and approximately 250-feet south of the nearest driveway on the west side of Warm Springs Avenue.

      The applicant is also proposing to construct a new local street, Taboo Avenue, onto Highland Valley Road located approximately 605-feet east of Warm Springs Avenue.

   d. Staff Comments/Recommendations: The applicant’s proposal to construct Sky Bar Street onto Warm Springs Avenue does not meet District Intersection Spacing policy. However, staff recommends a modification of policy to allow Sky Bar Street to be located as proposed, due to the fact that the site is in the foothills, and two access points are needed for the fire/emergency access and the proposed street is centrally located between Highland Valley Road and existing driveways west of the site.

      The applicant’s proposal to construct Taboo Avenue onto Highland Valley Road, meet’s District policy and should be approved, as proposed.

6. Stub Streets
   a. Existing Conditions: There are no existing stub streets internal to the development.

   b. Policy:
      Stub Street Policy: District policy 7207.2.4 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4 (local), 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."

      In addition, stub streets must meet the following conditions:
      • A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
      • The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

      Temporary Dead End Streets Policy: District policy 7207.2.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for
those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. **Applicant Proposal:** The applicant is proposing to construct one stub street to the west, I Bar Street located 130-feet west of the Marquee Avenue (measured centerline to centerline).

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

The applicant should install a sign at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

7. **Greenbelt Crossing**
The City of Boise’s Comprehensive Plan calls out for a safe pedestrian crossing from Highland Valley Road to the Greenbelt across Warm Springs Avenue. ACHD is not supportive of this crossing due to the fact that there is no public access to the greenbelt across Warm Springs Avenue at this location. Currently the only existing access to the greenbelt is from a parking lot west of Highland Valley Road which is located on private property; and ACHD cannot require accesses through private property.

8. **Tree Planters**

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

9. **Landscaping**

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

10. **Other Access**

    Warm Springs Avenue is classified as a minor arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

D. **Site Specific Conditions of Approval**

1. Construct 5-foot wide concrete sidewalk located a minimum of 42-feet from the centerline of Warm Spring Avenue abutting the site. Provide a permanent right-of-way easement for any segment of the sidewalk outside of the dedicated right-of-way.

2. Dedicate 10-feet of additional right-of-way for Highland Valley Road abutting the site.

3. Construct Highland Valley Road as half of a 36-foot street section plus 12-feet of additional pavement widening beyond the centerline including curb, gutter, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the east side of the and 5-foot wide attached sidewalks on the west side with 50-feet of right-of-way abutting the site.
4. Construct Sky Bar Street as a 50-foot street section with two 21-foot wide travel lanes, an 8-foot wide by 110-foot long landscape median at the entrance, curb, gutter, and 5-foot wide attached sidewalks within 78-feet of right-of-way. Provide a permanent right-of-way easement for any segment of the sidewalk outside of the dedicated right-of-way.

5. Construct the 4 additional 8-feet wide by 40-feet long landscape medians at approximately 295-feet, 450-feet, 680-feet, and 1,210-feet (centerline to front) north of Warm Springs Avenue on Sky Bar Street, as proposed.

6. Plat the landscape medians on Sky Bar Street as right-of-way owned by ACHD; and the Developer or Homeowners Association apply for a license agreement if landscaping is to be placed within the medians.

7. Construct the internal streets as 29-foot street sections with curb, gutter and 5-foot wide attached sidewalks within 42-feet of right-of-way. Provide written approval from the appropriate fire department for use of the reduced street sections prior to plan approval. Sign one side of the roadways, “No Parking.”

8. Provide written fire department approval for use of the reduced street section prior to plan approval.

9. Provide a permanent right-of-way easement for any public sidewalk located outside of the dedicated right-of-way.

10. Construct a new local street, Sky Bar Street, onto Warm Springs Avenue approximately 535-feet north of Highland Valley Road and approximately 250-feet south of the nearest driveway, as proposed.

11. Construct Taboo Avenue to intersect Highland Valley Road approximately 605-feet east of Warm Springs Avenue onto Highland Valley Road, as proposed.

12. Construct one stub street to the west, I Bar Street located 130-feet west of the Marquee Avenue, as proposed. Install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

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


E. **Standard Conditions of Approval**

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

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

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

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

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

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

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

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

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

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

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

F. Conclusions of Law

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

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

G. Attachments

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

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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

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

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

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

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

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

**Items Completed to Date:**

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

**Items to be completed by Applicant:**

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

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

*DID YOU REMEMBER:

Construction (Non-Subdivisions)

- ✔ Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

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

Construction (Subdivisions)

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

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

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

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

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

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

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

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

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

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

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