January 22, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Dallas Harris Estates No. 12
Project Number: SUBP14-0049
Meeting Date: January 28, 2015

FACTS & FINDINGS:
1. Dallas Harris Estates No. 12 is a 58 buildable and one common lot residential subdivision on 12.74 acres. This site is located north of East Warm Springs Blvd and east of South Old Hickory Way.

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

3. The preliminary plat was approved on May 28, 2014.

4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $333,600 in the form of a Letter of Credit from Columbia State Bank 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 No. 12 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
**PLAT SHOWING**

**DALLAS HARRIS ESTATES SUBDIVISION NO. 12**

PORTIONS OF THE SW 1/4 OF SECTION 20 AND THE NW 1/4 OF SECTION 29,

T.3N., R.3E., B.M. BOISE CITY, ADA COUNTY, IDAHO

2014

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**DATA TABLES**

Ldp and using numbers 101-150, 153-205 and 210-250 are not used in these data sets.

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**DEVELOPER**

**BARBER VALLEY DEVELOPMENT,[ INC.**

**ISG**

**IDaho SURVEY GROUP, P.C.**

**JOB NO. 10-009-12**

**SHEET 4 OF 5**
DALLAS HARRIS ESTATES SUBDIVISION NO. 12

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 ACHEN

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 33, CHAPTER 135A HAVE BEEN SATISFIED ACCORDING TO 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 55-135A, IDAHO CODE, ON ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

CENTRAL DISTRICT HEALTH DEPARTMENT

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

BOISE CITY ENGINEER

APPROVAL OF CITY COUNCIL
I, THE UNDERSIGNED, CITY COUNCIL 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 DILY ACCEPTED AND APPROVED.

CITY CLERK, BOISE, IDAHO

CERTIFICATE OF SURVEYOR
I, PATRICK J. SCHOPPEL, P.L.S., CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF IDAHO, AND THAT THE PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERSHIP" WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

PATRICK J. SCHOPPEL, P.L.S.

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 LC 55-135A 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

COUNTY OF ADA
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF BARBER VALLEY DEVELOPMENT, INC. AT ( ) MINUTES P.M. ON THE ( ) DAY OF ( ) IN BOOK ( ) OF PLATS AT PAGES ( ) . INSTRUMENT NO. ( )

DEPUTY

EX-COFFICE RECORDER

DEVELOPER:
BARBER VALLEY DEVELOPMENT, INC.
BOISE, IDAHO
Project/File:  
**Dallas Harris Estates 12**  
The applicant is requesting preliminary plat approval to allow for the development of 97 residential lots on 17.66 acres. This site is located within the Harris Ranch Specific Area Plan planning area (SP01), and is located at 4450 E. Warm Springs Avenue in Boise, Idaho.

Lead Agency:  
City of Boise

Site address:  
4450 E. Warm Springs

Commission Hearing:  
May 28, 2014

Commission Approval:  
May 28, 2014

Applicant:  
Doug Fowler  
Barber Valley Development  
4940 E. Mill Station Drive STE 101-B  
Boise, ID 83716

Representative:  
Dave Powell  
RiveRidge Engineering  
2447 S. Vista Avenue  
Boise, ID 83705

Staff Contact:  
Mindy Wallace  
Phone: 387-6178  
E-mail: mwallace@achdidaho.org

A. **Findings of Fact**

1. **Description of Application**: The applicant is requesting preliminary plat approval to allow for the development of 97 residential lots on 17.66 acres. This site is located within the Harris Ranch Specific Area Plan planning area (SP01), and is located at 4450 E. Warm Springs Avenue in Boise, Idaho.
2. **Description of Adjacent Surrounding Area:**

<table>
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<th>Direction</th>
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<td>North</td>
<td>Medium Density Residential (R-6)</td>
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<td>South</td>
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<tr>
<td>West</td>
<td>Mixed Use Village(R 15)</td>
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3. **Site History:** The ACHD Commission previously reviewed this site as part of the Harris Ranch Specific Area Plan in April of 2007 and part of the Specific Area Plan Modification on October 3, 2012 and on May 28, 2014. The requirements of this staff report are consistent with those of the prior action.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Dallas Harris Estates No. 1, consisting of 162 residential lots and approximately 60,000 square feet of mixed commercial use located west of the site was approved in April of 2008.
   - Dallas Harris Estates No. 4, consisting of 141 residential lots located west and north of the site was approved in October of 2010.
   - Lucky Harris 13 Subdivision, consisting of 96 single family building lots located south and east of the side was approved in October of 2013.

5. **Transit:** Transit services are not available to serve this site.

6. **New Center Lane Miles:** This development will create .77 new center lane miles of roadways.

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. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**

   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.

   The follow improvements are listed the District’s Capital Improvement Plan (CIP).
   - The intersection of Warm Springs and Highway 21 is listed to be widened to 3-lanes on the north and west approach, 4-lanes on the east approach, and to 2-lanes on the south approach and signalized between 2027 and 2031.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 924 additional vehicle trips per day; 97 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)
<table>
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<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>
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<td>Warm Springs (future Parkcenter Boulevard)</td>
<td>670-feet</td>
<td>Minor Arterial</td>
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<td>Better Than &quot;D&quot;</td>
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*Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
* Acceptable level of service for a three-lane minor arterial is “D” (720 VPH)

3. **Average Daily Traffic Count (VDT)**

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

- The average daily traffic count for existing Warm Spring Avenue east of Parkcenter Boulevard was 6,810 on 12/19/13.
- The average daily traffic count for Eckert Road at the Boise River at ITD’s Permanent Counter was 3,580 on 3/31/12.

4. **Traffic Impact Study**

As part of ACHD’s May 28, 2014 action on the Specific Area Plan Modification (SP01 MOD) staff recommended and the Commission approved an alternative to ACHD’s standard traffic impact study policy for multi phased development. The applicant is now required to provide an updated traffic impact study after 200 lots have been preliminary platted or 5 years, whichever occurs first. Additionally, a traffic impact study is required with all development applications which 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 traffic impact study, must meet ACHD policy requirements at the time of submittal. The applicant submitted a updated traffic impact study on May 5, 2014 to support their 2014 SP01 Modification application.

C. **Findings for Consideration**

1. **Harris Ranch Specific Area Plan (SP01)**

On April 10, 2007 the ACHD Commission heard and approved the Harris Ranch Specific Area Plan (SP01) and subsequently on October 3, 2012 and May 28, 2014 the ACHD Commission heard and approved modification to SP01. The applicant is required to comply with all recommendations and conditions of the Specific Area Plan for each preliminary plat application unless specifically modified in subsequent preliminary plat approvals. Any modifications to the Harris Ranch Specific Area Plan approved with this application are for this preliminary plat only. No area wide changes to the Specific Area Plan are approved with this application.

As part of ACHD’s May 2014 action on SP01, the ACHD Commission approved modifications to SP01 which established new time frames for the construction of the 1st roundabout and the extension of Parkcenter Boulevard and the interim two lane realigned Warm Springs Avenue arterial. This action also approved the construction of one new street intersection, Shadywood, onto future Parkcenter Boulevard, allowing this preliminary plat (Dallas Harris Estates 12) to move forward prior to the construction of the interim 2 lane realigned Warm Springs arterial.
The SP01 conditions related to the construction of the 1st roundabout and the extension of Parkcenter Boulevard and the interim two lane realigned Warm Springs Avenue arterial and DHE 12 are noted below. The applicant should be required to amend the existing Cooperative Development Agreement and First, Second, and Third Addendums with a Fourth Addendum or with a new Cooperative Development Agreement reflecting the May 2014 Commission action prior to plan or final plat approval for Dallas Harris Estates12.

- No alterations to or construction in future Parkcenter Boulevard (existing Warm Springs Avenue) until after the Parkcenter Boulevard road segment and Roundabout 1 are completed.

- The Parkcenter Boulevard road segment and Roundabout 1 shall be substantially complete no later than October 31, 2015; with final completion by November 30, 2015. The Parkcenter Boulevard road segment shall be developed to include four travel lanes, bike lanes, and a sidewalk in accordance with the same design criteria that ACHD has used for that portion of East Parkcenter Boulevard constructed by ACHD and which will connect to this road segment. The segment is approximately 1000-feet long, 75-feet wide, and will have four 12-foot wide travel lanes, two 5 and 1/2 foot-wide bike lanes, and two 7-foot wide attached sidewalks.

- Provide a pedestrian facility, sidewalk or pathway on the realigned Warm Springs arterial that meets Boise City requirements, in a public easement dedicated to the City of Boise. The pedestrian facility, sidewalk or pathway shall extend from Roundabout 1 to the greenbelt connecting near the future Wise Way intersection.

- The interim two lane realigned Warm Springs Avenue arterial shall be substantially complete no later than October 31, 2016; with final completion by November 30, 2016.
  - The interim 2 lane arterial realigned Warm Springs Avenue arterial shall include two 12 foot travel lanes and two 6 foot bike lanes.
  - The roadway shall include a center left turn lane at the approved left-in/right-in/right-out driveway to be located between Roundabout 1 and Wise Way.
  - The roadway shall include a receiving lane from the free running right turn lane in Roundabout 1. The receiving lane shall extend past the ¼ movement driveway in b. above and then taper to the 2 lane roadway section described in a. above.

- Prior to signature of any final plat within the Dallas Harris Estate No. 12 preliminary plat the applicant should provide a financial surety in a form acceptable to ACHD for the construction costs of the Parkcenter Boulevard extension and the 1st roundabout.

- No plan or plat approval for any phase exceeding 498 total lots or 621 residential units or past October 31, 2015, until the Parkcenter Boulevard road segment and Roundabout 1 are completed, whichever occurs first. This will allow the platting of all lots within Dallas.
Harris Estates No. 12 preliminary plat except the townhouse lots abutting future Parkcenter Boulevard.

- No plan or plat approval for any phase that includes final platting lots abutting future Parkcenter Boulevard until the interim two lane realigned Warm Springs Avenue arterial is completed.

- No additional final plats beyond Dallas Harris Estates No. 12 until the interim two lane realigned Warm Springs Avenue arterial is completed.

- No plan or plat (preliminary or final) approval for any phase of the development if the Parkcenter Boulevard road segment and Roundabout 1 are not completed by November 30, 2015 and/or the two interim lane realigned Warm Springs Avenue arterial is not completed by November 30, 2016.

- The development shall be limited to one new local street intersection at Shadywood prior to completion of the interim two lane arterial realigned Warm Springs Avenue arterial. A center left turn lane shall be provided with the intersection. No additional intersections with Warm Springs Avenue shall be allowed prior to completion of the interim two lane arterial realigned Warm Springs Avenue arterial.

2. Future Parkcenter Boulevard (Existing Warm Springs Avenue)

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

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

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

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

   Sidewalk Policy: District Policy 7205.5.7 requires a concrete 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.

**Off-Site Streets Policy:** District Policy 7205.5 states, if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide gravel shoulders from the site to the public street specified by the District, typically to the nearest public street that meets the District’s minimum standards or a maximum of ¼ mile; OR shall provide 24-feet of pavement with 3-foot wide gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility from the site to the public street specified by the District, typically to the nearest public street that meets the District’s minimum standards or a maximum of ¼ mile.

Alternatives to pavement widening including sidewalks and pathways, or other proposals may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); the posted speed limit; topography; accident history; potential need for bicycle and bus traffic/routes; number of pedestrians (existing and projected); location of pedestrian “attractors” and “generators” (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

Narrower street widths may be considered if pedestrian or bike facilities exist or if the proposed development is for ten (10) residential lots or fewer or will generate less than 100 VTD.

The District will consider the phasing of off-site improvements to the arterial roadway on a case-by-case basis if a phasing plan is approved by the lead land use agency. The required improvements must be constructed prior to the signature on the final plat that includes the 40th residential lot, or exceeds trip generation of 400 VTD.

**Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

**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 Future Parkcenter Boulevard is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to construct future Parkcenter Boulevard as a 48-foot street section with two 12-foot travel lanes, two 6-foot bike lanes, and an 11-foot center landscape island within 50-feet of right-of-way.

d. **Staff Comments/Recommendations:** This section of roadway is still classified as a minor arterial roadway and will remain an arterial roadway until the new southern arterial route is constructed. At that time ACHD may consider reclassifying the future Parkcenter Boulevard to a collector roadway.
The applicant's proposal to construct this section of future Parkcenter Boulevard as a 48-foot street section with two 12-foot travel lanes, 6-foot bike lanes, an 11-foot center landscape island and 8-foot planter strips within 50-feet of right-of-way should be approved as proposed. However, future Parkcenter Boulevard cannot be constructed as proposed until after the Parkcenter Boulevard extension, 1st roundabout, and the 2 lane interim realigned Warm Spring Avenue arterial are constructed. If the Parkcenter Boulevard extension, 1st roundabout, and the 2 lane interim realigned Warm Spring Avenue arterial are not constructed, then applicant will not receive final plat or plans approval for the town house lots abutting future Parkcenter Boulevard.

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 future Parkcenter Boulevard 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 future Parkcenter Boulevard.

The applicant should be required to vacate a portion of the existing 80-foot wide right-of-way on the portion of future Parkcenter Boulevard 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 future Parkcenter Boulevard. The right-of-way shall only encompass the roadway improvements and 1-foot behind the back of curb.

Consistent with the findings and recommendations of the 2014 modified SP01, the applicant should be required to construct a center turn lane at the Shadywood/future Parkcenter Boulevard intersection.

Due to this site's is location east of the other sections of Harris Ranch, which are developed with pedestrian facilities abutting or that provide a crossing (to the greenbelt) of future Parkcenter Boulevard, there are no pedestrian facilities to serve the site abutting future Parkcenter Boulevard. Consistent with ACHD's Offsite Improvement policy, the applicant should be required to widen future Parkcenter Boulevard to provide 30-feet of pavement with 3-foot wide gravel shoulders or 24-feet of pavement with 3-foot wide gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile.

The site plan shows several lots that front on the future Parkcenter Boulevard. 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.

3. Wolf Tree Street
   a. Existing Conditions: Wolf Tree Street does not existing within the site.
   b. Policy:
      Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
      Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in
which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

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

**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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 Wolf Tree Street as a two-lane collector, a 49-foot street section consisting of two 11-foot wide travel lanes, 5-foot wide bike lanes, 8-foot wide parking area, vertical curb, gutter, and a portion of an 8-foot wide planter strip within 63-feet of right-of-way with a 6-foot wide detached concrete sidewalk in an easement to Boise City.

d. **Staff Comments/Recommendations:** The applicant’s proposal is consistent with the collector street section previously approved within SP01 and should be approved, as proposed.

4. **Local Streets (Shadywood, Brookridge, Tapadaras, and Timbersaw)**
   a. **Existing Conditions:** There are no local streets within the site.

   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 construct the local streets as 2-lane local streets, a 33-foot street section with two 9-foot travel lanes, 7-foot wide parking areas, vertical curb, gutter, and a portion of an 8-foot wide planter strip within 47-feet of right-of-way with a 6-foot wide detached concrete sidewalk in an easement to Boise City.

The applicant is proposing to construct the locals streets from curb to curb and only construct sidewalks abutting the lots that they are developing as part of Dallas Harris Estates 12.

d. **Staff Comments/Recommendations:** The applicant’s proposal is consistent with one of the local street sections previously approved within SP01 and should be approved, as proposed.

The applicant’s proposal to construct the locals streets from curb to curb and to construct sidewalks abutting the lots that they are developing as part of DHE 12 should be approved, as proposed. Sidewalks on the west side of Shadywood, the north side of Timbersaw, and the east side of Tapadaras should be constructed when the properties abutting them plat.

The applicant should be required to provide written fire department approval for use of the reduced street section.

5. **Bulb-Outs**

a. **Applicant's Proposal:** The applicant has proposed to construct bulb-outs at the following intersections:
   - Shadywood/Future Parkcenter Boulevard
   - Shadywood/Wolf Tree Street
   - Shadywood/Timbersaw
   - Brookridge/Future Parkcenter Boulevard
   - Brookridge/Wolf Tree Street
   - Brookridge/Timbersaw
   - Tapadaras/Wolf Tree Street
   - Tapadaras/Timbersaw
b. **Staff Comments/Recommendations:** 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.

The applicant should be required to provide written fire department approval of use a reduced street section.

As noted above in Finding 1, this development shall be limited to one new local street intersection at Shadywood prior to completion of the interim two lane arterial realigned Warm Springs Avenue arterial. The applicant should construct a center left turn lane at the Shadywood/future Parkcenter Boulevard intersection.

After the interim two lane arterial realigned Warm Springs Avenue arterial is constructed the other intersections of Brookridge/future Parkcenter Boulevard and Tapadara/future Parkcenter Boulevard can be constructed.

6. **Alleys**
   a. **Existing Conditions:** There are no alleys within the site.
   
   b. **Policy:**
      
      **New Alley Policy:** District Policy 7210.3.1 requires the minimum right-of-way width for all new residential alleys shall be a minimum of 16-feet or a maximum of 20-feet. If the residential alley is 16-feet in width building setbacks required by the land use agency having jurisdiction shall provide sufficient space for the safe backing of vehicles into the alley (see Section 7210.3.3). The minimum right-of-way width for all new commercial or mixed-use alleys shall be 20-feet. All alleys shall be improved by paving the full width and length of the right-of-way.

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

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

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

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

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

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

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

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

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

c. **Applicant Proposal:** The applicant is proposing to construct 4 T-type alleys within the site. All of the alleys are proposed to extend mid-block from Wolf Tree and extend north and south teeing into an east west alley that intersects Tapadaras and Brookridge or Shadywood and Brookridge. All of the alleys are proposed to be 16-feet wide.
d. **Staff Comments/Recommendations:** The applicant's proposal for the four 16-foot wide T-type alleys should be approved, as proposed. The use of T-type alleys within Harris Ranch was approved as part of the 2012 SP01 modification application.

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

All alleys with horizontal curves should be designed using the AASHTO equation 3-38. HSO = R (1 - cos(28.65°S/R)) using S = 80.

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

7. **Roadway Offsets**
   a. **Existing Conditions:** There are no roadway offset within the site.
   
   b. **Policy:**
   
   District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

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

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

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

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

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**
    Future Parkcenter Boulevard/existing Warm Springs Avenue is classified as minor arterial roadway. Wolff Tree is classified as collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. **Site Specific Conditions of Approval**

1. The Cooperative Development Agreement and the First, Second, and Third Addendums shall be replaced with a Fourth Addendum or with a new Cooperative Development Agreement reflecting the May 2014 Commission action prior to plan or final plat approval for Dallas Harris Estates.
2. Prior to signature of any final plat within the Dallas Harris Estate No. 12 preliminary plat the applicant should provide a financial surety in a form acceptable to ACHD for the construction costs of the Parkcenter Boulevard extension and the 1st roundabout.

3. No alterations to or construction in future Parkcenter Boulevard (existing Warm Springs Avenue) until after the Parkcenter Boulevard road segment and Roundabout 1 are completed.

4. The Parkcenter Boulevard road segment and Roundabout 1 shall be substantially complete no later than October 31, 2015; with final completion by November 30, 2015.

5. The interim two lane realigned Warm Springs Avenue arterial shall be substantially complete no later than October 31, 2016; with final completion by November 30, 2016.

6. No plan or plat approval for any phase exceeding 498 total lots or 621 residential units or past October 31, 2015, until the Parkcenter Boulevard road segment and Roundabout 1 are completed, whichever occurs first. This will allow the platting of all lots within Dallas Harris Estates No. 12 preliminary plat except the townhouse lots abutting future Parkcenter Boulevard.

7. No plan or plat approval for any phase that includes final platting lots abutting future Parkcenter Boulevard until the interim two lane realigned Warm Springs Avenue arterial is completed.

8. No additional final plats beyond Dallas Harris Estates No. 12 until the interim two lane realigned Warm Springs Avenue arterial is completed.

9. No plan or plat (preliminary or final) approval for any phase of the development if the Parkcenter Boulevard road segment and Roundabout 1 are not completed by November 30, 2015 and/or the two interim lane realigned Warm Springs Avenue arterial is not completed by November 30, 2016.

10. Construct one roadway, Shadywood, to intersect future Parkcenter Boulevard (existing Warm Springs Avenue), as proposed. Construct a center northbound left turn lane on future Parkcenter Boulevard at the Shadywood intersection.

11. After the Parkcenter Boulevard extension, Roundabout 1, and the two lane interim realigned Warm Springs Avenue arterial are constructed, construct future Parkcenter Boulevard abutting the site to a 48-foot three lane Collector street section, with two 12-foot travel lanes, two 6-foot bike lanes, 11-foot center landscape island in 50-feet of right-of-way and two 8-foot planter strips. The right-of-way shall extend to 1-foot behind the back edge of curb.

12. Vacate a portion of the existing 80-foot wide right-of-way on the portion of future Parkcenter Boulevard 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 future Parkcenter Boulevard. The right-of-way shall only encompass the roadway improvements and 1-foot behind the back of curb.

13. Construct a 6-foot wide detached concrete sidewalk located outside of the right-of-way in an easement to Boise City. 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 future Parkcenter Boulevard.
14. Widen future Parkcenter Boulevard to provide 30-feet of pavement with 3-foot wide gravel shoulders or 24-feet of pavement with 3-foot wide gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility from the site to the public street specified by the District, typically to the nearest public street (east or west of the site) that meets the District's minimum standards.

15. Construct Wolf Tree Street as a two-lane collector, a 49-foot street section consisting of two 11-foot wide travel lanes, 5-foot wide bike lanes, 8-foot wide parking area, vertical curb, gutter, and a portion of an 8-foot wide planter strip within 63-feet of right-of-way with a 6-foot wide detached concrete sidewalk in an easement to Boise City, as proposed.

16. Construct the local streets (Shadywood, Brookridge, Timbersaw, and Tapadaras) as 2-lane local streets, a 33-foot street section with two 9-foot travel lanes, 7-foot wide parking areas, vertical curb, gutter, and a portion of an 8-foot wide planter strip within 47-feet of right-of-way with a 6-foot wide detached concrete sidewalk in an easement to Boise City, as proposed.

17. Construct Shadywood, Timbersaw, and Tapadaras curb to curb, as proposed. Sidewalks on the west side of Shadywood, the north side of Timbersaw, and the east side of Tapadaras should be the properties abutting them plat.

18. Provide written fire department approval for use of all the reduced street sections.

19. Construct bulb-outs proving a minimum 24-feet of pavement between the bulb-outs at the intersection, as measured from face of curb to face of curb at the following intersections:
   - Shadywood/Future Parkcenter Boulevard
   - Shadywood/Wolf Tree Street
   - Shadywood/Timbersaw
   - Brookridge/Future Parkcenter Boulevard
   - Brookridge/Wolf Tree Street
   - Brookridge/Timbersaw
   - Tapadaras/Wolf Tree Street
   - Tapadaras/Timbersaw

20. After the interim two lane arterial realigned Warm Springs Avenue arterial is constructed the other intersections of Brookridge/future Parkcenter Boulevard and Tapadaras/future Parkcenter Boulevard can be constructed.

21. Construct 4 16-foot wide T-type alleys, as proposed. The alleys extend mid-block from Wolf Tree and extend north and south teeing into an east west alley that intersects Tapadaras and Brookridge or Shadywood and Brookridge.

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

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

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

25. Comply with all Standard Conditions of Approval.

E. **Standard Conditions of Approval**

1. All irrigation facilities shall be relocated outside of the ACHD right-of-way.
2. Private Utilities including 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