To: ACHD Commission  
From: Kaci Bader, Development Review Coordinator  
Subject: Final Plat: Aralar Park Subdivision  
Project Number: SUBP15-0091  
Meeting Date: February 18, 2015

FACTS & FINDINGS:
1. Aralar Park Subdivision is a 40 buildable and 7 common lot residential subdivision on 12.29 acres. This site is located at the northeast corner of W. Overland Road and S. Lizaso Avenue.

2. The applicant is Hayden Homes Idaho, LLC and the principal for the applicant is Dennis P. Murphy, Member.

3. The preliminary plat was approved on December 11, 2013.

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 $411,000 in the form of cash in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Aralar Park Subdivision and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
# ARALAR PARK SUBDIVISION

A PORTION OF THE SE 1/4 OF THE SW 1/4 OF SECTION 15, T.3N., R.1E., B.M., BOISE, ADA COUNTY, IDAHO

2015

## Notes

1. **UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, PRECEDENCE IMPERVIOUS LOT DRAINAGE, GARDEN AND DOG CITY STREET LIGHTS CROSSES THE EASEMENTS, AND ONE MILE (1.6) FEET ADJACENT TO ANY PUBLIC STREET:** THIS EASEMENT IS NOT TO INCLUDE THE CONSTRUCTION OF HARD-SURFACED DEVELOPMENTS AND WALKWAYS TO EACH LOT.

2. **UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE OVER THE PERIO (1.6) FEET ADJACENT TO PRIVATE STREET LIMITS:**

3. **UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, THERE SHALL BE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, PRECEDENCE IMPERVIOUS LOT DRAINAGE CROSSES THE EASEMENTS, AND ONE MILE (1.6) FEET ADJACENT TO THE PRIVATE STREET LIMITS:**

4. **THE DEVELOPMENT OF THIS PROPERTY AND MINOR BUILDING RETRACT LIMITS SHALL BE IN CONFORMITY WITH THE BOISE CITY ZONING OR AS SPECIFICALLY APPLIED BY THE CITY OF BOISE:**

5. **ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE CITY CODE IN EFFECT AT THE TIME OF THE RE-SUBDIVISION:**

6. **DIRECT LOT ACCESS TO W. O'LAND ROAD AND S. LUCERO AVE. IS PROHIBITED UNLESS SPECIFICALLY APPROVED BY THE ADA COUNTY HIGHWAY DEPARTMENT:**

7. **LOTS 7 AND 18, BLOCK 9, LOTS 17, 18, 19 AND 20, BLOCK 2, ARE COMMON LOTS TO BE SERVED AND MAINTAINED BY THE ARALAR PARK HOA ASSOCIATION, OR ITS ASSOCIATES:**

8. **THE DEVELOPMENT IS SUBJECT TO THE TERMS OF THE ADA COUNTY HIGHWAY DEPARTMENT's SPECIFIC CONSTRUCTION TECHNICAL GUIDELINES FOR THE EASEMENTS:**

9. **THERE SHALL BE A PERMANENT EASEMENT FOR ONE HALF FEET (0.5) [5] TO MANAGEMENT TO THE PUBLIC RIGHT OF WAY OF ALL LOTS IN THIS SUBDIVISION, RECORDED IN INSTRUMENT NO. 66840, ADA COUNTY RECORDED OFFICE:**

10. **SUBDIVISION AND DEMARCATION AS BEING IN A FLOOD HAZARD ZONE SEE FLOOD PANEL, MAP NUMBER 1080701224 18:**

11. **IRRIGATION WATER HAS BEEN PROVIDED BY THE KARMA-MEADON IRRIGATION DISTRICT IN CONFORMITY WITH BIA CODE 01-00080:**

12. **ALL LOTS IN THIS SUBDIVISION SHALL BE SERVICED TO PREVENT WASH PLUGS AND THE LOT OWNERS WILL BE ORGANIZED FOR ASSESSMENTS FROM THE KARMA-MEADON IRRIGATION DISTRICT:**

13. **SPECIAL EASEMENTS IN THE RULE OF TOLeration OF CONDITIONS, CONDITIONS AND RESTRICTIONS FOR ARALAR PARK SUBDIVISION, INSTRUMENT NO. WILL BE IN EFFECT FOR THIS SUBDIVISION:**

14. **NO BUILDING PERMITS SHALL BE ISSUED ON ANY LOT IN THIS SUBDIVISION UNLESS THE PROVISIONS OF RIGHTS-OF-WAY TO BE SERVED AND MAINTAINED UNDER THIS SUBDIVISION ARE IN ACCORDANCE WITH THE CITY OF BOISE:**

15. **THIS DEVELOPMENT RESPECTS SECTIONS 25-29-09-03, CIVIC LAW, RIGHTS-OF-WAY, WHICH STATES THAT NO AGRICULTURAL OPERATIONS OR ANY APPURTENANCE TO IT SHALL BE OR ADEQUATE A machines, COULD NOT BE TO CARRY WATER POSSIBLE STORM DAMAGE EASEMENT REQUIRED TO BE SERVED AND MAINTAINED UNDER THIS SUBDIVISION WITH THE PERMISSIBILITY OF SPILLAGE-RESIDENT SGA ALLEY AND THE SITE OF BUSINESSES EASEMENT SHALL BE SERVED WITH THE LAND:**

16. **PORTIONS OF LOTS 1 AND 2, BLOCK 1, AND LOTS 3, 4, 5, AND 6, BLOCK 2, ARE SERVED TO AND EASMENT FOR WATER DAMAGE EASEMENT REQUIRED TO BE SERVED AND MAINTAINED UNDER THIS SUBDIVISION WITH THE PERMISSIBILITY OF SPILLAGE-RESIDENT SGA ALLEY AND THE SITE OF BUSINESSES EASEMENT SHALL BE SERVED WITH THE LAND:**

17. **PORTIONS OF LOTS 11 AND 12, BLOCK 1, AND LOTS 1, 2, AND 3, BLOCK 2, ARE DESIGNATED AS BEING COVERED BY A MUTUAL CROSS EASEMENT AS SHOWN:**

18. **PARCERS ALONG W. BANDERING WAY, R. JENKINS STREET, S. PETER WAY AND W. ANDERSON STREET SHALL BE LIMITED TO THE SIDE OF THE STREET AS DENOMINATED BY THE PARCEO MENT. NO PARCEO IS EXTENDED ALONG THE PRIVATE ALLEY (LOT 18, BLOCK 3) AND THE EMERGENCY ACCESS ROAD (LOT 16, BLOCK 1):**

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### Plat Showing

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<thead>
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<th>Curve</th>
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<th>TRUE D.</th>
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**Hayden Homes Idaho, LLC**

**Developer**

**Surveys by**

**Westbound Survey Services**

**1008 Forrest Street, Boise, ID 83705**

**Sheet #2 of 4**

**02/11/5**
ACKNOWLEDGMENT

STATE OF OREGON

ON THIS 25 DAY OF AUGUST 2014, BEFORE ME, the undersigned, a Notary Public in and for Said State, personally appeared Dennis P. Murphy, known to me to be a member of Navajo Homes, LLC, the Limited Liability Company that executed the within instrument by the person who executed the instrument on behalf of said Limited Liability Company and acknowledged to me that said Limited Liability Company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year in the Certificates first above written.

[Signature]

RECEIVED AT

[Date]

[My Commission Expires: [Date]]

CERTIFICATE OF SURVEYOR


[Signature]

MICHAEL E. MARINS, PLS NO. 4698

SHEET 3 of 4

5/30/14 MCM
ARALAR PARK SUBDIVISION

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 15, HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDED OR HIS OR HER AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH IDAHO CODE, 50-1306, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

CENTRAL DISTRICT HEALTH DEPARTMENT DATE

APPROVAL OF CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF BOISE, IDAHO, DO HEREBY STATE THAT THE RECOMMENDED CONDITIONS OF THE CITY OF BOISE HAVE BEEN SATISFIED.

BOISE CITY ENGINEER

CERTIFICATE OF COUNTY SURVEYOR

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR ADA COUNTY, IDAHO, HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE REQUIREMENTS OF IDAHO CODE 50-1306.

COUNTY SURVEYOR

COUNTY RECORDER'S CERTIFICATE

INSTRUMENT NO.
STATE OF IDAHO SS
COUNTY OF ADA SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AT THE REQUEST OF AT MINUTES PAST O'CLOCK A.M., THIS DAY OF , 20_, IN MY OFFICE AND WAS DULY RECORDED IN BOOK OF PLATS AT PAGES THROUGH.

DEPUTY RECORDER

ACCEPTANCE OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE DAY OF 20__

CHAIRMAN
ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF BOISE, ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE DAY OF 20__, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

CITY CLERK, BOISE, IDAHO

CERTIFICATE OF COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, DO HEREBY CERTIFY THAT ALL TAXES FOR THE PROPERTY INCLUDED IN THIS PLAT AND ALL CURRENT TAXES FOR THE TAX REVENUE, HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

COUNTY TREASURER

SHEET 4 of 4
5/30/14 WCM
VICINITY MAP

ARALAR PARK SUBDIVISION

LOCATED IN THE SE 1/4 OF THE SW 1/4 OF
SECTION 15, T.3N., R.1E., B.M.
ADA COUNTY, IDAHO

1" = 600'

DEVELOPER / OWNER
HAYDEN HOMES
2464 SW GLACIER PL., #110
REDMOND, OREGON 97756

PLANNER / CONTACT
STEVE ARNOLD
A-TEAM LAND CONSULTANTS
1785 WHISPER COVE AVE.
BOISE, ID 83709
208-871-7020

SURVEYOR
KESTREL LAND SURVEYING
1674 W. HILL RD. #6
BOISE, IDAHO 83702
Project/File: Aralar Park/SUB13-00048

This is a preliminary plat application to construct 55 buildable lots and 6 common lots on 12.67 acres. The site is located at 1535 S Petra Lane, Boise, Idaho.

Lead Agency: City of Boise

Site address: 1535 S Petra Lane

Commission Hearing: December 11, 2013

Commission Approval: December 11, 2013

Applicant: Hayden Homes
Bill Duffey
2464 SW Glacier Place #11
Redmond, OR 97756

Representative: A Team Land Consultants
Steve Arnold
1785 S Whisper Cove Ave.
Boise, ID 83709

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 for a preliminary plat application to construct 55 buildable lots and 6 common lots on 12.67 acres. The project consists of 0.33 new centerline miles and 1 private road. Transit services are available to the site. The project is consistent with the City of Boise’s Comprehensive Plan. The site is located at 1535 S Petra Lane in 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>Single Family Residential, Suburban</td>
<td>R-1B</td>
</tr>
<tr>
<td>South</td>
<td>Single Family Residential, Large Lot</td>
<td>R-1A</td>
</tr>
<tr>
<td>East</td>
<td>Single Family Residential, Suburban</td>
<td>R-1B</td>
</tr>
<tr>
<td>West</td>
<td>Single Family Residential, Suburban</td>
<td>R-1B</td>
</tr>
</tbody>
</table>

3. Site History: ACHD has not previously reviewed this site for a development application.

4. Adjacent Development: The following developments are pending or underway in the vicinity of the site:
• Cantabria Apartments, located 900-feet west of the site on the southeast corner of Cloverdale and Overland, was approved by the Commission in June 2013.

• Chloe Estates, located directly west of the site on the northwest corner of Overland Road and Lizaso Avenue was approved by staff in September 2011.

5. **Transit:** Transit services are available to serve this site.

6. **New Centerline Miles:** The proposed development includes 0.33 centerline miles of new public road.

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)/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 following improvements are listed in the District’s Capital Improvement Plan (CIP):

   • Cloverdale Road is listed in the Capital Improvement Plan to be widened to 5-lanes from Victory to Overland between 2014 and 2018.

   • Overland Road is listed in the Capital Improvement Plan for corridor preservation to accommodate the future widening to 7 lanes between Cloverdale and Five Mile Roads.

   • The intersection of Overland/Cloverdale is listed in the Capital improvement plan to be widened to 7-lanes on the north/south legs and to 9 lanes on the east/west legs of the intersection between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 523 additional vehicle trips per day (10 existing); 55 additional vehicle trips per hour in the PM peak hour (1 existing), 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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<tr>
<td>Overland Road</td>
<td>771-feet</td>
<td>Principal Arterial</td>
<td>1,070</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
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<td>Lizarso Street</td>
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<td>Local</td>
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<tr>
<td>Camas Street</td>
<td>00-feet</td>
<td>Local</td>
<td>34</td>
<td>N/A</td>
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</tr>
</tbody>
</table>

   * Acceptable level of service for a five-lane principal arterial is “E” (1,770 VPH).
   * Acceptable level of service for a seven-lane principal arterial is “E” (2,660 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 Overland Road east of Cloverdale Road was 21,032 on 10/07/2013.

   • The average daily traffic count for Lizarso Street north of Overland Road was 829 on 10/07/2013.
The average daily traffic count for Camas Street east of Cloverdale Road was 494 on 11/04/2013

C. Findings for Consideration

1. Southwest Boise Transportation Study
The Southwest Boise Transportation Study Plan (SWBTS) is a long range planning tool developed to plan for future growth in southwest Boise by identifying future roadway, intersection, and corridor needs. The SWBTS provides a framework for future roadway improvements based on the land use designations. The plan also investigates alternative transportation solutions including pedestrian and bicycle pathways. The plan was created in collaboration the City of Boise and was adopted by the ACHD Commission in May of 2009.

The SWBTS recommends right-of-way preservation for the future widening of Cloverdale Road to 5-lanes, Overland Road to 7-lanes, and for the widening of the Cloverdale/Overland intersection to a 7 X 7 intersection.

2. Overland Road
   a. Existing Conditions: Overland Road is improved with 5-travel lanes, 60-feet of pavement, vertical curb, gutter, and sidewalk abutting the site. There is 100 to 80-feet of right-of-way for Overland Road (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 7-lane street section shall be 96-feet (back-of-curb to back-of-curb) within 120-feet of right-of-way. This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and safety shoulders.

      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.

      Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused
driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**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 Overland Road is designated in the MSM as a Mobility Arterial with 7-lanes and on-street bike lanes, a 98-foot street section within 124-feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to dedicate 62-feet of right-of-way from centerline of Overland Road abutting the site.

The applicant is not proposing any improvements to Overland Road abutting the site.

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

Overland Road is already improved with 5-travel lanes, 60-feet of pavement, vertical curb, gutter, and sidewalk abutting the site. Therefore no additional street improvements should be required with this application.

The applicant should be required to replace any broken curb, gutter, or sidewalk on Overland Road abutting the site consistent with ACHD’s Minor Improvement Policy.

3. **Lizaso Avenue**

a. **Existing Conditions:** Lizaso Avenue is improved with 2-travel lanes, curb, gutter, and 4-foot wide sidewalk abutting the site. There is 50-feet of right-of-way for Lizaso Avenue (25-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.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant’s Proposal:** The applicant is not proposing any improvements to Lizaso Avenue abutting the site.

d. **Staff Comments/Recommendations:** Lizaso Avenue is fully improved with curb, gutter, and 4-foot wide sidewalk; however, Section 7206.5.6 requires sidewalks to be at least 5-feet wide to meet current ADA standards. The applicant should be required to reconstruct the sidewalk to be 5-feet in width or provide 5’ X 5’ turnout areas every 200 feet on Lizaso Avenue to meet ADA standards.

The applicant should be required to replace any deteriorated or deficient sidewalk with 5-feet wide concrete sidewalk, curb, gutter or pedestrian facilities along Lizaso Avenue abutting the site, consistent with ACHD’s Minor Improvement Policy 7203.3.

4. **Baserri Way**

a. **Existing Conditions:** There are no existing local streets within the site.

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

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

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

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

Sidewalk Policy: District Policy 7207.5.7 states that 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.)
**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant Proposal:** The applicant is proposing to construct Baserri Way as a 29-foot street section with curb, gutter, and 5-feet wide attached concrete sidewalk within 40-feet of right-of-way.

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

5. **Roadway Offsets**

   a. **Existing Conditions:** There is an existing 20-foot wide private road (Petra Lane) located approximately 1,016-feet east of Lizaso Avenue (measured centerline to centerline).

   b. **Policy:**
   - **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 Baserri Way as a local street intersecting Lizaso Avenue approximately 460-feet north of Overland Road and 129-feet south of Florida Drive (measured centerline to centerline).

   The applicant is proposing to construct Hummingbird Lane as a private street intersecting Lizaso Avenue approximately 156-feet north of Overland Road and 425-feet south of Florida Drive (measured centerline to centerline).

   The applicant is proposing to close Petra Lane as a private road and convert it to an emergency access and pathway.

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

6. **Private Roads**

   a. **Private Road Policy:** District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

   - Designed to discourage through traffic between two public streets,
   - Graded to drain away from the public street intersection, and
   - If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

   b. **Applicant Proposal:** The applicant is proposing to construct Hummingbird Lane as a 24-foot street section with 5-foot wide attached sidewalk on one side within 30-feet of easement.

   c. **Staff Comments/Recommendations:** If the City of Boise approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Boise, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.
Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:
- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

7. **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.

8. **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.

9. **Other Access**
   Overland Road is classified as a principal 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. Dedicate 62-feet of right-of-way from centerline of Overland Road abutting the site.
2. Replace any deteriorated or deficient sidewalk with 5-feet wide sidewalk, curb, gutter or pedestrian facilities along Lizaso Avenue abutting the site, consistent with ACHD’s Minor Improvement Policy 7203.3.
3. Reconstruct the sidewalk on Lizaso Street to be 5-feet in width or provide 5’ X 5’ turnout areas every 200 feet to meet ADA standards.
4. Construct Baserri Way as a local street intersecting Lizaso Avenue approximately 460-feet north of Overland Road and 129-feet south of Florida Drive (measured centerline to centerline).
5. Construct Baserri Way as a 29-foot street section with vertical curb, gutter, and 5-feet wide attached concrete sidewalk within 40-feet of right-of-way.
6. Construct Hummingbird Lane as a private street intersecting Lizaso Avenue approximately 156-feet north of Overland Road and 425-feet south of Florida Drive (measured centerline to centerline).
7. Close Petra Lane as a private road and convert it to an emergency access and pathway, as proposed.
8. Payment of impacts fees are due prior to issuance of a building permit.

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
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.
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.