To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Shermanhollow Subdivision
Project Number: SUBP14-0059
Meeting Date: May 11, 2016

FACTS & FINDINGS:

1. Shermanhollow Subdivision is a 19 buildable and 6 common lot residential subdivision on 10.29 acres. This site is located at the east terminus of W. Sherman Street, east of W. Ada Street.

2. Shermanhollow Subdivision adds 0.17 centerline miles to the ACHD roadway system.

3. Shermanhollow Subdivision has available transit.

4. The applicant is The Sherman Hollow Project, LLC and the principal for the applicant is Michael Brown, Authorized Signatory.

5. The preliminary plat was approved on February 27, 2013.

6. 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 $677,400 in the form of a Letter of Credit from Washington Trust Bank in accordance with ACHD Policy Section 7103.2.

7. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by October 26, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Shermanhollow Subdivision and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
A. Findings of Fact

1. Description of Application: The applicant is requesting approval of a preliminary plat, hillside permit, and planned unit development for 19 building lots on approximately 10.29 acres. The site is located at 150 E. Sherman Street, 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</td>
<td>R-1B</td>
</tr>
<tr>
<td>South</td>
<td>Single family residential</td>
<td>R-1B</td>
</tr>
<tr>
<td>East</td>
<td>Single family residential</td>
<td>R-1B</td>
</tr>
<tr>
<td>West</td>
<td>Single family residential</td>
<td>R-1B</td>
</tr>
</tbody>
</table>
3. **Site History:** See Finding for Consideration C 1.

4. **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.

5. **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 or the District’s Capital Improvement Plan (CIP).

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 181 additional vehicle trips per day (0 existing); 19 additional vehicle trips per hour in the PM peak hour (0 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

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

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Hour Traffic Count</th>
<th>PM Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th Street</td>
<td>None</td>
<td>Collector</td>
<td>275</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane collector is “D” (425 VPH).

4. **Average Daily Traffic Count (VDT)**
   *District Policy 7207.3.1 states that acceptable average daily traffic on local streets ranges up to 2,000 vehicle trips per day.*
   
   - The average daily traffic count for Sherman Street east of Ada was 82 on 12/03/12.
   - The average daily traffic count for Sherman Street east of 5th Street was 210 on 12/03/12.
   - The average daily traffic count for Ada Street east of 5th Street was 269 on 12/03/12.
   - The average daily traffic count for 6th Street north of Pueblo was 561 on 12/03/12.
   - The average daily traffic count for 8th Street north of Ressegue was 4,053 on 6/22/11.
   - The average daily traffic count for 9th Street south of Ada was 2,238 on 12/03/12.

**C. Findings for Consideration**

1. **Site History**
   An application for 27 building lots on this site was previously heard by the ACHD Commission January 9, 2008, during that hearing the Commission denied the application. Subsequently, the applicant requested reconsideration of the application. The request for reconsideration was granted on January 16, 2008. The application was heard again on February 27, 2008.

   During the February 2008 hearing the Commission required that Sherman Street be widened, to a minimum of 18-feet of pavement (not including gutter width), with vertical curb and gutter on both sides (22-feet back-of-curb to back-of-curb), and a 5-foot attached concrete sidewalk along
the south/east side. This section would allow for two 9-foot travel lanes, with the gutter width serving as a shoulder/shy distance. This recommendation required the applicant to acquire either additional right-of-way or easements for the placement of sidewalk outside of the existing 25-foot wide right-of-way.

After February 2008, the applicant attempted to purchase additional right-of-way five different times from eight neighboring property owners to meet ACHD’s required street improvements. The applicant was unsuccessful in those attempts and resubmitted their development application to Boise City and transmitted to ACHD for review. The prior application was approved by the City of Boise Planning and Zoning Commission on June 9, 2008 and the Boise City Council on September 9, 2008.

On February 23, 2011, an application for 27 building lots on this site came before the ACHD Commission and after hearing testimony, which mainly concerned the off-site improvements to Sherman Street, pedestrian safety, and emergency access to the site and neighboring properties, the Commission denied the applicant’s request for a modification to the Off-site Improvement Policy. The Commission then passed a motion to approve the development application subject to the site specific conditions of approval required with the 2008 Commission action on the development.

Those site specific conditions of approval included the Widening of Sherman Street from Ada Street to the site with a minimum of 18-feet of pavement, vertical curb and gutter on both sides (22-feet back-of-curb to back-of-curb), and a 5-foot attached concrete sidewalk along the south/east side. After widening, the back of curb on the north/west side shall be no further than 1-foot from the north/west right-of-way line.

The applicant has still been unable to acquire additional right-of-way from the neighboring property owners to meet ACHD’s required street improvements, and has submitted revised a development application with a reduced density of less than 2 units per acre to Boise City and they transmitted it to ACHD for review. Boise City has indicated that this application is consistent with their comprehensive plan and is a desired in-fill development (See attachment 4).

2. Sherman Street Off-Site
   a. Existing Conditions: Sherman Street is improved with between 18 and 19-feet of pavement, with no defined shoulder, within 25-feet of right-of-way for approximately 350-feet between the intersection with Ada Street and the site. Parking is undefined and occurring on both sides of the roadway. The roadway terminates in a 45-foot wide cul-de-sac (with some portions within prescriptive right-of-way) at the south end of the site.

   A portion of the Sherman Street right-of-way northeast of the cul-de-sac is unimproved and is used as a driveway access to residences located at 115 and 120 Sherman Street. Sherman Street from 5th Street to the intersection with Ada Street is a standard local street, 36-feet in width with vertical curb and gutter on both sides, and sidewalk on the south side.

   Over the past 5 years (2007-2011), there have been no reported accidents at the Sherman/Ada and Sherman/5th intersections. There has been one accident reported at the Ada/5th Street intersection. It involved a parked car and a westbound vehicle on Ada Street.

   A Stopping Site Distance investigation was conducted to determine conformance with AASHTO guidelines for a street with a corner(s). A maximum grade of 6% was used in the calculation, which is greater than existing grade. The investigation concluded that the corner on Sherman Street meets and exceeds the required 120-foot site distance requirement for a street with a posted 20 MPH speed limit.

   A Speed investigation was also conducted. The investigation looked at the average speed of the traveling public on Sherman Street in two locations, east of Ada Street and between 4th and
5th Streets. The investigation found that the average speed on Sherman Street east of Ada to be 13 MPH and to be 19 MPH between 4th and 5th Streets.

b. Policy
Off-Site Streets Policy – Local Street with less than 400 ADT (Existing and Proposed): District Policy 7207.2.3 states that if the proposed development is not served by a public street with at least 24-feet of pavement then the developer shall pave the street or widen the existing pavement to provide 24-feet of pavement with 3-foot gravel shoulders from the site to a public street specified by the District.

Alternatives to pavement widening include sidewalks, pathways, or other proposals such as passive traffic calming measures or mitigation through design elements, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating site specific criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); 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.

Modification of ACHD Street Design Standards: In the event there is insufficient right-of-way to meet ACHD’s policy design standards, the Applicant may request from the District a modification to the Policy. In doing so, the Applicant may rely on the AASHTO Street Design Guidelines.

AASHTO Width in Constrained Right-of-Way: AASHTO Geometric Design of Highway and Streets recommends that, for local urban streets, “Where the available or attainable width of right-of-way imposes severe limitations, 2.7-m [9-ft] lanes can be used in residential areas.”

AASHTO Very-Low Volume Local Roads: AASHTO Guidelines for Geometric Design of Very-Low Volume Local Roads, which is defined as a “a road that is functionally classified as a local road and has a design average daily traffic volume of 400 vehicles per day or less”, recommends a minimum roadway width of 18-feet for minor or major access roads in rural areas. These guidelines also recommend a roadway width of 20 to 28-feet in urban areas with densities of 2.0 or fewer dwelling units per acre, and parking allowed on both sides of the roadway. Reduced widths may be appropriate where parking is restricted. These guidelines are based on the ITE Recommended Guidelines for Subdivision Streets. (Institute of Transportation Engineers, Washington, D.C.: 1993)

Maximum Traffic on One Access: District policy 7207.3.3 states that if a proposed development has one access to a public street that is a local street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point on the local street access is 1,000 and is subject to fire department requirements for the provision of a secondary access. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, topography (foothills vs. flat land), pedestrian connectivity, location of schools, etc.

c. Applicant Proposal: The applicant has proposed to construct Sherman Street off-site with two 9.0-foot travel lanes, an 18-inch rolled curb and 4.5-foot wide concrete sidewalk on the south/east side of the roadway to total 24-feet of paved surface within the existing 25-foot wide right-of-way. The sidewalk is proposed to be a minimum of 6-inch in depth to accommodate emergency services and larger vehicles when necessary. This roadway section is proposed to
be constructed from the Sherman /Ada intersection north approximately 340-feet. The applicant has also proposed a 5-foot by 5-foot ADA pedestrian crossing zone at approximately 191-feet from the Sherman/Ada intersection.

d. **Identification of the Issues:**
   - Narrow pavement surface (approximately 18 to 19-feet in width) on Sherman Street provides sole access to the site.
   - Narrow right-of-way width (25-feet) leading to the site.
   - Existing on-street parking restricts existing narrow pavement width even more.
   - Limited site distance at horizontal curve, partially due to existing tree growth within the right-of-way.
   - Existence of informal pathway system through the site (which is proposed to be retained and enhanced within the new development) leading to other informal pathways external to the site.

e. **Staff Comments/Recommendations:** The proposed off-site improvement to Sherman Street does not meet the District's off-site street improvement policy which requires a minimum of 24-feet of pavement and 3-foot gravel shoulders; as, there is not enough existing right-of-way to accommodate the standard off-site improvement requirements. The applicant’s proposal does meet the intent of the policy by providing pavement widening and separate pedestrian facilities.

Although ACHD’s Off-Site Improvement Policy does not require the construction of sidewalks it does allow for alternatives to pavement widening including sidewalks, or pathways. The use of these alternatives for off-site improvements is evaluated by staff based on the following criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes; number of pedestrians; location of pedestrian “attractors” and “generators”; number of access points/streets serving the proposed development; and usable right-of-way.

In the event there is a situation that does not conform to the District’s policies, the District may consider AASHTO (American Association of State Highway and Transportation Officials) for minimum design guidelines. District staff has determined that AASHTO guidelines for a local urban residential street in a constrained right-of-way are most applicable. These guidelines call for 9-foot travel lanes, and if curbs and sidewalks are to be installed, design criteria should be determined based on local policies and published guidelines for compliance with the Americans with Disabilities Act (ADA).

Staff has reviewed the applicant’s proposal for off-site street improvements to Sherman Street (two 9.0-foot travel lanes, an 18-inch rolled curb, and 4.5-foot wide 6-inch minimum depth concrete sidewalk on the outside of the roadway [south/east] totaling 24-feet of paved surface area within the existing 25-foot wide right-of-way) for compliance with ACHD policy and AASHTO guidelines. The applicant is providing a 5-foot by 5-foot pedestrian crossing zone approximately 191-feet from the Sherman/Ada intersection in compliance with ADA guidelines.

Additionally, staff recommends that the applicant should be required to install 20 MPH Speed Limit signs and Share the Road signage both north and south bound before the curve on Sherman Street.

The proposed roadway improvements can be constructed within the existing right-of-way, and provide a substantial improvement to the existing condition of Sherman Street.

The Boise Fire Department has previously commented and has indicated once more in an initial meeting that they will require that the applicant provide a minimum 20-foot paved surface to the site. In addition, the Boise Fire Department has indicated that they may require that Sherman Street between Ada Street and the site be signed for no parking. The proposed street section would provide the minimum 20-foot paved surface required by the Boise Fire Department, and the elimination of on-street parking would significantly improve emergency services ability to access homes and land off of Sherman Street. The Boise Fire Department has accepted the
applicant's proposed street section as it provides an overall usable width of 23.5-feet (Attachment 5).

Pavement widening may impact the driveways located at 190, 200, 211, 220, and 240 Sherman Street. Where it is necessary to restore satisfactory grading, and where the applicants can obtain temporary construction easements from the property owners, the applicants should reconstruct private driveway tie-ins to Sherman Street. The applicants will be responsible for obtaining the necessary temporary construction easements from the private property owners, or for demonstrating a good faith attempt to do so where easements cannot be obtained.

District staff recommends that the applicant be required to trim the portion of the tree growth that is located within the right-of-way, including that portion that is obscuring the site distance at the horizontal curve on Sherman Street (see attachment 6). The applicant should have the right-of-way clearly staked and should consult with a certified arborist regarding the proper trimming of the tree and notify the homeowner and District Inspection personnel prior to trimming the tree.

The applicant should be required to install, in consultation with District Traffic Services staff, warning signs and advisory speed signs at the curve on Sherman Street. Signage will include 20 MPH Speed Limit signs and Share the Road signs on Sherman Street.

Additionally, staff recommends that parking on this portion of Sherman Street be prohibited on both sides of the roadway in accordance with Boise City Fire Department comments, and that the applicant install the appropriate signage.

This proposal meets the intent of the Districts standard Off-site Improvement policy, which does not require sidewalks; it meet’s AASHTO guidelines by providing 9.0-foot travel lanes, and a 20-foot minimum paved surface area. Staff recommends approval of the proposed street section (with staff comments) for this segment of Sherman Street off-site from the development.

3. Sherman Street Onsite
   a. Existing Conditions: Sherman Street Onsite is improved with between 18 and 19-feet of pavement, with no defined shoulder, within 25-feet of right-of-way for approximately 200-feet abutting the site. The roadway terminates in a 45-foot wide cul-de-sac (with some portions within prescriptive right-of-way) at the south end of the site. A portion of the Sherman Street right-of-way northeast of the cul-de-sac is unimproved and is used as a driveway access to residences located at 115 and 120 Sherman Street.

   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 an 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.

c. Applicant Proposal: The applicant is proposing to construct the remaining 200-feet of Sherman Street abutting the site as a 29-foot street section with curb, gutter and 5-foot wide attached sidewalk within 42-feet of right-of-way.

The applicant is also proposing to provide 4 overflow parking stalls outside of right-of-way on the east side of Sherman Street approximately 135-feet into the site. The parking stalls are proposed to be 9-feet wide by 18-feet long.

d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy.

Staff recommends approval of the applicant’s proposal. The applicant should be required to sign one side of the roadway for no-parking. The applicant should submit for specific fire department approval for the reduced street section prior to plan approval.

4. Internal Local Street (Mockbee Way)

a. Existing Conditions: There are no internal 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 an 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.

**Cul-de-sac Streets Policy:** District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

d. **Applicant Proposal:** The applicants have proposed to construct Mockbee Way as a 29-foot street section with vertical curb, gutter, and attached 5-foot concrete sidewalk within 42-feet of right-of-way. The applicants have proposed to terminate the street with 45-foot radius cul-de-sac turnaround.

e. **Staff Comments/Recommendations:** The applicant's proposal meets District policy.

Staff recommends approval as proposed. The applicant should be required to sign one side of the roadway for no-parking. The applicant should submit for specific fire department approval for the reduced street section prior to plan approval.
5. Driveways

5.4 Mockbee Way

a. Existing Conditions: There are no internal driveways within the site. There is an existing 30-foot wide unpaved driveway where Sherman Street and the proposed Mockbee Way are to be connected.

b. Policy:
   Driveway Location Policy: District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

   Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

   Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

   Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

c. Applicant’s Proposal: The applicant is proposing a shared 30-foot wide driveway approach where Sherman Street and Mockbee Way are proposed to be connected. The driveway is located approximately 500-feet (measured centerline to centerline) from the Sherman/Ada Street intersection.

d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy, and should be approved as proposed. The applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

6. 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.

7. 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.

8. Commission Action

During the February 27, 2013 Commission Meeting the Commission accepted testimony from the applicant and members of the public including several neighboring property owners. Much of the testimony was regarding the proposed off-site improvements to Sherman Street, pedestrian safety in the area, and emergency access to the site and neighboring properties.
After considering the testimony the Commission passed a motion to approve the development application including the applicant’s request for modification to the Off-site Improvement Policy, subject to the site specific conditions of approval, and a condition for the developer to work with property owner’s on Sherman Street and ACHD staff for pro-active traffic calming on Sherman Street.

D. **Site Specific Conditions of Approval**

1. Widen Sherman Street off-site with two 9.0-foot travel lanes, an 18-inch rolled curb on the south/east side of the roadway, and 4.5-foot wide and 6-inch minimum depth sidewalk to total 24.0-feet of paved surface area, within the existing 25-foot wide right-of-way.

2. Construct a 5-foot by 5-foot wide concrete pedestrian crossing zone at approximately 191-feet from the Sherman/Ada intersection, as proposed.

3. Relocate the existing encroachments to accommodate the construction of Sherman Street off-site (including, but not limited to, the two utility poles, the water meter, the three manhole rims, and the private landscaping materials identified by the applicants’ survey).

4. Prior to widening Sherman Street, seek and obtain, if possible, temporary construction easements for the reconstruction of driveway approaches onto the portion of Sherman Street to be widened. As necessary and where temporary construction easements can be obtained, reconstruct the portions of existing private driveways to achieve reasonable grading at tie-in to the street. Provide documentation where temporary construction easements cannot be obtained and driveways cannot be reconstructed.

5. Prior to beginning any construction on the site, trim the portion of the tree growth that is located within the right-of-way and is obscuring the site distance at the horizontal curve on Sherman Street (see attachment 6). The applicants shall have the right-of-way clearly staked and shall consult with a certified arborist regarding the proper trimming of the tree and notify the homeowner and District Inspection personnel prior to trimming the tree.

6. Install, in consultation with District Traffic Services staff, 20 MPH Speed Limit signs and share the road signs on Sherman Street.

7. Install “NO PARKING” signs along both sides of the reduced-width section of Sherman Street between Ada Street and the site.

8. Construct Mockbee Way as a 29-foot street section (measured back-of-curb to back-of-curb) with vertical curb, gutter, and attached 5-foot concrete sidewalks inside 42-feet of right-of-way. Construct a turnaround at the north end of Mockbee Way with a minimum radius of 45-feet (measured back-of-curb to back-of-curb) with vertical curb, gutter, and 5-foot attached concrete sidewalk along its entire perimeter. Receive specific written fire department approval for the reduced street section. Sign one side of the roadway, “No Parking.”

9. Pave the driveway onto Sherman Street/Mockbee Way its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

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


E. **Standard Conditions of Approval**

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

2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

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

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

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

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

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

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

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

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

F. Conclusions of Law

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

2. ACHD requirements are consistent with applicable federal, state and local laws.
Attachments

1. Vicinity Map
2. Site Plan
3. Street Sections
4. Compliance Letter from Boise City
5. Letter from Boise Fire Department
6. Picture of Tree in Right-of-Way
VICINITY MAP

Attachment 1
Stacey Yarrington

From: Cody Riddle <CRRiddle@cityofboise.org>
Sent: Wednesday, February 06, 2013 1:04 PM
To: Stacey Yarrington; Romeo Gervais
Cc: Mindy Wallace
Subject: RE: Sherman Hollow Letters

Stacey,

I'm hoping email will suffice. Planning and Development Services has reviewed the applicant's revised proposal for off-site improvements to Sherman Street. We have no concerns with the alternative that includes a sidewalk behind the rolled curb.

Please let me know if you need anything further.

Thanks,
Cody

From: Stacey Yarrington [mailto:SYarrington@achdidaho.org]
Sent: Wednesday, February 06, 2013 11:24 AM
To: Cody Riddle; Romeo Gervais
Cc: Mindy Wallace
Subject: Sherman Hollow Letters

Gentlemen,

Can you please provide me with updated letters in regards to the new off-site improvements for this project and fairly quickly, so I can get the staff report out for review and to the neighbors.

THANKS!!!

Stacey Yarrington
Ada County Highway District
Planner II
Ph: 208-387-6171
e-mail: syarrington@achdidaho.org

“We drive quality transportation for all Ada County - Anytime, Anywhere!”
Planning & Development Services

January 2, 2013

Mindy Wallace
Ada County Highway District
3775 Adams Street
Garden City, ID 83714

Re: PUD12-00016 / Sherman Hollow Subdivision / 150 E. Sherman Street

Dear Mindy:

This letter is in response to your request for preliminary comments regarding the proposed 19-unit planned residential development and associated off-site improvements.

The Planning and Zoning Commission approved a 27-unit project with a similar layout in June of 2008. That approval was upheld by City Council later that year. Council ultimately found the project to be supported by the Comprehensive Plan and in compliance with Zoning Ordinance standards. While a new Comprehensive Plan has since been adopted, many of the same principles apply. Further, none of the zoning allowances or ordinance standards the original approval was based upon have changed. A cursory review also shows little change in the surrounding neighborhood. Given these factors, and fact that the project density has been reduced significantly, City Staff will likely be able to provide a favorable recommendation on the project. Please keep in mind, any final decision of the City rests with the Planning and Zoning Commission and City Council. Public testimony and comments from other agencies, including ACHD, will be pivotal in their decisions.

In terms of the off-site improvements to Sherman Street, we recommend an alternative with a delineated route for pedestrians. This could include striping and/or a variation in texture or material, without change in grade from the travel lanes. This area could be as narrow as 4', and still allow for 9' travel lanes. Without a change in grade, the area could still be utilized by emergency services and larger vehicles when necessary. This scenario would not require acquisition of additional right-of-way.

We appreciate the opportunity to provide comment. If you have any questions, or need further clarification in this matter, please contact me at 384-3830.

Sincerely,

Cody Riddle
Manager, Current Planning
Boise City Planning and Development Services

cc: Tom Showalter / 430 E. State Street, Ste. 100 / Eagle, ID 83616
Angela Brosious / Boise City Planning and Development Services
Fire Department

February 6, 2013

Cody Riddle
PDS – Current Planning

Re: REVISED - Sherman Hollow Subdivision, PUD12-00016
150 E. Sherman Road

Dear Cody,

This is a request for a Planned Unit Development for 19 buildable lots and 3 common lots on 10.29 total acres.

The access to this subdivision is provided by the existing Sherman Street. Sherman Street is an existing dead-end roadway in this area with a pavement width of 18 to 19 feet. With this project, the applicant is proposing to increase the width of Sherman Street to approximately 19 feet of drivable surface and another 4.5 feet of sidewalk and mountable curb which will be designed to handle the loads of emergency vehicles. This alternate design was modified following the applicant’s original submittal. The proposed design can be supported by the fire department as the overall useable width is 23.5 feet. However, it is not the preferred design alternative of the fire department. The new section of Sherman Street will be a 29-foot section. While the existing section of Sherman will not meet the expectations for new roadways, it does meet the minimum standards allowed by Section 503.2.1 and BCC 9-20-07 D9f. The increase in width and removal of parking will improve the existing situation.

This subdivision will also create a dead-end roadway of approximately 1200 feet in length. While the length exceeds the 700-foot distance allowed by Boise City Code without an emergency access, the provisions of BCC Section 9-20-07 D9g1, allow this situation as the single access deficiency existed prior to May 1, 2002. Due to the additional hazard associated with the extended dead-end length and the location of the project being within Wildland Urban Interface Zone A, the developer has chosen to require fire sprinklers within all of this homes as reference in condition 1.

The Boise Fire Department can approve the application subject to compliance with all of the following code requirements and conditions of approval included below. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Conditions:
1. All homes with in this project shall be protected with residential fire sprinklers.
2. This subdivision is within Wildland Urban Interface Zone A and compliance with BCC 7-01-69 is required. A complete fire safety plan shall be required prior to approval of the final plat.
3. The private roadways shall have parking restricted on both sides. Signage shall be in accordance with the IFC, as amended. A note is required on the face of the final plat noting the parking restriction prior to signing of the final plat by the Boise City Engineer. (BCC 7-01-32, IFC 503.8)

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4. Sherman Street shall have parking restricted on both sides where the width is less than 29-feet back of curb to back of curb and restricted on one side where the width is less than 36 feet back of curb to back of curb. Signage shall be in accordance with the IFC, as amended. A note is required on the face of the final plat noting the parking restriction prior to signing of the final plat by the Boise City Engineer. (BCC 7-01-32, IFC 503.8)

5. Turnarounds shall be in compliance with IFC Appendix D. (IFC Appendix D)

6. Fire hydrants, capable of producing the required fire flows shall be located in accordance with the IFC. Relocate the proposed fire hydrant located in front of Lot 2 to the main drive aisle. (IFC 507.5, IFC Appendix B)

7. Monument signage for addressing will be required at the entrance and at all intersections within the project. (IFC 505.1)

Please feel free to have the applicant contact Romeo Gervais at 570-6567 if they have any questions.

Regards,

Romeo P. Gervais, P.E.
Deputy Chief – Fire Marshal
Boise Fire Department