July 5, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Riverheights Subdivision No. 7
Project Number: SUBP15-0122
Meeting Date: July 13, 2016

FACTS & FINDINGS:

1. Riverheights Subdivision No. 7 is a 50 buildable and 6 common lot residential subdivision on 21.73 acres. This site is located at 6400 E. Warm Springs Avenue.

2. Riverheights Subdivision No. 7 adds 0.54 centerline miles to the ACHD roadway system.

3. Riverheights Subdivision No. 7 does not have available transit.

4. The applicant is Brighton Development, Inc. and the principal for the applicant is David W. Turnbull, President.

5. The preliminary plat was approved on January 6, 2014.

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 $1,305,000 in the form of a letter of credit from US 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 May 31, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Riverheights Subdivision No. 7 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
Riverheights Subdivision No. 7

Located in the SW1/4 of the SE1/4 of
Section 28, Township 3 North, Range 3 East, Boise Meridian,
Boise, Ada County, Idaho
2016
Riverheights Subdivision No. 7

Approval of Central District Health Department
SANITARY RESTRICTIONS as required by Idaho Code, Title 38, Chapter 5, have been satisfied according to the Act to be performed by the County Health Officer or his agent. The conditions of approval, sanitary restrictions may be re-imposed in accordance with Section 38-5215, Idaho Code, by the issuance of a Certificate of Disapproval.

Certificate of County Surveyor
I, the undersigned, County Surveyor, do hereby certify that this plat and that it complies with the State of Idaho Code relating to plats and surveys.

Certificate of County Treasurer
I, the undersigned, County Treasurer, in and for the County of Ada, State of Idaho, do hereby certify that all the above mentioned property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next three (3) years only.

County Recorder's Certificate
STATE OF IDAHO
COUNTY OF ADA
I hereby certify that this instrument was filed for record at the request of the Land Group, Inc.

Approval of City Engineer
I, the undersigned, City Engineer, for the City of Boise, Ada County, Idaho, do hereby approve this plat.

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

City Clerk: Boise, Ada County, Idaho

THE LAND GROUP
INCORPORATED
402 East State Street, Suite 100
Boise, Idaho 83702
208-344-8847
www.thelandgroup.com

sheet 5 of 5
Project/File: River Heights No. 6
The applicant is requesting preliminary plat approval to subdivide 33.66 acres into 89 single family residential lots and 10 common lots. This site is located at 6400 E. Warm Springs Avenue in Boise, Idaho and is located within the Barber Valley Specific Area Plan (SP02).

Lead Agency: City of Boise
Site address: 6400 E. Warm Springs Avenue

Staff Approval: January 6, 2014
Applicant: David Turnbull
Brighton Corporation
12801 W. Explorer Drive STE. 200
Boise, ID 83713

Representative: Gene Smith
The Land Group
462 E. Shore Drive, STE. 100
Eagle, ID 83616

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

A. Findings of Fact

1. Description of Application: The applicant is requesting preliminary plat approval to subdivide 33.66 acres into 89 single family residential lots and 10 common lots. This site is located at 6400 E. Warm Springs Avenue in Boise, Idaho and is located within the Barber Valley Specific Area Plan (SP02).

   The applicant’s proposal is consistent with the City of Boise’s Comprehensive Plan.

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>Rural Preservation</td>
<td>RP</td>
</tr>
<tr>
<td>South</td>
<td>Rural Preservation/Single Family Residential</td>
<td>RP/R6</td>
</tr>
<tr>
<td>East</td>
<td>Rural Preservation</td>
<td>RP</td>
</tr>
<tr>
<td>West</td>
<td>Rural Preservation</td>
<td>RP</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD previously reviewed this site as part of the Barber Valley Specific Area Plan application (CAR07-00047). The requirements of this staff report are consistent with those of the prior action.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - River Heights No. 5 is under construction west of the site.
   - Various phases of Harris Ranch are under construction west of the site.
   - East Valley Subdivision located east of the site was approved by ACHD on August 28, 2013.

5. **Transit:** Transit services are not available to serve this site. The nearest transit stop is over 5 miles west of the site.

6. **New Center Lane Miles:** This development is estimate to add .91 center line miles of new public streets.

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

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

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

### B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 847 additional vehicle trips per day; 89 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Condition of Area Roadways**

   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Springs</td>
<td>960-feet</td>
<td>Minor Arterial</td>
<td>241</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
</tr>
</tbody>
</table>

   * Acceptable level of service for a two-lane minor arterial is "D" (550 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 Warm Springs Avenue east of Eckert Road was 5,200 on 7/12/12.

### C. Findings for Consideration

1. **Barber Valley Specific Area Plan**

   On September 26, 2007 the ACHD Commission heard and approved the Barber Valley Specific Area Plan. Any modifications to the Barber Valley Specific Area Plan approved with this
application are for this preliminary plat only. No area wide changes to the Specific Area Plan are approved with this application.

The Barber Valley Specific Area Plan is for 247-acres, and involves 250-single family residential dwelling units, 612 multi-family dwelling units, 481,500 square feet of general office, 74,500 square feet of commercial uses, and a 7-acre park. The submitted preliminary plat is consistent with the Specific Area Plan.

2. Warm Springs Avenue
   a. Existing Conditions: Warm Springs Avenue is improved with 2-travel lanes, 28-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 80 to 190-feet of right-of-way for Warm Springs Avenue (40-feet from centerline).

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

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

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

      Street Section and Right-of-Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 48-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

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

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

      A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.
ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Warm Springs Avenue is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 71-foot street section within 97-feet of right-of-way.

c. Applicant Proposal: The applicant has not proposed any improvements to Warm Springs Avenue abutting the site.

Staff Comments/Recommendations: The applicant’s proposal does not meet District policy and should not be approved, as proposed. The applicant should be required to construct a 5-foot wide detached concrete sidewalk on Warm Springs Avenue abutting the site. The sidewalk should be constructed a minimum of 42-feet from the centerline of Warm Springs Avenue abutting the site. The applicant should be required to provide a permanent right-of-way easement for the sidewalk located outside of the existing right-of-way.

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

3. Internal Local Streets
   a. Existing Conditions: There are no local streets within the site.

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

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

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

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

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

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

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

**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.

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

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

c. **Applicant’s Proposal:** The applicant is proposing to construct the entry portions of Tower Junction and Chugwater as 50-foot street sections with two 20-foot wide travel lanes, a 10-foot wide center landscape island, vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 77-feet of right-of-way.

The applicant has proposed to construct all other internal local streets as 36-foot street sections with rolled curb, gutter, an 8-foot wide planter strip, and a 5-foot wide detached concrete sidewalk within 63-feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed. The applicant may extend the right-of-way 2-feet behind the back of curb and provide a permanent right-of-way easement for the detached sidewalks.

The center landscape islands on the entry portions of Tower Junction and Chugwater should be platted as right-of-way owned by ACHD. The applicant or home owners association should apply for a license agreement if landscaping is to be placed within these medians.

There are no stub streets proposed to or from the site, as the site is surrounded by the Maynard Gulch Wildlife Corridor and property owned by the Idaho Fish and Wildlife Foundation.

Additionally, staff recommends that the bulb-out at the Signal Rock/Tower Junction intersection be removed and that intersection be revised to provide a standard “T”
intersection. The applicant should be required to coordinate the redesign of the intersection with District Traffic Services and Development Review staff.

4. Roadway Offsets
   a. Existing Conditions: There are no roadways within the site.
   b. Policy:  
      **Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

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

   c. Applicant’s Proposal: The applicant has proposed to construct 2 roadways onto Warm Springs Avenue. Tower Junction, located approximately 660-feet west of Glacier Drive and Chugwater, located approximately 500-feet east of Glacier Drive (measured centerline to centerline).

   d. Staff Comments/Recommendations: The applicant’s proposal to construct Tower Junction onto Warm Springs Avenue 660-feet west of Glacier Drive meets District policy and should be approved, as proposed.

      The applicant’s proposal to construct Chugwater onto Warm Springs Avenue 500-feet east of Glacier Drive does not meet District offset policy, which required local street intersecting minor arterial roadways to align or offset by 660-feet. However, staff recommends a modification of policy to allow the Chugwater to intersect Warm Spring Avenue, as proposed.

      Staff recommendation is due to the fact that the location of Chugwater was previously reviewed as part of ACHD’s action on SP02 and given the number of proposed lots and the site proximity to the foothills and wildlife areas 2 access points are needed to provide access to the site in case of an emergency.

5. 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.

6. 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.

7. Other Access
   Warm Springs is classified as a minor arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadways and should be noted on the final plat.
D. Site Specific Conditions of Approval

1. Construct a 5-foot wide detached concrete sidewalk on Warm Springs Avenue located a minimum of 42-feet from the centerline of the road abutting the site. Provide a permanent right-of-way easement for any segment of the sidewalk outside of the existing right-of-way. The sidewalk shall be located entirely within an easement or entirely within the right-of-way.

2. Construct the entry portions of Tower Junction and Chugwater as 50-foot street sections with two 20-foot wide travel lanes, a 10-foot wide center landscape island, vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk, as proposed. Dedicate right-of-way to extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalks located outside of the right-of-way.

3. Plat the center landscape islands on Tower Junction and Chugwater as right-of-way owned by ACHD. The applicant or home owners association shall apply for a license agreement if landscaping is to be placed within these medians.

4. Construct all other internal local streets as 36-foot street sections with rolled curb, gutter, an 8-foot wide planter strip, and a 5-foot wide detached concrete sidewalks. Dedicate right-of-way to extend 2-feet behind the back of curb and provide a permanent right-of-way easement for the detached concrete sidewalks.

5. Redesign the Signal Rock/Tower Junction intersection to remove the bulb-out and to provide a standard “T” intersection. Coordinate the redesign of the intersection with District Traffic Services and Development Review staff.

6. Construct Junction Tower to intersect Warm Springs Avenue approximately 660-feet west of Glacier Drive, as proposed.

7. Construct Chugwater to intersect Warm Springs Avenue approximately 500-feet east of Glacier Drive, 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