December 27, 2017

TO: ACHD Commission
FROM: Mindy Wallace, AICP
SUBJECT: Shadow Valley Estates Subdivision
Staff Report for January 10, 2018 Commission Meeting

Executive Summary
The applicant is requesting approval of a zoning ordinance map amendment, rezone, and preliminary plat application to allow for the development of 11 lots on 118 acres. The site is located on the west side of SH-55 across from Shadow Valley Golf Course. This item is on the consent agenda due to applicant requested and staff supported request for a modification to the Master Street Map.

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

Attachment(s): Staff Report
COMPASS Checklist
A. Findings of Fact

1. Description of Application: The applicant is requesting approval of a zoning ordinance map amendment, rezone, and preliminary plat application to allow for the development of 11 lots on 118 acres. The zoning ordinance map amendment and rezone is to rezone 2.8 acres from RP to RR zoning.

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 residential/preservation</td>
<td>RR/RP</td>
</tr>
<tr>
<td>East</td>
<td>Rural residential</td>
<td>RR</td>
</tr>
<tr>
<td>West</td>
<td>Rural residential</td>
<td>RR</td>
</tr>
</tbody>
</table>

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

4. Transit: Transit services are not available to serve this site.

5. New Center Lane Miles: The proposed development includes 0.65 centerline miles of new public road.
6. **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.

7. **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 Integrated Five Year Work Plan (IFYWP) or the District’s Capital Improvement Plan (CIP).
   - The intersection of Beacon Light Road and SH-55 is listed in the CIP to be widened to 5-lanes on the north leg, 6-lanes on the south, and 5-lanes on the west leg, and signalized between 2031 and 2035.

**B. Traffic Findings for Consideration**

1. **Trip Generation**: This development is estimated to generate 105 vehicle trips per day; 11 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><strong>SH-55</strong></td>
<td>2,750</td>
<td>Principal Arterial</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a three-lane principal arterial is “E” (880 VPH).

** ACHD does not set level of service thresholds for State Highways.

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 SH-55 at the Dry Creek Counter was 8,929 in September of 2015.

**C. Findings for Consideration**

1. **State Highway 55 (SH-55)**
   SH-55 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Ada County, and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-55.

   **Staff Comments/Recommendations**: The applicant has proposed to construct a temporary public street connection onto SH-55 to provide access to the site. ITD has indicated that any access allowed on to SH-55 will be temporary and will be removed once other access becomes available via the extension of public stub streets (see attachment 3). ITD has also indicated that the temporary access will be allowed to serve only the 11 single family building lots proposed as part of this development application.

2. **Master Street Map**
   ACHD’s Master Street Map (MSM) shows a future collector roadway extending from SH-55 through the site stubbing to the northwest. The applicant has requested a modification of the
MSM to the collector roadway through the site, noting that ITD will not allow a permanent access to SH-55 (see attachment 4). In lieu of the collector roadway the applicant has proposed to construct a local street, Sunrise Valley Drive, which would have temporary access onto SH-55. The local street is proposed to stub to adjacent parcels which would be served by the collector roadway providing connectivity and opportunities for the roadways to be extended as area parcels develop.

Future Foothills Roadway Network
Staff is supportive of and recommends approval of the applicant’s request to modify the MSM to eliminate the collector roadway and construct a local street network in its place. Staff’s recommendation is due to the fact that ITD will not allow a permanent access onto SH-55 in this location and has limited the temporary access to only 11 residential lots. Additionally, this collector was identified as part of ACHD’s 2008 Northwest Foothills Transportation Plan. Since the adoption of the collector network as part of the study, land use assumptions have changed significantly, no longer necessitating the need for the collector.

3. **Sunrise Valley Drive & Woods Gulch Road**
   a. **Existing Conditions:** There are no local roadways 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.
      
      - **Rural Street Section:** District policy 7207.5.2 requires rural developments with lot sizes of 5-acres or greater per dwelling provide a minimum 24-foot pavement width, with additional 3-foot gravel shoulders and borrow ditches on each side. This street section does not require the construction of curbs, gutters, or sidewalks.
      
   c. **Applicant’s Proposal:** The applicant has proposed to construct new local streets, Sunrise Valley Drive and Woods Gulch Road, as 24-foot wide rural local streets with 3-foot gravel shoulders and barrow ditches on each side of the roadway within 50-feet of right-of-way.
Retaining walls are proposed on some sections of the roadway and are proposed to be located outside of the right-of-way.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy, as all of the lots are greater than 5 acres in size, and should be approved, as proposed; with the exception of the right-of-way dedication between SH-55 and Woods Gulch Road and the retaining walls located outside of the right-of-way.

All of the structural elements of the roadway including retaining walls should be patted as right-of-way or be placed in a right-of-way easement.

ITD has indicated that the approach for Sunrise Valley Drive onto SH-55 will be temporary and will be closed in the future when other access becomes available via the extension of public stub streets. Because of this staff recommends that the applicant provide a temporary right-of-way easement for Sunrise Valley Drive between SH-55 and Woods Gulch Road. This would allow the easement to be released when the approach onto SH-55 is closed.

The Eagle Fire District has indicated that this approach should remain as a private emergency access only driveway when the temporary public right-of-way easement is released. The applicant should work with ITD to restrict the driveway to emergency access only when other access becomes available via the extension of public streets.

4. **Stub Streets**

   a. **Existing Conditions:** There are no stub streets to the site.

   b. **Policy:**

   **Stub Street Policy:** District policy 7207.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4 except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

   In addition, stub streets must meet the following conditions:

   - A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.

   - The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

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

   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.

   c. **Applicant Proposal:** The applicant has proposed to construct one stub street to the north, Sunrise Valley Drive and one stub street to the west, Woods Gulch Road. Due to the
topography the applicant has proposed to construct T-type turnarounds with a turnaround easement at the terminus of the stub streets.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct one stub street to the north and one stub street to the west meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

Staff recommends a modification of ACHD’s Temporary Dead End Streets Policy, to allow for the T-type turnarounds to be constructed, as proposed. Staff’s recommendation is due to the topography. The T-type turnarounds should be paved and the applicant should be required to provide written fire department approval for use of the T-type turnarounds prior to ACHD’s signature on the first final plat.

5. **Driveways**

5.1 **Sunrise Valley Drive**

a. **Existing Conditions:** Sunrise Valley Drive is not yet construction within the site.

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 has proposed to construct 8 driveways onto Sunrise Valley Drive to access the site.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct 8 driveways onto Sunrise Valley Drive meets District policy and should be approved, as proposed. The applicant should be required to pave all of the driveways their full width at least 30-feet into the site beyond the edge of Sunrise Valley Drive. The driveways are restricted to a maximum width of 20-feet.

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. **Other Access**  
Staff recommends that direct lot access onto SH-55 be prohibited and that Ada County or ITD require it to be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. Comply with the requirements of Ada County and ITD for the SH-55 frontage.
2. Construct a temporary approach onto SH-55 for Sunrise Valley Drive, as permitted by ITD.
3. Construct Sunrise Valley Drive, with 24-feet of pavement with 3-foot gravel shoulders and barrow ditches on each side of the roadway within a temporary right-of-way easement from SH-55 north to Wood Gulch Road.
4. Construct Sunrise Valley Drive, with 24-feet of pavement with 3-foot gravel shoulders and barrow ditches on each side of the roadway within 50-feet of right-of-way from Wood Gulch Road north.
5. All of the structural elements of the public streets shall be located within platted right-of-way, or placed within a right-of-way easement.
6. Construct Wood Gulch Road, with 24-feet of pavement with 3-foot gravel shoulders and barrow ditches on each side of the roadway within 50-feet of right-of-way.
7. Construct one stub street to the north, Sunrise Valley Drive, as proposed. Install a sign at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.” Construct a paved T-type turnaround at the terminus of the stub street. A temporary turnaround easement shall encompass the entire turnaround. Provide written fire department approval for use of the T-type turnaround prior to ACHD’s signature on the first final plat.
8. Construct one stub street to the west, Woods Gulch Road, as proposed. Install a sign at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.” Construct a paved T-type turnaround at the terminus of the stub street. A temporary turnaround easement shall encompass the entire turnaround. Provide written fire department approval for use of the T-type turnaround prior to ACHD’s signature on the first final plat.
9. Construct 8 driveways onto Sunrise Valley Drive, as proposed. Pave all 8 of the driveways their full width at least 30-feet into the site beyond the edge of Sunrise Valley Drive. The driveways are restricted to a maximum width of 20-feet.

10. Payment of impact fees is due prior to issuance of a building permit.

**E. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
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. ITD Comments
4. Request to Modify the Master Street Map
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines
PRELIMINARY PLAN FOR
SHADOW VALLEY ESTATES SUBDIVISION
ADA COUNTY, IDAHO
2017

SITE PLAN
November 21, 2017

Brent Danielson  
Ada County Development Services  
200 W Front Street  
Boise ID 83702  

VIA EMAIL  

RE: 201702200-DA/HD/S/ZC-SHADOW VALLEY ESTATES SUBDIVISION  

The Idaho Transportation Department (ITD) has reviewed the referenced subdivision, preliminary plat, hillside development, and zoning ordinance applications for a parcel located in Ada County’s Hillside and Wildland – Urban Fire Interface Overlay Districts, and the Zoning Ordinance Map Amendment to rezone an approximately 2.82 acre portion of the subject property from rural preservation (RP) to rural residential (RR) zoning with a Development Agreement. Also, a preliminary plat for a residential subdivision consisting of eleven (11) lots with a hillside application. Several parcels are adjacent to SH-55 between milepost 49.50 and 50.00. ITD has the following comments:

1. The developer has met with ITD to discuss alternatives for access to the proposed subdivision while minimizing impacts to the highway. The developer has been informed that any access granted to SH-55 will be temporary and shall be removed once any other access has been established through Ada County Highway District road connectivity.

2. Developer has been informed that all deeded accesses shall be relinquished upon issue of ITD permit for temporary access.

3. Any work within ITD right-of-way will require an approved permit before any work begins. Connection to or modification of an existing access to the State Highway system will require a permit from ITD. The applicant will need to contact Shona Tonkin (Shona_Tonkin@itd.idaho.gov or 208-334-8341) for an application.

4. Idaho Code 40-1910 does not allow advertising within the right-of-way of any highway system.

5. IDAPA 39.03.60 governs advertising along the State highway system. The applicant may contact ITD Headquarters Right-of-Way Services, Justin Pond, at 208-334-8832 for more information.
6. Section 49-221 of the Idaho Code restricts the placement of any hedge, shrubbery, fence, wall, or other sight obstructions of any nature where they constitute a traffic hazard at the intersection of roads with other roads, private alleys, bike or pedestrian paths when they are within the "vision triangle" of vehicle operators. The boundaries of the "vision triangle" are defined as follows:

a. By extending perpendicular lines along the face of curb from their point of intersection 40 feet in either direction; and

b. By a height between 3 feet and 10 feet above the existing centerline highway elevation.

![Vision Triangle Diagram]

7. ITD does not object to the preliminary plat or the zoning ordinance map amendment provided all access concerns are addressed.

If you have any questions, you may contact Shona Tonkin at 334-8341 or me at 332-7190.

Sincerely,

[Signature]

Ken Couch
Development Services Coordinator
Ken.Couch@itd.idaho.gov
Hi, Mindy!

Finally got a minute to answer your questions:

- Will ITD require a center left turn lane for the temporary access onto SH-55? Because we are only allowing a total of 11 houses to utilize the access for this development, we will not be requiring a turn lane. In order for any additional houses to be added, a new site plan would have to be submitted for review and a traffic impact study might be required, as well.

- When stub streets are extended and other access becomes available, does ITD anticipated the full closure of the temporary access point or would it remain as an emergency access only? ITD would review and consider any request to allow the access point to remain as a gated emergency access once any connection is made to another roadway.

- How much traffic would ITD allow on the temporary access point? ACHD policy would allow up to 1,000 trips per day (100 homes) on a local street. Is ITD comfortable with that much traffic on the temporary access point? If allowed, the access point would only be permitted for the original 11 single family housing units. Any proposed changes would require evaluation of the proposal and may require a TIS.

Thanks!

Ken Couch

Development Services Coordinator
Idaho Transportation Department
District 3
208-332-7190 Office
Ken.Couch@itd.idaho.gov

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October 21, 2017

Mindy Wallace, AICP
Ada County Highway District
Meridian, ID 83642

RE: SHADOW VALLEY SUBDIVISION ACHD MSM MODIFICATION REQUEST

Dear Ms. Wallace:

On behalf of our client, HBH Development LLC, we are requesting modification of ACHD’s Master Street Map to allow for a local road to serve the proposed 11 residential lots in Shadow Valley Subdivision. ITD has indicated that permanent access to SH-55 will not be permitted; this necessitates our request for modification of ACHD’s Master Street Map. The modification request is being made to replace the collector roadway (shown on the MSM) with a local street network. Stub streets will be provided to adjacent parcels as shown on the current ACHD Master Street Map.

Thank you for consideration of our request. Please call me should you have any questions at 208-376-7330.

Sincerely,

J-U-B ENGINEERS, Inc.

Wendy Shrief, AICP
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 11:00 a.m. 2 days 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.
Communities in Motion 2040 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of Communities in Motion 2040 (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals.

Development Name: Shadow Valley Estates

CIM Vision Category: Foothills

New households: 11  New jobs: 0  Exceeds CIM forecast: No

Recommendations

The proposal requests direct access to State Highway 55, which is the #17 priority in the Communities in Motion 2040 plan. State Highway 55 is a primary route for people commuting between the Treasure Valley and Boise County and provides access to resorts and outdoor destinations in Boise and Valley Counties. Additional access points reduce the efficiency of the corridor. Nearby services, such as schools, parks, emergency services, grocery, and other stores are likely accessed only by vehicle and there are no plans for public transportation to this location.

More information about COMPASS and Communities in Motion 2040:
Web: www.compassidaho.org
Email info@compassidaho.org