

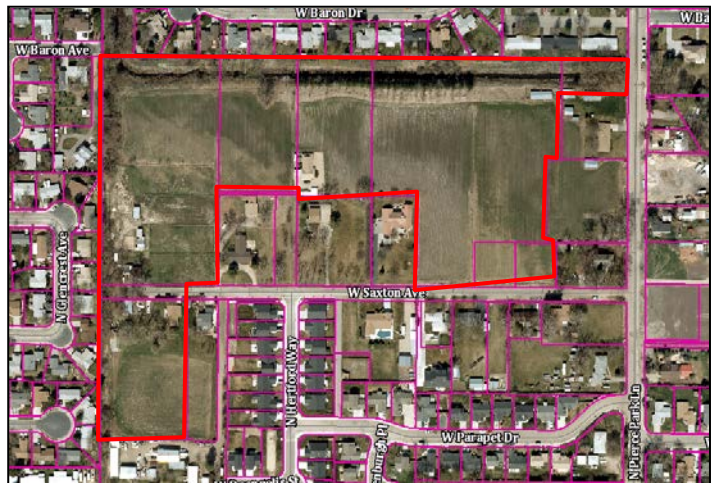
**Project/File: Millwell Place Subdivision/ BPP15-0031/ SUB15-0064**

*This is a preliminary plat application to allow for the development of 68 building lots and 2 common lots on 17.97 acres. The site is located at 6512 W. Saxton Avenue in Boise, Idaho.*

**Lead Agency:** City of Boise**Site address:** 6512 W. Saxton Avenue**Staff Approval:** December 30, 2015

**Applicant:** Todd Blackwell  
Wood River Builders, LLC  
516 S. Capitol Boulevard  
Boise, ID 83702

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



**Staff Contact:** Mindy Wallace  
Phone: 387-6178  
E-mail: [mwallace@achdidaho.org](mailto:mwallace@achdidaho.org)

## **A. Findings of Fact**

- Description of Application:** The applicant is requesting preliminary plat approval to allow for the development of 68 building lots and 2 common lots on 17.97 acres. The site is located at 6512 W. Saxton Avenue in Boise, Idaho.

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

- Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Single family residential	R-1C
South	Single family residential	R-1C
East	Single family residential	R-1C
West	Single family residential	R-1C

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

4. **Transit:** Transit services are available to serve this site. The nearest VRT bus stop is located at the intersection of Tobi Drive and Pierce Park Lane.
5. **New Center Lane Miles:** 0.47
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/ Integrated Five Year Work Plan:**
  - State Street is listed in the CIP to be widened to 7-lanes from Pierce Park Lane to Collister Drive between 2017 and 2021.
  - The intersection of Pierce Park Lane and Hill Road is listed in the CIP to be reconstructed as a single-lane roundabout with 2-lanes on the north leg, 2-lanes on the south, 2-lanes east, and 2-lanes on the west leg, and between 2027 and 2031.
  - The intersection of State Street and Pierce Park Lane is listed in the CIP to be widened to 3-lanes on the north leg, 7-lanes east, and 7-lanes on the west leg, and signalized between 2017 and 2021.

## **B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 647 vehicle trips per day, 68 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> edition.
2. **Condition of Area Roadways**  
Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Saxton	712-feet	Collector	12	Better than "D"	Better than "D"
Pierce Park south of Hill	170-feet	Collector	111	Better than "D"	Better than "D"
Pierce Park North of State	N/A	Collector	370	Better than "D"	Better than "D"

\* Acceptable level of service for a two-lane collector is "D" (425 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 Saxton west of Pierce Park was 172 on 4/29/15.
- The average daily traffic count for Pierce Park south of Hill Road was 2,553 on 5/12/15.
- The average daily traffic count for Pierce Park north of State Street 7,333 on 10/16/13.

## C. Findings for Consideration

### 1. Pierce Park Lane

- a. **Existing Conditions:** Pierce Park Lane is improved with 2-travel lanes, bike lanes, extruded curb, and an asphalt pathway abutting the site. There is 54-feet of right-of-way for Pierce Park Lane (22-feet from centerline).

b. **Policy:**

**Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

**Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

**Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

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

**Residential Collector Policy:** District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

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

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

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

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Pierce Park Lane is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 54-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct vertical curb, gutter, and a 7-foot wide attached concrete sidewalk on Pierce Park Lane abutting the site.

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

## 2. Saxton Avenue

- a. **Existing Conditions:** Saxton Avenue is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 40-feet of right-of-way for Saxton Avenue (20-feet from centerline).

b. **Policy:**

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

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

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

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

**Off-Site Streets Policy:** 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.

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

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

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

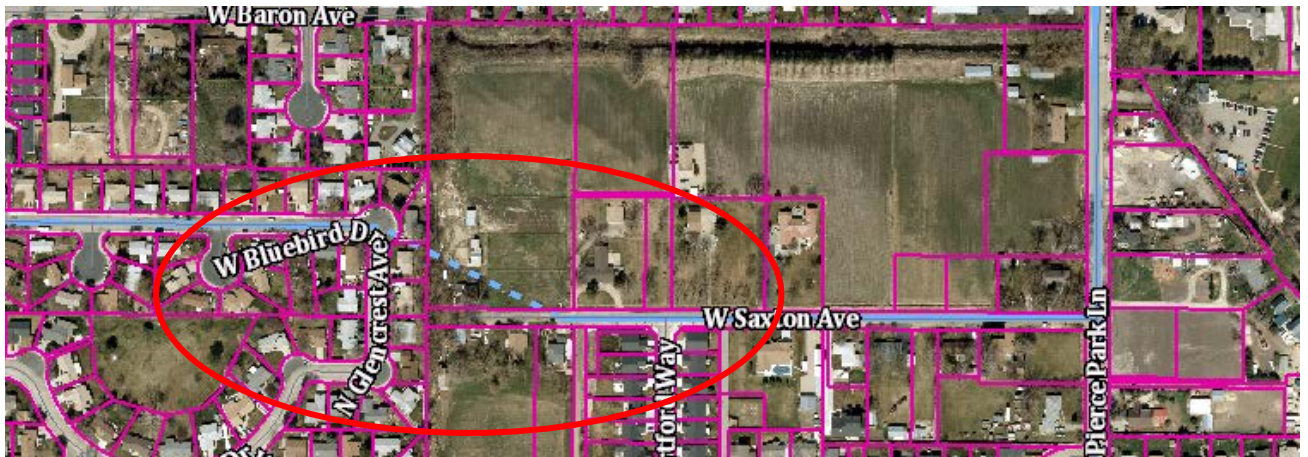
A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public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

**Half Street Policy:** District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement

crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

- c. Applicant Proposal:** The applicant is proposing to construct Saxton Avenue as half of a 36-foot street section with rolled curb, gutter, and a 5-foot wide attached concrete sidewalk abutting the site. To accommodate these improvements, the applicant has proposed to dedicate an additional 5-foot of right-of-way to total 25-feet from the centerline to Saxton Avenue abutting the site.
- d. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. Consistent with ACHD's Off-Site Street policy, the applicant should be required to widen Saxton Avenue to 24-feet of pavement with 3-foot wide gravel shoulders between the proposed Portsmouth Way and Pierce Park Lane in areas where Saxton Avenue does not abut the site.

ACHD's Master Street Map identifies this section of Saxton Avenue as a residential collector roadway. The collector was anticipated to extend between Gary Lane and Pierce Park Lane, however, the alignment is on already existing streets with front on housing, and in subdivisions constructed without the stub streets necessary to make the public street connection between Gary Lane and Pierce Park Lane. Because of this staff recommends that Saxton between Gary Lane and Pierce Park Lane be reclassified as a local street and removed from the MSM.



The applicant has proposed to vacate the portion of Saxton Avenue west of the proposed Portsmouth Way. This portion of Saxton Avenue is currently an unimproved right-of-way which stubs to an existing single family home in a developed subdivision. Staff is supportive of this proposal. The applicant should be required to apply to vacate the right-of-way when needed for the development of the site. The vacation is a separate application and approval process.

The Boise School District has indicated that they would like to see a walking path within the 100-foot wide drainage easement along the drain ditch located north of the site. The drain ditch is owned by Drainage District No. 2. Staff recommends that Boise City and the Boise School District work with Drainage District No. 2 to provide a pedestrian facility along the drainage ditch. ACHD does not own any rights-of-way in this location.

### 3. Internal Local Streets

a. **Existing Conditions:** There are no internal 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.

**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.

c. **Applicant's Proposal:** The applicant is proposing to construct all of the internal local streets as 36-foot streets with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within



50-feet of right-of-way. The applicant is proposing to construct one cul-de-sac turnaround at the terminus of Portsmouth Way.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The cul-de-sac turnaround should provide a minimum radius of 45-feet.

#### 4. Roadway Offsets

- a. **Existing Conditions:** There are no roadway offsets within the site.

- b. **Policy:**

**Local Offset Policy:** District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

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

- c. **Applicant's Proposal:** The applicant has proposed to construct one roadway onto Pierce Park Lane, Watermill Drive, located approximately 125-south of the north property line (measured property line to centerline).

The applicant has proposed to construct one roadway on to Saxton Avenue, Watermill Drive, located approximately 500-feet west of Pierce Park Lane (measured centerline to centerline).

- d. **Staff Comments/Recommendations:** The applicant's proposal to construct Millwater Drive to intersect Pierce Park Lane approximately 125-south of the north property line does not meet District policy, which requires local streets intersecting collectors to align or offset by 330-feet. Millwater Drive is proposed to offset Barron Lane by approximately 235-feet. However, staff recommends a modification of policy to allow Millwater Drive to be located as proposed. Staff's recommendation is due to the fact that the site does not have enough frontage to meet to the required offset. Staff 's recommendation is a 23% modification of policy and is approved at the Manager level.

All other roadways align or exceed the required offset of 125-feet, and should be approved, as proposed.

#### 5. Tree Planters

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

#### 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

Pierce Park Lane is classified as a collector roadway. Direct lot access is prohibited to this roadway and should be noted on the final plat.

## **D. Site Specific Conditions of Approval**

1. Construct vertical curb, gutter, and a 7-foot wide attached concrete sidewalk on Pierce Park Lane abutting the site, as proposed.
2. Construct Saxton Avenue as half of a 36-foot street section, plus 12-feet of additional pavement with rolled curb, gutter, and a 5-foot wide attached concrete sidewalk abutting the site. Dedicate 5-feet of right-of-way (to total 25-feet) to accommodate this improvement.
3. Widen the offsite portions of Saxton Avenue between Portsmouth Way and Pierce Park Lane to 24-feet of pavement with 3-foot wide gravel shoulders.
4. Apply to vacate the portion of Saxton Avenue west of the proposed Portsmouth Way. The vacation is a separate application and approval process.
5. Construct all of the internal local street as 36-foot streets with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way, as proposed.
6. Construct one cul-de-sac turnaround with a minimum radius of 45-feet at the terminus of Portsmouth Way, as proposed.
7. Construct one roadway onto Pierce Park Lane, Watermill Drive, located approximately 125-south of the north property line, as proposed.
8. Construct one roadway on to Saxton Avenue, Watermill Drive, located approximately 500-feet west of Pierce Park Lane, as proposed.
9. Direct lot access to Pierce Park Lane is prohibited and shall be noted on the final plat.
10. Payment of impacts fees are due prior to issuance of a building permit.
11. Comply with all Standard Conditions of Approval.

## **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.

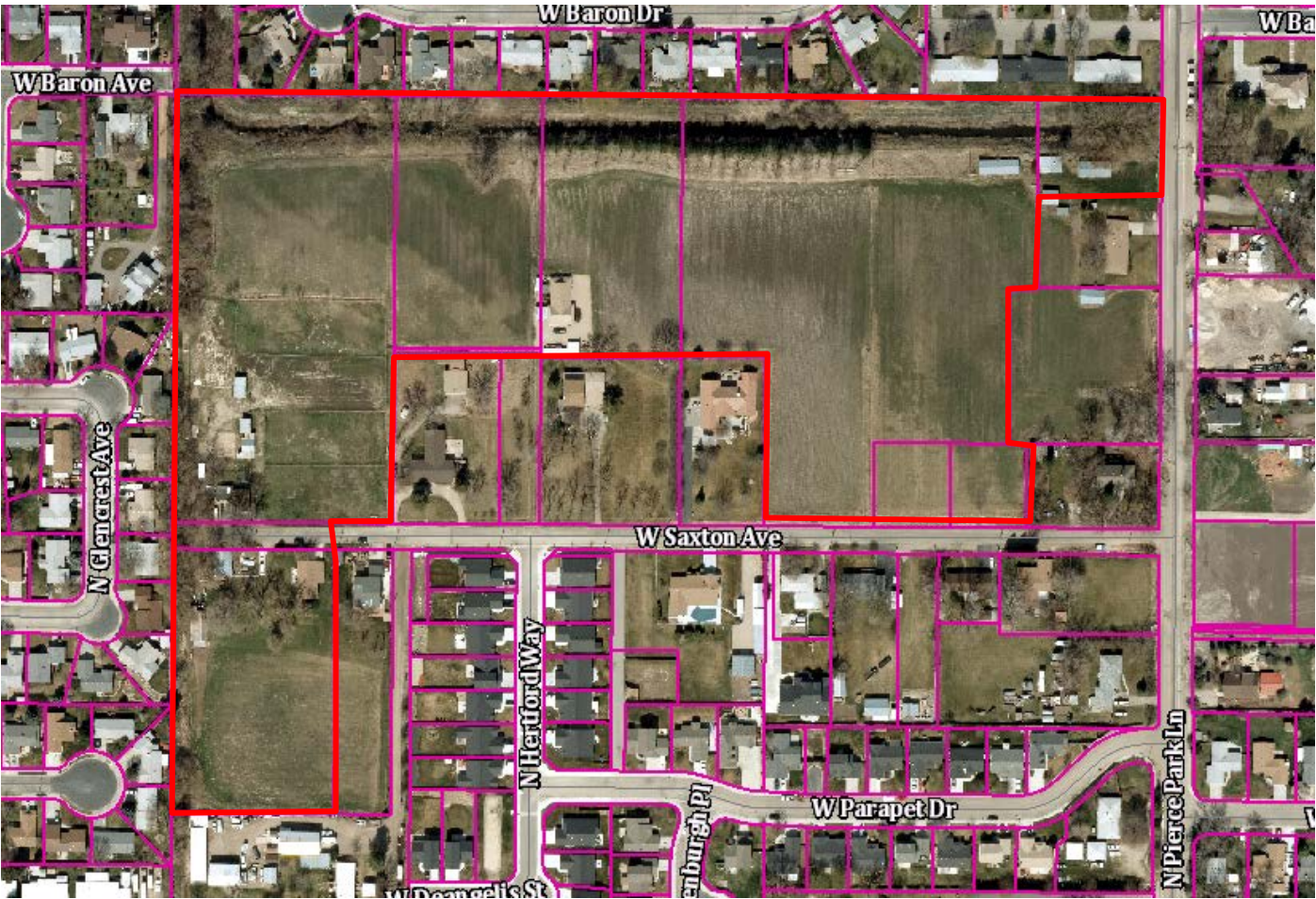
## **F. Conclusions of Law**

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.

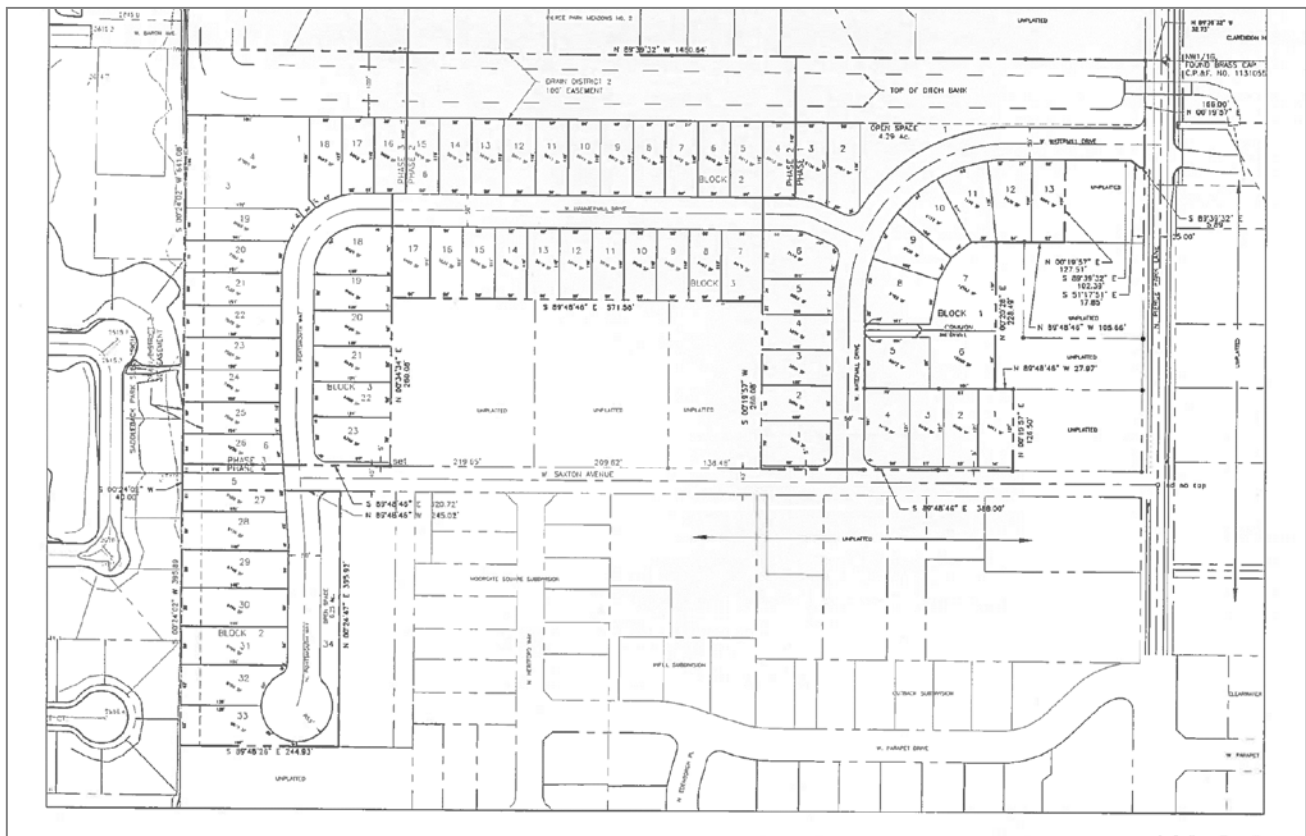
## **G. Attachments**

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines

VICINITY MAP



## SITE PLAN



# 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](http://iducc.com) for e-mail notification information.