



Paul Woods, President
Rebecca W. Arnold, Vice President
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Jim D. Hansen, Commissioner
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April 7, 2017

To: JKB Construction
7795 N Stonebriar Lane
Meridian, ID 83646

Subject: BOI17-0128/ CAR17-00004/ PUD17-00007
3555 E Warm Springs Avenue
Rezone from A-1 to R-2 and PUD to construct 125 unit Multi-family development

In response to your request for comment, the Ada County Highway District has reviewed the submitted application and site plan for the item referenced above. It has been determined that ACHD has site specific conditions of approval for this application.

A. Findings of Fact

1. Right-of-Way & Improvements – Warm Springs Avenue

- a. **Existing Conditions:** Warm Springs Avenue is improved with 2, 12-foot wide travel lanes, 5-foot wide paved shoulder, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Warm Springs Avenue (25-feet from centerline).
- b. **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.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk 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 Rural Arterial with 2-lanes and on-street bike lanes, a 40-foot street section within 50-feet of right-of-way.

- c. **Applicant's Proposal:** The applicant is proposing to construct curb and gutter adjacent to the existing edge of pavement, and detached 6-foot wide sidewalk along Warm Springs Avenue to tie into existing conditions to the east and west.
- d. **Staff Comments/Recommendations:** Staff recommends approval of the applicant's proposal to construct vertical curb and gutter adjacent to the existing edge of pavement, and detached 6-foot wide sidewalk along Warm Springs Avenue to tie into existing conditions to the east and west. No additional right-of-way is required. 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.

The applicant should install "NO PARKING" signs on Warm Springs Avenue adjacent to the site.

2. Driveways

- a. **Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, 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 and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

- b. Applicant's Proposal:** The applicant is proposing to construct a 40-foot wide, full access driveway onto Warm Springs Avenue, located in alignment with ViaPrivada Lane and 440-feet west of Warm Springs Avenue, and (measured centerline to centerline).

The applicant is proposing to construct a 22-foot wide emergency only access onto Warm Springs Avenue, located 144-feet west of ViaPrivada Lane. The applicant is proposing to place bollards within the driveway, located approximately 12-feet south of the north property line to restrict access.

- c. Staff Comments/Recommendations:** The applicant's proposal does not meet District policy because the proposed driveway exceeds the maximum width. The applicant should be required to construct a maximum 36-foot wide, curb return type driveway with 30-foot radii onto Warm Springs Avenue, located in alignment with ViaPrivada Lane.

Staff recommends approval of the applicant's proposal to construct a 22-foot wide curb return type driveway with 30-foot radii onto Warm Springs Avenue, located 144-feet west of ViaPrivada Lane. This driveway is for emergency access only. The access should be gated or have bollards installed. Gates or bollards should be located outside of the right-of-way, and installed as determined by Boise Fire Department.

The applicant should be required to pave the 2 driveways their full width and at least 30-feet into the site beyond the edge of Warm Springs Avenue.

3. Warm Springs Avenue/Warm Springs Mesa (Off-Site)

The Warm Springs Mesa area, west of this site, is an active geological landslide area. The area experiences periodic erosion of the slope (and falling rocks) above Warm Springs Avenue and Starview Drive in several areas from Windsong Drive, to and including Starview Drive. These occurrences typically happen in winter months following heavy rain and freeze/thaw events. During the past 2016/2017 winter storm events, boulders have landed on Warm Springs Avenue and Starview Drive. Warm Springs Avenue and Starview Drive were immediately closed to traffic and a local geotechnical firm was engaged to assess the situation and advise ACHD of potential future long term remediation options.

On April 5, 2017, the ACHD Commission approved the Warm Springs Avenue Interim Safety Treatment Plan. The Plan consists of the removal of loose rock on the slope (to be done under the observation of a licensed Geotechnical Engineer), removal of the existing chain link netting and fence posts, and the removal of the material that has accumulated behind the previously placed concrete guardrail. ACHD will continue to closely monitor the area, and proposes to address a long term solution moving forward.

This system offers additional safety to the traveling public, as it will add mitigation to Warm Springs Avenue. While it is not considered a final solution for this area, it offers an interim treatment that is much safer than before the recent erosion events.

In the event of temporary closure of this segment of Warm Springs Avenue, if all vehicle trips from the site were prohibited from traveling west on Warm Springs Avenue, there is sufficient capacity on adjacent streets to the east and south to accommodate this development.

4. Parking – Special Note to City of Boise

The applicant has proposed to provide 222 parking stalls to accommodate the residents and guests of the proposed apartment project. The City requires 163 stalls. The Institute of

Transportation Engineers (ITE) Parking Generation Manual, 4th Edition, recommends 155 parking stalls for a 125 unit apartment project. The parking needs generated by this development should be provided on-site, as there is not adequate availability of on-street parking adjacent to the site.

B. Traffic Information

Trip Generation

This development is estimated to generate 821 additional vehicle trips per day (10 existing); and 77 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

Below is a list of possible uses:

Proposed Designation (per unit)	ADT	ADT Count (10 existing)	VPH PM Peak Hour	PM Peak Hour Count (1 existing)
Apartment	6.65	821 ADT added	0.62	77 VPH added
Low-Rise Apartment	6.59	814 ADT added	0.58	72 VPH added
Townhouse/Duplex	5.81	716 ADT added	0.52	64 VPH added
Single Family detached	9.52	1,180 ADT added	1.00	124 VPH added

A traffic analysis was completed by Thompson Engineers and submitted to the City for the proposed Barber Hill Vistas. ACHD has not reviewed the traffic analysis because it was not conducted in accordance with ACHD policies and practices, as ACHD did not require a traffic analysis.

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
Warm Springs Ave. east of Starview Dr.	668-feet	2-lane Minor Arterial	227	Better than "E"
Parkcenter Blvd. East of Bown Way	0-feet	4/5-lane Principal Arterial	373	Better than "E"
Warm Springs Ave. east of Bacon Drive	0-feet	2-lane Minor Arterial	520	Better than "E"
Warm Springs Ave. north of Parkcenter	0-feet	2-lane Collector	240	Better than "D"
**Barber Drive west of Old Hickory	0-feet	2-lane Local	63	N/A

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

* Acceptable level of service for a four-lane principal arterial is "E" (1,780 VPH).

* Acceptable level of service for a three-lane minor arterial is "E" (720 VPH).

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

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

** Average Daily Traffic on a local street should typically be less than 2,000 (ADT).

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 Starview Drive was 4,540 on 6/18/2014.
- The average daily traffic count for Parkcenter Boulevard east of Bown Way was 6,972 on 12/31/2014.
- The average daily traffic count for Warm Springs Avenue east of Bacon Drive was 8,910 on 9/24/2015.
- The average daily traffic count for Warm Springs Avenue east of Walnut Street was 13,126 on 9/24/2015.
- The average daily traffic count for Warm Springs Avenue north of Parkcenter Boulevard was 4,213 on 6/18/2014.
- The average daily traffic count for Barber Drive west of Old Hickory was 1,003 on 12/3/2015.

C. Site Specific Conditions of Approval

1. Construct vertical curb and gutter adjacent to the existing pavement, and detached 6-foot wide concrete sidewalk along Warm Springs Avenue to tie into existing conditions to the east and west.
2. 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.
3. Install "NO PARKING" signs on Warm Springs Avenue adjacent to the site.
4. Construct a maximum 36-foot wide curb return type driveway with 30-foot radii onto Warm Springs Avenue located in alignment with ViaPrivada Lane.
5. Construct a 22-foot wide emergency access on Warm Springs Avenue, located 144-feet west of ViaPrivada Lane. The access should be gated or have bollards installed. Gates or bollards should be located outside of the right-of-way, and installed as determined by Boise Fire Department.
6. Other than the access specifically approved with this application, direct lot access is prohibited to Warm Springs Avenue.
7. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner (see below) for information regarding impact fees.
8. Plans shall be submitted to the ACHD Development Services Department for plans acceptance, and impact fee assessment (if an assessment is applicable).
9. Comply with the Standard Conditions of Approval as noted below.

D. Attachments

1. Vicinity Map
2. Site Plan
3. Standard Conditions of Approval
4. Request for Appeal of Staff Decision

If you have any questions, please feel free to contact me at (208) 387-6171.

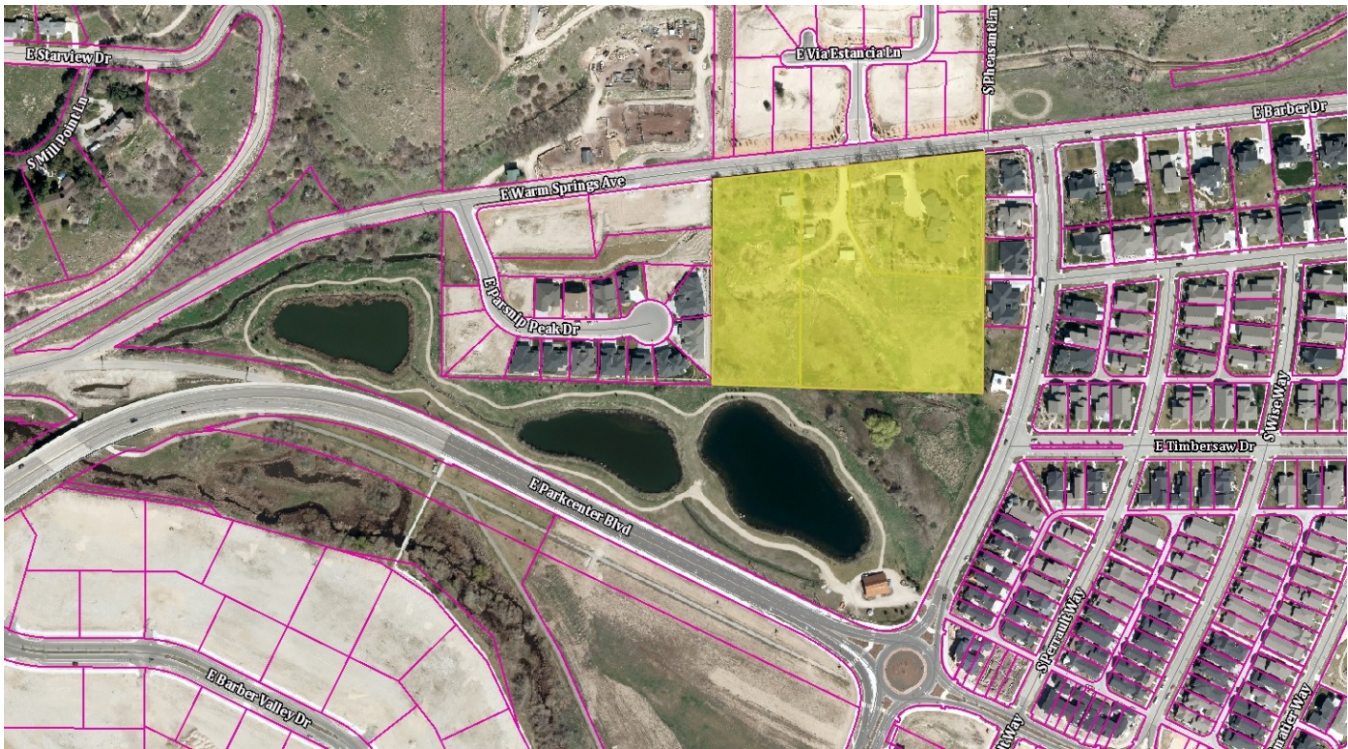
Sincerely,

A handwritten signature in blue ink that reads "Stacey Yarrington". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stacey Yarrington
Planner III
Development Services

cc: File
City of Boise
SLN Planning

VICINITY MAP



SITE PLAN



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, 7203.6, 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.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.