



*Committed to Service*

**Project/File:** **Plano Road Subdivision (SUB07-00065, CAR07-00042, CUP07-00084, CFH07-00022)**  
*This application is for preliminary plat, annexation, rezone, and hillside permit for 154 single-family homes on approximately 333 acres.*

**Lead Agency:** City of Boise

**Site address:** Plano Lane

**Commission Approval:** June 25, 2008

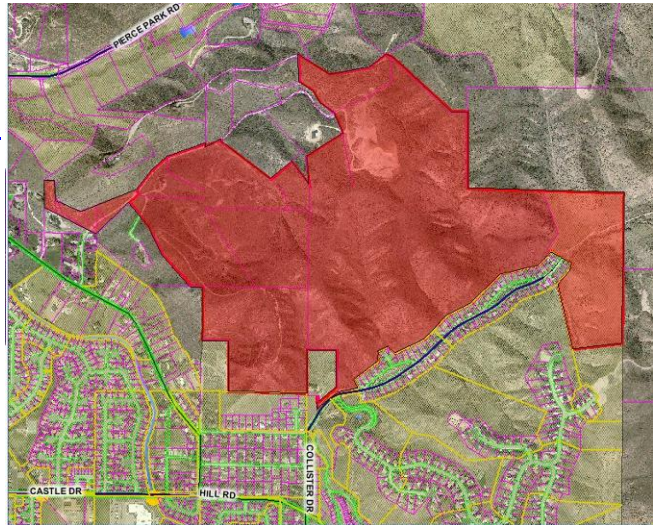
**Applicant:** Stewart Land Group  
 6995 S. Union Park Center  
 Midvale, Utah 84047

**Representative:** Same as above

**Staff Contact:** Matt Edmond  
 Phone: 387-6187  
 E-mail: [medmond@achd.ada.id.us](mailto:medmond@achd.ada.id.us)

**Tech Review:** April 11, 2008

**Application Information:**  
 Acreage: 333  
 Current Zoning: RP  
 Proposed Zoning: R-1A  
 Residential Lots: 154  
 Open Space: 245 acres



## **A. Findings of Fact**

### **Existing Conditions**

1. **Site Information:** The site currently consists of one home and vacant property.
2. **Description of Adjacent Surrounding Area:**

<b>Direction</b>	<b>Land Use</b>	<b>Zoning</b>
North	Vacant / Open Space	RP
South	Single-Family Residential / Open Space	R-1A / R-1B / R6 / R2 / A-1
East	Vacant / Open Space	RP
West	Vacant / Open Space	RP

3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**
  - Plano Lane is currently improved with approximately 19-feet of pavement with no curb, gutter, or sidewalk inside 50-feet of right-of-way for approximately 750-feet north of Hill Road.

- A dirt road runs from the current end of the public right-of-way for Plano Lane approximately 800-feet to the site, and continues along the site's northwest boundary and provides access to four houses adjacent to or beyond the site.
  - Collister Drive is currently improved as a 36-foot street section (back-of-curb to back-of-curb) with sidewalk on one side, all within 50-feet of right-of-way in the vicinity of the site.
  - Hill Road is currently improved to approximately 32-feet of pavement with 2 travel lanes and bike lanes, and no curb, gutter, or sidewalk, all within 43 to 50-feet of right-of-way in the vicinity of the site.
  - Pierce Park Lane is currently improved with 2 travel lanes, and no curb, gutter or sidewalk, within 58-feet of right-of-way in the vicinity of the site.
4. **Existing Access:** There is one defined access point to this property located off of Plano Road.
  5. **Site History:** ACHD has not previously reviewed this site for a development application.

### Development Impacts

6. **Trip Generation:** This development is estimated to generate 1,530 additional vehicle trips per day (VTD) based on the submitted traffic impact study.
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. **Existing Condition of Area Roadways:**

Roadway	Frontage	Functional Classification	Traffic Count	Level of Service*	Speed Limit
Plano Road	495'	Local	105 ADT north of Hill 4/3-4/8/2008	N/A	20 MPH
Hill Road	None	Minor Arterial	7,584 west of Collister 10/23/2007	Better than "C"	35 MPH
Hill Road	None	Minor Arterial	4,437 west of Pierce Park 10/23/2007	Better than "C"	35 MPH
Pierce Park Lane	None	Collector	4,013 north of Castle 10/23/2007	Better than "C"	35 MPH
Pierce Park Lane	None	Collector	6,182 south of Castle 10/23/2007	Better than "C"	35 MPH
Collister Drive	None	Collector	1,764 north of Outlook 11/15/2007	Better than "C"	25 MPH
Collister Drive	None	Collector	570 north of Quail Ridge 11/15/2007	Better than "C"	25 MPH
Collister Drive	None	Collector	2,806 south of Hill 10/23/2007	Better than "C"	30 MPH
State Street	None	Principal Arterial	40,285 east of Collister 4/2/2008	"F"	35 MPH
State Street	none	Principal Arterial	40,386 west of Pierce Park 4/2/2008	"F"	45 MPH

\*Acceptable level of service for a two-lane minor arterial roadway is "D" (14,000 VTD).

\*Acceptable level of service for a two-lane collector roadway is "D" (9,500 VTD).

\*Acceptable level of service for a five-lane principal arterial is "E" (37,000 VTD).

## 9. **Capital Improvements Plan (CIP) / Five Year Work Program (FYWP):**

- The intersection of Hill Road and 36<sup>th</sup> Street is in preliminary development in the FYWP to have a roundabout installed.
- Hill Road between Castle Drive and 36<sup>th</sup> Street is listed in the CIP for corridor preservation to accommodate future widening to three lanes.
- The intersection of Hill Road and Pierce Park Road is listed in the CIP to be widened to three lanes on all approaches and signalized in the timeframe between 2019 and 2028.
- The intersection of Collister Drive and State Street is listed in the CIP to be widened to three lanes on the north approach in the timeframe between 2019 and 2028.
- State Street between Glenwood and 27<sup>th</sup> Street is listed in the CIP for corridor preservation to accommodate future widening to seven lanes.

## **B. Findings for Consideration**

### 1. **Traffic Impact Study**

Dobie Engineering prepared a traffic impact study for the proposed Plano Road Subdivision. Below is an executive summary of the submitted traffic impact study **as presented by Dobie Engineering**. ACHD staff comments on the submitted traffic impact study can be found below under Staff Comments/Recommendations.

The proposed Foothills Subdivision is a 268-acre residential development with 160 single family lots. The site is located north of Hill Road between Collister and Plano Road in Boise, Idaho.

- At full buildout the site development will produce total driveway volumes of 1,530 vehicles per day with a PM peak hour loading of 160 vehicles per hour.
- The proposed site plan includes two all-movement accesses to Plano Road and an extension of Collister Drive to access the site.
- The arterial intersections of Hill Road with both Collister Drive and Pierce Park Lane now operate with little traffic congestion (LOS B/C) and ADT volumes are within acceptable lane capacities.
- Lane modifications and intersection improvements on Hill Road are included in the ACHD CIP. Hill Road will require a 3-lane section at the Castle Drive intersection to accommodate regional traffic growth and site traffic from the Foothills Subdivision by 2015.
- The Hill Road intersection with Collister Drive will exceed the capacity of all-way stop control operation by 2015. Intersection improvements including left-turn lanes and changing the operation of the intersection from all-way to two-way stop control will be needed to accommodate regional traffic growth as identified in the COMPASS Long Range Transportation Plan.
- Site generated traffic can be accommodated with the additional system improvements currently included in the ACHD CIP.
- Total projected traffic on Plano Road will not generate sufficient turning movements to warrant auxiliary turn lanes on Hill Road.
- Because all internal subdivision roads will carry less than 1,000 vpd, a standard 29-foot wide 2-lane ACHD street section will be sufficient.
- Plano Road between Hill Road and the site access will be improved to a standard ACHD street section.

**Staff Comment/Recommendations:** Staff Comments are provided by District Traffic Services staff.

- Based on the TIS assumptions, the Collister Drive – Hill Road intersection will be at LOS E (35-50 seconds of delay per vehicle) in 2012.
- There is inadequate site distance to change the Collister Drive – Hill Road intersection from all-way stop control to 2-way stop control on the Collister legs.
- There is currently inadequate right-of-way at the Collister Drive – Hill Road intersection to add turn lanes.
- Installation of a traffic signal and widening the Hill Road approaches for left turn lanes at the Collister Drive – Hill Road intersection would accommodate foreseeable capacity needs and safety concerns.
- The developer should be required improve the intersection of Collister Drive – Hill Road to widen the Hill Road approaches to 3 lanes and signalize the intersection.

## 2. Plano Lane (Existing)

**Offsite Roadway Improvement Policy:** District policy 7203.3 states that if the development is served by a public road less than 24-feet wide, the developer shall widen the pavement to a minimum of 24-feet wide, the developer shall widen the pavement to a minimum of 24-feet or add 3-feet of additional pavement to the existing road, whichever is greater.

**Applicant's Proposal:** The applicant has proposed to extend Plano Lane from its current terminus to the site as a 30-foot pavement section with 2-foot shoulders.

**Staff Comment/Recommendation:** District staff recommends a modification of policy to require the applicant to widen the existing portion of Plano Lane to 40-feet of pavement for 50-feet north of Hill Road, and thereafter to 30-feet of pavement with a 4-foot striped bike and pedestrian lane on the east side and 3-foot gravel shoulders on both sides from Hill Road to the current extent of right-of-way. Requiring this section with a bike and pedestrian strip and gravel shoulders in lieu of sidewalk will have less of an impact on the existing homes fronting on Plano Road while allowing adequate pavement width for vehicles and pedestrians.

Assuming an equal share of traffic between Plano Lane and Collister Drive with a full public street connection between the two, Plano Lane north of Hill Road will experience an estimated traffic volume increase from 105 average daily trips (ADT) to 870 ADT.

## 3. Plano Way Extension (Off-site)

**Offsite Roadway Improvement Policy:** District policy 7203.3 states that if the development is served by a public road less than 24-feet wide, the developer shall widen the pavement to a minimum of 24-feet wide, the developer shall widen the pavement to a minimum of 24-feet or add 3-feet of additional pavement to the existing road, whichever is greater.

**Applicant's Proposal:** The applicant has proposed to extend Plano Lane from its current terminus to the site as a 30-foot pavement section with 2-foot shoulders.

**Staff Comment/Recommendation:** Plano Lane extends as an unaccepted and unimproved roadway for approximately 7,500-feet beyond the right-of-way currently maintained by ACHD. The applicant's proposal includes improving and dedicating a portion of this road to ACHD. However, there currently exists a gap between the current right-of-way and the site. This gap must be resolved prior to any extension of Plano Lane as ACHD right-of-way. Additionally, the City of Boise staff has expressed concern that the applicant's proposal would create a spite strip along the south/east portion of the Plano extension and deny public street frontage to parcel S0619110060.

Prior to any plans acceptance or scheduling of final plat for signature, the applicant should provide warranty deeds for all right-of-way to be dedicated between the existing right-of-way and the site, and financial surety in an amount that is acceptable to ACHD to cover the costs of improving the

portion of Plano Lane between the existing right-of-way and the site. To address the concern of the city of Boise staff, the warranty deeds should provide parcel S0619110060 with at least 30-feet of frontage along the new public right-of-way.

District staff recommends a modification of policy to require the applicant to construct and dedicate Plano Way between the existing Plano Lane and the site as a 30-foot pavement section with a 4-foot striped bike and pedestrian lane on the east side and 3-foot gravel shoulders on both sides between the development's south property line and the portion of Plano Lane that currently exists as an ACHD roadway. Requiring this section will provide adequate width for vehicles, pedestrians and bicyclists, and match with the proposed requirement for the widening of Plano Lane to the south.

#### 4. Plano Way (New Extension)

**Right-of-Way & Street Section Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot attached concrete sidewalks.

**Curb Type:** District policy 7204.4.6 requires vertical curb in areas covered by hillside ordinance, where grade is 3% or greater for more than 100-feet, or where drainage control is needed.

**Sidewalk Policy:** District policy 7204.4.7 requires concrete sidewalk on both sides of local streets, except in rural developments with net densities of one dwelling unit per acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk can be constructed on one side of the street.

**Applicant's Proposal:** The applicant has proposed to construct Plano Way from the south property line north into the site with 30-feet of pavement, rolled curb, gutter, and 5-foot attached concrete sidewalk on the south/east side, and 2-foot gravel shoulder on the north/west side, all within 50-feet of right-of-way.

**Staff Comment/Recommendation:** Currently, six houses and a number of vacant lots either take access to or have frontage along the unimproved and unaccepted portion of Plano Lane that extends to and beyond the site. The applicant's proposal includes improving and realigning portions of this roadway. Any improvement or realignment must accommodate both existing access requirements and the potential extension of Plano beyond the site.

District staff recommends that the applicant construct and dedicate Plano Way from the south property line into the site as a 36-foot street section (back-of-curb to back-of-curb) with vertical curb and gutter on both sides and 5-foot attached concrete sidewalk on the east side.

Additionally, the applicant should align and construct the Plano extension in a manner that will not preempt access to any remaining homes or vacant lots that currently take access to or have frontage along any portion of the existing unimproved roadway.

#### 5. Collister Drive

**Right-of-Way & Street Section Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.

**Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**Applicant's Proposal:** The applicant has proposed to extend and dedicate Collister Drive from its current terminus east into the site as a 29-foot street section with rolled curb and gutter on both sides, and 5-foot attached sidewalk on one side, all within 40-feet of right-of-way. The applicant has proposed to construct a cul-de-sac turnaround at the end of Collister Drive on property

currently owned by the City of Boise. The applicant has proposed to construct a parking lot which will take access off of the cul-de-sac turnaround. The proposed parking lot will act as a trail head and provide parking for those utilizing the Polecat Gulch trail system.

**Staff Comment/Recommendation:** Collister Drive is currently classified as a collector roadway, and the presence of the Polecat Gulch Reserve access at its proposed terminus will cause additional trip generation beyond the forecast residential traffic.

District staff recommends that the applicant extend and dedicate Collister Drive through the site and into the Polecat Gulch Reserve as a standard 36-foot street section with vertical curb, gutter and 5-foot concrete sidewalks on both sides, all within 50-feet of right-of-way. The 36-foot street section is consistent the street improvements on the existing section of Collister Drive and should be extended into the site. The applicant will be required to provide a minimum outside radius of 45-feet for the cul-de-sac turnaround. The applicant should coordinate with Boise City to provide a public turnaround easement covering the entire cul-de-sac. Access to any unpaved trail parking should be located at least 30-feet from the dedicated right-of-way.

If the City of Boise does not grant an easement for the turnaround, the applicant should be required to dedicate additional right-of-way for the turnaround and construct it on site.

Assuming an equal share of traffic between Collister Drive and Plano Lane with a full public street connection between the two, Collister Drive north of Quail Ridge Drive will experience an estimated traffic volume increase from 570 average daily trips (ADT) to 1,335 ADT.

## 6. Street Connectivity

**Traffic on One Access:** District policy 7205.3.1 states that if a proposed development only has one local access to a public street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point along the local street access is 1,000.

**Applicant Proposal:** The applicant has proposed to take access to the public street system via Plano Lane (local) and Collister Drive (collector). The applicant has proposed to construct Daylight Rim Drive as a gravel roadway between Collister Drive and Plano Lane with the first phase of development, and to restrict it for emergency and construction access only for the first four phases of development. After the first four phases, which would include 36 lots taking access on Plano and 17 lots taking access onto Collister, the applicant would construct and dedicate Daylight Rim Drive as a full public connection.

**Staff Comment/Recommendation:** Staff previously recommended that the applicant be limited to 80 buildable lots until Daylight Rim Drive was constructed and dedicated as a full public connection between Collister Drive and Plano Lane. However, staff is supportive of the applicant's proposal to construct and dedicate Daylight Rim Drive as a full public connection after final plat of no more than 36 buildable lots accessing Plano Lane, or no more than 17 buildable lots accessing Collister Drive, for no more than 53 lots total. This proposal gives reasonable assurance that the connection will be built, and that it will be reasonably utilized at the time it is dedicated.

**Commission Discussion:** The Commissioners expressed an interest in getting the full public connection between Plano Lane and Collister Drive completed as soon as possible, in order to provide additional ingress and egress for purposes of winter safety, fire safety, emergency services, mitigation of construction traffic, and general connectivity. The Commissioners moved to approve the applicant's proposal to construct and dedicate Daylight Rim Drive as a full public connection after final plat of no more than 36 buildable lots accessing Plano Lane, or no more than 17 buildable lots accessing Collister Drive, for no more than 53 lots total.

## 7. Hill Road – Collister Drive Intersection

**Applicant Proposal:** The applicant has proposed that any improvements to the Collister Drive – Hill Road intersection be made under an Extraordinary Impact Fee Agreement between ACHD and the applicant.

**Staff Comment/Recommendation:** The Collister Drive – Hill Road intersection will reach an unacceptable level of service prior to site buildout. This intersection will reach LOS E when the site is approximately half complete, with 80 homes built.

District staff recommends that the applicant not build more than 80 homes on the site until such time as the Collister Drive – Hill Road intersection has been improved with widening to three lanes on the Hill Road approaches and installation of a traffic signal. The applicant should have the option to either enter into a Traffic Signal Agreement with ACHD, wait until this intersection is added to the ACHD Capital Improvement Plan and enter in to a developer cooperative agreement with the District to improve the intersection, OR to wait until this intersection is improved by ACHD. If the applicant chooses to enter into a Traffic Signal Agreement, the applicant will be solely responsible for all costs except for right-of-way acquisition along Hill Road. District staff is not supportive of an Extraordinary Impact Fee Agreement to improve this intersection.

To ensure that the applicant complies with one of these three options, the District will not approve a final plat of more than 80 buildable lots until such time as the prescribed improvements to the Collister Drive – Hill Road intersection have been made, either by ACHD or through a Traffic Signal Agreement with the applicant.

The Collister Drive – Hill Road intersection is currently not listed on the CIP or the FYWP for improvement, and it is impossible to forecast if and when this intersection will be programmed for improvement by ACHD in the future.

## 8. Collister Drive – Quail Ridge Drive Intersection

The intersection of Collister and Quail Ridge Drives is a three-legged intersection that is stop-controlled on the Quail Ridge approach. The sight distance from this approach is 550-feet to the north and 210-feet to the south. While sight-distance to the south does not meet the minimum recommended distance of 280-feet for a 25 MPH approach, current accident history does not warrant any changes to this intersection at this time. Should problems arise at this intersection in the future, they can be resolved by ACHD with the installation of a three-way stop.

## 9. Hill Road – Plano Lane Intersection

The intersection of Hill Road and Plano Lane is a three-legged intersection that is stop-controlled on the Plano Lane approach. The sight distance from this approach is 390-feet to the west and 860-feet to the south. While these distances meet the minimum recommended sight distance of 390-feet for a 35 MPH approach, speed data indicate that a significant portion of eastbound traffic on Hill Road is traveling at 40 MPH. Due to the increased volume of traffic onto Hill Road from Plano Lane that this development will cause, District staff recommends that the applicant be required to install intersection advisory signs on the eastbound approach of Hill Road to the west of the intersection.

**Commission Discussion:** The Commission expressed a concern over the potential hazard at the Plano – Hill intersection due to increased traffic from the proposed development and the limited sight distance to the west. The Commission directed Traffic Services staff to examine the intersection and develop a proposal for traffic hazard mitigation.

## 10. Internal Streets

**Reduced Street Section:** District policy 7204.4.3 and Figure 72-F1A allow a developer to construct a local urban residential street with a reduced width of 29-feet from back-of-curb to back-of-curb with curb, gutter and sidewalk, all within 42-feet of right-of-way. Policy requires Fire

Department approval from use of reduced street sections and restricts parking on reduced street sections.

**Sidewalk Policy:** District policy 7204.4.7 requires concrete sidewalk on both sides of local streets, except in rural developments with net densities of one dwelling unit per acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk can be constructed on one side of the street.

**Grading Policy:** District policy 7204.4.10 limits the maximum allowable grade for any public street to 10%.

**Curve Policy:** District policies 7204.4.12 and 7204.4.13 require a minimum centerline radius of 100-feet for all mid-block curves and a minimum tangent length between reverse curves of 50-feet on local streets.

**Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**Applicant's Proposal:** The applicant has proposed to construct and dedicate the internal streets as a 29-foot street sections with rolled curb and gutter on both sides, and 5-foot attached sidewalk on one side, all within 40-feet of right-of-way. The applicant has proposed to construct 6 cul-de-sac turnarounds without center landscape islands.

**Staff Comment/Recommendation:** The topography of the site presents a challenge in ensuring compliance with District policy 7204.4 for local street design. The applicant's current plans propose five curves with centerline radii less than 100-feet (two on Daylight Rim Drive, three on Dawnbreak Place), and one set of reverse curves with a tangent length of less than 50-feet between them (on Daylight Rim Drive). The applicant will likely also need a variance for a centerline curve radius of less than 100-feet if it is to be a continuous public street as recommended.

The applicant should construct all internal streets as 29-foot street sections (back-of-curb to back-of-curb) with vertical curb and gutter on both sides, all within 40-feet of right-of-way. Additionally, the applicant should construct continuous 5-foot concrete sidewalk on one side of all internal streets, as well as sidewalk along all lot frontages with direct access to the street.

District staff recommends a modification of policy to allow the five curves with centerline radii less than 100-feet, the one centerline tangent length between reverse curves of less than 50-feet, provided all internal roadways meet AASHTO standards for a 20 MPH design speed. District staff recommends against any modification of policy to allow any centerline grade in excess of 10%.

## 11. Stub Streets

**Stub Street Policy:** District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, "non-continuous streets." District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, 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."

**Turnaround Policy:** District policy 7205.2 requires construction of a temporary cul-de-sac with the same dimensional requirements as a standard cul-de-sac, with a minimum turning radius of

45-feet. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**Applicant Proposal:** The applicant has proposed to construct one stub street to the north and one stub street to the east. The stub streets are proposed to be located as follows:

- Plano Way will approximate the alignment of the unimproved roadway that currently exists, and stub along the site's northwest boundary.
- Collister Drive will stub to the east, into Boise City's Polecat Gulch Reserve, and terminate in a minimum 45-foot radius paved cul-de-sac on Boise City property.

**Staff Comment/Recommendation:** The applicant should provide a temporary turn-around at the terminus of Plano Way. The applicant should construct the cul-de-sac at the terminus of Collister Drive in the Polecat Gulch Reserve as proposed, with vertical curb, gutter, and sidewalk along its perimeter, and coordinate with the City of Boise to provide a public turnaround easement and to determine the location of driveways providing access the Polecat Gulch Reserve trailhead. If the City of Boise does not grant an easement for the turnaround, the applicant should be required to dedicate additional right-of-way for the turnaround and construct it on site.

## 12. Roadway Offsets

**Roadway Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 125-feet from another local roadway (measured centerline to centerline).

**Applicant Proposal:** The applicant has proposed a street layout wherein all local street intersections offset each other by a minimum of 200-feet.

**Staff Comment/Recommendation:** The applicant's proposal for roadway offsets meets District policy and should be approved with this application.

## 13. Driveways

**Driveway Location Policy:** District policy 72-F4 (1) and 72-F4 (2), requires driveways located on local residential roadways to offset a controlled and/or uncontrolled intersection a minimum of 50-feet (measured near edge to near edge).

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

**Driveway Width Policy:** District Policy 7207.9.3 restricts residential driveways to a maximum width of 20-feet.

**Applicant's Proposal:** The applicant has proposed to construct several common/shared driveways throughout the development to provide access to residential lots. All of the common/share driveways are proposed to intersect local public streets.

**Staff Comment/Recommendation:** The applicant should ensure that all driveways onto public streets offset the nearest intersection by a minimum of 50-feet, are no wider than 20-feet, and are paved their full width and at least 30-feet into the site beyond the edge of pavement of the roadway. The applicant should coordinate with Boise City Planning and Fire Department to ensure that driveways meet city requirements for shared use and turnarounds, if required.

## C. Site Specific Conditions of Approval

1. Dedicate 50-feet of right-of-way for the extension of Plano Lane from the existing accepted public right-of-way to the site by execution of warranty deed prior to plans acceptance and prior to scheduling of final plat signature. The warranty deeds shall provide parcel S0619110060 with at

least 30-feet of frontage along the new public right-of-way. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material.

2. At the time of execution of warranty deed for Plano Lane right-of-way, provide a financial surety in an amount to be determined by ACHD and in a form acceptable to ACHD for the cost of improving Plano Way from the existing roadway to the site.
3. Improve and widen the first 50-feet of Plano Lane north of Hill Road to 40-feet of pavement. Relocate items within the right-of-way as necessary to accommodate the pavement widening and reduce sight-distance obstructions at the Plano – Hill intersection
4. Improve and widen the remainder of Plano Lane to include 30-feet of pavement with a 4-foot striped bike and pedestrian lane on the east side and 3-foot gravel shoulders on both sides from Hill Road to where Plano Lane enters the site.
5. Construct and dedicate Plano Way as it extends into the site as a 36-foot street section with vertical curb and gutter on both sides, and 5-foot concrete sidewalk on the east side.
6. Ensure continued access of existing homes onto the improved portion of Plano Way. Provide curb cuts and easements as necessary.
7. Extend and dedicate Collister Drive from its current terminus to the Polecat Gulch Reserve as a 36-foot street section with vertical curb, gutter, and 5-foot concrete sidewalk on both sides, all within 50-feet of right-of-way.
8. Construct a paved cul-de-sac turnaround at Collister Drive's new terminus in the Polecat Gulch Reserve, with a minimum 45-foot outside turn radius and vertical curb, gutter, and sidewalk along its perimeter
9. Coordinate with Boise City to provide a public turnaround easement over the cul-de-sac at Collister Drive's terminus. If the City of Boise does not grant an easement for the turnaround, the applicant shall dedicate additional right-of-way for the turnaround and construct it on site.
10. Coordinate with Boise City to determine the location of driveways providing access the Polecat Gulch Reserve trailhead.
11. Coordinate with Boise City to locate any access from the Collister Drive cul-de-sac to any unimproved parking areas a minimum of 30-feet from the dedicated right-of-way.
12. Construct Daylight Rim Drive as a gravel roadway connecting Plano Lane and Collister Drive, to be used for emergency and construction access only, with the first phase of the development prior to scheduling signature of the first final plat.
13. Construct and dedicate Daylight Rim Drive as a public roadway connecting Plano Lane and Collister Drive prior to scheduling final plat of more than 36 buildable lots accessing Plano Lane, or more than 17 buildable lots accessing Collister Drive, or more than 53 buildable lots total.
14. Do not schedule a final plat of more than 80 buildable lots for signature by the ACHD Commission until such time as the Collister Drive – Hill Road intersection is improved with three lanes on the Hill Road approaches and a traffic signal. The applicant/developer may accomplish this by any of the following:
  - a. Enter into a Traffic Signal Agreement with ACHD to improve the Collister Drive – Hill Road intersection, to include widening of the Hill Road approaches to three lanes and installation of a traffic signal, prior to scheduling a final plat of more than 80 buildable lots.
  - b. Wait until the Collister Drive – Hill Road intersection is added to the ACHD Capital Improvement Plan for widening and signalization, and enter into a developer cooperative agreement with the District to improve the intersection. The intersection shall be fully

improved prior to scheduling final plat of more than 80 buildable lots. There is no guarantee that this intersection improvement will ever be added to the Capital Improvement Plan.

- c. Wait until the Collister Drive – Hill Road intersection is improved by ACHD prior to scheduling a final plat of more than 80 buildable lots. There is no guarantee that this intersection will ever be improved by ACHD.
15. Install intersection advisory signs on the eastbound approach of Hill Road west of the Hill Road – Plano Lane intersection.
16. Construct and dedicate all internal streets as 29-foot street sections (back-of-curb to back-of-curb) with vertical curb and gutter on both sides, and continuous 5-foot concrete sidewalk on one side, all within 40-feet of right-of-way.
17. Ensure that all street geometries comply with District policies 7204.4.8 through 7204.4.13, except where a modification of policy has been granted. Modification of policy has been granted for only the following:
  - a. Centerline radius of 86-feet at Sta. 11+50 to 14+50 of Daylight Rim Drive.
  - b. Centerline radius of 86-feet at Sta. 19+00 to 22+00 of Daylight Rim Drive.
  - c. Centerline radius of 86-feet at Sta. 305+50 to 307+00 of Buck Hollow Way.
  - d. Centerline radius of 86-feet at Sta. 314+25 to 315+50 of Buck Hollow Way.
  - e. Centerline radius of 86-feet at Sta. 316+00 to 317+25 of Buck Hollow Way.
  - f. Centerline tangent length between curves of less than 50-feet at Sta. 22+21.16 of Daylight Rim Drive.
18. Construct a temporary paved turnaround at the improved terminus of Plano Way with a minimum 45-foot outside turn radius.
19. Site all residential driveways a minimum of 50-feet from the nearest street intersection.
20. Construct all residential driveways no wider than 20-feet, and paved their full widths for a minimum of 30-feet in from the roadway edge.
21. Comply with all Standard Conditions of Approval.

## **D. Standard Conditions of Approval**

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.
2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.
3. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
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. Comply with the District's Tree Planter Width Interim Policy.
6. 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.
7. All design and construction shall be in accordance with the Ada County Highway District Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Ordinances unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

8. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.
9. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.
10. Payment of applicable road impact fees are required prior to building construction. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
11. 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.
12. 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 the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.
13. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

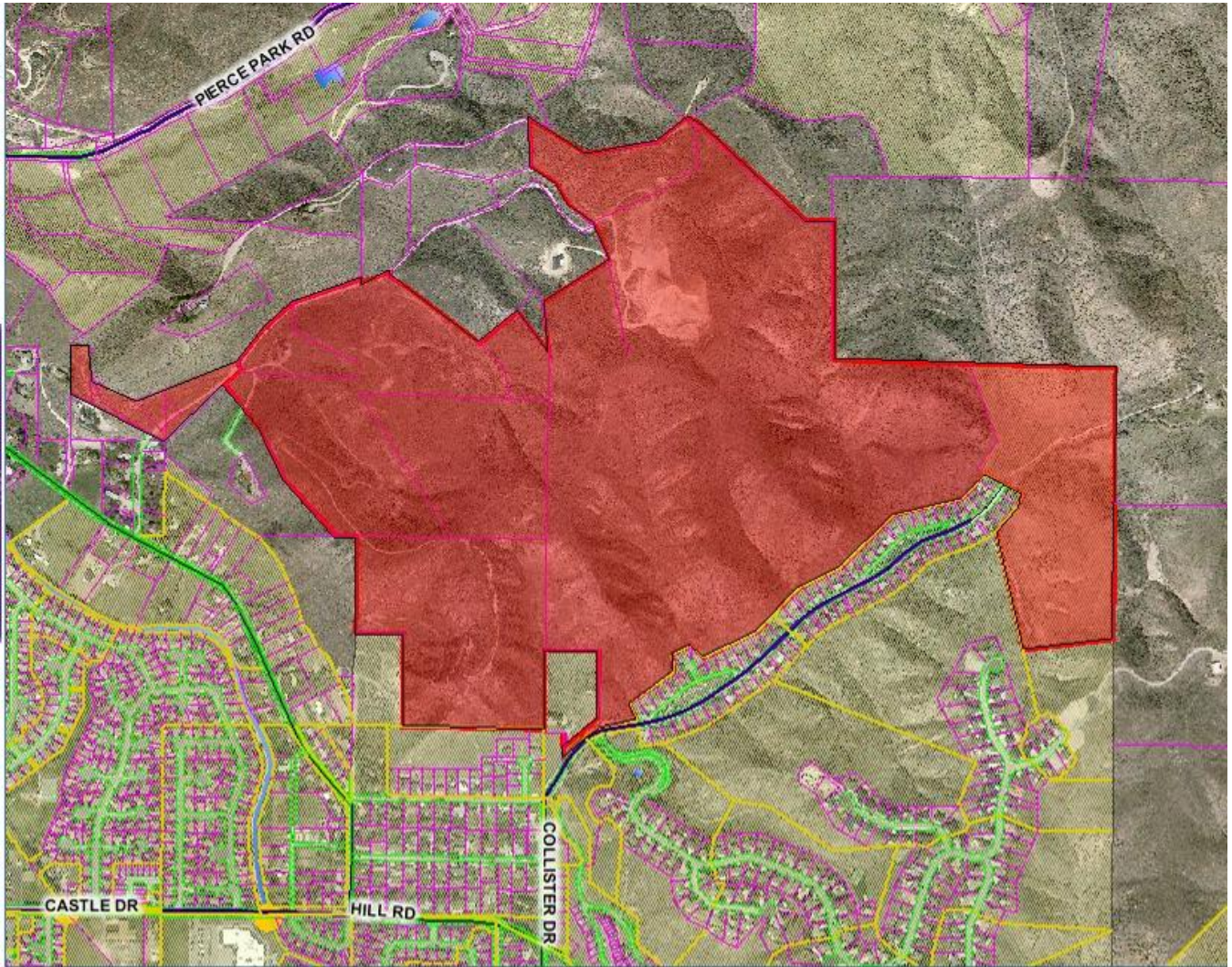
## **E. Conclusions of Law**

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.

## **Attachments**

1. Vicinity Map
2. Site Plan
3. Utility Coordination
4. Request for Reconsideration Guidelines OR Appeal Guidelines
5. Development Process Checklist

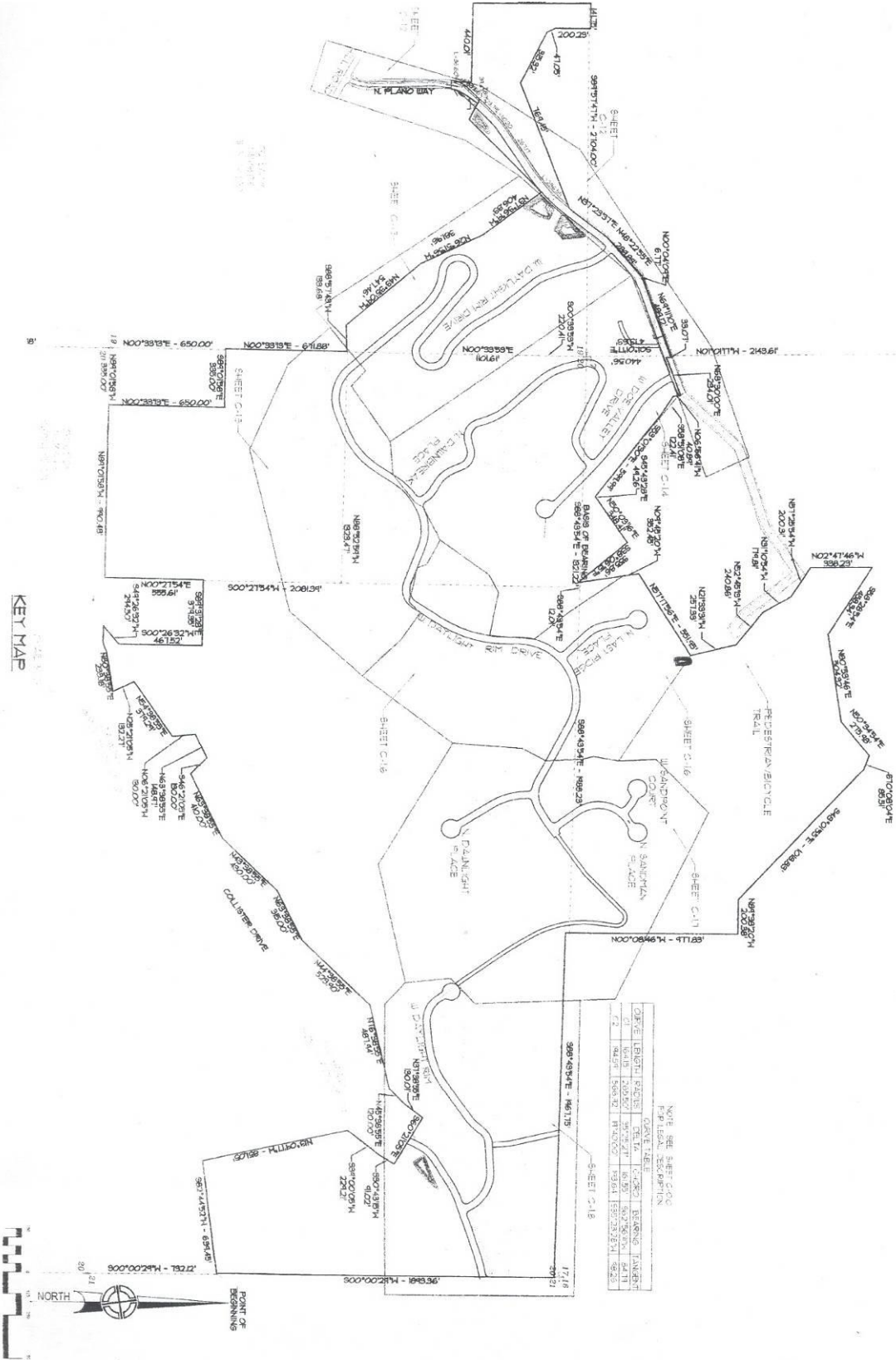
# Plano Road Vicinity Map



# Plano Road Site Plan

## PLANO ROAD SUBDIVISION

A PORTION OF SECTION 11, 12, 13, 14  
TOWNSHIP 4 NORTH, RANGE 2 EAST, 21W  
ADA COUNTY, IDAHO  
78671



### KEY MAP

NOTE: SEE SHEET C-1.2 FOR LEGAL DESCRIPTION

LOT	AREA (SQ. FT.)	AREA (AC.)
1	17,118	0.392
2	17,118	0.392
3	17,118	0.392
4	17,118	0.392
5	17,118	0.392
6	17,118	0.392
7	17,118	0.392
8	17,118	0.392
9	17,118	0.392
10	17,118	0.392
11	17,118	0.392
12	17,118	0.392
13	17,118	0.392
14	17,118	0.392
15	17,118	0.392
16	17,118	0.392
17	17,118	0.392
18	17,118	0.392
19	17,118	0.392
20	17,118	0.392
21	17,118	0.392
22	17,118	0.392
23	17,118	0.392
24	17,118	0.392
25	17,118	0.392
26	17,118	0.392
27	17,118	0.392
28	17,118	0.392
29	17,118	0.392
30	17,118	0.392
31	17,118	0.392
32	17,118	0.392
33	17,118	0.392
34	17,118	0.392
35	17,118	0.392
36	17,118	0.392
37	17,118	0.392
38	17,118	0.392
39	17,118	0.392
40	17,118	0.392
41	17,118	0.392
42	17,118	0.392
43	17,118	0.392
44	17,118	0.392
45	17,118	0.392
46	17,118	0.392
47	17,118	0.392
48	17,118	0.392
49	17,118	0.392
50	17,118	0.392
51	17,118	0.392
52	17,118	0.392
53	17,118	0.392
54	17,118	0.392
55	17,118	0.392
56	17,118	0.392
57	17,118	0.392
58	17,118	0.392
59	17,118	0.392
60	17,118	0.392
61	17,118	0.392
62	17,118	0.392
63	17,118	0.392
64	17,118	0.392
65	17,118	0.392
66	17,118	0.392
67	17,118	0.392
68	17,118	0.392
69	17,118	0.392
70	17,118	0.392
71	17,118	0.392
72	17,118	0.392
73	17,118	0.392
74	17,118	0.392
75	17,118	0.392
76	17,118	0.392
77	17,118	0.392
78	17,118	0.392
79	17,118	0.392
80	17,118	0.392
81	17,118	0.392
82	17,118	0.392
83	17,118	0.392
84	17,118	0.392
85	17,118	0.392
86	17,118	0.392
87	17,118	0.392
88	17,118	0.392
89	17,118	0.392
90	17,118	0.392
91	17,118	0.392
92	17,118	0.392
93	17,118	0.392
94	17,118	0.392
95	17,118	0.392
96	17,118	0.392
97	17,118	0.392
98	17,118	0.392
99	17,118	0.392
100	17,118	0.392

<p><b>C-1.1</b></p>	<p><b>FOR REVIEW</b></p>	<p><b>PLANO ROAD SUBDIVISION</b> 6890 N PLANO ROAD BOISE, IDAHO</p>		<p><b>Azimuth Engineering, Inc.</b></p> <p>OFFICE: 1243 South Grove Place, Suite 200, Boise, ID 83725 MAILING ADDRESS: P.O. Box 1402, Boise, ID 83725 Phone: (208) 343-3888 Fax: (208) 343-1402</p>
	<p><b>PRELIMINARY PLAT</b></p>			

# 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.

## Request for Reconsideration of Commission Action

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 3:00 p.m. on the day 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.

# Development Process Checklist

- Submit a development application to a City or to the County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Division** will receive the development application to review
- The **Planning Review Division** will do one of the following:
  - Send a **“No Review”** letter to the applicant stating that there are no site specific requirements at this time.
  - Send a **“Comply With”** letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.
  - 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.
- The Planning Review Division will hold a **Technical Review** meeting for all **Staff and Commission Level reports**.
- For **ALL** development applications, including those receiving a **“No Review”** or **“Comply With”** letter:
  - The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the **Development Review Division** 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 calculation.)
  - 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 (Zone)*

**Driveway or Property Approach(s)**

- Submit a “Driveway Approach Request” form to Ada County Highway District (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-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction – Subdivision to be reviewed and approved by the ACHD Drainage Division.

**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**

ACHD Construction – Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.