



Planning & Development Services

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Subdivision Staff Report

Subdivision Name	Plano Road Subdivision	File Number	SUB07-00065
Approval	Preliminary Plat	Lead Agency	Boise City
Annexation Date	Pending (CAR07-00042/DA)	Comp. Plan	<i>Does Not Comply</i>
Public Hearing Date	December 9, 2008	Heard by	Planning and Zoning Commission
Planning and Zoning Commission Denial	August 11, 2008	Analyst	Todd Tucker

Description:

This is a proposed residential subdivision with 155 buildable lots and eight common lots located on 323 acres. The density of the proposed subdivision is 2.08 lots per acre. The subject property is currently located in Ada County. The subdivision is subject to approval of an associated Annexation and Rezone to R-1A/DA and A-1A/DA (CAR07-00042), Conditional Use Permit (CUP07-00084) and a Hillside Development Permit Application (CFH07-00022).

Location:

The subject property is located north of W. Hill Road between N. Plano Lane and N. Collister Drive.

Traffic:

This development is estimated to generate 1,530 additional vehicle trips per day (VTD) based on the submitted traffic impact study.

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 Road	None	Collector	1,764 north of Outlook 11/15/2007	Better than "C"	25 MPH
Collister Road	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).

Contents:

Basis for Recommendation

Vicinity Map

Preliminary Plat

Aerial Map

Technical Review and Agency Comments

Basis for Denial

This application has been reviewed for consistency with the design standards, goals and policies of the Boise City Subdivision Ordinance and Comprehensive Plan.

Standards of Review

Section 9-20-07 DESIGN STANDARDS

The following standards shall be complied with, in all subdividing within the scope of these regulations.

A. GENERAL

In order that the subdivision of land within the jurisdiction of the City will contribute to the development of safe, convenient and attractive residential, commercial and other area and advance the public welfare, the Commission and Council in reviewing and action upon any subdivision plat shall insure that full consideration and weight is given to the following:

1. The intent and design of the proposed plat shall be in accordance with the provisions of the Boise City Comprehensive Plan.

Planning and Zoning Commission Recommendation

The Commission recommends **denial** of the subdivision.

Reasons for the Decision

Recommendation is based on the Boise City Planning and Zoning Commission's **recommendation of denial** of Plano Road Subdivision (SUB07-00065), and **denial** of the Conditional Use Permit (CUP07-00084) and Hillside and Foothill Development Permit (CFH07-00022). The Commission finds that these applications are not in compliance with the requirements of the Boise City Zoning Ordinance and goals, objectives and policies of the Boise City Comprehensive Plan. The Commission recommended **approval** of the associated Annexation / Rezone to A-2/DA with Development Agreement (CAR07-00042/DA).

Conditions in Dispute

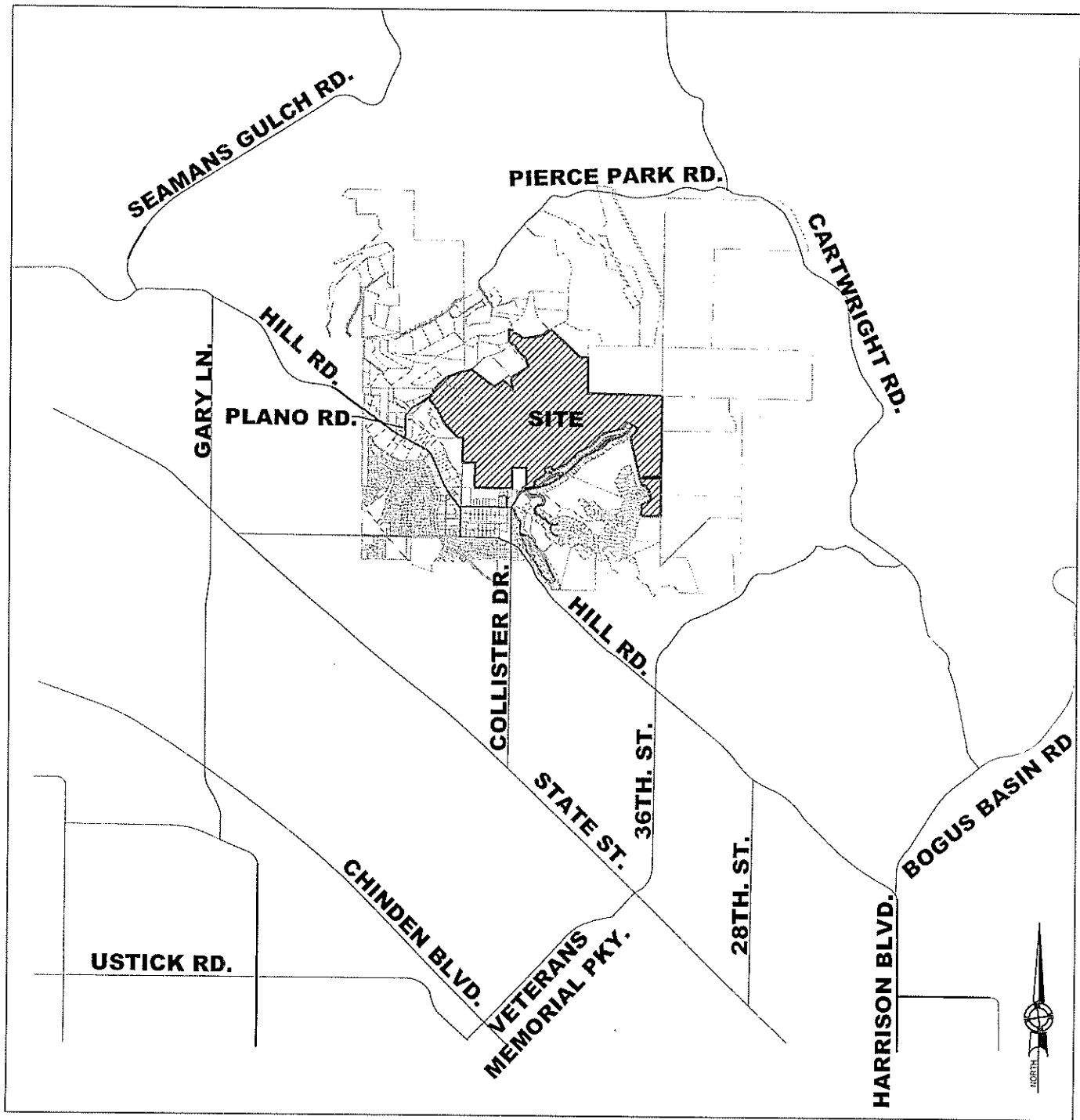
Applicant is appealing the recommendation of approval of annexation/rezone to A-2/DA with Development Agreement (CAR07-00042/DA) and denial of the associated Conditional Use Permit (CUP07-00084) and Hillside and Foothill Development Permit (CFH07-00022).

RECEIVED

VICINITY MAP

MAY 29 2007

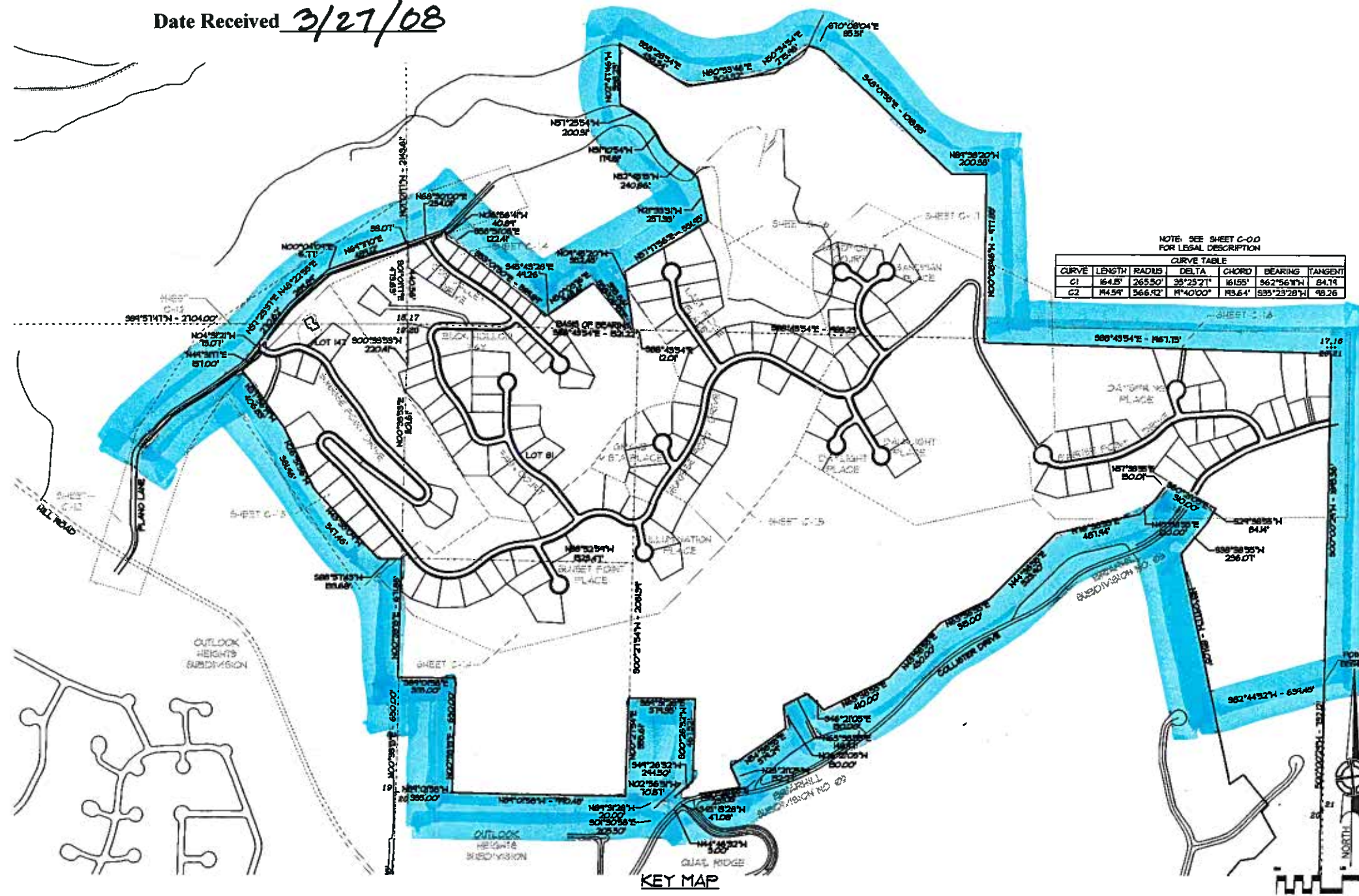
PLANNING & DEVELOPMENT
SERVICES



KEY MAP
SCALE: 1" = 4000'

A PORTION OF SECTIONS 17, 18, 19, & 20,
TOWNSHIP 4 NORTH, RANGE 2 EAST, BLM,
ADA COUNTY, IDAHO
-3887-

Date Received 3/27/08





Technical Review and Agency Comments

Boise City Planning and Development Services:

Subdivision Section – Todd Tucker

- Prior to signature of the Final Plat by the City Engineer, the property shall be annexed into the City of Boise and rezoned in compliance with all the conditions of approval for CAR07-00042.
- Compliance with all conditions of approval for the companion Conditional Use Permit (CUP07-00084) is required.
- Compliance with all conditions of approval for the companion Hillside Development Permit (CFH07-00022) is required.

Comprehensive Planning and Zoning Section – Bruce Eggleston

- See Staff Reports for (CAR07-00042, CUP07-00084 and CFH07-00022).

Building Section – Marlene Southard

- No comment.

Sediment and Erosion Control – Steve Webb

- An erosion and sediment control plan (ESC) conforming to the requirements B.C.C. Title 8 Chapter 17 is to be submitted to the Director of Planning and Development Services for review. No grading or earth disturbing activities may start until approval of the ESC plan has been received and an ESC permit issued.
- An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City.

Boise City Public Works:

Drainage/Engineering – Rob Bousfield

- Standard drainage conditions.

Pressure Irrigation – Kent Johnson

- A Pressure Irrigation Waiver has been granted.

Sewer – John Johnson

- Standard sewer conditons.

Street Lights – Henry Alarcon

- Standard street light conditions.
- 54 new street lights are required.

Hillside – Terry Records

- Standard hillside conditions.

Boise City Fire Department – Mark Senteno

- **The Boise Fire Department has reviewed and can approve the application subject to compliance with the following code requirements and conditions of approval.** Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise this memo represents requirements of the International Fire Code as adopted and amended by Ordinance 6308.

Code Requirement:

Fire Department vehicular access shall be provided to within 150' of all portions of the non-sprinklered buildings. Any dead-end road in excess of 150' needs a Fire Department approved turnaround. Single access roads are prohibited from exceeding 750 feet without special approval. These distances can be increased somewhat for sprinklered buildings but exact distances are on a case-by-case basis. All Fire Department access roads, fire lanes, bridges, and gates are to be a minimum of 20' wide with 13' 6" overhead clearance, shall be capable of supporting 70,000 lbs GVW (24,000 lbs per axle), and shall be paved. Fire Department access roads and fire lanes shall have a minimum outside turning radius of 48' with an inside radius of 28'. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height, and at least one of the required access routes meeting this conditions shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. No grade may exceed 10% (please note that fire apparatus are designed for a maximum 6% grade). Width and turning radius measurements specified by this paragraph can include those surfaces vehicles generally drive upon. Specifically, gutter and rolled curb are generally considered usable, while vertical curb or sidewalks are not.

Condition of Approval:

All code requirements will apply.

Code Requirement:

For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on (1) one side; for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides; and for standard ACHD cul-de-sacs parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat by the Boise City Engineer. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC.

Condition of Approval:

All code requirements will apply.

Code Requirement:

Fire hydrant number and distribution is dependant on the International Fire Code Appendix C, Table C105.1.

Comments:

No fire hydrants have been noted. In the absence of information on existing hydrants it appears that many new hydrants may/will be needed. However, we reserve the right to modify requirements as more information comes to light. Variables affecting hydrant numbers and location include, but are not limited to, area, construction type, existing hydrants, accuracy of information provided in the application, strategic location for fire fighting forces, and required fire flow. New hydrants must be "non-private" installations.

Condition of Approval:

Meet IFC Appendix C, Table C105.1 for hydrant number and spacing requirements.

General Requirement:

Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

Specific building construction requirements of the International Building Code, International Fire Code, and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at building permit application.

Boise City Parks Department – Cheyne Weston

- No comments received.

Ada County Highway District – Matt Edmond, April 23, 2008**A. Findings of Fact****Existing Conditions**

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

Direction	Land Use	Zoning
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
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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 60-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, all 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
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*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 Plan (FYWP):

- The intersection of Hill Road and 36th Street is in preliminary development in the FYWP to have a roundabout installed.
- Hill Road between Castle Drive and 36th 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 Road 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 27th 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.

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/Recommendation: 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, which ever 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, which ever 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 full public connection after Final Plat of nor more than 36 buildable lots accessing Plano Lane, or nor more than 17 buildable lots accessing Collister Drive, for no more than 53 lots total. This proposal gives a 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 nor 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.

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.

9. **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%.

10. **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 turnaround 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.

11. **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.

12. **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. Relocated items within the right-of-way as necessary to accommodate the pavement widening and reduce sight distance obstructions as 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
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 all 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 a 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 is 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.

Ada County Street Name Committee

- The following existing street names shall appear on the plat:
 - W. Hill Road
 - N. Collister Drive
 - N. Plano Way
- The following proposed street names are approved:
 - N. Buck Hollow Way
 - N. Dayspring Lane
 - N. Plano Lane
 - N. Sandpoint Court

- N. Plano Way
- N. Dawnlight Place
- N. Last Ridge Place
- N. Sandman Place
- N. Sandman Way
- W. Doe Valley Court
- W. Daylight Rim Drive
- W. Doe Valley Drive

Central District Health Department – Malcolm McGregor

- After written approval from appropriate entities is submitted, we can approve this proposal for central sewage and central water.
- The following plans must be submitted to and approved by the Idaho Department of Health and Welfare, Division of Environmental Quality:
 - A. Central Sewage
 - B. Central Water
- Street runoff is not to create a mosquito breeding problem.

STORMWATER MANAGEMENT RECOMMENDATIONS

It is recommended that storm water be pre-treated prior to discharge to the subsurface to prevent impact to ground water and surface water quality. The engineers and architects involved with the design of this project should obtain current best management practices for stormwater disposal and design a stormwater management system that is preventing groundwater and surface water degradation. Manuals that could be used for guidance are:

- 1) *Stormwater Best Management Practices Guidebook*
Prepared by the Boise City Public Works Department, May 2000.
- 2) *State of Idaho Catalog of Stormwater Best Management Practices for Idaho Cities and Counties*
Prepared by the Idaho Division of Environmental Quality, July 1997.

Independent School District of Boise #1 – Sarah Stobaugh

- The plans for the Plano Road Subdivision show all streets ending in cul-de-sacs, with no connectivity to other surrounding streets. In order to furnish safe school bus turn-around locations to accommodate students living in the Subdivision, The Boise School District would like to see the cul-de-sac at the end of Sunrose Point Drive and the cul-de-sac at the end of Sandman Place both be marked with signage that says “No Parking – School Bus Turn Around”.

The schools currently assigned to the proposed project area are:

- Elementary School: Cynthia Mann
- Junior High School: Hillside
- High School: Capital – currently
Boise – effective August 2008

Intermountain Gas Company – Mishelle Singleton

- Intermountain Gas Company has received your letter of application. In order to best serve this development Intermountain Gas does require that a 5' minimum utility easement along the interior lot lines and a 10' minimum utility easement along all right of ways or private drive. The private drive of the development would also be required to include a utility easement for Intermountain Gas to encroach into with the gas lines.

United States Postal Service – Dan Frasier, Postmaster

- The City of Boise and Ada County have agreed that no Final Plat maps will be approved without the following condition being met. Prior to the signing of the Final Plat by the City Engineer, the Developer and/or Owner shall provide an letter from the United States Postal Service stating, **“The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service.”**
- Contact: Dan Frasier, Postmaster
770 S. 13th Street.
Boise, ID 83708-0100
Phone: (208) 433-4300
Fax: (208) 433-4400

The following are the basic conditions requested by the Postal Service.

1. In all new residential areas, service will be provided to Cluster Box Units (CBU's). It will be the responsibility of the contractor to pour a cement pad meeting the required specifications in a location(s) approved by the Postal Service.
2. The clustering of all boxes in one approved area is recommended for multi-family dwellings, e.g., condos, duplexes, triplexes, etc. All locations must still be approved.
3. Infill development, defined as three or less residential lots, may receive the existing mode of delivery as the rest of the neighborhood. All locations must still be approved.