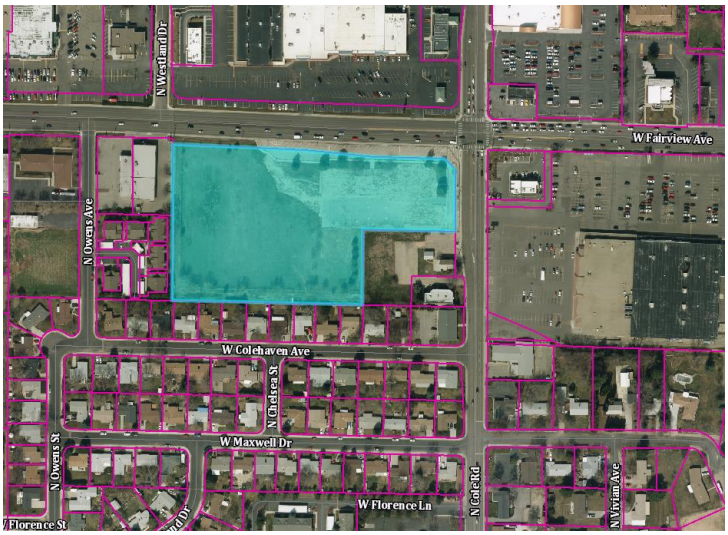
Project/File: **BPP15-0016 / Fairview Station Subdivision / SUB15-00037**
The applicant is requesting preliminary plat approval for a 6.6 acre commercial subdivision located at the southwest corner of Cole Road and Fairview Avenue intersection. A Maverik gas station/convenience store is the anchor tenant at the corner.

Lead Agency: City of Boise

Site address: 7415 W. Fairview Avenue
1487 N. Cole Road

Commission Hearing: August 19, 2015



Applicant: Don Lilyquist
Maverik
880 W. Center St.
N. Salt Lake, UT 84054

Representative: Tamara Thompson
The Land Group
462 E. Shore Dr. Ste. 100
Eagle, ID 83616

Staff Contact: Christy Little
Phone: 387-6144
E-mail: clittle@achdidaho.org

A. Findings of Fact

1. **Description of Application:** The applicant is requesting preliminary plat approval for an 11-lot commercial subdivision.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	General Commercial	C-2D
South	Multi Family Residential	R-3D
East	General Commercial	C-2D
West	General Commercial	C-2D

3. **Site History:** In May, 2015, ACHD provided comments to the City of Boise for CAR15-00012, a rezone from A-1 to C-2D. Driveway locations were recommended based on previous commitments by ACHD to the prior landowner, and to potential owners; and based on the ACHD Cole/Fairview intersection design. The proposed driveway locations and operations with this application are different than previously recommended by ACHD.

4. **Transit:** Transit services are available to serve this site, and bus stops are located at the Fairview Avenue and Cole Road intersection.

5. **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.

6. **Capital Improvements Plan/ Integrated Five Year Work Plan:**

- The intersection of Cole Road and Fairview Avenue is scheduled in the IFYWP to be widened to 7-lanes on the north leg, 7-lanes on the south, 8-lanes east, and 8-lanes on the west leg, and reconstructed in 2017.
- Fairview Avenue is listed in the CIP to be widened to 7-lanes from Maple Grove Road to Cole Road between 2022 and 2026.

B. Traffic Findings for Consideration

1. **Trip Generation:** Below is a table with traffic estimates for potential uses (per 1,000 square feet) along with the prior use rates for an elementary school, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition. The submitted traffic analysis estimates 7,031 vehicle trips per day, 551 trips during the PM peak hour, at full build-out of the site, assuming certain uses. Many trips are considered pass-by trips (gas station and fast food).

Use	**Avg. Daily**	**Avg. PM Peak Hour**
Gas Station w/ Convenience Market	162.78 (per fueling position)	97.47
Bank w/ Drive Thru	148.15	24.30
Fast Food w/ Drive Thru	496.12	32.65
Specialty Retail	44.32	2.71
General Office	11.03	1.49
Prior Use		
Elementary School	15.43	1.21

2. **Condition of Area Roadways**
Traffic Count is based on Vehicles per hour (VPH)

Roadway	**Frontage**	**Functional Classification**	**PM Peak Hour Traffic Count**	**PM Peak Hour Level of Service**
Fairview Ave.	800-feet	Principal Arterial	942	Better than “E”
Cole Rd.	205-feet	Principal Arterial	1,165	Better than “E”

* The intersection operates at LOS E in the PM peak hour, with a delay of 69 seconds and a v/c ratio of greater than 1.

3. **Average Daily Traffic Count (VDT)**
Average daily traffic counts are based on ACHD’s most current traffic counts.

- The average daily traffic count for Fairview Avenue west of Cole road was 29,775 on March 27, 2013.
- The average daily traffic count for Cole Road south of Fairview Avenue was 22,915 on November 5, 2014.

C. Findings for Consideration

1. Fairview Avenue Access Management

The Fairview Avenue Corridor Management Plan, adopted in February 2014, identified various strategies to improve safety and mobility along the Fairview Avenue Corridor, between Linder Road and Orchard Street. Identified strategies include, but are not limited to: reducing the number of driveways and consolidating existing access points, adding bike and pedestrian facilities including reconstruction of driveways to meet ACHD standards, removing access conflicts at intersections including left turn medians, and street lighting. Further, the ACHD Commission directed the use of mid-block non-traversable medians occur only after efforts have been made to employ the other identified strategies and with subsequent Commission approval. The vision of this Plan is that it be implemented through development and redevelopment of the corridor and through subsequent Commission-approved ACHD projects.

2. Fairview/Cole Intersection Project History/Goals

In the early 2000s, ACHD nearly had a completed design for the Cole and Fairview intersection. Work was halted due to right-of-way acquisition and budgetary issues. The project design is complete, and right-of-way acquisition is under way. Construction is programmed for FY2017. The purpose of the project is to improve motorist, pedestrian and bicyclist safety, and to accommodate future traffic volumes. The projection includes widening the intersection for dual left turn lanes and dedicated right turn lanes; adjusting the length of existing curb medians; and will accommodate U-turns.

There are 4,315 vehicles per hour in the PM peak hour (5 to 6PM), entering the intersection today. The 2035 projection for the same PM peak hour is 6,900 vehicles.

Only two intersections in Ada County have more reported crashes over the last five years than Fairview and Cole. Many of the crashes near the intersection were driveway related and the majority were due to drivers making turns. The proposed improvements are expected to enhance safety by reducing congestion and prohibiting left turns at driveways near the intersection.

3. Fairview Avenue Driveways

a. Existing Conditions: The site is vacant. There are curb cuts remaining from the prior school use.

b. Policy

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

Access Policy: District policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

Driveway Location Policy: District policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 355-feet from the nearest intersection for a right-

in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

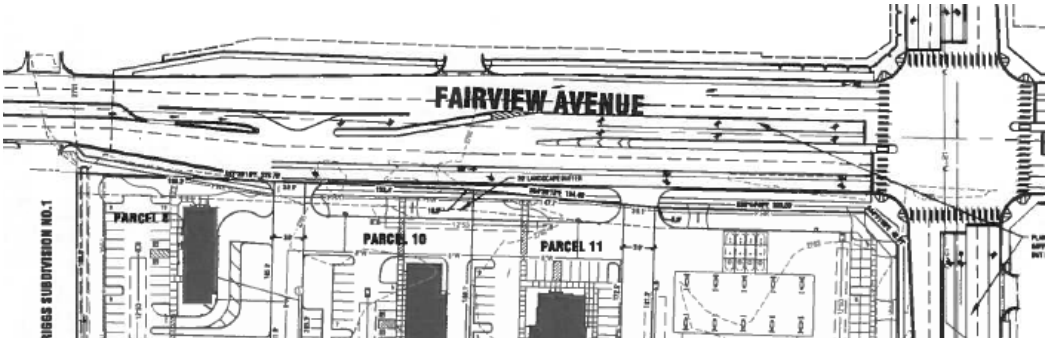
Successive Driveways: District policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 35 MPH to align or offset a minimum of 355-feet from any existing or proposed driveway.

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

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. Applicant's Proposal: The applicant is proposing to construct one right-in/right-out driveway on Fairview Avenue located 310-feet west of the Cole/Fairview intersection; and is proposing one full access driveway located 640-feet west of the Cole/Fairview intersection (250-feet east of Westland Drive, a public street.) In accordance with District policy the applicant did submit a Driveway Analysis to demonstrate the need for additional access points.



d. Staff Comments/Recommendations: As shown below, there is only one driveway on Fairview Avenue included in the ACHD intersection final design as shown below. The driveway does not allow for left-outs; and the final design does not include a second driveway closer to the intersection.



1. Right-In/Right-out Driveway on Fairview Avenue – Approve w/modification

    a. District policy 7205.4.7 restricts access to principal arterials to right-in/right-out only operations.

    b. Policy states that right-in/right-out driveways on principal arterials be located 355-feet from the nearest intersection; and 355-feet from any other driveway or street. This driveway does not meet the minimum distances, and is 310-feet from the intersection and 330-feet from the second (proposed) access on Fairview Avenue.

    c. The applicant hired Six Mile Engineering to analyze site circulation, and has demonstrated the need for an additional access to the site; based on anticipated uses in a full build-out scenario. Policy limits the number of driveways, but states that additional driveways may be considered when conditions are met.

    d. ACHD can incorporate/extend the right-turn lane on Fairview Avenue that is planned with the intersection project. This will help with the safety and operation of the proposed driveway.

    e. Although this driveway was not included in the design of the intersection project, or previously contemplated by staff, staff recommends a modification of policy to allow as a right-in/right-out only driveway. ACHD will construct the required turn lane with the project and within existing right-of-way as the turn lane is the third thru lane along Fairview included in the future plans to widen Fairview Avenue and in the CIP.

2. Full Access Driveway on Fairview Avenue - Deny

    a. Applicant requests approval for left-turns in to and out of the site.

    b. District policy 7205.4.7 restricts access to principal arterials to right-in/right-out only operations. Full access driveways are not permitted.

    c. Although Fairview Avenue is a principal arterial, this location also does not meet policy for a full access driveway on a minor arterial. For minor arterial intersections with dual left turn lanes, the minimum offset is 710-feet.

    d. Crash data and lengthy study in this area demonstrates a safety need to improve access management. (See attached map.) Due to the proximity to the intersection to the east, and the full movement public street intersection (Westland Drive) to the west, left-turning movements out of this site should not be allowed.

e. This intersection is one of the top ten busiest intersections in Ada County.

f. See Finding for Consideration #1.

g. See Finding for Consideration #2.

h. U-turns will be accommodated at the intersection. Customers traveling westbound can turn right on to Fairview and make a U-turn maneuver at the intersection, as intended by the design.

i. Additional access to the site may occur through cross access and re-development.

j. Staff recommends a modification of policy to allow a Right-in/Right-out/Left-in Driveway on Fairview Avenue.

4. Cole Road Driveways

a. Existing Conditions: The site is vacant. There are curb cuts remaining from the prior school use.

b. Policy

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

Access Policy: District policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

Driveway Location Policy: District policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 355-feet from the nearest intersection for a right-in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

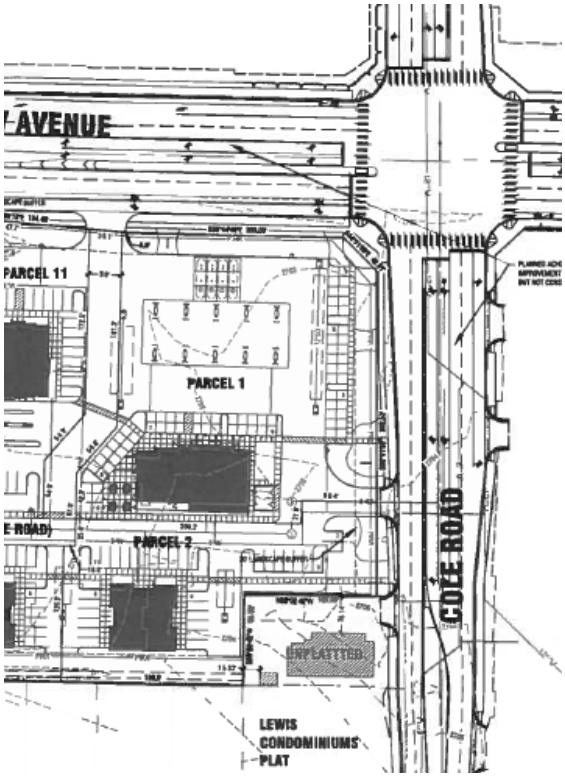
Successive Driveways: District policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 35 MPH to align or offset a minimum of 355-feet from any existing or proposed driveway.

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

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. Applicant's Proposal: The applicant is proposing to construct one right-in/right-out/left-in driveway on Cole Road located 320-feet south of the Cole/Fairview intersection (100-feet north of driveway serving the parcel to the south). The traffic analysis indicates that a right-turn lane is necessary for the safe operations of the driveway.



d. Staff Comments/Recommendations: As shown below, the driveway included in the ACHD intersection final design does not include left turning movements.



1. Right-in/Right-out/Left-in Driveway on Cole Road – Deny

    a. Applicant requests left turns in to the site off of Cole Road.

    b. District policy 7205.4.7 restricts access to principal arterials to right-in/right-out only operations.

    c. Policy states that right-in/right-out driveways on principal arterials be located 355-feet from the nearest intersection; and 355-feet from any other driveway or street. This driveway does not meet the minimum distances, and is 320-feet from the intersection and 100-feet from the driveway to the south on Cole Road.

    d. Although Cole Road is a principal arterial, this location also does not meet policy for a full access driveway on a minor arterial. For minor arterial intersections with dual left turn lanes, the minimum offset is 710-feet.

    e. Crash data and lengthy study in this area demonstrates a safety need to improve access management. (See attached map.) Due to the proximity to the intersection to the east, and the full movement public street intersection (Westland Drive) to the west, left-turning movements out of this site should not be allowed.

    f. This intersection is one of the top ten busiest intersections in Ada County.

    g. See Finding for Consideration #1.

    h. See Finding for Consideration #2.

i. There is an existing grocery store at the southeast corner of Cole and Fairview. Modifying the median in this location to accommodate left turns, may interfere with the existing access to the grocery store.

j. Customers traveling northbound on Cole Road can turn left on Fairview at the signal, and then left into the site at the right-in/right-out/left-in driveway on Fairview.

k. Additional access to the site may occur through cross access and re-development.

l. Staff recommends a modification of policy to allow a right-in/right-out only driveway on Cole Road. Provide a road trust to ACHD for the cost to design and construct the required right turn lane, and dedicate the required right-of-way for the improvement without compensation. ACHD will modify the design of the intersection and construct the turn lane with the project.

5. Cross Access

There is a 0.56 acre commercially zoned parcel located at the west property line. That parcel has 112-feet of frontage on Fairview Avenue, and has one existing driveway to serve the small retail building. Staff recommends that cross access be provided to this parcel, and noted on the final plat. Cross access is consistent with the Fairview Avenue Corridor Management Plan and District policy.

There is a 0.29 acre commercially zoned parcel located at the southeast property line. That parcel has 80-feet of frontage on Cole Road, and has one existing driveway to serve the small commercial building. Staff recommends that cross access be provided to this parcel, and noted on the final plat.



6. Fairview Avenue and Cole Road Right-of-Way & Improvements

a. Existing Conditions: Fairview Avenue is improved with 5-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk. There is 130-feet of right-of-way for Fairview Avenue (65-feet from centerline) on the west side of the site. The right-of-way tapers to 145-feet (77-feet from centerline) as you move east approaching the intersection with Cole Road.

Cole Road is improved with 5-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk, abutting the site. There is 90-feet of right-of-way for Cole Road (57-feet from centerline).

b. Policy:

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development.

- This segment of Fairview Avenue is designated in the MSM as a Mobility Corridor with 7-lanes and on-street bike lanes, a 98-foot street section within 124-feet of right-of-way.

- This segment of Cole Road is designated in the MSM as a Transitional/Commercial Arterial; there are no proposed changes to this 4-lane section of Cole Road at this time.

c. Staff Comments/Recommendations: ACHD acquired the necessary right-of-way for Fairview Avenue when the parcel was owned by the Boise School District. No additional right-of-way or improvements are required. Typically the applicant should be required to replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along Fairview Avenue abutting the site, and should close driveways not approved with this application. However, ACHD will make those improvements with the intersection project.

ACHD acquired the necessary right-of-way for Cole Road when the parcel was owned by the Boise School District. No additional right-of-way is required for the intersection project. Additional right-of-way will be necessary to accommodate the required turn lane for the Cole Road driveway. That requirement is discussed in the Driveway section. Typically the applicant should be required to replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along Cole Road abutting the site, and should close driveways not approved with this application. However, ACHD will make those improvements with the intersection project.

Temporary Construction easements need to be obtained from the applicant to complete the intersection project.

7. Tree Planters

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

8. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

9. Other Access

Fairview Avenue and Cole Road are classified as principal arterial roadways. Other than the access specifically approved, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. A right-in/right-out driveway on Fairview Avenue is approved as a modification of policy, located 310-feet west of Cole Road. The median to restrict the driveway will be constructed by ACHD with the intersection project. The driveway shall be signed for right-in/right-out.

2. Construct a temporary right-turn lane on Fairview Avenue for the proposed right-in/right-out driveway. The permanent improvements will be constructed by ACHD with the intersection project.

3. A right-in/right-out/left-in driveway on Fairview Avenue is approved as a modification of policy, located 640-feet west of Cole Road. The median to restrict the driveway will be constructed by ACHD with the intersection project. The driveway shall be signed for prohibiting left-out movements.

4. A right-in/right-out driveway on Cole Road is approved as a modification of policy, located 320-feet south of Fairview Avenue. The median to restrict the driveway will be constructed by ACHD with the intersection project. The driveway shall be signed for right-in/right-out.

5. Provide a road trust for the required right-turn lane on Cole Road for the right-in/right-out driveway. The turn lane will be constructed by ACHD with the intersection project.

6. Dedicate the right-of-way on Cole Road necessary for the required right-turn lane for the driveway. The applicant will not be compensated for the right-of-way.

7. Cross access shall be noted on the final plat, and provided to the 0.56 acre parcel located at the west property line.

8. Cross access shall be noted on the final plat, and provided to the 0.29 acre parcel located at the southeast property line.

9. Restrict existing driveways on Cole Road and Fairview Avenue with landscaping, curbing or other temporary measures. The permanent closure and improvements with be constructed by ACHD with the intersection project.

10. Other than the access allowed with this application, additional access to Cole Road and Fairview Avenue is prohibited and shall be noted on the final plat.

11. Provide construction easements to ACHD per the approved intersection plans.

12. Payment of impacts fees are due prior to issuance of a building permit.

13. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

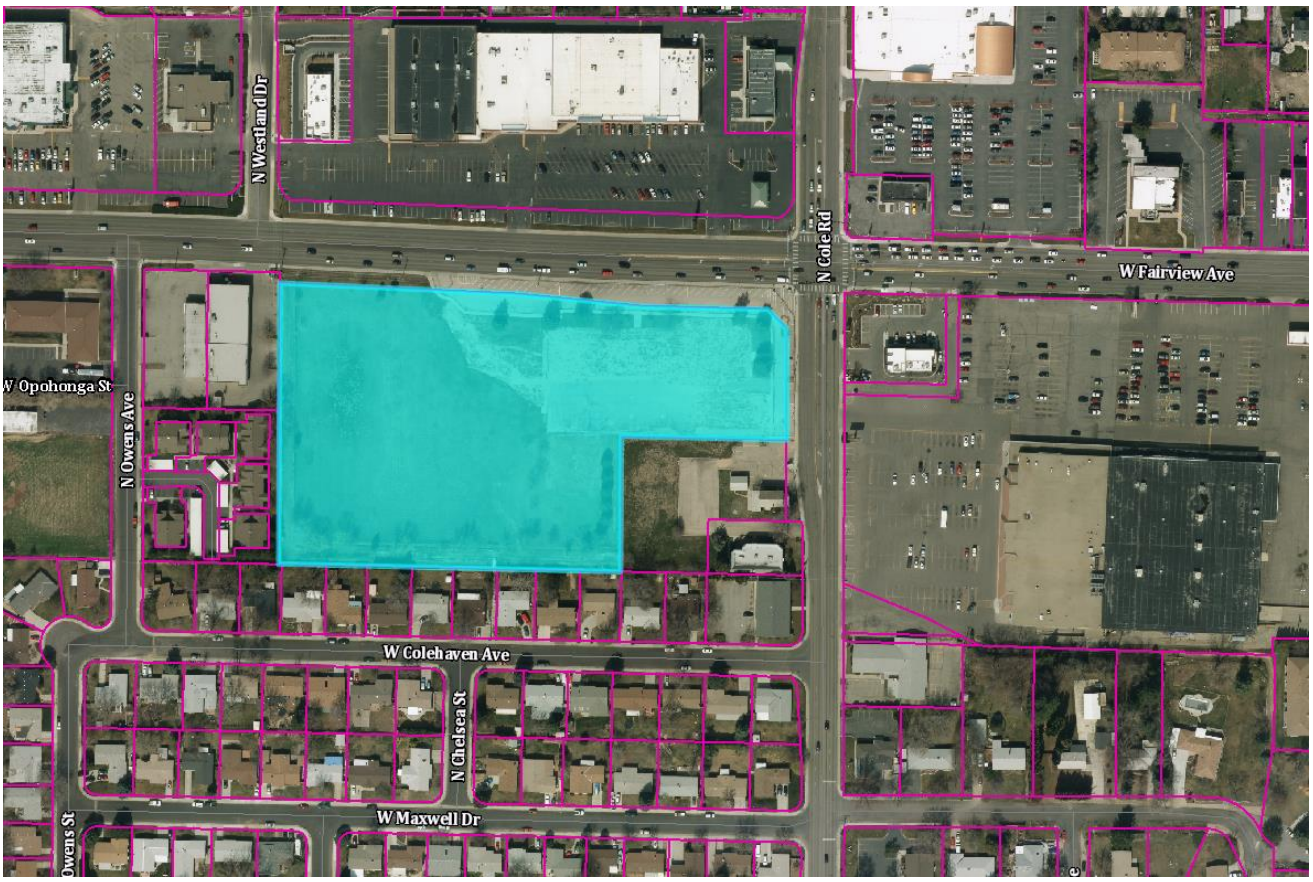
1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

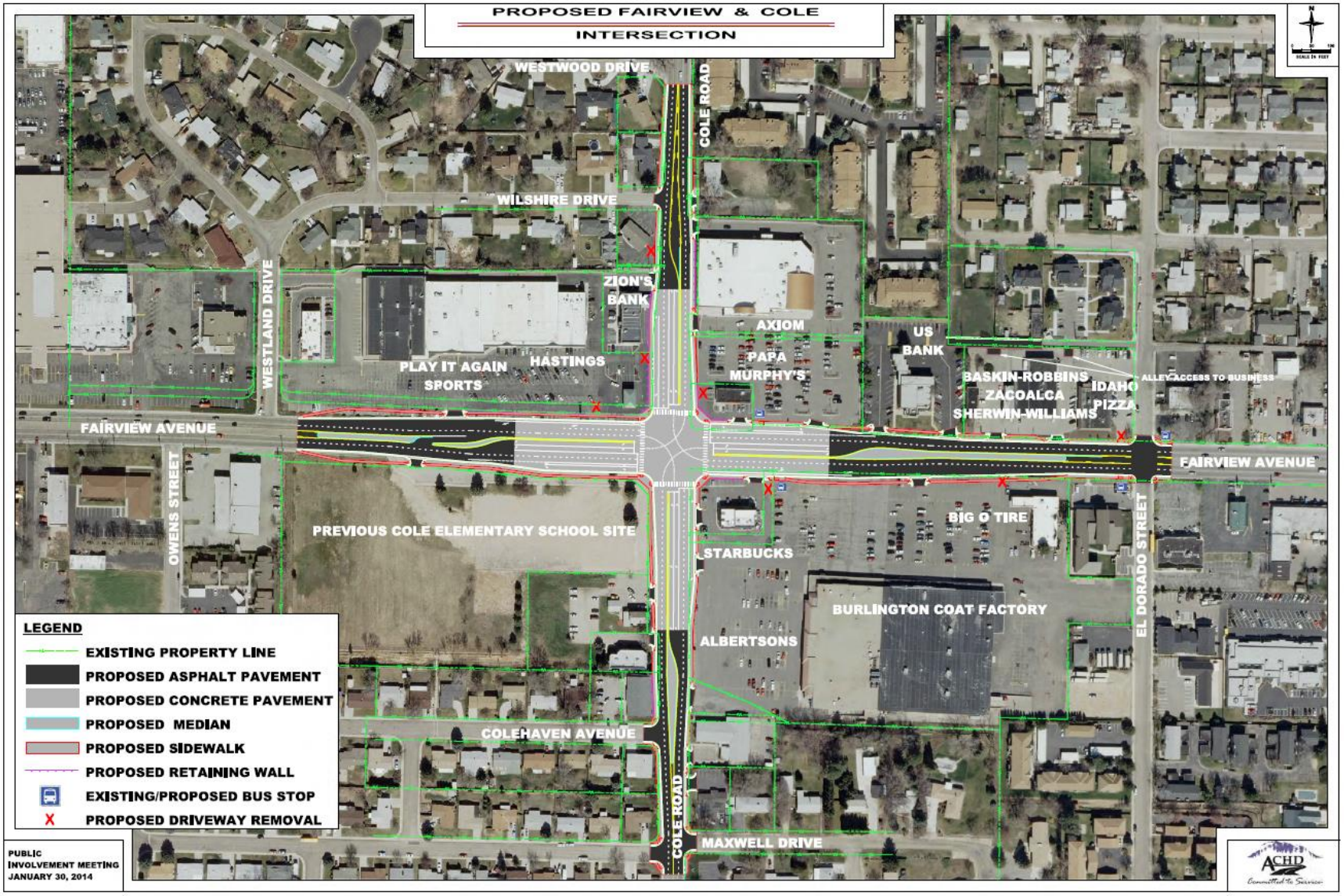
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

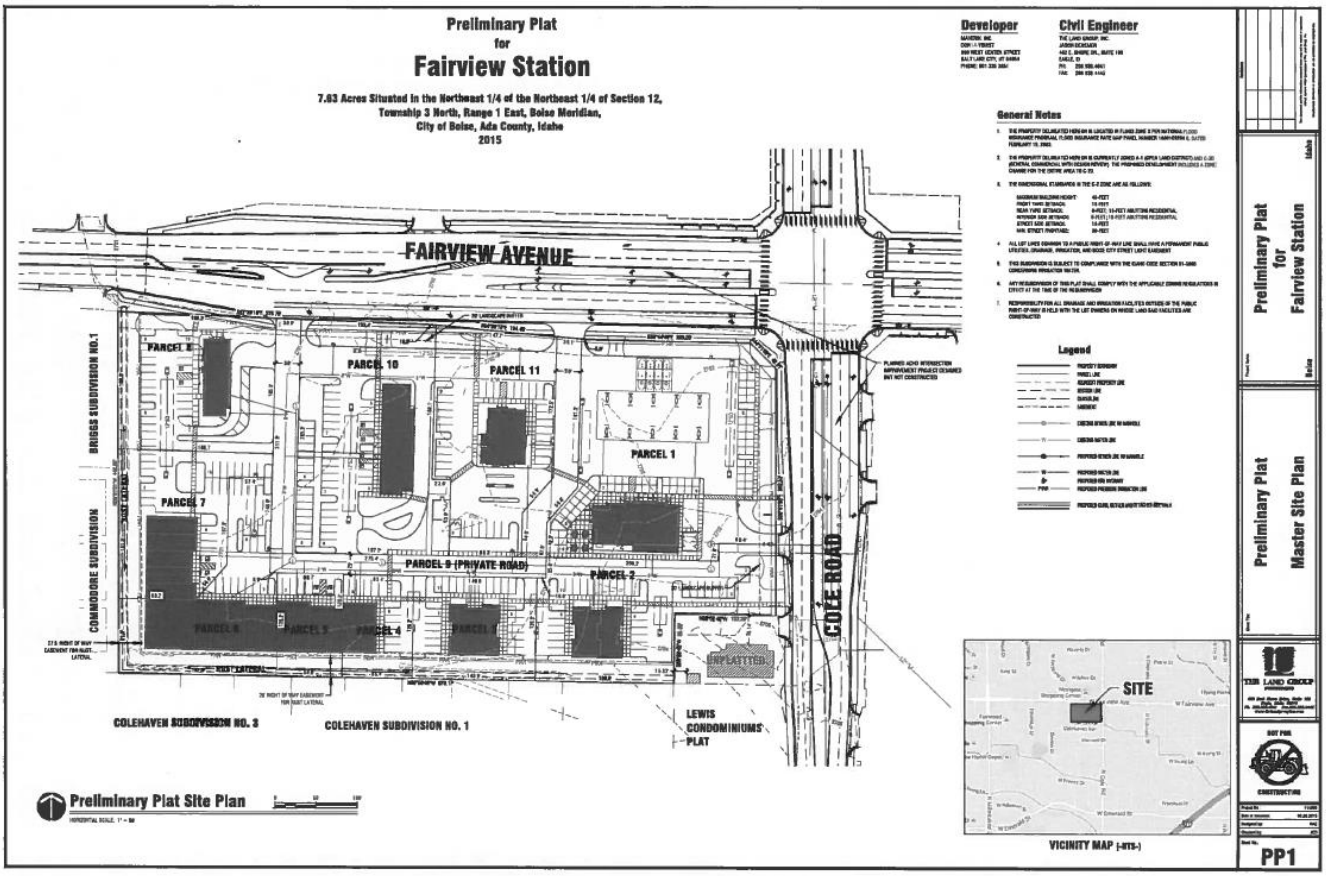
1. Vicinity Map
2. Utility Coordinating Council
3. Development Process Checklist
4. Request for Reconsideration Guidelines

VICINITY MAP




PROPOSED FAIRVIEW & COLE
INTERSECTION
WESTWOOD DRIVE
COLE ROAD
WILSHIRE DRIVE
WESTLAND DRIVE
ZION'S BANK
AXIOM
US BANK
PAPA MURPHY'S
PLAY IT AGAIN SPORTS
HASTINGS
BASKIN-ROBBINS
ZACOALCA
SHERWIN-WILLIAMS
IDAHO PIZZA
ALLEY ACCESS TO BUSINESS
FAIRVIEW AVENUE
OWENS STREET
PREVIOUS COLE ELEMENTARY SCHOOL SITE
BIG O TIRE
STARBUCKS
EL DORADO STREET
BURLINGTON COAT FACTORY
ALBERTSONS
COLEHAVEN AVENUE
MAXWELL DRIVE
LEGEND
EXISTING PROPERTY LINE
PROPOSED ASPHALT PAVEMENT
PROPOSED CONCRETE PAVEMENT
PROPOSED MEDIAN
PROPOSED SIDEWALK
PROPOSED RETAINING WALL
EXISTING/PROPOSED BUS STOP
PROPOSED DRIVEWAY REMOVAL
PUBLIC INVOLVEMENT MEETING
JANUARY 30, 2014
ACHD

FAIRVIEW & COLE INTERSECTION
2008-2012 CRASH HISTORY
LEGEND
INJURY CRASH
ANGLE
ANGLE TURNING
STRUCK OBJECT
HEAD-ON
OVERTURN
BICYCLE/CAR
REAR-END
REAR-END TURNING
SIDE SWIPE SAME DIR.
SAME DIR. TURNING
PROPERTY DAMAGE ONLY CRASH
ANGLE
ANGLE TURNING
STRUCK OBJECT
HEAD-ON
OVERTURN
BICYCLE/CAR
REAR-END
REAR-END TURNING
SIDE SWIPE SAME DIR.
SAME DIR. TURNING
LIMITS OF CRASH DATA PRESENTED
2008 - 2012 CRASH HISTORY
CRASH TYPE | CRASH TOTAL | INJURY CRASH | PROPERTY DAMAGE ONLY CRASH
ANGLE | 51 | 15 | 36
ANGLE TURNING | 48 | 12 | 36
STRUCK OBJECT | 3 | 0 | 3
HEAD-ON TURNING | 1 | 1 | 0
OVERTURN | 9 | 3 | 6
PEDALCYCLE | 9 | 9 | 0
REAR-END | 127 | 56 | 71
REAR-END TURNING | 13 | 7 | 6
SIDE SWIPE SAME | 14 | 0 | 14
SAME DIR. TURNING | 1 | 1 | 0
FAIRVIEW AVENUE
COLE ROAD
EL DORADO STREET
OWENS STREET
COLEHAVEN AVENUE
WILSHIRE DRIVE
WESTLAND DRIVE
BASKIN-ROBBINS
ZACOALCA
SHERWIN-WILLIAMS
ALPINE
LOAN
IDAHO PIZZA
US BANK
BIG O TIRE
BURLINGTON
AXIOM
PAPA
MURPHY'S
STARBUCKS
ALBERTSONS
ZION'S BANK
PLAY IT AGAIN SPORTS
HASTINGS
PUBLIC INVOLVEMENT MEETING
JANUARY 30, 2014


Preliminary Plat
for
Fairview Station
7.83 Acres Situated in the Northeast 1/4 of the Northeast 1/4 of Section 12,
Township 3 North, Range 1 East, Boise Meridian,
City of Boise, Ada County, Idaho
2015
Developer
Civil Engineer
General Notes
FAIRVIEW AVENUE
PARCEL 2
PARCEL 10
PARCEL 11
PARCEL 1
PARCEL 7
PARCEL 9 (PRIVATE ROAD)
PARCEL 2
PARCEL 6
PARCEL 5
PARCEL 4
PARCEL 3
COLE ROAD
UNPLATTED
BRIGGS SUBDIVISION NO. 1
COMMODORE SUBDIVISION
COLEHAVEN SUBDIVISION NO. 3
COLEHAVEN SUBDIVISION NO. 1
LEWIS CONDOMINIUMS PLAT
Legend
SITE
VICINITY MAP (-BTS-)
Preliminary Plat Site Plan
Preliminary Plat for Fairview Station
Idaho
Preliminary Plat Master Site Plan
THE LAND GROUP
NOT FOR CONSTRUCTION
PP1

Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

☒Submit a development application to a City or to Ada County

☒The City or the County will transmit the development application to ACHD

☒The ACHD **Planning Review Section** will receive the development application to review

☒The **Planning Review Section** will do one of the following:

☐Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.

☐Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☒Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐For **ALL** development applications, including those receiving a **"No Review"** letter:

- The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
- The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:
Construction (Non-Subdivisions)

☐ **Driveway or Property Approach(s)**

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
  a) Traffic Control Plan
  b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.

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.