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Miranda Gold, Vice-President  
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February 1, 2024

To: Richard Sullivan, via email  
SRS Distribution-  
Heritage Pool Supply  
7440 State Highway 121  
MdKinney, TX 75070-2196

Subject: GC24-0001/ CUPFY2024-0002  
200 W. 42<sup>nd</sup> Street and 203 W. 43<sup>rd</sup> Street  
Heritage Pool Supplies

The applicant is requesting approval of a conditional use permit application with Garden City to allow for the use of the existing warehouse building and accessory outdoor storage for wholesale sales on 2-acres.

The Ada County Highway District has reviewed the submitted application referenced above and has determined that there are no frontage improvements required to 42<sup>nd</sup> Street due to the fact that there is no change in use and the applicant is not proposing to add any additional square footage to the existing building; therefore, the development is not anticipated to generate any additional vehicle trips. Listed below are District requirements that shall apply if Garden City requires frontage improvements on 42<sup>nd</sup> Street abutting the site.

The District policies and requirements for the existing and proposed driveways for this development are listed below in Findings 4 and Site Specific Conditions of Approval—Section B.

## A. Findings of Fact

### 1. Ustick Road

a. **Existing Conditions:** Ustick Road is improved with 4-travel lanes, vertical curb, gutter, and 7-foot wide attached concrete sidewalk abutting the site. There is 137 to 231-feet of right-of-way for Ustick Road (50 to 56-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. Improvements shall include transitional segments in accordance with the current version of PROWAG.

**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, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

**Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along

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- c. **Staff Comments/Recommendations:** Ustick Road is fully improved; therefore, no additional dedication of right-of-way or street improvements should be required as part of this application.

Consistent with District Minor Improvements policy, the applicant should be required to correct deficiencies or replace deteriorated transportation facilities on Ustick Road abutting the site as determined by ACHD staff and consistent with the current version of PROWAG.

## 2. 42<sup>nd</sup> Street

- a. **Existing Conditions:** 42<sup>nd</sup> Street is improved with 2-travel lanes, 33-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for 42<sup>nd</sup> Street (25-feet from centerline).

b. **Policy:**

**Commercial Roadway Policy:** District Policy 7208.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

**Sidewalk Policy:** District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, 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.

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.

c. **Staff Comments/Recommendations:**

- If Garden City requires roadway improvements as part of this application, the applicant should construct 42<sup>nd</sup> Street street as ½ of a 36-foot wide commercial street section with vertical curb, gutter and 5-foot wide concrete sidewalk abutting the site. The applicant should submit engineered drawings to ACHD for review and approval prior to construction.
- If only sidewalk is required by Garden City, ACHD will require it to be placed in the ultimate location for a detached sidewalk, assuming a future 36-foot wide street section. The 5-foot wide concrete sidewalk should be located a minimum of 26-feet from the centerline of the street (measured from centerline to front face of sidewalk). If the sidewalk is located behind the existing right-of-way line, the applicant should provide a sidewalk easement. The applicant should submit engineered drawings to ACHD for review and approval prior to construction.

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a. **Existing Conditions:** There are two existing unimproved driveways from the site onto 42<sup>nd</sup> Street located as follows (measured centerline-to-centerline):

- 18-foot wide located 216-feet south of Stockton Street
- 24-foot wide driveway located 332-feet south of Stockton Street

b. **Policy:**

**Driveway Location Policy:** District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, 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.

**Driveway Design Requirements:** District policy 7208.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

c. **Applicant's Proposal:** The applicant is proposing to close the existing driveway onto 42<sup>nd</sup> Street located 216-feet south of Stockton Street with fencing.

The applicant is proposing to widen the existing 24-foot driveway onto 42<sup>nd</sup> Street located 332-feet south of Stockton Street as a gated 30-foot wide driveway.

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

The applicant should be required to pave the proposed 30-foot wide driveway onto 42<sup>nd</sup> Street located 332-feet south of Stockton its full width and at least 30-feet into the site beyond the edge of pavement of 42<sup>nd</sup> Street. Locate the gate a minimum of 50-feet from the near edge of pavement of 42<sup>nd</sup> Street and provide a turnaround.

#### 4.2 43<sup>rd</sup> Street

a. **Existing Conditions:** There is an existing 24-foot wide improved driveway on 42<sup>nd</sup> Street located 150-feet north of Ustick Road.

b. **Policy:**

**Driveway Location Policy:** District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

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## D. Traffic Information

### Trip Generation

This development is not estimated to generate any additional vehicle trips per day (24 existing); and is not estimated to generate any additional vehicle trips per hour in the PM peak hour (3 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> edition.

**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
Ustick Road	600-feet	Minor Arterial	717	Better than "E"
42 <sup>nd</sup> Street	200-feet	Local Commercial	N/A	N/A
43 <sup>rd</sup> Street	100-feet	Local Commercial	147	N/A

\* Acceptable level of service for a four-lane minor arterial is "E" (1,540 VPH).

\*\* ACHD does not set level of service thresholds for local streets.

**Average Daily Traffic Count (VDT): Average daily traffic counts are based on ACHD's most current traffic counts**

- The average daily traffic count for Ustick Road west of Curtis Road was 12,874 on January 29, 2020.
- There are no current traffic counts for 42<sup>nd</sup> Street.
- The average daily traffic count for 43<sup>rd</sup> Street south of Chinden Boulevard was 2,110 on March 8, 2023.

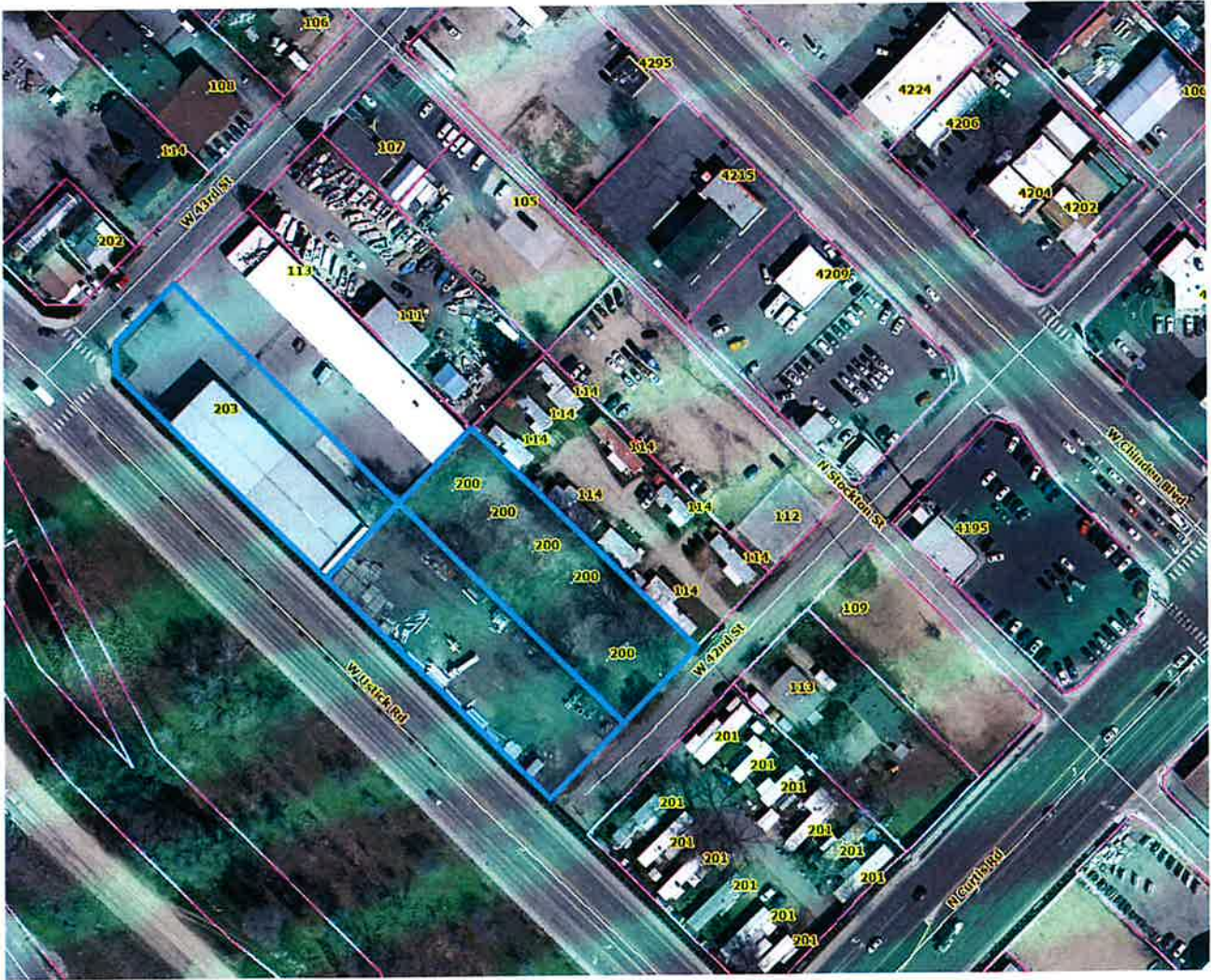
## E. Attachments

1. Vicinity Map
2. Site Plan
3. Standard Conditions of Approval
4. Appeal Guidelines

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# VICINITY MAP



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## Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

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