



Alexis Pickering, President
 Miranda Gold, Vice-President
 Jim Hansen, Commissioner
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner

Date: June 5th, 2024

To: Jeff Hatch & Kevin deBelloy

Staff Contact: Matt Pak, Planner

Project Description: Reese Townhomes

Trip Generation: This development is estimated to generate 216 vehicle trips per day; 17 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 11th edition.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	
No	X
If yes, is mitigation required	

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	X
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	
No	

ACHD Planned Improvements	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: **Reese Townhomes / GC24-0011 / SUBFY2024-0003**
This is a preliminary plat application to be processed as a planned unit development, to allow for the development of a 32-lot subdivision consisting of 28 residential lots and 4 common lots on 1.4 acres.

Lead Agency: Garden City

Site address: 204 W 36th Street
203/205 W 37th Street

Staff Approval: June 5th, 2024

Applicant: Jeff Hatch
Hatch Design Architecture
200 W 36th Street
Garden City, ID 83714

Owner: Kevin deBelloy
DCC Commercial
5103 W Irving St
Boise, ID 83706

Staff Contact: Matt Pak
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Report Summary:

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ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

- Stockton Street is scheduled in the IFYWP as a concept study to identify and recommend improvements to the corridor for all users with a construction year yet to be determined.
- 38th Street is scheduled in the IFYWP as a community improvement project to include the construction of enhanced pedestrian facilities from the south end of 38th Street to Adams Street with the design year in 2024-2026.

2. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification
37 th Street	100-feet	Local Commercial
36 th Street	100-feet	Local Commercial

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

3. Average Daily Traffic Count (VDT)

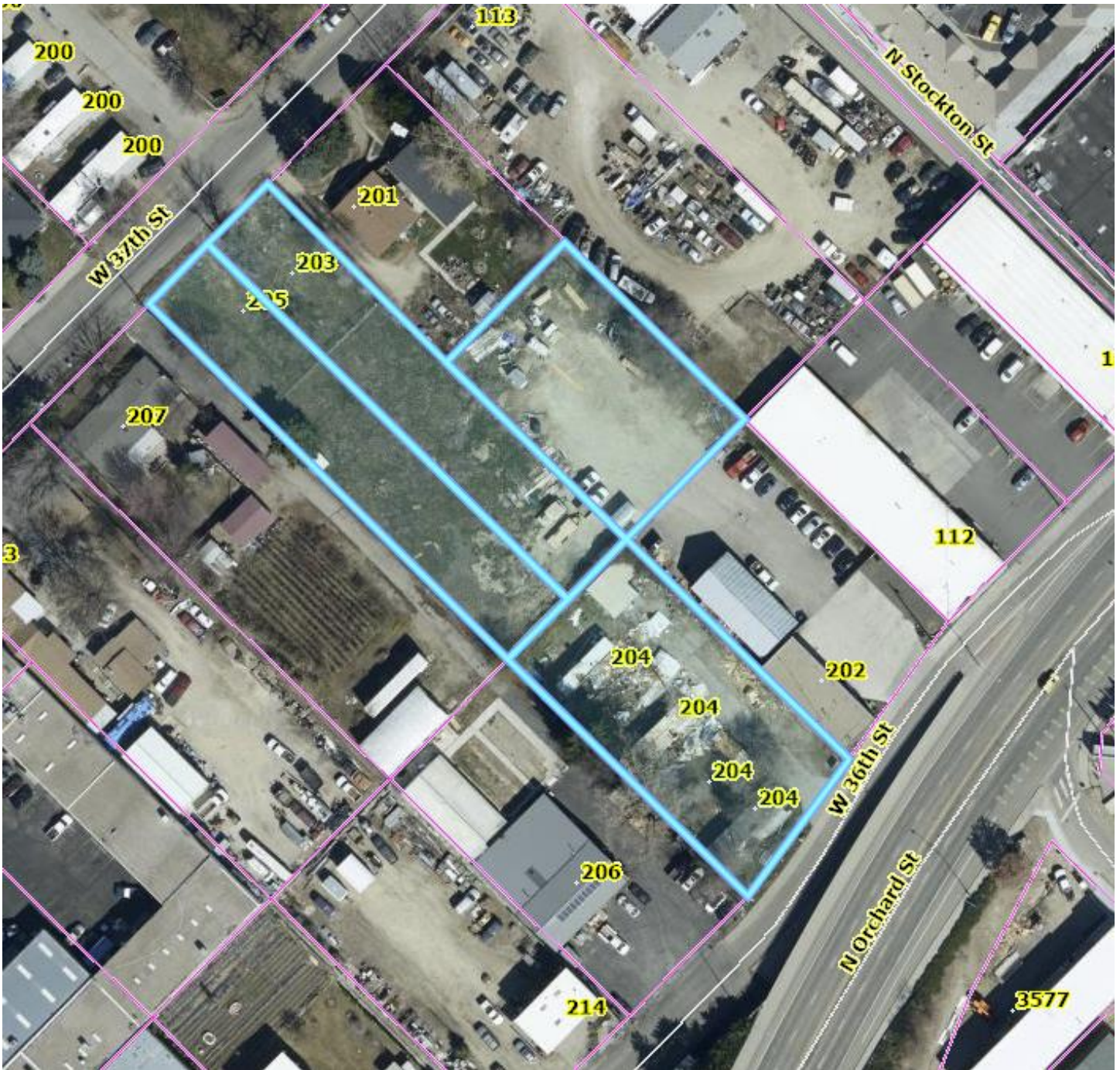
Average daily traffic counts are based on ACHD's most current traffic counts.

- There are no current traffic counts for 36th and 37th Street.

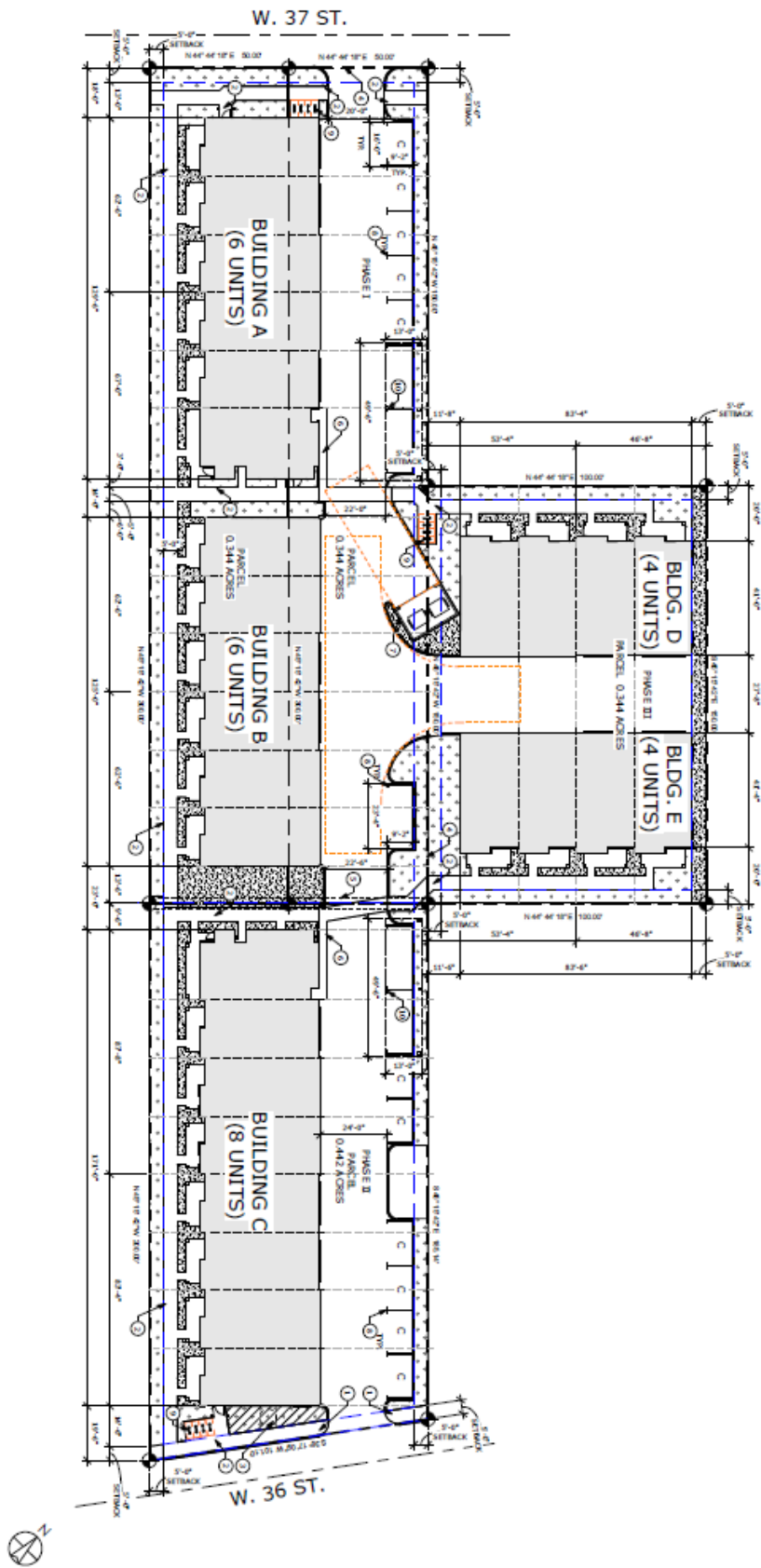
A. Site Specific Conditions of Approval

1. Repair or replace any damaged or deficient transportation facilities on 36th Street abutting the site, as determined by ACHD staff, and consistent with the current version of PROWAG.
2. Construct 37th Street as ½ of a 36-foot wide commercial street section to include pavement widening, curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
3. Dedicate additional right-of-way to 2-feet behind back of sidewalk or for detached sidewalk, reduce the right-of-way width to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk should be located wholly within right-of-way or wholly within an easement.
4. Reconstruct and widen the existing driveway onto 36th Street, located 332-feet south of Stockton Street, as a 20-foot wide curb return type driveway as proposed.
5. Construct a 20-foot wide curb return type driveway onto 37th Street, located 329-feet south of Stockton Street.
6. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
7. 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. The impact fee assessment will not be released until the civil plans are approved by ACHD.
8. Comply with all Standard Conditions of Approval.

Vicinity Map



Site Plan



B. Findings for Consideration

1. 36th Street

- a. Existing Conditions:** 36th Street, a southbound one-way street, is improved with 1-travel lane, vertical curb, gutter, and 5-foot wide attached concrete sidewalk abutting the site. There is 26-feet of right-of-way for 36th Street (15-feet from centerline).
- b. Applicant's Proposal:** The applicant is not proposing to dedicate additional right-of-way or any street improvements on 36th Street abutting the site.
- c. Staff Comments/Recommendations:** 36th Street 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 repair or replace any damaged or deficient transportation facilities on 36th Street abutting the site, as determined by ACHD staff, and consistent with the current version of PROWAG.

2. 37th Street

- a. Existing Conditions:** 37th Street is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for 37th Street (25-feet from centerline).
- b. Applicant's Proposal:** The applicant is proposing to improve 37th Street with a 6 to 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
- c. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved as proposed. If street trees are desired, then an 8-foot wide landscape strip should be provided along the entire frontage of the site.

Consistent with District Commercial Roadway Policy policies, which requires improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to the adjacent street, the applicant should be required to construct 37th Street as ½ of a 36-foot wide commercial street section to include pavement widening and curb and gutter abutting the site.

The applicant should be required to dedicate additional right-of-way to 2-feet behind back of sidewalk; for detached sidewalk the applicant may reduce the right-of-way width to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk should be located wholly within right-of-way or wholly within an easement.

3. Driveways

3.1 36th Street

- a. Existing Conditions:** There is an existing 15-foot wide unimproved driveway from the site onto 36th Street, located 332-feet south of Stockton Street (measured centerline-to-centerline).
- b. Applicant's Proposal:** The applicant is proposing to reconstruct and widen the existing driveway onto 36th Street located 332-feet south of Stockton Street as a 20-foot wide curb return type driveway.
- c. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved as proposed.

3.2 37th Street

- a. Existing Conditions:** There are no existing driveways from the site onto 37th Street.

- b. **Applicant's Proposal:** The applicant is proposing to construct a 20-foot wide curb return type driveway onto 37th Street, located 329-feet south of Stockton Street.
- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved as proposed.

C. Policy

1. Federal Accessibility Design Guidelines and Standards

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, <https://www.access-board.gov/prowag> and <https://www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf> for additional information).

2. Minor Improvements

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

3. Livable Street Performance Measures

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

4. 36th and 37th Street

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-foot 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.

5. Driveways

5.1 36th and 37th Street

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.

6. 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.

7. 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.

8. Pathway Crossings: United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

D. 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), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements . The applicant's engineer should provide documentation of 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.

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.

Request for Appeal of Staff Decision

To request an appeal of a staff level decision, see District policy 7101.6.7 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>

Request for Reconsideration of Commission Action

To request reconsideration of a Commission Action, see District policy 1006.11 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>