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Date: September 30th, 2025

To: Joseph Dodson

Staff Contact: Matt Pak, Planner

Project Description: Fairview Village Affordable Housing Development

Trip Generation: This development is estimated to generate 986 vehicle trips per day, 94 vehicle trip per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 12th edition.

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

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	

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

ACHD Planned Improvements	
FYP	X
CIP	

Livable Street Performance Measures	
Pedestrian	LTS 4
Cyclist	LTS 4

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: **Fairview Village Affordable Housing Development / BOI25-0186 / DRH25-00226**
This is a design review application to allow for the development of 205 affordable, multi-family residential units on 1.94-acres.

Lead Agency: City of Boise

Site address: 5123 W Bond St, 5106 W Fairview Ave & 1650 N Hilton St

Staff Approval: September 30th, 2025

Applicant: Joseph Dodson

Representative: Andrew Wheeler
The Land Architect
9201 W State Street, Suite 102
Boise, ID 83714

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ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

There are no roadways, bridges or intersections in the general vicinity of the project that are in the District's Capital Improvement Plan (CIP).

- Fairview Avenue is scheduled in the FYP as a community improvement project to include enhanced pedestrian facilities on both sides of the roadway from Cole Road to Orchard Street with a construction year yet to be determined.
- Fairview Avenue is scheduled in the FYP as a community improvement project to include a new bikeway corridor from Orchard Street to Garden Street with a construction year yet to be determined.
- Orchard Street is scheduled in the FYP as a corridor improvement project to improve road surface conditions and adjacent ADA ramps from Emerald Street to Fairview Avenue with a construction year yet to be determined.
- The Poplar Street Bikeway is scheduled in the FYP as a community improvement project to establish a new bikeway corridor on select streets from Milwaukee Street to Orchard Street with a construction year yet to be determined.
- The intersection of Orchard Street and Bond Street is scheduled in the FYP to be enhanced with a bicycle/pedestrian crossing with a construction year yet to be determined.

Level of Service Planning Thresholds

1. 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 Avenue	134-feet	Principal Arterial	1,165	Better than "E"
** Fowler Street	420-feet	Local Commercial	N/A	N/A
** Bond Street	280-feet	Local Commercial	N/A	N/A
** Hilton Street	210-feet	Local Commercial	N/A	N/A

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

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

2. 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 Orchard Street was 13,847 on April 2nd, 2024.
- There are no current traffic counts available for Fowler Street, Bond Street or Hilton Street abutting the site.

A. Site Specific Conditions of Approval

1. Improve Fairview Avenue with an 8-foot wide landscape strip and 10-foot wide detached concrete sidewalk abutting the site, to tie into the existing sidewalk west of the site.
2. Improve Fowler Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
3. Improve Bond Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter, an 10-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
4. Improve the entire length of frontage on Hilton Street with an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
5. Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, reduce the right-of-way 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 on Fairview Avenue, Fowler Street, Bond Street & Hilton Street. Sidewalk shall be located wholly within right-of-way or wholly within an easement.
6. Repair or replace any damaged or deficient transportation facilities on Fairview Avenue and Hilton Street abutting the site, consistent with the current version of PROWAG.
7. Submit an application for vacation of the alley right-of-way to ACHD's Right-of-Way department. This is a separate application and approval process. Approval of the vacation application is required prior to plan approval.

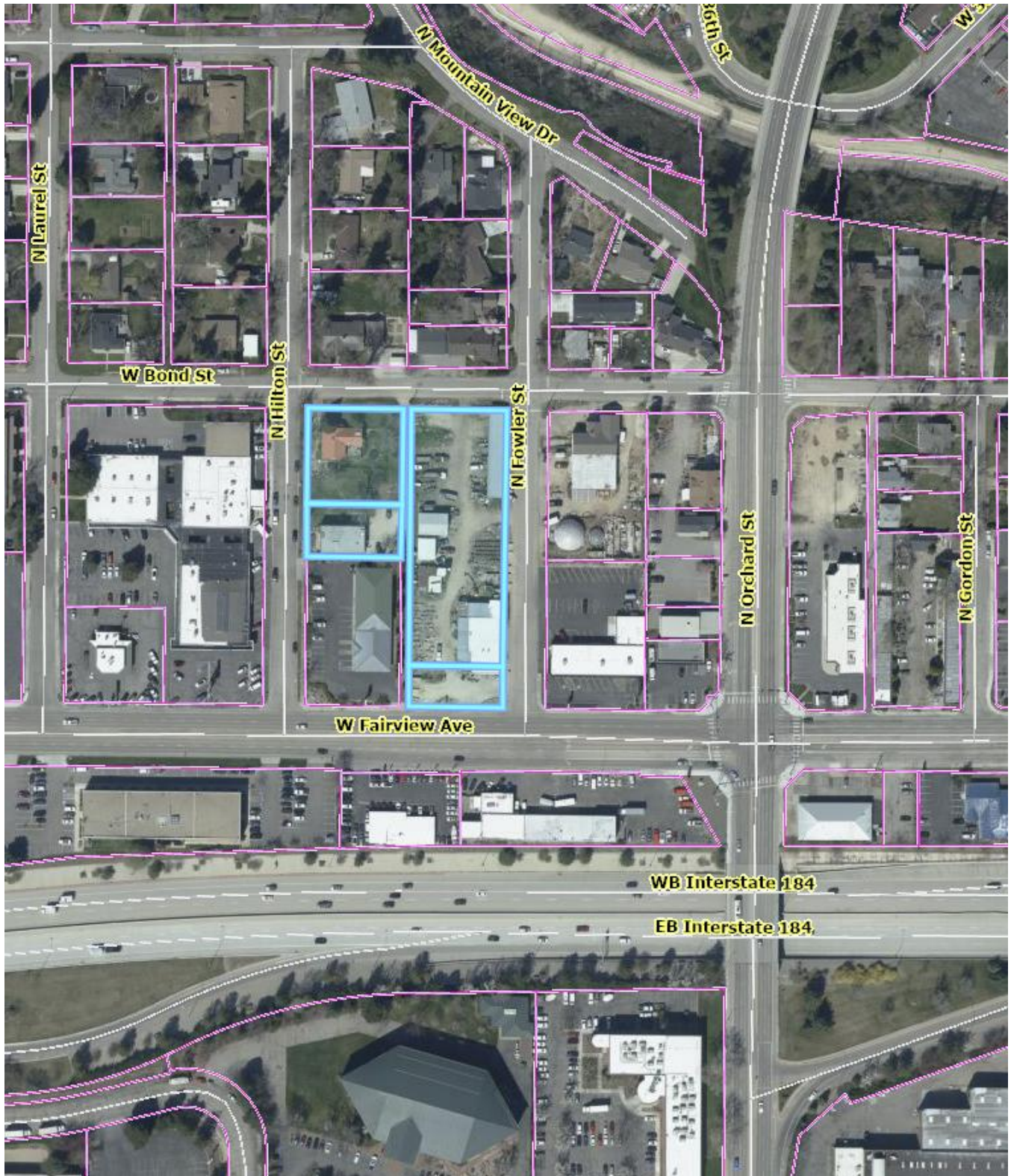
OR

Enter into a license agreement for any improvements within the right-of-way of the unopened/unmaintained alley. No permanent structures shall be constructed within the ROW.

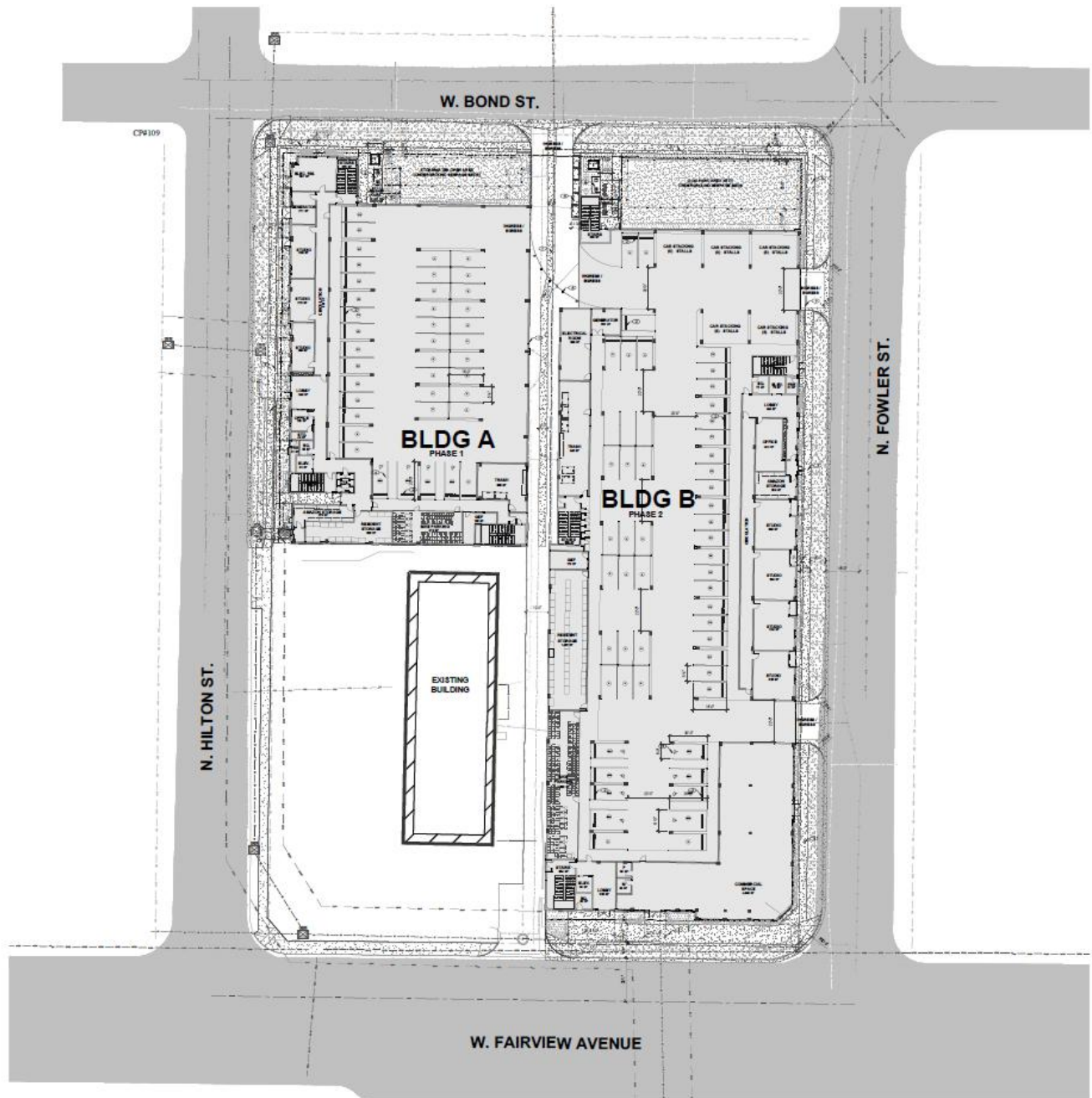
8. Close the two existing driveways onto Fairview Avenue, located 85-feet and 155-feet west of Fowler Street, with curb, gutter, landscaping and detached concrete sidewalk.
9. Close the two existing driveways onto Fowler Street, located 65-feet and 308-feet north of Fairview Avenue, with curb, gutter, landscaping and detached concrete sidewalk.
10. Construct a paved 22-foot wide curb return type driveway from the site onto Fowler Street, located 158-feet north of Fairview Avenue.
11. Construct a paved 22-foot wide curb return type driveway from the site onto Fowler Street, 102-feet south of Bond Street.
12. Reconstruct the existing 12-foot wide unimproved driveway (alley right-of-way approach), located 170-feet west of Fowler Street, as a paved 22-foot wide curb-return type driveway from the site onto Bond Street.
13. Close the existing driveway from the site onto Bond Street, located 23-feet east of Hilton Street, with curb, gutter, landscaping and detached concrete sidewalk.
14. Other than the access specifically approved with this application, direct lot access is prohibited to Fairview Avenue.
15. 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.
16. 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.

17. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan



OVERALL SITE PLAN

SCALE: 1/32" = 1'-0"

D. Findings for Consideration

1. Parking

The application materials note that for the 205 proposed affordable, multi-family units, only 136 on-site parking stalls are proposed. ITE Parking Generation Manual, 6th Edition notes an average parking rate of 1 space per unit for affordable housing in a general urban/suburban setting. Under this guidance, the site will be under parked by 69 units. Fowler Street, Bond Street and Hilton Street will be improved as 36-foot wide commercial street sections, which are wide enough to accommodate on-street parking on both sides of the roadway. However, on-street parking is limited on both streets in this area due to existing commercial and residential developments and cannot be guaranteed for this development, as on street parking can be modified or removed at the discretion of ACHD.

The City of Boise should verify that there is adequate guest and tenant parking for this site. The parking needs generated by this development should be provided on-site, as there may not be adequate availability of on-street parking.

2. Fairview Avenue

- a. Existing Conditions:** Fairview Avenue is improved with 5-travel lanes, vertical curb, gutter, and no concrete sidewalk abutting the site. There is 90 to 94-feet of right-of-way for Fairview Avenue (39 to 41-feet from centerline).
- b. Applicant Proposal:** The applicant is proposing to improve Fairview Avenue with an 8-foot wide landscape strip and 10-foot wide detached concrete sidewalk abutting the site, to tie into the existing sidewalk west of the site.
- c. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

The applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, the applicant may reduce the right-of-way 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 shall be located wholly within right-of-way or wholly within an easement.

Consistent with District Minor Improvements policy, the applicant should be required to repair or replace any damaged or deficient transportation facilities on Fairview Avenue abutting the site, consistent with the current version of PROWAG.

3. Fowler Street

- a. Existing Conditions:** Fowler Street is improved with 2-travel lanes, 35 to 40-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for Fowler Street (30 to 31-feet from centerline).
- b. Applicant Proposal:** The applicant is proposing to improve Fowler Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter, an 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.

The applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, the applicant may reduce the right-of-way 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 shall be located wholly within right-of-way or wholly within an easement

4. Bond Street

- a. **Existing Conditions:** Bond Street is improved with 2-travel lanes, 26-33 feet of pavement and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for Bond Street (30-feet from centerline).
- b. **Applicant's Proposal:** The applicant is proposing to construct Bond Street as ½ of a 33-foot wide street section with curb, gutter, a 10-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
- c. **Staff Comments/Recommendations:** Consistent with the existing improvements on Bond Street east and west of the site, the applicant should be required to construct Bond Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter and as proposed a 10-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, the applicant may reduce the right-of-way 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 shall be located wholly within right-of-way or wholly within an easement.

5. Hilton Street

- a. **Existing Conditions:** Hilton Street is improved with 2-travel lanes, 34-feet of pavement, vertical curb and gutter abutting the entire site and with a 6-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the southern 77-feet of the site. There is 60-feet of right-of-way for Hilton Street (30-feet from centerline).
- b. **Applicant Proposal:** The applicant is proposing to improve the entire length of frontage on Hilton Street with an 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.

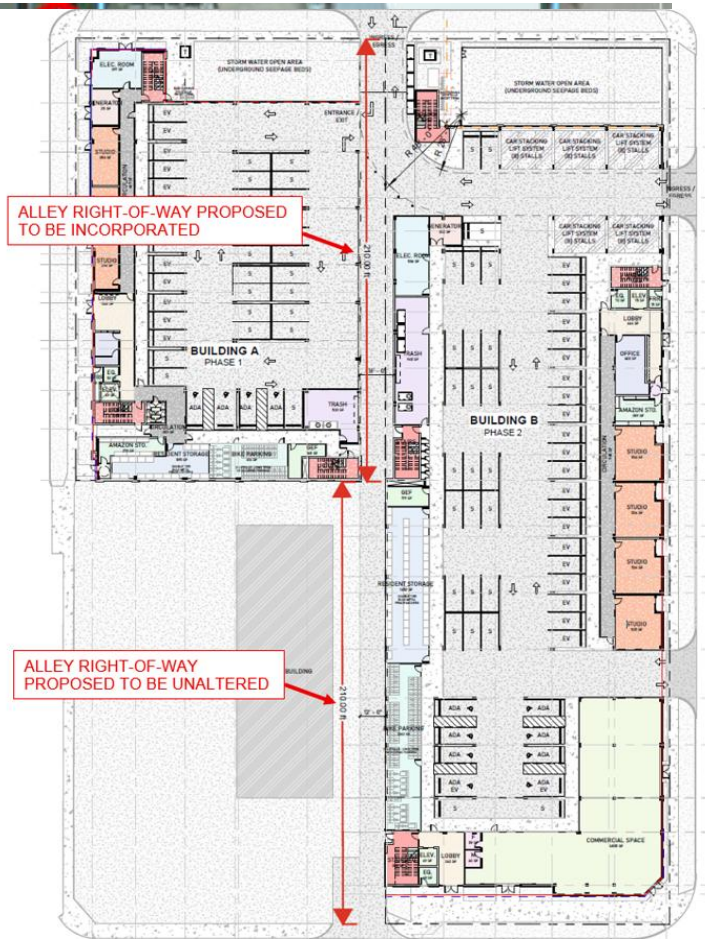
The applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, the applicant may reduce the right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk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

Consistent with District Minor Improvements policy, the applicant should be required to repair or replace any damaged or deficient transportation facilities on Hilton Street abutting the site, consistent with the current version of PROWAG.

6. Unopened/Unmaintained Alley

- a. **Existing Conditions:** There is an existing 12-foot wide unopened/unmaintained alley, located 170-feet west of Fowler Street (measured centerline-to-centerline). The alley right-of-way runs north/south between Bond Street and Fairview Avenue.

There are existing landscape improvements located within the alley right-of-way abutting the adjacent parcel located at the southwest corner of the site (circled below in red) that is not a part of this development (parcel no. R1625500855), preventing access to the alley right-of-way from Fairview Avenue.



- b. Applicant Proposal:** The applicant is proposing to incorporate a portion of the unopened and unmaintained alley right-of-way into their site as a drive aisle. The applicant is not proposing any alterations to the southern 210-foot of alley right-of-way (as shown).

- c. Staff Comments/Recommendations:** Typically, the applicant should be required to pave the alley from the nearest public street to and abutting the development. However, the alley right-of-way is unopened and unmaintained and due to the existing landscape improvements located within the alley south of and adjacent to the site..

The applicant's proposal to incorporate the alley right-of-way into their site does not meet District policy as it is public right-of-way under the jurisdiction of ACHD and should not be approved, as proposed. The applicant has the option to apply to vacate the alley right-of-way. If the right-of-way is to be vacated, then the applicant should apply to vacate the right-of-way by submitting an application to the Right-of-Way department prior to plan submittal. A right-of-way vacation is a separate application with its own public hearing process.

If the applicant chooses not to vacate the alley right-of-way, the applicant should be required to enter into a license agreement for any improvements within the right-of-way of the unopened/unmaintained alley.

No permanent structures should be constructed to preserve the right-of-way of the unopened/unmaintained alley.

7. Driveways

7.1 Fairview Avenue

- a. Existing Conditions:** There is an existing 34-foot wide unimproved, curb-cut type driveway from the site onto Fairview Avenue, located 85-feet west of Fowler Street (measured centerline-to-centerline).

There is an existing 27-foot wide unimproved, curb-cut type driveway from the site onto Fairview Avenue, located 155-feet west of Fowler Street (measured centerline-to-centerline).

- b. Applicant's Proposal:** The applicant is proposing to close the two existing driveways onto Fairview Avenue with curb, gutter, landscaping and detached concrete sidewalk.
- c. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

7.2 Fowler Street

- a. Existing Conditions:** There is an existing 25-foot wide unimproved driveway from the site onto Fowler Street, located 65-feet north of Fairview Avenue (measured centerline-to-centerline).

There is an existing 22-foot wide unimproved driveway from the site onto Fowler Street, located 308-feet north of Fairview Avenue (measured centerline-to-centerline).

- b. Applicant's Proposal:** The applicant is proposing to close the two existing driveways onto Fowler Street with curb, gutter, landscaping and detached concrete sidewalk.

The applicant is proposing to construct a paved 22-foot wide curb return type driveway from the site onto Fowler Street, located 158-feet north of Fairview Avenue (measured centerline-to-centerline).

The applicant is proposing to construct a paved 22-foot wide curb return type driveway from the site onto Fowler Street, 102-feet south of Bond Street (measured centerline-to-centerline).

- c. Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed.

7.3 Bond Street

- a. Existing Conditions:** There is an existing 15-foot wide unimproved driveway from the site onto Bond Street, located 23-feet east of Hilton Street (measured centerline-to-centerline).

There is an existing 12-foot wide unimproved driveway from the site onto Bond Street located 170-feet west of Fowler Street (measured centerline-to-centerline).

- b. Applicant's Proposal:** The applicant is proposing to close the existing driveway onto Bond Street, located 23-feet east of Hilton Street, with curb, gutter, landscaping and detached concrete sidewalk.

The applicant is proposing to reconstruct the existing driveway onto Bond Street located 170-feet west of Fowler Street as a paved 22-foot wide curb-return type driveway.

- c. Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed.

8. Other Access

Fairview Avenue classified as a principal arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway.

E. 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. Fairview Avenue

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.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state The standard 5-lane street section shall be 59-feet (back-of-curb to back-of-curb). This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane or landscaped median with intermittent turn lanes, and curbs and gutters. A 5-lane road shall also include a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master Plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 75-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. The standard right-of-way width for a 5-lane arterial is 100-feet.

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 arterials listed as impact

fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Pedestrian Facilities: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Detached sidewalks and multi-use paths are encouraged and should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line parallel to the roadway when authorized by Development Review staff to accommodate site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public pedestrian facilities are placed out of the 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 pedestrian facility. Pedestrian facilities shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

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 Transitional/Commercial Arterial with 5-lanes and on-street bike lanes.

5. Fowler Street, Bond Street & Hilton 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-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.

6. Alleys

Existing Alley Policy: District Policy 7210.2 states that if a proposed development abuts an existing alley, the dedication of additional right-of-way to obtain a minimum width from the centerline of the alley of 8-feet for residential uses and 10-feet for non-residential or commercial uses may be required. Each development will be reviewed by the District on a case-by-case basis. If the proposed development takes access from an alley, the developer will be required to pave the entire width of the right-of-way from the nearest public street to and abutting the development.

Vacations of Alleys Policy: District Policy 7210.3.6 states that vacations of alley right-of-way are discouraged and shall not result in dead-end alleys.

7. Driveways

7.1 Fairview Avenue

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 330-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 330-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.

Temporary Access Policy: District Policy 7202.4.2 identifies a temporary access as that which “is permitted for use until appropriate alternative access becomes available”. Temporary access may be granted through a development agreement or similar method, and the developer shall be responsible for providing a financial guarantee for the future closure of the driveway.

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.

7.2 Fowler Street, Bond Street & Hilton 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.

8. 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.

9. 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.

10. 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.

F. 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.

G. 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>