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Date: June 17, 2025

To: John Rennison and Zach Turner-Rennison Companies and Caleb Roope-Pacific West Communities

Staff Contact: Dawn Battles, Senior Planner

Project Description: Antioch Apartments

Trip Generation: This development is estimated to generate 1,071 vehicle trips per day, 92 vehicle trip 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	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 3
Cyclist	LTS 3

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: **Antioch Apartments/ GC25-0008/ DSRFY2025-0008**

This is a design review application to allow for the development of 236 apartments within two 4-story buildings on 16-acres. ACHD is a recommending body to Garden City for this type of application.

Lead Agency: Garden City

Site address: 8695 W Marigold Street

Staff Approval: June 17, 2025

Applicants: John Rennison and Zach Turner
Rennison Companies
2025 E Riverside Drive, Ste. 200
Eagle, ID 83616

Owner: Pacific West Communities
c/o Caleb Roope
430 E. State Street, Ste. 100
Eagle, ID 83616

Staff Contact: Dawn Battles, Senior Planner
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Report Summary:

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ACHD Planned Improvements

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

- Marigold Street between Garrett Street and Glenwood Street is scheduled in the FYP as a community improvement project which includes establishing a new bikeway corridor. The project may include a variety of treatment types such as wayfinding/ bikeway signage, striping, vertical delineators, etc. with the design year in 2027-2028 and the construction year is not determined.
- The intersection of State Street and Glenwood Street is scheduled in the FYP to be widened consistent with the State/Glenwood Intersection Concept Study to include median U-turns and improved crossings. The construction date has not been 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
**Glenwood Street	None	Principal Arterial	1,581	N/A
Coffey Street	None	Collector	120	Better than "D"
Marigold Street	743-feet	Collector	391	Better than "D"

*Acceptable level of service for a two-lane collector is "D" (425 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

**ACHD does not set level of service planning thresholds for State Highways.

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 Glenwood Street north of Chinden Boulevard was 37,601 on September 26, 2023.
- The average daily traffic count for Coffey Street north of Willowpark Drive was 1,957 on June 11, 2024.
- The average daily traffic count for Marigold Street west of Glenwood Street was 8,011 on June 12, 2024.

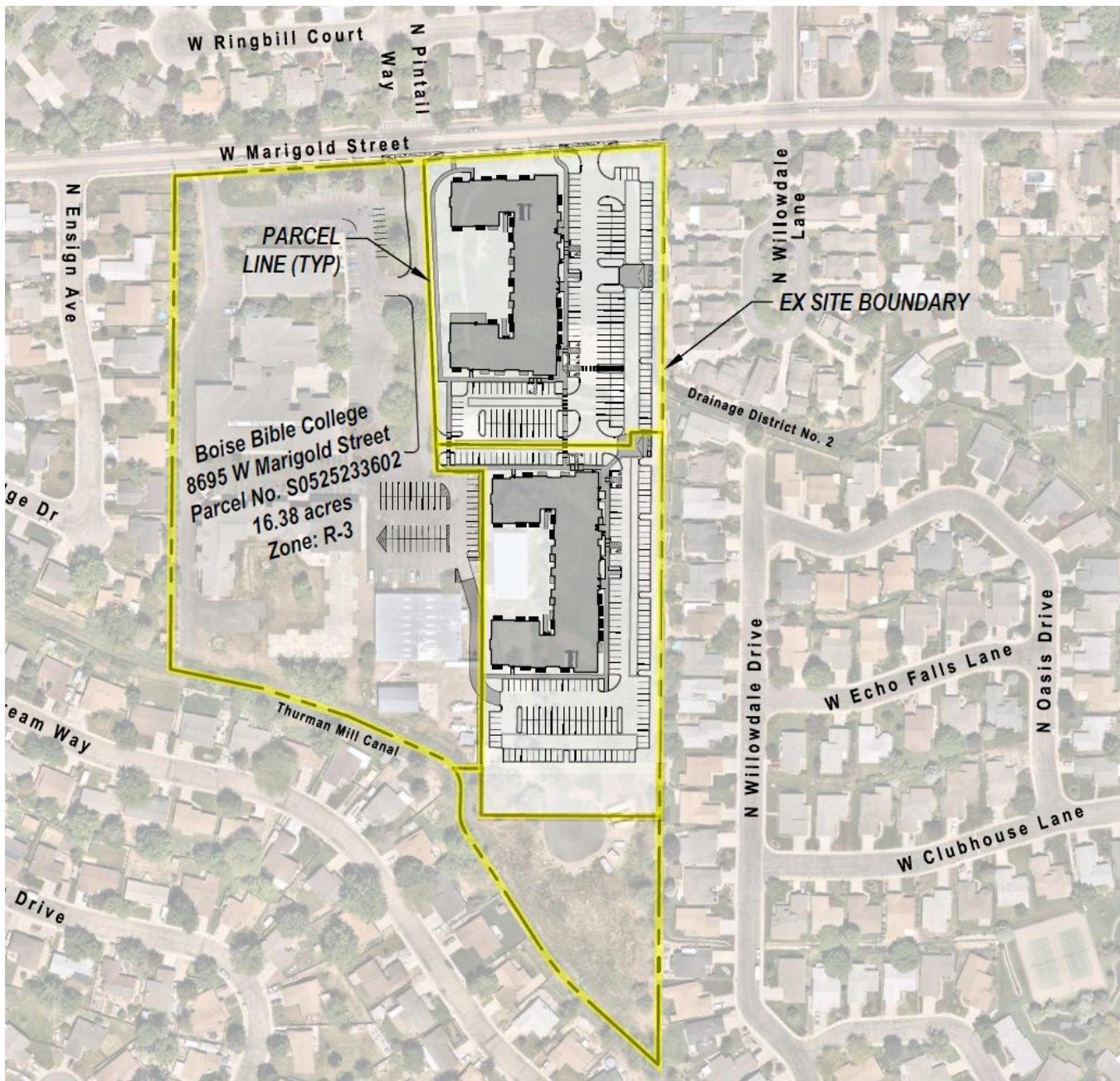
A. Site Specific Conditions of Approval

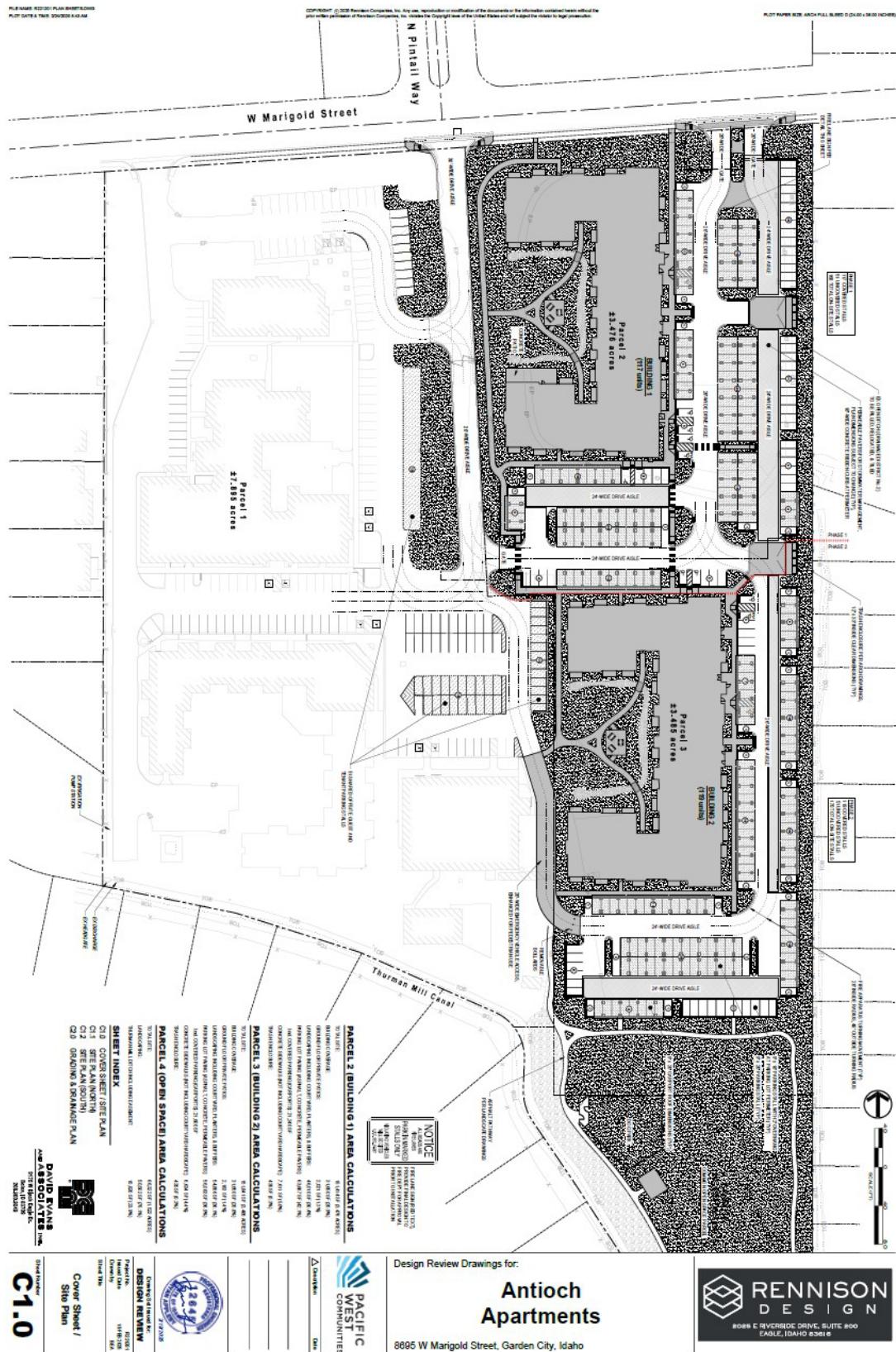
1. Repair or replace any damaged or deficient transportation facilities on Marigold Street abutting the site, as determined by ACHD staff, and consistent with the current version of PROWAG.
2. Utilize the two existing curb return type driveways onto Marigold Street to provide access to the proposed development, located as follows:
 - 28-foot wide driveway located 203-feet east of Ensign Avenue
 - 30-foot wide driveway located in alignment with Pintail Way on the north side of Marigold Street across from the site.
3. 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.
4. 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.
5. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plans





D. Findings for Consideration

1. Traffic Impact Study

At the request of the Garden City and ITD a traffic impact study was prepared for this development. ACHD did not require the traffic study as the proposed development was not anticipated to meet ACHD's threshold policy threshold of 100 new PM peak hour trips that necessitate a study.

The study notes that all study area roadways and intersections are anticipated to operate at an acceptable level of service planning threshold with the exception of the Marigold Street/Glenwood Street intersection. ACHD has previously received comments from area property owners regarding the function of the signalized Marigold Street/Glenwood Street intersection, specifically long wait times on Marigold Street. The traffic study notes that each individual turning movement operates at acceptable levels of service, however, the overall intersection exceeds ACHD's acceptable level of service planning thresholds. The TIS recommends the construction of a southbound right-turn lane on Glenwood Street, which is under the jurisdiction of ITD. ACHD has made several changes to the signal to improve wait times on Marigold Street, but they have not been effective due to the high volume of traffic on Glenwood Street. An executive summary of the findings can be found under attachments on page 12.

2. Marigold Street – Planning Level of Service Threshold

The site has frontage on and is proposed to take access from Marigold Street which is classified as a collector roadway. ACHD's Planning Level of Service Threshold policy allows up to 530 vehicle trips in the PM peak hour for a 3-lane collector roadway. Marigold Street has a current traffic count of 391 vehicle trips in PM peak hour, and the proposed development is estimated to generate 92 additional PM peak hour trips. This would total approximately 483 trips, which is below ACHD's level of service planning threshold.

3. On-Site Parking

- a. Existing Conditions:** Marigold Street is improved with 3-travel lanes (an eastbound and westbound lane and a continuous center left-turn lane) and on-street bike lanes preventing on-street parking.
- b. Applicant's Proposal:** The applicant is proposing to construct 338 on-site parking stalls and is proposing to use 51 existing parking stalls located at the Boise Bible College per a parking agreement. (agreement was not included with the application).
- c. Staff Comments/Recommendations:** The applicant's proposal for 338 on-site parking stalls plus the additional 51 parking spaces at the college exceeds the requirements of the ITE Parking Generation Manual 6th Edition which recommends a total of 269 parking stalls for this development. It is recommended that Garden City approve the proposed amount of on-site parking, as on-street parking is not allowed on Marigold Street.

4. Marigold Street

- a. Existing Conditions:** Marigold Street is improved with 3-travel lanes, vertical curb, gutter, and 5-foot wide attached concrete sidewalk abutting the site. There is 62-feet of right-of-way for Marigold Street (28-feet from centerline).
- b. Applicant Proposal:** The applicant is not proposing any street improvements to Marigold Street abutting the site.
- c. Staff Comments/Recommendations:** Marigold is fully improved; therefore, no additional 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 Marigold Street abutting the site, as determined by ACHD staff, and consistent with the current version of PROWAG.

5. Driveways

5.1 Marigold Street

a. **Existing Conditions:** There are two existing curb return type driveways from the site onto Marigold Street located as follows (measured centerline-to-centerline):

- 28-foot wide driveway located 203-feet east of Ensign Avenue
- 30-foot wide driveway located in alignment with Pintail Way on the north side of Marigold Street across from the site.

b. **Applicant's Proposal:** The two existing driveways are proposed to remain to provide access to the site.

The applicant is proposing to construct a curb return type driveway from the site onto Marigold Street located 298-feet east of Pintail Way with two 20-foot wide travel lanes and two 12-foot wide center landscape island. The applicant is proposing to provide a turnaround and a gate for this driveway located 50-feet from the near edge of pavement of Marigold Street.

c. **Staff Comments/Recommendations:** The applicant's proposal for the two existing driveways to remain to provide access to the site meet District policy and should be approved, as proposed.

The applicant's proposal to construct a third driveway onto Marigold Road for this site does not meet District Access Management and Driveway Width policies which limits and controls access to collector roadways and restrict driveways to a maximum width of 36-feet and should not be approved as proposed. Because the site has two existing driveways, the applicant should be required to utilize those driveways to provide access to the proposed development.

6. Other Access

Marigold Street is classified as a collector 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. Marigold Street

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Pedestrian Facilities: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector 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. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb 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. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths 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 sidewalk or multi-use path. Sidewalks 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.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Marigold Street is designated in the MSM as a Residential Collector with 3-lanes and on-street bike lanes.

5. Driveways

5.1 Marigold Street

Access Policy: District Policy 7206.4.1 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.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Location Policy (Stop Controlled Intersection): District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside

of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 30 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 260-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 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, 7206.4.6, 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 7206.4.6.

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.

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.

F. Attachments

1. EXECUTIVE SUMMARY

1.1. Project Description

The proposed Boise Bible College Multi-Family development includes 236 units in two four-story buildings. Access to the site will be provided by one access point along W Marigold Street. The development is located west of Glenwood Street, between Marigold Street and US 20/26/Chinden Boulevard, in Garden City, Idaho. This project is anticipated to be completed in 2026.

The purpose of this traffic review is to identify trip generation characteristics of the proposed development, evaluate high-level traffic related impacts on the adjacent street system, and recommend measures to mitigate impacts, if evident. Study area intersections and roadway segments are shown in **Figure ES-1**.

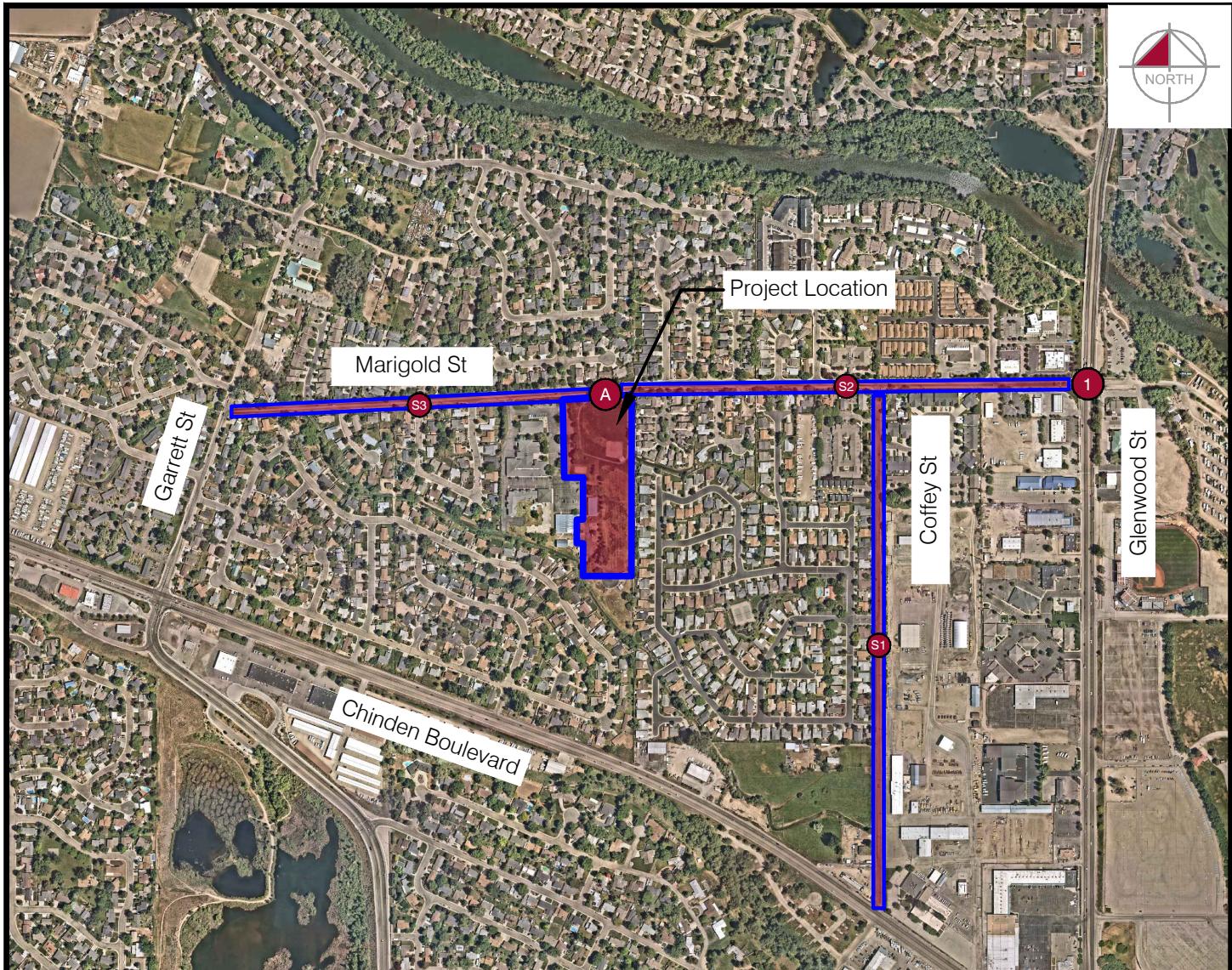


Image Source: Nearmap US, INC.

Study Area Intersections:

- 1. Marigold St and Glendwood St
- A. Marigold Street and Site Access

Study Area Roadway Segments:

- 1. Coffey St from Chinden Blvd to Marigold St
- 2. Marigold St from Glenwood St to Site Access A
- 3. Marigold St from Garrett St to Site Access A

LEGEND



DRIVEWAYS

1.2. Findings and Recommendations

1.2.1. Trip Generation

Build-out of the proposed development is estimated to generate 1,071 new daily trips, with 92 trips occurring in the AM peak hour and 92 trips in the PM peak hour on a typical weekday.

1.2.2. Analysis Findings and Mitigation Recommendations

Operational analysis results are shown in **Table ES-1** and **Table ES-2**. Analysis findings and mitigation recommendations are presented in **Table ES-3**.

Table ES-1 – Operational Analysis Results

Operational Analysis Results – LOS (Delay)					
Intersection					
Number		1		A	
Name		Glenwood Street and Marigold Street		Marigold and Site Access A	
Control/Classification		Signalized		TWSC	
Analysis Scenario	2024 Background	AM	LOS C (33) V/C: 0.89 EB Queue: 188 ft	-	
		PM	LOS F (42) V/C: 1.13 EB Queue: 253 ft	-	
	Mitigated 2024 Background	AM	LOS B (19) V/C: 0.78 EB Queue: 203 ft	-	
		PM	LOS F (28) V/C: 1.05 EB Queue: 263 ft	-	
	2026 Background	AM	LOS C (22) V/C: 0.83 EB Queue: 215 ft	-	
		PM	LOS F (33) V/C: 1.12 EB Queue: 275 ft	-	
	2026 Plus Project	AM	LOS C (25) V/C: 0.85 EB Queue: 245 ft	LOS B (11) V/C: 0.12 (NBL/R) LOS A (8) V/C: 0.02 (WBL)	
		PM	LOS F (43) V/C: 1.12 EB Queue: 405 ft	LOS B (12) V/C: 0.08 (NBL/R) LOS A (9) V/C: 0.05 (WBL)	
Notes:					
1. LOS and V/C ratio are reported for overall intersection for signalized intersections.					
2. LOS and V/C ratio are reported for worst movement at TWSC intersections.					

Table ES-2 – Operational Analysis Results Continued

Operational Analysis Results - LOS					
Intersection		Roadway Segment			
Number		1	2	3	
Name		Coffey Street, Chinden Boulevard to Marigold Street	Marigold Street, Glenwood Street to Site Access	Marigold Street, Garrett Street to Site Access	
Control/Classification		Collector	Collector	Collector	
Analysis Scenario	2024 Background	AM	Not Exceeded	Not Exceeded	Not Exceeded
		PM	Not Exceeded	Not Exceeded	Not Exceeded
	2026 Background	AM	Not Exceeded	Not Exceeded	Not Exceeded
		PM	Not Exceeded	Not Exceeded	Not Exceeded
	2026 Plus Project	AM	Not Exceeded	Not Exceeded	Not Exceeded
		PM	Not Exceeded	Not Exceeded	Not Exceeded

Notes:

1. Roadway Segment results show if ACHD LOS thresholds are exceeded.

Table ES-3 – Findings and Recommendations

2024 Existing Conditions	
Findings	<ul style="list-style-type: none"> • All study area intersections and roadway segments operate at acceptable levels of service except the following: • Marigold Street and Glenwood Street Intersection <ul style="list-style-type: none"> ◦ PM Peak Hour <ul style="list-style-type: none"> ▪ Intersection V/C ratio 1.13 ▪ Southbound through/right: V/C ratio 1.01
Possible Mitigations	<ul style="list-style-type: none"> • Marigold Street and Glenwood Street Intersection <ul style="list-style-type: none"> ◦ Add southbound dedicated right turn lane ◦ Due to the five-lane restriction at the Glenwood Bridge, no additional northbound and southbound through lanes are recommended
Planned Improvements	<ul style="list-style-type: none"> • None. Improvements recommended are consistent with Glenwood Corridor Plan, Chinden Boulevard to Marigold Street, May 2024 prepared for Idaho Transportation Department.
2026 Background Conditions	
Findings	<ul style="list-style-type: none"> • All study area intersections and roadway segments operate at acceptable levels of service except the following: • Marigold Street and Glenwood Street Intersection <ul style="list-style-type: none"> ◦ PM Peak Hour <ul style="list-style-type: none"> ▪ Intersection V/C ratio 1.12
Possible Mitigations	<ul style="list-style-type: none"> • None, due to restrictions at the Glenwood Bridge
Planned Improvements	<ul style="list-style-type: none"> • Improvements with no construction date provided in the ACHD IFYWP. <ul style="list-style-type: none"> ◦ A new bikeway corridor on Marigold Street. The concept phase is planned for FY2024-2025. Construction year is not provided. ◦ Enhanced crossing installation across US 20/26 Chinden Boulevard at Coffey Street in future years, design and construction years are not provided. ◦ Enhanced sidewalk installation on Glenwood Street from Spaulding Ranch Park to US 20/26/ Chinden Boulevard. Concept design is planned to be complete in FY2024-2026. Construction year is no provided.
2026 Plus Project Conditions	
Findings	<ul style="list-style-type: none"> • All study area intersections and roadway segments operate at acceptable levels of service except the following: • Marigold Street and Glenwood Street Intersection <ul style="list-style-type: none"> ◦ PM Peak Hour <ul style="list-style-type: none"> ▪ Intersection V/C ratio 1.12
Possible Mitigations	<ul style="list-style-type: none"> • None, due to restrictions at the Glenwood Bridge
Turn Lane Analysis	<ul style="list-style-type: none"> • No turn lanes warranted

G. 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.

H. 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>