



Miranda Gold, President
Alexis Pickering, Vice-President
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Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: April 9, 2025

To: Jeremy Wright, via email

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Stateside Subdivision

Trip Generation: This development is estimated to generate 965 vehicle trips per day, 76 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	X
Requires Revisions to meet ACHD Policies	

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	N/A

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	X
No	

Comments:

connecting you to more



Project/File: **Stateside Subdivision / GCPP25-0002 / SUBFY2025-0002**

This is a design review and preliminary/final plat application to allow for the development of 134 townhome lots on 10.27-acres. This site is located within the Residences at River Club Specific Area Plan District in Garden City.

Lead Agency: Garden City

Site address: 6515 W State Street

Staff Approval: April 9, 2025

Applicant: Jeremy Wright, via email
Brighton Development
2929 W Navigator Drive, Suite 400
Meridian, ID 83642

Representative: Same as above

Staff Contact: KaraLeigh Troyer, Planner
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ACHD Planned Improvements

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

- State Street is scheduled in the FYP to be widened to 7-lanes from Hertford Way to Ellens Ferry Drive and is currently under construction.
- State Street is scheduled in the FYP to be widened to 7-lanes from Pierce Park Lane to Collister Drive with a design year and construction year yet to be determined.
- The intersection of State Street and Pierce Park Lane is scheduled in the FYP to be widened to 4-lanes on the north leg, 4-lanes on the south, 7-lanes on the east, and 7-lanes on the west leg and is currently under construction.

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
State Street	277-feet	Principal Arterial	1,698	Better than "E"
Fair Oaks Place	42-feet	Local	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 roadways.

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 State Street east of Pierce Park Lane was 35,329 on April 26, 2023.
- There are no existing average daily traffic counts for Fair Oaks Place.

A. Site Specific Conditions of Approval

1. Construct 10-foot wide detached sidewalk behind the planter strip and bioretention basins being constructed by ACHD as a part of the State Street and Pierce Park Lane intersection project currently under construction abutting the site on State Street and tie the 10-foot wide detached sidewalk into improvements on either side of the site.
2. Dedicate right-of-way to extend to 2-feet behind back of sidewalk or provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk on State Street.
3. If Garden City approves the private road, the applicant shall be required to pave the private roadway at least 30-feet into the site beyond the edge of pavement of all public streets. If private roads are not approved by Garden City, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

4. If required by the Boise Fire Department, construct a 20-foot wide emergency-access only driveway from the site onto Fair Oaks Place located 482-feet north of Plantation Lane.

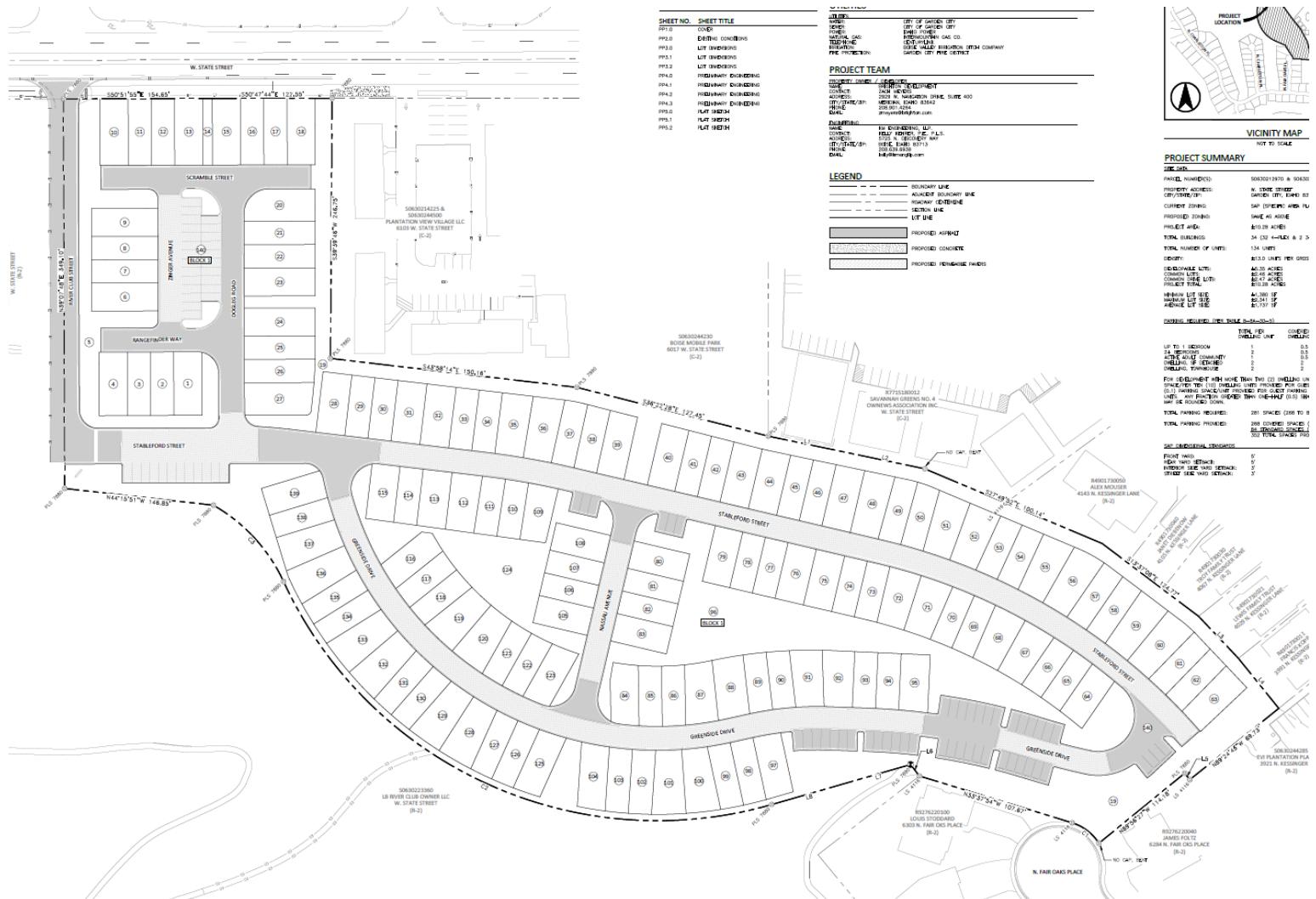
Install bollards or gates to restrict the driveways to emergency-access only as determined by the Boise Fire Department. The bollards or gates shall be located outside of the dedicated right-of-way.

5. Other than the access specifically approved with this application, direct lot access is prohibited to State Street and should be noted on the final plat.
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.

B. Vicinity Map



C. Site Plan



D. Findings for Consideration

1. State Street

a. Existing Conditions: State Street is improved with 5-travel lanes, vertical curb, extruded gutter, and 5-foot wide asphalt pathway abutting the site. There is 143-145 feet of right-of-way for State Street (37-40 feet from centerline).

There is a ACHD project currently under construction for the improvement of the State Street and Pierce Park Lane intersection. The improvements extend to abut the site on State Street. The project includes the construction of medians and turn lanes on State Street, vertical curb, gutter, and a 12-foot wide planter strip with bioretention basins abutting the site.

b. Applicant Proposal: The applicant is proposing to construct a 10-foot wide detached sidewalk with a 10-foot wide planter strip abutting the site on State Street to tie into improvements on either side of the site.

c. Staff Comments/Recommendations: The applicant's proposal exceeds District policy with exception of the width of the planter strip and should be approved, as proposed. The applicant should be required to coordinate with ACHD to ensure that the proposed pathway is constructed behind the bioretention basins and planter strip being constructed through the ACHD State Street and Pierce Park intersection project currently under construction.

The applicant should be required to dedicate right-of-way to extend to 2-feet behind back of sidewalk or should provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk. The sidewalk should be located either wholly within right-of-way or wholly within an easement.

2. Driveways

2.1 State Street/Private Roads

a. Existing Conditions: There are no existing driveways or private roads from the site onto State Street. Through ACHD's State Street and Pierce Park Lane project, a 30-foot wide curb-return type driveway will be constructed 851-feet east of Pierce Park Lane.

b. Applicant's Proposal: The applicant is proposing to use the driveway currently under construction through the ACHD project abutting the site as the entrance for the proposed private road.

c. Staff Comments/Recommendations: As a part of GC22-0022, staff recommended that the driveway approach within right-of-way be constructed by ACHD as part of the State Street and Pierce Park Lane intersection project. Staff recommended the applicant be responsible for all costs associated with the design and construction of their driveway approach within ACHD's right-of-way including all labor and materials costs, as well as any utility relocations.

If Garden City approves the private road, the applicant shall be required to pave the private roadway at least 30-feet into the site beyond the edge of pavement of all public streets. If private roads are not approved by Garden City, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels

2.2 Fair Oaks Place

- a. **Existing Conditions:** There are no existing driveways from the site onto Fair Oaks Place.
- b. **Applicant's Proposal:** The applicant is proposing to construct a 20-foot wide emergency-access only driveway from the site onto Fair Oaks Place located 482-feet north of Plantation Lane (measured centerline to centerline).
- c. **Staff Comments/Recommendations:** The applicant's previous application did not propose to take access from Fair Oaks Place. As a part of GC22-0022, staff recommended approval of the applicant's proposal and noted concerns with access being taken from Fair Oaks Place as it would likely create cut-through traffic and increase traffic volumes above local street thresholds on existing residential streets with front-on housing. As a part of GC22-0022, ACHD did not allow a vehicular connection from the site to Fair Oaks Place, but recommended that the City require pedestrian and bicycle connectivity at this location.

If required by the Boise Fire Department, the applicant's proposal for the 20-foot wide emergency-access only driveway should be approved, as proposed. The applicant should be required to install bollards or gates to restrict the driveways to emergency-access only as determined by the Boise Fire Department. The bollards or gates shall be located outside of the dedicate right-of-way. If the emergency-access only driveway is not approved by the Boise Fire Department, the applicant shall be prohibited from taking vehicular access from Fair Oaks Place.

3. Other Access

State Street is classified as a principal arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

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. State Street

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 that the standard 7-lane street section shall be 81-feet (back-of-curb to back-of-curb). This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and curbs and gutters. A 7-lane road shall also include a minimum 10-foot wide multi-use path outside the curb line on both sides with an 8-foot wide buffer from back-of-curb. Other Level 3 bike facility treatments as defined in the ACHD Bike Master Plan may be approved at the discretion of the ACHD Development Review Supervisor. The standard right-of-way width for a 7-lane arterial is 124-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 State Street is designated in the MSM as a Mobility Arterial with 7-lanes and on-street bike lanes, a 81-foot street section within 124-feet of right-of-way.

5. Driveways

5.1 State Street

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 400-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 40 MPH to align or offset a minimum of 400-feet from any existing or proposed driveway.

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

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

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

5.2 Fair Oaks Place

Driveway Location Policy: District policy 7207.4.1 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 or arterial street intersection.

Successive Driveways: District Policy 7207.4.1 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 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, 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.

6. Private Roads

Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and
- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

7. Tree Planters

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

8. Landscaping

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

9. 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>