



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

Date: January 16, 2026

To: Chad Jones, via email

Staff Contact: Matt Pak, Planner

Project Description: 41st Street Multi-Family

Trip Generation: This development is estimated to generate 298 vehicle trips per day, 25 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	
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 1
Cyclist	LTS 1

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: 41st Street Multi-Family / GC26-0001 / DSRFY2026-0003
 This is a design review application to allow for the development of 48 multi-family housing units on 1 acre.

Lead Agency: Garden City

Site address: 212 W 41st St

Staff Approval: January 16, 2026

Applicant: Chad Jones
 ALC Architecture
 1119 E State St, Ste 120
 Eagle, ID 83616

Representative: Brandon and Yvonne Juarez
 The Hidden Nest LLC
 935 S Island Glenn Way
 Eagle, ID 83616

Staff Contact: Matt Pak
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ACHD Planned Improvements

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

- 40th Street is scheduled in the FYP as an Access to Opportunity project to include pavement rehabilitation, the construction of curb, gutter, 5-foot wide detached concrete sidewalk, bulb-outs and street lights from the south end of the roadway to the Boise River with a construction year yet to be determined.
- Alworth Street/Adams Street is scheduled in the FYP to conduct a concept study to identify potential bikeway improvements and traffic calming options from Kent Lane to 37th Street in 2027.
- 43rd Street is scheduled in the FYP as an Access to Opportunity project to include pavement rehabilitation, the construction of curb, gutter, 5-foot wide detached concrete sidewalk, bulb-outs, street lights and the establishment of a new bikeway corridor from Ustick Road to the Boise River with a construction year yet to be determined.
- The intersection of Ustick Road and 43rd Street is scheduled in the FYP to be improved with a pedestrian crossing as part of the 43rd Street Access to Opportunity project with a construction year yet to be determined.
- The intersection of Veteran’s Memorial Parkway and Adams Street is scheduled in the FYP to conduct a concept study to identify potential improvements in 2029.
- Ustick Road is listed in the CIP to be widened to 5-lanes from Cole Road to Curtis Road between 2041 and 2045.

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
* Curtis Road	238-feet	Minor Arterial	1,363	Better than “E”
** 41 st Street	278-feet	Local	N/A	N/A

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

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

2. Average Daily Traffic Count (VDT)

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

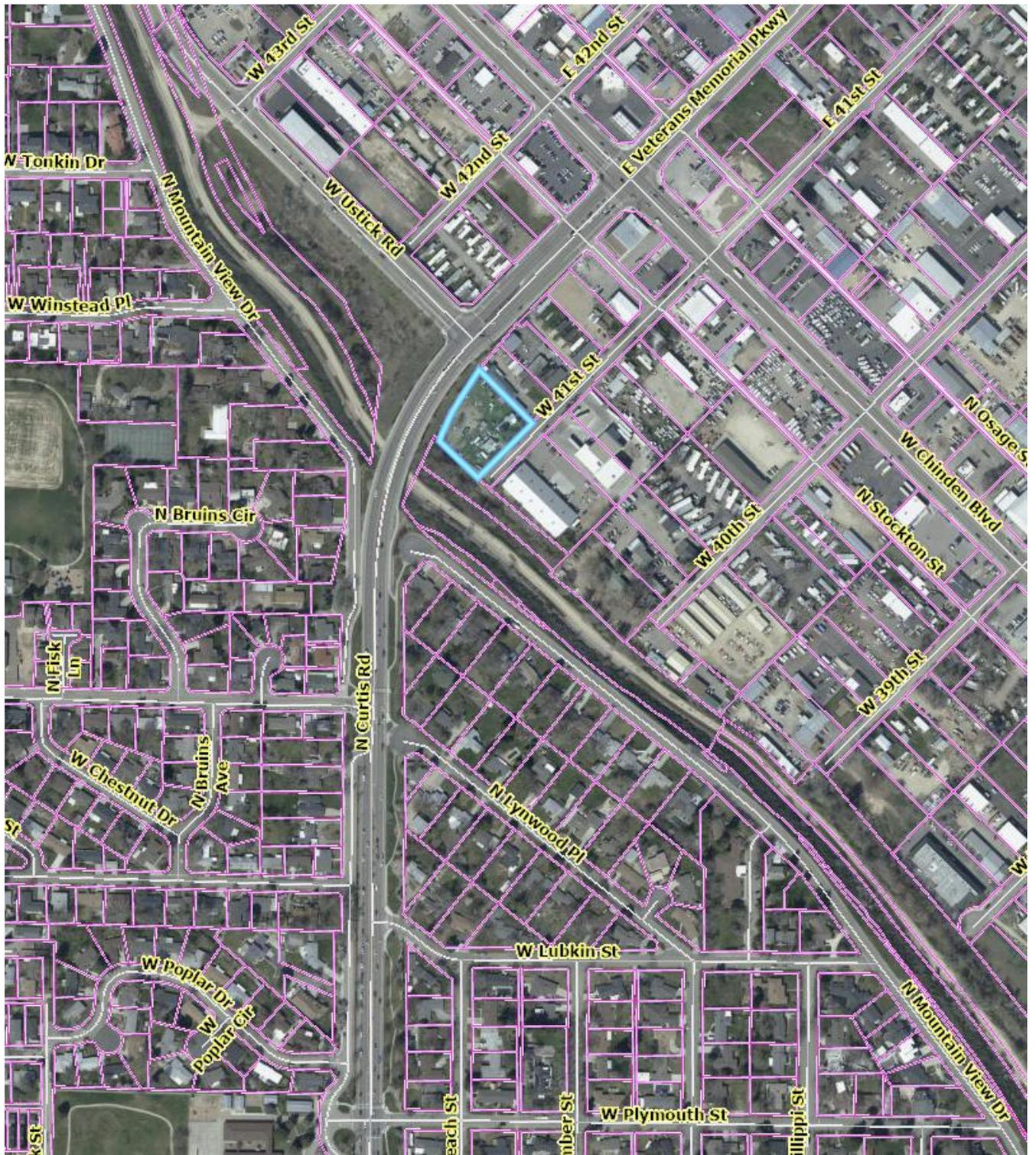
- The average daily traffic count for Curtis Road south of Ustick Road was 34,343 on August 20th, 2025.
- There are no traffic counts available for this segment of 41st Street.

A. Site Specific Conditions of Approval

1. Repair or replace any damaged or deficient transportation facilities on Curtis Road abutting the site, consistent with the current version of PROWAG.
2. Construct 41st Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter, a 6-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site, as proposed.

If street trees are desired than an 8-foot wide planter strip shall be provided.
3. 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. Sidewalk shall be located wholly within right-of-way or wholly within an easement.
4. Construct a cul-de-sac turnaround, with a minimum turning radius of 55-feet at the terminus of 41st Street. Provide a permanent right-of-way easement for any portion of the turnaround located outside of the dedicated street right-of-way.
5. Close the two existing driveways on 41st Street, located 515-feet and 615-feet south of Stockton Street, with vertical curb, gutter, landscaping and sidewalk.
6. Construct two 22-foot wide paved curb cut type driveways from the site onto 41st Street, located 558-feet and 677-feet south of Stockton Street.
7. Direct lot access is prohibited to Curtis Road.
8. If a multi-use pathway is to be constructed within or adjacent to the site, then the design of those facilities shall be consistent with ACHD's Multi-Use Path & Raised Bike Lane Tool Kit. Additional right-of-way dedication may be required at all intersections (streets and driveways) to accommodate setbacks. Contact Development Review with questions prior to plan submittal.
9. 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.
10. 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.
11. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan



D. Findings for Consideration

1. Curtis Road

- a. **Existing Conditions:** Curtis Road is improved with 4-travel lanes, vertical curb, gutter, and 6-foot wide attached concrete sidewalk abutting the site. There is a minimum of 244-feet of right-of-way for Curtis Road (74 to 99-feet from centerline).
- b. **Applicant Proposal:** The applicant is not proposing any additional dedication of right-of-way or frontage improvements on Curtis Road abutting the site.
- c. **Staff Comments/Recommendations:** Curtis Road is fully improved abutting the site; therefore, no additional dedication of right-of-way or frontage 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 Curtis Road abutting the site, consistent with the current version of PROWAG.

2. 41st Street

- a. **Existing Conditions:** 41st Street is improved with 2-travel lanes, 30-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for 41st Street (26-feet from centerline).
- b. **Applicant's Proposal:** The applicant is proposing to construct 41st Street as ½ of a 36-foot wide commercial street section with vertical curb, gutter, a 6-foot wide landscape strip and 5-foot wide detached concrete sidewalk abutting the site.
- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. If street trees are desired than an 8-foot wide landscape strip should be provided, in accordance with District's Tree Planting policy.

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.

41st Street dead-ends into private property at the site's south property line. To provide the public, delivery/service vehicles, and emergency services ample turnaround space and consistent with ACHD policy, the applicant should be required to terminate 41st Street with the construction of a standard cul-de-sac turnaround, with a minimum turning radius of 55-feet. A permanent right-of-way easement should be provided for any portion of the turnaround located outside of the dedicated street right-of-way.

3. Driveways

3.1 41st Street

- a. **Existing Conditions:** There is a 20-foot wide and 12-foot wide unimproved driveway from the site onto 41st Street, located 515-feet and 615-feet south of Stockton Street, a named alley (measured centerline-to-centerline).
- b. **Applicant's Proposal:** The applicant is proposing to close the two existing driveways onto 41st Street with vertical curb, gutter, landscaping and sidewalk.

The applicant is proposing to construct two 22-foot wide paved curb cut type driveways from the site onto 41st Street, located 558-feet and 677-feet south of Stockton Street.

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

4. Other Access

Curtis Road is classified as a minor arterial roadway. 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. Curtis Road

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with the current version of PROWAG.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along 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-foot wide are required on both sides of all arterial streets. A parkway strip at least 8-foot 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.

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 Curtis Road is designated in the MSM as an existing Residential Arterial with 4-lanes, on-street bike lanes and no planned improvements.

5. 41st 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.

Dead End Streets: District Policy 7208.2.4 states that if a stub street is not extended into an adjacent development the developer shall terminate the public street with construction of a standard cul-de-sac. Cul-de-sacs shall be paved and improved with curb, gutter, and sidewalk meeting the requirements described in Section 7207.5.8.

6. Driveways

6.1 41st 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.

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>