February 28, 2013

To: ACHD Commission
From: Development Review Section
Subject: Final Plat: Bridgeview Subdivision No. 4
Meeting Date: March 6, 2013

FACTS & FINDINGS:

1. Bridgeview Subdivision No. 4 is a 29 buildable and 2 common lot residential subdivision on 5.90 acres. This site is located south of W. Amity Rd.

2. The applicant is Corey Barton.

3. The preliminary plat was approved on April 27, 2005.

4. All conditions of the preliminary plat have been satisfied, except for the completion of public street improvements. The applicant has provided a financial surety of Two Hundred Eighty Three Thousand Eight Hundred Dollars ($283,800) in the form of a letter of credit from Washington Trust Bank in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Bridgeview Subdivision No. 4 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

Know all men by these presents: That Corey Barton, an individual, is the owner of the property described as follows:

A parcel of land located in the North 1/2 of the North 1/2 of Section 36, T.3N., R.1E., S.M., Ada County, Idaho, more particularly described as follows:

Commencing at the N4E corner common to Section 25 and the said Section 36, from which the Northeast corner of said Section 36 bears South 89°47'52" East, 2948.18 feet;

Thence South 89°47'52" East, 331.15 feet to the NW corner of Southwestern Subdivision Unit No. 2, an extension of Southwestern Subdivision Unit No. 2, as same is filed in Book 48 of Plats at Pages 3942 and 3943, records of Ada County, Idaho;

Thence along the West boundary line of said Subdivision and the West boundary line of Southwestern Subdivision Unit No. 14, as same is filed in Book 50 of Plats at Pages 5898 and 5899, records of Ada County, Idaho, South 00°26'25" West, 1024.53 feet to the REAL POINT OF BEGINNING;

Thence continuing along said West boundary line South 00°26'25" West, 257.34 feet;

Thence leaving said West boundary North 89°39'54" West, 306.59 feet;

Thence South 00°20'06" West, 14.00 feet to a point on the North boundary line of Sunset West Subdivision Unit No. 4, as same is filed in Book 33 of Plats at Pages 2045 and 2049, records of Ada County, Idaho;

Thence along said North boundary line North 89°37'43" West, 60.00 feet;

Thence leaving said North boundary line North 00°20'06" East, 14.00 feet;

Thence North 89°35'33" West, 614.39 feet to an angle point on the exterior boundary line of Bridgeview Subdivision No. 3, as same is filed in Book 103 of Plats at Pages 13767 through 13772, records of Ada County, Idaho;

Thence along said exterior boundary line the following 5 courses:

Thence North 00°24'27" East, 181.00 feet;

Thence North 04°41'23" East, 50.14 feet;

Thence North 49°18'42" West, 19.05 feet;

Thence North 19°47'31" East, 110.58 feet;

Thence 76.11 feet along the arc of a curve to the right having a radius of 442.00 feet, a central angle of 09°51'00", and a long chord which bears North 24°43'50" East, a distance of 76.02 feet;

Thence leaving said exterior boundary line South 57°24'06" East, 98.53 feet;

Thence South 60°25'17" East, 50.00 feet;

Thence 10.25 feet along the arc of a non-tangent curve to the left having a radius of 275.00 feet, a central angle of 02°08'07", and a long chord which bears South 28°30'39" West, a distance of 10.25 feet;

Thence South 89°35'33" East, 636.67 feet;

Thence North 00°26'25" East, 36.85 feet;

Thence South 89°33'15" East, 155.00 feet to the REAL POINT OF BEGINNING. Containing 5.90 acres, more or less.

CERTIFICATE OF SURVEYOR

I, Gregory G. Carter, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that this plat as described in the "Certificate of Owners" was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points plotted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

Gregory G. Carter
P.L.S. No. 7729

ACKNOWLEDGMENT

State of Idaho

County of Ada

On this __ day of __, __, before me, the undersigned, a Notary Public in and for said State, personally appeared Corey Barton, known or identified to me to be the person whose name is subscribed to the instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

My commission expires

Notary Public for Idaho

Residing in ___, Idaho

CERTIFICATE OF OWNERS - CONTINUED

It is the intention of the undersigned to hereby include the above described property in this plat and to dedicate to the public, the public streets as shown on this plat. The easements as shown on this plat are not dedicated to the public. However, the right to use said easements is hereby reserved for public utilities and such other uses as designated within this plat, and no permanent structures are to be erected within the lines of said easements. All lots in this plat will be eligible to receive water service from an existing United Water Idaho, Inc. main line located adjacent to the subject subdivision, and United Water Idaho, Inc. has agreed in writing to serve all the lots in this subdivision.

Corey Barton
HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied according to the letter to be read on file with the County Recorder or his agent listing the conditions of approval. Sanitary restrictions may be re-imposed in accordance with Section 50-1326, Idaho Code, by the issuance of a Certificate of Disapproval.

Central District Health Department  Date

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the ___ day of ____________, 20___.

Chairman ACHD

APPROVAL OF CITY ENGINEER

I, the undersigned, Boise City Engineer, hereby state that the conditions of Boise City have been satisfied for Bridgeview Subdivision No. 4.

City Engineer  Date

APPROVAL OF COUNTY COMMISSIONERS

The foregoing plat was duly accepted and approved by the Board of County Commissioners of Ada County, Idaho on the ___ day of ____________, 20___.

Chairperson

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, County Surveyor in and for Ada County, Idaho, do hereby certify that I have checked this plat and that it complies with the State of Idaho Code relating to plats and surveys.

County Surveyor

CERTIFICATE OF COUNTY TREASURER

I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I.C.50-1308 do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Date  County Treasurer

COUNTY RECORDER'S CERTIFICATE

State of Idaho  

County of Ada  

I hereby certify that this instrument was filed for record at the request of _______________ at Minutes past ___________ O'clock ___________ M. on this ___ day of ____________, 20___, in Book, ____________ of plats at Pages ____________.

Instrument No. ____________  Deputy  Ex-Officio Recorder

Sheets 3 of 3
Project/File: Bridgeview Subdivision—05-01-S/05-01-ZC/05-01-DA/SUB05-00020

Lead Agency: Ada County

Site address: Amity Road, west of Cole Road

Staff Contact: Christy Richardson
Phone: 387-6178
E-mail: crichardson@achd.ada.id.us

Tech Review: April 8, 2005

Commission Agenda: April 27, 2005 at 6:30 pm

Applicant: Dyver Development
114 E. Idaho Street
Meridian, Idaho 83642

Representative: Land Consultants, Inc.
52 N. 2nd Street
Eagle, Idaho 83616

Application Information:
Acreage: 45.24
Current Zoning: RSW, R-2, and R-6
Proposed Zoning: R-4
Residential Lots: 180
Common Lots: 13
Open Space Lots: 3

A. Findings of Fact

Existing Conditions
1. Site Information: The site is currently bare ground and was previously utilized as the Owyhee Sewer District treatment facility prior to Boise City taking over the sewer service in the area.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Single-family residential</td>
<td>R-6</td>
</tr>
<tr>
<td>South</td>
<td>Single-family residential</td>
<td>R-2</td>
</tr>
<tr>
<td>East</td>
<td>Single-family residential</td>
<td>R-6</td>
</tr>
<tr>
<td>West</td>
<td>New York Canal &amp; Single-family residential</td>
<td>R-6</td>
</tr>
</tbody>
</table>
### Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Right-of-Way</th>
<th>Lanes/Street Section</th>
<th>Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amity Road</td>
<td>35-45'</td>
<td>2 travel lanes, 29-feet of pavement</td>
<td>No curb, gutter, or sidewalk abutting the site. There is curb, gutter, and sidewalk on the north side of Amity Road, opposite the site.</td>
</tr>
<tr>
<td>Tinker Street</td>
<td>50'</td>
<td>2 travel lanes, 34-foot street section</td>
<td>Rolled curb and gutter on both sides of the roadway; sidewalk on one side of the roadway.</td>
</tr>
<tr>
<td>Choctaw Way</td>
<td>60'</td>
<td>2 travel lanes, 37-foot street section</td>
<td>Rolled curb, gutter, and sidewalk.</td>
</tr>
<tr>
<td>Desert Avenue</td>
<td>60'</td>
<td>2 travel lanes</td>
<td>Curb and gutter on both sides of the roadway; and sidewalk on the north side of the roadway.</td>
</tr>
<tr>
<td>Cole Road</td>
<td>70-90'</td>
<td>2 to 3 travel lanes</td>
<td>Curb, gutter, and sidewalk.</td>
</tr>
<tr>
<td>Colt Drive</td>
<td>50'</td>
<td>34-foot street section</td>
<td>Curb and gutter, no sidewalk</td>
</tr>
</tbody>
</table>

4. **Existing Access:** There are currently two driveway approaches for the site on Amity Road.

5. **Site History:** ACHD has not previously reviewed this site for a development application.

### Development Impacts

6. **Trip Generation:** This development is estimated to generate 1,723 additional vehicle trips per day based on the submitted traffic impact study.

7. **Impact Fees:** 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.

8. **Traffic Study:** A traffic impact study was required with this application. The following is a summary of the findings:

- The proposed development is estimated to generate an ADT of 1,723 vehicles. The PM peak hour will generate 182 vph, and there will be 135 vph in the AM peak hour.
- Traffic on Amity may increase by up to 1,550 VTD. Traffic on Cole may increase by 170 VTD south of Amity and 1,550 VTD north of Amity. Traffic on Desert may increase by up to 170 VTD. (80% of the site traffic is estimated to travel north on Cole Road, 10% south on Cole Road and 10% south to Desert.)
- The Amity Road/Cole Road intersection has a two-way STOP controlling the Amity leg and currently operates at LOS F. Cole Road traffic does not stop at this intersection. Under the 2010 conditions, the intersection is not predicted to operate better than LOS F for the Amity approaches.
- Under current traffic volumes, a signal is not warranted at the Amity/Cole intersection. At build-out, a signal may be warranted.
1. The proposed site entrance intersections at Amity Road will operate well under capacity at full build-out.
2. The forecast daily build-out volumes for all of the roadways in the vicinity are lower than COMPASS' development thresholds. The area's roadways do not require any capacity improvements under build-out conditions.
3. All of the proposed streets within the subdivision with front-on housing have ADT volumes less than 1,000.
4. This application proposes utilizing two stub streets that have been constructed to the south property line of the site. Both streets are anticipated to have approximately 100 new daily vehicle trips based on the connections. These trips (200 total) will disperse throughout the neighborhood and south Desert.

9. **Impacted Roadways:**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amity Road</td>
<td>1,130'</td>
<td>Local</td>
<td>2,560 west of Cole in 2004</td>
<td>Better than &quot;C&quot;</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Tinker Street</td>
<td>50'</td>
<td>Local</td>
<td>No counts available</td>
<td>Planning Threshold of 2,000 VTD</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Choctaw Way</td>
<td>60'</td>
<td>Local</td>
<td>No counts available</td>
<td>Planning Threshold of 2,000 VTD</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Desert Avenue</td>
<td>None</td>
<td>Collector</td>
<td>2,430 west of Cole Road in 2004</td>
<td>Better than &quot;C&quot;</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Cole Road</td>
<td>None</td>
<td>Minor Arterial</td>
<td>14,520 north of Amity in 2004</td>
<td>Better than &quot;C&quot;</td>
<td>35 MPH</td>
</tr>
<tr>
<td>Colt Drive</td>
<td>None</td>
<td>Local</td>
<td>858 east of Cole on 3-10-04</td>
<td>Planning Threshold of 2,000 VTD</td>
<td>20 MPH</td>
</tr>
</tbody>
</table>

*Acceptable level of service for a two lane collector roadway (Desert) is "D" (9,500 VPD).
*Acceptable level of service for a three lane arterial roadway (Cole) is "D" (14,000 VPD).

10. **Capital Improvements Plan/Five Year Work Program**

The Cole Road Bridge over the New York Canal, located between Desert Road and Victory Road, is scheduled in the District's Five Year Work Program to be widened from 2 to 5 lanes in 2006.

Cole Road is scheduled in the District's Capital Improvements Plan to be widened between Desert Road and Victory Road to 5 lanes in 16 to 20 years.

**B. Findings for Consideration**

1. **Amity Road History**

On October 21, 1998, the ACHD Commission reviewed and approved the preliminary plat for New York Landing Subdivision, located off of Maple Grove Road and Amity, west of the New York Canal. Noted in that report was this finding: *On the west side of Maple Grove Road, Amity Road is improved with 30-feet of pavement with no curb, gutter or sidewalk. Amity Road does not extend east of Maple*
Grove Road. The applicant is proposing to extend Amity Road into the site off Maple Grove Road. Amity Road is a section line road and was considered for connection across the New York Canal and further east to the area of Gowen Field in previous transportation plans. The current Long Range Highway and Street map shows the road as a local road not being extended across the canal. Therefore, this section of Amity Road should be treated as a local street, and the applicant should not be required to extend the roadway across the canal.

2. **Maximum Traffic**

   **District Policies**

   District policy 7202.3.1 states, “the average daily traffic for residential streets typically ranges up to 2,000 vehicle trips per day, although higher volumes may occur in some instances, particularly within 500-feet of an intersection with an arterial street. Peak hour traffic has similar percentages established for local streets in subparagraph 7202.2.1.”

   District policy 7202.3.2 states, “Direct lot access to residential collector streets is discouraged, but lot access may be allowed at the discretion of the District when the forecast ADT is less than 1,000. Controls for placement and frequency of driveways will be required.”

   District policy 7202.4.1 states, “ADT for collector streets is typically 2,500 to 8,500 vehicles in residential areas, but can reach much higher volumes along neighborhood edges and in areas of non-residential land use.”

   **Applicant Proposal**

   The applicant has proposed to construct two islands in Amity Road as traffic calming measures for the street which has exceeded the planning threshold. The proposed location of the islands was based on existing on-street parking so as not to disrupt parking patterns of the existing residents.

   **Staff Recommendation/Analysis**

   Amity Road is currently over the planning threshold with an existing traffic count of 2,560 VTD. With the addition of the site generated traffic, the estimated trips at full build-out of this site is well over 4,000 VTD. Amity Road is the only roadway (with the exception of stub streets) that serves this site. Due to the high cost required to bridge the New York Canal, it was decided several years ago that Amity would not extend from Maple Grove Road to Cole Road.

   **Staff recommends the following:**

   1. The applicant should not construct traffic calming on Amity Road. If the islands were located more appropriately, they would provide more efficient traffic calming. However, due to the number of homes currently fronting on the street that would require removal of on-street parking in certain locations. Staff recommends that in lieu of traffic calming, the applicant construct a signal at the Amity/Cole intersection (see #3 below) that will provide a more significant safety benefit to the existing residents on Amity, and for the trips and residents of the proposed development. The estimated cost of the islands is $16,500 (total cost).

   2. ACHD should classify this segment, and the eastern segment of Amity Road (up to the golf course) as a collector roadway, assuming that a signal is installed at the Cole/Amity intersection. The road currently functions as a collector by taking traffic from the adjoining local streets, including streets south of the site, to a signalized intersection at Cole Road. There are several collector roadways in the City of Boise that have front-on housing and relatively low speed limits (Kootenai, Eastgate Drive, Cory Lane, Owyhee Street). The posted speed limit for this segment of Amity Road is 25 MPH.
3. **Amity/Cole Road Intersection Signalization**
   The intersection of Amity Road and Cole Road is currently unsignalized and the District does not have any plans to make improvements to the intersection in the near future. When the subdivision is fully built-out, a signal will be warranted. The applicant has proposed to contribute $80,000 (maximum) toward the cost of the signal. Staff is recommending that in lieu of constructing traffic calming on Amity Road, the applicant design and install the signal at the intersection. ACHD will contribute the signal hardware to this project, will purchase right-of-way if necessary (though it appears none is needed) and will work with the neighbors regarding the necessary closure of a frontage road that intersects Amity Road. A signal at this intersection will more greatly benefit the existing and new residents in this area. The cost for these signal improvements will exceed $80,000, but staff is not recommending traffic calming on Amity Road and is not recommending a reduction in the number of lots proposed, if a signal is installed.

4. **Right-of-Way & Street Sections**
   **Local Street and Residential Collector Road Right-of-Way Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.

   **Residential Collector Street Policy:** District policy 72-F1A, 7202.3.2 and 7202.3.5, requires that residential collectors be constructed as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalks with no front-on housing. The access restrictions for these street segments should be stated on the final plat. Unless otherwise noted, parking should be prohibited on these street segments. Coordinate the signage Program with District staff.

   **Local Street Section Policy:** District policy 7204.4.2 states, “developments with any buildable lot that is less that 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Variations of this width may be allowed, depending on traffic volumes forecast to be generated by the development. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

   **Applicant Proposal:** The applicant has proposed the following:
   - **Residential Collector (Amity Road):** The applicant is not proposing any front-on housing on Amity Road with this development, abutting the site, and there is no front-on housing on the north side of Amity Road opposite this site. The applicant has proposed to dedicate between 5-feet and 15-feet of right-of-way to total 50-feet of right-of-way for Amity Road. Widen the pavement to one-half of a 36-foot street section with vertical curb, gutter, and 5-foot concrete sidewalk.
   - **Internal local streets:** Dedicate 50-feet of right-of-way for all internal local streets. Construct all internal local streets as 36-foot street sections with rolled curb, gutter, and 5-foot concrete sidewalks.
   - **Entrance Road (S. Cimarron Avenue):** Dedicate 64-feet of right to accommodate an 8-foot wide landscape island with 21-foot street sections on each side.

   **Staff Comment/Recommendation:** The applicant will be required to complete the street section for Amity Road to the west end of the site. Currently the applicant has proposed to terminate the improvements for Amity Road at S. Chariot Way. The applicant's other proposals meet District policy and should be approved with this application.
5. **Roadway Offsets**

**Local to Residential Collector Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 150-feet from a residential collector roadway (measured centerline to centerline).

**Local to Local Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 125-feet from another local roadway (measured centerline to centerline).

**Applicant Proposal:** The applicant is proposing to align the main entrance road that intersects Amity Road, S. Cimarron Avenue, with Cimarron Avenue on the north side of Amity Road. The applicant is also proposing to align the secondary entrance road that intersects Amity Road, S. Chariot Way, with Chariot Way on the north side of Amity Road. All of the internal local streets are proposed to align or offset a minimum of 125-feet.

**Staff Comment/Recommendation:** The applicant's proposals meet District policy and should be approved with this application.

6. **Stub Streets**

**Policy:** District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." In addition, a stub street must meet the following conditions:

1. A stub street shall be designed to slope towards the street intersection and drain surface water toward that intersection, unless a satisfactory storm drain system is installed.

2. The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

**Applicant Proposal:** The applicant is proposing to extend two existing stub street into the site.

- **Tinker Street:** at the southeast corner of the site, was platted as a stub street in 1974 with the Sunset West Subdivision No. 4 plat, with a temporary turnaround easement. The submitted traffic impact study indicates that approximately 100 vehicles per day will use the stub street. The majority of the site traffic will travel north on Cole Road. This connection will provide connectivity for emergency services, trash and bus service, and delivery service, and will also provide general connectivity for those living in the area. Tinker Street is fully improved with a 34-foot street section, with curb and gutter, and has sidewalk on one side of the roadway. The posted speed limit is 20mph.

- **Choctaw Street:** at the southwest corner of the site, was platted as a stub street in 1974 with the Ranchero Estates Subdivision No. 3 plat. The submitted traffic impact study indicates that approximately 100 vehicles per day will use the stub street. The majority of the site traffic will travel north on Cole Road. This connection will provide connectivity for emergency services, trash and bus service, and delivery service, and will also provide general connectivity for those living in the area. Choctaw Street is fully improved with a 37-foot street section, with curb and gutter, and has sidewalk on both sides of the roadway. The posted speed limit is 20mph.

- **Tinker Street and Choctaw Street** both intersect Colt Drive and Desert Avenue. Colt Drive is a local street improved with a 37-foot street section with curb and gutter, but no sidewalk. Desert Avenue
is a collector street improved with a 40-foot street section with curb and gutter, with sidewalk on one side.

- The property to the east is fully developed, and there are no stub streets to extend to this site.
- The applicant is not proposing to construct any street connections to the west due to the New York Canal along the site's west property line. The applicant should construct a turnaround at the terminus of Amity Road.

**Staff Comment/Recommendation:** The applicant's proposals meet District policy and should be approved with this application. The traffic impact study indicates approximately 100 vehicle trips per day on Tinker and 100 vehicle trips per day on Choctaw. These connections will provide significant north-south connectivity in the area. Based on District policy, the planning threshold for local residential streets is 2,000 vehicle trips per day. These streets, including Colt Drive, are well below that threshold, and will continue to be below the threshold when the connections are constructed. The connections can also benefit the existing residents. If/when a traffic signal is constructed at the intersection of Amity and Cole Road, these residents can travel north through the proposed subdivision to access the signal at Amity/Cole.

7. **Alleys**

**Right-of-Way & Paving Policy:** District policy 7204.10.1 requires the minimum right-of-way width for new alleys to be 16-feet if: the alley is abutted by residential uses and zoning on both sides; and building setbacks required by the land use agency having jurisdiction provide sufficient space for the safe backing of vehicles into the alley; and 20-feet in all other situations. The alley shall be improved by paving the full width and length of the right-of-way.

**Intersections Policy:** District Policy 7204.10.3 states a minimum of back-of-curb radius of 15-feet is required at all alley intersections.

**Access Policy:** Access is allowed to and from a fully improved alley (District policy 7204.10.2). An access to an alley shall be located a minimum of 25-feet from the nearest public street.

**Parking Policy:** Parking in an alley is not allowed (District policy 7204.10.3). Parking off of the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking.

**Applicant Proposal:** The applicant is proposing two alleys within the development. The first alley is located between Blocks 4 & 5. This alley is an east-west alley that connects S. Tinker Avenue and S. Chex Way. The second alley is located between Blocks 7 & 8. This is a north-south alley that connects E. Snohomish Drive and E. Farlam Drive. The applicant is proposing that the alleys be 16-feet in width and paved the entire width.

**Staff Comment/Recommendation:** The proposed locations and intersections of the alleys meet District policy and should be approved with this application. The applicant will be required to pave the entire width of the alleys and construct 15-foot curb radii at the alley intersections with the public streets.

8. **Turnarounds/Knuckles**

**Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. The applicant should also be required to provide a minimum of a 29-foot street section on either side of any proposed center islands within the turnarounds. The design should be reviewed and approved by ACHD's Development staff. The medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot area.
**Applicant Proposal:** The applicant has proposed five knuckles with no center islands within the development. The applicant has not proposed to complete the turnaround at the terminus of Amity Road at the west end of the site.

**Staff Comment/Recommendation:** The applicant’s proposals for the five knuckles meet District policy. The applicant will be required to complete the hammerhead turnaround at the western terminus of the site’s frontage on Amity Road.

9. **Islands/Medians**

**Policy:** District policy 7202.7 and 7207.5 require islands to be constructed a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway on either side of the traffic island should maintain a minimum of a 21-foot street section. District policy also requires any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat. The design should be reviewed and approved by ACHD’s Development staff.

**Applicant Proposal:** The applicant has proposed to construct one landscape island at the site entrance with Amity Road. The applicant has proposed to provide 21-foot street sections on each side of the center island.

**Staff Comment/Recommendation:** The applicant’s proposal meets District policy and should be approved with this application.

10. **Drainage**

The subject property currently receives storm water drainage discharge from roadways that are within the residential subdivisions to the south and to the east. This storm water drainage discharge is historic and has been documented back to 1974. The applicant has proposed to construct and dedicate drainage lot approximately 7-acres in size (Lot 8 Block 1) to the District to accommodate for the historic drainage discharge. The proposed storm water drainage pond site is proposed to be located abutting the New York Canal.

The District is supportive of the applicant’s proposal to provide a permanent storm water drainage facility, but does have some concerns with the specific storm water drainage pond that is proposed with this application. Staff has met with the applicant and the design engineer and believes that all of the concerns can be addressed.

- The proposed storm water drainage facility is located abutting the New York Canal.
- The District has been provided with hydrologic calculations showing that the approximately 7-acre drainage pond can accommodate the existing storm water drainage and the 100 year flood event; however, these calculations are based on limited permeability testing and assumes exponential rates of infiltration as water in the pond rises.
- The existing and proposed drainage system (pipes, etc) are not clearly shown on the preliminary plat. Additional concerns and requirements may become apparent as more details are provided through the design process.
- Based on previous experience by staff maintenance of the pond near the proposed residential homes will probably become unsightly to homeowners. Typically, the District only performs heavy maintenance to its storm water drainage facilities. Without regular maintenance, the drainage pond could become overgrown and create social nuisances.
- A portion of the pond is anticipated to continually hold water and could become a nuisance to neighbors. Some of these nuisances will include but are not limited to: algae, moss, mosquitoes, smell, bacteria, etc.
The applicant has proposed to dedicate the drainage lot that is identified on the preliminary plat as Lot 8 Block 1 to the District. The District typically prefers to have drainage facilities as an easement as opposed to a dedicated lot. Because of the site and the nature of the facility, staff is in support of dedicating the lot to the District if the pond is screened from the residences.

The applicant has not submitted a landscape plan of the storm water drainage pond.

In order to address the District's concerns, the applicant should:

- Provide a hydrology report that contains information and documentation that demonstrates that the canal will not negatively impact the ACHD pond site and become an undue burden on the District and the Homeowners Association. This will require additional testing to be completed in various locations throughout the pond site during the 2005 irrigation season. The applicant is coordinating the specific criteria and details of the additional testing with District staff.
- Since preliminary calculations show that the drawdown time for the pond after a 100-year volume storage event will be in excess of ACHD policy of 24-hours and the site has no options for an overflow out of the pond, the applicant will provide a grading plan showing impacts and volume storage for flooding at 2-feet above the 100 year volume storage elevation. None of the proposed future lots are impacted by flooding around the pond at 2-feet above the 100-year water level.
- Clearly identify the existing and proposed pipes that are anticipated to carry the storm water drainage discharge from the neighboring subdivisions to the proposed pond.
- A portion of the pond is anticipated to continually hold water and could become a nuisance to neighbors. The applicant should provide a plan to the District showing strategies to mitigate and prevent these social nuisances from occurring. The applicant should also include a special note within the CCR's stating that these social nuisances are anticipated to occur within the storm water drainage pond. The applicant has stated that they are willing to provide this notification.
- Create a landscape buffer adjacent to the proposed residential lots that is owned and maintained by the Homeowners Association. Provide the District Drainage Division with a landscape plan showing the landscape and sprinkler plan for review and approval. ***If the applicant chooses to grass the area around the pond, the applicant shall hydro-seed rather than utilizing sod. The applicant should also avoid planting trees or deep rooted shrubs within this area that may hinder maintenance or access.

In summary, the District would consider a storm water drainage pond abutting the New York Canal if the applicant completes additional monitoring and testing of water levels and permeability testing during the height of the irrigation season and demonstrates that the canal will not negatively impact the function and maintenance of the proposed pond. This will require additional testing to be completed in various locations throughout the site during the 2005 irrigation season. The applicant is coordinating the specific criteria and details of the additional testing requirements with District staff. If the results of the testing and monitoring of permeability and water levels concludes that the ideal location for a storm water drainage facility is not adjacent to the New York Canal, the applicant will be required to modify the preliminary plat and relocate the storm water drainage facility in a different location. Prior to scheduling the final plat and prior to approval of the street improvement plans for the first phase of the development the applicant shall provide a hydrology report that contains information and documentation that demonstrates that the canal will not negatively impact the function and maintenance of the pond site and become an undue burden on the District or the Homeowners Association.
Staff recommends that ACHD participate in some cost sharing for the upsizing of pipes and storm water treatment of the historic storm water drainage that is entering the site from neighboring subdivisions. The applicant should enter into a development agreement regarding the cost sharing of the storm water conveyance pipes and water quality treatment methods of the offsite drainage.

C. Special Note to Ada County Highway District Commission

Based on the Preliminary hydrology report, the quantity of water that is entering the site and is proposed to be contained within the storm drainage pond will not meet District standards for storage and drain time. The Commission will be modifying District policy regarding storm water drainage facilities. The Commission is directing the applicant to work with District staff to create the best possible solution to accommodate a safe and efficient way to treat and contain the storm water drainage. If the applicant and staff are unable to agree on the best possible solution, staff would like to preserve the option to come back before the Commission for further direction.

D. Special Note to Boise City and Ada County

A portion of the pond is anticipated to continually hold water and could become a nuisance to neighbors. Some of these nuisances will include but are not limited to: algae, moss, mosquitoes, smell, bacteria, etc. The applicant should provide a plan to the District showing strategies to mitigate and prevent these social nuisances from occurring. The applicant should also include a special note within the CCR’s stating that these social nuisances are anticipated to occur within the storm water drainage pond and list the responsibilities of the Home Owners Association in implementing and maintaining the mitigation plan.

E. ACHD Commission Action and Approval

On April 27, 2005, the ACHD Commission reviewed and approved this preliminary plat. The Commission recommended approval based on the Site Specific Conditions outlined below, and requested that the following concerns and comments be passed on to Ada County and Boise City:

1. ACHD does have concerns related to the drainage pond, as noted above.
2. After build-out of the subdivision, ACHD Traffic Services staff will analyze the need for STOP signs in the subdivision, specifically along the stub streets, and traffic calming.

F. Site Specific Conditions of Approval

1. Prior to scheduling the final plat and prior to approval of the street improvement plans for the first phase of the development the applicant shall provide a hydrology report that contains information and documentation that demonstrates that the canal will not negatively impact the function and maintenance of the pond site and become an undue burden on the District or the Homeowners Association. This will require additional testing to be completed in various locations throughout the pond site during the 2005 irrigation season or future irrigation season if the testing and monitoring is not completed in 2005. The applicant should coordinate the specific criteria and details of the additional testing requirements with District staff. The hydrology report shall also include calculations showing that the proposed storm water drainage facility will be adequately sized to accommodate all historic storm water drainage and the 100 year storm event. If the results of the testing and monitoring of permeability and water levels concludes that the ideal location for a storm water drainage facility is not adjacent to the New York Canal, the applicant will be required to modify the preliminary plat and relocate the storm water drainage facility in a different location.

2. Design and install a traffic signal at the intersection of Amity Road and Cole Road. ACHD will contribute the hardware and will purchase any necessary right-of-way (though it appears none is needed). The signal and all associated improvements shall be designed and stamped by a licensed engineer. Opticom devices shall be installed by the developer. All pedestrian
accommodations shall be installed by the developer (ADA compliant pedestrian ramps where curb, gutter and sidewalk exists). The signal should be installed with the first phase of the development.

3. Dedicate between 5-feet and 15-feet of right-of-way to total 50-feet of right-of-way for Amity Road abutting the site. Widen the pavement to one-half of a 36-foot street section with vertical curb, gutter, and 5-foot concrete sidewalk. The street improvements for Amity Road shall be constructed along the site's entire frontage all the way to the west property line. This segment of Amity Road shall be striped for two travel lanes and bike lanes. The applicant shall install "No Parking" signs along the site's frontage on Amity Road.

4. Dedicate 50-feet of right-of-way for all internal local streets. Construct all internal local streets as 36-foot street sections with rolled curb, gutter, and 5-foot concrete sidewalks, as proposed.

5. Construct the entrance road (S. Cimarron Avenue) within 64-feet of right to accommodate an 8-foot wide landscape island with 21-foot street sections on each side, as proposed.

6. Align the main entrance road that intersects Amity Road, S. Cimarron Avenue, with Cimarron Avenue on the north side of Amity Road, as proposed.

7. Align the secondary entrance road that intersects Amity Road, S. Charriot Way, with Chariot Way on the north side of Amity Road, as proposed.

8. Align or offset by a minimum of 125-feet (centerline to centerline) all of the internal local streets, as proposed.

9. Extend the stub street, Tinker Street, into the site, as proposed.

10. Extend the stub street, Choctaw Street, into the site, as proposed.

11. Construct an alley between Blocks 4 & 5. This alley is an east-west alley that connects S. Tinker Avenue and S. Chex Way. Dedicate a minimum of 16-feet of right-of-way for the alley. Pave the alley its entire width and construct 15-foot curb radii at the alley intersections with the public streets.

12. Construct an alley between Blocks 7 & 8. This is a north-south alley that connects E. Snohomish Drive and E. Farlam Drive. Dedicate a minimum of 16-feet of right-of-way for the alley. Pave the alley its entire width and construct 15-foot curb radii at the alley intersections with the public streets.

13. Construct five knuckles with no center islands within the development, as proposed.

14. Complete the hammerhead turnaround at the western terminus of Amity Road abutting the site.

15. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this are required on the final plat.


G. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.

2. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
3. 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.

4. 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.

5. All design and construction shall be in accordance with the Ada County Highway District Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Ordinances unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

6. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.

7. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.

8. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #200, also known as Ada County Highway District Road Impact Fee Ordinance.

9. 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 (1-800-342-1585) 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.

10. 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 the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

11. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

**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.

**Attachments**

Vicinity Map
Site Plan
Request for Reconsideration Guidelines
Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

      If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.