May 6, 2013

TO: ACHD Board of Commissioners

FROM: Jarom Wagoner
      Planner II

SUBJECT: Ashbury Subdivision (EPP-02-13)

HEARING DATE: May 22, 2013; Consent Agenda

Executive Summary:
The applicant is requesting approval of a preliminary plat application to subdivide approximately 111 acres into 214 residential lots, 13 commercial lots, and 19 common lots. The site is located at the northwest corner of Chinden Boulevard and Meridian Road in Eagle, Idaho.

This item is on the consent agenda due to the size of the development. The applicant and staff are in agreement on all findings for consideration and site specific conditions of approval.

Staff Recommendation
Staff recommends approval of the staff report as written.

Attachments:
1. Staff Report
A. Findings of Fact

1. **Description of Application:** The applicant is proposing to subdivide approximately 111 acres into 214 residential lots, 13 commercial lots, and 19 common lots. The property is currently in agricultural production.

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>Rural Urban Transition Zone</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Rural Urban Transition Zone</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Residential Estates District</td>
<td>R-E</td>
</tr>
<tr>
<td>West</td>
<td>Residential District</td>
<td>R-1</td>
</tr>
</tbody>
</table>

3. **Site History:** ACHD staff previously reviewed this site as EA-04-09/ERZ-04-09 in June of 2009. The requirements of this staff report are consistent with those of the prior action.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - On February 27, 2013 the ACHD Commission approved Reynard Subdivision, 206 residential lots on 80-acres located directly west of the site.
5. **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.

6. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.
   - Linder Road is listed in the Capital Improvements Plan to be widened to 7-lanes from Chinden Boulevard to State Street between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,410 additional vehicle trips per day (none existing); 264 additional vehicle trips per hour in the PM peak hour (none existing), based on the traffic impact study.

2. **Traffic Impact Study**
   Kittelson & Associations Inc. prepared a traffic impact study for the proposed Ashbury Development. The traffic study was prepared in conjunction with an adjacent development, Reynard Subdivision, which was approved by the ACHD Commission on February 27, 2013. For this application the findings and recommendations are specific to the Ashbury Development. Below is an executive summary of the findings as presented by Kittelson & Associations Inc. The following executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD staff comments on the submitted traffic impact study can be found below under staff comments.

**EXECUTIVE SUMMARY**

M3 Companies and Brighton Corporation are developing two residential projects (Foitail and Ashbury), located north of Chinden Boulevard between N. Linder Road and N. Meridian Road, in Eagle, Idaho. Brighton Corporation is developing the Ashbury development on a parcel between Meridian Road and the Foixall Golf course and a small parcel between the golf course and Linder Road. Redevelopment of the Foitall Golf Course will be done by M3 Companies.

The Ashbury development is planned to have a total of 249 single family units across their two properties; 42 units on the western property (bordering the Foitall development) and 207 units on the eastern property (bordering N. Meridian Road). In addition, the development will include approximately 33,820 square-feet of office development near the Chinden Boulevard/N. Meridian Road intersection. The Foitall development is planned to have approximately 30,000 square-feet of mixed-used retail and approximately 206 single family units. The assumed build-out year for these developments is the year 2018.

There are six proposed access locations serving the development are described as follows:

- **N. Linder Road:** A full unsignalized access approximately 600 feet south of the N. Linder Road/W. Sandy Court intersection
- **N. Meridian Road:** A full unsignalized access approximately one-third of a mile north Chinden Boulevard.
- **Bavaria Street:** An internal connection to Bavaria Street which connects to N. Meridian Road.
- **W. Sly Fox Street:** An internal connection to W. Sly Fox Street.
- **W. Chinden Boulevard:** An unsignalized access approximately ¼ mile west of N. Fox Run Avenue and 1,800 feet east of N. Linder Road. Three access configuration were studied:
  - Full unsignalized access
  - Potential Transition to limited access, either:
    - Right-in/right-out;
- Right-in/right-out/left-in
- **Eagle Island Marketplace:** A crossover connection to the Eagle Island Marketplace retail center.

The access operation, intersection sight distance, queue lengths and interactions with adjacent intersections were evaluated.

**Findings**

**YEAR 2012 EXISTING CONDITIONS**
- All of the study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours. Significant eastbound and westbound queues on Chinden Boulevard develop during the weekday a.m. and p.m. peak hours due to the heavy through traffic volumes.
- A review of historical crash data suggested that there may be a potential issue with rear-end crashes at the N. Linder Road/Chinden Boulevard and N. Meridian Road/Chinden Boulevard intersections. Given the N. Linder Road/Chinden Boulevard intersection was recently improved, no mitigation was identified.
- The crash history of the N. Meridian Road/Chinden Boulevard suggests that there could also be an issue with rear-end crashes on the eastbound approach.

**YEAR 2018 BACKGROUND TRAFFIC CONDITIONS**
- All of the study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours with the exception of the N. Meridian Road/Chinden Boulevard intersection.
- The N. Meridian Road/Chinden Boulevard intersection is projected to reach capacity during both the weekday a.m. and p.m. peak hours. Additional eastbound and westbound through lanes are required to meet the ACHD LOS and volume-to-capacity thresholds.

**PROPOSED DEVELOPMENT PLAN**
- The proposed Foxtail and Ashbury developments is projected to generate approximately 615 trips (255 inbound, 360 outbound) during the weekday a.m. peak hour and approximately 680 trips (355 inbound, 330 outbound) during the weekday p.m. peak hour.

**YEAR 2018 TOTAL TRAFFIC CONDITIONS**
- With the addition of the proposed Foxtail and Ashbury developments, both the N. Meridian Road/Chinden Boulevard intersection and the Foxtail Access/Chinden Boulevard intersection do not meet LOS and volume-to-capacity standards. All other study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours.
  - The N. Meridian Road/Chinden Boulevard intersection is projected to have volume-to-capacity ratios during the weekday peak hours above the ACHD guideline of 0.90. This is due to the high eastbound and westbound through volumes. Addition of a second eastbound and westbound through lane on Chinden Boulevard is needed, which results in LOS C operation. No other mitigations were identified that have a significant impact.
  - The unsignalized southbound left-turn movement at the proposed Foxtail Access/Chinden Boulevard intersection operates at LOS F during the a.m. p[peak hour, but has sufficient capacity. Because other connections through the development provide alternative routes during peak time periods and restricting left-turns will negatively impact the N. Meridian Road/Chinden Boulevard, restricting the access to right-in, right-out, or right-in, right-out, left-in was not determined to be a beneficial option. Widening Chinden to provide additional
eastbound and westbound through lanes does not change the analysis findings for this access.

TURN LANE AND QUEUING EVALUATION
- A southbound left-turn lane and northbound right-turn lane are warranted at proposed site access on N. Linder Road.
- No Turn lanes are warranted at the proposed access on Meridian Road.
- An eastbound left-turn lane, westbound right-turn lane, and southbound left-turn lane are recommended at the Foxtail access on Chinden Boulevard. The left-turn lanes may be removed in the long-term if the intersection is restricted to right-in/right-out, left-in or right-in, right-out.

EAST-WEST COLLECTOR ROAD EVALUATION
- The proposed east-west roadway, designated on the ACHD Master Street Map as a Residential Collector falls within the ACHD volume guidelines for a local street and within the guidelines for a Collector with front-on housing.
- Providing a direct, higher speed connection does not significantly change the projected use of the east-west roadway.
- Front-on driveways should be minimized at the ends of the east-west road at N. Linder Road and N. Meridian Road in order to minimize conflicts with traffic at the intersections.

SLY FOX CUT-THROUGH EVALUATION
- The connection to Sly Fox is expected to service the southern portion of the eastern Ashbury development, servicing approximately 10 single-family detached houses.
- The site-generated trips anticipated for this connection are approximately 10 trips during the weekday a.m. peak hour and approximately 15 trips during weekday p.m. peak hour.
- While the added trips significantly increase the existing traffic volume of 20-30 vehicles per hour during the weekday peak hours using N. Fox Run Avenue at the Chinden Signal, the total volume is well below the ACHD guideline threshold for a local street with front-on driveways.

FOXTAIL ACCESS LOCATION AND DESIGN
- Queuing from adjacent signals on Chinden Boulevard is not anticipated to conflict with the proposed Foxtail Access.
- Approximately 500 feet of TWLTD lane distance is available between the easterly access at Eagle Island Marketplace and the proposed Foxtail intersection. This is adequate distance based on ITD design standards for pavement markings for the eastbound left-turn lane.
- Eastbound queuing from the N. Fox Run Avenue/Chinden Boulevard intersection during the a.m. peak hour is anticipated to conflict with the proposed Foxtail Access for short periods until Chinden Boulevard is widened to provide an additional eastbound through lane; no conflict is anticipated during the p.m. peak hour.

Recommendations
Based on the findings of this analysis, the following are recommended:
- The Foxtail access on Chinden Boulevard should be constructed as a full access. At the time Chinden Boulevard is widened to five lanes, restriction to right-in, right-out, left-in, or right-in, right-out could be considered if a future operations or safety issue is identified.
- The following improvements are recommended at the site accesses
  - N. Linder Road Access: A southbound left-turn lane with 50 feet of storage and northbound right-turn lane with 50 feet of storage.
- Foxtail/Chinden Boulevard Access: An eastbound left-turn lane with 100 feet of storage, a westbound right-turn lane with 50 feet of storage (or ITD minimum), and southbound left-turn lane with 150 feet of storage.

- The proposed east-west residential street that is identified as a Residential Collector on the ACHD Master Street Map can remain as proposed. Front-on housing should be avoided near the N. Meridian Road and N. Linder Road intersections.

**Staff Comments/Recommendations:** ACHD has completed a review of the required traffic impact study and has found it to be in compliance with ACHD Policy and standards.

The submitted study notes that the Meridian Road/Chinden Boulevard intersection is projected to reach a volume-to-capacity ratio during the weekday peak hours above the ACHD guideline of 0.90. This is due to the high eastbound and westbound through volumes. The addition of a second eastbound and westbound through lane on Chinden Boulevard are needed; which would result in LOS C operation. No other mitigation was identified that would have a significant impact.

### 3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chinden Boulevard*</td>
<td>1,350 feet</td>
<td>Expressway</td>
<td>1,035</td>
<td>N/A</td>
<td>1,505</td>
<td>N/A</td>
</tr>
<tr>
<td>Meridian Road**</td>
<td>None</td>
<td>Collector</td>
<td>80</td>
<td>Better than “D”</td>
<td>260</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

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

### 4. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Chinden Boulevard east of Linder Road was 16,600 on September 24, 2012.
- The average daily traffic count for Meridian Road north of Chinden Boulevard was 1,700 on September 24, 2012.

### C. Findings for Consideration

1. **SH-20/26 / Chinden Boulevard**

Chinden Boulevard is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Lead Land Use Agency, and ITD should work together to determine if additional right-of-way or improvements are necessary on Chinden Boulevard.

**Staff Comments/Recommendations:** The applicant should be required to comply with the requirements of ITD and the City of Eagle for the Chinden Boulevard frontage. ITD and the City of Eagle should consider the mitigation to the Meridian Road/Chinden Boulevard intersection recommended in the applicant's traffic impact study.

2. **Meridian Road**

a. **Existing Conditions:** Meridian Road is improved with 2-travel lanes, 24 feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 60 feet of right-of-way for Meridian Road (30 feet from centerline).
b. Policy:

**Collector Street Policy:** District Policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

**Master Street Map and Typologies Policy:** District Policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

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

The standard street section shall be 46 feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

**Sidewalk Policy:** District Policy 7206.5.6 requires concrete sidewalks at least 5 feet wide to be constructed on both sides of all collector streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7 feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Meridian Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 47-foot street section within 69 feet of right-of-way.

c. **Applicant Proposal:** The applicant is not proposing any improvements to Meridian Road, abutting the site. The applicant is proposing to dedicate 30 feet of right-of-way from the centerline of Meridian Road, abutting the site.

d. **Staff Comments/Recommendations:** In accordance with District Policy and the MSM the applicant should be required to dedicate 35 feet of right-of-way from the centerline of Meridian Road abutting the site and construct Meridian Road as one-half of a 47-foot collector roadway with bike lane, vertical curb, gutter, 6-foot planter strip, and a 5-foot wide detached sidewalk abutting the site.
Continuous root barriers are required if the applicant plants trees within a 6-foot wide planter strip. An 8-foot wide planter strip allows trees to be planted without a root barrier.

3. **Sugar Crest Street**
   a. **Existing Conditions:** The site has no internal collector streets.

   b. **Policy:**
      
      **Collector Street Policy:** District Policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

      **Master Street Map and Typologies Policy:** District Policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

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

      The standard street section shall be 46 feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

      **Front-on Housing on Residential Collectors Policy:** District Policy 7206.3.7 states that new collector roadways in residential areas with front-on housing shall be limited to a maximum ADT of 3,000. Driveway location and spacing will be controlled in accordance with Section 7207.4. Existing collector roadways in residential areas with front-on housing should not exceed 5,000 ADT. In some instances a lower ADT for existing collectors in residential areas may be applied due to items such as grades, curves, etc.

      **Sidewalk Policy:** District Policy 7206.5.6 requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets. A parkway strip at least 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7 feet wide.

      Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

      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.

      **Landscape Medians Policy:** District Policy 7206.5.14 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:
• The median is platted as right-of-way owned by ACHD.
• The width of an island near an intersection is 12’ maximum for a minimum distance of 150’. Beyond the 150’ the island may increase to a maximum width of 30’.
• At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
• The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
• The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
• Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Sugarberry Road on the east side of Meridian Road and continue through the property stubbing to the west. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 58 feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to construct Sugar Crest Street as a 36-foot residential collector with vertical curb, gutter, 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 60 feet of right-of-way. The applicant has proposed no front on-housing on Sugar Crest Street for the first 1,400 feet west of Meridian Road. The applicant is proposing to construct 2 landscape medians on Sugar Crest Street located as follows:

- One 12 to 35-foot wide landscape median beginning at Meridian Road, running west approximately 150 feet.
- One 20-foot wide landscape median beginning at Sugarberry Street, running east approximately 130 feet.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District Collector Streets Policy and the requirements of the MSM and should be approved, as proposed. District Policy 7206.3.7 allows front-on housing on residential collectors with a maximum ADT of 3,000 vehicle trips per day. Sugar Crest Street with an estimated ADT of 1,500 vehicle trips per day meets this policy. To ensure there is an appropriate buffer between the homes on Sugar Crest Street and the roadway staff recommends that the City of Eagle require a minimum 30-foot front setback for all of the front-on housing building lots along Sugar Crest Street.

Staff has concerns regarding one of the proposed intersections on Sugar Crest Street. Due to the fact that Sugar Crest Street is a collector roadway, staff recommends that the applicant remove the western “T” intersection, proposed at the intersection of Sugar Crest Street and Garmisch and that the intersection be redesigned creating a continuous collector, as Sugar Crest Street extends to the west.

The applicant should provide a permanent right-of-way easement for the sidewalks located outside of the right-of-way.

The applicant’s proposal for the width of the proposed landscape medians does not meet District Landscape Medians Policy and should not be approved, as proposed. In accordance with District Landscape Median Policy, the applicant should be required to plat the medians as...
right-of-way owned by ACHD and construct the landscape medians with a maximum width of 12 feet as required by District Policy 7206.5.14. The applicant should be required to apply for a licensing agreement with the District for landscaping within the medians.

4. Internal Local Streets

a. Existing Conditions: The site has no internal streets.

b. Policy:
   
   **Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local 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 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

   **Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-Way Policy:** District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50 feet of right-of-way.

   The District will also consider the utilization of a street width less than 36 feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

   **Sidewalk Policy:** District Policy 7207.5.7 states that five-foot wide concrete sidewalks is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

   The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8 feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

   Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

   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.

   **Cul-de-sac Streets Policy:** District Policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45 feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

   The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the
written approval of the agency providing emergency fire service for the area where the development is located.

**Landscape Medians Policy:** District Policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12 feet maximum for a minimum distance of 150 feet. Beyond the 150 feet, the island may increase to a maximum width of 30 feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

c. **Applicant’s Proposal:** The applicant is proposing to construct the internal local streets as 33-foot street sections with rolled curb, gutter, 8-foot wide planter strips, and 5-foot wide detached concrete sidewalks within 60 feet of right-of-way. The applicant is proposing those lots 1.0 acres in size and greater to have right-of-way widths of 47 feet, with a 13-foot sidewalk easement.

The applicant is proposing to construct one cul-de-sac street (Cologne Street) with a turning radius of 35 feet.

The applicant is proposing to construct (4) 12-foot wide landscape medians within the proposed local streets.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct all of the internal streets as 33-foot street sections meets District Local Streets Policy and should be approved, as proposed. The applicant should be required to provide written fire department approval for use of the reduced street section width prior to signature on the final plat.

The applicant should provide the District with a permanent right-of-way easement for any portion of sidewalk located outside of the proposed right-of-way.

The applicant’s proposal to construct the internal cul-de-sac with a turning radius of 35 feet does not meet District Cul-de-sac Streets Policy and should not be approved, as proposed. The applicant should be required to construct the cul-de-sac street (Cologne Street) with a minimum turning radius of 45 feet.

In accordance with District Landscape Median Policy, the medians should be dedicated as right-of-way. The applicant should be required to construct the landscape medians with a maximum width of 12 feet as required by District Policy. The applicant should be required to apply for a licensing agreement with the District for landscaping within the median.

5. **Roadway Offsets**

a. **Existing Conditions:** There are no existing roadway offsets internal to the development.

b. **Policy:**

**Collector Offset Policy:** District Policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.
Local Offset Policy: District Policy 7206.4.5, requires local roadways to align or offset a minimum of 330 feet from a collector roadway (measured centerline to centerline).

District Policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125 feet from any other street (measured centerline to centerline).

c. Applicant's Proposal: The applicant is proposing Sugar Crest Street, a collector roadway, to intersect Meridian Road, a collector roadway, approximately 750 feet south of Sugarberry Drive.

The applicant is proposing the internal local streets to offset Sugar Crest Street a minimum of 330 feet.

The applicant is proposing an unnamed stub street off of Heidelberg Avenue to offset Bavaria Street by approximately 100 feet to the north. The applicant is proposing Rhein River Avenue north of Sugar Crest Street to offset Rhein River Avenue south of Sugar Crest Street by approximately 20 feet to the east.

Staff Comments/Recommendations: The applicant's proposal to construct Sugar Crest Street to intersect Meridian Road 750 feet south of Sugarberry Drive does not meet District Collector Offset Policy; however, staff recommends a modification of policy to allow the offset, as proposed. This is due to the fact that this segment of Meridian Road terminates just north of the site at the Boise River, and as a result has limited traffic.

The applicant's proposal to construct Rhein River Avenue with a 20-foot offset north and south of Sugar Crest Street does not meet District Offset Policy and should not be approved, as proposed. The applicant should be required to construct Rhein River Avenue in direct alignment, centerline-to-centerline, with Sugar Crest Street or offset the roadways by 125-feet.

The applicant's proposal to construct an unnamed stub street off of Heidelberg Avenue 100 feet north of Bavaria Street does not meet District Offset Policy and should not be approved, as proposed. The applicant should either align the proposed stub street with Bavaria Street or locate the stub street a minimum of 125 feet north of Bavaria Street (measured centerline-to-centerline).

6. Stub Streets

a. Existing Conditions: There are 2 stub streets to the site, Bavaria Street and Winward Avenue.

b. Policy:

Stub Street Policy: District Policy 7207.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4 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, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District Policy 7207.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions
of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. **Applicant Proposal:** The applicant is proposing to extend 2 existing stub streets (Sly Fox and Bavaria) into the site and to construct 3 new stub streets to the west connecting to the surrounding properties. The applicant is proposing to construct Sugarberry Street and Sugar Crest Street as stub streets to the Reynard development to the west in direct alignment with the required stub streets from that application.

The applicant is proposing to construct an unnamed stub street to the west off of Heidelberg Avenue located approximately 100 feet north of Bavaria Street.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Stub Streets Policy and should be approved, as proposed. The applicant should be required to construct temporary cul-de-sac turnarounds at the west terminus of all 3 stub streets as they extend greater than 150 feet. The temporary cul-de-sacs should be paved and meet the dimensional requirements of a standard cul-de-sac. The applicant should be required to grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

The applicant should install a barricade at the terminus of the Sugar Crest Street stub stating “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE”.

The applicant should install a barricade at the terminus of the Sugarberry Street stub and the unnamed stub stating “THIS ROAD WILL BE EXTENDED IN THE FUTURE”.

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. **Other Access**
   Meridian Road and Sugar Crest Street are classified as collector roadways. Other than access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. **Site Specific Conditions of Approval**
   1. Dedicate 35-feet of right-of-way from the centerline of Meridian Road abutting the site.
   2. Construct Meridian Road as one-half of a 46-foot collector roadway with bike lane, vertical curb, gutter, 6-foot planter strip, and a 5-foot wide detached sidewalk abutting the site.
3. Construct Sugar Crest Street to intersect Meridian Road 750 feet south of Sugarberry Drive, as a 36-foot residential collector roadway with allowable front-on housing located a minimum of ¼ mile west of Meridian Road, vertical curb, gutter, 6-foot wide planter strips, and 5-foot wide detached concrete sidewalks within 60 feet of right-of-way, as proposed. Provide the District with a sidewalk easement for any segment of the sidewalk located outside of the right-of-way. Parking is prohibited on Sugar Crest Street. Coordinate a signage program for "NO PARKING" signs with District Traffic Services and Development Review staff.

4. Construct Sugar Crest Street/Garmisch Avenue intersection to eliminating the "T", creating a continuous collector as the roadway extends west.

5. Construct a paved temporary turnaround at the west terminus of Sugar Crest Street and install a sign stating "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE". If the temporary turnaround extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

6. Construct the internal local streets as 33-foot street sections with rolled curb, gutter, 8-foot wide planter strips, and 5-foot wide detached concrete sidewalks within 60 feet of right-of-way as proposed. Provide the District with written fire department approval for use of the reduced street section width prior to plan acceptance.

7. Construct a paved temporary turnaround at the west terminus of Sugarberry Street and the unnamed stub street off of Heidelberg Avenue and install a sign stating "THIS STREET WILL BE EXTENDED IN THE FUTURE". If the temporary turnaround extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

8. Construct the cul-de-sac turnaround at the east end of Cologne Street with a minimum turning radius of 45 feet.

9. Construct all the landscaped medians to a maximum width of 12 feet. Provide a minimum width of 21 feet of pavement on either side of the landscape medians. The medians shall be dedicated as right-of-way. Apply for a license agreement with the District regarding any landscaping within the medians.

10. For the internal streets that abut parcels 1.0 acres in size or greater, the applicant may dedicate 17 feet of right-of-way from centerline of the roadway with a 13-foot permanent right-of-way easement, as proposed.

11. Direct lot access is prohibited to Meridian Road, and shall be noted on the final plat.

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

13. Payment of impacts fees are due prior to issuance of a building permit.


**E. Standard Conditions of Approval**

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

2. Private sewer/water systems are prohibited from being located within ACHD right-of-way.

3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

13 DRAFT Ashbury
4. Replace any existing damaged curb, gutter, sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services 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 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.

F. **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.

G. **Attachments**

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) Notification: Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) Plan Review: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) Revisions: The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) Final Notification: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Development Process Checklist

Items Completed to Date:

☒ Submit a development application to a City or to Ada County
☒ The City or the County will transmit the development application to ACHD
☒ The ACHD Planning Review Section will receive the development application to review
☒ The Planning Review Section will do one of the following:
  ☐ Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  ☐ Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
☒ Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐ For ALL development applications, including those receiving a “No Review” letter:
  • The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  • The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:
Construction (Non-Subdivisions)
☐ Driveway or Property Approach(s)
  • Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way
  • Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)
☐ Sediment & Erosion Submittal
  • At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ Idaho Power Company
  • Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
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.