May 30, 2013

To: ACHD Commission
From: Development Review Section
       Kaci Bader
Subject: Final Plat: Hazelwood Village Subdivision No. 7
Meeting Date: June 5, 2013

FACTS & FINDINGS:
1. Hazelwood Village Subdivision No. 7 is a 18 buildable and 2 common lot residential subdivision on 3.28 acres. This site is located off of W. Lake Hazel Road, west of S. Five Mile Road.

2. The applicant is Skyline-HV, Inc. and the principal for the applicant is Tucker M. Johnson, Vice President.

3. The preliminary plat was approved on June 28, 2006 as Hazelwood South Subdivision.

4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $119,600 in the form of a cash surety 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 Hazelwood Village Subdivision No. 6 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
HAZELWOOD VILLAGE SUBDIVISION NO. 7

CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned are the Owners of the real property described below in Ada County, Idaho, and that we intend to include the following described property in this HAZELWOOD VILLAGE NO. 7:

A parcel located in the NE 1/4 of Section 3, Township 2 North, Range 1 East, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the northwesterly corner of said NE 1/4 from which a 90° west cap monument marking the northwesterly corner of said NE 1/4 bears N 85°21'42"E a distance of 266.50 feet;

Thence N 85°21'42"E along the northerly boundary of said NE 1/4 a distance of 1199.87 feet to a point;

Thence bearing said northerly boundary S 02°18'15"W a distance of 1129.88 feet to a 5/8 inch diameter iron pin and the POINT OF BEGINNING;

Thence S 45°36'45"E a distance of 65.00 feet to a 5/8 inch diameter iron pin;

Thence 25°39'35"E a distance of 427.79 feet to a 5/8 inch diameter iron pin;

Thence S 54°35'32"E a distance of 96.63 feet to a 5/8 inch diameter iron pin;

Thence N 88°23'25"W a distance of 94.88 feet to a 5/8 inch diameter iron pin;

Thence S 47°09'05"W a distance of 58.53 feet to a 5/8 inch diameter iron pin;

Thence S 10°30'44"W a distance of 63.62 feet to a 5/8 inch diameter iron pin marking the northerly corner of HAZELWOOD VILLAGE SUBDIVISION NO. 6 as shown in Book 105 of Plat at page 11257 in the office of the Recorder, Ada County, Idaho;

Thence along the northerly boundary of said HAZELWOOD VILLAGE SUBDIVISION NO. 6 the following described courses:

Thence N 29°28'15"W a distance of 112.10 feet to a 5/8 inch diameter iron pin;

Thence a distance of 10.93 feet along the arc of a 509.00 foot radius non-tangent curve left, said curve having a radius bearing of N 78°31'33"W, a central angle of 113°50' and a long chord bearing N 125°31'E a distance of 10.93 feet to a 5/8 inch diameter iron pin;

Thence N 77°45'44"W a distance of 50.00 feet to a 5/8 inch diameter iron pin;

Thence N 134°31'44"W a distance of 112.24 feet to a 5/8 inch diameter iron pin on the northerly boundary of HAZELWOOD VILLAGE SUBDIVISION as shown in Book 99 of Plat at page 12745 in said office of the Recorder;

Thence along said northerly boundary a distance of 300.00 feet along the arc of a 347.00 foot radius non-tangent curve left, said curve having a radius bearing of N 38°42'23"W, a central angle of 133°38'56" and a long chord bearing N 153°38'56"W a distance of 291.56 feet to a 5/8 inch diameter iron pin on the southwesterly boundary of HAZELWOOD VILLAGE SUBDIVISION NO. 7 as shown in Book 100 of Plat at page 14218 in said office of the Recorder;

Thence along said southerly boundary of said HAZELWOOD VILLAGE SUBDIVISION NO. 7 the following described courses:

Thence N 46°32'15"E a distance of 162.74 feet to a 5/8 inch diameter iron pin;

Thence a distance of 2.96 feet along the arc of a 509.00 foot radius non-tangent curve left, said curve having a radius bearing of S 49°33'45"W, a central angle of 019°58' and a long chord bearing N 47°06'13"W a distance of 2.86 feet to a 5/8 inch diameter iron pin;

Thence a distance of 10.47 feet along the arc of a 139.00 foot radius curve right, said curve having a central angle of 85°49'27" and a long chord bearing N 130°31'E a distance of 17.70 feet to a 5/8 inch diameter iron pin;

Thence N 45°36'39"W a distance of 50.00 feet to a 5/8 inch diameter iron pin;

Thence a distance of 10.47 feet along the arc of a 139.00 foot radius non-tangent curve right, said curve having a radius bearing N 52°30'49"W, a central angle of 85°49'27" and a long chord bearing S 57°46'03"W a distance of 17.70 feet to a 5/8 inch diameter iron pin;

Thence a distance of 2.95 feet along the arc of a 509.00 foot radius curve left, said curve having a central angle of 019°58' and a long chord bearing N 47°06'13"W a distance of 2.95 feet to a 5/8 inch diameter iron pin;

Thence N 46°32'15"E a distance of 143.40 feet to the POINT OF BEGINNING.

This parcel contains 3.28 acres.

CERTIFICATE OF OWNERS (CONT'D)

All the lots in this subdivision will be eligible to receive irrigation water as provided under Idaho Code 31-3905(1)(a) and (b) within the New York and Boise-River Irrigation Districts and are subject to assessments for said water.

All the lots in this subdivision will be eligible to receive water service from United Water Idaho. United Water Idaho has agreed in writing to serve all the lots in this subdivision.

The public streets shown on this plat are hereby dedicated to the public. Public utility, irrigation and drainage easements on this plat are not dedicated to the public, but the right of access to, and use of, these easements is hereby reserved for public utilities, irrigation and drainage and for any other uses as may be designated hereon and no permanent structures other than for said uses are to erected within the limits of said easements.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 23 DAY OF MAY, 2013.

SKYLINE-HW, INC., AN IDAHO COMPANY

By Tucker M. Johnson, Vice-President

ACKNOWLEDGMENT

STATE OF IDAHO
COUNTY OF Ada

ON THIS 23 DAY OF MAY, 2013, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE PERSONALLY APPEARED TUCKER M. JOHNSON, KNOWN TO ME TO BE THE VICE-PRESIDENT OF SKYLINE-HW, INC. THE PERSON WHO EXECUTED THE INSTRUMENT AND ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND APPLIED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

My Commission Expires: 1-71-15

Residing at Meridian, Idaho

Notary Public for the State of Idaho

CIVIL SURVEY CONSULTANTS, INC.

114 E. PIONEER STREET
SUITE 100
MERIDIAN, IDAHO 83642
(208) 885-8023

SHEET 2 OF 3
HAZELWOOD VILLAGE SUBDIVISION NO. 7

CERTIFICATE OF SURVEYOR

L. GLENN K. BENNETT, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, AND THAT THIS PLAN AS DESCRIBED IN THE "CERTIFICATE OF SURVEYOR" WAS DRAWN FROM THE FIELD NOTES OF A SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLANTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

GLENN K. BENNETT
SURVEYOR NO. 1002

APPROVAL OF THE CITY ENGINEER

I, THE UNDERSIGNED CITY ENGINEER IN AND FOR THE CITY OF BOISE, ADA COUNTY, IDAHO, HEREBY STATE THAT THE RECOMMENDED CONDITION OF BOISE CITY HAVE BEEN SATISFIED FOR "HAZELWOOD VILLAGE SUBDIVISION NO. 7".

CITY ENGINEER - BOISE, IDAHO

CERTIFICATE OF THE COUNTY SURVEYOR

I, THE UNDERSIGNED COUNTY SURVEYOR IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAN AND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

ADA COUNTY SURVEYOR

CERTIFICATE OF COUNTY RECORDER

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 A.M. ON THIS DAY OF __________, 2013.

RECEIVED AT OFFICIAL RECORDER

BOOK _______ PAGES _______ INSTRUMENT NO. _______

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 35, CHAPTER 111 HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER. THE COUNTY CODE MAY BE RE-IMPOSED IN ACCORDANCE WITH SECTION 50-1328, IDAHO CODE, BY THE ISSUANCE OF DISAPPROVAL.

DISTRICT HEALTH DEPARTMENT, IDAHO

DATE

ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ACCEPTANCE

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE __________ DAY OF __________, 2013.

ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF ADA COUNTY COMMISSIONERS

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED THIS __________ DAY OF __________, 2013 BY THE COMMISSIONERS OF ADA COUNTY, IDAHO, IN A REGULAR MEETING.

CHAIRMAN

CERTIFICATE OF THE COUNTY TREASURER

I, THE UNDERSIGNED COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER THE REQUIREMENTS OF I.C. 50-1305, 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

COUNTRY TREASURER

SHEET 3 OF 3
A. Findings of Fact

Existing Conditions

1. Site Information: There are several existing single-family residences on the site. The remainder of the property is utilized for agricultural purposes.

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-8, L-O, &amp; C-2</td>
</tr>
<tr>
<td>South</td>
<td>Rural Residential &amp; School site</td>
<td>RSW</td>
</tr>
<tr>
<td>East</td>
<td>Single-family residential</td>
<td>R-2 &amp; C-2</td>
</tr>
<tr>
<td>West</td>
<td>Single-family residential &amp; a church</td>
<td>R-2</td>
</tr>
</tbody>
</table>
3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**
   - Lake Hazel Road is currently improved with 2 traffic lanes, and no curb gutter or sidewalk abutting the site. There is between 50 and 70 -feet of right-of-way existing for Lake Hazel Road (25-feet from centerline).
   - Five Mile Road is currently improved with 2 traffic lanes, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way existing for Five Mile Road (25-feet from centerline).
   - Valley Heights Drive is improved with 24-feet of pavement, with curb, gutter, and sidewalk on the west side of the roadway (no improvements adjacent to this site). There is approximately 40-feet of right-of-way existing for Valley Heights Drive.

4. **Existing Access:** There are several existing driveways on Lake Hazel to serve the existing single-family residences.

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 4,560 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. **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>Lake Hazel</td>
<td>1,444’</td>
<td>Minor Arterial</td>
<td>7,250 west of Five Mile on 8/30/05</td>
<td>Better than “C”</td>
<td>35 MPH</td>
</tr>
<tr>
<td>Five Mile</td>
<td>2,280’</td>
<td>Collector</td>
<td>6,802 south of Lake Hazel on 8/30/05</td>
<td>Better than “C”</td>
<td>35 MPH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>7,231 north of Lake Hazel on 8/30/05</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Heights</td>
<td>780’</td>
<td>Collector</td>
<td>299 north of Chapin on 11/19/02</td>
<td>Better than “C”</td>
<td>20 MPH</td>
</tr>
</tbody>
</table>

*Acceptable level of service for a two-lane minor arterial roadway is “D” (14,000 VTD).
*Acceptable level of service for a two lane collector roadway is “D” (9,500 VTD).

9. **Capital Improvements Plan/Five Year Work Program**
   Five Mile Road is scheduled in the Capital Improvements Plan to be widened to 3 lanes between Lake Hazel and Amity and to 5 lanes between Amity and Victory. An interim signal is planned to be installed at the intersection of Five Mile and Lake Hazel Road prior to the end of the year (2006).

**B. Findings for Consideration**

1. **Traffic Impact Study**
   A traffic impact study was required with this development. Below is a summary of the findings prepared by Six-Mile Engineering.
According to the Preliminary Plat, Hazelwood South Subdivision consists of 608 single-family detached housing lots, nine common lots, one community park lot and four lots for commercial development. The anticipated build-out year is 2011.

The Institute of Transportation Engineers’ land use that best represents the proposed development is a Residential Planned Unit Development (PUD). It has a trip generation rate of 7.5 trips per dwelling unit per day compared to 9.57 typically used for residential subdivisions. The 22 percent lower rate for the Residential PUD reflects trip reduction and trip capture associated with the mixed use development. The development is estimated to generate approximately 4,560 vehicle trips per day with 310 and 377 trips during the AM and PM peak hours, respectively, at the time of full build-out in 2011.

The intersection of Lake Hazel Road and Five Mile Road was evaluated to determine the impact of the proposed development on the adjacent roadway network in the study area.

The intersection turning movement traffic at the study area intersection was counted on February 16, 2006. Traffic analysis results indicate the existing all-way stop-controlled intersection at Lake Hazel Road and Five Mile Road experience the following levels of service (LOS) and intersection delays during the peak hours:

- **A.M Peak Hour:** LOS C with 20 second delay.
- **P.M Peak Hour:** LOS C with 45 seconds delay.

A westbound left-turn lane is recommended at the study area intersection to reduce the high delays experienced with the existing PM peak hour traffic at that approach. With the addition of the turn lane, the study area intersection experiences the following LOS and intersection delays:

- **AM Peak Hour:** LOS C with 19 seconds delay
- **AM Peak Hour:** LOS C with 18 seconds delay

The preliminary plat proposes three approaches: one on Lake Hazel Road at Almira Way and two on Five Mile Road at Lockwood Street and Bramblewood Street. The Lake Hazel Road approach forms a four-way intersection with existing Almira Way that provides access to the Hazelwood Subdivision located north of Lake Hazel Road. The two approaches on Five Mile Road, at Lockwood and Bramblewood Streets, form four-way intersections with existing approaches that provide access to the existing Fox Meadow residential subdivision.

Background traffic is the traffic anticipated in the study area excluding trips generated by the proposed development at full build-out. It was forecasted for this study by applying annual traffic growth rates to the existing traffic counts. The traffic growth rates were calculated using existing ACHD traffic counts and forecasts from the COMPASS 24-hour Travel Demand Forecast Models for years 2005 and 2030.

To reduce large delays and improve the LOS with the 2011 background traffic at the study area intersection, a traffic signal is recommended. A signal warrant analysis is required when the need for a signal is likely. With an exclusive left-turn lane and a shared through and right-turn lane at each approach, the signalized intersection experiences the following LOS and intersection delays:

- **AM Peak Hour:** LOS A with 9 seconds delay
- **PM Peak Hour:** LOS B with 10 seconds delay

To accommodate the 2011 site plus background traffic, no additional improvements beyond those recommended for the 2011 background traffic are required at the study area intersection. The intersection experiences the following LOS and intersection delays:

- **AM Peak Hour:** LOS B with 19 seconds delay
- **PM Peak Hour:** LOS C with 22 seconds delay

A westbound left-turn lane on Lake Hazel Road is recommended at the Almira Way approach to oppose the existing eastbound left-turn lane. The two approaches on Five Mile Road do not warrant a left-turn lane for the traffic entering the subdivision. According to the preliminary plat, one departing lane is proposed at all three approaches.

The anticipated levels of service at development approaches with 2011 site plus background traffic during the peak hours:
• Almira Way
  ▪ AM Peak Hour – LOS C northbound, LOS D southbound
  ▪ PM Peak Hour - LOS C northbound, LOS E southbound

• Lockwood Street
  ▪ AM Peak Hour – LOS B westbound, LOS C eastbound
  ▪ PM Peak Hour – LOS B westbound, LOS C eastbound

• Bramblewood Street
  ▪ AM Peak Hour – LOS A westbound, LOS B eastbound
  ▪ PM Peak Hour – LOS A westbound, LOS C eastbound

• By 2011, the forecasted traffic volumes on the roadway segments in the study area are below the COMPASS LOS D threshold capacities, except on Five Mile Road south of Lake Hazel Road.

• By 2025, the forecasted traffic volumes on Five Mile Road and Lake Hazel Road exceed the COMPASS LOS D threshold capacities. If Lake Hazel Road is widened to five lanes by 2025, the v/c ratios are greatly reduced; however, the forecasted volumes will still exceed the threshold capacities.

**Staff Comment:** For trip generation purposes, the submitted TIS uses the ITE residential planned unit development land use designation. This land use designation has a per unit trip generation of 7.5 trips. The ITE definition for this land use is as follows: *Residential planned unit developments, for the purposes of trip generation, are defined as containing any combination of residential land uses. These developments might also contain supporting services such as limited retail and recreational facilities.* Below that definition in the ITE manual is a caution in bold type. It reads as follows: *The description of a PUD is general in nature since these developments vary by density and type of dwelling. It is therefore recommended that when the information on the number and type of dwellings is known, trip generation should be calculated on the basis of the known type of dwellings rather than on the basis of Land Use 270 (Residential PUD). Data for Land Use 270 are provided as general information and would be applicable only when the number of dwellings is not known.*

The residential PUD land use designation has a trip generation rate of 7.5 trips per dwelling unit per day compared to 9.57 typically used for residential subdivisions. Based on the information in the ITE manual on when this should be used, District staff recommends that when the applicant submits the master site plan application(s) for the mixed use, commercial, and/or multi-family lots that the traffic study be updated to include the appropriate trip generation rates for the identified land uses.

2. **Lake Hazel Road**

**Right-of-Way Policy:** District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

**Sidewalk Policy:** District policy requires 7-foot wide attached (or 5-foot detached) concrete sidewalk on all collector roadways and arterial roadways (7204.7.2).

**Staff Comment/Recommendation:** The applicant will be required to dedicate 48-feet of right-of-way from centerline abutting the site on Lake Hazel Road. The applicant will be required to construct a 5-foot concrete sidewalk located a minimum of 41-feet from the centerline of the roadway.

Per the recommendation of the submitted TIS, the applicant will be required to construct a westbound left-turn lane on Lake Hazel Road at the main site access intersection, Almira Way, to oppose the existing eastbound left-turn lane.
3. **Five Mile Road & Valley Heights Drive**

**Right-of-Way Policy:** District policy requires 70-feet of right-of-way on collector roadways (Figure 72-F1B). This right-of-way width allows for the construction of a 3-lane roadway with curb, gutter, 5-foot wide detached sidewalks and bike lanes.

**Street Section Policy:** District policy 72-F1B requires collector roadways to be constructed as a 46-foot street section with vertical curb, gutter and 5-foot detached (or 7-foot attached) concrete sidewalk within 70-feet of right-of-way with parking prohibited on both sides.

**Applicant Proposal:** The applicant is proposing to construct Five Mile Road and Valley Heights Drive abutting the site as 46-foot street sections with vertical curb, gutter, and 5-foot wide detached sidewalks.

**Staff Comment/Recommendation:** The applicant’s proposal meets District policy. The applicant will be required to dedicate a minimum of 35-feet from the centerline of each roadway to encompass the required street improvements.

**Connection to Valley Heights Drive:** District staff recommends that a public street connection be made to Valley Heights Drive because it is classified as a collector roadway and is located at the ½ mile. This roadway has the highest potential of being signalized in the future. The public street connection could possibly be made at Kuhnen Street. The applicant should coordinate the exact location of the connection with District Planning and Traffic Services staff.

4. **Internal Residential Collectors**

**Street Section 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.

**Applicant Proposal:** The applicant has proposed that the three entrance roads (Almira Way, Lockwood Street, and Bramblewood Street) be constructed as residential collectors. The applicant is proposing a roundabout on the Almira Way entrance street.

**Staff Comment/Recommendation:** The three entrance streets should be constructed as residential collectors with 36-foot street sections with vertical curb, gutter, and 5-foot concrete sidewalks within a minimum of 50-feet of right-of-way. The roundabout should be designed with 21-foot street sections on either side of the center island. The applicant will be required to dedicate sufficient right-of-way on either side of an island. Coordinate the size and design of the roundabout with District Traffic Services staff.

5. **Internal Local Streets**

**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.

**Street Section Policy:** District policy 7204.4.2 states that 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. 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 (Internal streets): The applicant is proposing that the internal local streets be constructed as 36-foot street sections with rolled curb, gutter, 8-foot planter strips, and 5-foot wide detached concrete sidewalks. The sidewalks are proposed to be located in an easement. The applicant has also proposed that the local street intersections be constructed with bulb-outs.

Staff Comment/Recommendation: The applicant’s proposals meet District policy. The applicant will be required to coordinate the design of the bulb-outs with District Traffic Services staff. In addition, driveways for the residential lots near the intersections with the proposed bulb-outs, will be restricted. The driveways will be required to be installed with the construction of the roadway to ensure the proper placement. The applicant should coordinate with District Development Review and Planning Review staff on the location of the driveways as the construction plans for the roadways are being drawn. The local streets with no front-on housing should be constructed with vertical curb. The bulb-outs should be constructed with vertical curb.

6. Stub Streets

Stub Street Policy: District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, “non-continuous streets.” 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.”

Applicant Proposal: The applicant has proposed three stub streets to the surrounding undeveloped properties. The applicant has proposed two stub streets to serve the future commercial portions of the development. The stub streets are proposed to be located as follows:

- First stub street to the south, Cowen Street, is proposed to be located 1,600-feet west of Five Mile Road (measured centerline to centerline). This stub street is intended to serve an undeveloped 10-acre parcel.
- Second stub street to the south, Dalia Avenue, is proposed to be located 1,010-feet west of Five Mile Road (measured centerline to centerline). This stub street is intended to serve an undeveloped 10-acre parcel.
- First stub to the east, Adotte Street, is proposed to be located 620-feet north of the south property line (measured property line to centerline). This stub street is intended to serve an undeveloped 10-acre parcel.
- Stub Street to the north, Mandel Avenue, to Lot 17, Block 21 (future multi-family and commercial lot) is proposed be located 440-feet west of Five Mile (measured centerline to centerline).
- Stub street to the north, Rohanna Way, to Lot 2, Block 3 (future multi-family and commercial lot) is proposed to be located 1,280-feet west of Five Mile Road (measure centerline to centerline).

Staff Comment/Recommendation: Only one stub street is proposed to be greater than 150-feet in length and will require a temporary turnaround (Adotte Street). The District has received a request from a property to the south, to which the applicant is proposing a stub street, for that stub street (Cowen Street) to be shifted east approximately 50-feet. The applicant and the property owner to the south should work together on an acceptable location for the proposed stub street. The owner to the south has a conceptual development plan showing the stub street entering the property in approximately the center. The undeveloped 10-acre parcel to the south is long and narrow, and District staff believes that it would cause an undue burden on the owner to the south to have the stub street enter his property at one property line or the other.
7. **Roadway Offsets**

**Roadway Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 300-feet from an arterial roadway (measured centerline to centerline).

District policy 7204.11.6, requires local roadways to align or offset a minimum of 150-feet from a collector roadway (measured centerline to centerline).

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 has proposed all three entrance roadways (two intersecting Five Mile: Lockwood & Bramblewood, and one intersecting Lake Hazel: Almira) to align with existing roadways on the east and north sides of the roadway, respectively. All of the internal streets are proposed to meet or exceed District offset policy.

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

8. **Alleys**

**Alley 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. Dedication of clear title to the right-of-way and the improvement of the right-of-way, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

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

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

**Design Policy:** District policy 7202.6 states that alleys are not considered part of the traffic circulation system. Unless specifically approved by the District, an alley should not serve as primary access to a lot or building. Alleys shall connect to a public street at each end and shall not terminate in dead-ends. Alleys with curves are not allowed without specific District approval taken on good cause shown. Curves shall have a minimum inside radius of 26-feet.

**Applicant Proposal:** The applicant has proposed multiple public alleys throughout the development.

**Staff Comment/Recommendation:** All of the proposed alleys within the development are non-standard and would require a modification of one or more of the District’s alley policies. The proposed alleys are non-standard in design for two primary reasons: there are multiple alleys with curves and there are multiple alleys that provide sole access to a significant number of single-family lots. The District’s alley policies contemplate standard city block and grid street system design whereby homes front on a local street, and take access to an alley. The intent of the District alley policies is that the alleys serve as secondary access to a lot or parcel.
The current application has multiple areas within the development where lots front-on common open space, but have access only to an alley. In addition, the District’s alley policies do not intend that alleys are designed with curves. The foundation of this District policy is safety. Alleys have reduced driving surfaces (between 12 and 20-feet), and it is critical that drivers can see other cars approaching in order to allow for sufficient passing space. Several of the alleys do not align and provide only a minimal offset to other alleys where they intersect the public street system. If these alleys are providing sole access to a significant number of residences, District staff recommends that the alleys either meet the minimum local street offset or that they align. If the alleys are approved as public, the applicant would need to provide the required minimum 22-feet of back-up space from the back of a parking stall to the opposite side of the alley.

In addition to the aforementioned concerns, with the proposed alleys, District staff has identified other potential issues that may arise if the alleys are public and are constructed as proposed. Those issues include the following: lack of pedestrian facilities, parking for residents and guests, addressing homes that only have frontage on an alley, and emergency access for homes with only frontage on an alley.

On previous applications, other lead agencies have required small pockets of parking for guests and visitors where homes may only have access to an alley. Other lead agencies have also required that if a home only has access to an alley, that they actually be widened to 24-feet and be named and identified as a private street.

For previous development applications where the proposed alleys have not met District policy, staff has recommended that the applicant either re-design the alleys to meet policy or potentially convert the alleys to private alleys.

Summary of Staff Meeting with Applicant on June 8, 2006
District Development and Traffic Services staff met with the applicant to discuss the potential concerns regarding the proposed alleys. At the meeting several possible compromises were discussed. Identified below are the concerns from staff and the possible compromise intended to address the stated concerns.

Staff Concern:
- Adequate site distance and visibility for the curved alleys in Blocks 18 & 20
- Alleys that curved at their intersections with the public street system (particularly Block 26)
- Adequate off-street parking for lots with only frontage on an alley (Blocks 25, 46, 48, & 52)
- Alley in Block 36 that connects to Evalia Avenue at both ends essentially functions like a public street.
- Adequate pavement width for emergency access for lots with only access to an alley.
- The alley in Block 53 serves 9 proposed residential lots and provides sole access.
- Pedestrian access for lots fronting on open space with access only to an alley.
- Addressing for homes with only frontage on an alley.

Summary
District staff recognizes the constraints and limitations of the existing District policies relative to public alleys. District staff also recognizes the desire of the lead agencies and developers to propose new and atypical designs. District staff has attempted to find a reasonable middle ground in this particular situation. However, District staff sought direction from the Commission on June 21, 2006 relative to the implications of these alternative designs and guidance for future applications.

Commission Meeting: On June 21, 2006, the ACHD Commission heard testimony from staff and the applicant relative to the proposed alleys. The Commission had many of the same concerns as staff regarding the proposed designs of the public alleys throughout the development. The Commission did not feel as though they had all the information they needed, relative to the pros and
cons of the alternative designs, in order to modify District policy and allow the public alleys as proposed.

The applicant is willing to convert the proposed alleys to private alleys. The alleys would then fall under the jurisdiction of Ada County, and the District policies would not have to be modified because the alleys would not be public. Therefore, District staff recommends that the proposed alleys be approved as private alleys with the following conditions:

- The private alley intersections with the public street system would need to align with one another.
- The alley in Block 53 should still be converted to a public street designed as 29-foot street section with parking on one side and a sidewalk on one side.
- Modify the proposed alley in Block 36 that connects Evalia Avenue to be designed as a discontinuous common drive that serves 2-3 lots each.

**June 28, 2006 Commission Meeting:** The Commission approved the development with private alleys and the two exceptions as noted above.

9. **Driveways**

**Future Driveways and Access Points:** The applicant has prepared a conceptual plan for the mixed use and office lots within the development. These lots are planned for future multi-family residential, office, and retail uses. The applicant intends to submit a separate Master Site Plan application in the future for the development of those lots. The applicant should design those future portions of the development with limited access points to the residential collector. The conceptual plan has shown limited access to both Five Mile Road and Lake Hazel Road. District staff will review the access points with the future Master Site Plan application.

**Access to out-parcels:** There are several out-parcels fronting on Lake Hazel Road and Five Mile Road. The conceptual plan the applicant has drawn for the mixed use lots (to be part of the future Master Site Plan application) shows consideration for providing future access to those out-parcels. District staff is supportive of providing access to the out-parcels.

**Existing Residence:** The applicant plans to retain the existing home at on Lot 2, Block 3 (taking access to Lake Hazel Road) until the multi-family residential, office, and retail lots are part of a Master Site Plan application. The conceptual plan for those lots shows that the use of the existing driveway on Lake Hazel Road will be discontinued. District staff is supportive of the use of the existing driveway until the Master Site Plan application is submitted. At that time, District staff will required that the driveway to Lake Hazel Road be closed.

10. **Tree Planters**

**Tree Planter Policy:** The District’s Tree Planter Width Interim Policy prohibits all trees in planters less than 6-feet in width. In addition to prohibiting trees in planters less than 6-feet in width, the policy requires a minimum planter width of 6-feet for class II trees with the installation of root barriers on both sides of the planter strip or a minimum planter width of 8-feet without the installation of a root barrier. The policy also requires Class I and Class III trees to provide a minimum planter width of 10-feet.

11. **Islands**

**Island 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.

12. **Knuckles**
   **Knuckle Policy:** District policy District policy 7202.7 and 7207.5 and the local Fire District standards require an island within a knuckle to be constructed with the island being a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway around the traffic island should maintain a minimum of a 29-foot street section. The design should be reviewed and approved by ACHD's Development staff.

13. **Other Access**
Lake Hazel Road is classified as a minor arterial roadway, and Five Mile Road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways. A note restricting access to each roadway will be required on the final plats containing the newly platted single-family residential lots.

C. **Site Specific Conditions of Approval**

1. Dedicate 48-feet of right-of-way from centerline for Lake Hazel Road abutting the site. The right-of-way purchase and sale agreement and deed must be completed and signed by the applicant prior to scheduling the final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits), whichever occurs first. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material. The owner will be paid the fair market value of the right-of-way dedicated which is an addition to existing ACHD right-of-way.

2. Construct a 5-foot concrete sidewalk on Lake Hazel Road abutting the site located a minimum of 41-feet from the centerline of the roadway.

3. Construct a westbound left-turn lane on Lake Hazel Road at the main site access intersection, Almira Way, to oppose the existing eastbound left-turn lane.

4. Construct Five Mile Road and Valley Heights Drive abutting the site as 46-foot street sections with vertical curb, gutter, and 5-foot wide detached sidewalks. Dedicate a minimum of 35-feet from the centerline of each roadway to encompass the required street improvements.

5. Construct a public street connection to Valley Heights Drive. Coordinate the exact location with District Planning and Traffic Services staff.

6. Construct Almira Way, Lockwood Street, and Bramblewood Street as residential collectors with minimum 36-foot street sections with vertical curb, gutter, and 5-foot concrete sidewalks within a minimum 50-feet of right-of-way.

7. Coordinate the size and design of the proposed roundabout on Almira Way with District Traffic Services staff. The roundabout should be designed with 21-foot street sections on either side of the center island.

8. Construct the internal local streets as 36-foot street sections with rolled curb, gutter, 8-foot planter strips, and 5-foot wide detached concrete sidewalks, as proposed. Provide an easement for any sidewalk that is located outside of the public right-of-way. Vertical curb will be required for the local streets with no front-on housing.
9. Coordinate the design of all the bulb-outs at the local street intersections with District Traffic Services staff. Driveways for the residential lots near the intersections with the proposed bulb-outs, will be restricted. The driveways shall be installed with the construction of the roadway to ensure the proper placement. The applicant should coordinate with District Development Review and Planning Review staff on the location of the driveways as the construction plans for the roadways are being drawn.

10. Construct stub streets to the surrounding properties as identified below. Install a sign at the terminus of each street stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.” If any stub street is greater than 150-feet in length, the applicant will be required to provide a temporary turnaround.

- First stub street to the south, Cowen Street, located 1,600-feet west of Five Mile Road (measured centerline to centerline). This stub street is intended to serve an un-developed 10-acre parcel. The applicant shall coordinate the exact location of this stub street with the owner to the south to ensure that the placement of this street does not cause an undue burden on the owner to the south for future development purposes.
- Second stub street to the south, Dalia Avenue, located 1,010-feet west of Five Mile Road (measured centerline to centerline). This stub street is intended to serve an un-developed 10-acre parcel.
- First stub to the east, Adotte Street, located 620-feet north of the south property line (measured property line to centerline). This stub street is intended to serve an un-developed 10-acre parcel.
- Stub Street to the north, Mandel Avenue, to Lot 17, Block 21 (future multi-family and commercial lot) is proposed be located 440-feet west of Five Mile (measured centerline to centerline).
- Stub street to the north, Rohanna Way, to Lot 2, Block 3 (future multi-family and commercial lot) is proposed to be located 1,280-feet west of Five Mile Road (measured centerline to centerline).

11. Construct all three entrance roadways (two intersecting Five Mile: Lockwood & Bramblewood, and one intersecting Lake Hazel: Almira) to align, centerline to centerline, with the existing roadways on the east and north sides of the road, respectively.

12. Retain the access on Lake Hazel Road for the existing home at on Lot 2, Block 3 until the multi-family residential, office, and retail lots are part of a future Master Site Plan application. At that time, the driveway will be required to be closed.

13. Construct all of the internal proposed alleys as private alleys with the exception of the alleys identified below. All private alley intersections shall align at their intersections with the public street system or provide a minimum offset of 125-feet.
   - The alley in Block 53 shall be converted to a 29-foot public roadway (within 42-feet of right-of-way), with parking on one side and sidewalk on one side.
   - The alley in Block 36 shall be disconnected from Evalia Avenue at each end, and re-designed as two common drives serving approximately 2-3 lots each.


**D. Standard Conditions of Approval**

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

2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.
3. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. Comply with the District’s Tree Planter Width Interim Policy.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

E. 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
1. Vicinity Map
2. Site Plan
3. Request for Reconsideration Guidelines
4. Development Process Checklist
Submit a development application to a City or to the County

The City or the County will transmit the development application to ACHD

The ACHD Planning Review Division will receive the development application to review

The Planning Review Division will do one of the following:

- Send a “No Review” letter to the applicant stating that there are no site specific requirements at this time.
- Send a “Comply With” letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.
- 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.

The Planning Review Division will hold a Technical Review meeting for all Staff and Commission Level reports.

For ALL development applications, including those receiving a “No Review” or “Comply With” letter:
- The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the Development Review Division 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 calculation.)
- 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 (Zone)

- Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to Ada County Highway District (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-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction – Subdivision to be reviewed and approved by the ACHD Drainage Division.

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

ACHD Construction – Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.