May 30, 2013

To: ACHD Commission

From: Development Review Section
Kaci Bader

Subject: Final Plat: Red Wing Subdivision

Meeting Date: June 5, 2013

FACTS & FINDINGS:

1. Red Wing Subdivision is a 49 buildable and 8 common lot residential subdivision on 31.83 acres. This site is located on E. Victory Road east of Meridian Hwy 69.

2. The applicant is Red Tail Communities, LLC and the principal for the applicant is Jeff W. Moore.

3. The preliminary plat was approved on March 13, 2013.

4. All conditions of the preliminary plat have been satisfied, except for the completion of public street and storm drain improvements. The applicant has provided a financial surety of Seven Hundred Fifty Seven Thousand, Two Hundred dollars ($757,200) in the form of cashier’s check 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 Red Wing Subdivision and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat

2. Vicinity Map

Final Plat of
Red Wing Subdivision
A Portion of Govt Lot 1 And The NE 1/4 of the NW 1/4 of Section 30,
Township 3 North, Range 1 East, B.M.
City of Meridian, Ada County, Idaho
2013

Certificate of Owner

KNOY ALL MEN BY THESE PRESENTS, THUS THE UNDERSIGN DOES HEREBY CERTIFY THAT TBHEY ARE THE OWNERS OF THE REAL PROPERTY DESCRIBED AS

A TRACT OF LAND SITUATED IN A PORTION OF GOVERNMENT LOTS 1 AND 3 OF THE NORTHWEST ONE QUARTER OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 1 EAST, CITY OF MERIDIAN, ADA COUNTY, IDAHO, DESCRIBED AS FOLLOWING:

B) COMMENCING AT A THOUSAND BRASS CAP WHICH MARKS THE NORTHWEST CORNER OF SAID SECTION 30, WHICH BEARS SOUTH 89°47'41" WEST A DISTANCE OF 1,498.94 FEET FROM A THOUSAND BRASS CAP WHICH MARKS THE NORTHWEST CORNER OF SAID SECTION 30, THENCE FOLLOWING THE NORTH Line OF SAID SECTION 30 AND THE CENTERLINE OF EAST HICKORY ROAD, NORTH 69°47'41" EAST A DISTANCE OF 650.00 FEET TO THE POINT OF BEGINNING.

THENCE EASTERLY, EAST 89°47'41" NORTH A DISTANCE OF 1,299.04 FEET.

THENCE FOLLOWING THE NORTHERLY Line AND THE CENTERLINE OF SOUTH 89°47'41" WEST A DISTANCE OF 3,990.00 FEET.

THENCE WESTERLY, SOUTH 89°47'41" WEST A DISTANCE OF 5,059.00 FEET.

THENCE EASTERLY, NORTH 89°47'41" WEST A DISTANCE OF 1,398.94 FEET.

THENCE WESTERLY, SOUTH 89°47'41" WEST A DISTANCE OF 3,050.85 FEET.

THENCE EASTERLY, NORTH 89°47'41" WEST A DISTANCE OF 1,299.04 FEET.

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THENCE EASTERLY, NORTH 89°47'41" WEST A DISTANCE OF 1,398.94 FEET.

THENCE WESTERLY, SOUTH 89°47'41" WEST A DISTANCE OF 3,050.85 FEET.

THE ABOVE-DESCRIBED TRACT OF LAND CONSTITUTES 3.60 ACRES, MORE OR LESS, SUBJECT TO ALL EXISTING EASEMENTS AND RIGHTS-OF-WAY.

IT IS THE INTENTION OF THE UNDERSIGN THAT HERBIO DESCRLB THE ABOVE-DESCRIBED PROPERTY IN THIS PLAT AND TO RECORDE THE SAME IN THE PUBLIC RECORDER AT THE PLACE OF FILE. THE EXACTNESS OF THE PLAT AS SHOWN ON THIS PAGE IS NOT TO BE DEDUCED TO THE PUBLIC, HOWEVER, THE RIGHT TO USE AND ENTER THIS PROPERTY PERPETUALLY RESERVED FOR PUBLIC USES AND SUCH OTHER USES AS DESIGNED WHEN THIS PLAT AND NO FURTHER DESCRIPTIVE SURVEY ARE TO BE EXECUTED WITHIN THE LIMITS OF SAID EASEMENTS. ALL LOTS WITHIN THIS PLAT WILL BE DEDUCED TO REOVICE WATER SUPPLY FROM THE CITY OF MERIDIAN, AND THE CITY OF MERIDIAN HAS AGREED TO SERVE ALL OF THE LOTS WITHIN THIS SUBDIVISION.

JEFF W. MOORE, MANAGER
RED TAIL COMMUNITIES, LLC

Acknowledgment

STATE OF IDAHO
COUNTY OF Ada

ON THIS _____ DAY OF
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONAL KNOWLEDGE OF THE FACTS TO ME AS THE MANAGER OF RED TAIL COMMUNITIES, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED TO ME THAT I EXECUTED THE WRITTEN INSTRUMENT ON BEHALF OF SAID CORPORATION, AND ACKNOWLEDGED TO ME THAT THE ABOVE LIMITED LIABILITY COMPANY EXECUTED THE SAME.

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

My Commission Expires: November 27, 2024
Residing in Boise, Idaho

Certificate of Surveyor

I, RICHARD H. CELT, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO AND THAT THIS PLAN AS DESCRIBED IN THE SURVEY OR PLAT WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURACY.

I HEREBY CONSENT TO THE RENAMES PLATTED THEREON, AND I AM IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

RICHARD H. CELT

14216
5-28-2013
FAE
Final Plat of Red Wing Subdivision
A Portion of Gov't Lot 1 and The NE 1/4 of the NW 1/4 of Section 30,
Township 3 North, Range 1 East, B.M.
City of Meridian, Ada County, Idaho
2015

Approval of Central District Health Department
SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE TITLE 35, CHAPTER 13 HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE FILED ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED IN ACCORDANCE WITH SECTION 58-102, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

CENTRAL DISTRICT HEALTH DEPARTMENT

Approval of Ada County Highway District
THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE __________ DAY OF __________, __________.

CHAIRMAN:

Approval of City Engineer
I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, HEREBY APPROVE THIS PLAT.

CITY ENGINEER

Approval of City Council
I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, HEREBY CERTIFY THAT AT A REGULAR REGULAR MEETING OF THE CITY COUNCIL HELD ON THE __________ DAY OF __________, __________, THIS PLAT WAS FULLY ACCEPTED AND APPROVED.

CITY CLERK, MERIDIAN, IDAHO

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

COUNTY SURVEYOR

Certificate of the County Treasurer
I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, FOR THE REQUIREMENTS OF I.C. 58-1208 DO HEREBY CERTIFY THAT ALL AND ALL CURRENT AND/OR OUTSTANDING COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS valid FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE:
COUNTY TREASURER

County Recorder's Certificate
STATE OF IDAHO
COUNTY OF ADA
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF THE LAND GROUP, INC. AT ______ MINUTES PAST ______ O'CLOCK, ______ A.M., ON THIS ______ DAY OF ______, ______. IN BOOK ______ OF PLATS AT PAGE ______ THROUGH ______, INSTRUMENT NO. ______.

DEPUTY COUNTY RECORDER

City of Meridian, Ada County, Idaho
**Project/File:** Red Wing/MRZ-13-002/MPP-13-003

This is a Rezone and preliminary plat application to rezone the property from TN-C and C-N to R-15 and R-4 to develop 48 single-family lots, 1 multi-family lot, and 9 open lots on approximately 32 acres. The site is located on the southeast corner of Meridian Road and Victory Road, Meridian, Idaho.

**Lead Agency:** City of Meridian

**Site address:** SE Corner of Meridian Road and Victory Road

**Commission Hearing:**
- March 13, 2013
- Consent Agenda

**Commission Approval:** March 13, 2013

**Applicant:** WH Moore Company
- Jonathan Seel
- 1940 Bonito Way, Ste. 160
- Meridian, Idaho, 83642

**Representative:** The Land Group
- Jason Densmer, PE
- 462 E Shore Drive, Ste. 100
- Eagle, Idaho, 83616

**Staff Contact:** Stacey Yarrington
- Phone: 387-6171
- E-mail: syarrington@achdidaho.org

### A. Findings of Fact

1. **Description of Application:** The applicant is requesting approval to rezone approximately 32 acres from TN-C (Traditional Neighborhood Commercial) and C-N (Neighborhood Business) to R-15 (Medium-high residential) and R-4 (Medium-low residential) to develop 48 single-family lots, 1 multi-family lot consisting of approximately 228 units, and 9 open lots. The site is located on the southeast corner of Meridian Road and Victory Road, Meridian, Idaho.

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>Double D Home &amp; Ranch-Texaco/Observation Point</td>
<td>C-G/R-4</td>
</tr>
<tr>
<td>South</td>
<td>Land-vacant</td>
<td>R-8</td>
</tr>
<tr>
<td>East</td>
<td>Land-vacant</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Land-vacant (Ada County)</td>
<td>RUT</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD staff/Commission previously reviewed this site as part of Cavanaugh Subdivision/MRZ-07-014/MCUP-07-014/MPP-07-015 in October 2007, which consisted of 177 acres, 548 residential units, 13 commercial lots, 1 school site, and 1 Civic/Social Hall. The requirements of this staff report are not consistent with those of the prior action as the portion of the site being reconsidered under the current application was zoned and proposed to be utilized with commercial type uses.

4. **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.

5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   - Victory Road is listed in the Capital Improvements Plan to be widened to 3-lanes from Meridian Road to Locust Grove Road between 2017 and 2021.

B. **Traffic Findings for Consideration**

1. **Trip Generation (if TIS not required):** This development is estimated to generate 1,973 additional vehicle trips per day (0 existing); 180 additional vehicle trips per hour in the PM peak hour (0 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

   A traffic study was completed with the prior application, however, a new traffic study was not required as the intensity of use of the property has been reduced and the proposed use is less intense than the commercial use previously proposed.

2. **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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SH-69/Kuna-Meridian Road</strong></td>
<td>347-feet</td>
<td>Principal Arterial</td>
<td>1,460</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Victory Road</td>
<td>1,820-feet</td>
<td>Minor Arterial</td>
<td>446</td>
<td>Better than “D”</td>
<td>Better than “E”</td>
</tr>
</tbody>
</table>

   * Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
   * Acceptable level of service for a two-lane minor arterial is “E” (690 VPH).

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

3. **Average Daily Traffic Count (VDT)**

   * **Average daily traffic counts are based on ACHD’s most current traffic counts.**
   
   - The average daily traffic count for SH-69/Kuna-Meridian Road south of Victory Road was 22,172 on 10/31/2012.
   - The average daily traffic count for Victory Road east of SH-69/Kuna-Meridian Road was 6,374 on 10/31/2012.

C. **Findings for Consideration**

1. **Plans and Studies**

   The South Meridian Transportation Plan (SMTP) is a long range planning tool used to identify future roadway, intersection, and corridor needs in the South Meridian Area. Providing a framework for future roadway improvements based on the land use designations. The plan was
created in collaboration with the City of Meridian and was adopted by the ACHD Commission in September of 2009. The SMTP identifies Victory Road to be improved from 2-lanes to 3-lanes.

2. **State Highway SH-69 /Kuna-Meridian Road**
   SH-69/Kuna-Meridian Road is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Meridian, and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-69/ Kuna-Meridian Road.

3. **Victory Road**
   a. **Existing Conditions:** Victory Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. Existing right-of-way varies between 86-feet to 72-feet for Victory Road (varying from 40-feet to 25-feet from centerline).

   b. **Policy:**
      - **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      - **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.
      - **Street Section and Right-of Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.
      - **Sidewalk Policy:** District Policy 7205.5.7 requires concrete sidewalks at least 5-feet wide to be constructed on both sides of all arterial 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.)

      **Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

      **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Victory Road is designated in the MSM as a Planned Commercial Arterial with 3-lanes and on-street bike lanes, a 46-foot street section within 70-feet of right-of-way.

   c. **Applicant Proposal:** The applicant has proposed to enter into a development agreement with the District to improve Victory Road to 3 lanes with curb, gutter, and 7-foot wide detached concrete sidewalk from Meridian Road/SH-69 east to the sites east property line, approximately 1,820-feet. As identified above, this roadway segment is scheduled in the
District's Capital Improvement Plan to be widened and improved between 2017 and 2021. The District is open to the possibility of entering into an agreement for the roadway improvements, and has been working with the applicant on the details of that agreement. The proposed improvements also include replacing the existing bridge over the Kennedy Lateral across Victory Road with a 60" pipe.

To accommodate the planned improvements the applicant is proposing to dedicate 25-feet of right-of-way from the east property line west approximately 1,120-feet, and approximately 40-feet from SH-69/Kuna-Meridian Road east approximately 700-feet on Victory Road abutting the site. The applicant is proposing to construct a 7-foot wide detached sidewalk outside of the right-of-way in an easement.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy, and should be approved, as proposed. The applicant should be required to enter into a Cooperative Development Agreement (CDA) with the District for the Victory Road improvements prior to design of the roadway and signature of the final plat. ACHD and the applicant have already entered into a CDA for the replacement of the bridge over the Kennedy Lateral with the 60" pipe. The new CDA will only address the road work on Victory Road.

During pre-application meetings staff requested a right turn lane analysis for the access point onto Victory Road, proposed to be located approximately 660-feet east of Meridian Road/SH-69 anticipated to serve the multi-family portion of the development. In speaking with the applicant's engineer it was determined that a right-turn lane in this location was warranted. As such, the applicant should be required to construct a dedicated right turn lane for the driveway located approximately 660-feet east of Meridian Road/SH-69. The dedicated right turn lane should be constructed with an 11-foot wide lane and provide a 100-feet of storage. The applicant should be required to coordinate the Design and Construction of the dedicated right turn lane with District Development Review staff. Construction of the dedicated right turn lane may require additional right-of-way dedication. ACHD will not reimburse the applicant for the additional right-of-way or for the construction of the right turn lane. The right turn lane is a project improvement needed to serve the site, not a system improvement.

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

4. **Internal Streets**

a. **Existing Conditions:** There are no existing public roadways within the site.

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.
Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk 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.

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 has proposed to construct Andros Way, the entry road into the development as a 52-foot wide street section with 2 21-foot travel lanes, curb, gutter, 5-foot detached concrete sidewalk, and a 10-foot wide landscape median.

The applicant is proposing to construct all of the other internal local streets (Red Tail Street, Blackspur Way, Silver Wing Drive, Andros Way, Black Hawk Drive, and White Tail Way) as 33-foot street sections, curb, gutter and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy, and should be approved, as proposed. The applicant should provide written fire department approval for the 33-foot street section.

The applicant should be required to plat the center landscape median as right-of-way to be owned by ACHD. The Developer or Homeowners Association should apply for a license agreement if landscaping is to be placed within this median.

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

5. **Roadway Offsets**
   a. **Existing Conditions:** There are no existing roadway offsets internal to the development.
   
   b. **Policy:**
      
      **Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).
   
   c. **Applicant's Proposal:** The applicant is proposing to construct a new local roadway, Andros Way to intersect Victory Road approximately 1,400-feet (centerline to centerline) east of SH-69/Kuna-Meridian Road, 560-feet west of the nearest local street, Standing Timber Avenue, and 670-feet east of 2 aligned driveways abutting Victory Road.
   
   d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Policy, as it only offsets Standing Timber Avenue by 560-feet. However, staff recommends a modification of policy to allow the construction of Andros Way 560-feet west of Standing Timber Avenue as proposed, as there is not enough frontage on Victory Road to meet all the required offset requirements and access is limited to Victory Road and SH-69/Kuna-Meridian Road which abut the property.

6. **Stub Streets**
   a. **Existing Conditions:** There are no existing stub streets abutting the site.
   
   b. **Policy:**
      
      **Stub Street Policy:** District policy 7207.2.4 (local) 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 (local), 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.

c. **Applicant Proposal:** The applicant is proposing to construct one stub to the east, Black Hawk Drive, located approximately 580-feet north of Victory Road (measured centerline to centerline).

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy. Staff recommends approval of the applicant’s proposal, as proposed.

The applicant should be required to install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

7. **Driveways**

7.2 **Victory Road**

a. **Existing Conditions:** There are no existing driveways onto Victory Road from this site.

b. **Policy**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

**Driveway Location Policy:** District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 45 MPH to align or offset a minimum of 380-feet from any existing or proposed driveway.

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

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

c. **Applicant’s Proposal:** The applicant is proposing to construct on a 52-foot wide divided driveway on to Victory Road located approximately 660-feet east of SH-69/Kuna-Meridian
Road with 2 21-foot travel lanes and a 10-foot wide landscape island. This driveway is proposed to align centerline to centerline with an existing driveway on the north side of Victory Road across from the site.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District Driveway Location policy and the intent of the Successive Driveway policy, by aligning with an existing driveway on the north side of Victory Road across from the site. As such, staff recommends approval of the applicant's proposal. Additionally, a driveway in this location was previously approved, as part of ACHD's 2007 action on Cavanaugh Subdivision.

The applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

7.4 **Blacksprur Way**

a. **Existing Conditions:** Blacksprur Way does not exist within the site.

b. **Policy:**

   **Driveway Location Policy:** District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

   **Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

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

   **Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

c. **Applicant’s Proposal:** The applicant is proposing a 30-foot wide driveway onto Blucksprur Way located approximately 125-feet (measured centerline to centerline) from the Red Tail Street/Blacksprur Way intersection and approximately 155-feet (measured centerline to centerline) from the Black Hawk Drive and Blucksprur Way intersection.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy, and should be approved as proposed. The applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

8. **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.

9. **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.
10. Other Access
Victory Road is classified as a minor arterials roadway. Other than the 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. Enter into a development agreement with the District to improve Victory Road to 3 lanes with curb, gutter, and 7-foot wide detached concrete sidewalk from Meridian Road/SH-69 east to the site’s east property line, approximately 1,820-feet.

2. Comply with requirements of ITD and City of Meridian for Meridian Road/SH-69 frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first.

3. Provide a permanent right-of-way easement for the 7-foot wide detached sidewalks proposed to be constructed on Victory Road abutting the site.

4. Construct a dedicated right turn lane for the driveway located approximately 660-feet east of Meridian Road/SH-69. The right turn lane should design with an 11-foot wide lane and provide a 100-feet of storage. The applicant should be required to coordinate the Design and Construction of the dedicated right turn lane with District Development Review staff. ACHD will not reimburse the applicant for the additional right-of-way to accommodate the construction of, or for the construction of the right turn lane.

5. Construct Red Tail Street, Blackspur Way, Silver Wing Drive, Andros Way, Black Hawk Drive, and White Tail Way as 33-foot street sections, curb, gutter and 5-foot attached concrete sidewalks within 50-feet of right-of-way, as proposed.

6. Provide written fire department approval for the 33-foot street sections, prior to plan approval.

7. Construct Andros Way to intersect Victory Road, located approximately 560-feet west of Standing Timber Avenue, as proposed with a 52-foot wide approach, 2 21-foot travel lanes, curb, gutter, 5-foot wide detached concrete sidewalk, and a 10-foot wide landscape median. Provide a permanent right-of-way easement for any sidewalks placed outside of the dedicated right-of-way and dedicate the landscape median as right-of-way.

8. Construct one stub to the east, Black Hawk Drive, located approximately 580-feet north of Victory Road. Install a sign at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

9. Construct one 52-foot wide driveway to intersect Victory Road, located approximately 660-feet east of Meridian Road/SH-69 with 2 21-foot travel lanes and a 10-foot wide landscape island onto Victory Road as proposed. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

10. Construct a 30-foot wide driveway onto Blackspur Way at approximately 125-feet (measured centerline to centerline) from the Red Tail Street/Blackspur Way intersection and approximately 155-feet (measured centerline to centerline) from the Black Hawk Drive and Blackspur Way intersection, as proposed. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

11. 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 or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

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

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

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

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

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
Vicinity Map
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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.