August 22, 2013

To: ACHD Commission
From: Development Review Section
Kaci Bader
Subject: Final Plat: Spurwing Grove Subdivision No. 6
Meeting Date: August 28, 2013

FACTS & FINDINGS:

1. Spurwing Grove Subdivision No. 6 is a 29 buildable and 0 common lot residential subdivision on 9.52 acres. This site is located at N. Tree Haven Way, north of W. Chinden Blvd.

2. The applicant is Brighton Development, Inc. and the principal for the applicant is David W. Turnbull, President.

3. The preliminary plat was approved on October 6, 2010.

4. All conditions of the preliminary plat have been satisfied, except for the completion of roadway improvements. The applicant has provided a financial surety of $380,800 in the form of a Letter of Credit from Wells Fargo Bank in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Spurwing Grove Subdivision No. 6 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
SPURWING GROVE SUBDIVISION NO. 6

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
SANITARY RESTRICTIONS AS REQUISITED BY IDAHO CODE, TITLE 16, CHAPTER 13, HAVE BEEN SATISFIED IN ACCORDANCE WITH THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED IN ACCORDANCE WITH SECTION 50-1360, IDAHO CODE, AS 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 ACH

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 COUNCIL IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE _______ DAY OF ____________, THIS PLAT WAS Duly 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, 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.

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 ______ M. ON THIS _______ DAY OF ____________, ______ IN BOOK ______ OF PLATS AT PAGES _______ THROUGH _______ , INSTRUMENT NO. ________

DEPUTY

COUNTY RECORDER
Project/File: **Spurwing Greens Subdivision**
This application is for preliminary plat approval of 214 residential building lots and 16 common lots on approximately 86.66 acres. The site is located north of the intersection of US 20-26 (Chinden Boulevard) and N. Tree Farm Way in Meridian, Idaho.

Lead Agency: City of Meridian

Site address: North of the intersection of US 20-26 and N. Tree Farm Way

Commission Hearing: October 6, 2010

Commission Approval: October 6, 2010

Applicant: Spurwing Greens, LLP
3405 E. Overland Rd., Ste. 150
Meridian, ID 83642

Representative: Rod Blackstead
11760 W. Executive Dr. #120
Boise, ID 83713

Staff Contact: Jarom Wagoner
Phone: 387-6174
E-mail: jwagoner@achd.idaho.org

Tech Review: September 21, 2010

A. **Findings of Fact**

1. **Description of Application:** The application is for preliminary plat approval of 214 residential building lots and 16 common lots on approximately 86.66 acres. The development currently has access onto US 20-26 (Chinden Boulevard) at N. Tree Farm Way, which is a signalized intersection. The development is served by two residential collectors, N. Tree Farm Way and N. Jayker Way.

2. **Description of Adjacent Surrounding Area:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Rural-Urban Transition Zone, Spurwing Golf Course</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Medium-density residential district</td>
<td>R-8</td>
</tr>
<tr>
<td>East</td>
<td>Rural-Urban Transition Zone, Spurwing Golf Course</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Medium-density residential district</td>
<td>R-8</td>
</tr>
</tbody>
</table>
3. **Site History:** The ACHD Commission previously reviewed and approved this site as Jayker Subdivision in January of 2007. The applicant’s current request will add an additional 77 residential lots and an additional 34 acres to what was originally approved.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Bainbridge- 389 residential lot subdivision, located approximately 1/3 mile to the southeast; the Commission approved the preliminary plat on March 9, 2005.
   - Trilogy- 145 residential lot subdivision, located approximately 1/2 mile to the southeast; the Commission approved the preliminary plat on September 20, 2006.

5. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

6. **Capital Improvements Plan (CIP) / Five Year Work Plan (FYWP):**
   - The intersection of Ten Mile Road and US 20-26 (Chinden Boulevard) is listed in the Capital Improvements Plan to be widened to 4-lanes on the south leg, 5-lanes on the east leg, and 5-lanes on the west leg, and signalized between 2019 and 2027.
   - The intersection of Black Cat Road and US 20-26 (Chinden Boulevard) is listed in the Capital Improvements Plan to be widened to 4-lanes on the north leg, 5-lanes on the south, 5-lanes on the east, and 5-lanes on the west leg, and signalized between 2019 and 2027.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,993 additional vehicle trips per day (none existing); 304 additional vehicle trips per hour in the PM peak hour (none existing), based on the traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineers prepared a traffic impact study for the proposed Spurwing Greens Subdivision. Thompson Engineers prepared a detailed traffic study with the original application in 2006. Staff requested Thompson Engineers to re-evaluate and update the trip generation, distribution and intersection analysis for the N. Ten Mile Road and US 20-26 (Chinden Boulevard) intersection. Below is a summary of the findings as presented by Thompson Engineers. The following summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary.

"In accordance with your request, we have reviewed the modifications to the above referenced subdivision (Spurwing Greens) and addressed the change in trip generation and traffic impacts at Ten Mile Road and Chinden Blvd.

This subdivision was originally called the Tree Farm Subdivision. Our original impact study was dated February 28, 2006. The traffic impact study addressed full development of the site from Ten Mile Road to Black Cat Road, approximately 370 acres. It included 1100 residential units, and 230,000 SF of commercial space. At the time of the report, a detailed site plan was not available.

Traffic counts for the original study were completed in 2005. New turning movement counts were obtained on August 6, 2010. Copies of the counts are attached. The 2010 counts were lower than the 2005 counts, particularly the AM peak hour. This is consistent with published counts on the ACHD website, and other counts in the region. The economic slow down of the
last three years has resulted in significantly lower traffic volumes on arterial roadways in the county.

The original study included traffic from several subdivisions that had received preliminary plat approval or were in the process of being approved. These included the Voltera Subdivision on Ten Mile Road, the Bainbridge Subdivision on Ten Mile Road, and Keego Springs Subdivision on Black Cat Road. None of these subdivision shave been constructed and are on permanent hold until further notice. Therefore, traffic from these subdivisions is not included in the analysis.

Based on our analysis, the revisions to the preliminary plat will not have an impact on the findings of our original study, or the addendum of the study. This subdivision has already constructed intersection improvements and a traffic signal at Tree Farm Way as mitigation to traffic impacts. The original study assumed that improvements to the Ten Mile Road intersection would be made by some of the other off site developments, which will not happen since these developments are no longer looming. The impacts to the intersection can best be mitigated with the striping of a center left turn lane in Chinden Blvd."

After review of the traffic study and further meetings with the applicant and ITD staff, the applicant was asked to consider other alternatives to mitigate the impacts to the Chinden/Ten Mile intersection. ITD staff was not supportive of the applicant’s proposal of striping a center left-turn lane along Chinden Boulevard. The following is a summary of those findings:

"In accordance with our discussion at our meeting of August 30, 2010, we have reviewed our calculations for the intersection of Ten Mile Road and Chinden Blvd. We have included the effects of upstream signals in both directions on Chinden Blvd.

The signal to the west is located on Tree Farm Road, approximately 2500 feet west of Ten Mile Road. The signal to the east is located at Long Lake Road, approximately 2500 feet east of Ten Mile Road. Both signals are actuated. For this analysis, a 120 cycle length was assumed with a random distribution for the arrival rate. The speed on Chinden Blvd. is posted at 55 mph.

Under these conditions, the background traffic in 2015 the intersection of Ten Mile Road and Chinden Blvd. is anticipated to operate at LOS E with an average delay of 42.1 seconds per vehicle. Under SpurWing build out traffic conditions, the intersection can be expected to operate at LOS F. Adding a separate left turn lane on Ten Mile Road will improve the operation to LOS E with an average delay of 44.9 seconds per vehicle. These improvements will not be necessary until approximately 65% of the total housing units are constructed, or other proposed area projects with similar impacts on Ten Mile Road are developed. At that point, the intersection will operate at LOS E with an average delay of 49.1 seconds per vehicle."
Staff Comments/Recommendations: Traffic Services and Planning Review staff have reviewed the submitted traffic impact studies. Staff agrees with the findings and recommendations of the second study submitted on September 1, 2010, which specifically addressed ACHD and ITD's concerns regarding the Ten Mile Road/Chinden Boulevard intersection. Based on those findings, if a dedicated left turn lane has not been constructed in the interim, the applicant should be required to construct a dedicated left turn lane on Ten Mile Road at the intersection prior to 65% build out of the project.

To ensure the turn lane is constructed prior to when it is needed to serve the site traffic, the applicant should be required to construct the center left turn lane on Ten Mile Road when the SpurWing Greens Subdivision is 60% built out or when 128 of the 214 residential lots (1,225 vehicle trips per day) of SpurWing Greens Preliminary Plat have been final platted. Construction of the left turn lane shall be completed prior to scheduling the final plat that surpasses this threshold for signature by the ACHD Commission.

3. Condition of Area Roadways
Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 20-26 (Chinden)</td>
<td>1,600-feet</td>
<td>Expressway</td>
<td>1,312</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Black Cat Rd.</td>
<td>None</td>
<td>Minor Arterial</td>
<td>89</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
</tr>
<tr>
<td>Ten Mile Rd.</td>
<td>None</td>
<td>Minor Arterial</td>
<td>203</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
** ACHD does not set level of service thresholds for State Highways.

4. Average Daily Traffic Count (VDT)
Average daily traffic counts are based on ACHD’s most current traffic counts.

- The average daily traffic count for US 20-26 (Chinden Boulevard) west of Ten Mile Road was 13,194 on March 17, 2009.
- The average daily traffic count for Black Cat Road south of US 20-26 (Chinden Boulevard) was 1,068 on December 10, 2008.
- The average daily traffic count for Ten Mile Road south of US 20-26 (Chinden Boulevard) was 2,360 on December 9, 2008.

Conditions of Area Intersections

5. 2 - Way Stop Controlled Intersection

<table>
<thead>
<tr>
<th>Ten Mile/ SH-20-26 (Chinden)</th>
<th>NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current V/C Ratio</td>
<td>0.50</td>
</tr>
<tr>
<td>Future V/C Ratio</td>
<td>0.60</td>
</tr>
</tbody>
</table>

*An acceptable V/C ratio for the side street (left turn) of a stop controlled intersection is 1.0 or less.
C. Findings for Consideration

1. US 20-26 (Chinden Boulevard)
US 20-26 (Chinden Boulevard) 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 US 20-26 (Chinden Boulevard).

2. N. Tree Farm Way
   a. Existing Conditions: N. Tree Farm Way is improved with 2-travel lanes, vertical curb, gutter, and 6-foot wide sidewalk. There is 64-feet of right-of-way for N. Tree Farm Way (32-feet from centerline). The intersection of N. Tree Farm Way and US 20-26 (Chinden Blvd.) is a signalized intersection.

   b. Policy
      Residential Collector 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.

      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.

      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).

   c. Applicant Proposal: The applicant has not proposed any improvements to N. Tree Farm Way.

   d. Staff Comments/Recommendations: N. Tree Farm Way is already improved with 2 travel lanes, vertical curb, gutter and sidewalk. Therefore, no additional right-of-way or street improvements are required as part of this application.

3. N. Jayker Way
   a. Existing Conditions: N. Jayker Way is improved with 2-travel lanes, vertical curb, gutter, and 10-foot wide sidewalk. There is 40-feet of right-of-way for N. Jayker Way (20-feet from centerline).

   b. Policy
      Residential Collector 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.

      Turnaround Policy: District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

Spurwing Greens Subdivision
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.

c. Applicant’s Proposal: N. Jayker Way was constructed as part of Jayker Subdivision Phase #1. The revised preliminary plat shows N. Jayker Way continuing to the north approximately 700-feet from its current terminus, ending at the Tecco One property (see Attachment “A”).

d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy. The right-of-way for N. Jayker Way will be required to extend to the northerly property line as proposed, to provide future access to the 6-acre and 3-acre Tecco One Properties. There should be no lots between the right-of-way boundary for N. Jayker Way and the property line of the Tecco One properties. The applicant should enter into a license agreement with the District for any required landscaping between the edge of the roadway and the property line.

4. Internal Local Streets

a. Existing Conditions: The following local streets were built as 29-foot street sections with 2-travel lanes, parking on one side, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 55-feet of right-of-way as part of Jayker Subdivision Phase #1:

- W. Old Gold Drive
- N. Salvia Way
- N. Sienna Glen Way
- N. Sunset Maple Way
- W. Magic Spruce Drive
- N. Moon Drummer Way
- W. Greenspire Drive
- N. Tree Haven Way
- W. Salix Drive
- N. Lonicera Way

The following local streets were built as 29-foot street sections with 2-travel lanes, parking on one side, vertical curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way as part of Jayker Subdivision Phase #1:

- W. Snow Cherry Court
- N. Topaz Jewel Place
- W. Firestorm Court
- W. Caragana Court

b. Policy

33-Foot Street Section Policy: District policy 72-F1A, allows local residential public roads with a 33-foot street section with parking on both sides of the roadway, if the amount of vehicle trips per day on the street does not exceed 1,000 and the appropriate fire department reviews and approves the street section. The proposed density of development that will utilize the internal local residential streets is anticipated to generate less than 1,000 vehicle trips per day.

29-Foot Street Section (parking): District policy 7204.4.3 states, “a developer may construct a local urban residential street with a reduced width of 29-feet from back-of-curb to back-of-curb with curb, gutter and sidewalk. Although some parking is allowed, the District will further restrict parking on a reduced width street if curves or other physical feature causes problems, if actual emergency response experience indicates that emergency vehicles may not be able
to provide service, or if other safety concerns arise. The right-of-way width of a 29-foot street section will be in accordance with Section 7204.4.1.

- Parking is allowed on one side of a reduced width street when the following criteria are met:
  - Traffic volumes on the street are not forecast to exceed 1,000 vehicle trips per day.
  - There must be no possibility that the street will be extended in the near future, or that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.
  - The developer is required to install “no parking signs” on one side of the street, as specified by the District.
  - Vertical curbs with attached 5-foot minimum wide sidewalks or rolled curbs with 4-foot minimum wide detached sidewalks and a 5-foot minimum wide planter strips are required.

District policy 7240.4.3 allows a developer to construct a local urban residential street with a reduced width of 29-feet from back-of-curb to back-of-curb with curb, gutter and sidewalk. Policy requires Fire Department approval from use of reduced street sections and restricts parking on reduced street sections.

**Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**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.

c. **Applicant’s Proposal:** The applicant is proposing the following types of local streets: a 33-foot street section with 2-travel lanes, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 62-feet of right-of-way (shown as Section A-A on Attachment “A”); a 33-foot street section with 2-travel lanes, 6-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 58-feet of right-of-way (shown as Section B-B on Attachment “A”) and a 29-foot street section with two travel lanes, parking on one side, curb, gutter, 8-foot planter strips and 5-foot detached sidewalk within 55-feet of right-of-way (shown as N. Moon Drummer Way on Attachment “A”).

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved as proposed. The applicant should be required to obtain written Fire Department approval for use of the reduced street section.

5. **Roadway Offsets**
a. **Existing Conditions:** N. Tree Farm Way, a residential collector, intersects US 20-26 (Chinden Boulevard) a signalized intersection with approximately ½ mile (2,640-feet) spacing between Ten Mile Road and Black Cat Road intersections. All existing internal local roadways offset a minimum of 130-feet (measured centerline-to-centerline) from other local roadways.

b. **Policy**

**Collector Offset Policy:** District policy 7204.11.6 states that the optimum spacing for collector intersections along arterial roadways is 1,700-feet to allow adequate signal spacing. The minimum spacing that is acceptable for collector intersections along arterials is 1,300-feet.

District policy 7204.11.6, requires residential collector roadways to align or offset a minimum of 200-feet from a collector roadway (measured centerline to centerline).
c. **Local 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 residential 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).

d. **Applicant’s Proposal:** The applicant has proposed two new local roadways intersecting with N. Jayker Way, a residential collector. The new local roadways are proposed to be offset approximately 700-feet and 350-feet from their closest intersections (see Attachment “B”). All additional local roadways being proposed are offset a minimum of 170-feet from other local roadways.

e. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved as proposed.

6. **Access and Stub Street to the North**

   **Entire Development Plan**

   There are approximately 1,000-acres of undeveloped property to the north of this site, below the rim. The entire Spurwing Greens development has approximately 2,400-feet of “frontage” on the rim. Some of the property borders the existing Spurwing Golf Course below the rim, and the remainder borders a large primarily undeveloped property to the north (owned by Aldape). The properties below the rim have limited opportunities for access due to the topography of the rim and the Boise River. Due to the topography constraints in this area, it will be critical to provide adequate connectivity opportunities to the undeveloped properties abutting this site.

   **Current Preliminary Plat**

   The current preliminary plat application borders Teco One property to the north, above the rim, as well as Aldape property to the north, below the rim. Both the Teco One property and the Aldape properties currently take access to Basco Lane, which is an existing private lane through this site. Through the annexation process, it was identified that there was some confusion of the current legal ownership of the gulch and a portion of Basco Lane between the two Teco One properties. This property ranges between 40 and 50-feet in width and is approximately 530-feet in length. Per the development agreement with the City of Meridian, the prior applicant went through the quiet title action process to ensure free and clear title to the property in question.

   **Location of Stub Street**

   In review of the site by both the District and the previous applicant’s engineer, it has been determined that one of the only logical locations, based on topographical constraints, for a roadway to extend from this site to below the rim is near the current location of Basco Lane. The previous applicant’s engineer worked with District staff during the annexation process to determine how a roadway, meeting ACHD standards, could be constructed on the subject property (i.e. the gulch and an existing portion of Basco Lane). It was determined that a local roadway could be constructed through the gulch to meet ACHD grade and curve requirements. However, after discussions and analysis of how much undeveloped property existed below the rim, District staff determined that a residential collector roadway would be necessary to serve the properties below the rim. The engineer then drafted a preferred alignment in which a residential collector roadway could be constructed to meet ACHD’s curve and grade requirements. The preferred alignment places the roadway outside of the gulch area and primarily onto property owned by Teco One. Therefore, the applicant could not physically construct the necessary stub street to the north because the property is not under the applicant’s ownership. In the addendum to the Development Agreement, the Teco One properties have agreed to dedicate the necessary right-of-way for a future road, if they can receive the gulch area for no consideration from the applicant.
**Staff Comment/Recommendation:** Based on all of the information identified above, District staff recommends that the applicant dedicate the area of the gulch as public right-of-way and submit a road trust deposit to the District for the cost of constructing the portion of a road that could fit on the property owned by the applicant (the gulch area between the two Teco One properties). The remaining portion of the roadway costs would have to be borne by the Teco One property. If the roadway is not constructed in the preferred alignment, then the District would consider exchanging the right-of-way of the gulch area with the Teco One property to be utilized for the construction of the roadway to serve the same purpose in a slightly different location or configuration. The exchanging of public right-of-way requires a formal public hearing process through the District, and the exchange would have to be formally granted by the Commissioners. By requiring the applicant to dedicate the right-of-way and submit a road trust deposit, the District is preserving all opportunities for the future construction of the roadway. The road could either be constructed as a local street in the area now being required to be dedicated as right-of-way or it could be constructed in a different location as a residential collector roadway. These preserved opportunities can serve both the future development of the Teco One properties and the properties north of the Phyllis Canal.

Based on the calculations submitted by the previous applicant and verified by District staff, the applicant would be responsible for 69% of the cost of a 36-foot residential collector street section (within 40-feet of right-of-way) that could be constructed on property owned by the applicant, and the Teco One properties would be responsible for the remaining 31% of the cost of a residential collector roadway. The dollar amount for the road trust deposit will be determined by District Development Review staff during the construction plan review phase. The amount will be based on the above identified percentages and the District's estimated roadway costs at that time.

**Bridge Crossing of the Phyllis Canal**
The Phyllis Canal is along the northern property line of this site. The applicant has not proposed to either construct a bridge across the canal at the terminus of the above identified stub street or provide a road trust for a portion of the cost of the bridge. District staff is supportive of this proposal for the following reasons:

- This site has adequate access with the new roads being constructed within the development and the new signalized intersection on US 20-26 (Chinden Boulevard). This site does not require the additional access point that the bridge would provide.
- The property on the north side of the Phyllis Canal will need the bridge in order to provide adequate access for any development; and that property owner should bear the burden for the bridge crossing of the Phyllis Canal.
- The canal is owned by Pioneer Irrigation District, and this applicant does not own property to the centerline of the canal.

7. **Stub Streets**

a. **Existing Conditions:** There are currently no stub streets connecting to adjacent properties within Jayker Subdivision Phase #1.

b. **Policy**

**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."
**Temporary Turnaround Policy:** District policy 7205.2 requires construction of a temporary cul-de-sac with the same dimensional requirements as a standard cul-de-sac, with a minimum turning radius of 45-feet where curb is required and 42-feet where curb is not required. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. If a temporary turnaround is proposed to be located within a future building lot, the temporary turnaround easement shall be for the entire building lot to prevent the easement from being constructed over.

c. **Applicant’s Proposal:** The applicant is proposing five stub streets to connect to surrounding properties. There locations are to be:

   - one stub street to the south, located between Lot 23 Block 14 and Lot 1 Block 27 located approximately 1,500-feet north of Chinden Boulevard (measured centerline to centerline)
   - one stub street to the east, located between Lot 11 Block 14 and Lot 49 Block 16 located approximately 820-feet north of Chinden Boulevard (measured centerline to centerline) to the open space portion of Westwing Estates
   - one stub street to the west, located between Lot 1 Block 21 and Lot 9 Block 23 located approximately 1,475-feet north of Chinden Boulevard (measured centerline to centerline)
   - one stub street to the northwest, located between Lot 1 Block 23 and Lot 16 Block 24 located approximately 2,000-feet north of Chinden Boulevard (measured centerline to centerline)
   - one stub street to the north, located between Lot 1 Block 24 and Lot 8 Block 25 located approximately 2,300-feet north of Chinden Boulevard (measured centerline to centerline).

   Additionally, the applicant is proposing to continue N. Jayker Way to the northern property line abutting the Teco One property (see Attachment “C” for locations).

d. **Staff Comments/Recommendations:** The applicant’s proposal for stub streets generally meets District policy. The District is supportive of the stub to the south that could possibly connect to Westwing Estates Subdivision in the future. A slight re-alignment to the east should be considered to align with N. Double Eagle Lane. If access to a signalized intersection with US 20-26 (Chinden Boulevard) becomes necessary for the residents of Westwing Estates, a connection through this development to the signalized intersection will be critical. The stub street cannot be physically connected now due to the fact that N. Double Eagle Lane is a private road and there is a strip of property between the terminus of the private roadway and this site. In the past District staff has met with the owners of the open space lot of Westwing Estates (approximately 25-acre site). The owners expressed interest in re-alining the stub street from Spurwing Greens Subdivision in order to allow them the opportunity to physically construct and extend the roadway into their site. Staff is supportive of the re-alignment, and will require the applicant to shift the proposed stub street approximately 470-feet to the east. When the 25-acre open-space property develops, the District will examine a possible connection to N. Double Eagle Lane at that time. The applicant is proposing one stub street with a length greater than 150-feet. This stub street is located between Lot 23 Block 14 and Lot 1 Block 27, as shown on the attached preliminary plat. The applicant should be required to construct a temporary turnaround at the terminus of this stub street.

8. **Turnarounds**

   **Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

   **Applicant Proposal:** The applicant has proposed multiple standard turnarounds and one non-standard turnaround design within the development. The non-standard turnaround is
shown as Lot 1 Block 28 on the attached preliminary plat. The non-standard turnaround is proposed to have a landscape island with parking spaces proposed as part of the island design.

**Staff Comment/Recommendation:** District staff is supportive of the applicant’s turnaround proposals. However, the specific design of the turnarounds and parking within the islands will have to be coordinated with District Development Review and Traffic Services staff. The non-standard turnaround design and the proposed parking within the island will also be required to be specifically approved by the Fire Department.

9. **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.

10. **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.

11. **Other Access**
    N. Tree Farm Way and N. Jayker Way are classified as residential collector roadways. 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. Continue N. Jayker Way to the north as a residential collector with no front-on housing and no on-street parking. Construct the roadway as a 36-foot street section with vertical curb, gutter, and an 10-foot concrete sidewalk on one side (easterly side) of the roadway. This roadway may generally be constructed within 40-feet of right-of-way, except where it abuts the Teco One property. The right-of-way for N. Jayker Way shall be extended adjacent to the northerly property line (the southerly property line for the Teco One properties) to allow for future access to the Teco One property.

2. Construct those streets labeled as Street Section A-A on Attachment “A” as 33-foot street sections with 2-travel lanes, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 62-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.

3. Construct those streets labeled as Street Section B-B on Attachment “A” as 33-foot street sections with 2-travel lanes, 6-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 58-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.

4. Construct N. Moon Drummer Way as shown on Attachment “A” as a 29-foot street section with two travel lanes, parking on one side, curb, gutter, 8-foot planter strips and 5-foot detached sidewalks within 55-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.
5. Shift the proposed stub street located between Lot 23 Block 14 and Lot 1 Block 27 (as shown on the attached preliminary plat) to the east approximately 471-feet to be in general alignment of N. Double Eagle Lane. Provide a temporary turnaround at the terminus of the roadway, and install a sign stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

6. Construct one stub street to the east, located between Lot 11 Block 14 and Lot 49 Block 16 (as shown on the attached preliminary plat), located approximately 820-feet north of Chinden Boulevard (measured centerline to centerline) to the open space portion of Westwing Estates. Install a sign stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

7. Construct one stub street to the west, located between Lot 1 Block 21 and Lot 9 Block 23 (as shown on the attached preliminary plat) located approximately 1,475-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

8. Construct one stub street to the northwest, located between Lot 1 Block 23 and Lot 16 Block 24 (as shown on the attached preliminary plat) located approximately 2,000-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

9. Construct one stub street to the north, located between Lot 1 Block 24 and Lot 8 Block 25 (as shown on the attached preliminary plat) located approximately 2,300-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

10. Extend the right-of-way for N. Jayker Way adjacent to the northerly property line to allow for future access to the 6-acre and 3-acre Teco One properties. There shall be no lots between the right-of-way boundary for Jayker Way and the property line of the Teco One property. Enter into a license agreement with the District for any required landscaping between the edge of the roadway and the property line.

11. Submit a road trust deposit to the District for 69% of the total cost of constructing a 36-foot residential collector roadway (within 40-feet of right-of-way) that could be constructed on the gulch between the two Teco One properties. The dollar amount for the road trust deposit will be determined by District Development Review staff during the construction plan review phase. The amount will be based on the above identified percentage and the District's estimated cost of the roadway at that time.

12. Coordinate the specific design of the turnarounds and parking within the islands with District Development Review and Traffic Services staff. The non-standard turnaround design and the proposed parking within the island are required to be specifically approved by the Fire Department.

13. Direct lot access is prohibited to N. Tree Farm Boulevard and N. Jayker Way. This access restriction shall be noted on the final plat.

14. In the event that a left turn lane has not yet been constructed, the applicant shall construct a dedicated left turn lane on N. Ten Mile Road at its intersection with US 20-26 (Chinden Boulevard). Construction shall occur in conjunction with the final plat application in which the threshold of 128 of the 214 residential lots of the SpurWing Greens Preliminary Plat is proposed for final platting. Construction of the left turn lane shall be completed prior to scheduling the said final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits) for said phase, whichever occurs first.

15. Comply with all Standard Conditions of Approval.
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, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. **The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.**

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.

Attachments

1. Vicinity Map
2. Site Plan
3. Attachment "A"
4. Attachment "B"
5. Attachment "C"
6. Utility Coordinating Council
7. Development Process Checklist
8. Request for Reconsideration Guidelines

Vicinity Map