September 12, 2013

To: ACHD Commission

From: Development Review Section
Kaci Bader

Subject: Final Plat: Snoqualmie Falls Subdivision No. 3

Meeting Date: September 18, 2013

FACTS & FINDINGS:

1. Snoqualmie Falls Subdivision No. 3 is a 32 buildable and 5 common lot residential subdivision on 23.93 acres. This site is located off of W. Floating Feather Road, west of N. Linder Road.

2. The applicant is Horseshoe Flats, LLC and the principal for the applicant is Brian McColl, Manager.

3. The preliminary plat was approved on June 7, 2006.

4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $599,600 in the form of a cash surety in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Snoqualmie Falls Subdivision No. 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNER

KNOWN ALL MEN BY THESE PRESENTS:

THAT HORSESHOE PLATE, LLC, AN IDAHO LIMITED LIABILITY COMPANY, DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THE REAL PROPERTY DESCRIBED BELOW AND IT IS ITS INTENTION TO INCLUDE THAT REAL PROPERTY IN THIS SUBDIVISION PLAN. THE OWNER ALSO HEREBY CERTIFIES THAT THIS PLAT COMPLIES WITH IDAHO CODE § 66-1305. ALL LOTS IN THIS SUBDIVISION WILL RECEIVE DOMESTIC WATER FROM AN EXISTING WATER SYSTEM AND THE EASTLEAF WATER COMPANY, INC. HAS AGREED IN WRITING TO SERVE THE LOTS IN THIS SUBDIVISION.

A PARCEL OF LAND BEING A PORTION OF THE NW 1/4 OF SECTION 2 AND THE SE 1/4 OF SECTION 3, TOWNSHIP 4 NORTH, RANGE 1 WEST OF THE 4TH MERIDIAN, CITY OF EAGLE, Ada COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BOUNDARIES OF THE SUBDIVISION:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 3, T. 14 N., R. 1 W., EAGLE, Ada COUNTY, IDAHO:

THENCE WESTLY 350.00 FEET ALONG THE SOUTH LINE OF THE NW 1/4 OF SECTION 2 TO A POINT:

THENCE S 89°32'10" E 166.30 FEET TO THE INITIAL POINT OF BEGINNING OF THE SUBDIVISION.

The above-described land contains 22.83 acres, more or less.

The public streets shown on this plat are hereby dedicated to the public and the easements indicated on the plat are to be dedicated to the public. No public streets are shown on this plat. The plat is not intended to show streets, alleys, sidewalks, or other public improvements. The plat is intended to show the location of real property.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS \[signature\] DAY OF \[date\], 20\[year\].

BRIAN HAMLIN, PRESIDENT OF DEVELOPERS SERVICES, INC.
MANAGER OF HORSESHOE PLATE, LLC

ACKNOWLEDGMENT

STATE OF IDAHO

COUNTY OF Ada

ON THIS \[date\] DAY OF \[month\], \[year\], BEFORE ME, the undersigned, a Notary Public in and for the said State, personally appeared \[name\] whom I know to be the person described in the certificate of owner, and I administered the OATH set forth in the above certificate of owner, by personally placing the OATH on the person who executed the certificate of owner.

I, \[name\], a Notary Public in and for the said State, having been duly commissioned, do hereby certify that I have compared the signature on this certificate with the signature on the certificate of owner and found them to be the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year in this certificate first above written.

\[signature\]

April 13, 2012

[Notary Public]

COUNTY RECORDERS CERTIFICATE

INSTRUMENT NO. \[number\]

STATE OF IDAHO )

COUNTY OF Ada )

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AT THE REQUEST OF \[name\], \[address\], ON \[date\], AT \[time\], IN MY OFFICE AND WAS DULY RECORDED IN BOOK \[number\] OF PLATS AT PAGES \[number\] THROUGH \[number\].

[signature]

EX-OFFICIO RECORDER

SHEET 2 of 2

SNOQUALMIE FALLS SUBDIVISION NO. 3

ACCEPTANCE OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS

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

[signature]

ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS OR HER AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED IN ACCORDANCE WITH IDAHO CODE, SECTION 50-1305, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

[signature]

CENTRAL DISTRICT HEALTH DEPARTMENT

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF EAGLE, Ada COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE ___ DAY OF ___, ___ THIS PLAT WAS DULY ACCEPTED AND APPROVED.

[signature]

CITY CLERK, EAGLE, IDAHO

CERTIFICATE OF COUNTY SURVEYOR

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR ADA COUNTY, IDAHO, HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FOUND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

COUNTY SURVEYOR

CERTIFICATE OF CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF EAGLE, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS FINAL PLAT AND THAT THE EAGLE CITY REQUIREMENTS REGARDING FINAL PLATS HAVE BEEN MET.

EAGLE CITY ENGINEER

CERTIFICATE OF SURVEYOR


MICHAEL E. MARCEL, P.L.S. No. 60493

[signature]

NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

RECORD OF COMMISSION EXPIRED ___/___/___

SHOENCE 3 MOLINE 4/27/12 IDA
Project/File: Mosca Seca Subdivision—EPP-1-06/EPPUD-5-05/EA-9-05/ERZ-13-05/ECU-12-05

Lead Agency: City of Eagle

Site Location: South of Floating Feather and east of Linder Road

Commission Approval: June 7, 2006

Applicant: Signature Sports Development
533 Riverside Drive, Suite 200
Eagle, Idaho 83616

Representative: Stanley Consultants
1940 Bonito Way, Suite 140
Meridian, Idaho 83634

Staff Contact: Lori Den Hartog
Phone: 387-6171
E-mail: idenhartog@achd.ada.id.us

Tech Review:

Application Information:
The applicant is requesting annexation of 159.09-acres, a rezone of 719 acres from A (Agricultural) and RR (Rural Residential-Ada County designation) to R-2 DA-P (Residential two units per acre maximum with a development agreement – PUD), and conditional use, planned unit development preliminary development plan and preliminary plat (phase one only) approvals for the Legacy Planned Community. The entire development consists of 719-acres (maximum of 1,653-residential lots with a maximum of 38-acres of commercial. The first phase of the preliminary plat is comprised of 228.79-acres with 386 lots (344 residential, 41 common, and 1 academy lot).

<table>
<thead>
<tr>
<th>Rezone and Annexation Application</th>
<th>First Phase Preliminary Plat Application</th>
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<tbody>
<tr>
<td>Acreage to be rezoned: 719</td>
<td>Acreage: 228.79</td>
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<tr>
<td>Acreage to be annexed: 159.09</td>
<td>Residential lots: 344</td>
</tr>
<tr>
<td>Current Zoning: A and RR</td>
<td>Common lots: 44</td>
</tr>
<tr>
<td>Proposed Zoning: R-2 DA-P</td>
<td>Academy lots: 1</td>
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<tr>
<td>Potential Residential: 1,653 lots</td>
<td></td>
</tr>
<tr>
<td>Potential Commercial: 38 acres</td>
<td></td>
</tr>
</tbody>
</table>
A. Findings of Fact

Existing Conditions

1. **Site Information:** The site is currently used for agricultural purposes.

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

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Paramount Subdivision</td>
<td>R-40 &amp; C-G</td>
</tr>
<tr>
<td>South</td>
<td>Single-family/ agricultural</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Single-family/ agricultural</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Cedar Springs Subdivision</td>
<td>R-8</td>
</tr>
</tbody>
</table>

3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**
   - **Linder Road:**
     - Minor Arterial
     - 2,516 VTD n/o Linder Road on 4-15-03
     - 2-lane roadway, some sidewalk adjacent to development
     - Generally 50-feet of right-of-way existing, except where development has occurred

   - **Floating Feather Road:**
     - Minor Arterial*
     - 1,602 VTD e/o Linder Road on 4-15-03
     - 606 VTD w/o Linder Road on 4-15-03
     - 2-lane roadway, some sidewalk adjacent to development
     - 50-feet of right-of-way existing

   *At the time of the first application, Floating Feather Road was classified as a collector roadway. On March 20, 2006, the COMPASS Board adopted the 2030 Planning Functional Classification Map. The newly adopted map identifies Floating Feather Road as a minor arterial roadway.

4. **Site History:** ACHD first reviewed this site for a rezone, annexation, and planned unit development application in October 2005. The original application consisted of the following: annexation of 192.63-acres, a rezone of 762.38-acres from A and RR to R-2-DA-P, and conditional use, and planned unit development. The entire development consisted of 762.38-acres, with 1,164 residential units, 8.4-acres of commercial, and 291.1-acres of golf course and open space. The ACHD Commission did not take a final action on the original application because an agreement could not be made with the applicant regarding the re-alignment of Floating Feather Road.

Development Impacts

5. **Trip Generation:** This development is estimated to generate 3,232 additional vehicle trips per day based on the submitted traffic impact study with 325 vehicles per hour during the PM peak hour.

6. **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.

7. **Capital Improvements Plan/Five Year Work Program**
   There are no scheduled roadway improvement projects in the District’s Five Year Work Program or 20-year Capital Improvements Plan, in this area.
8. **Other Development in the Area**  
On March 2, 2005, the ACHD Commission reviewed and approved Eaglefield Subdivision, a 396-lot residential subdivision located to the south of this site.

**B. Findings for Consideration**

1. **Traffic Impact Study**  
   **New Traffic Study Information:**  
   Phase 1 of Legacy Development comprises 343 residential lots and is projected to generate approximately 3,232 vehicles per day and 325 vehicles per hour during PM peak hour. Site traffic from Phase 1 will access the site via two proposed accesses on Floating Feather Road located approximately 1,100 feet and 4,400 feet west of Linder Road. Phase 1 site traffic assignment is attached.

   The existing intersections within the study area were analyzed under PM peak background plus site traffic assuming Phase 1 is build out by 2010. Detailed intersection capacity analysis reports are attached. The table below summarizes the intersection performance. Linder Road and Ballantyne Road intersections on SH-44 are projected to require mitigation to improve the LOS. All other intersections within the study area will not require any mitigation as a result of Phase 1.

   **Intersection performance summary**

<table>
<thead>
<tr>
<th>Intersections</th>
<th>Intersection control</th>
<th>Delay (s/veh)</th>
<th>LOS</th>
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<tbody>
<tr>
<td>SH-44 &amp; SH-16</td>
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<td>C</td>
</tr>
<tr>
<td>SH-44 &amp; Palmer Ln</td>
<td>2-way stop</td>
<td>34.3*</td>
<td>D*</td>
</tr>
<tr>
<td>SH-44 &amp; Linder Rd</td>
<td>Signalized</td>
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<td>F</td>
</tr>
<tr>
<td>SH-44 &amp; Park Ln</td>
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<td>D</td>
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<tr>
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<td>&gt;50*</td>
<td>F*</td>
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<tr>
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<td>C</td>
</tr>
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<td>21.0*</td>
<td>C*</td>
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<tr>
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<tr>
<td>Floating Feather Rd &amp; Ballantyne Rd</td>
<td>4-way stop</td>
<td>10.0</td>
<td>A</td>
</tr>
<tr>
<td>Rd</td>
<td>2-way stop</td>
<td>25.3*</td>
<td>D*</td>
</tr>
</tbody>
</table>

   * Critical minor approach

   SH-44 and Linder Road intersection is projected to operate at LOS E without Phase 1 site traffic and LOS F with Phase 1 site traffic during PM peak hour. An exclusive right-turn lane is needed on the westbound approach for the intersection to operate at LOS E.

   SH-44 and Ballantyne Road intersection is planned to be relocated and signalized by 2009. As a signalized intersection, the intersection would operate at LOS C at build out of Phase 1 during PM peak hour.

   At the proposed site accesses on Floating Feather Road, a left-turn lane is warranted on westbound approach. Left-turn from the site is projected to operate at LOS B during PM peak hour at build out of Phase 1.
Original Traffic Study Information:
Gary Funkhouser of Stanley Consultants prepared a Traffic Impact Study (TIS) for this application. This application was analyzed for 1,164 single family residential units, an 18-hole golf course, and an elementary school, with a projected build-out by 2015. Additional residential units could be added in the future with future applications. The TIS concludes and recommends the following:

- At build-cut by 2015, Legacy is projected to generate an external average daily traffic (ADT) of 9,124 vehicles per day (vpd) and an external PM peak hour of 901 vph.
- Site traffic distribution for external traffic:
  - 3% of the site traffic is projected north
  - 24% is projected south
  - 5% is projected west
  - 68% is projected east
- The intersection of SH-16/SH-44 is expected to operate at a LOS C with 2015 background plus site traffic.
- The intersection of SH-44/Palmer Road is expected to operate at a LOS D with 2015 background plus site traffic; with one leg operating at a LOS F.
- The intersection of SH-44/Linder Road is expected to operate at a LOS F with 2015 background plus site traffic.
- The intersection of SH-44 and Park Lane is expected to operate at a LOS E with 2015 background plus site traffic.
- The intersection of SH-44 and Ballantyne Road is expected to operate at a LOS F on some approaches.
- The intersection of SH-16 and Floating Feather Road is expected to operate at a LOS D or better on all approaches.
- The intersection of Floating Feather Road and Linder Road is expected to operate at a LOS E for the northbound approach, and better on all other approaches.
- The intersection of Floating Feather Road and Park Lane is expected to operate at a LOS B.
- At 2015, all offsite roadways within the vicinity of the site are projected to have sufficient capacity to absorb traffic growth and site traffic generated by Legacy. Widening for auxiliary lanes may be required at some intersections.
- At 2020, SH-44 is projected to require two through lanes in each direction between SH-16 and Ballantyne Road.
- A right-turn lane on westbound SH-44 will be required at the Palmer Road approach.
- Right-turn lanes will be required at the intersection of SH-44 and Linder Road on the eastbound, westbound and southbound approaches.
- A left-turn lane on the southbound SH-44/Park Lane intersection will be required.
- The Floating Feather Road/Linder Road intersection will require turn lanes.

2. **Linder Road**

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

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

**Applicant’s Proposal:** The applicant is proposing to dedicate a total of 48-feet of right-of-way from the centerline of Linder Road abutting the site. The applicant is proposing to construct a 5-foot wide detached sidewalk located within the 50-foot landscape buffer.

**Staff Comment/Recommendation:** With this phase of the development, there is 986-feet of frontage on Linder Road. The applicant should dedicate a total of 48-feet of right-of-way abutting
the site for Linder Road. The District will compensate the applicant for the dedicated right-of-way which is in addition to the existing ACHD right-of-way. The applicant will be required to construct a 5-foot wide detached concrete sidewalk located a minimum of 41-feet from the centerline of the roadway.

3. Floating Feather Road

Staff Comment/Recommendation: With this phase of the development, there is 1,117-feet of frontage on Floating Feather Road. Floating Feather Road east of SH 16 was recently re-classified from a collector roadway to a minor arterial roadway. On April 26, 2006, the ACHD commission directed staff to examine the potential need for a 5-lane roadway in this location. District staff gathered information from COMPASS and met to discuss the potential future needs of Floating Feather Road. The model runs that COMPASS has done in this area assume no connection of Floating Feather to SH 16 (if SH 16 does become on expressway, the interchange location would be spaced 2 miles apart at SH 44 and at Beacon Light). The modeling demonstrated that the average daily trips on Floating Feather would be between 8,000 and 12,000 vehicles per day. However, there is no definitive answer for the future configuration of SH 16, and the applicant is willing to preserve for a future 5-lane roadway abutting the site (48-feet of right-of-way from the centerline). The applicant can achieve the preservation of right-of-way by locating the sidewalk for Floating Feather Road abutting the site a minimum of 41-feet from the centerline and providing the District with an easement for public use of that sidewalk. The sidewalk should be a minimum 5-foot wide concrete sidewalk.

Re-alignment of Floating Feather: ACHD Commission did not take a final action on the original application because an agreement could not be made with the applicant regarding the re-alignment of Floating Feather Road. The re-alignment issues between the applicant and ACHD are currently unresolved. However, this first phase does not involve the portion of Floating Feather Road where the re-alignment needs to occur. Therefore, District staff still anticipates that further discussions will have to take place between ACHD and the applicant regarding the re-alignment of Floating Feather Road when future phases are proposed.

4. Floating Feather & Linder Road Intersection

The submitted TIS required turn lanes at the south, east, and west legs of the intersection and the installation of a 4-way STOP at the intersection of Floating Feather Road and Linder Road. District Traffic Services staff is not supportive of the installation of turn lanes with only a STOP controlled intersection. The District will require the applicant to install a four-way STOP with Phase 2 of this development (approximately the 484th residence). The traffic from this development warrants a signal at the intersection of Floating Feather and Linder Road with the development of Phase 3 (approximately the 1,000th residence). The applicant should coordinate the design and construction with District Traffic Services staff.

5. Linder Road & SH 44 Intersection

Based on the submitted TIS, improvements are warranted at this intersection, including the addition of right turn lanes on SH-44 and through lanes. ITD should determine when these improvements should be constructed. Intersection being rebuilt now 2013.

6. Internal Streets

Right-of-Way Policy: District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.
36-foot Street Section Policy: District policy 7204.4.2 states, "developments with any buildable lot that is less than 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

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.

Applicant Proposal (Internal streets): The applicant is proposing 36-foot street sections with curb, gutter, and 5-foot attached and detached sidewalks for the internal local public streets. The applicant is proposing three residential collector roadways: Signature Drive (Intersecting Floating Feather), PGA Boulevard, and Clay Court Way (Intersecting Floating Feather). Signature Drive is proposed to be constructed as a 36-foot section with vertical curb and gutter. Adjacent to the practice golf holes, Signature Drive is proposed to have only a pathway on the south side, and no sidewalk on the north side.

All of the streets are proposed to be public with the exception of the roadways in the southwest portion of the development to the east of the proposed driving range.

Staff Comment/Recommendation: The applicant's proposal for the internal local streets meets District policy. District staff is supportive of a modification of policy to allow only a pathway on the south side of Signature Drive adjacent to the practice golf holes. Due to the location of practice holes to the north of the residential collector, District staff believes it is appropriate to have only a pathway on the south side of the roadway.

7. Internal Private Streets
Policy: District policy 7205.6, other jurisdictions in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards.

Applicant Proposal: The applicant is proposing a network of private streets in the southwest portion of the development adjacent to the proposed driving range.

Staff Comment: ACHD does not make any assurances that the private roads, which are a part of this application, will be accepted as public roads if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

8. Connectivity and Stub Streets
Stub Street Policy: District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, "non-continuous streets." District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, except a temporary cul-de-sac will
not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

**Applicant Proposal:** The applicant is proposing to connect to one local stub street from the Eaglefield development to the south. The applicant is proposing to construct two new stub streets. The first stub street is to the south and is located approximately 500-feet west of Linder Road. The second stub is to the west, and is proposed as a residential collector stub street. It is located approximately 550-feet south of Floating Feather Road.

**Staff Comment:** As with the original application, the applicant is proposing very little connectivity with surrounding properties. When ACHD reviewed the preliminary plat for Eaglefield Subdivision located to the south of this site, the District originally required that Eaglefield provide a residential collector stub street to the Legacy property. However, at the request of the City of Eagle and the developers of Legacy, ACHD removed that condition. The developers of Legacy expressed concerns with a stub street to their property where the golf course was planned. Now, the golf course is no longer part of the application, and the opportunity for interconnectivity has been lost. When additional phases of this development are reviewed, District staff will review them for adequate connectivity to surrounding properties. For example, if the driving range does not come to fruition, District staff would require connectivity to the undeveloped properties to the south and west.

In addition to the two proposed stub streets, District staff will require that the applicant provide a stub street to the 10-acre parcel to the north of the site (owned by Thomas Ricks). During the technical review meeting, the applicant indicated that a stub would be provided from British Open Drive.

If the driving range, Academy, or private roads do not come to fruition within the development, ACHD will require that the applicant submit a revised site plan for the District to review. The applicant will be required to provide adequate public street connections and stub streets to the surrounding properties if any of the aforementioned features of the development do not come to be.

9. **Roadway Offsets**

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

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

**Applicant Proposal:** The applicant is proposing the main entrance roadway, Signature Drive, to intersect Floating Feather Road approximately 1,130 feet west of Linder Road. The applicant is proposing to another residential collector, Clay Court Way to intersect Floating Feather Road approximately 850-feet east of the west property line. The internal streets are all proposed to exceed District offset policy.

**Staff Comment/Recommendation:** The applicant's proposals meet District policy. Currently, the applicant is not proposing to construct an entrance street intersecting Linder Road. District staff discussed this situation with City of Eagle Planning staff. The City Planning staff indicated that future phases would have a connection to Linder Road, and that connection would be further south of the intersection of Floating Feather Road and Linder Road, which is more desirable. District staff will support a future connection to Linder Road that meets District offset policy.
10. **Alleys**

   **Alley Policy:** District policy 7204.10.1 requires the minimum right-of-way width for new alleys to be 16-feet if: the alley is abutted by residential uses and zoning on both sides; and building setbacks required by the land use agency having jurisdiction provide sufficient space for the safe backing of vehicles into the alley; and 20-feet in all other situations. Dedication of clear title to the right-of-way and the improvement of the right-of-way, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

   **Access Policy:** Access is allowed to and from a fully improved alley (District policy 7204.10.2). Parking shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking. An access to an alley shall be located a minimum of 25-feet from the nearest public street.

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

   **Design Policy:** District policy 7202.6 states that alleys shall connect to a public street at each end and shall not terminate in dead-ends. Alleys with curves are not allowed without specific District approval taken on good cause shown. Curves shall have a minimum inside radius of 26-feet.

   **Applicant Proposal:** The applicant has proposed one north-south alley (intersecting Gold Medal and Olympic Streets in Block 2 & 3) within the development. The alley is designed to intersect public streets at each end, and the alley does not have curves.

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

11. **Tree Planter Widths**

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

12. **Turnarounds and Knuckles**

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

   **Applicant Proposal:** The applicant has proposed eight turnarounds with center landscape islands.

   **Staff Comment/Recommendation:** The applicant will be required to maintain a 29-foot street section around the center islands.

13. **Commission Hearing & Subsequent Staff Meeting**

On April 26, 2006, the ACHD Commission remanded this application back to staff to more fully explore the right-of-way needs for Floating Feather Road and to establish conditions require the location of future stub streets. The Commission wanted contingency conditions that if the driving
range and/or the Academy did not come to fruition that the applicant be required to provide stub streets to the surrounding properties.

On May 12, 2006, District staff met with the applicant’s representative to discuss possible stub street locations and the right-of-way needs for Floating Feather Road. The representative agreed to a condition regarding the adequate provision of stub streets if the driving range and/or the Academy do not come to be. The applicant’s representative also suggested that stub streets be required if the City of Eagle did not approve the private roads located adjacent to the driving range. The representative also stated a willingness to preserve right-of-way on Floating Feather sufficient for a 5-lane roadway.

14. **Other Access**

Floating Feather Road and Linder Road are classified as minor arterial 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.

C. **Site Specific Conditions of Approval**

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

2. Construct a 5-foot wide detached concrete sidewalk abutting the site on Linder Road. The sidewalk shall be located a minimum of 41-feet from the centerline of the roadway.

3. Construct a 5-foot wide detached concrete sidewalk abutting the site on Floating Feather Road. The sidewalk shall be located a minimum of 41-feet from the centerline of the roadway. Provide an easement for public use of the sidewalk that is located outside of the right-of-way.

4. Based on the submitted TIS, improvements are warranted at the intersection of Linder Road and SH 44, including the addition of right turn lanes on SH-44 and through lanes. The applicant should coordinate with ITD to determine when these improvements should be constructed.

5. Construct the internal local streets as 36-foot street sections with curb, gutter, and 5-foot attached and detached sidewalks within 50-feet of right-of-way.

6. Construct the three residential collector roadways: Signature Drive (intersecting Floating Feather), PGA Boulevard, and Clay Court Way (intersecting Floating Feather) as 36-foot street sections with vertical curb, gutter, and 5-foot detached (or attached) concrete sidewalks. Adjacent to the practice golf holes, Signature Drive may be constructed with only a pathway on the south side of the roadway, and no sidewalk on the north side.

7. Maintain a minimum of a 21-foot street section on either side of proposed center islands. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this are required on the final plat. The design shall be reviewed and approved by ACHD’s Development staff.
8. Construct the main entrance roadway, Signature Drive, to intersect Floating Feather Road approximately 1,130 feet west of Linder Road.

9. Construct an entrance street, Clay Court Way, to intersect Floating Feather Road approximately 850-feet east of the west property line.

10. Construct a network of private streets in the southwest portion of the development adjacent to the proposed driving range. ACHD does not make any assurances that the private roads, which are a part of this application, will be accepted as public roads if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

11. Extend/connect to the local stub street from the Eaglefield Subdivision development to the south.

12. Construct three new stub streets as identified below. Install a sign at the terminus of each roadway stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." If the stub streets are greater than 150-feet in length provide a temporary turnaround at the terminus of the roadway.
   - A local stub street to the south, located approximately 500-feet west of Linder Road (measured centerline to centerline).
   - A residential collector stub street to the west, located approximately 550-feet south of Floating Feather Road (measured centerline to centerline).
   - A local stub street to the north to the undeveloped 10-acre parcel (owned by Thomas Ricks).

13. If the driving range, Academy and/or the private street network do not come to fruition within the development, the applicant shall submit a revised site plan to the District that demonstrates the provision of adequate public street facilities and stub streets to the surrounding properties.

14. Construct one north-south alley (intersecting Gold Medal and Olympic Streets in Block 2 & 3) within the development, as proposed. The alley shall comply with the following policies:
   - Minimum right-of-way width is to be 16-feet.
   - Access is allowed to and from a fully improved alley (District policy 7204.10.2). Parking shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking.
   - An access to an alley shall be located a minimum of 25-feet from the nearest public street.
   - A minimum of back-of-curb radius of 15-feet is required at all alley intersections.

15. Construct eight turnarounds with center landscape islands, as proposed. Provide a 29-foot street section around the center islands. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this are required on the final plat. The design should be reviewed and approved by ACHD's Development staff.

16. Other than the access specifically approved with this application, direct lot access to Floating Feather Road and Linder Road is prohibited and shall be noted on the final plat.

17. Comply with all Standard Conditions of Approval.

**D. Standard Conditions of Approval**

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.
2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.

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

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

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

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

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

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

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

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

11. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-800-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

12. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

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

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.