October 17, 2013

To: ACHD Commission
From: Development Review Section
Kaci Bader
Subject: Final Plat: Greyhawk Subdivision No. 2
Meeting Date: October 23, 2013

FACTS & FINDINGS:
1. Greyhawk Subdivision No. 2 is a 16 buildable and 2 common lot residential subdivision on 4.63 acres. This site is located south of E. Hubbard Road, west of N. Kuna Meridian Road.

2. The applicant is Jerry M. Hess and the principal for the applicant is Jerry M. Hess.

3. The preliminary plat was approved on September 5, 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 $264,800 in the form of a letter of credit from Idaho Independent 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 Greyhawk Subdivision No. 2 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

Know all men by these presents: That Jerry M. Hess a married man, as his sole and separate property, is the owner of the property described as follows:

A portion of the West 1/2 of the NE 1/4 of Section 13, T.2N., R.1W., B.M., Kuna, Ada County, Idaho, more particularly described as follows: Commencing at the North 1/4 corner of said Section 13, from which the Northwest corner of said section bears North 88°53'13" West, 2642.77 feet; Thence along the West boundary of Greyhawk Subdivision No. 1, as same is recorded in Book 99 of Plats at Page 12854, records of Ada County, Idaho, South 00°11'49" West, 976.39 feet to the Southwest corner of said subdivision, said point being the REAL POINT OF BEGINNING.

Thence along the southerly boundary of said subdivision South 89°48'11" East, 492.34 feet;

Thence South 63°06'16" East, 262.23 feet;

Thence departing said southerly boundary South 26°53'44" West, 155.00 feet;

Thence North 63°06'16" West, 17.34 feet;

Thence South 26°53'44" West, 145.00 feet;

Thence North 63°06'16" West, 173.70 feet;

Thence North 89°48'11" West, 204.15 feet;

Thence North 87°30'45" West, 50.04 feet;

Thence North 44°48'11" West, 18.38 feet;

Thence North 89°48'11" West, 82.00 feet;

Thence 47.12 feet along the arc of a curve to the left, having a radius of 30.00 feet, a central angle of 90°00'00", and a long chord bearing South 45°11'49" West, 42.43 feet;

Thence North 89°48'11" West, 42.00 feet to a point on the North-South mid-section line of said Section 13;

Thence along said North-South mid-section North 00°11'49" East, 315.00 feet to the Point of Beginning. Containing 4.63 acres, more or less.

It is the intention of the undersigned to hereby include the above described property in this plat and to dedicate to the public, the public streets as shown on this plat. The easements as shown on this plat are not dedicated to the public. However, the right to use said easements is hereby perpetually reserved for public utilities and such other uses as designated within this plat, and no permanent structures are to be erected within the lines of said easements. All lots in this plat will be eligible to receive water service from an existing City of Kuna main line located adjacent to the subject subdivision, and the City of Kuna has agreed in writing to serve all the lots in this subdivision.

Jerry M. Hess

CERTIFICATE OF SURVEYOR

I, Gregory G. Carter, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that this plat as described in the "Certificate of Owners" was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points platted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

Gregory G. Carter
P.L.S. No. 7729

ACKNOWLEDGMENT

State of Idaho

County of Ada

On this 1st day of October, 2033, before me, the undersigned, a Notary Public in and for said State, personally appeared Jerry M. Hess, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

10/14/13

My commission expires

Notary Public in

Residing in

Boise, Idaho

Bailey Engineering, Inc.
Civil Engineering | Planning | CADD
401 W. Becas Lane
Boise, ID 83716
www.baileyengineers.com

SHEET 2 OF 3
GREYHAWK SUBDIVISION NO. 2

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 ____________, 20____.

Chairman ACHD

APPROVAL OF CITY ENGINEER

I, Gordon Law, the City Engineer in and for the City of Kuna, Ada County, Idaho, on this day ____________, hereby approve this plat.

City Engineer Date

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk in and for the City of Kuna, Ada County, Idaho, hereby certify that at a regular meeting of the City Council held on the ______ day of ____________, 20____, this plat was duly accepted and approved.

City Clerk, Kuna, Idaho

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, County Surveyor in and for Ada County, Idaho, do 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 COUNTY TREASURER

I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I.C.50-1308 do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Date County Treasurer

COUNTY RECORDER'S CERTIFICATE

State of Idaho )
) ss.
County of Ada )

I hereby certify that this instrument was filed for record at the request of _____________ at ______ Minutes past ______ O'clock ______ M. on this ______ day of ____________, 20____, in Book ______ of plats at Pages ________.

Instrument No. _____________

Deputy Ex-Officio Recorder
Project/File: Greyhawk – K06-S/K06-04-ZC
This is a preliminary plat application for 335 single-family lots on 80.18 acres.

Lead Agency: City of Kuna

Site address: South of Hubbard, ½ miles east of Linder

Staff Level Approval: September 5, 2006

Applicant: Providence Development Group
701 S. Allen Street, Suite 104
Meridian, ID 83642

Representative: Bailey Engineering, Kent Brown
1500 E. Iron Eagle
Eagle, ID 83616

Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achd.ada.id.us

Tech Review: September 1, 2006

Application Information:
Acreage: 80.18
Current Zoning: A
Proposed Zoning: R-6
Residential Units: 335-single family lots
Common Lots: 18

A. Findings of Fact

Existing Conditions

1. Site Information: The site is currently consists of one residential dwelling unit and agricultural land.

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>Agricultural</td>
<td>RR—Ada County</td>
</tr>
<tr>
<td>South</td>
<td>Agricultural &amp; Single-family residential</td>
<td>RUT—Ada County and R-6--City of Kuna</td>
</tr>
<tr>
<td>East</td>
<td>Agricultural</td>
<td>RR—Ada County</td>
</tr>
</tbody>
</table>
3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site**
   - Hubbard Road is currently improved with 2 traffic lanes, and no curb gutter or sidewalk abutting the site. There is 50-feet of right-of-way existing for Hubbard Road (25-feet from centerline).
   - Linder Road is currently improved with 2 traffic lanes, and no curb, gutter or sidewalk. There is between 50 and 70-feet of right-of-way existing for Linder Road.
   - Deer Flat Road currently has two travel lanes and no curb, gutter, or sidewalk. There is between 50 and 96-feet of right-of-way existing for Deer Flat Road.
   - Meridian-Kuna (SH 69) has four travel lanes and a center turn lane with no curb, gutter or sidewalk. Meridian-Kuna (SH 69) is under the jurisdiction of the Idaho Transportation Department and has approximately 125-feet of right-of-way.

4. **Existing Access:** There are two defined access points to this property off of Hubbard Road.

5. **Site History:** ACHD has previously reviewed this site for a preliminary plat application as Durango in 2002, and Durango South in 2004.

### Development Impacts

6. **Trip Generation:** This development is estimated to generate 3,034 additional vehicle trips per day based on the submitted traffic impact study.

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

8. **Impacted Roadways:**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service*</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hubbard</td>
<td>1330'</td>
<td>Minor Arterial</td>
<td>2,032 east of Linder on 9/30/04</td>
<td>Better than &quot;C&quot;</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Linder</td>
<td>None</td>
<td>Minor Arterial</td>
<td>1,384 south of Columbia on 12/13/05</td>
<td>Better than &quot;C&quot;</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Deer Flat</td>
<td>None</td>
<td>Minor Arterial</td>
<td>6,608 west of SH 69 on 4/21/05</td>
<td>Better than &quot;C&quot;</td>
<td>35 MPH</td>
</tr>
<tr>
<td>Ardell</td>
<td>None (Will have 1,304 feet after construction)</td>
<td>Collector</td>
<td>No counts available</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Meridian-Kuna (SH 69)</td>
<td>None</td>
<td>Principal Arterial</td>
<td>12,350 north of Deer Flat on 5/20/03, 13,027 north of Hubbard on 5/2/02</td>
<td>Better than &quot;C&quot;</td>
<td>55 MPH</td>
</tr>
<tr>
<td>Kay Avenue</td>
<td>None (Will have 2,620 feet after construction)</td>
<td>Collector</td>
<td>No Counts available</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>
*Acceptable level of service for a two lane collector roadway is “D” (9,500 VTD).
*Acceptable level of service for a two lane arterial roadway is “D” (14,000 VTD).
*Acceptable level of service for a five lane arterial roadway is “D” (33,000 VTD).

9. Capital Improvements Plan/Five Year Work Program
There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program. The following improvements are scheduled in the District’s Capital Improvements Plan (CiP):
- Deer Flat Road between Linder and Meridian is scheduled to be widened to 3-lanes in 2006.
- The Deer Flat/Linder Intersection is scheduled to be widened to 3-lanes on all legs and to be signalized in 11 to 20 years.
- The Hubbard/Meridian Intersection is schedule to be widened to 5-lanes on the north/south legs and widened to 4-lanes on the east/west legs, and to be signalized in 6-10 year.

B. Findings for Consideration

1. Traffic Study
A traffic impact study for Gray Hawk Subdivision was prepared by Washington Group International, below is a summary of their findings.

- This report is a reconstruction of the original traffic report (south portion of Durango Springs) prepared in September 2003. The original data have been updated to reflect current (2006) traffic counts and roadway conditions.

- The proposed development is projected to generate an average daily traffic (ADT) of 3,034 vehicle trips per day (vpd), of which the peak hour traffic (PHT) is only 320 vehicles per hour (vph).

- As a result of the site build out, traffic on the vicinity roadways is expected to increase. Traffic north of Lake Hazel Road may increase 1,457 vpd, north of Columbia Road may increase by 1,581 vpd, north of Deer Flat Road my increase by 173 vpd, south of Deer Flat Road may increase by 87 vpd. Traffic on Columbia Road east of Highway 69 may increase by 280 vpd. Traffic on Deer Flat west of Highway 69 may increase by 35 vpd.

- The intersection of Highway 69 and Lake Hazel Road is a two-way stop-controlled intersection. The WB and EB approaches are currently operating at LOS F. Improvements to the intersection are warranted to accommodate the background and build-out conditions.

- The Highway 69/Lake Hazel Road intersection meets the peak hour signal warrant under the existing conditions. If the Highway 69 and Lake Hazel Road intersection is signalized, the intersection will operate under capacity at background and build-out conditions for the PM peak hour.

- The intersection of Highway 69 and Columbia Road is a two-way stop-controlled intersection. WB and EB approaches are currently operating at LOS F. Improvements to the intersection are warranted to accommodate the background conditions.

- The Highway 69/Columbia intersection meets the peak hour signal warrant under the existing conditions. If the Highway 69 and Columbia Road intersection is signalized, the intersection will operate under capacity at background and build-out conditions for the PM peak hour.
• The intersection of Highway 69 and Hubbard Road is a two-way stop-controlled intersection. EB and WB approaches are currently operating at LOS F. Improvements to the intersection are warranted to accommodate the build-out conditions.

• The highway 69/Hubbard intersection meets the peak hour signal warrant by the year 2011 with the Gray Hawk project. If the Highway 69 and Hubbard Road intersection is signalized, the intersection will operate at under capacity at build-out conditions for the PM peak hour.

• The intersection of Highway 69 and Deer Flat Road is currently a two-way stop controlled intersection. The signal scheduled to be operations on Friday, July 25, 2006. The Deer Flat roadway is closed for a three-week period prior to the new signal operation. The capacity analyses are based upon the conditions under the existing two-way stop control. The EB and WB approaches are currently operating at LOS F. Improvements to the intersection are warranted to accommodate the existing and background conditions.

• The intersection of Linder Road and Deer Flat Road is a two-way stop-controlled intersection. The EB and WB approaches are currently operating at LOS F. Improvements to the intersection are warranted to accommodate the background conditions.

• The Linder/Deer Flat intersection meets peak hour signal warrant by the year 2011 with the Gray Hawk project. If the Linder Road and Deer Flat Road intersection is signalized, the intersection will operate at under capacity at background and build-out conditions for the PM peak hour.

• The intersection of Linder Road and Hubbard Road is a two-way stop controlled intersection. The EB and WB approaches are currently operating at LOS E, and are projected to be operating at LOS F for background and build-out conditions. Improvements to the intersection are not warranted to accommodate the background conditions.

• Highway 69 will have adequate capacity between Deer Flat Road and Overland Road to handle traffic projections at build out.

• Lake Hazel, Columbia, Hubbard, and Deer Flat Roads have adequate existing capacity between arterial intersections to handle the traffic projections at build-out.

The following are principal recommendations of the study:

• The Highway 69/Lake Hazel intersection is over capacity under the existing conditions. The Highway 69/Lake Hazel intersection meets the peak hour signal warrant at the background 2011 volumes. Signalization of the intersection by ITD/ACHD will result in an acceptable level of service. The signalized intersection can accommodate the generated site traffic volumes.

• The Highway 69/Columbia Road intersection is over capacity under the existing conditions. The Highway 69/Columbia intersection meets the peak hour signal warrant at the background 2011 volumes. Signalization of the intersection by ITD/ACHD will result in an acceptable level of service. The signalized intersection can accommodate the generated site traffic volumes.

• The highway 69/Hubbard Road intersection is over capacity under the existing conditions. The Highway 69/Hubbard intersection meets the peak hour signal warrant by year 2011 with the Gray Hawk project. Signalization by the developer of the intersection will result in an acceptable level of service.

• The Linder/Deer Flat Road intersection is over capacity at the projected 2011 background conditions. The Linder/Deer Flat intersection meets the peak hour signal warrant at the background
volumes. Signalization of the intersection by ITD/ACHD will result in an acceptable level of service. The signalized intersection can accommodate the generated site traffic volumes.

- The highway 69/Deer Flat Road intersection is over capacity at the existing and projected 2011 background conditions. The highway 69/Deer Flat intersection meets the peak hour signal warrants under existing traffic volumes. Signalization of the intersection by ITD/ACHD is currently in progress. The signal is scheduled for operation during early August 2006. The planned signalized intersection can accommodate the generated site traffic volumes.

- Compliance of peak hour signal warrants does not automatically justify a signal installation. A detailed signal warrant analysis will be needed when the projected traffic volumes are reached before installing a signal.

- All internal streets are planned for front-on-housing should have daily traffic projections less than 1000 vpd. Several collectors within the development have volumes greater than 1000 vpd however; these areas do not have planned front-on-housing.

- The volumes entering and exiting the north site access on Hubbard Road warrant the construction of westbound right-turn lane and an eastbound left-turn lane. The volumes entering and exiting the south site access on Hubbard Road warrant the construction of a westbound left-turn lane.

- Both site approaches to Kay Avenue south of Hubbard Road meet the warrant for a southbound left-turn lane.

- Cost for any improvements (such as widening, signalization etc) at major intersection should be shared by Gray Hawk based on the composition of the intersection traffic at selected intersection. The proportionate share traffic at some selected intersection at build out are shown below.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>2011 Background Traffic</th>
<th>2011 Gray Hawk Site Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 69/ Overland</td>
<td>97%</td>
<td>3%</td>
</tr>
<tr>
<td>Highway 69/ Lake Hazel</td>
<td>92%</td>
<td>8%</td>
</tr>
<tr>
<td>Highway 69/ Columbia</td>
<td>91%</td>
<td>9%</td>
</tr>
<tr>
<td>Highway 69/ Hubbard</td>
<td>88%</td>
<td>12%</td>
</tr>
<tr>
<td>Highway 69/Deer Flat</td>
<td>99%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Staff Comment/Recommendation:

2. **Hubbard 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.

**Street Section Policy:** District policy 72-F3 requires arterial roadways to be constructed as a 72-foot street section with curb, gutter and 5-foot detached (or 7-foot attached) concrete sidewalk within 96-feet of right-of-way with parking prohibited on both sides of the

**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 has proposed to construct Hubbard Road as a 36-foot street section within 50-feet of right-of-way.

Staff Comment/Recommendation: Due to the fact that Hubbard Road does not extend beyond Black Cat Road to the west and is identified for a three mile stretch as a minor arterial roadway, the District recommends that it be a 3-lane minor arterial with bike lanes. Therefore, District policy requires 70-feet of right-of-way on (Figure 72-F1B). This right-of-way width allows for the construction of a 3-lane roadway with curb, gutter, 5-foot wide detached sidewalks and bike lanes. This recommendation is consistent with previous District action for other subdivision abutting Hubbard Road. There is currently 25-feet of right-of-way for Hubbard Road abutting the site; 10 additional feet of right-of-way will be required to be dedicated with this application. Additionally, the applicant will be required to construct a minimum 5-foot concrete sidewalk located a minimum of 28-feet from the centerline of the right-of-way. Because Hubbard Road is classified as an arterial roadway it is impact fee eligible and will be fully improved when the roadway is widened in the future. At this time the applicant will not be required to construct curb or gutter abutting the site. If the applicant chooses, they can enter into a license agreement with the District for landscaping within the right-of-way.

3. Ardell Street

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.

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).

Half Street Section Policy: District policy 7203.4.2 states "if a proposed development abuts an unpaved street or streets the developer shall construct one-half of the full street improvements, including curb, gutter and concrete sidewalk plus additional pavement widening beyond the centerline established for the street to provide a minimum 24-feet wide paved surface. A 3-foot wide gravel shoulder and a drainage swale sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. This street section shall be constructed within a minimum 40-foot right-of-way."

Applicant's Proposal: The applicant has proposed to construct Ardell Street along the site's south boundary as a half street section within 42-feet of right-of-way.

Staff Comment/Recommendation: The applicant will be required to construct one-half of the full street improvements, including curb, gutter and 7-foot attached or 5-foot detached concrete sidewalk plus additional pavement widening beyond the centerline established for the street to provide a minimum 24-feet wide paved surface. A 3-foot wide gravel shoulder and a drainage swale sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. This street section shall be constructed within a minimum 40-foot right-of-way. The half-street section should continue the entire length of the property abutting the site. The applicant will be required to install a barricade at east end of the roadway until the half-street section is continued with development.
4. **Kay Avenue**  
**Residential Collector Street Section Policy:** District policy 72-F1A, 7202.3.2 and 7202.3.5, requires that residential collectors be constructed as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalks with no front-on housing. The access restrictions for these street segments should be stated on the final plat. Unless otherwise noted, parking should be prohibited on these street segments. Coordinate the signage Program with District staff.

**Half- Street Section Policy:** District policy 7203.4.2 states "if a proposed development abuts an unpaved street or streets the developer shall construct one-half of the full street improvements, including curb, gutter and concrete sidewalk plus additional pavement widening beyond the centerline established for the street to provide a minimum 24-feet wide paved surface. A 3-foot wide gravel shoulder and a drainage swale sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. This street section shall be constructed within a minimum 40-foot right-of-way."

**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 has proposed to construct Kay Avenue as a half street section within 42-feet of right-of-way.

**Staff Comment/Recommendation:** The applicant will be required to construct one-half of the full street improvements, including curb, gutter and 7-foot attached or 5-foot detached concrete sidewalk plus additional pavement widening beyond the centerline established for the street to provide a minimum 24-feet wide paved surface. A 3-foot wide gravel shoulder and a drainage swale sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Additionally, the applicant will be required to barricade the south end of the roadway until the road is continued south to Deer Flat Road. Kay Road is proposed to be extended to Hubbard Road from the north with Timbermist Subdivision. Coordinate the alignment of the Kay Avenue at the Hubbard Road intersection with Grizzly Land Co. LLC.

5. **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 that 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

**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 to construct the internal streets as a 36-foot street section with rolled curb, gutter, and 5-foot attached concrete sidewalks. The
applicant has also proposed one entrance roadway Williamson Street off of Hubbard Road with a center landscape island. The applicant has proposed a 21-foot street section on each side of the center landscape island.

**Staff Comment/Recommendation:** The applicant's proposals meet District policy and should be approved with this application.

6. **Tree Planters**

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

7. **Stub Streets**

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

**Applicant Proposal:** The applicant has proposed three stub streets to the east. The stub streets are proposed to be located as follows:

- First stub street to the east, E. Makay Street, is proposed to be located 580-feet south of north property line (property line to centerline).
- Second stub street to the east, E. Polk Street, is proposed to be located 1,420-feet south of the north property line (measured property line to centerline).
- Third stub street to the east, E. Celtic Street, is proposed to be located 640-feet north of the south property line (measured property line to centerline).

**Staff Comment/Recommendation:** The applicant’s proposed stub street locations meet District policy and should be approved with this application.

8. **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 has proposed one roadway to intersect Hubbard Road, Williamson Street, approximately 700-feet east of the west property line (measured property line to centerline). The applicant has proposed one roadway to intersect Ardell Street, Williamson Street, approximately 620-feet east of the west property line (measured property line to centerline). The applicant has proposed to construct three roadways to intersect Kay Avenue, the first, E. Makay Street, approximately 480-feet south of the north property line (measured property line to center line). The second, E. Polk Street, approximately 1,200-feet south of the north property line.
(measured property line to centerline). The third, E. Celtic Street, approximately 520-feet north of the south property line (measured property line to centerline).

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

Based on the submitted traffic impact study, the applicant will be required to construct a westbound right turn lane and an eastbound left turn lane on the main entrance road (Williamson Street) intersecting Hubbard Road. Southbound left turn lanes will be required on two roadways intersecting Kay Avenue (E. Makay Street and E. Polk Street).

9. **Other Access**
Hubbard Road is classified as minor arterial roadway, Kay Avenue and Ardell Street are classified as 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.

**C. Site Specific Conditions of Approval**

1. **Dedicate** a total of 35-feet of right-of-way from the centerline of Hubbard Road abutting the site. Construct a 5-foot concrete sidewalk a minimum of 28-feet from the centerline of Hubbard Road in its ultimate location abutting the side.

2. **Construct** Ardell Street as one-half street section with curb, gutter, and concrete sidewalk on the north side of the roadway, a minimum 24-foot of pavement, a 3-foot wide gravel shoulder and a drainage swale on the south side of the roadway within 40-feet of right-of-way. Place a barricade at the east end of the improved roadway.

3. **Construct** Kay Avenue as one-half street section with curb, gutter, and concrete sidewalk on the east side of the roadway, a minimum 24-feet of pavement, a 3-foot wide gravel shoulder, and a drainage swale on the west side of the roadway within 40-feet of right-of-way. Coordinate the alignment of Kay Avenue to the north at the Hubbard intersection with Grizzly Land Co. LLC. Place a barricade at the south end of the improved roadway.

4. **Construct** the internal streets as 36-foot street section with curb, gutter, and 5-foot concrete sidewalk within 50-feet of right-of-way.

5. **Construct** one center landscape island as proposed on Williamson Street.

6. **Provide** 21-foot street sections on each side of the proposed center islands. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat shall 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.

7. **Construct** stub streets to the surrounding properties as identified below. Install a sign at the terminus of each roadway stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”
   - First stub street to the east, E. Makay Street, is proposed to be located 580-feet south of north property line (property line to centerline).
   - Second stub street to the east, E. Polk Street, is proposed to be located 1,420-feet south of the north property line (measured property line to centerline).
• Third stub street to the east, E. Celtic Street, is proposed to be located 640-feet north of the south property line (measured property line to centerline).

8. Construct one roadway, Williamson Street, to intersect Hubbard Road, approximately 700-feet east of the west property line (measured property line to centerline). Construct a westbound right turn lane and a eastbound left turn lane on Williamson Street.

9. Construct one roadway, Williamson Street, to intersect Ardell Street, approximately 620-feet east of the west property line (measured property line to centerline), as proposed.

10. Construct three roadways to intersect Kay Avenue, the first, E. Makay Street, approximately 480-feet south of the north property line (measured property line to center line). The second, E. Polk Street, approximately 1,200-feet south of the north property line (measured property line to centerline). The third, E. Celtic Street, approximately 520-feet north of the south property line (measured property line to centerline). Construct southbound left turn lanes on E. Makay Street, and E. Polk Street.

11. Other than the access specifically approved with this application, direct lot access is prohibited to Hubbard Road, Kay Avenue, and Ardell Street and shall be noted on the final plat.


D. Standard Conditions of Approval

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

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

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

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

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

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

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

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

9. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.
10. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #200, also known as Ada County Highway District Road Impact Fee Ordinance.

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

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

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

E. Conclusions of Law

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

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

Attachments
1. Vicinity Map
2. Site Plan
3. Request for Reconsideration Guidelines OR Appeal Guidelines
4. Development Process Checklist
Development Process Checklist

☒ Submit a development application to a City or to the County

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

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

☒ The Planning Review Division will do one of the following:

☐ Send a “No Review” letter to the applicant stating that there are no site specific requirements at this time.

☐ Send a “Comply With” letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.

☒ Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☐ Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

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

☐ For ALL development applications, including those receiving a “No Review” or “Comply With” letter:

- The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the Development Review Division for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee calculation.)

- The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

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

DID YOU REMEMBER:

Construction (Zone)

☐ Driveway or Property Approach(s)

☐ Submit a “Driveway Approach Request” form to Ada County Highway District (ACHD) Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way

☐ Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:

- Traffic Control Plan
- An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ Sediment & Erosion Submittal

☐ At least one week prior to setting up a Pre-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction – Subdivision to be reviewed and approved by the ACHD Drainage Division.

☐ Idaho Power Company

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

☐ Final Approval from Development Services

ACHD Construction – Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.
Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the ROWDS Manager when it is alleged that the ROWDS Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary of Highway Systems, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. Time to Reply: The ROWDS Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the ROWDS Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.