To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Biltmore Estates Subdivision No.1
Project Number: SUBP14-00176
Meeting Date: February 18, 2015

FACTS & FINDINGS:
1. Biltmore Estates Subdivision No.1 is a 29 buildable and 6 common lot residential subdivision on 11.08 acres. This site is located southwest of the intersection of S. Meridian Road and W. Victory Road.

2. The applicant is Oakwood Estates, LLC and the principal for the applicant is Lee Centers, Manager.

3. The preliminary plat was approved on April 23, 2014.

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 $691,200.00 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 Biltmore Estates Subdivision No.1 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
BILTMORE ESTATES SUBDIVISION NO. 1

VICINITY MAP

1" = 800'

LOCATED IN SECTION 25, T. 3N., R.1W., B.M.
ADA COUNTY, IDAHO
**Project/File:** Biltmore Estates Subdivision

This is a preliminary plat application for 159 single family building lots and 12 common lots on 56.19 acres. The site is located south of Victory Road and west of Meridian Road in Meridian, Idaho. The application and layout is in conformance with all ACHD policies.

**Lead Agency:** City of Meridian

**Site address:** South of Victory Road/West of Meridian Road

**Commission Hearing:** April 23, 2014

**Regular Agenda**

**Commission Approval:** April 23, 2014

**Applicant:** Lee Centers
L.C. Development, Inc.
PO Box 518
Meridian, ID 83642

**Representative:** Becky McKay
Engineering Solutions, LLP
1029 N. Rosario Street, STE 100
Meridian, ID 83642

**Staff Contact:** Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achdidaho.org

**A. Findings of Fact**

1. **Description of Application:** The applicant is requesting preliminary plat approval for 159 single family building lots and 12 common lots on 56.19 acres. The site is located south of Victory Road and west of Meridian Road (SH-69) in Meridian, Idaho. The applicant’s proposal is consistent with the City of Meridian’s Comprehensive Plan.

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

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Single family residential</td>
<td>R-4</td>
</tr>
<tr>
<td>South</td>
<td>Rural urban transitional</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Single family residential</td>
<td>R-6</td>
</tr>
<tr>
<td>West</td>
<td>Rural urban transitional</td>
<td>RUT</td>
</tr>
</tbody>
</table>
3. **Site History**: ACHD has not previously reviewed this site for a development application.

4. **Adjacent Development**: The following developments are pending or underway in the vicinity of the site:
   - Revolution Ridge Subdivision, consisting of 64 single-family residential lots and 5 common lots on 19.7-acres is located directly north of the site and was approved by the ACHD Commission on March 26, 2014.

5. **Transit**: Transit services are not available to serve this site.

6. **New Center Lane Miles**: This development will add 1.92 new centerline miles of road.

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. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP)**:
   - Victory Road is scheduled in the Integrated Five Year Work Plan to be reclaimed between McDermott Road and Meridian Road in 2016.
   - Victory Road and Bridge #292, 500-feet west of Ten Mile Road is scheduled in the Integrated Five Year Work Plan to be replaced/widened in 2016.
   - Victory Road and Bridge #296, ¼ mile east of Locust Grove Road is scheduled in the Integrated Five Year Work Plan to be replaced/widened in 2018.
   - Victory Road is listed in the Capital Improvements Plan to be widened to 3-lanes from Linder Road to Meridian Road between 2022 and 2026.
   - The intersection of Victory Road and Linder Road is listed in the Capital Improvements Plan to be widened to 6-lanes on the north leg, 5-lanes on the south, 4-lanes east, and 3-lanes on the west leg, and signalized between 2017 and 2021.

B. **Traffic Findings for Consideration**

1. **Trip Generation**: This development is estimated to generate 1,514 vehicle trips per day; 159 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**
   *Six Mile Engineering* prepared a traffic impact study for the proposed Biltmore Subdivision. Below is an executive summary of the findings as presented by *Six Mile Engineering*. The following executive 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. ACHD staff comments on the submitted traffic impact study can be found below under staff comments.

   **Report Summary**

   This study was prepared in compliance with the Ada County Highway District (ACHD’s) requirements for Traffic Impact Studies listed in Section 7106 of the current ACHD Policy Manual. It evaluates the traffic impacts generated by the proposed Biltmore Estates Subdivision. An Initial Meeting was not held with ACHD for this study; however, the study area, scope and analysis requirements were verified ACHD. The study’s principal findings and recommendations are summarized below.

   **Proposed Development**
1. The Biltmore Estates Subdivision is a proposed 56.19 acre residential development located west of Meridian Road between Victory and Harris Street within the Meridian City limits in Ada County. The site is currently undeveloped and zoned as Medium Density Residential. The proposed land uses consists of:
   • 159 single-family dwelling units
2. The preliminary site plan shows six phases proposed for the development. This traffic impact study consolidates the six phases into the major phases:
   • Phase 1 constructs the following land uses by 2016:
     o 82 single-family dwelling units
   • Phase 2 constructs the following land uses by 2018:
     o 77 single-family dwelling units
3. Harris Street and Kentucky Way are proposed to be extended to provide site access and connectivity to the roadway system for the development. According to the South Meridian Transportation Plan future roadway network, Harris Street is planned to be extended to Linder Road and Kentucky Way extended to Amity Road. The proposed Harris Street and Kentucky Way intersection should be located in accordance with the plan’s vision.

**Proposed Mitigation for Existing Traffic**

4. For the existing traffic conditions analyzed with the existing roadway lane configurations, all study area roadways meet ACHD’s minimum operational thresholds. As a result, no roadway improvements are needed to mitigate the existing traffic.

5. For the existing traffic conditions analyzed with the existing intersection control and lane configurations, all study area intersections meet ACHD’s minimum operational thresholds. One intersection is expected to meet turn lane warrants based on Idaho Transportation Department (ITD) guidelines: Harris Street and Meridian Road intersection. The following intersection improvements are needed to mitigate the existing traffic at the Harris Street and Meridian Road intersection:
   • Right-turn lane on southbound approach

**Proposed Mitigation for 2016 (Phase 1) Background Traffic**

6. For the 2016 background traffic conditions analyzed with the existing roadway lane configurations, all study area roadways meet ACHD’s minimum operations thresholds. As a result, no roadway improvements are needed to mitigate the 2016 background traffic.

7. For the 2016 background traffic conditions analyzed with the existing intersection control and lane configurations, or with the preceding improvements, all study intersection meet ACHD’s minimum operational thresholds. No intersection improvements beyond those identified for the preceding mitigation are needed to mitigate the 2016 background traffic.

**Proposed Mitigation for 2016 (Phase 1) Site Plus Background Traffic**

8. For the 2016 site plus background traffic conditions analyzed with the existing roadway lane configurations, all study area roadways meet ACHD’s minimum operational thresholds. As a result, no roadway improvements are needed to mitigate the 2016 site plus background traffic.

9. For the 2016 site plus background traffic conditions analyzed with the existing intersection control and land configurations, or with the preceding mitigation improvements, all study area intersections are expected to meet ACHD’s minimum operational thresholds. As a result, no intersection improvements beyond those identified for the preceding mitigation are needed to mitigate the 2016 site plus background traffic.
10. The maximum expected traffic volume on Kentucky Way is approximately 1,015 vehicles per day (vpd), which is within the ADT thresholds of 5,000 vpd on existing collector streets in residential areas with front-on housing as defined by Section 7206.3.7 of the ACHD Policy Manual. The maximum ADT allowed on new collector streets in residential areas with front-on housing is 3,000 vpd.

11. All internal local streets are projected to carry less than 2,000 vpd thresholds on local streets as defined by Section 7207.1 and Section 7207.3 of the ACHD Policy Manual.

Proposed Mitigation for 2018 (Phase 2) Background Traffic

12. For the 2018 background traffic conditions analyzed with the existing roadway lane configurations, all study area roadway meet ACHD’s minimum operations thresholds. As a result, no roadway improvements are needed to mitigate the 2018 background traffic.

13. For the 2018 background conditions analyzed with the existing intersection control and lane configurations, or with the preceding mitigation improvements all study area intersection meet ACHD’s minimum operational thresholds. No intersection improvements beyond those identified for the preceding mitigation are needed to mitigate the 2018 background traffic.

Proposed Mitigation for 2018 (Phase 2) Site Plus Background Traffic

14. For the 2018 site plus background traffic conditions analyzed with the existing roadway lane configurations, all study area roadways meet ACHD’s minimum operational thresholds. As a result no roadway improvements are needed to mitigate the 2018 site plus background traffic.

15. For the 2018 site plus background traffic conditions analyzed with the existing intersection control and lane configurations, or with the preceding mitigation improvements, all study intersections meet ACHD’s minimum operational thresholds. One intersection is projected to require a second lane on the minor approach based on NCHRP 457 guidelines: Harris Street and Meridian Road intersection. The following intersection improvements are needed to mitigate 2018 site plus background traffic at the Harris Street and Meridian Road intersection:
   - A second lane on the eastbound approach

16. The maximum traffic volume on Kentucky Way is 1,235 vpd, which is within the ADT threshold of 5,000 vpd on existing collector street in residential areas with front on housing as defined by Section 7206.3.7 of the ACHD Policy Manual. The maximum ADT allowed on new collector streets in residential areas is 3,000 vpd.

17. All internal local streets are projected to carry less than 2,000 vpd threshold on local street as defined by Section 7201.1 and Section 7207.3 of the ACHD Policy Manual.

Staff Comments/Recommendations: ACHD Traffic Services and Development Review staff have reviewed the submitted traffic impact study and found it to meet ACHD’s Policies and standards.

As recommended in the submitted TIS, and if allowed by the Idaho Transportation Department (ITD), the applicant should be required to construct a dedicated southbound right turn lane and eastbound left and right turn lanes at the SH-69/Meridian Road/Harris Street intersection prior to plan approval or signature on the final plat that extends Harris Street to Kentucky Way.

Kentucky Way/Victory Intersection: As part of ACHD’s review of the Revolution Ridge Subdivision located north of the site, a turn lane analysis of the Kentucky Way/Victory Road intersection was provided to ACHD for review. That analysis found that turn lanes at the Kentucky Way/Victory Road intersection were not warranted. To verify that turn lanes are not warranted at the Kentucky Way/Victory Road intersection, ACHD Traffic Services staff conducted a turn lane analysis of the Kentucky Way/Victory Road intersection which included all of the traffic anticipated to use Kentucky Way from the Revolution Ridge and the proposed Biltmore Estates.
subdivisions. Staff's analysis found that neither a left turn lane nor a dedicated right turn lane was warranted at the intersection at build-out of both developments.

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>Harris Street</td>
<td>N/A</td>
<td>Collector</td>
<td>18</td>
<td>Better than “D”</td>
<td>64</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Kentucky Way</td>
<td>N/A</td>
<td>Collector</td>
<td>41</td>
<td>Better than “D”</td>
<td>77</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Victory Road</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>220</td>
<td>Better than “D”</td>
<td>278</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

* Acceptable level of service for a two-lane collector is “D” (425 VPH).

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 Victory Road west of Meridian Road was 1,681 on 01/21/2014.
   - The average daily traffic count for Kentucky Way south of Victory Road was 465 on 01/21/2014.
   - The average daily traffic count for Harris Street west of Meridian Road was 141 on 1/21/2014.

C. **Findings for Consideration**

1. **South Meridian Transportation Plan**

   The South Meridian Transportation Plan (SMTP) is a long range planning tool used to identify future roadway, intersection, and corridor needs in the South Meridian Area. Providing a framework for future roadway improvements based on the land use designations. The plan was created in collaboration with the City of Meridian and was adopted by the ACHD Commission in September of 2009. The SMTP recommends the extension of Harris Street west to Linder Road and Kentucky Way south to Amity Road.
2. **Harris Street**
   
   **a. Existing Conditions:** Harris Street does not exist abutting the site. Harris Street directly east of the site is improved with 27 to 24-feet of pavement, 2-travel lanes, vertical curb, gutter, and 5-foot wide attached concrete sidewalks on the north side of the roadway and is improved with a barrow ditch on the south side of the road. There is 40-feet of right-of-way for Harris Street (20-feet from centerline).
   
   **b. Policy:**
   
   **Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
   
   **Required Improvement Policy:** District policy 7206.2.1 states that improvements to an adjacent collector street shall consist of pavement widening to one-half the required width, including vertical curb, gutter and concrete sidewalk (minimum 7-foot attached or 5-foot detached), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.
   
   **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Harris Street is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 50-feet of right-of-way.
   
   **Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.
   
   The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.
   
   **Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.
   
   Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.
   
   A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

   **c. Applicant Proposal:** The applicant is proposing to extend Harris Street from its current terminus at the site’s southwest property line into the site as one half of a 36-foot residential collector roadway with vertical curb, gutter, and an 8-foot wide planter strip within 50-feet of right-of-way. A 5-foot wide detached concrete sidewalk is proposed in an easement. Harris Street is proposed to stub to the south.
d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should be required to construct Harris Street as one half of a 36-foot street section plus 12-feet of pavement to total 30-feet of pavement with a 3-foot gravel shoulder and barrow ditch on the south side of Harris Street.

The applicant should be required to provide a permanent right-of-way easement for the sidewalks proposed to be located outside of the right-of-way.

The applicant has proposed to extend Harris Street approximately 740-feet into the site before stubbing it to the south. The MSM depicts the extension of Harris Street from its current terminus west to Linder Road along the mid-mile section line. The applicant has indicated the need to shift Harris Street south of the Williams Pipeline, which runs along the mid-mile section line; and has provided a draft concept plan that shows the extension of Harris Street through property owned by the applicant to the south and west. Harris Street is then proposed to extend back to the mid-mile section alignment as the roadway intersects Linder Road.

Area properties owned by the applicant
Staff is supportive of the applicant's proposal for the alignment of Harris Street and recommends approval as proposed. The applicant should be required to install a sign at the terminus of Harris Street stating that “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE.”

Prior to signature on the first final plat the applicant should be required to enter into a development agreement with ACHD which will require the building of the collector roadway in the general alignment shown on the concept plan through the parcels south and west of the site at the time they develop. The development agreement should include all property impacted by the future collector until the alignment returns to the mid section line east of Linder Road. The development agreement should be recorded and run with the land in the event the applicant should sell the property before it develops. The recorded development agreement will ensure future owners and/or developers of the property are aware of the requirement to build the full width collector roadway through the property.

3. Kentucky Way

a. **Existing Conditions:** Kentucky Way was constructed as a stub street to the north property line of this site. From the property line to the north for approximately 750-feet, Kentucky Way is improved as a 36-foot street section with curb, gutter and sidewalk. The remaining segment of the street to Victory Road (approximately 750-feet) is improved with 2-travel lanes, 28-feet of pavement with 3-foot shoulders, and no curb, gutter or sidewalk. As required with Revolution Ridge Subdivision, sidewalk will be constructed on the east side of Kentucky Way from Victory Road to the south to connect to the existing sidewalk just north of Riodosa Drive.

b. **Policy:**

   **Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

   **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway
features required through development. This segment of Kentucky Way is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 50-feet of right-of-way.

**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

**c. Applicant Proposal:** The applicant is proposing to extend Kentucky Way from its current terminus into the site from the north property line with two 20-foot wide travel lanes curb, gutter, an 8-foot planter strip, 5-foot wide detached concrete sidewalk, and a 20-foot center landscape island. The roadway is then proposed to taper to a standard 36-foot wide street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalks. Kentucky Way is proposed to extend through the site and intersect Harris Street at the site’s south property line.

**d. Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed with the exception of the width of the proposed center landscape island. The center landscape median should be reduced to a maximum width of 12-feet. The center landscape island should be platted as right-of-way owned by ACHD. A permanent right-of-way easement should be provided for the detached sidewalks located outside of the right-of-way.

The MSM shows 2 collector roadways planned between Harris Street and Amity Road. One of the collectors is anticipated to serve the future commercial land uses along Meridian Road/SH-69 and is to be located east of Kentucky Way. If the second collector is needed to serve future residential development it is recommended that the collector intersect Harris
Street west of Kentucky Way creating an offset of the west. This would provide the connectivity necessary to serve the future land uses, while not providing such a direct straight route between Amity and Victory Roads.

*For illustrative purposes only.

**Commission Meeting:** During the April 23, 2014 Commission meeting the Commission heard testimony from residents of Kentucky Ridge Estates. They raised concerns regarding the existing condition of Kentucky Way within the subdivision; in particular the lack of curb and gutter on the east side of the roadway. ACDC cannot require improvements on that segment of Kentucky Way because the street section meets the requirements for off-site streets, and there are no standing policies to require further improvements. The ACHD Commission voted to approve the preliminary plat. However, in their motion for approval, the Commission’s intent is to assure that the City of Meridian appreciates the Commission’s concern with the lack of curb and gutter on the east side of the existing segment of Kentucky Way north of Biltmore Estates.

4. **Internal Local Streets**
   a. **Existing Conditions:** There are no internal local streets into the site.

   b. **Policy:**
      **Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

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

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

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District’s Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard
AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

c. Applicant’s Proposal: The applicant is proposing to construct all of the internal local streets as 36-foot street sections with rolled curb, gutter, and a 6-foot wide landscape strip within 50-feet of right-of-way. A 5-foot wide detached concrete sidewalk is proposed to be within an easement.

The applicant has proposed to construct one cul-de-sac and one knuckle.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed. The cul-de-sac turnaround should be constructed to provide a minimum turning radius of 45-feet. A permanent right-of-way easement should be required for the detached sidewalks located outside of the right-of-way.

5. Stub Streets

a. Existing Conditions: There are two stub streets constructed to the site: Kentucky Way at the site’s north property line and Carbondale Place at the site’s east property line.

b. Policy:

**Stub Street Policy:** District policy 7206.2.4 and 7207.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.5.4 and 7207.2.5.4, 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." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.

- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

**Temporary Dead End Streets Policy:** District policy 7206.2.4 and 7207.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. Applicant Proposal: The applicant is proposing to extend Kentucky Way and Carbondale into the site. The applicant is proposing to construct one stub street to the west, Whitebird Drive, located 530-feet north of the south property line. Whitebird Drive is proposed to stub to the Sundall Lateral.

**Staff Comments/Recommendations:** The applicant has proposed to stub Whitebird Drive to the east side of the Sundall Lateral. This site is part of a larger 107 acre parcel all owned by
the applicant. It should be noted that when the west side of Whitebird Street is developed a bridge crossing to connect the two streets will need to be constructed at that time.

When a stub street is extended to a canal/ditch and the site boundary extends to the middle of the canal/ditch a road trust deposit is required for half the future bridge crossing. In this case the site boundary ends east of the Sundall Lateral (not the middle), therefore a road trust deposit it not required.

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

6. Tree Planters
   **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.

7. 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.

8. Other Access
   Harris Street and Kentucky Way 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.

9. Neighborhood Concerns
   Neighbors in the Kentucky Ridge Estates development have expressed concerns regarding the increased traffic on Kentucky Way. These concerns were also expressed during the March 26, 2014 hearing on Revolution Ridge Subdivision north of the site.

   The average daily traffic (ADT) count for Kentucky Way south of Victory Road on 2/3/2014 was 465 with 48 VPH in the PM Peak hour. The acceptable level of service for a 2-lane collector is 425 VPH in the PM Peak hour. The proposed Revolution Ridge development will add 609 ADT to total an estimated 1,074 with an additional 64 VPH in the PM Peak hour to total an estimated 117 VPH in the PM Peak hour; the proposed Biltmore Estates will add 545 ADT to total an estimated 1,849 ADT, with an additional 34 trips in the PM Peak hour totaling 151 trips in the PM Peak hour, well within the recommended “D” level of service

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Existing ADT/PM Peak Hour</th>
<th>Existing + Revolution Ridge ADT/PM Peak Hour</th>
<th>Total Traffic + Biltmore ADT/PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kentucky Way</td>
<td>465/48</td>
<td>1,017/117</td>
<td>1,849/151</td>
</tr>
</tbody>
</table>

Kentucky Way is a collector, and was constructed with 28-feet of pavement and 3-foot wide shoulders, with no curb, gutter or sidewalk on the entrance road (where there is one residence...
fronting the road, without curb, gutter or sidewalk). The applicant for Revolution Ridge subdivision proposed to construct sidewalk on the west side of Kentucky Way, in conformance with ACHD policy. However, due to the location of a park on the west side of the road, north of Revolution Ridge Subdivision, and not controlled by Revolution Ridge, there would be a gap in the sidewalk, preventing pedestrian connectivity. To address the pedestrian connectivity concerns of the neighbors and ACHD, the applicant proposed to construct off-site sidewalk on the east side of Kentucky Way, in lieu of the west side, to connect to sidewalk within the Kentucky Ridge Subdivision. This included the construction of sidewalk abutting one residence.

ACHD is not requiring any additional improvements to Kentucky Way with this application because there are no ACHD policies that would require off-site improvements on Kentucky Way; based on the existing conditions of the roadway, and including the construction of sidewalk with Revolution Ridge.
D. **Site Specific Conditions of Approval**

1. Extend Harris from its current terminus into the site as one half of a 36-foot residential collector street section plus 12-feet of pavement to total 30-feet of pavement with vertical curb, gutter, and an 8-foot wide planter strip on the north side of Harris Street with a with a 3-foot gravel shoulder and barrow ditch on the south side of Harris Street within 50-feet of right-of-way.

2. Construct a 5-foot wide detached concrete sidewalk on Harris Street abutting the site within a permanent right-of-way easement, as proposed.

3. Construct Harris Street to stub to the south, located 740-feet west of the east property line. Install a sign at the terminus of Harris Street stating that “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

4. Prior to signature on the first final plat, enter into a development agreement with ACHD which will require the building of the collector roadway in the general alignment shown on the concept plan through the parcels south and west of the site at the time they develop. The development agreement shall be recorded and run with the land in the event the applicant should sell the property before it develops.

5. If allowed by the Idaho Transportation Department (ITD), construct a dedicated southbound right turn lane and eastbound left and right turn lanes at the SH-69/Meridian Road/Harris Street intersection prior to plan approval or signature on the final plat that extends Harris Street to Kentucky Way.

6. Extend Kentucky Way from its current terminus into the site with two 20-foot wide travel lanes curb, gutter, an 8-foot planter strip, 5-foot wide detached concrete sidewalk, and a 12-foot center landscape island, as proposed. As Kentucky Way extends south to Harris Street taper the roadway to a standard 36-foot wide street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalks, as proposed.

7. Plat the center landscape island as right-of-way owned by ACHD. Enter into a license agreement with ACHD for any landscaping proposed within the center landscape island.

8. Provide a permanent right-of-way easement for the detached sidewalks on Kentucky Way abutting the site.

9. Construct all of the internal local streets as 36-foot street sections with rolled curb, gutter, and a 6-foot wide landscape strip within 50-feet of right-of-way. Construct 5-foot wide detached concrete sidewalks on all internal local street with a permanent right-of-way easement, as proposed.

10. The applicant has proposed to construct one cul-de-sac with a minimum turning radius of 45-feet and one knuckle, as proposed.

11. Construct Whitebird Drive as a stub street to the west property line, located 530-feet north of the south property line, as proposed. Install a sign at the terminus of Whitebird Drive stating that "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

12. Harris Street and Kentucky Way are classified as collector roadways. Other than access specifically approved with this application direct lot access to these roadways is prohibited and shall be noted on the final plat.

13. Payment of impacts fees are due prior to issuance of a building permit.

E. **Standard Conditions of Approval**

1. All irrigation facilities shall be relocated outside of the ACHD right-of-way.

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

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

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

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

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

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

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

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

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

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

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

F. **Conclusions of Law**

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

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

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

*Notification to the Ada County UCC can be sent to:* 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Development Process Checklist

Items Completed to Date:

☒ Submit a development application to a City or to Ada County
☒ The City or the County will transmit the development application to ACHD
☒ The ACHD Planning Review Section will receive the development application to review
☒ The Planning Review Section will do one of the following:
  ☐ Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  ☐ Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  ☒ Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐ For ALL development applications, including those receiving a “No Review” letter:
  • The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  • The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

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

DID YOU REMEMBER:

Construction (Non-Subdivisions)
☐ Driveway or Property Approach(s)
  • Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way
  • Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)
☐ Sediment & Erosion Submittal
  • At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

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

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Reconsideration of Commission Action

1. Request for Reconsideration of Commission Action: A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.