June 17, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Mace River Ranch Subdivision No. 4
Project Number: SUBP15-0040
Meeting Date: June 24, 2015

FACTS & FINDINGS:
1. Mace River Ranch Subdivision No. 4 is a 63 buildable and 4 common lot residential subdivision on 67.31 acres. This site is located north of W. Mace Road and west of N. Osprey Island Way.

2. The applicant is SJTC Nampa LLC and the principal for the applicant is Christian Gardner, Member.

3. The preliminary plat was approved on January 23, 2013.

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 $550,000 in the form of a Letter of Credit from Zions Bank in accordance with ACHD Policy Section 7103.2.

5. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by June 1, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Mace River Ranch Subdivision No. 4 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
Notes
1. Lot 110 of Block 1 is designated as a private road. Lots 43, 84, 98, and 109 of Block 1 are common lots.
2. Mace River Ranch Homeowners Association is responsible for all maintenance of the common landscape areas in Mace River Ranch Subdivision No. 4.
3. All development within this subdivision shall be consistent with the conditions of development within the Development Agreement Instrument number 113201901 associated with IZA-00-12 and any subsequent modifications to the Development Agreement.
4. This development is subject to Covenants, Conditions, & Restrictions Instrument Numbers 113120712, and 2014-090432.
5. The lots within this subdivision are located on FEMA map numbers 16010103539, and 16020103619. See LOMO 12-10-00286 for map revisions.
6. Lots are subject to building setbacks based on floodway location as determined by the City of Eagle. The building setback lines are designated as straight lines between the intersections of the floodway boundary and the lot line.
7. Sheet flooding and isle flooding of greater magnitude may inundate areas outside identified floodway and floodplain boundary lines.
8. Lots shall not be reduced in size without prior approval from the authority.
9. No additional domestic water supplies shall be installed beyond the water system approved in the sanitary restriction release.
10. Reference is made to the public health letter on file with Ada County Recorder regarding additional restrictions.

Reference Documents:
Subdivisions: Two Rivers Subdivision, Two Rivers Subdivision No. 2, Two Rivers Subdivision No. 3, Two Rivers Subdivision No. 4, Mace River Ranch Subdivision No. 1, Mace River Ranch No. 2, and Mace River Ranch No. 3.

Demand: 3993-DB059 of Survey Page 154, 305, 426, 728, 1790, 2116, 2376, 2500, 2696, 2710, 2783, 2784, 3472, 3851, 4676, 5237, 5585, and 7200.

Exemptions: 2928523, 311700, 113070724, and 113070724.

Release: 11305011T.

Contact: 187 of Contracts at Page 495.

CPA:
Index J-0: 9810350 and 9803946.
Index J-1: 9810389, 8810305, 9810399, 9810399, 9810399, 9810399, and 9810399.
Index I-0: 9810399, 9810399, 9810399, 9810399, and 9810399.
Index I-1: 8810399, 8810399, 8810399, 8810399, and 8810399.
Index N-0: 8810399, 8810399, 8810399, 8810399, and 8810399.
Index N-1: 9810399, 9810399, 9810399, 9810399, and 9810399.

Mace River Ranch Subdivision No. 4

Estates Notes
1. Lots 43, 84, 98, and 109 of Block 1, are hereby designated as having a Utility Easement and a Drainage Easement co-routed with said lot.
2. Lots 110 of Block 1 is hereby designated as having a Street Light Easement, a Private Road Easement, a Drainage Easement, and an Eagle Sewer District Easement co-routed with said lot.
3. All 120 feet of the lots designated herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and are hereby reserved for the installation, maintenance, operation, and use of public and private utilities, pressurized sprinklers, sewer service, cable television/data communications facilities, and storm drainage.

The Pedestrian Access Easement shown herein is non-exclusive, perpetual, and is hereby granted to the City of Eagle for the installation, maintenance, operation, and use of sidewalks and bicycle/pedestrian paths.

The Street Light Easement designated herein are non-exclusive, perpetual, and is hereby granted to the City of Eagle for the installation, maintenance, operation, and use of street lights and telecommunications herein.

The Private Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and in favor of the property owners the right to maintain and repair the easement, maintenance, operation, and use of roadways and driveways, public streets, sidewalks, and other streets.

The Drainage Easement shown or designated herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and are hereby reserved for the installation, maintenance, operation, and use of ditches, sewers, sanitary sewerage pipes, waste, water, vapor, sewers, and pumps for the transportation, storage, delivery to natural bodies of water, and use by owners.

The Public Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and are hereby reserved for the installation, maintenance, operation, and use of public streets, sidewalks, and other streets.

The Eagle Sewer District Easement shown herein are non-exclusive, perpetual, and are hereby granted to the Eagle Sewer District for the installation, maintenance, operation, and use of sewer lines, sanitary sewers, drainage, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenances thereof.

The Pond Easement shown herein are non-exclusive, perpetual, and shall run with the land, be appurtenant to the lots shown herein, and hereby reserved for the installation, maintenance, operation, and use of detention ponds, wetlands, and appurtenance
Certificate of Owners

This 28th day of April, in the year 2000, before me, a Notary Public in and for the State of Utah, personally appeared Christian Gerber, known or identified as me to be a Member of JTC Ranch, LLC, which executed the within instrument and acknowledged to me that JTC Ranch, LLC, executed the same.

Acknowledgment

State of Utah
County of Salt Lake
On the 28th day of April, 2000, before me, a Notary Public in and for the State of Utah, personally appeared Christian Gerber, known or identified as me to be a Member of JTC Ranch, LLC, which executed the within instrument and acknowledged to me that JTC Ranch, LLC, executed the same.

Search for JTC Ranch
By correction engine JUB-8
J-U-B ENGINEERS, INC.
290 North Broadway Avenue, Suite 100, Boise, ID 83702-1904
P 208-334-7054 F 208-334-5356 www.jub.com SHEET 8 OF 9
PLAT SHOWING
Mace River Ranch Subdivision No. 4

Approval of Central District Health Department
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfactorily
accomplished according to the letter to be read on file with the County Recorder or his
agent listing the conditions of
approved. Sanitary restrictions may be re-imposed, in accordance with Section 54-13208, Idaho
Code, by the issuance of a certificate of disapproval.

Central District Health Department

5-14-15

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__.

Commissioner
Ada County Highway District

Certificate of Eagle City Engineer
I, the undersigned, City Engineer, in and for the City of Eagle, Ada County, Idaho, do hereby certify
that I have checked this final plat and that the Eagle City requirements regarding final
plats have been met.

Eagle City Engineer

Date

Certificate of County Surveyor
I, the undersigned, County Surveyor for Ada County, Idaho, do hereby certify that I have checked
this plat and find that it complies with the State of Idaho Code relating to plats and surveys.

Ada County Surveyor

Date

Certificate of County Treasurer
I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per
requirements of Idaho Code 50–13208, do hereby certify that any and all current and/or delinquent
property taxes for the property included in this proposed subdivision have been paid in full.
This certificate is valid for the next thirty (30) days only.

Ada County Treasurer

Date

County Recorder’s Certificate
I hereby certify that this instrument was filed at the request of J-U-B Engineers, Inc. at
____ minutes past, ________ o’clock, Ada,
this __________ day of __________, in my office, and was recorded in
Book _______ of Plats at Pages _______ through _______.

Deputy
Ex-Officio Recorder

JUB
226 South Benchwood Avenue, Suite 201, Boise, ID 83705-5904
p 208-373-7300 f 208-373-7305 w www.jub.com

Sheet 9 of 9
Project/File: Mace River Ranch Subdivision

This is a Rezone, Development Agreement, PUD, Preliminary Plat and Floodplain Development permit application for 255 single-family residential lots on approximately 192 acres. The site is located at 800 West Mace Road, Eagle, Idaho.

Lead Agency: City of Eagle

Site address: 800 W Mace Road

Commission Hearing: January 23, 2013
Consent Agenda

Commission Approval: January 23, 2013

Applicant: Mace River Ranch, LLC
Thomas Ahlquist
850 W Main Street
Boise, ID 83702

Representative: J-U-B Engineers, LLC
Scott Wonders, PE
250 S Beechwood Avenue, Ste 201
Boise, ID 83709

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

A. Findings of Fact

1. Description of Application: This application is for a Rezone, Development Agreement, PUD, Preliminary Plat and Floodplain Development permit to allow for 255 single-family residential lots on approximately 192 acres. The development will include public and private roads. The site is located west of Eagle Road on Mace Road, more specifically at 800 West Mace Road, Eagle, Idaho.
2. **Description of Adjacent Surrounding Area:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Idaho Transportation Department</td>
<td>R-4, A</td>
</tr>
<tr>
<td>South</td>
<td>Single-family Agriculture/Two Rivers Subdivision</td>
<td>A, R-2-P</td>
</tr>
<tr>
<td>East</td>
<td>Channel Center – Commercial Subdivision</td>
<td>C-1</td>
</tr>
<tr>
<td>West</td>
<td>Agriculture</td>
<td>A</td>
</tr>
</tbody>
</table>

3. **Site History:** See C1 below.

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

5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**

   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program or the District’s Capital Improvement Plan (CIP).

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,574 additional vehicle trips per day (0 existing); 253 additional vehicle trips per hour in the PM peak hour (0 existing), based on the submitted traffic impact study.

2. **Traffic Impact Study**

   Horrocks Engineers prepared a traffic impact study for the proposed Mace River Ranch Subdivision. Below is an executive summary of the findings as presented by Horrocks Engineers. 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.

   **Executive Summary**

   The site includes 265 single family houses on nearly 200 acres at a density of 1.38 units per acre. The project is located on the west side of SR-55 in Eagle, Idaho just south of the Boise River. The zoning for the proposed development will be 100% residential with private clubhouse amenities internal to the development.

   The study area includes the following intersections at Eagle Road:

   - Eagle Road/Island Woods Drive (unsignalized)
   - Eagle Road/Riverside Drive (signalized)
   - Eagle Road/Mace Road (unsignalized)

   The principal findings include that the existing side streets along Eagle Road operate at unacceptable levels of service a few times throughout the PM peak hour under the existing conditions.

   1. The site will be accessed from an existing signalized intersection (Island Woods Drive/Eagle Road). As part of the project the existing unsignalized intersection of Mace Road/Eagle Road will be removed. This will improve traffic in the area and potentially reduce vehicle crashes in the area.

   2. Off-site improvements include removing the Mace Road/Eagle Road intersection.

   3. Adding dual left turn lanes at the Island Woods and Riverside Drive intersection will greatly improve the overall intersection operations.
4. Eagle Road will need to be widened to three lanes in each direction by 2025 without any projected traffic. With this widening, there will be some intersection improvements to operations. Delay will remain on some side street movements at Island Woods Drive and Riverside Drive. By doing so, all intersection approaches will operate at LOS D or better with the exception of westbound Riverside Drive and eastbound Island Woods Drive at Eagle Road.

5. The interaction of the existing roadway system with the proposed development has very minimal impact to the surrounding neighborhood. Mace Road and Island Woods Drive are classified as a collector roadway. This roadway does not have any residential driveways fronting the roadway and will have the least amount of impact to the neighborhood.

6. It is recommended to monitor the intersection operations at Island Woods Drive and Riverside Drive as the project is built-out since traffic will increase gradually over time. This project is not like a big-box store where once complete, traffic instantly changes.

7. It is highly suggested to remove the Mace Road intersection at Eagle Road for safety reasons. Crash data now shows some crashes due to the intersection but this will only increase as traffic increases in the area.

**Staff Comments/Recommendations:** ACHD staff has completed a review of the required traffic impact study and has found it to be in compliance with ACHD Policy and standards.

The submitted study recommends widening Eagle Road to three lanes in each direction to improve the operation of Eagle Road and adding dual left turn lanes at the intersection of Island Woods Drive and Eagle Road. The widening of Eagle Road is a significant system improvement and is not in ITD plans at this time.

Overall the intersection of Island Woods Drive and Eagle Road is anticipated to operate at an acceptable level of service at the build-out of the project. The eastbound left and thru movements are the exception with a V/C ratio of 1.43. To mitigate the impacts to the eastbound left and thru movements the study recommends the construction of dual left turn lanes on Island Woods Drive at the intersection. Dual left turn lanes could be constructed on Island Woods if the existing landscape island was dedicated as right-of-way and modifications were made to the existing signal.

The applicant will not be required to construct the dual left turn lanes on Island Woods Drive, because overall the intersection operates at an acceptable level of service; however the intersection improvements could be done by ACHD in the future.

### 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><strong>Eagle Road/SH-44</strong></td>
<td>620-feet</td>
<td>Principal Arterial</td>
<td>1,789</td>
<td>&quot;F&quot;</td>
<td>1,980</td>
<td>&quot;F&quot;</td>
</tr>
<tr>
<td>Island Woods</td>
<td>N/A</td>
<td>Residential Collector</td>
<td>137</td>
<td>Better than &quot;D&quot;</td>
<td>423</td>
<td>Better than &quot;D&quot;</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).
* Acceptable level of service for a three-lane collector is "D" (530 VPH).

** ACHD does not set level of service thresholds for State Highways.
4. **Average Daily Traffic Count (VDT)**  
*Average daily traffic counts are based on ACHD’s most current traffic counts.*

- The average daily traffic count for Eagle Road 38,340 at the Boise River (annual average for 2011) on 12/31/11.
- The average daily traffic count for Island Wood Drive west of Eagle Road was 2,430 on 7/18/2012.

C. **Findings for Consideration**

1. **Site History**  
Island Woods Drive was approved and required to be constructed as a collector roadway with no front-on housing as part of ACHD’s February 17, 1998 action on Two Rivers (Quarter Circle Ranch subdivision). At that time Island Woods Drive was anticipated to replace Mace Road as the primary access in and out of the subdivision and to serve the areas north and west of Two Rivers, as they develop. The primary function of all collector roadways, including Island Woods Drive is to intercept traffic from the local street system and carry that traffic to the nearest arterial.

In 1999 the developer of Two Rivers Subdivision requested an access and signal permit from ITD to allow Island Woods Drive to intersect Eagle Road/SH-55, as a signalized intersection. ITD approved the permit with the condition that Mace Road be closed at the time of construction. Mace Road was not closed, and has continued to be a concern for ITD, ACHD, and the City of Eagle. As part of this application the applicant is proposing to close Mace Road at Eagle Road, and to vacate/exchange the existing right-of-way for Mace Road between Eagle Road and Island Woods Drive. ACHD and ITD staffs are supportive of this proposal, as it improves the safety and function of Eagle Road/SH-55.

2. **Eagle Road/SH-55**  
Eagle Road/SH-55 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, The City of Eagle, and ITD should work together to determine if additional right-of-way or improvements are necessary on Eagle Road/SH-55.

**Applicant’s Proposal:** The applicant is proposing to close Mace Road at Eagle Road and to construct a separate private driveway and parking lot to provide sportsman access to the river and to a future City of Eagle park.

**Staff Comments/Recommendations:** Comply with requirements of ITD and City of Eagle for the Eagle Road/SH-55 frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first.

ITD has indicated that if the City of Eagle moves forward with plans to develop a park and greenbelt access in this location that an access permit would be provided.

3. **Mace Road**
   a. **Existing Conditions:** Mace Road is improved with 22 to 25-feet of pavement and no shoulders within 50-feet of prescriptive right-of-way, from Eagle Road west approximately 1,600 feet to its intersection with Island Woods Drive. From Island Wood Drive west approximately 160-feet, Mace Road is improved with 30-feet of pavement and vertical curb and gutter on both sides of the roadway with detached concrete sidewalks on the south side of the road across from the site, within 50-feet of right-of-way. For the remaining frontage of the site, approximately 2,440-feet, Mace Road is improved with 20-feet of pavement and no
curb, gutter or sidewalk. There is a detached concrete sidewalk on the south side of Mace Road across from the site within 50-feet of right-of-way. Mace Road does not extend the full length of the development.

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.

**Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

**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.

**Residential Collector Policy:** 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

**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.

**Half Street Policy:** District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), 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 Mace Road is designated in the MSM as a Residential Collector with 2-lanes, on-street bike lanes, a 36-foot street section within 58-feet of right-of-way.
c. **Applicant Proposal:** The applicant is proposing to vacate/exchange and close the portion of Mace Road from Eagle Road to the Island Wood Drive intersection, approximately 1,600-feet. From Island Wood Drive west the applicant is proposing to dedicate 34-feet of right-of-way and improve Mace Road with pavement widening, 3-foot shoulders, and 5-foot detached sidewalks in an easement outside of right-of-way in. The applicant has proposed to stop the improvements on Mace Road approximately 1,580 feet east of the west property line.

d. **Staff Comments/Recommendations:** Staff is supportive of the applicant’s proposal to vacate/exchange and close the portion of Mace Road from Eagle Road to Island Woods Drive. The vacation/exchange is a separate process and will require a separate application. The vacation/exchange should be completed prior to signature of the first final plat.

The applicant’s proposal to dedicated 34-feet of right-of-way meet’s District policy and should be approved, as proposed.

The applicant’s proposed roadway improvements do not meet MSM or Residential Collector Polices, which require the construction of curb, and gutter on Residential Collector Roadways. The applicant should be required to construct Mace Road as one half of a 36-foot residential (plus 12-feet of pavement) collector roadway with vertical curb, gutter, and 5-foot detached (or 7.5-foot attached) concrete sidewalks abutting the sites entire frontage from Island Woods Drive to the west property line.

The applicant should be required to provide a permanent right-of-way easement for all sidewalks located outside of the right-of-way. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

4. **Internal Streets**
   a. **Existing Conditions:** There are no existing public roadways within this 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.

**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 pooling.

c. Applicant's Proposal: The applicant is proposing to construct a 10-foot wide by 80-foot long landscape median within 60-feet of right-of-way on Mace Ranch Way at its intersection with Mace Road. The applicant has proposed to construct 21-foot travel lanes on each side of the median with vertical curb, and detached 5-foot wide sidewalks located outside of the right-of-way in an easement.

The applicant is also proposing to construct a 10-foot wide by 50-foot long landscape median within 60-feet of right-of-way on Lands End Way at its intersection with Mace Road. The applicant has proposed to construct 21-foot travel lanes on each side of the median with vertical curb, and detached 5-foot wide sidewalks located outside of the right-of-way in an easement.

The applicant is proposing to construct all of the internal local streets as 36-foot street sections (back-of-curb to back-of-curb), with rolled curb, gutter, 8-foot parkway strip within 50-foot right-of-way and 5-foot detached sidewalk located outside of right-of-way in an easement.

The applicant is proposing to construct 2 cul-de-sac turnarounds and 5 knuckles all with center landscape islands.

d. Staff Comments/Recommendations: The applicant’s proposals meet District Policy, and should be approved, as proposed.

All of the center landscape islands (islands cul-de-sac, and knuckles) should be platted as right-of-way owned by ACHD; the Developer or Homeowners Association should apply for a license agreement if landscaping is to be placed within the medians and/or islands.

The applicant should be required to provide a permanent right-of-way easement for sidewalk located outside of the dedicated right-of-way. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

The cul-de-sac turnaround should be constructed to provide a minimum turning radius of 45-feet with a minimum 29-foot street section around the islands; provide written approval from the appropriate fire department for this design element.

5. Roadway Offsets
   a. Existing Conditions: There are no roadways constructed within the site.

   b. Policy:

   Legal Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

   District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

   c. Applicant's Proposal: The applicant is proposing to construct 3 roadways to intersect Mace Road. The first, Mace Ranch Way, is proposed to align centerline to centerline with Osprey Island Street, on the south side of Mace Road across from the site. The second, Lakes End Way will be located approximately 875-feet west of Mace Ranch Way (measured centerline to centerline). The third, Bentbrook Lane, will be located approximately 825-feet west of Lakes End Way (measured centerline to centerline).

   The applicant is proposing to construct a 30-foot wide emergency only access approach onto Mace Road located approximately 1,300-feet from the Bentbrook Lane approach between lots 128 and 129, of Block 1.
d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy, and should be approved, as proposed.

6. **Private Roads**
   a. **Private Road Policy:** District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:
      - Designed to discourage through traffic between two public streets,
      - Graded to drain away from the public street intersection, and
      - If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

   b. **Applicant Proposal:** The applicant is proposing 4 private roads internal to the development. Brentbrook Lane, Windbreaker Lane, Watercrest Drive, and Hiddenwood Lane. The private roads are proposed to be constructed as 36-foot street sections with rolled curb, 7-foot wide parkway strip on the west/south side and 8-foot wide parkway strip on the east/north side, and 5-foot detached sidewalk on the east/north side of the street.

   The applicant has proposed to gate Brentbrook Lane north of its intersection with Mace Road.

   c. **Staff Comments/Recommendations:** If the City of Eagle approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Eagle, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

   Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

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

   The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:
      - Dedicate a minimum of 50-feet of right-of-way for the road.
      - Construct the roadway to the minimum ACHD requirements.
      - Construct a stub street to the surrounding parcels.

   The applicant should be required locate the gate or keypad proposed on Brentbrook Lane a minimum of 50-feet from the near edge of Mace Road, and to provide turnaround.

7. **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.

8. **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.

9. Other Access
Mace road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Apply to vacate/exchange the existing right-of-way on Mace Road between Eagle Road and Island Woods Drive, as proposed. This is a separate process and shall be completed prior to signature of the first final plat.

2. Dedicate 34-feet of right-of-way for Mace Road, as proposed. Construct Mace Road as one half of a 36-foot residential collector roadway, plus 12 additional feet of pavement, with vertical curb, gutter, and 5-foot detached (or 7.5-foot attached) concrete sidewalks abutting the site, from Island Woods Drive to the west property line.

3. Provide a permanent right-of-way easement for all sidewalks on Mace Road located outside of the right-of-way. Sidewalks shall be located wholly within the public right-of-way or wholly within an easement.

4. Construct a 10-foot wide by 80-foot long landscape median within 60-feet of right-of-way on Mace Ranch Way at its intersection with Mace Road, as proposed. Construct 21-foot travel lanes on each side of the median with vertical curb, and detached 5-foot wide sidewalks, as proposed.

5. Construct a 10-foot wide by 50-foot long landscape median within 60-feet of right-of-way on Lands End Way at its intersection with Mace Road, as proposed. Construct 21-foot travel lanes on each side of the median with vertical curb, and detached 5-foot wide sidewalks.

6. Construct all of the internal local streets as 36-foot street sections (back-of-curb to back-of-curb), with rolled curb, gutter, 8-foot parkway strip and 5-foot wide detached sidewalks within 50-feet right-of-way.

7. Provide a permanent right-of-way easement for all sidewalks on the internal local roads located outside of the right-of-way. Sidewalks shall be located wholly within the public right-of-way or wholly within an easement.

8. Construct 2 cul-de-sac turnarounds and 5 knuckles all with center landscape islands, as proposed.

9. Plat the landscape medians on Mace Ranch Way and Lands End Way, and the islands within the 2 cul-de-sacs and the 5 knuckles as right-of-way owned by ACHD; and the Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within the medians and/or islands.

10. Construct the cul-de-sacs and knuckles to provide a minimum turning radius of 45-feet with a minimum 29-foot street section around the islands; and provide written approval from the appropriate fire department for this design element.

11. Construct Mace Ranch Way to align centerline to centerline with Osprey Island Street, on the south side of Mace Road across from the site, as proposed.

12. Construct Lakes End Way to intersect Mace Road 875-feet west of Mace Ranch Way, as proposed.
13. Construct Bentbrook Lane to intersect Mace Road 825-feet west of Lakes End Way, as proposed. (measured centerline to centerline)

14. Construct one 30-foot wide emergency access only driveway onto Mace Road located 1,300-feet west of Brentbrook Lane between lots 128 and 129, Block 1, as proposed. Pave the driveway its entire width at least 30-feet into the site beyond the edge of pavement.

15. Construct 4 private roads internal to the site, as proposed. ACHD does not make any assurances that the private roads, that are a part of this application, will be accepted as a public road if such a request is made in the future.

16. Locate the gate or keypad proposed on Bentbrook Lane a minimum of 50-feet from the near edge of Mace Road, and to provide turnaround.

17. Comply with requirements of ITD and City of Eagle for the Eagle Road/SH-55 frontage. Submit a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first.

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


E. Standard Conditions of Approval

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

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

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

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

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

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

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

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

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

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

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

F. Conclusions of Law

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

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

G. Attachments

1. Vicinity Map
2. Site Plan
3. Comments from ITD
4. Comments from COMPASS
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines
VICINITY MAP