To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Alderbrook Subdivision No. 1
Project Number: SUBP15-0063
Meeting Date: January 6, 2016

FACTS & FINDINGS:
1. Alderbrook Subdivision No. 1 is an 11 buildable and 2 common lot residential subdivision on 4.518 acres. This site is located north of W. Hidden Brook Drive, east of N. Can Ada Road.

2. The applicant is Alderbrook Properties, LLC and the principal for the applicant is E. Don Hubble, Manager.

3. The preliminary plat was approved on November 26, 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 $10,000 in the form of cash 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 September 17, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Alderbrook Subdivision No. 1 and authorize the President to endorse.

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

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED IS THE OWNER OF THE REAL PROPERTY HEREIN DEscribed.


NOTES

1. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE CITY OF IDAHO'S APPLICABLE ZONING AND OTHER RELEVANT REGULATIONS IN EFFECT AT THE TIME OF RECORDATION OF INDIVIDUAL BUILDING PERMITS.

2. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF RECORDATION.

3. THIS DEVELOPMENT REGULATIONS SECTION 25-4015 OF THE IDAHO CODE, MAY BE MODIFIED BY RESOLUTION OF THE IDAHO AGRICULTURAL COMMISSIONER. IDAHO AGRICULTURAL COMMISSIONER. IDAHO AGRICULTURAL COMMISSIONER.

4. LOT 1, BLOCK B AND LOT 2, BLOCK B, COMMON LOTS AND SHALL BE OWNED AND MAINTAINED BY THE ALDERBROOK SUBDIVISION HOMEOWNERS ASSOCIATION ("ASSOCIATION") OR ITS SUCCESSORS AS PERMITTED UNDER THE POSTHUMOUSLY RIGHT-OF-WAY LINE OF THE SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION.

5. ALL LOT PARCELS AND TRACTS SHOWN ON THE POSTHUMOUSLY RIGHT-OF-WAY LINE OF THE SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION.

6. ELEVATED WATER STORAGE TANKS WOULD BE PRODUCED FROM MODIFICATION IRON TANKS IN COMPLIANCE WITH IDAHO CODE, SECTION 4-4014, SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION.

7. THIS SUBDIVISION WILL BE SUBJECT TO THE CONVENTIONS, CONDITIONS AND RESTRICTIONS THAT ARE TO BE FULFILLED AT THE AIDA COUNTY REGISTRATION OFFICE.

8. UNLESS OTHERWISE SHOWN, ALL LOTS ARE HEREBY DESIGNATED AS HAVING A PERMANENT EASEMENT FOR SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION.

9. UNLESS OTHERWISE SHOWN, ALL INTERIOR LOT LINES ARE HEREBY DESIGNATED AS HAVING A 50 FOOT PUBLIC UTILITY EASEMENT FOR PUBLIC UTILITIES. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION. SUBDIVISION.

10. LOT 20, BLOCK B, LOT 5, BLOCK B ARE SUBJECT TO A SLANT EASEMENT FOR ACCESS TO PUBLIC UTILITY EASEMENTS AND RESTRICTIONS DETAILED ON THE POSTHUMOUSLY RIGHT-OF-WAY LINE.

11. LOTS SHALL NOT BE RIDDEN IN SIZE WITHOUT PRIOR APPROVAL FROM THE HEALTH AUTHORITY.

12. NO ADDITIONAL WATER SUPPLIES SHALL BE INSTALLED BEYOND THE WATER SYSTEM APPROVED IN THE SANITATION REGISTRATION RELEASE.

13. REFERENCE IS MADE TO THE PUBLIC HEALTH LETTERS OF NOTICE REGARDING ADDITIONAL RESTRICTIONS.

14. OF LOT 1, BLOCK B IS SUBJECT TO THErr EASEMENT FOR THE ACCESS TO THE WATER SYSTEM AND EASEMENT FOR THE ACCESS TO THE WATER SYSTEM AND EASEMENT FOR THE ACCESS TO THE WATER SYSTEM. EASEMENT FOR THE ACCESS TO THE WATER SYSTEM AND EASEMENT FOR THE ACCESS TO THE WATER SYSTEM.

15. THIS PLAT IS SUBJECT TO A LICENSE AGREEMENT PER INSTRUMENT No. 2018-10224-12, REGISTRATIONS OF AIDA COUNTY REGISTRATION OFFICE.

16. DIRECT LOT OR PARCEL ACCESS TO HUGHES BROOK ROAD STREET IS PROHIBITED.

CERTIFICATE OF SURVIVOR

I, LARRY L. BALLARD, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO, AND THAT THIS PLAT OF ALDERBROOK SUBDIVISION NO. 1 IS APPROPRIATELY LAYED OUT, PREPARED AND CONFIRMED BY LARRY L. BALLARD, PLS., WHO IS A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO. THE PLAT OF ALDERBROOK SUBDIVISION NO. 1 IS APPROPRIATELY LAYED OUT, PREPARED AND CONFIRMED BY LARRY L. BALLARD, PLS., WHO IS A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO. THE PLAT OF ALDERBROOK SUBDIVISION NO. 1 IS APPROPRIATELY LAYED OUT, PREPARED AND CONFIRMED BY LARRY L. BALLARD, PLS., WHO IS A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO. THE PLAT OF ALDERBROOK SUBDIVISION NO. 1 IS APPROPRIATELY LAYED OUT, PREPARED AND CONFIRMED BY LARRY L. BALLARD, PLS., WHO IS A REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO.
PLAT OF
ALDERBROOK SUBDIVISION No. 1

APPROVAL OF CITY ENGINEER
I, the undersigned, city engineer in and for the city of Star, Ada County, Idaho, on this day hereby approve this plat.

STAR CITY ENGINEER

APPROVAL OF CITY COUNCIL
I, the undersigned, city clerk in and for the city of Star, Ada County, Idaho do hereby certify that at the regular meeting of the city council held on the day of ___. This final plat was approved and accepted.

CITY CLERK
STAR, IDAHO

ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS
The foregoing plat was accepted and approved by the board of Ada County highway district commissioners on the __ day of ___, 2015.

PRESIDENT
ADA COUNTY HIGHWAY DISTRICT

CERTIFICATE OF COUNTY SURVEYOR
I, the undersigned, county surveyor in and for Ada County, Idaho, do hereby certify that I have surveyed this plat and that it conforms with the state of Idaho code relating to plats and surveys.

ADA COUNTY SURVEYOR

HEALTH CERTIFICATE
Sanitary restrictions as required by Idaho Code Title 18, Chapter 6A have been satisfied according to the letter to be read on file with the county recorder or on file with the county engineer. Sanitary restrictions may be required to be satisfied with Section 26-115, Idaho Code, by the issuance of a certificate of disapproval.

HEALTH OFFICER

CERTIFICATE OF THE COUNTY TREASURER
I, the undersigned, county treasurer in and for the county of Ada, State of Idaho, after the requirements of 61-11-6, Ada County, do hereby certify that any and all current annual taxes due and payable on the premises described in this plat of the subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

COUNTY TREASURER

CERTIFICATE OF COUNTY RECORDER
STATE OF IDAHO

ADA COUNTY

I hereby certify that this plat of Alderbrook Subdivision No. 1 was filed at the request of ___, at ___, o'clock, ____, A.M., on ___, this ___ day of ___, 2015, in my office and was duly recorded in Book ___ page ___ of plats at pages ___, ___.

RECEIVED FROM

RECEIVED FROM

DEPUTY
EXEMPLARY RECORDER

DEPUTY
EXEMPLARY RECORDER

DEPUTY
A. Findings of Fact

1. **Description of Application:** The applicant is requesting rezone and preliminary plat approval of Alderbrook. The plat consists of 69 residential lots, along with 4 common lots on a 23 acre parcel located east of Can Ada Road north of State Street. The property is currently zoned R-2 and R-3; the proposal is consistent with the City of Star’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>Residential District (Tucana Sky and Havencrest)</td>
<td>R-4-DA / R-3</td>
</tr>
<tr>
<td>South</td>
<td>Residential District (Saddlebrook)</td>
<td>R-3</td>
</tr>
<tr>
<td>East</td>
<td>Residential District (Saddlebrook)</td>
<td>R-3</td>
</tr>
<tr>
<td>West</td>
<td>Canyon County</td>
<td>N/A</td>
</tr>
</tbody>
</table>

3. **Site History:** ACHD previously reviewed this site as Saddlebrook Subdivision in August 2002.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
• Saddlebrook, a subdivision consisting of 419 residential lots, was approved by ACHD in August 2002. The subdivision is located directly south of the site, and is in various stages of development.

• Pristine Meadows, a subdivision consisting of 297 residential lots and 1 elementary school, was approved by ACHD in January 2007. The subdivision is located directly east of the site, west of Star Road, and is in various stages of development.

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

6. **New Center Lane Miles:** This development is estimated to generate approximately 0.6 centerline miles of new public 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/ Integrated Five Year Work Plan:**
   - Star Road is listed in the CIP to be widened to 5-lanes from Chinden Boulevard (State Hwy 20/26) to State Street (State Hwy 44) between 2017 and 2021.
   - The intersection of State Street (State Hwy 44) and Star Road is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2022 and 2026.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 657 additional vehicle trips per day; 69 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **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>
</tr>
</thead>
<tbody>
<tr>
<td>Can Ada Rd.</td>
<td>486-feet</td>
<td>Minor Arterial</td>
<td>80</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

3. **Average Daily Traffic Count (VDT)**
   
   Average daily traffic counts are based on ACHD’s most current traffic counts.
   
   - The average daily traffic count for Can Ada Road north of State Hwy 44 was 1,424 on January 27, 2011.

C. **Findings for Consideration**

1. **Floating Feather Road Corridor Improvement Study**
   The Floating Feather Road Corridor Improvement Study was designed to identify an alignment for Floating Feather Road from Lanewood Road to Can-Ada Road. Traveling from east to west through the corridor, the existing Floating Feather Road follows a disjointed and stepped route from Linder Road to Munger Road. The study recommends a preliminary alignment and cross-section for these improvements based upon a review of impacts related to the environment, traffic circulation, additional right-of-way, and estimated construction costs. The study was
created in collaboration with the City of Eagle, the City of Star and was adopted by the ACHD Commission in September of 2008.

2. **Can Ada Road**
   
a. **Existing Conditions:** Can Ada Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 45-feet of right-of-way for Can Ada Road (23-feet from centerline).

b. **Policy:**

   **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

   **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

   **Street Section and Right-of-Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

   **Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

   No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

   The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

   **Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial 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.

   **Frontage Improvements Policy:** District policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

   **Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused
driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

c. **Applicant Proposal:** The applicant is proposing to dedicate an additional 22-feet of right-of-way and improve Can Ada Road as one-half of a 46-foot street section, complete with 22.5-feet of pavement, vertical curb, gutter and 5-foot wide detached concrete sidewalk, within 48-feet of ROW from centerline.

d. **Staff Comments/Recommendations:** The applicant’s proposal to improve Can Ada Road as one-half of a 46-foot street section, complete with 22.5-feet of pavement, vertical curb, gutter and 5-foot wide detached concrete sidewalk meets District policy and should be approved. **OR**
The applicant should be required to improve Can Ada Road with 17-feet of pavement, a 3-foot wide gravel shoulder, and 5-foot wide detached concrete sidewalk within 70-feet of right-of-way (35-feet from centerline).

The applicant should only dedicate 12-feet of right-of-way, completing the required 35-feet from centerline, not 22-feet as proposed.

The applicant should be required to provide a permanent right-of-way easement that encompasses the entire area between the right-of-way line and 2-feet behind the edge of the sidewalk.

It shall be noted that Can Ada Road is not listed in the Capital Improvements Plan, and is not impact fee eligible. No compensation shall be provided for right-of-way dedication.

3. **Hidden Brook Drive**

a. **Existing Conditions:** Hidden Brook Drive is improved with 2-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk abutting the site. There is 64-feet of right-of-way for Hidden Brook (32-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.

**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:** District 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.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**Hidden Brook Drive 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 Hidden Brook Drive is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 47-foot street section within 69-feet of right-of-way.

c. **Applicant Proposal:** The applicant is not proposing improvements to Hidden Brook Drive.

d. **Staff Comments/Recommendations:** In accordance with District Policy 7203.3 the applicant should be required to update the existing ramps located in the following locations so as to be ADA compliant:
   - The intersection of Hiddenbrook Drive and Alderbrook Drive.

4. **Deerhaven Way**
a. **Existing Conditions:** Deerhaven Way is stubbed to the site from both the north and the south with varying improvements. Deerhaven Way is improved with 2-travel lanes, vertical curb, gutter, and 5-foot wide concrete sidewalk abutting the site to the south; with 2-travel lanes, 2-foot wide ribbon curb, 8-foot wide swales and 4-foot wide concrete sidewalk abutting the site to the north. There is 64-feet of right-of-way for Deerhaven Way on both the north and south ends (32-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.
   - **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:** District 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.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**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. Deerhaven Way is designated as a Residential Collector. The new segment of Deerhaven Way should align with the existing stubs to both the north and south. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 47-foot street section within 69-feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to construct Deerhaven Way as a 36-foot street section within 64-feet of ROW. The proposal consists of vertical curb, gutter, shallow inlets, 8-foot wide swales, and 5-foot wide concrete sidewalk.

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

5. **Internal Roads**
   a. **Existing Conditions:** There are currently no roads constructed internal to 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.

**Minor Improvements Policy:** District policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**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’s Proposal:** The applicant is proposing to construct the entrance portion of Alderbrook Drive as a 47-foot street section, with vertical curb, gutter 5-foot wide attached concrete sidewalk, and a 10-foot wide landscape median. The entrance will taper into a 33-foot street section after approximately 150-feet. The applicant is proposing to construct all other internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk. The applicant is proposing to construct a cul-de-sac with a 54-foot turning radius at the terminus of Hollowtree Court.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct the entrance portion of Alderbrook Drive as a 47-foot street section, with vertical curb, gutter 5-foot wide attached concrete sidewalk, and a 10-foot wide landscape median meets District policy and should be approved as proposed.

The applicant’s proposal to construct all other internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk meets district policy and should be approved as proposed.

The applicant’s proposal to construct a cul-de-sac with a turning radius of 54-feet at the terminus of Hollowtree Court meets District policy and should be approved as proposed.

The applicant should be required to plat the landscape island as ROW owned by ACHD. The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within the median.

The applicant is required to get written fire department approval from the City of Star for the reduced street section (33-feet).
6. Roadway Offsets
   a. **Existing Conditions:** There are currently no roads constructed internal to the site.

   b. **Policy:**
      
      **Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

      **Local Offset Policy:** 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 a local street (Alderbrook Drive), to intersect and arterial (Can Ada Road), approximately 800-feet south of the nearest existing roadway (Skyhaven Drive). The applicant is proposing all new streets to provide a minimum offset of 125-feet (measured centerline to centerline).

   d. **Staff Comments/Recommendations:** The applicant’s proposal to construct all new streets to provide the minimum offsets meets District policy and should be approved as proposed.

7. Stub Streets
   a. **Existing Conditions:** There are currently no roads constructed internal to the site.

   b. **Policy:**
      
      **Stub Street Policy:** District policy 7207.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform to the requirements described in Section 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."

      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.

   c. **Applicant Proposal:** The applicant is not proposing to construct stub streets to any adjoining properties.

   d. **Staff Comments/Recommendations:** The applicant’s proposal to not construct stub streets does not meet District policy, due to the fact that it is not proposing connection to the undeveloped parcel to the south. However, staff recommends a modification of policy to allow the applicant to not construct a stub street, due to the fact that the parcel has access via two existing stub streets. Furthermore, the applicant would have to construct a bridge over an existing canal in order to facilitate the stub street to the south.

8. Bridge for Canal Crossing
   The District will require that the applicant submit the bridge plans for the crossing of the existing canal for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.
9. **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.

10. **Landscaping**  
   **Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

11. **Other Access**  
   Can Ada Road is classified as a minor arterial roadway; Hidden Brook Drive and Deerhaven 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.

**D. Site Specific Conditions of Approval**

1. Dedicate 12-feet of right-of-way along Can Ada Road abutting the site. Can Ada Road is not listed in the Capital Improvements Plan, and is not impact fee eligible. No compensation shall be provided for right-of-way dedication.

2. Improve Can Ada Road as one-half of a 46-foot street section, complete with 22.5-feet of pavement, vertical curb, gutter and 5-foot wide detached concrete sidewalk as proposed, within 70-feet of right-of-way (35-feet from centerline).

   **OR**

   Improve Can Ada Road with 17-feet of pavement, a 3-foot wide gravel shoulder, and 5-foot wide detached concrete sidewalk within 70-feet of right-of-way (35-feet from centerline) to meet District policy.

3. Provide a permanent right-of-way easement that encompasses sidewalks placed outside of the dedicated right-of-way and 2-feet behind the edge of the sidewalk.

4. Update the existing ramps located at the intersection of Hiddenbrook Drive and Alderbrook Drive so as to be ADA compliant.

5. Construct Deerhaven Way as a 36-foot street section, with vertical curb, gutter, shallow inlets, 8-foot wide swales, and 5-foot wide concrete sidewalk within 64-feet of right-of-way.

6. Construct internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalk.

7. Construct a cul-de-sac with a turning radius of 54-feet at the terminus of Hollowtree Court as proposed.

8. Plat the landscape island as right-of-way owned by ACHD. The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within the median.

9. The applicant is required to get written fire department approval from the City of Star for the reduced street section (33-feet).

10. Construct all new streets to provide the minimum offsets as proposed.
11. The applicant shall not be required to construct any additional stub streets.

12. Submit the bridge plans for the canal crossing for review and approval prior to the pre-construction meeting and final plat approval.

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

14. Direct lot access is prohibited to Can Ada Road, Hidden Brook Drive and Deerhaven Way and shall be noted on the final plat.

15. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

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

**Construction (Subdivisions)**

- **Sediment & Erosion Submittal**
  - At least one week prior to setting up a Pre-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 Appeal of Staff Decision

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

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

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

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

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

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