March 3, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Peppermill Estates No. 2
Project Number: SUBP15-0099
Meeting Date: March 9, 2016

FACTS & FINDINGS:

1. Peppermill Estates No. 2 is a 16 buildable and 4 common lot residential subdivision on 10.48 acres. This site is located east of S. Cloverdale Rd. and south of W. Hollandale Dr.

2. The applicant is Corey Barton Homes Inc. and the principal for the applicant is Corey D. Barton, President.

3. The preliminary plat was approved on May 27, 2015.

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 $375,000 in the form of a Letter of Credit from Washington Trust 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 February 4, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Peppermill Estates No. 2 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
Notes:
1. A ten (10) foot wide permanent public utilities, property drainage and Boise City street light easement is hereby designated along all lot lines common to a public Right-Of-Way as shown. A five (5) foot wide irrigation, public utilities and property drainage easement is hereby designated along each side of interior lot lines as shown. A ten (10) foot wide permanent public utilities and property drainage easement is hereby designated along rear lot lines as shown.

2. The development of this property shall be in compliance with the Boise City Zoning Ordinance as specifically approved by PUD 15-009.

3. Lots 12, 17, 20 and 23, Block 2, are common areas to be used for open space, which shall be owned and maintained by the Peppermill Estates No. 1 Homeowner’s Association. These lots cannot be developed for residential purposes in the future. All common areas are subject to a lien for public utility assessment.

4. Portions of Lots 17, 19, 20 and 21, Block 2 are served by and contain an ACHD storm water drainage system. These lots are surrounded by what certain master permanent storm water drainage easement recorded on May 9, 2009 as Instrument No. 109053259 official records of Ada County, and incorporated herein by this reference as if set forth in full (the “Master Easement”). The master easement and the storm water drainage system is dedicated to ACHD pursuant to section 40-202 Idaho Code. The master easement is for the operation and maintenance of the storm water drainage system.

5. Irrigation water has been provided from Nampeyo Meridian Irrigation District in compliance with the requirements of Idaho Code 31-3805(1)(b). All lots will be entitled to irrigation water rights, and will be obligated for assessments from Nampeyo Meridian Irrigation District.

6. Compliance with the Boise City Floodplain Ordinance is required.

7. Lot 17 shall contain a public path easement as required by PUD 15-0009.

8. Lot 23 is a micro path lot for a pedestrian access easement to the Peppermill Estates Subdivision.

9. Lot 12 is a micro path lot for a pedestrian access easement between Summer Way and the Eight Mile Creek pathway.

10. No building permits shall be issued on any lots in this subdivision until provisions of recorded instrument number 2015-076387 have been fulfilled as determined by the City of Boise.

11. ACHD License Agreement - Incal. No. 22016-004.
CERTIFICATE OF OWNERS

Know all men by these presents, that Corey Barton Homes, Inc. an Idaho Corporation, is the owner of the property described as follows:

A re-subdivision of Lot 21 and a portion of Lot 22, Block 1 of Peppermill Estates No. 2, Phase 1 as filed in Book 53 of Plats at Pages 4730 through 4735, records of Ada County, Idaho located in the SW 1/4 of Section 22, T. 3N., R. 1E., B.M., Boise, Ada County, Idaho, more particularly described as follows:

Commencing at the West 1/4 corner of said Section 22 from which the SW corner of said Section 22 the bears South 00°11′26″ East, 2594.81 feet; thence along the West boundary line of said Section 22 South 00°11′26″ East, 1609.81 feet; thence leaving said West boundary line North 69°54′34″ East, 850.35 feet along the South boundary line of Peppermill Estates Subdivision No. 1, as filed in Book 107 of Plats at Pages 14,878 through 14,882, records of Ada County, Idaho and the westerly extension thereof to the SE corner of Lot 7, Block 5 of said Peppermill Estates Subdivision No. 1, said point being the REAL POINT OF BEGINNING; thence along the exterior boundary line of said Peppermill Estates Subdivision No. 1 the following 5 courses; thence along the exterior boundary line of said Peppermill Estates Subdivision No. 1 the following 5 courses and distances;

thence North 00°11′26″ West, 120.00 feet; thence North 89°54′34″ East, 6.64 feet; thence North 00°11′26″ West, 170.00 feet; thence North 89°54′34″ East, 360.00 feet; thence North 30°16′48″ East, 333.54 feet point on the Easterly boundary line of said Lot 22; thence along said Easterly boundary line the following 19 courses and distances;

thence South 89°00′00″ East, 60.83 feet; thence South 72°00′00″ East, 193.12 feet; thence South 48°00′00″ East, 190.56 feet; thence South 05°00′00″ East, 207.33 feet; thence South 04°00′00″ East, 36.02 feet; thence South 04°55′52″ East, 194.22 feet; thence South 04°55′52″ West, 41.39 feet; thence South 24°00′00″ East, 151.58 feet; thence South 20°00′00″ East, 104.81 feet; thence South 38°00′00″ East, 93.97 feet; thence South 18°00′00″ East, 210.06 feet; thence South 89°58′56″ West, 164.57 feet; thence North 04°00′00″ West, 179.78 feet; thence North 14°00′00″ West, 219.92 feet; thence North 20°38′00″ West, 181.42 feet; thence North 37°21′00″ West, 51.28 feet; thence North 50°57′00″ West, 87.54 feet; thence North 70°15′23″ West, 257.78 feet; thence South 82°45′07″ West, 65.05 feet to a point on the West boundary line of said Lot 21; thence along said West boundary line South 00°11′26″ East, 18.22 feet to the SE corner of said Lot 21; thence along the South boundary line of said Lots 21 and 22 South 89°54′34″ West, 414.49 feet to the POINT OF BEGINNING. Containing 10.48 acres, more or less.

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

COREY BARTON HOMES, INC.

[Signature]

Corey D. Barton, President

ACKNOWLEDGMENT

State of Idaho

I.,

County of Ada

On this 23rd day of October, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared Corey D. Barton, known or identified to me to be the President of Corey Barton Homes, Inc., the corporation that executed the within instrument or the the person who executed the instrument on behalf of the corporation, and acknowledged to me that such corporation executed the same.

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

[Signature]

My commission expires

Notary Public for Idaho
Residing in Nampa, Idaho

CERTIFICATE OF SURVEYOR

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

[Signature]

Gregory G. Carter

P.L.S. No. 7729
PEPPERMILL ESTATES SUBDIVISION NO. 2

HEALTH CERTIFICATE
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied according to the letter to be read on file with the County Recorder or his agent listing the conditions of approval. Sanitary restrictions may be re-imposed in accordance with Section 50-1326, Idaho Code, by the issuance of a Certificate of Disapproval.

Central District Health Department  Date

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

County Surveyor

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

Date  County Treasurer

COUNTY RECORDER'S CERTIFICATE
State of Idaho )
County of Ada )

I hereby certify that this instrument was filed for record at the request of______________________________ at______________________________ on the _____ day of __________, 20____, in Book __________ of plats at Pages __________.

Instrument No. __________

Deputy  Ex-Officio Recorder

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the _____ day of __________, 20____.

Chairman ACHD

APPROVAL OF CITY ENGINEER
I, the undersigned, Boise City Engineer, hereby state that the conditions of Boise City have been satisfied for Peppermill Estates Subdivision No. 1.

City Engineer  Date

APPROVAL OF CITY COUNCIL
I, the undersigned, City Clerk in and for the City of Boise, Ada County, Idaho do hereby certify that at a regular meeting of the City Council held on the _____ day of __________, 20____, this plat was duly accepted and approved.

City Clerk, Boise, Idaho
May 19, 2015

TO:        ACHD Commission, Director Wong
FROM:     Christy Little
SUBJECT: Peppermill No. 2 – Preliminary Plat
          Staff Report for May 27, 2015 Commission Meeting

Executive Summary
The applicant is requesting approval of a preliminary plat and planned unit development for 16 buildable lots on 10.5 acres. This property was previously approved as a part of Peppermill Subdivision, but the plat and entitlements have expired with the City. The site is located east of Cloverdale Road and south of Hollandale Drive, north of Victory Road. The applicant is seeking a waiver of policy.

ACHD reviewed this site as Peppermill Subdivision in 2012 and again in 2013. As part of that approval, ACHD required the applicant to construct and extend Hiawatha Drive into the site at the east property line, over Eight Mile Creek. Only a portion of that subdivision was constructed (34 of the 50 lots), and this plat is for the remaining 16 lots. The applicant is requesting a waiver of policy to not extend Hiawatha Drive over Eight Mile Creek due to the requirements associated with the flood plain, environmental impacts, and costs. In lieu of a vehicular bridge, the applicant is proposing to construct a pedestrian bridge and enhanced pathway network. Staff supports the requested waiver.

Although this site does not front on Cloverdale Road or Victory Road, both roadways are used as access to the site, and both exceed the level of service (LOS) standards allowed by policy for 2-lane minor arterial roadways. Consistent with other preliminary plat approvals in the area, staff recommends a waiver of policy because the property is zoned for the proposed density, the intersections north and south of the site operate at acceptable levels of service, and the projects are listed in the Capital Improvements Plan.

Recommendation
Staff recommends approval of the staff report, as written.

Attachment:
Vicinity Maps
Site Plan
Staff Report
(The red circles show the streets that will extend into the site. The star shows where Hiawatha Drive was stubbed to Eight Mile Creek.)
The applicant is requesting preliminary plat and planned unit development approval for 16 buildable lots and 5 common lots on 10.5 acres. The property is zoned R-1A and allows for the proposed density.

Lead Agency: City of Boise
Site address: 11624 Peconic Dr./11826 W. Tioga St.
Commission Hearing: May 27, 2015 6:00PM
Owner: Greg Sloan
9946 W. Carolina Drive
Boise, ID 83709

Representative: Jane Suggs
200 Louisa Street
Boise, ID 83712

Staff Contact: Christy Little
Phone: 387-6144
E-mail: clittle@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant’s previous plat and PUDs have expired for this portion of the original Peppermill Subdivision. The applicant is seeking preliminary plat approval for 16 buildable lots to complete the development.

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>Elementary School and Single-Family Residential</td>
<td>A-1 and R-1B</td>
</tr>
<tr>
<td>South</td>
<td>Single-Family Residential</td>
<td>R-1A</td>
</tr>
<tr>
<td>East</td>
<td>Single-Family Residential</td>
<td>R-1A</td>
</tr>
<tr>
<td>West</td>
<td>Single-Family Residential</td>
<td>R-1A, R-1B and R-1C</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site in 2012 and then again in 2013 as part of Peppermill Subdivision, a 50-lots residential subdivision on 24 acres. The City also approved a Planned Unit Development application with the plat. That applicant final platted 34 of the 50 buildable lots, but not the final phase, which is the proposed plat with the current application. The plat and PUD for the remaining portion of Peppermill Subdivision have expired with the City of Boise. ACHD required the extension of Hiawatha Drive over Eight Mile Creek with the
previous approvals. The applicant is seeking a waiver of policy with this application to construct a pedestrian bridge and pathway connections in lieu of a vehicular bridge/connexion.

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

5. **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.

6. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
   
   - Cloverdale Road is listed in the CIP to be widened to 5-lanes from Overland Road to Victory Road between 2017 and 2021.
   
   - Victory Road is listed in the CIP to be widened to 5-lanes from Cloverdale Road to Eagle Road between 2022 and 2026.
   
   - Victory Road is listed in the CIP to be widened to 5-lanes from Cloverdale Road to Five Mile Road between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 153 additional vehicle trips per day; 15 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Traffic Analysis**
   
   Thompson Engineers prepared a traffic/distribution analysis for the proposed development. Below is an executive summary of the findings as presented by Thompson Engineers.
   
   - 34 of the originally approved 50 lots are under construction or have been constructed. All 50 lots will take access to Hollandale Drive from Heritage Place or Rushmore Way. Heritage Place was extended into Peppermill Estates as an original condition of approval.
   
   - The existing 34 lots plus the proposed 16 lots are estimated to generated 478 vehicle trips per day. ACHD policy limits the maximum traffic on a new local road to 1,000 vehicle trips per day.
   
   - Boise City Fire Department requires two access points for any development over 100 units.
   
   - Heritage Place and Rushmore Way intersect Hollandale Drive. Hollandale Drive is a collector road.
   
   - Extending Hiawatha Drive will not provide additional connectivity. A vehicle leaving the subdivision will not need to travel on arterial roads to access other subdivisions within the square mile.
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>
</tr>
</thead>
<tbody>
<tr>
<td>Hollandale Drive</td>
<td>0-feet</td>
<td>Residential Collector</td>
<td>132</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Cloverdale Road</td>
<td>0-feet</td>
<td>Minor Arterial</td>
<td>720</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Victory Road</td>
<td>0-feet</td>
<td>Minor Arterial</td>
<td>691</td>
<td>F</td>
<td>F</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane minor arterial is "D" (550 VPH).  
* Acceptable level of service for a three-lane minor arterial is "D" (720 VPH)

4. **Average Daily Traffic Count (VDT)**  
*Average daily traffic counts are based on ACHD’s most current traffic counts.*

- The average daily traffic count for Cloverdale Road north of Victory Road was 12,364 on 5-6-14.  
- The average daily traffic count for Victory Road east of Cloverdale Road was 10,594 on 10-9-13.  
- The average daily traffic count for Hollandale Drive east of Cloverdale Road was 1,831 on 4-1-15.

C. **Findings for Consideration**

1. **Area Roadway Level of Service**

   As noted above, both Cloverdale Road and Victory Road exceed the acceptable level of service (LOS) for 2-lane minor arterial roadways. Cloverdale Road between Victory and Overland is at 131% of ACHD's adopted LOS standard of "D." Victory Road is over ACHD's adopted LOS standard of "D" for 3 miles between Cloverdale and Cole. However, both the Cloverdale/Overland and Cloverdale/Victory intersections are signalized and function within acceptable LOS standards.

   Cloverdale Road and Victory Road are listed in the CIP as having existing 3-lane deficiency in the CIP, and are planned for widening in the future, as noted above. Typically, when a roadway or intersection is at or above an acceptable level of service, staff recommends that improvements be made to mitigate the additional traffic to be generated by the development, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or FYWP. In this case, improvements would include widening Cloverdale Road to 5-lanes from Hollandale Drive to Overland Road, and/or widening Victory Road to 5-lanes from Cloverdale Road to Cole Road. However, given the size of the development (16 lots), the costs associated with widening Cloverdale Road ($3,000,000) and Victory Road ($6,500,000), it would not be feasible for the applicant to construct the improvements. Additionally, the applicant is not proposing to subdivide the property beyond the entitled zoning.

   Because the applicant's proposal is consistent with the approved zoning, the intersections north and south of the site are signalized and operate at an acceptable level of service, and with the projects in the CIP, staff recommends a waiver of District Policy 7601.4.1 Level of Service Standards. This allows the project to move forward with the understanding that both Cloverdale
and Victory Roads will be widened in the future. This waiver is consistent with other preliminary plats in the area that have been approved by ACHD, the City of Boise or Ada County.

2. Hiawatha Drive
   a. **Existing Conditions:** Hiawatha Drive was dedicated to ACHD in 1985 with Pepperwood Estates No. 2 but never constructed. The right-of-way is dedicated from Canonero Way to the east side of Eight Mile Creek.

   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.

      - **Off-Site Streets Policy:** District Policy 7207.2.3 states that if the proposed development is not served by a public street with at least 24-feet of pavement then the developer shall pave the street or widen the existing pavement to provide 24-feet of pavement with 3-foot gravel shoulders from the site to a public street specified by the District.

      - **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.

c. **Applicant’s Proposal:** The applicant is requesting a waiver of policy to not extend a bridge 
over Eight Mile Creek, to connect the proposed subdivision to Canonero Way. In lieu of a 
vehicular bridge and roadway connection, the applicant is proposing to construct a pedestrian 
bridge, 8-feet wide and 40-feet long. The bridged will be owned and maintained by the HOA. 
(The red circles show the streets that will extend into the site. The star shows where 
Hiawatha Drive was stubbed to Eight Mile Creek.)

d. **Staff Comments/Recommendations:** The applicant has provided multiple reasons for the 
waiver request:

- A traffic analysis was conducted prior to submittal of this preliminary plat. The 
analysis concludes that the bridge and connection is not necessary from a capacity 
standpoint. Hollandale Drive will continue to function well without the connection.

- Staff at the City of Boise support a pedestrian bridge and the associated pathway 
connections, in lieu of a vehicular connection.
• The Fire Department does not require a vehicular connection for emergency access because the lots have two points of ingress/egress (public streets) on Hollandale Drive.

• The cost estimate for design and construction of a vehicular bridge is $271,000. (This estimate has been reviewed and confirmed by ACHD Engineering staff.) The cost of the bridge is high due to the flood plain requirements associated with Eight Mile Creek.

• Environmental impacts associated with crossing the Eight Mile Creek.

• The pedestrian bridge will provide connectivity to the neighborhood and school; and will connect to other proposed pathways to be constructed with this plat.

Staff is supportive of the applicant's request to not extend Hiawatha Drive into the site as a public street. The vehicular connection would be expensive for the developer to construct, and would be an expensive asset for ACHD to maintain, with little benefit to the public. There is abundant and adequate connectivity within this square mile. The stub street is not necessary to provide access to other parcels, as surrounding parcels are developed. Further, there is an elementary school on Hollandale Drive just east of Rushmore Way. A connection to Canonero Way could cause cut-through traffic during school peak hours due to the school zone on Hollandale Drive. This would not be ideal since the streets within the subdivision are local streets.

The applicant should be required to close/complete the approach for Hiawatha Drive off of Gatewood Lane with rolled curb, gutter and 5-foot wide sidewalk to match existing improvements. The proposed pedestrian path should be subject to a license agreement.

3. Internal Local Streets
   a. Existing Conditions: There are two stub streets constructed to the west property line of 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.

c. Applicant’s Proposal: The applicant is proposing to extend both streets into the site and construct a standard cul-de-sac.

d. Staff Comments/Recommendations: Staff recommends that the applicant extend the streets into the site as proposed, with a minimum radius of 45-feet for the turnaround.

4. Peconic Drive
   a. Existing Conditions: Peconic Drive is improved with 30-feet of pavement and no curb, gutter or sidewalk abutting the site. (Very limited frontage on south of end of plat, adjacent to a proposed common lot.) There is 50-feet of right-of-way for Peconic Drive.

   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.

**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.

**c. Staff Comments/Recommendations:** Directly east of the site is a lot that was platted as part of Pepperwood Estates #2 which does not have improvements on its frontage on Peconic Drive. This lot has 90-feet of frontage and would be a gap in pedestrian improvements. Staff recommends that the applicant enter into a cooperative development agreement with the District for the construction of curb, gutter and sidewalk on Peconic Drive that is off-site. The agreement would outline that ACHD would reimburse the applicant for the engineering, and construction of curb, gutter and sidewalk and pavement widening abutting the unimproved parcel out of available Developer Cooperative funds.

5. **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.

6. **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.

**D. Site Specific Conditions of Approval**

1. Construct a pedestrian bridge over Eight Mile Creek as proposed, and with the proposed pathway connections. The bridge will be owned and maintained by the HOA and any pathways within the ACHD right-of-way will be subject to a license agreement.

2. Close the Hiawatha Drive approach west of Gatewood Lane with rolled curb, gutter and 5-foot wide concrete sidewalk to match existing improvements.
3. Extend Hiawatha Drive and Sumpter Way into the site at the west property line. Construct the streets as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalk within 50-feet of right-of-way. The cul-de-sac shall be constructed with a minimum 45-foot turning radius.

4. Widen Peconic Drive to one half of a 36-foot street section with rolled curb, gutter and 5-foot wide concrete sidewalk. Enter into a cooperative development agreement to extend those improvements to the east.

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


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
Proposed Pedestrian Bridge Design