March 3, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Southern Highlands Subdivision No. 2
Project Number: SUBP15-0073
Meeting Date: March 9, 2016

FACTS & FINDINGS:

1. Southern Highlands Subdivision No. 2 is a 45 buildable and 4 common lot residential subdivision on 20.68 acres. This site is located south of E. Amity Road, west of S. Eagle Road and north of E. Taconic Drive.

2. The applicant is Sky Mesa Development, LLC and the principal for the applicant is James H. Hunter, Manager.

3. The preliminary plat was approved on January 8, 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 $845,100 in the form of a letter of credit from Bank of the Cascades 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 November 5, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Southern Highlands Subdivision No. 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF Ada COUNTY SURVEYOR

Know all men by these presents, that Sky Mesa Development, LLC, is the owner of the real property hereinafter described:

A new subdivision of a portion of Lot 16, Block 1 of Blackock Subdivision No. 1 as filed in Book 96 of Plat at Pages 12023 through 12028 of the records of Ada County, Idaho located in the SE 1/4 of the NW 1/4 of Section 32, T33N, R13E, B.M., Meridian, Ada County, Idaho more particularly described as follows:

Commencing at the NW corner of said Section 32, thence southerly 230.00 feet along the NE 1/4 of said Section 32; thence southerly 350.00 feet along the NW 1/4 of said Section 32; thence southerly 230.00 feet along the SE 1/4 of said Section 32; thence southerly 350.00 feet along the SW 1/4 of said Section 32; thence southerly 130.00 feet along the NE 1/4 of said Section 32 to the point of beginning.

ACKNOWLEDGMENT

STATE OF IDAHO

COUNTY OF ADA

On this 29th day of February, 2019, before me, the undersigned, a Notary Public in and for the State of Idaho, personally appeared: James H. Hunter, shown or deemed to be the manager of Sky Mesa Development, LLC, the limited liability company that executed the foregoing instrument, and acknowledged to me that he executed such instrument for and on behalf of said limited liability company and that said limited liability company executed the same.

My Commission expires on March 2, 2019

Notary Public for State of Idaho

Residing in Nampa, Idaho

CERTIFICATE OF Ada COUNTY SURVEYOR

I, Gregory G. Carter, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that the 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.

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

7729

HORROCKS
ENGINEERS

5720 East Franklin Road
Suite 150
Nampa, ID 83686
(208) 463-4107

SHEET 3 OF 4
SATISFACTION OF SEWER RESTRICTION
Sanitary restrictions as required by Idaho Code, Title 33, 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 56-1326, Idaho Code, by the issuance of a certificate of disapproval.

SOUTHERN HIGHLANDS SUBDIVISION NO. 2

CERTIFICATE OF ADA COUNTY SURVEYOR
I, the undersigned, County Surveyor 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.

ADA COUNTY SURVEYOR
DATE

CERTIFICATE OF ADA COUNTY TREASURER
I, the undersigned, County Treasurer of Ada County, Idaho, in and for the County of Ada, do hereby certify that the plat is accurate and complete and that all necessary county taxes have been paid in full. This plat is valid for the next thirty (30) days only.

ADA COUNTY TREASURER
DATE

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 ________, 2016.

ADA COUNTY HIGHWAY DISTRICT PRESIDENT

APPROVAL OF CITY OF MERIDIAN CITY ENGINEER
I, ____________________________, City Engineer of the City of Meridian, Ada County, Idaho, hereby approve this plat.

CITY ENGINEER
DATE

APPROVAL OF CITY COUNCIL
I, ____________________________, City Clerk of the City of Meridian, Ada County, Idaho, do hereby certify that at a regular meeting of the City Council held on the ______ day of ________, 2016, this plat was duly accepted and approved.

MERIDIAN CITY CLERK
DATE

5790 East Franklin Road
Suite 150
Nampa, ID 83687
(208) 461-4077
HORROCKS
ENGINERS

SHEET 4 OF 4
Project/File: Southern Highlands Subdivision (MAZ-13-016/MPP-13-033)
The applicant is requesting annexation, rezone and preliminary plat approvals for
162-lot residential subdivision on 123.45 acres.

Lead Agency: City of Meridian

Site address: south of Amity Road, west of Eagle Road
and north of Taconic Drive

Commission Approval: January 8, 2014
12:00PM

Applicant: BHH Investments I, LLC
1025 S. Bridgeway Place, #290
Eagle, ID 83616

Representative: Matt Schultz
Schultz Development, LLC
P.O. Box 1115
Meridian, ID 83680

Staff Contact: Lauren Watsek
Phone: 387-6218
E-mail: lwatsek@achd.idaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting annexation to the City of Meridian with
an R-4 zone for 124 acres, which is currently zoned RUT. The preliminary plat application
includes the west 79 acres with 169 residential lots and 12 common lots. The 45 acres on the
east side will be preliminary platted as 1 building lot and 1 common lot at this time and will
require a detailed preliminary plat prior to development. The applicant’s proposal is consistent
with the Comprehensive Plan for the City of Meridian. (This staff report is based on the 12-17-
13 transmittal of the revised preliminary plat.)

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>Whitebark Subdivision/ Rural Urban Transition</td>
<td>R-4/RUT</td>
</tr>
<tr>
<td>South</td>
<td>Rural Urban Transition/ Blackrock Subdivision</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Rural Urban Transition</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Rural Urban Transition</td>
<td>RUT</td>
</tr>
</tbody>
</table>

3. Site History: ACHD has not previously reviewed this site for a development application.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Whitebark Subdivision and Blackrock Subdivision, located north and south of the site, are in various stages of development.

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

6. **New Centerline Miles:** 2.08

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

8. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   - Amity Road is listed in the Capital Improvements Plan to be widened to 5 lanes between Locust Grove Road and Eagle Road between 2022 and 2026.
   - Eagle Road is listed in the Capital Improvements Plan to be widened to 5 lanes between Lake Hazel Road and Amity Road between 2022 and 2026.
   - Lake Hazel Road is listed in the Capital Improvements Plan to be widened to 5 lanes between Locust Grove and Eagle Road between 2022 and 2026.
   - The intersection of Amity Road and Eagle Road is listed in the Capital Improvements Plan to have a dual-lane roundabout constructed and to be widened to 5 lanes on the north leg, 4 lanes on the south, 4 lanes east, and 4 lanes on the west leg, and signalized between 2022 and 2026.
   - The intersection of Amity Road and Locust Grove Road is listed in the Capital Improvements Plan to have a dual-lane roundabout constructed and to be widened to 4 lanes on the north leg, 4 lanes on the south, 5 lanes east, and 5 lanes on the west leg, and signalized between 2017 and 2021.
   - The intersection of Lake Hazel Road and Eagle Road is listed in the Capital Improvements Plan to be widened to 6 lanes on the north leg, 6 lanes on the south, 7 lanes east and 7 lanes on the west leg, and signalized between 2027 and 2031.
   - The intersection of Lake Hazel Road and Locust Grove Road is listed in the Capital Improvements Plan to be widened to 5 lanes on the north leg, 5 lanes on the south, 6 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 1,589 additional vehicle trips per day and 187 additional vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineers Inc. prepared a traffic impact study for the proposed Southern Highlands Subdivision for 162 residential lots. The plat was later revised to have 169 lots. Below is an executive summary of the findings as presented by Thompson Engineers Inc. The following executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.
Executive Summary

Proposed Development:
The project is a residential development including 162 Single Family dwellings.
The site is expected to access the transportation system via Eagle Road via Taconic Drive.

Study Area:
The area of influence is anticipated to be southwest Ada County, Idaho, including the City of Meridian. The primary impacts will be along Eagle Road, with secondary impacts along Amity Road. The study area will include the intersections of Eagle Road and Taconic Drive, and Eagle Road and Amity Road.

Conclusions:
Below are the findings of this report:

- Based on the trip generation methods recommended in the Trip Generation Manual, the site will generate 1,523 trips per day of which 120 trips will occur in the AM peak hour and 160 trips will occur during the PM peak hour.
- The site will access the transportation system via Taconic Drive, an existing residential collector road.
- The intersection of Amity Road and Eagle Road will operate at acceptable levels of service under background and total traffic conditions in build out year. The critical peak hour is in the PM peak hour.
- The site will be accessed by two approaches on Taconic Drive. Both of these access points are anticipated to operate at acceptable levels of service in the build out year.
- The proposed site plan provides good internal circulation. All roadways with front on housing are anticipated to have less than 1,000 vehicles per day.
- A right turn lane is warranted for southbound Eagle Road at Taconic Drive during the PM peak hour based on the ACHD turn lane requirements.
- A left turn lane on Eagle Road at Taconic Drive is not warranted.

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

As recommended by the TIS, The applicant should be required to construct a right turn lane for southbound Eagle Road at Taconic Drive.

3. Condition of Area Roadways
Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Road</td>
<td>445 feet</td>
<td>Principal Arterial</td>
<td>345</td>
<td>Better than &quot;E&quot;</td>
<td>550</td>
<td>Better than &quot;E&quot;</td>
</tr>
<tr>
<td>Taconic Drive</td>
<td>2,800 feet</td>
<td>Collector</td>
<td>34</td>
<td>Better than &quot;D&quot;</td>
<td>140</td>
<td>Better than &quot;D&quot;</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is "E" (650 VPH).
* Acceptable level of service for a two-lane collector is "D" (425 VPH).
4. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD’s most current traffic counts.

- The average daily traffic count for Eagle Road south of Amity Road was 5,500 on October 3, 2013.
- The average daily traffic count for Taconic Drive west of Eagle Road was 552 on October 3, 2013.

C. Findings for Consideration

1. South Meridian Transportation Plan

The South Meridian Transportation Plan (SMTP) is a long range planning tool developed to plan for future growth in the South Meridian Area by identifying future roadway, intersection, and corridor needs. The SMTP provides a framework for future roadway improvements based on the land use designations. The plan also investigates alternative transportation solutions including pedestrian and bicycle pathways. The plan was created in collaboration the City of Meridian and was adopted by the ACHD Commission in May of 2009. The proposec development is consistent with the City's plan.

2. Eagle Road

   a. Existing Conditions: Eagle Road is improved with 2 travel lanes, and no curb, gutter or sidewalk abutting the site. There is 72 feet of right-of-way for Eagle Road (46 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.

      Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

      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.

      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.

      ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Eagle Road is designated in the MSM as a Residential Arterial with 5 lanes and on-street bike lanes, a 72 foot street section within 96 feet of right-of-way.
Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalks 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.

c. Applicant Proposal: The applicant is not proposing any improvements on Eagle Road abutting the site.

d. Staff Comments/Recommendations: The applicant should be required to dedicate 48 feet of right-of-way from centerline for Eagle Road. The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way as this section of Eagle Road is listed in the Capital Improvements Plan. The portion of the site with frontage on Eagle Road is part of the annexation and rezone but not the preliminary plat.

The applicant should be required to construct 5 foot wide detached concrete sidewalk on Eagle Road located a minimum of 42 feet from centerline, abutting the site. 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.

Dedication of right-of-way and construction of sidewalk will not be required until that portion of the site with frontage on Eagle Road is platted.

As recommended by the Traffic Impact Study, the applicant should be required to construct a right turn lane for southbound Eagle Road at Taconic Drive. The right turn lane should be constructed to provide a minimum of 100-feet of storage plus the appropriate taper. The applicant should be required to construct the turn lane prior to final platting the 50th lot.

3. Taconic Drive
a. Existing Conditions: Taconic Drive is improved with 2 travel lanes (24-feet of pavement), and no curb, gutter or sidewalk abutting the site. There is 50 feet of right-of-way for Taconic Drive (25 feet from centerline) and a 10 foot wide sidewalk on the south side of Taconic Drive.

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

   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.

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.

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 Taconic Drive is designated in the MSM as a Residential Collector with 2 lanes and on-street bike lanes, a 36 foot street section within 50 feet of right-of-way.

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

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

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

c. Applicant Proposal: The applicant is proposing to construct Taconic Drive as one half of a 36 foot street section (18 feet from centerline) with vertical curb and gutter on the north side of the street. The applicant is not proposing the construction of sidewalk on the north side of Taconic Drive.

d. Staff Comments/Recommendations: The applicant’s proposal to construct Taconic Drive as one half of a 36 foot street section (18 feet from centerline) with vertical curb and gutter on the north side of the street meets District Policy and should be approved. Improvements are required with the first phase of development.

The applicant shall be required to construct a 5 foot wide detached concrete sidewalk on Taconic Drive located a minimum of 24 feet from centerline; or construct a 7 foot wide attached concrete sidewalk. A permanent right-of-way easement should 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.

4. Internal Local Roads
   a. Existing Conditions: There are 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.

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

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

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

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

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

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

c. **Applicant’s Proposal:** The applicant is proposing to construct all internal local roads as 34 foot street sections with rolled curb, gutter, 8 foot wide planter strips, and 5 foot wide detached concrete sidewalk within 38 feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant's proposal to construct all internal local roads as 34 foot street sections with rolled curb, gutter, 8 foot wide planter strips, and 5 foot wide detached concrete sidewalk within 38 feet of right-of-way meets District Policy and should be approved as proposed.

The applicant should obtain written fire department approval for the reduced street section (34 feet).
The applicant should be required to provide permanent right-of-way easements for public sidewalk 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.

The applicant should be required to construct cul-de-sacs to provide a minimum turning radius of 45 feet.

5. Roadway Offsets
   a. Existing Conditions: There are no roads constructed internal to the site.

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

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

   c. Applicant's Proposal: The applicant is proposing to construct all internal local streets to provide a minimum offset of 125 feet from any other street.

   d. Staff Comments/Recommendations: The applicant's proposal meets District Policy and should be approved as proposed.

6. Stub Streets
   a. Existing Conditions: Two stub streets have been approved to stub to the north property line of this site as a part of the Whitebark Subdivision preliminary plat. These streets have not yet been constructed.

   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 with 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.

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

   c. Applicant Proposal: The applicant is proposing to construct 4 stub streets:
      • (Unnamed) Street (between Bow Canyon Drive and Shady Glade Street) is proposed to stub to the future R-4 development.
- Shady Glade Street is proposed to stub to the north property line, approximately 840 feet east of the northwest corner of the site. This stub street will provide connectivity to the 17.8 acre parcel which has been preliminary platted as Whitebark Subdivision.

- Solstice Street is proposed to stub to the north property line, approximately 1,170 feet east of the northwest corner of the site. This street will provide connectivity to the 17.8 acre parcel which has been preliminary platted as Whitebark Subdivision.

- Chimney Rock Way is proposed to stub to the north property line, approximately 190 feet east of the northwest corner of the site. This street will provide connectivity to the 10 acre parcel north of the site. The applicant is proposing to construct a cul-de-sac at the terminus of Chimney Rock Way.

- Treston Creek Way is proposed to stub to the west property line to the undeveloped parcels to the west.

- Graphite Way is proposed to stub to the west property line to the undeveloped parcels to the west.

d. **Staff Comments/Recommendations:**

- The applicant should be required to construct a temporary cul-de-sac at the terminus of Shady Glade Street where it is proposed to stub to Block 11, Lot 1, as it has a length greater than 150 feet. The cul-de-sac shall be paved and have the dimensional requirements of a standard cul-de-sac.
• The applicant should be required to construct a temporary cul-de-sac at the terminus of Shady Glade Street where it is proposed to stub to the north property line if the stub streets included in the Whitebark Subdivision preliminary plat have not yet been approved and constructed at the time of construction of Shady Glade Street.

• The applicant’s proposal to construct Solstice Street to stub to the north property line approximately 1,170 feet east of the northwest corner of the site meets District Policy and should be approved as proposed.

• The applicant’s proposal to construct Chimney Rock Way to stub to the north property line, approximately 190 feet east of the northwest corner of the site meets District Policy and should be approved as proposed. Temporary turnarounds are required at the end of the streets because they are greater than 150-feet in length.

The applicant should be required to install a sign at the terminus of each stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

7. Master Street Map
The Master Street Map shows a north-south collector through the site and out to Amity Road. The MSM also shows an east west collector through the site and out to Locust Grove Road. The applicant is proposing to construct and/or connect to three stub streets at the north property line and is proposing to construct two stub streets to the west property line. City and ACHD staff have worked together with the applicant and determined that based on the proposed and existing densities, the collector streets shown on the MSM are not necessary. The applicant is proving multiple stub streets that will provide adequate connectivity to Locust Grove Road, Amity Road, and Eagle Road. The collector streets should be removed from the MSM.

8. 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.

9. 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.

10. Other Access
Eagle Road classified as principal arterial roadway, Taconic Drive is classified as a collector roadway. 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 48 feet of right-of-way from centerline of Eagle Road abutting the site. The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way as this section of Eagle Road is listed in the Capital Improvements Plan. Dedication of right-of-way will not be required until that portion of the site with frontage on Eagle Road is platted.

2. Construct 5 foot wide detached concrete sidewalk on Eagle Road located a minimum of 42 feet from centerline abutting the site. 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. Construction of sidewalk will not be required until that portion of the site with frontage on Eagle Road is platted.

3. Construct a right turn lane for southbound Eagle Road at Taconic Drive with a minimum 100-feet of storage plus the appropriate taper. Construct the turn lane prior to final platting the 50th lot.

4. With the first phase, construct Taconic Drive as one half of a 36 foot street section with vertical curb and gutter on the north side of the street with 5 foot wide detached concrete sidewalk, or 7 foot wide attached concrete sidewalk. 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.

5. Construct all internal local roads as 34 foot street sections with rolled curb, gutter, 8 foot wide planter strips, and 5 foot wide detached concrete sidewalk within 38 feet of right-of-way. A permanent right-of-way easement shall be provided for all public sidewalks 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.

6. Obtain fire department approval for the reduced street section.

7. Construct cul-de-sacs to provide a minimum turning radius of 45 feet.

8. Construct all internal local streets to provide a minimum offset of 125 feet from any other street, as proposed.

9. Construct a temporary cul-de-sac at the terminus of Shady Glade Street where it is proposed to stub to Block 11, Lot 1. The cul-de-sac shall be paved and have the dimensional requirements of a standard cul-de-sac.

10. Construct a temporary cul-de-sac at the terminus of Shady Glade Street where it is proposed to stub to the north property line if the stub streets included in the Whitebark Subdivision preliminary plat have not yet been approved and constructed at the time of construction of Shady Glade Street.

11. Construct Solstice Street to stub to the north property line approximately 1,170 feet east of the northwest corner of the site, as proposed.

12. Construct Chimney Rock Way to stub to the north property line, approximately 190 feet east of the northwest corner of the site, as proposed.

13. Construct Graphite Way as a stub street to the west property line and provide a temporary turnaround.

14. Construct Treston Creek Way to the west property line and provide a temporary turnaround.

15. Install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
16. Other than the access specifically approved with this application, direct lot access is prohibited to Eagle Road and should be noted on the final plat. (Access to Taconic Drive will be determined when the future R-4 development occurs.

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

18. Comply with all Standard Conditions of Approval.

E. **Standard Conditions of Approval**

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

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

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

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

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

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

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

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

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

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

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

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.
F. Conclusions of Law
1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

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