June 28, 2016

Development Services Department

To: ACHD Commission

From: Kaci Bader, Development Review Coordinator

Subject: Final Plat: Antler Ridge Subdivision Phase 2

Project Number: SUBP15-0096

Meeting Date: July 6, 2016

FACTS & FINDINGS:

1. Antler Ridge Subdivision Phase 2 is a 31 buildable and 1 common lot residential subdivision on 6.193 acres. This site is located at 3581 S. Cloverdale Road.

2. Antler Ridge Subdivision Phase 2 adds 0.27 centerline miles to the ACHD roadway system.

3. Antler Ridge Subdivision Phase 2 does not have available transit.

4. The applicant is Hayden Homes Idaho, LLC and the principal for the applicant is Dennis P. Murphy, Member.

5. The preliminary plat was approved on November 6, 2013. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:

1. Approve the final plat of Antler Ridge Subdivision Phase 2 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
Date: November 8, 2013

To: Saundra Wanner  
3652 S McCormick Street  
Boise, ID, 83709

Lisa Wanner  
1056 Shearwater Lane  
Eagle, ID 83709

Subject: Antler Ridge Subdivision/201300966-DA/PUD/S/ZC  
3581 S Cloverdale Road

On November 6, 2013 the Ada County Highway District Commission acted on your application for the above referenced project. The attached report lists site-specific requirements, conditions of approval and street improvements, which are required.

If you have any questions, please feel free to contact me at (208) 387-6171.

Sincerely,

Stacey Yarrington  
Planner III  
Development Services  
Ada County Highway District

CC: Project file  
KM Engineering – Tim Mokwa (via e-mail)  
Ada County (via e-mail)
**A. Findings of Fact**

1. **Description of Application:** The applicant is proposing to subdivide approximately 29.5 acres into 138 residential lots and 6 common lots within unincorporated Ada County and to rezone the site from RUT/RSW (Rural Urban Transition/Southwest Community Residential) to R8 (Medium High Density Residential). The proposed use is not consistent with Ada County’s Comprehensive Plan. Due to the density of the proposed subdivision, the applicant should request annexation into the City of Boise.

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>Estate Residential Zone</td>
<td>R1</td>
</tr>
<tr>
<td>South</td>
<td>Southwest Community Residential Zone</td>
<td>RSW</td>
</tr>
<tr>
<td>East</td>
<td>Southwest Community Residential Zone</td>
<td>RSW</td>
</tr>
<tr>
<td>West</td>
<td>Southwest Community Residential Zone</td>
<td>RSW</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD Commission previously reviewed this site as Bremerton Subdivision in April of 1993. The requirements of this staff report differ with those of the prior action due to the lapse of time and the scope of the project has changed considerably.

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)/Five Year Work Plan (FYWP):**
   There are currently no roadways, bridges or intersections in the general vicinity of the project in the Five Year Work Program.
   - Cloverdale Road is listed in the Capital Improvements Plan to be widened to 5-lanes from Victory Road to Amity Road between 2017 and 2021.
   - The intersection of Amity Road and Cloverdale Road is listed in the Capital Improvements Plan to be widened to 5-lanes on the north leg, 5-lanes on the south, 3-lanes east, and 3-lanes on the west leg, and signalized between 2017 and 2021.
   - The intersection of Overland Road and Cloverdale Road is listed in the Capital Improvements Plan to be widened to 7-lanes on the north leg, 7-lanes on the south, 9-lanes east, and 9-lanes on the west leg, and signalized between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 1,330 additional vehicle trips per day (10 existing); 140 additional vehicle trips per hour in the PM peak hour (1 existing), based on the traffic impact study.

2. **Traffic Impact Study**
   Kittelson & Associates, Inc. prepared a traffic impact study for the proposed Antler Ridge Subdivision. Below is an executive summary of the findings as presented by Kittelson & Associates. The following executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

**Executive Summary:**

The results of the traffic impact analysis indicate that the proposed residential development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system. The findings of this analysis and our recommendations are discussed below.

**Conclusions:**
- All of the study intersections currently operate at acceptable levels of service during the weekday a.m. and p.m. peak hours.
- A review of historical crash data did not reveal any patterns or trends in the site vicinity.
- The proposed development is estimated to generate approximately 1,330 net new daily trips. 105 weekday a.m. (25 inbound/ 80 outbound), and 140 weekday p.m. (9 inbound/ 50 outbound) peak hour trips.
- All of the study intersections are projected to operate at acceptable levels of service under the year 2020 background conditions, weekday a.m. and p.m. peak hours.

- All of the study intersections are anticipated to operate at acceptable levels of service in the year 2020 total traffic conditions, except for the following intersections:
  - Pontler Road and Cloverdale Road (AM and PM, LOS F, volume-to-capacity ratio of 0.49 and 0.62)

At this intersection, the critical movements are the eastbound left-turns from the proposed east-west roadway onto Cloverdale Road. Both of these movements have adequate capacity to make a left-turn onto Cloverdale Road. If delays are lengthy for the eastbound left-turn movement at Pontler Road, vehicles can reroute and utilize Bott Lane to access Cloverdale Road via the "T" intersection, which is projected to operate at LOS D. Additionally, this intersection is located near two adjacent traffic signals (Victory Road and Amity Road). The traffic volumes on Cloverdale Road are metered from the two traffic signals and result in platoons and gaps in the traffic flow Pontler Road. As observed in the field, the metering from these two traffic signals creates gaps in the traffic flow on Cloverdale Road for vehicles to turn left onto Cloverdale Road.

- All of the roadway segments on Cloverdale Road between Victory Road and Amity Road currently are projected to operate at unacceptable levels of service during the weekday p.m. peak hour. The weekday a.m. peak hour currently operates at an acceptable level of service, but is projected to operate at an unacceptable level of service.

- All projected traffic queues can be accommodated at the study intersections.

- A southbound right turn lane is warranted at the Pontler Street / East-West Access and Cloverdale Road intersection under full built-out in the year 2020 total traffic conditions. No other turn lane warrants are met for the proposed development.
  - A sensitivity analysis was performed and identified that a southbound right turn lane is warranted once 23 units are constructed in the northern area of the property with access to the East-West access/Pontler Road intersection. There are two development phases (Phase 4 and 5, approximately 27 units) being proposed along the North-South Access connection to Bott Lane. Both phases mostly access Cloverdale Road via Bott Lane, which results in minimal southbound right-turn trips to the East-West Access/Pontler Road intersection. Under this development phasing plan, a total of 50 units can be constructed before installing a southbound right-turn lane at the intersection of East-West Access/Pontler Road and Cloverdale Road.

**System Recommendations:**

- Cloverdale Road should be widened per the ACHD CIP from two to five lanes between Amity Road and Victory Road to address current and future traffic volumes on this corridor.

**Development Recommendations:**

- Install a southbound right-turn lane (minimum storage length of 100 feet) at the Pontler Street / East-West Access and Cloverdale Road intersection once the following development threshold has occurred:
  - 23 units built in the northern area of the property with access to the East-West Access/Pontler Road intersection and 27 units built in the southern area of the property with access to Bott Lane (a total of 50 units).

- All local streets within the development should be constructed with two travel lanes and sidewalks.
- Shrubbery and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.

Additional Analysis:

An additional analysis for a two-way left-turn lane (TWLTL) at the intersection of Pontler Street (East-West Access)/Cloverdale Road was conducted. The additional analysis recommends the following:

- The proposed development can build up to 82 units (55 units in the north part of the site {phases 1-3} and 27 units in the south part of the site {phases 4 & 5} with acceptable weekday a.m. and p.m. peak hour traffic operations at the Pontler Street (East-West Access)/Cloverdale Road intersection.

- At the time, the developer moves forward with construction above 82 units, this intersection should be monitored for construction of a two-way-left-turn lane at the Pontler Street (East-West Access)/Cloverdale Road intersection. However, it is anticipated that the Cloverdale Road roadway widening project from two to five lanes would be in place and therefore, no additional mitigation would be required with the development.
Staff Comments/Recommendations: ACHD District Traffic Services and Planning Review staffs have completed a review of the required traffic impact study and have found it to be in compliance with ACHD Policy and standards.

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>Cloverdale Road</td>
<td>664 feet</td>
<td>Minor Arterial</td>
<td>830</td>
<td>LOS &quot;F&quot;</td>
<td>LOS &quot;F&quot;</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).
* Acceptable level of service for a five-lane minor arterial is "D" (1,540 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 south of Victory Road was 13,204 on 6/27/2013.

C. Findings for Consideration

1. Southwest Boise Transportation Study
   The Southwest Boise Transportation Study (SWBS) is a regional study that identifies future roadway improvements, collector roadway connections, intersection and corridor needs in Southwest Boise. The study helps ACHD plan for and accommodate future traffic demand in the Southwest Boise area. The study also includes a new Eagle Road/Cloverdale Road alignment to create a continuous north-south connection between Kuna-Mora Road and Interstate 84. The study was created in collaboration with the City of Boise and was adopted by the ACHD Commission in May of 2009.

2. Area Level of Service
   As noted above, Cloverdale Road exceeds the acceptable level of service (LOS) for a 2 lane minor arterial roadway. Cloverdale Road is listed as having an existing 3 lane deficiency in the CIP, and is planned to be widened to 5 lanes in the future, which would address the projected roadway LOS deficiency for the segment between Victory Road and Amity Road. The intersections at Victory/Cloverdale Road and Amity/Cloverdale Road are both metered by two traffic signals and currently operate at acceptable LOS and are projected to operate at LOS D in the year 2020.

   When a roadway or intersection is at or above an acceptable level of service, policy requires that improvements be made to mitigate the additional traffic to be generated by the development. Typically, staff recommends improvements to mitigate the impacts, 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 Victory Road to Amity Road. However, given the size of the development (140 lots), the costs associated with widening Cloverdale Road ($3,070,000.00), and current economic conditions it would be infeasible for the applicant to widen a mile segment of Cloverdale Road.

   Due to the project scheduled in the CIP, the current and projected acceptable LOS for the 2 intersections described above, and current economic conditions, staff recommends a modification of District Policy 7106.4.1 Level of Service Standards. The applicant is able to mitigate some of
their impact to Cloverdale Road by installing turn lanes as recommended in the submitted TIS increasing the capacity of Cloverdale road in that segment. The TIS recommended a phased approached to the improvements, but because Cloverdale Road is already at a LOS F, the applicant should construct the two-way-left-turn lane at the Pontler Street (East-West Access)/Cloverdale Road intersection with the first phase of development in order to help mitigate the impact to the current flow of traffic from this project and surrounding area.

The applicant should construct a southbound right-turn lane with a minimum storage length of 100 feet on Cloverdale Road at the intersection with Pontler Street with the final platting of the 51st lot. Additional right-of-way dedication may be required beyond the standard 48-feet from centerline for this improvement.

3. **Cloverdale Road**
   a. **Existing Conditions:** Cloverdale Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 78 feet of right-of-way for Cloverdale Road (45 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 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.

      **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.

**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 Cloverdale Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 71-foot street section within 96 feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to construct a 5-foot wide sidewalk within the existing right-of-way along Cloverdale Road, abutting the site.

d. **Staff Comments/Recommendations:** In accordance with the CIP and the MSM the applicant should be required to dedicate 48 feet of right-of-way from the centerline of Cloverdale Road.
abutting the site. (See Findings for Consideration No. 2 regarding the construction of a right-turn lane on Cloverdale Road and additional right-of-way.)

In accordance with District Sidewalk Policy and the MSM, the applicant should be required to construct a 5-foot wide concrete sidewalk abutting the site, located a minimum of 42 feet from the centerline of Cloverdale Road, abutting the site.

4. **Bott Lane**
   a. **Existing Conditions:** Bott Lane is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 50 feet of right-of-way for Bott Lane (25 feet from centerline).
   
   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.
      
      **Sidewalk Policy:** District Policy 7207.5.7 states that a five-foot wide concrete sidewalk is required on both sides of all local streets, 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 add additional pavement to Bott Lane to provide 30 feet of asphalt, abutting the site.
   
   d. **Staff Comments/Recommendations:** In accordance with Local Streets Policy the applicant should be required to construct Bott Lane as one-half of a 36-foot local street section plus 12 feet of additional pavement on the other side, with curb, gutter, and 5-foot wide sidewalk on the development side.
      
      The applicant should provide a permanent right-of-way easement for any portion of the sidewalk located outside of the right-of-way.

5. **Internal Local Streets**
   a. **Existing Conditions:** There are no existing local roadways within this site.
b. **Policy:**

**Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**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 a five-foot wide concrete sidewalk is required on both sides of all local streets, 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 20-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 the internal streets as 33-foot street sections with rolled curb, gutter, 8-foot wide planter strip, and 5-foot wide sidewalk within 50 feet of right-of-way.

The applicant is proposing to construct 2 alternative type turnarounds and one dead end street with no turnaround in lieu of standard cul-de-sacs, as shown below in Exhibit “A”.
d. **Staff Comments/Recommendations:** The applicant’s proposal to construct the internal streets as 33-foot street sections meets District Policy and should be approved, as proposed.

The applicant should be required to provide written fire department approval for use of the reduced 33-foot street section widths prior to plan approval.

The applicant should be required to provide a permanent right-of-way easement for the proposed detached sidewalk. The easement should encompass the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk.

The applicant’s proposal to construct the alternative type turnarounds does not meet District Cul-de-sacs Streets Policy and should not be approved as proposed. The applicant should be required to construct the proposed alternative turnarounds “B” (Aubrey Court) and “C” (Megan Court) as either stub streets to the west, OR construct one of the proposed turnarounds as a stub street to the west and the other as a standard cul-de-sac.

The applicant’s proposal to terminate “A” (Antler Ridge Avenue) as a dead end street with no turnaround does not meet District policy. The applicant is not proposing “A” as a stub street as the property directly south is developed as a church and due to the location of the building the continuation of a street is not feasible and would not provide any public benefit. The church site also has direct access to Bott Lane, which is a local street.

The applicant should be required to construct standard cul-de-sacs where turnarounds are required or provide an alternative design that meets the District's dimensional standards to maintain the turnaround in the future. The District sweepers require a minimum 26-foot inside curb radius and 15 foot outside curb radius. All non-standard turnaround proposals need to meet these minimum standards.
6. Roadway Offsets
   a. Existing Conditions: There are no existing roadway offsets within 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 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 one local street to intersect Cloverdale Road, a minor arterial roadway. The local street is proposed to be constructed in alignment with Pontler Street to the east and approximately 520 feet north of Rushmore Way (measured centerline-to-centerline).

      The applicant is proposing to construct one local street to intersect Bott Lane, a local street, approximately 800 feet west of Cloverdale Road (measured centerline-to-centerline).

      The applicant is proposing all of the internal local streets to offset other local streets a minimum of 125 feet.

   d. Staff Comments/Recommendations: The applicant's proposal to construct a local street intersecting Cloverdale Road in alignment with Pontler Street to the east and approximately 520 feet north of Rushmore Way does not meet District Policy for offsets on minor arterial roadways; however, staff is recommending a modification of policy to allow the offset as proposed. This is due to the fact that the proposed local street will be built in alignment with an existing local street to the east (Pontler Street).

      The applicant’s proposal to construct a local street intersecting Bott Lane 800 feet west of Cloverdale Road meets District Policy and should be approved, as proposed.

      The applicant's proposal to construct all internal local streets to offset other local streets a minimum of 125 feet meets District Policy and should be approved, as proposed.

7. Stub Streets
   a. Existing Conditions: There are no stub streets within 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 with the requirements described in 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 2 stub streets within the site, both stubbing to the north. They are proposed to be located as follows:
- Green Forest Avenue located between Lot 31 Block 1 and Lot 1 Block 4.
- Stevens Avenue located between Lot 14 Block 4 and Lot 1 Block 8.

Both stub streets are proposed to be no greater than 150 feet in length.

d. Staff Comments/Recommendations: Staff recommends that the applicant be required to construct additional stub streets within the site to provide access to the adjoining properties to the south and west.

The applicant should be required to construct, at a minimum, 1 of the proposed alternative turnarounds ("B" or "C") located at the south portion of the property (as shown above in Exhibit "A") as a stub street to the west.

The applicant should be required to install signage at the terminus of the stub street(s) stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".

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
Cloverdale Road is classified as a minor arterial roadway. Direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Site Specific Conditions of Approval
1. Dedicate a minimum of 48 feet of right-of-way from the centerline of Cloverdale Road, abutting the site. Additional right-of-way may be required to complete the turn lane requirements in Site Specific Condition No. 2.

2. Construct a southbound right-turn lane (minimum storage length of 100 feet) on Cloverdale Road at the intersection with Pontler Street with the final platting of the 51st buildable lot.

3. Construct a two-way-left-turn lane (minimum storage length of 100 feet in each direction) on Cloverdale Road at the intersection with Pontler Street with the first final plat.
4. Construct a 5-foot wide concrete sidewalk on Cloverdale Road abutting the site, located a minimum of 42 feet from the centerline.

5. Construct Bott Lane as one-half of a 36-foot local street section with curb, gutter, and 5-foot wide sidewalk.

6. Provide a permanent right-of-way easement for any portion of the sidewalk located outside of the right-of-way.

7. Construct the internal streets as 33-foot street sections, as proposed.

8. Provide written fire department approval for use of the reduced 33-foot street section widths prior to plan approval.

9. Construct standard cul-de-sacs where turnarounds are required or provide an alternative design that meets the District's dimensional standards of a minimum 26-foot inside curb radius and 15 foot outside curb radius to maintain the turnaround in the future.

10. Install signage at the terminus of the stub street(s) stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".

11. Construct a local street intersecting Cloverdale Road in alignment with Pontler Street to the east and approximately 520 feet north of Rushmore Way, as proposed.

12. Construct a local street intersecting Bott Lane 800 feet west of Cloverdale Road, as proposed.

13. Construct all internal local streets to offset other local streets a minimum of 125 feet, as proposed.

14. Construct 2 stub streets within the site, both stubbing to the north. One being Green Forest Avenue located between Lot 31 Block 1 and Lot 1 Block 4. Two being Stevens Avenue located between Lot 14 Block 4 and Lot 1 Block 8.

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


E. **Standard Conditions of Approval**

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

2. Private sewer or water systems are prohibited from being located within 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 367-6258 (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