To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Crossley Park Subdivision
Project Number: SUBP16-0118
Meeting Date: September 7, 2016

FACTS & FINDINGS:
1. Crossley Park Subdivision is a 28 buildable and 5 common lot residential subdivision on 6.19 acres. This site is located north of the N. Fisher Park Way and W. State Street intersection at the end of N. Fisher Park Way.

2. Crossley Park Subdivision adds 0.06 centerline miles to the ACHD roadway system.

3. Crossley Park Subdivision does not have available transit.

4. The applicant is Crossley Park, LLC and the principal for the applicant is G. Gregory Hall, Manager.

5. The preliminary plat was approved on April 22, 2015. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:
1. Approve the final plat of Crossley Park Subdivision and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
Project/File: Crossley Park Subdivision/ EPP15-0003/RZ-28-06 MCD/PP-02-15
This is a development agreement modification and preliminary plat application to allow for the development of a 33 lot subdivision consisting of 32 single family building lots and 1 common lot on 6.77 acres. The site is located on the south side of Flint Drive at 3391 W. Flint Drive in Eagle, Idaho.

Lead Agency: City of Eagle
Site address: 3391 W. Flint Drive

Staff Approval: April 22, 2015
Applicant: Greg Hall
7521 N. Grand Ridge Lane
Eagle, ID 83616

Representative: Tim Mokwa
KM Engineering
9233 W. State Street
Boise, ID 83714

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

A. Findings of Fact

1. Description of Application: This is a development agreement modification and preliminary plat application to allow for the development of a 33 lot subdivision consisting of 32 single family building lots and 1 common lot on 6.77 acres. The site is located on the south side of Flint Drive at 3391 W. Flint Drive in Eagle, Idaho.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Single-family residential</td>
<td>AR</td>
</tr>
<tr>
<td>South</td>
<td>Mixed Use- Development Agreement</td>
<td>MU-DA</td>
</tr>
<tr>
<td>East</td>
<td>Single-family residential</td>
<td>R-1</td>
</tr>
<tr>
<td>West</td>
<td>Mixed Use- Development Agreement</td>
<td>MU-DA</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site as Symphony Square Subdivision in January of 2007. The requirements of the staff report are consistent with ACHD’s prior action on the site.

4. Transit: Transit services are not available to serve this site.
5. **New Center Lane Miles:** This development will not add any new center lane miles of roadway to the public street inventory.

6. **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.

7. **Capital Improvements Plan (CIP)/Integrated Five Year Work Plan (IFYWP):**

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

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 305 additional vehicle trips per day (10 existing); 32 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Condition of Area Roadways**

   *Traffic Count is based on Vehicles per hour (VPH)*

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Lane</td>
<td>N/A</td>
<td>Collector</td>
<td>92</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Fisher Parkway</td>
<td>153-feet</td>
<td>Collector</td>
<td>21</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Flint Drive</td>
<td>118-feet</td>
<td>Local</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane collector is “D” (425 VPH).

3. **Average Daily Traffic Count (VDT)**

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

   - The average daily traffic count for Park Lane south of Floating Feather was 1,870 on 7/10/14.
   - The average daily traffic count for Fisher Parkway north of SH-44 was 511 on 4/7/10.

**C. Findings for Consideration**

1. **Fisher Parkway**

   a. **Existing Conditions:** Fisher Parkway does not exist abutting the site. South of the site Fisher Parkway is improved as a 40-foot street section with 2-travel lanes, vertical curb, gutter, and 5-foot wide detached sidewalks within 50-feet of right-of-way.

   b. **Policy:**

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

      - **Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.
Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

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

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. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should extend Fisher Parkway through the site stubbing to the north. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 50-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to extend Fisher Parkway through the site as a 40-foot street section with vertical curb, gutter, and a 5-foot wide attached concrete sidewalk within 50-feet of right-of-way abutting the site. There is an existing 5-foot wide detached concrete sidewalk within an easement on the west side of Fisher Parkway.

d. Staff Comments/Recommendations: The applicant’s proposal for the street section meets District policy, is consistent with the street section for Fisher Parkway approved with ACHD’s action on Eagle Island Crossing located south of the site and should be approved, as proposed.

The applicant’s proposal for a 5-foot wide sidewalk does not meet District policy and should not be approved, as proposed. Consistent with ACHD’s Sidewalk Policy, a 7-foot attached (or 5-foot detached) concrete sidewalk should be constructed Fisher Parkway abutting the site.

2. Flint Drive
   a. Existing Conditions: The terminus of Flint Drive abuts the site, as an unimproved cul-de-sac turnaround. There is 80-feet of right-of-way for the Flint cul-de-sac (40-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.

**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 isn't proposing any improvements to Flint Drive abutting the site.

d. **Staff Comments/Recommendations:** Typically the applicant would be required to improve Flint Drive with curb, gutter, and 5-foot wide concrete sidewalks abutting the site. However,
the portion of Flint Drive abutting the site is part of a cul-de-sac turnaround that is anticipated to be vacated in the future when Fisher Parkway is extended north of the site; creating a standard 3-legged intersection. Because of this, staff recommends a waiver of Standard Local Street and Sidewalk polices for the cul-de-sac portion of Flint Drive abutting the site.

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

   b. Applicant Proposal: The applicant has proposed to construct a private loop road to serve the site. The driveways for the private loop road are proposed 30-feet in width and to intersect Fisher Parkway 220 and 490-feet south of Flint Drive (measured centerline to centerline).

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

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

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

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

If the City of Eagle requires public streets, then the applicant should submit a revised preliminary plat to ACHD for review and approval.

The applicant should be required to pave the private road its full width at least 30-feet into the site beyond the edge of pavement of Fisher Parkway.

4. **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.

5. **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.

6. **Other Access**
   Fisher Parkway is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadways and should be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. Construct Fisher Parkway abutting the site as a 40-foot street section with vertical curb, gutter, and a 7-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.

2. Construct private roads, as proposed to intersect Fisher Parkway located 220 and 490-feet south of Flint Drive. Pave the private roadway a minimum of 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

3. If the City of Eagle requires public streets, then the applicant should submit a revised preliminary plat to ACHD for review and approval.

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

5. 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