September 1, 2016

To: ACHD Commission

From: Kaci Bader, Development Review Coordinator

Subject: Final Plat: Irvine Subdivision No. 2

Project Number: SUBP14-0268

Meeting Date: September 7, 2016

FACTS & FINDINGS:

1. Irvine Subdivision No. 2 is a 40 buildable and 8 common lot residential subdivision on 12.41 acres. This site is located south of the W. Chinden Boulevard and N. Ten Mile Road intersection along the east side of N. Ten Mile Road.

2. Irvine Subdivision No. 2 adds 0.57 centerline miles to the ACHD roadway system.

3. Irvine Subdivision No. 2 does not have available transit.

4. The applicant is Challenger Development, Inc. and the principal for the applicant is Cory D. Barton, President.

5. The preliminary plat was approved on March 18, 2013.

6. 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 $734,500.00 in the form of a letter of credit from Washington Trust Bank, in accordance with ACHD Policy Section 7103.2.

7. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by June 7, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Irvine Subdivision No. 2 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
NOTES:
1. Unless dimensioned otherwise, a ten (10) foot wide Permanent Public Utilities, Property Drainage, and Irrigation Easement is hereby designated along all lot lines common to a Public Right-of-Way and along all rear lot lines. A five (5) foot wide Irrigation, Public Utilities and Property Drainage Easement is hereby designated along each side of interior lot lines.

2. Portions of Lot 13, Block 4; Lots 7–10 & 12–15, Block 8 & portions of Lots 4–6, Block 9 are servient to and contain the ACHD Storm Water Drainage System. These lots are encumbered by that certain Master Perpetual Storm Water Drainage Easement recorded on May 8, 2009 as Instrument No. 10652239 and First Amended Master Perpetual Storm Water Drainage Easement recorded on November 10, 2015 as Instrument No. 2015-102256, Official Records of Ada County, and incorporated herein by this reference as if set forth in full (the "Master Easement"). The Master Easement and the Storm Water Drainage System are dedicated to ACHD pursuant to Section 40–3202 Idaho Code. The Master Easement is for the Operation and Maintenance of the Storm Water Drainage System.

3. Any Re-Subdivision of this Plot shall be in compliance with the most recently approved Subdivision Standards of the City of Meridian.

4. This development recognizes Idaho Code Section 22–4503, right to form act, which states: "No agricultural operation, agricultural facility or expansion thereof shall be or become a nuisance, private or public, by any changed conditions in or about the surrounding nonagricultural activities after it has been in operation for more than one (1) year, when the operation, facility or expansion was not a nuisance of the time it began or was constructed. The provisions of this section shall not apply when a nuisance results from the improper or negligent operation of an agricultural operation, agricultural facility or expansion thereof.

5. Maintenance of any Irrigation or Drainage pipe or ditch crossing a lot is the responsibility of the lot owner unless such responsibility is assumed by an Irrigation/Drainage District. Irrigation water has been provided by Settlers Irrigation District in compliance with Idaho Code Section 31–3005(2)(c). Lots within the subdivision will be entitled to irrigation water Rights, and will be Obligated for Assessments from Settlers Irrigation District.

6. The bottom elevation of all structural footings shall be set a minimum of 12–inches above the highest established normal Ground Water Elevation.

7. Direct lot or parcel access to N. Ten Mile Rd. is prohibited.

8. Simpson Lateral easement as shown. Instr No. ____________

9. Lot 7, 12, 13, 14, 15, 16, 17, 18, 19, 20 & 21, Block 8 & Lot 1, Block 10 are common lots to be owned and maintained by the Irvine Subdivision Home Owner's Association.

10. ACHD Sidewalk Easement Instr. No. ____________

11. ACHD Storm Drain Easement Instr. No. 114003886


13. City of Meridian Water Main Easement Instr. No. ____________
CERTIFICATE OF OWNERS

Know all men by these presents: That Challenger Development, Inc., an Idaho Corporation is the owner of the property described as follows:

A PARCEL OF LAND LOCATED IN THE W 1/2 OF THE NW 1/4 OF SECTION 26, T.4N., R.1W., B.M., MERIDIAN, ADA COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NW CORNER OF SAID SECTION 26 FROM WHICH THE W1/4 CORNER OF SAID SECTION 26 BEARS SOUTH 00°21'10" WEST, 2633.61 FEET; THENCE ALONG THE WEST BOUNDARY LINE OF SAID SECTION 26 SOUTH 00°21'10" WEST, 1106.88 FEET; THENCE LEAVING SAID WEST BOUNDARY LINE SOUTH 89°09'47" EAST, 40.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N. TEN MILE ROAD, SAID POINT BEING THE REAL POINT OF BEGINNING.

THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 00°21'10" EAST, 720.79 FEET;
THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE SOUTH 89°30'42" EAST, 136.00 FEET;
THENCE NORTH 00°21'10" EAST, 20.00 FEET;
THENCE SOUTH 89°10'58" EAST, 987.91 FEET;
THENCE SOUTH 89°30'42" EAST, 50.00 FEET;
THENCE SOUTH 00°29'18" WEST, 26.29 FEET;
THENCE SOUTH 89°30'42" EAST, 106.00 FEET TO A POINT ON THE EAST BOUNDARY LINE OF THE W 1/2 OF THE NW 1/4 OF SAID SECTION 26;
THENCE ALONG SAID EAST BOUNDARY LINE SOUTH 00°29'18" WEST, 198.00 FEET TO THE NE CORNER OF IRVINE SUBDIVISION NO. 1 AS FILED IN BOOK 107 OF PLATS AT PAGES 14,800 THROUGH 14,803, RECORDS OF ADA COUNTY, IDAHO;
THENCE ALONG THE EXTERIOR BOUNDARY LINE OF SAID IRVINE SUBDIVISION NO. 1 THE FOLLOWING 10 COURSES:
THENCE NORTH 89°30'42" WEST, 150.00 FEET;
THENCE SOUTH 00°29'18" WEST, 25.94 FEET;
THENCE NORTH 89°11'44" WEST, 334.01 FEET;
THENCE SOUTH 00°29'18" WEST, 198.00 FEET;
THENCE NORTH 89°10'58" WEST, 309.43 FEET;
THENCE SOUTH 00°18'15" WEST, 120.01 FEET;
THENCE NORTH 89°10'58" WEST, 69.52 FEET;
THENCE 25.28 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 50.50 FEET, A CENTRAL ANGLE OF 29°39'44", AND A LONG CHORD WHICH BEARS SOUTH 00°44'27" WEST, A DISTANCE OF 25.60 FEET;
THENCE SOUTH 89°10'58" EAST, 38.66 FEET;
THENCE SOUTH 00°21'10" WEST, 138.95 FEET;
THENCE LEAVING SAID EXTERIOR BOUNDARY LINE NORTH 89°09'47" WEST, 247.51 FEET TO THE REAL POINT OF BEGINNING, CONTAINING 12.41 ACRES. MORE OR LESS.

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

Challenger Development, Inc., an Idaho Corporation

Corey D. Barton, President

CERTIFICATE OF SURVEYOR

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

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

ACKNOWLEDGMENT

State of Idaho )
) ss.
County of Ada )

On this __ day of ___, 20__, before me, the undersigned, a Notary Public in and for said State, personally appeared Corey D. Barton, known or identified to me to be the President of Challenger Development, Inc., an Idaho Corporation, the corporation which executed the within instrument and acknowledged to me that he executed such instrument for and on behalf of said corporation and that said corporation executed the same.

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

My commission expires

Notearty Public for Idaho
Residing in ___, Idaho

Bailey Engineering, Inc.
Civil Engineering, Planning, CADD
4651 W. Brookside Drive
Boise, ID 83704

Sheet 3 of 4
HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied based on a review by a Qualified Licensed Professional Engineer (QLPE) representing Meridian City Public Works and the CLPE approval of the design plans and specifications and the conditions imposed by the developer for continued satisfaction of the sanitary restrictions. Buyer is cautioned that at the time of this approval, no drinking water extensions or sewer extensions were constructed. Building construction can be allowed with appropriate building permits if drinking water extensions or sewer extensions have since been constructed or if the developer is simultaneously constructing those facilities. If the developer fails to construct facilities, then sanitary restrictions may be re-imposed, in accordance with Section 50-1326, Idaho Code, by the issuance of a Certificate of Disapproval, and no construction of any building or shelter requiring drinking water or sewer/septic facilities shall be allowed.

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the ______ day of ____________, 20____

President ACHD

APPROVAL OF CITY ENGINEER

I, the undersigned, City Engineer in and for the City of Meridian, Ada County, Idaho, hereby approve this plat.

City Engineer

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk in and for the City of Meridian, Ada County, Idaho, hereby certify that at a regular meeting of the City Council held on the ______ day of ____________, 20____, this plat was duly accepted and approved.

City Clerk, Meridian, Idaho

CERTIFICATE OF COUNTY SURVEYOR

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

County Surveyor

CERTIFICATE OF COUNTY TREASURER

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

County Treasurer

COUNTY RECORDER'S CERTIFICATE

I hereby certify that this instrument was filed for record at the request of ____________, at ______ Minutes past ______ O'clock ______ M, on this ______ day of ________, 20____, in Book ______ of plats at Pages _______.

Instrument No. ____________

Ex-Officio Recorder
Project/File: Irvine/MPP-12-018
This is a preliminary plat application consisting of 145 single-family lots and 12 common lots on 38.5 acres. The site is located on the Southeast corner of W Chinden Boulevard/SH-20/26 and N Ten Mile Road, Meridian, Idaho.

Lead Agency: City of Meridian
Site address: 6040 N. Ten Mile Road

Staff
Approval: March 18, 2013
Applicant: Corey Barton
PO Box 369
Meridian, ID 83680

Representative: Northside Management
Scott Noriyuki
6810 N Fairhill Place
Boise, ID 83714

Staff Contact: Stacey Yarrington
Phone: 387-6171
E-mail: syarrington@achd.idaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval for a preliminary plat consisting of 145 single-family lots and 12 common lots on 38.5 acres. The applicant is proposing to construct the development in 5 phases. The site is located on the southeast corner of W Chinden Boulevard/SH-20/26 and N Ten Mile Road, more specifically at 6040 N. Ten Mile Road, Meridian, Idaho.

The previous application in 2005 consisted of 175-buildable lots and 12 common lots, which reduces the number of average daily trips by 286 trips per day.

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>Spurwing Golf Course/Spurwing Subdivision</td>
<td>RUT/R-4</td>
</tr>
<tr>
<td>South</td>
<td>Single-family residence/Silverleaf Subdivision</td>
<td>RUT/R-4</td>
</tr>
<tr>
<td>East</td>
<td>Single-family residential/Silverleaf Subdivision</td>
<td>RUT/R-4</td>
</tr>
<tr>
<td>West</td>
<td>Bare ground</td>
<td>RUT</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD staff/Commission previously reviewed this site as Irvine Subdivision/MPP-05-037/MCU-05-039/MAZ 05-038 in September 2005. The requirements of this staff report are consistent with those of the prior action.

4. **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.

5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
   - Ten Mile Road is listed in the Capital Improvements Plan to be widened to 5-lanes from McMillan Road to Chinden Boulevard/SH-20/26 between 2027 and 2031.
   - The intersection of Chinden Boulevard/SH-20/26 and Ten Mile Road is listed in the Capital Improvements Plan to be widened to 0-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 6-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 1,380 additional vehicle trips per day (0 existing); 145 additional vehicle trips per hour in the PM peak hour (0 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Traffic Impact Study**
   A traffic study was required with the original Irvine Subdivision application in 2005 due to the size of the development. At that time the development initially proposed 159 single-family residential units plus 41 single-family townhouse units (total of 200 units). The applicant submitted a revised plat, which reduced the number of residential lots to 175 residential lots and 12 common lots. A new study was not required with the revised plat. The initial traffic impact study indicated the development was estimated to generate 1,763 vehicle trips per day, with 183 vehicle trips in the PM Peak hour. Through this preliminary plat resubmittal, the applicant is proposing less residential buildable lots than what were originally considered. The applicant has reduced the number residential lots from 175 single-family units to 145 single-family units, which reduces the number of average daily trips by 268 average vehicle trips of which 30 are in the PM Peak hour, therefore, a new traffic study was not required.

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><strong>Chinden Boulevard/ State Highway 20/26</strong></td>
<td>1,314-feet</td>
<td>Principal Arterial</td>
<td>867</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ten Mile Road</td>
<td>1,067-feet</td>
<td>Minor Arterial</td>
<td>220</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

** ACHD does not set level of service thresholds for State Highways.

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 Chinden Boulevard west of Linder Road was 16,125 on 12/14/2011.
• The average daily traffic count for Ten Mile Road south of Chinden Boulevard/SH-20/26 was 4,026 on 3/11/13.

C. Findings for Consideration

1. Chinden Boulevard SH-20/26
   Chinden Boulevard/SH-20/26 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Meridian, and ITD should work together to determine if additional right-of-way or improvements are necessary on Chinden Boulevard/SH-20/26.

2. Ten Mile Road
   a. Existing Conditions: Ten Mile Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 88-feet of right-of-way for Ten Mile Road (41-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 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.
   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 Ten Mile Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 74-foot street section within 100-feet of right-of-way.
   c. Applicant Proposal: The applicant has not proposed any improvements to Ten Mile Road abutting the site.
   d. Staff Comments/Recommendations: The applicant's proposal does not meet District policy and should not be approved, as proposed. The applicant should be required to construct a 5-foot wide detached concrete sidewalk located a minimum of 45-feet from the centerline of Ten
Mile Road abutting the site. The applicant should either dedication additional right-of-way to encompass 2-feet behind the back of sidewalk, or provide the District with a permanent right-of-way easement if the 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.

3. Internal Streets
   a. Existing Conditions: There are no existing public roadways within the site.
   b. Policy:
      Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.
      Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:
   • Reduces vehicle miles traveled.
   • Increases pedestrian and bicycle connectivity.
   • Increases access for emergency services.
   • Reduces need for additional access points to the arterial street system
   • Promotes the efficient delivery of services including trash, mail and deliveries.
   • Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
   • Promotes orderly development.

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

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

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

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

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

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

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

c. **Applicant’s Proposal:** The applicant is proposing to construct Seadrift Street, the entry road into the development, from Ten Mile Road east 100-feet to the Seadrift/Seawind Avenue intersection (centerline to centerline) as a 62-foot wide street section with 2, 21-foot travel lanes, curb, gutter, attached 5-foot wide concrete sidewalk, and a 6-foot wide center landscape median. The applicant is proposing to construct the remaining section of Seadrift Street from the Seadrift/Seawind Avenue intersection as a 34-foot street section (back of curb to back of curb) within 50-feet of right-of-way with curb, gutter and 5-foot attached concrete sidewalk.

The applicant is proposing to construct Seawind Avenue, Silver River Street, Seadrift Street, Seacliff Avenue, Stonepine Street, Santa Rita Avenue, Silver Spruce Avenue, and Spindrift Avenue as 34-foot street sections (back of curb to back of curb) within 50-feet of right-of-way, curb, gutter, and 5-foot wide detached sidewalks outside of right-of-way.
The applicant is proposing a cul-de-sac, with a 48-foot turning radius at the terminus of Scawind Avenue, 950-feet south of Chinden Boulevard/SH-20/26.

The applicant is proposing to construct Sunny Cove Street as a 34-foot street section (back of curb to back of curb) within 44-feet of right-of-way and 5-foot wide detached sidewalk outside of right-of-way.

The applicant is proposing to extend the 2 stub streets, Silver Spruce Avenue and Tango Creek Drive into the site and to construct both streets as 34-foot street sections (back of curb to back of curb) within a 50-foot right-of-way with curb, gutter, and 5-foot attached concrete sidewalks.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy, and should be approved, as proposed. The applicant should provide written fire department approval for the 34-foot street section.

The applicant should be required to plat the center landscape median as right-of-way to be owned by ACHD. The Developer or Homeowners Association should apply for a license agreement if landscaping is to be placed within this median.

The applicant should be required to construct the cul-de-sac with a minimum 45-foot turning radius, consistent with District policy.

The applicant should provide a permanent right-of-way easement for any portion of the sidewalk located outside of the right-of-way.

4. **Roadway Offsets**
   a. **Existing Conditions:** There are no existing roadway offsets internal to the development.

   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).

   c. **Applicant’s Proposal:** The applicant is proposing to construct a new local roadway, Seadrift Street to intersect Ten Mile Road approximately 490-feet (centerline to centerline) south of Chinden Boulevard/SH-20/26.

   d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy, however, staff recommends a modification to policy as the intersection of Ten Mile Road and Chinden Boulevard/SH-20/26 improvement design shows that the proposed roadway would be outside of the turn bays and taper areas, and should be approved as proposed.

   The Development Services Manager has approved this modification to policy as it is within his approval authority and due to the proposed location of the roadway approach being outside of the turn bays and taper areas.

5. **Stub Streets**
   a. **Existing Conditions:** There are 2 existing stub streets to the site, Silver Spruce Avenue and Tango Creek Drive.

   b. **Policy:**
      **Stub Street Policy:** District policy 7207.2.4 (local) 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 (local), 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 (local) 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 stub Seadrift: Street 125-feet to the east abutting property, located approximately 490-feet south of Chinden Boulevard/SH-20/26.

The applicant is proposing to stub Stonepine Street 146-feet to the west abutting property, located approximately 1,250-feet south of Chinden Boulevard/SH-20/26.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy. Staff recommends approval as proposed. The two proposed stubbed streets will provide connectivity to the abutting properties.

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

6. **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.

7. **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.

8. **Other Access**  
Ten Mile Road is classified as a minor arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

G. **Site Specific Conditions of Approval**

1. Construct a 5-foot wide detached concrete sidewalk located a minimum of 45-feet from the centerline of Ten Mile Road abutting the site.
2. Construct a new local roadway, Seadrift Street to intersect Ten Mile Road at approximately 490-foot (centerline to centerline) south of Chinden Boulevard/SH-20/26.

3. Construct Seadrift Street from Ten Mile Road east 100-feet to the Seadrift/Seawind Avenue intersection (centerline to centerline) as a 62-foot wide street section with 2, 21-foot travel lanes, curb, gutter, attached 5-foot wide concrete sidewalk, and a 6-foot wide center landscape median.

4. Construct the remaining section of Seadrift Street from the Seadrift/Seawind Avenue intersection as a 34-foot street section (back of curb to back of curb) within a 50-foot street section with curb, gutter and 5-foot attached concrete sidewalk.

5. Construct Seawind Avenue, Silver River Street, Seadrift Street, Seacliff Avenue, Stonepine, Street, Santa Rita Avenue, Silver Spruce Avenue, and Spindrift Avenue as 34-foot street sections (back of curb to back of curb) within 50-feet of right-of-way, curb, gutter, and 5-foot wide detached sidewalks outside of right-of-way.

6. Construct Sunny Cove Street as a 34-foot street section (back of curb to back of curb) within a 44-foot street section, and 5-foot wide detached sidewalk.

7. Construct the 2 existing stub streets, Silver Spruce Avenue and Tango Creek Drive into the site 125-feet and construct both streets as 36-foot street sections (back of curb to back of curb) within a 50-foot right-of-way with curb, gutter and 5-foot attached concrete sidewalks.

8. Provide written fire department approval for the 34-foot street sections.

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

10. Construct the cul-de-sac with a minimum 45-foot turning radius, consistent with District policy.

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

12. Construct a new local roadway, Seadrift Street to intersect Ten Mile Road approximately 490-feet (centerline to centerline) south of Chinden Boulevard/SH-20/26.

13. Construct the two proposed stubbed streets located at approximately 490-feet south of Chinden Boulevard/SH-20/26 and 1,250-feet south of Chinden Boulevard/SH-20/26, as proposed.

14. Install a sign at the terminus of the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

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 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
VICINITY MAP