To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Tannenbaum Subdivision No. 2
Project Number: SUBP16-0069
Meeting Date: September 28, 2016

FACTS & FINDINGS:
1. Tannenbaum Subdivision No. 2 is a 17 buildable and 3 common lot residential subdivision on 8.81 acres. This site is located north of W. Floating Feather Road and west of N. Lanewood Road in Eagle.
2. Tannenbaum Subdivision No. 2 adds 0.14 centerline miles to the ACHD roadway system.
3. Tannenbaum Subdivision No. 2 does not have available transit.
4. The applicant is Smith Brighton Inc. and the principal for the applicant is David W. Turnbull, President
5. The preliminary plat was approved on May 15, 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 $240,600 in the form of letter of credit from U. S. 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 August 12, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Tannenbaum Subdivision No. 2 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
Tannenbaum Subdivision No. 2

Certificate of City Council

Certificate of City Engineer

Certificate of the County Treasurer

Certificate of County Surveyor

Approval of Central District Health Department

Approval of City Council

Certificate of City Engineer

Certificate of the County Treasurer

Certificate of County Surveyor

Registration of City Council

Registration of City Engineer

Registration of the County Treasurer

Registration of County Surveyor

Registration of Central District Health Department
This is an Annexation, Rezone, Planned Unit Development, Conditional Use Permit and Preliminary Plat application to rezone the site from RUT to R-3 with 142 lots (128 single-family, 14 common). The site is located on 63.57 acres on the north side of Floating Feather Road, west of Lanewood Road in Eagle, Idaho.

Lead Agency: City of Eagle
Site address: Floating Feather Road
Commission Hearing: May 15, 2013
Commission Approval: May 15, 2013
Applicant: SCS Syringa Marydale, LLC
Craig Hilbig
855 Broad Street
Boise, ID 83702
Representative: SLN Planning – Shawn L Nickel
1589 N Estancia Place
Eagle, ID 83616
Staff Contact: Stacey Yarrington
Phone: 387-6171
E-mail: syarrington@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval for an annexation, rezone, planned unit development, conditional use permit, and preliminary plat to rezone the property from RUT to R-3 to develop 142 lots (128 single-family, 14 common) on 63.57 acres. The site is located on the north side of Floating Feather Road west of Lanewood Road 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>Rural Urban Transition (Ada County)</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Legacy/Mosca Seca Development</td>
<td>R-2-DA-P</td>
</tr>
<tr>
<td>East</td>
<td>Rural Urban Transition (Ada County)</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Low Density Single-family Residential</td>
<td>R-2-DA-P</td>
</tr>
</tbody>
</table>

3. Site History: ACHD has not previously reviewed this site for a development application.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Lanewood Subdivision, an annexation, rezone, planned unit development, conditional use, and preliminary plat application to subdivide approximately 40 acres into 80 single family lots and 10 common lots, east of proposed site, is currently under review.
   - Legacy Development (Mosca Seca) is under construction in various stages directly south of the 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 that are currently in the Five Year Work Program. The following projects are listed in the District’s Capital Improvement Plan (CIP):
   - Linder Road is listed in the Capital Improvements Plan to be widened to 5-lanes from Floating Feather Road to Beacon Light Road between 2017 and 2021.
   - Linder Road is listed in the Capital Improvement Plan to be widened to be widened to 5-lanes from Floating Feather to SH-44 between 2017 and 2021.
   - The intersection of Floating Feather Road and Linder Road is listed in the Capital Improvements Plan to be dual lane roundabout with right turn bypass lanes on the north and eastbound approaches between 2027 and 2031.

**B. Traffic Findings for Consideration**

1. **Trip Generation (if TIS required):** This development is estimated to generate 1,219 additional vehicle trips per day (0 existing); 128 additional vehicle trips per hour in the PM peak hour (0 existing), based on the traffic impact study.

2. **Traffic Impact Study**

   Horrocks Engineers prepared a traffic impact study for the proposed Syringa Subdivision. Below is an executive summary of the findings as presented by **Horrocks Engineers**. 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 site includes 128 single family houses on nearly 64 acres at a density of 2 units per acre. The project is located on the north side of Floating Feather Road about 4 miles east of Eagle, Idaho.

**Intersections:**
- Floating Feather Road/Linder Road (4-way stop)
- Floating Feather Road/Lanewood Road (stop-controlled T-intersection)
- Floating Feather Road/Project Access (stop-controlled T-intersection)

**Road Segments:**

Floating Feather Road between Palmer Lane and Linder Road
Findings and Recommendations:

1. The project site will have access directly to Floating Feather Road with future accesses to the north and east.

2. The project consists of 128 homes and is estimated to generate 1,224 daily trips (50% in-50% out). Of those, 96 trips are estimated to occur during the AM peak hour and 129 during the PM peak hour.

3. The study intersections operate at acceptable levels under the existing conditions.

4. Historic traffic in the area suggests that traffic isn’t growing at a steady and constant pace. To be conservative, background traffic was grown at a rate of 2% per year.

5. Background traffic was grown to the year 2019 and project traffic was added to it. In 2019 it is estimated that the study intersections and roadways, including the project access, will operate at acceptable levels.

6. It is recommended to work with ACHD to be able to accommodate the future widening of Floating Feather Road as the area develops.

7. A left-turn and right-turn lane analysis was performed using ACHD’s General Requirements & Procedures for Development (Section 7100). Based on build out of the project, with background 2019 traffic, no turn-lane thresholds are met based on ACHD’s guidelines.

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

Overall Floating Feather Road and the intersections at Floating Feather/Linder Road and Floating Feather/Lanewood Road are anticipated to operate at acceptable levels of service at the build-out of the project.

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>Floating Feather</td>
<td>1,305-feet</td>
<td>Minor Arterial</td>
<td>63</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).

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

*Updated traffic counts were not requested due to the construction at the Linder/SH-44 intersection.*

- The average daily traffic count for Floating Feather Road east of Palmer Lane was 888 on 3/17/2010.

C. Findings for Consideration

1. Northwest Foothills Transportation Plan
The Northwest Foothills Transportation Study was adopted in December 2008 with the understanding that if land use projections changed dramatically, amendments to the plan could be required.
As a result, the Ada County Highway District and the City of Eagle began an update of the Study in February 2012. The purpose of the update is to analyze traffic operations and identify improvements needed within the study area. The results will be an addendum to the current study that will focus on the key items that changed as a result of this update.

The Study will continue to function as a policy guide and corridor preservation mechanism for improving the transportation system as development occurs and offer strategies for roadway and intersection improvements based on new 2035 demographics.

2. Floating Feather Road
   a. Existing Conditions: Floating Feather Road is improved with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Floating Feather Road (13-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 Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

      Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

      No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

      The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

      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 Floating Feather Road is designated
in the MSM as a Residential Arterial with 3-lanes and on-street bike lanes, a 49-foot street section within 75-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to dedicate 38-feet of right-of-way from the centerline of Floating Feather Road abutting the site. The applicant is proposing to improve Floating Feather Road with 5-foot wide detached concrete sidewalk located 41-feet from centerline of Floating Feather Road abutting the site.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy, and should be approved, as proposed. The right-of-way to be dedicated; 38-feet from centerline on Floating Feather would be dedicated without compensation consistent with District Policy 7205.2, as this segment of Floating Feather is not listed in the District’s CIP.

The 5-foot wide detached concrete sidewalk should be located a minimum of 30-feet from the centerline of Floating Feather Road abutting the site. The applicant should be required to provide a permanent right-of-way easement for the sidewalks located outside of the dedicated right-of-way.

3. Street D
a. Existing Conditions: There are no existing roadways internal to the development.

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.

Residential Collector 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.)

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 Street D into the site from Floating Feather Road as a 53 to 60-foot street section, curb, gutter, 8-foot parkway strip, a 12 to 20-foot wide center landscape island, and 5-foot wide concrete detached sidewalk within 80-feet of right-of-way. Street D will extend approximately 800-feet into the site north from Floating Feather Road.

The applicant is proposing a 12-foot wide landscape median for the first 150-feet north of Floating Feather Road, the median is then proposed to expand to 20-feet in width. The applicant is proposing to construct 20-feet 6-inch wide travel lanes on each side of the 12-foot wide median, with the travel lanes reducing down to 16-feet 6-inches abutting the 12 to 20 foot wide median.

d. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved, as proposed with the exception of the 16-feet 6-inch travel lanes abutting the proposed 12 to 20 foot wide landscape median. The applicant should be required to provide written approval from the Eagle Fire Department and Ada County Paramedics or, provide a minimum 20-foot wide travel lane adjacent to the center landscape median.

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

4. Internal Streets

a. Existing Conditions: There are no existing public 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.

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 the internal local streets as 33-foot street sections (back of curb to back of curb) with curb, gutter, 8-foot parkway strip, and 5-foot detached sidewalks, within 60-feet of right-of-way.

The applicant is proposing to construct one cul-de-sac turnaround with a 40-foot street section around a 20-foot circular landscape median and a 55.5-foot turning radius, at the terminus of Street E.

The applicant is proposing to construct one cul-de-sac turnaround with a 40-foot street section around a 20-foot circular landscape median and a 55.5-foot turning radius, at the terminus of Street 5.

The applicant is proposing to construct 1 knuckle with a 20-foot wide landscape median, and a 55-foot turning radius, at the intersections of Street A/Street 1.

The applicant is proposing to construct 1 knuckle with a 25-foot wide landscape median, and a 55-foot turning radius, at the intersections of Street A/Street 3.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed.

The applicant should be required to provide written approval from the appropriate fire department for use of the reduced street section prior to plan approval.

The landscape medians should be platted as right-of-way owned by ACHD; the Developer or Homeowners Association apply for a license agreement if landscaping is to be placed within the medians.

The applicant should be required to provide a permanent right-of-way easement for any portion of the detached sidewalks located outside of right-of-way.

The applicant should provide a minimum 45-foot turning radius and a minimum 29-foot street section around the island on the 2 proposed knuckles at the intersections of Street A/Street 1, and Street A/Street 3.

5. Roadway Offsets

a. Existing Conditions: There are no existing roadway offsets internal to the development.

b. Policy:

Local Street Intersection Spacing on Principal 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 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

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 a new residential collector roadway, Street D, to intersect Floating Feather Road approximately 3,458-feet (centerline to centerline) east of Palmer Lane; 1,797-feet (centerline to centerline) west of Lanewood Road. Street D is proposed to be in alignment with Arena Avenue in the Legacy (Mosca Seca) development directly south of this site.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy, and should be approved as proposed.

The applicant should be required to align Street D (centerline to centerline) with Arena Avenue in the Legacy (Mosca Seca) development directly south of this site.

6. **Stub Streets**

a. **Existing Conditions:** There are no existing stub streets to the site.

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 construct 3 stub streets to adjoining properties, 1 to the north and 2 to the east. The proposed stub streets are located, as follows.

- Stub Street to the north, Street D, located approximately 480-feet west of the east property line will extend 165-feet north beyond the intersecting street.

- Stub Street to the east, Street 1, located approximately 1,930-feet north of Floating Feather Road. It will extend 155-feet east beyond the intersecting street.

- Stub Street to the east, Street 3, located approximately 1,200-feet north of Floating Feather Road. It will extend 155-feet east beyond the intersecting street.

d. **Staff Comments/Recommendations:** The location of the proposed stub streets meet District policy and should be approved, as proposed. All of the proposed stub streets extend greater than 150-feet. Street D extends 165-feet beyond Street 1; Street 1 and Street 3
extend 155-feet beyond Street E; and although this exceeds the District policy which requires
the construction of a temporary turnaround for any stub street greater than 150-feet in length,
staff recommends the turnarounds not be constructed. Staff's recommendation is due to the
length of the proposed stub streets being so close to meeting the 150-foot requirement.
Additionally, the Eagle Fire Department has submitted a letter indicating that a turnaround is
not needed in this location (Attachment 3).

The applicant should install signs at the terminus of the stub streets stating that, "THIS ROAD
WILL BE EXTENDED IN THE FUTURE."

7. 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.

8. 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.

9. Other Access
   Floating Feather 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.

D. Site Specific Conditions of Approval
1. Dedicate 38-feet of right-of-way from centerline for Floating Feather Road abutting the site. The
   applicant will not be compensated for this right-of-way dedication, as this segment of Floating
   Feather is not listed in the District's CIP.

2. Construct a 5-foot wide detached concrete sidewalk located a minimum of 30-feet from the
   centerline of Floating Feather Road abutting the site; and provide a permanent right-of-way
   easement for any sidewalk placed outside of the dedicated right-of-way.

3. Construct Street D into the site from Floating Feather Road approximately 800-feet south into the
   site as a 53 to 60 foot street section, curb, gutter, 8-foot parkway strip, and 5-foot wide concrete
detached sidewalk within 80-feet of right-of-way; and provide a permanent right-of-way easement
   for any sidewalk placed outside of the dedicated right-of-way.

4. Construct at the entrance to Street D a 12-foot wide landscape median for the first 150-feet north
   of Floating Feather Road, expanding up to 20-feet in width, within 80-feet of right-of-way and 53 to
   60 foot street section. Travel lanes are to be constructed with a minimum 20-foot wide travel lane
   adjacent to the center landscape median.

5. Provide written approval from the appropriate fire department for reduced street sections prior to
   final plat.

6. The landscape median should be platted as right-of-way owned by ACHD; and the Developer or
   Homeowners Association apply for a license agreement if landscaping is to be placed within the
   median.
7. Construct the internal local streets as 33-foot street sections (back of curb to back of curb) with curb, gutter, 8-foot parkway strip, and 5-foot detached sidewalks, within 60-feet of right-of-way; and provide a permanent right-of-way easement for any sidewalk placed outside of the dedicated right-of-way.

8. Construct one cul-de-sac turnaround with a 40-foot street section around a 20-foot circular landscape median and a 55.5-foot turning radius, at the terminus of Street E.

9. Construct one cul-de-sac turnaround with a 40-foot street section around a 20-foot circular landscape median and a 55.5-foot turning radius, at the terminus of Street 5.

10. Construct 1 knuckle with a minimum 45-foot turning radius and a minimum 29-foot street section around the island at the intersections of Street A/Street 1

11. Construct 1 knuckle with a minimum 45-foot turning radius and a minimum 29-foot street section around the island at the intersections of and Street A/Street 3.

12. Construct a new residential collector roadway, Street D, to intersect Floating Feather Road approximately 3,458-feet (centerline to centerline) east of Palmer Lane; 1,797-feet (centerline to centerline) west of Lanewood Road. Street D is to align centerline to centerline with Arena Avenue in the Legacy (Mosca Seca) development directly south of this site.

13. Construct a stub street to the north, Street D, located approximately 480-feet west of the east property line, extending 165-feet north beyond the intersecting street.

14. Construct a stub street to the east, Street 1, located approximately 1,930-feet north of Floating Feather Road, extending 155-feet east beyond the intersecting street.

15. Construct a stub street to the east, Street 3, located approximately 1200-feet north of Floating Feather Road, extending 155-feet east beyond the intersecting street.

16. Install signs at the terminus of the 3 stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

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

18. Comply with all Standard Conditions of Approval.

E. **Standard Conditions of Approval**

1. 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. Eagle Fire Dept. Letter
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines
February 19, 2013

Shawn L. Nichol  
SLN Planning  
1589 N. Estancia Place  
Eagle, ID 83616

RE: Regarding Request for Review of Street Lengths for Stub Street in Lanewood Subdivision  
And Syringa Subdivision in Eagle, Idaho.

Dear Mr. Nickel;

I have reviewed the preliminary plats of Lanewood Subdivision and Syringa Subdivision that you recently submitted to the Fire District. You requested that I look at the length of the stub streets that you have shown on both plats and comment regarding their length. Although the District would prefer to have stub streets with lengths less than 150 feet in order to meet our requirements for backing up of our emergency vehicles, I believe it is not necessary to provide a temporary turn-around on these stub streets that I have reviewed.

The Glendale Avenue stub in Lanewood is close to meeting that 150 foot requirement so I wouldn’t expect a turn-around in this situation regardless. Regarding the stub streets within the proposed Syringa Subdivision, although the distance is greater than 150 feet, the common lots adjacent to each stub would prevent any residential access from the stub street side. We are confident that our emergency vehicles would not need to use these streets, provided that the proposed fire hydrants remain unobstructed.

One thought would be for the Highway District to allow the developer to place the temporary barricade closer to the intersection within the street so that vehicles would not be allowed to drive down the stubs. However, this is not a requirement that I am proposing to you at this time. ACHD would need to make that allowance.

Please let me know if you have any further questions.

Sincerely,

Kurt McClenny  
Eagle Fire Marshal
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) Notification: Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) Plan Review: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) Revisions: The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) Final Notification: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Development Process Checklist

**Items Completed to Date:**

☒ Submit a development application to a City or to Ada County
☒ The City or the County will transmit the development application to ACHD
☒ The ACHD Planning Review Section will receive the development application to review
☒ The Planning Review Section will do one of the following:
  - Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

**Items to be completed by Applicant:**

☐ For ALL development applications, including those receiving a “No Review” letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

*DID YOU REMEMBER:*

Construction (Non-Subdivisions)

☐ Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way
  - Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ Sediment & Erosion Submittal
  - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ Idaho Power Company
  - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.