October 21, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Ensign Subdivision No. 1
Project Number: FPLT16-0066
Meeting Date: October 26, 2016

FACTS & FINDINGS:

1. Ensign Subdivision No. 1 is a 6 buildable lot commercial subdivision on 10.38 acres. This site is located south of the E. Deer Flat Road and N. Meridian Road intersection west of N. Meridian Road.

2. Ensign Subdivision No. 1 does not add any centerline miles to the ACHD roadway system.

3. Ensign Subdivision No. 1 does not have available transit.

4. The applicants are Emmett Partners, LLC and B & S Investments, LLC and the principals for the applicants are Jeremy Terry, Manager and Travis Stroud, Member.

5. The preliminary plat was approved on June 6, 2016. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:

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

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
ENSIGN SUBDIVISION NO. 1

CERTIFICATE OF OWNERS

Know all men by these presents: That Emmett Partners, LLC, a limited liability company and B&S Investments LLC, a limited liability company, are the owners of the property described as follows:

A portion of the Southeast 1/4 of the Northeast 1/4 of Section 24, Township 2 North, Range 1 West, Boise Meridian, City of Kuna, Ada County, Idaho being more particularly described as follows:

Commencing at the East 1/4 corner of said Section 24 from which the Northeast corner of said Section 24 bears North 00°22'43" East, 2,649.31 feet;

Then thence along the East-West centerline of said Section 24 North 88°50'19" West, 85.01 feet to a point on the West right-of-way line of North Kuna-Meridian Road (St. Hwy. 69);

Then thence along said West right-of-way line North 00°22'43" East, 372.02 feet to the REAL POINT OF BEGINNING;

Then thence along said West right-of-way line North 89°37'17" West, 143.12 feet;

Then thence North 00°22'49" East, 170.45 feet;

Then thence North 89°37'17" West, 401.88 feet;

Then thence North 00°22'43" East, 787.93 feet to a point on the North boundary line of the Southeast 1/4 of the Northeast 1/4 of said Section 24;

Then thence along said North boundary line South 88°59'54" East, 544.97 feet to a point on said West right-of-way line of N. Meridian Road;

Then thence along said West right-of-way line South 01°31'50" East, 1.85 feet

Thence continuing along said West right-of-way line South 00°22'43" West, 950.80 feet to the REAL POINT OF BEGINNING. Containing an area of 10.38 acres, more or less.

It is the intention of the undersigned to hereby include the above described property in 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 Kuna main line located adjacent to the subject subdivision, and the City of Kuna has agreed in writing to serve all the lots in this subdivision.

Emmett Partners, LLC

B&S Investments LLC

Jeremy Terry, Manager

Travis Stroud, Member

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 )
s.s.
County of Ada )

On this 14th day of October, 2016, before me, the undersigned, a Notary Public in and for said State, personally appeared Jeremy Terry, known or identified to me to be the manager of Emmett Partners, LLC, the limited liability company that executed the instrument or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that said limited liability company 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.

S.E. 13-18
My commission expires

ACKNOWLEDGMENT

State of Idaho ) s.s.
County of Ada )

On this 14th day of October, 2016, before me, the undersigned, a Notary Public in and for said State, personally appeared Travis Stroud, known or identified to me to be a member of B&S Investments LLC, the limited liability company that executed the instrument or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that said limited liability company 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

IDaho suRveY group, P.C.
1450 E. Watertower St.
Suite 130
Meridan, Idaho 83642
(208) 846-8570
ENSIGN SUBDIVISION NO. 1

HEALTH CERTIFICATE
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied according to the letter to be read on file with the County Recorder or his agent listing the conditions of approval. Sanitary restrictions may be re-imposed, in accordance with Section 50-1326, Idaho Code, by the issuance of a certificate of disapproval.

District Health Department, EHS Date

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the______ day of ____________, 20______.

President ACHD

APPROVAL OF CITY ENGINEER
I, Gordon Law, the City Engineer in and for the City of Kuna, Ada County, Idaho, on this day ________________ hereby approve this plat.

City Engineer

APPROVAL OF CITY COUNCIL
I, the undersigned, City Clerk in and for the City of Kuna, 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, Kuna, 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 l.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.

Date County Treasurer

COUNTY RECORDER'S CERTIFICATE
State of Idaho ) s.s.
County of Ada ) s.s.
I hereby certify that this instrument was filed for record at the request of ________________ at __________ Minutes past __________ O'clock M. on the ______ day of ____________, 20______, in Book ________ of plats at Pages__________.

Instrument No. ________________

Deputy Ex-Officio Recorder

IDaho SURVEY GROUP, P.C.
June 6, 2016

To: Lance Warnick  
Aspen Engineering  
485 W. Main Street, STE B  
Kuna, ID 83634

Subject: KUNA16-0013  
Profile Ridge Subdivision – Ensign Subdivision Final Plat

ACHD originally approved the preliminary plat application for Profile Ridge Subdivision in 2007. As part of that approval ACHD established site specific conditions of approval for the construction of new public streets, right-of-way dedication, frontage improvements, and access based on the proposed land uses shown on the preliminary plat application. Since ACHD’s 2007 approval of the subdivision, the site has started to develop in multiple phases and some of those phases include changes to the original preliminary plat.

The City of Kuna has not required a revised preliminary plat application to address the proposed changes within the Profile Ridge Subdivision, but instead issued a letter on April 26, 2016 noting that, “the Planning and Zoning Department of Kuna considers the Profile Ridge Subdivision and its multiple phased and changes since its original approval to be in substantial conformance with its preliminary plat.” The attached letter then explains how the City came to this conclusion.

This memo shall establish revised site specific conditions of approval for southern portion of the site, which is proposed to be developed with a mix of commercial (Ensign Subdivision) and residential uses (Profile Ridge Residential – RAMA Group), which will be developed by multiple applicants.
A. Findings of Fact

1. Access to SH-69
   a. Current Polfile Ridge Requirement: Direct lot access to SH-69 is prohibited under ACHD’s current approval.

   b. Applicant’s Proposal: The applicant is proposing to construct one full access driveway onto SH-69 located approximately 860-feet south of Profile Lane.

   c. Staff Comments/Recommendations: Staff recognizes the need for access onto SH-69 for the first phases of the commercial development, as the parcels adjacent to Profile Lane and the future Meadow View Drive have not developed. Because of this, staff recommends that if ITD approves the proposed full access driveway onto SH-69, that the driveway be approved as a temporary driveway and that it would be closed when the commercial development, Ensign Subdivision, has access to Profile Lane and Meadow View Drive via private drive aisles and cross access agreements.

To ensure Ensign Subdivision has access to Profile Lane and Meadow View Drive and that the driveway is closed when alternative access becomes available, the City of Kuna should require the Ensign Subdivision to provide cross access to the parcels to the north and south of the site and the City of Kuna and/or ITD should
enter into a development agreement with the applicant which identified when the driveway onto SH-69 would be closed and possibly hold a financial surety for the physical closure of the driveway.

Cross access should be noted on the final plat.

2. Meadow View Drive
   a. 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, 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.

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.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

Ada County Highway District • 3775 Adams Street • Garden City, ID • 83714 • PH 208-387-6100 • FAX 345-7650 • www.achdidaho.org
Stub Street Policy: District policy 7206.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.5.4 except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED 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 7206.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

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 align with Meadow View Drive on the east side of SH-69 and continue through the property stubbing to the west. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

b. Current Profile Ridge Requirement: The applicant is required to construct Meadow View Drive as half of a 36-foot residential collector roadway at the SH-69, as the roadway moves west it transitions to all on the Profile Ridge site and the construction of the full street is required.

c. Applicant’s Proposal: The applicant has provided a conceptual roadway section for Meadow View Drive as a 3 lane collector with 4 lanes at the intersection to accommodate right turn lanes. The applicant has proposed to dedicate 40’ from the ¼ section line (currently owned by RAMA Group) which would allow the following in the future:
   - 6’ turn lane (half)
   - 12’ traffic lane
   - 6.5’ bike lane
   - 0.5’ curb
   - 8’ landscape strip
   - 5’ detached sidewalk
   - 2’ landscaping

The applicant has also suggested that in the short term, that Meadow View could be constructed as a half street with 24’ of pavement and then restriped for the bike lane when the property on the south develops.
d. Staff Comments/Recommendations: Consistent with the MSM, staff recommends that Meadow View Drive be constructed as a 2 lane residential collector with bike lanes and turn lanes at intersections as needed. ITD has indicated that they would like Meadow View Drive to be centered at the half mile in alignment with Meadow View Drive on the east side of SH-69 across from the site. To accommodate this alignment additional right-of-way will need to be dedicated from the parcel located south of the site (parcel no. R5741600100). The City of Kuna has indicated that the property owners are willing to dedicate additional right-of-way to allow Meadow View Drive to be constructed abutting their north property line.

The applicant should work with the property owners to the south to dedicate additional right-of-way to accommodate the construction of Meadow View Drive. If the applicant is able to acquire additional right-of-way from the parcel south of the site then Meadow View Drive should be constructed with 3 lanes at its intersection with SH-69 (one receiving lane, a thru/turn lane, and a dedicated right turn lane) tapering to a standard 36-foot wide residential collector as the roadway extends west beyond the first driveway for the shopping center. As Meadow View Drive extends west the roadway alignment should shift north (entirely on to RAMA Group) to allow for its extension to Kay Avenue to avoid an existing subdivision.

*Meadow View Extension = Yellow, for illustrative proposes only.

If the applicant is unable to acquire the additional right-of-way from the parcel south of the site, then Meadow View Drive should be constructed as half of a 36-foot residential collector roadway plus an additional 12-feet of pavement to total 30-feet, with vertical curb, gutter, and either a 7-foot attached (or 5-foot wide detached) concrete sidewalk on the north side of the roadway and a 3-foot wide
gravel shoulder and barrow ditch sized to accommodate the roadway storm runoff shall be constructed on the south side of the roadway.

Meadow View Drive will still need shift north to avoid the existing subdivision and to allow for its extension to Kay Avenue. After the roadway moves north it should be constructed as a standard 36-foot residential collector with vertical curb, gutter, and 7-foot attached (or 5-foot wide detached) concrete sidewalks on both sides of the roadway stubbing to the west property line.

The applicant should be required to install a sign shall be installed at the terminus of Meadow View Drive stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

If the stub street is extends greater than 150-feet a temporary turnaround will be required.

3. North Chappelle Avenue
   a. Current Profile Ridge Requirement: North Chappelle Avenue is required to be constructed abutting the west property line of the residential portion of the development as a complete 29-foot street section with vertical curb, gutter, and attached 5-foot sidewalk on each side of the roadway within 42-feet of right-of-way.
   b. Staff Comments/Recommendations: Consistent with ACHD's prior action on Profile Ridge Subdivision, North Chappelle Avenue should be constructed as a complete 29-foot street section with vertical curb, gutter, and attached 5-foot sidewalk on each side of the roadway within 42-feet of right-of-way, abutting the west property line of the residential portion of the development.

4. Public Street Connections
   a. Staff Comments/Recommendations: The conceptual site plan provided by the applicant shows the extension of a public street off of Meadow View Drive with a private drive aisle intersecting the public street on an angle and on the outside of a curve. Staff is not supportive of the proposed intersection configuration and recommends that the northbound roadway be redesigned to extend further north into the site allow for better access/connectivity between the proposed residential development and commercial uses.
B. Site Specific Conditions of Approval

1. Cross access amongst all parcels shall be noted on the final plat(s).

2. Comply with requirements of ITD and City of Kuna for the SH-69 frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first.

3. ACHD recommends that the proposed onto SH-69 driveway be approved as a temporary driveway and that it be closed when the commercial development, Ensign Subdivision, has access to Profile Lane and Meadow View Drive via private drive aisles and cross access agreements.

4. Work with the property owners to the south (parcel No. R5741600100) to dedicate additional right-of-way to accommodate the construction of Meadow View Drive at the half mile. If additional right-of-way from the parcel south of the site is dedicated then construct Meadow View Drive with 3 lanes at it’s intersection with SH-69 (one receiving lane, a thru/left turn lane, and a dedicated right turn lane), a 46-foot street section with vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks tapering to a standard 36-foot wide residential collector, with vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks as the roadway extends west beyond the first driveway for the shopping center. As Meadow
View Drive extends west the roadway alignment shift north (entirely on to RAMA Group) to allow for its extension to Kay Avenue.

5. If the applicant is unable to acquire the additional right-of-way from the parcel south of the site, then construct Meadow View Drive as half of a 36-foot residential collector roadway plus an additional 12-feet of pavement to total 30-feet, with vertical curb, gutter, and either a 7-foot attached (or 5-foot wide detached) concrete sidewalk on the north side of the roadway and a 3-foot wide gravel shoulder and barrow ditch sized to accommodate the roadway storm runoff shall be constructed on the south side of the roadway. As Meadow View Drive extends west the roadway alignment shift north (entirely on to RAMA Group) to allow for its extension to Kay Avenue.

6. Install a sign shall be installed at the terminus of Meadow View Drive stating that, “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.” If the stub street is extends greater than 150-feet a temporary turnaround will be required.

7. Construct North Chappelle Avenue as a complete 29-foot street section with vertical curb, gutter, and attached 5-foot sidewalk on each side of the roadway within 42-feet of right-of-way, abutting the west property line of the residential portion of the development (RAMA Group).

8. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner (see below) for information regarding impact fees.


10. Comply with the Standard Conditions of Approval as noted below.
If you have any questions, please feel free to contact me at (208) 387-6178.

Sincerely,

Mindy Wallace, AICP
Planner III
Development Services

cc: City of Kuna – Wendy Howell
    ITD – Shona Tonkin
    Kevin Amar

Attachments: City of Kuna’s April 26, 2016 Letter
             Original Profile Ridge Staff Report