To: ACHD Commission  
From: Kaci Bader, Development Review Coordinator  
Subject: Final Plat: Snoqualmie Falls Subdivision No. 8  
Project Number: SUBP15-0083  
Meeting Date: November 9, 2016

FACTS & FINDINGS:
1. Snoqualmie Falls Subdivision No. 8 is a 49 buildable and 8 common lot residential subdivision on 24.51 acres. This site is located southeast of the intersection of N. Palmer Lane and W. Floating Feather Road.
2. Snoqualmie Falls Subdivision No. 8 adds 0.73 centerline miles to the ACHD roadway system.
3. Snoqualmie Falls Subdivision No. 8 does not have available transit.
4. The applicant is Development Services Inc. and the principal for the applicant is Brian F. McColl.
5. The preliminary plat was approved on December 10, 2014.
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 $1,033,500 in the form of a letter of credit from Northwest 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 September 9, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Snoqualmie Falls Subdivision No. 8 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat  
2. Vicinity Map  
CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS: THAT WE, THE UNDERSIGNED, ARE THE OWNERS OF THE REAL PROPERTY DESCRIBED BELOW IN ADA COUNTY, IDAHO, AND THAT WE INTEND TO INCLUDE THE FOLLOWING DESCRIBED PROPERTY IN THIS SNOQUALMIE FALLS SUBDIVISION NO. 8.

A PORTION OF THE NE ¼ OF SECTION 10 AND THE SE ¼ OF SECTION 3, TOWNSHIP 4 NORTH, RANGE 1 WEST, BISEC MERIDIAN OF CITY OF EAGLE, ADA COUNTY, IDAHO, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT AN ALUMINUM CAP MONUMENT MARKING THE NORTHWEST CORNER OF SAID NE ¼ OF SECTION 10, FROM WHICH AN ALUMINUM CAP MONUMENT MARKING THE NORTHWEST CORNER OF SAID NE ¼ MARKS 389.38' S A DISTANCE OF 205.33 FEET:

THENCE 5°9'37.6" E ALONG THE NORTHERLY BOUNDARY OF SAID NE ¼ A DISTANCE OF 1223.21 FEET TO A 5/8 INCH DIAMETER IRON PIN AND THE POINT OF BEGINNING;

THENCE LEAVING SAID NORTHERLY BOUNDARY N 0°27'35" E A DISTANCE OF 2.20 FEET TO A 5/8 INCH DIAMETER IRON PIN;

THENCE 5°01'15.0" E A DISTANCE OF 33.53 FEET TO A 5/8 INCH DIAMETER IRON PIN;

THENCE 5°27'44" E A DISTANCE OF 787.51 FEET TO A 5/8 INCH DIAMETER IRON PIN ON THE WESTERLY BOUNDARY OF SNOQUALMIE FALLS SUBDIVISION NO. 5 AS SHOWN IN BOOK 107 OF PLATTS ON PAGE 14975 THRU 14978, RECORDS OF ADA COUNTY, IDAHO;

THENCE 5°27'35" W ALONG SAID WESTERLY BOUNDARY A DISTANCE OF 1281.95 FEET TO A POINT PIN MARKING THE SOUTHWEST CORNER OF SNOQUALMIE FALLS SUBDIVISION NO. 5;

THENCE LEAVING SAID WESTERLY BOUNDARY N 89°01'00" W ALONG THE CENTERLINE OF THE MIDDLETON MILL CANAL A DISTANCE OF 820.01 FEET TO A POINT;

THENCE LEAVING SAID CENTERLINE N 0°27'35" E A DISTANCE OF 1322.61 FEET TO THE POINT OF BEGINNING.

THIS PARCEL CONTAINS 24.51 ACRES.

A. ALL THE LOTS IN THIS SUBDIVISION WILL BE ELIGIBLE TO RECEIVE WATER SERVICE FROM THE CITY OF EAGLE. THE CITY OF EAGLE HAS AGREED IN WRITING TO SERVE ALL THE LOTS IN THIS SUBDIVISION.

B. ALL THE PUBLIC STREETS SHOWN ON THIS PLAT ARE HEREBY DEDICATED TO THE PUBLIC. PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENTS ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT WITH THE RIGHT OF ACCESS TO, AND USE OF, THESE EASEMENTS IS HEREBY RESERVED FOR PUBLIC UTILITIES, DRAINAGE AND FOR ANY OTHER USES AS MAY BE DESIGNATED HEREBY AND NO PERMANENT STRUCTURES OTHER THAN FOR SAID USES ARE TO BE ERECTED WITHIN THE LIMITS OF SAID EASEMENTS.

IN WITNESS WHEREOF WE HAVE HEREunto SET OUR HANDS THIS 4th DAY OF JULY, 2016.

[Signature]

BRIAN F. MCCOOL, PRESIDENT OF DEVELOPERS SERVICES, INC., MANAGER OF BRAHMA, LLC.

ACKNOWLEDGMENT

STATE OF IDAHO

COUNTY OF ADA

ON THIS 4th DAY OF JULY, 2016, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAD STATE, PERSONALLY APPEARED BRITON F. MCCOOL, KNOWN OR IDENTIFIED TO ME TO BE THE PRESIDENT OF DEVELOPERS SERVICES, INC., AN IDAHO CORPORATION AND MANAGER OF BRAHMA, LLC, AN IDAHO LIMITED LIABILITY COMPANY, THE PERSON WHO EXECUTED THE FOREGOING "CERTIFICATE OF OWNERS" AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME ON BEHALF OF SAID CORPORATION AND THAT SUCH CORPORATION EXECUTED THE SAME IN NAME OF SAID LIMITED LIABILITY COMPANY'S NAME.


[Signature]

[Seal]

NOTARY PUBLIC FOR THE STATE OF IDAHO

CERTIFICATE OF SURVEYOR

I, CLINTON W. HANSEN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO AND THAT THIS PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN FROM THE FIELD NOTES OF A SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

CLINTON W. HANSEN

IDAHO NO. 1111B

[Signature]

[Seal]
This is a planned unit development, conditional use permit, and preliminary plat for 196 residential lots and 20 common lots on 106-acres. The site is located south of Floating Feather Road and east of Palmer Lane in Eagle, Idaho.

<table>
<thead>
<tr>
<th>Lead Agency:</th>
<th>City of Eagle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site address:</td>
<td>South of Floating Feather &amp; east of Palmer Lane</td>
</tr>
<tr>
<td>Commission Hearing:</td>
<td>December 10, 2014</td>
</tr>
<tr>
<td>Commission Approval:</td>
<td>December 10, 2014</td>
</tr>
<tr>
<td>Applicant:</td>
<td>Horseshoe Flats, LLC</td>
</tr>
<tr>
<td></td>
<td>P.O. Box 1359</td>
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<tr>
<td></td>
<td>Caldwell, ID 83607</td>
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<tr>
<td>Representative:</td>
<td>Ben Thomas</td>
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<td></td>
<td>Civil Innovations, PLLC</td>
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<td></td>
<td>P.O. Box 170811</td>
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<tr>
<td></td>
<td>Boise, ID 83717</td>
</tr>
<tr>
<td>Staff Contact:</td>
<td>Stacey Yarrington</td>
</tr>
<tr>
<td></td>
<td>Phone: 387-6171</td>
</tr>
<tr>
<td></td>
<td>E-mail: <a href="mailto:syarrington@achdidaho.org">syarrington@achdidaho.org</a></td>
</tr>
</tbody>
</table>

A. Findings of Fact

1. Description of Application: The applicant is requesting approval for a planned unit development, conditional use permit, and preliminary plat to construct 196 residential lots and 20 common lots on 106-acres. The property is zoned R-2 (Residential Two) and is consistent with the City of Eagle’s Comprehensive Plan.

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>Residential Two</td>
<td>R-2-DA-P</td>
</tr>
<tr>
<td>South</td>
<td>Residential Two</td>
<td>R-2-DA-P</td>
</tr>
<tr>
<td>East</td>
<td>Residential Two</td>
<td>R-2-DA-P</td>
</tr>
<tr>
<td>West</td>
<td>Residential Two</td>
<td>R-2-DA-P</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed the southern portion of this site as part of the Mosca Seca Subdivision aka Legacy and Snoqualmie (EPP-1-06/EPPUD-5-05/EA-9-05/ ERZ-13-05/ECU-12-05) in June, 2006. The requirements of this staff report are consistent with those of the prior action.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Lilac Springs, a 120-residential lot development was approved November 12, 2014, and is located northeast of the site.
   - Lanewood Subdivision, an 80-lot residential development was approved in April 2013, and is located northeast of the site.
   - Lanewood Subdivision No. 2, a 142-lot residential development was approved in November 2013, and is located northeast of the site.
   - Legacy (Snoqualmie-Mosca Seca) is in various phases of development directly south of this site. The development consists of 1,653 residential lots and a maximum of 38-acres of commercial area.
   - Syringa subdivision, a 128-lot residential development was approved in May 2013, and is located west of this site.

5. **Transit:** Transit services are not available to serve this site.

6. **New Center Lane Miles:** The proposed development includes 2.54 centerline miles of new public road.

7. **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.

8. **Capital Improvements Plan/ Integrated Five Year Work Plan:**
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Integrated Five Year Work Program (IFYWP). The following projects are listed in the District’s Capital Improvement Plan (CIP):
   - Linder Road is listed in the CIP to be widened to 5-lanes from Floating Feather Road to Beacon Light Road between 2017 and 2021.
   - Linder Road is listed in the CIP to be widened to 5-lanes from Floating Feather to SH-44 between 2017 and 2021.
   - Beacon Light Road is listed in the CIP to be widened to 5-lanes from Palmer Lane to Linder Road between 2022 and 2026.
   - Beacon Light Road is listed in the CIP to be widened to 5-lanes from Linder Road to Ballantyne Road between 2022 and 2026.
   - The intersection of Floating Feather Road and Linder Road is listed in the CIP to be a dual lane roundabout with right turn bypass lanes on the north and eastbound approaches between 2027 and 2031.
   - The intersection of Beacon Light Road and Linder Road is listed in the CIP to be a multi-lane roundabout with right turn bypass lanes on eastbound approach between 2017 and 2021.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 1,866 additional vehicle trips per day (0 existing); 196 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. **Condition of Area Roadways**
   Traffic Count is based on Vehicles per hour (VPH)
3. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD’s most current traffic counts. New traffic counts were not available for Palmer Lane due to weather.

- The average daily traffic count for Linder Road south of Floating Feather Road was 2,825 on 08/21/14.
- The average daily traffic count for Beacon Light Road west of Linder Road was 2,433 on 07/10/14.
- The average daily traffic count for Floating Feather Road west of Linder Road was 1,139 on 08/21/14.
- The average daily traffic count for Palmer Lane south of Floating Feather Road was 359 on 12/01/14.

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. Palmer Lane

a. Existing Conditions: Palmer Lane is improved with 2-travel lanes, 24-feet of pavement with 4-foot wide shoulders, and no curb, gutter or sidewalk abutting the site. There is 44-feet of right-of-way for Collector Roadway (24-feet from centerline).

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
**Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

**Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

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

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

**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.

**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.

**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. This segment of Palmer Lane is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 47-foot street section within 69-feet of right-of-way.
c. **Applicant Proposal:** The applicant is proposing to dedicate 25-feet of right-of-way from centerline of Palmer Lane abutting the site. The applicant is also proposing to construct Palmer Lane as half of a 36-foot street section with vertical curb and gutter within the dedicated right-of-way; and an 8-foot wide park strip and 10-foot wide meandering sidewalk outside of right-of-way along Palmer Lane abutting the site.

d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy. The applicant should be required to dedicate 34.5-feet of right-of-way. Consistent with the MSM, the applicant should construct Palmer Lane as half of a 47-foot street section with 5-foot wide bike lane, 7.5-foot wide parking lane, vertical curb and gutter, and detached 5-foot wide concrete sidewalk, plus 12-feet of additional pavement beyond centerline.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalks or pathways placed outside of the dedicated right-of-way. Sidewalk shall either be located wholly within the public right-of-way or wholly within an easement.

3. **Nordic Drive**
   a. **Existing Conditions:** Nordic Drive has been constructed with earlier phases of this development and is stubbed to the site’s east property line.
   
   b. **Policy:**

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

      **Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

      **Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

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

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

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

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

**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.

c. **Applicant Proposal:** The applicant is proposing to extend Nordic Drive into the site as a residential collector street, with a 36-foot street section, including vertical curb, gutter, 7-foot wide park strip within 50-feet of right-of-way, a 5-foot wide sidewalk on the north side, and a 10-foot wide pathway on the south side abutting the Middleton Mill Canal outside of right-of-way.

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

Nordic Drive is on the 5 year no cut moratorium, due to its being constructed through earlier phases of development, and will fall off the list in January 2019. Any cuts in the pavement will need prior approval by the Pavement Cut Committee.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalks or pathways placed outside of the dedicated right-of-way.

4. **Internal Street**

a. **Existing Conditions:** There are no local streets 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 the internal streets as 33-foot street sections with curb, gutter, 8-foot park strip, and 5-foot wide detached sidewalks within 60-feet of right-of-way.

The applicant is proposing to construct Striker Court and Chastain Court as cul-de-sac streets with curb, gutter, and detached 5-foot wide sidewalk within 120-feet of right-of-way. The applicant is proposing to construct 20-foot wide circular landscape islands in the cul-de-sacs with a 59.5-foot turning radius.

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

The applicant should be required to construct the cul-de-sacs with minimum 29-foot street section around the islands and minimum 45-foot turning radius, consistent with District policy.

The applicant is proposing to construct a 12-foot wide by 120-foot long landscape medians within 81-feet of right-of-way at the entrance to Imogene Avenue and Alidade Avenue. The travel lanes are 21-feet wide (back of curb to back of curb) on each side of the median.

Provide written fire department approval for the proposed travel lanes, or construct the travel lanes minimum 20-feet wide on each side of the landscape medians at the entrance of Imogene Avenue and Alidade Avenue.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalks 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.

5. Roadway Offsets

a. Existing Conditions: There are no roadways constructed within the site.

b. Policy:
   Collector Offset Policy: District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

   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 collector, Nordic Drive, to intersect Palmer Lane, a collector, approximately 1,786-feet south of Floating Feather Road.

The applicant is proposing to construct 2 local roadways, Imogene Avenue, approximately 1,670-feet east of Palmer Lane; and Alidade Avenue approximately 670-feet east of Palmer Lane, to intersect Nordic Drive (measured centerline to centerline).

The applicant is proposing all of the internal local streets to offset other local streets a minimum of 125 feet.
d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed.

6. **Stub Streets**

   a. **Existing Conditions:** There are 3 stub streets, Belay Street, Arena Avenue, and Nordic Drive to the site.

   b. **Policy:**

      **Stub Street Policy:** District policy 7206.2.4 (collector)/ 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 7206.2.5.4 (collector)/ 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 6 stub streets. Three to the south, two to the west, and one to the north. The proposed stub streets are as follows:

      - Stub Street to the south, Arena Drive, is approximately 170-feet in length (1 lot length) and located between Block 3 Lot 20 and Block 2 Lot 20.

      - Stub Street to the south, Moonbeam Avenue, is approximately 720-feet in length and located between Block 5 Lot 2 and Block 4 Lot 15. A temporary off-site turnaround is proposed at the terminus of Moonbeam Avenue.

      - Stub Street to the south, DeMarini Avenue, is approximately 780-feet in length and located between Block 6 Lot 9 and Block 5 Lot 18. A temporary off-site turnaround is proposed at the terminus of DeMarini Avenue.

      - Stub Street to the west, Chastain Street, is approximately 150-feet in length and located between Block 4 Lot 2 and Block 3 Lot 2.

      - Stub Street to the west, Striker Lane, is approximately 150-feet in length and located between Block 7 Lot 13 and Block 6 Lot 2.

      - Stub Street to the north, Alidade Avenue, is approximately 160-feet in length (1 lot length) and located between Block 11 Lot 20 and Block 10 Lot 25.

   d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy because the 2 of the stub streets exceed the allowed length of a stub street without a
turnaround. However, staff recommends approval of the applicant’s proposal, due to the fact that the stub streets proposed, are the length of one lot and meet the intent of the policy.

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

7. Bridge for Middleton Mill Canal Crossing
The District will require that the applicant submit the bridge plans for the crossing of the Middleton Mill Canal (Arena Drive) for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.

8. Tree Planters
Tree Planter Policy: The District’s Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

9. Landscaping
Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

10. Other Access
Palmer Lane and Nordic Drive are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval
1. Dedicate 34.5-feet of right-of-way from the centerline of Palmer Lane abutting the site. The right-of-way will be dedicated without compensation as this segment of Palmer Lane is not listed the District’s CIP.

2. Construct Palmer Lane as one half of a 47-foot street section with vertical curb, gutter and 5-foot wide bike lane, 7.5-foot wide parking lane, 6-foot wide buffer, and 5-foot wide detached concrete sidewalk, plus 12-feet of additional pavement beyond centerline.

3. Construct a collector street intersecting Palmer Lane 1,786-feet south of Floating Feather Road, as proposed.

4. Construct Nordic Drive into the site as a 36-foot collector street section, with vertical curb, gutter, and 7-foot wide park strip within 50-feet of right-of-way, a 5-foot wide sidewalk on the north side, and a 10-foot wide pathway on the south side abutting the Middleton Mill Canal outside of right-of-way.

5. Provide the District with a permanent right-of-way easement for any portion of sidewalk or pathway located outside of the right-of-way.
6. Construct 2 local roadways intersecting Nordic Drive, 670-feet east of Palmer Lane and 1,670-feet east of Palmer Lane.

7. Construct the internal streets as 33-foot street sections with curb, gutter, 8-foot park strip, and 5-foot wide detached sidewalks within 60-feet of right-of-way.

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

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

10. Construct 12-foot wide by 120-foot long landscape medians within 81-feet of right-of-way at the entrance to Imogene Avenue and Alidade Avenue. Travel lanes must be minimum 20-feet wide on each side of the median.

11. Construct 2 cul-de-sac streets with a 20-foot wide center island, and curb, gutter, and detached 5-foot wide sidewalk within 120-feet of right-of-way.

12. Construct the cul-de-sacs with minimum 29-foot street section around the islands and minimum 45-foot turning radius. Provide written fire department approval for this design element.

13. Construct a stub street to the south, Arena Drive, 170-feet in length, located between Block 3 Lot 20 and Block 2 Lot 20.

14. Construct a stub street to the south, 720-feet in length, located between Block 5 Lot 2 and Block 4 Lot 15.

15. Construct a stub street to the south, 780-feet in length, located between Block 6 Lot 9 and Block 5 Lot 18.

16. Construct a stub street to the west, 150-feet in length, located between Block 4 Lot 2 and Block 3 Lot 2.

17. Construct a stub street to the west, 150-feet in length, located between Block 7 Lot 13 and Block 6 Lot 2.

18. Construct a stub street to the north, 160-feet in length, located between Block 11 Lot 20 and Block 10 Lot 25.

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

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

21. Submit the bridge plans for the crossing of the Middleton Mill Canal (Arena Drive) for review and approval prior to the pre-construction meeting and final plat approval.

22. Other than the access specifically approved with this application, direct lot access is prohibited to Nordic Drive and Palmer Lane and should be noted on the final plat.

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


E. **Standard Conditions of Approval**
1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.
G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
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.