November 30, 2016

To: ACHD Commission

From: Kaci Bader, Development Review Coordinator

Subject: Final Plat: Arbor Ridge Subdivision No. 3

Project Number: SUBP14-0203

Meeting Date: December 7, 2016

FACTS & FINDINGS:

1. Arbor Ridge Subdivision No. 3 is a 49 buildable and 2 common lot residential subdivision on 12.13 acres. This site is located west of N. Linder Road and north of W. Ardell Road.

2. Arbor Ridge Subdivision No. 3 adds 0.45 centerline miles to the ACHD roadway system.

3. Arbor Ridge Subdivision No. 3 does not available transit.

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

5. The preliminary plat was approved on September 11, 2002. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:

1. Approve the final plat of Arbor Ridge Subdivision No. 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
## Arbor Ridge Subdivision No. 3

### Curve Table

<table>
<thead>
<tr>
<th>Curve</th>
<th>Delta</th>
<th>Radius</th>
<th>Arc</th>
<th>Chord Bearing</th>
<th>Chord Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>37°37'32&quot;</td>
<td>400.00'</td>
<td>220.07'</td>
<td>N55°52'57&quot;</td>
<td>217.31'</td>
</tr>
<tr>
<td>C2</td>
<td>12°29'28&quot;</td>
<td>400.00'</td>
<td>160.94'</td>
<td>N53°17'08&quot;</td>
<td>85.98'</td>
</tr>
<tr>
<td>C3</td>
<td>12°29'19&quot;</td>
<td>400.00'</td>
<td>160.94'</td>
<td>N53°17'08&quot;</td>
<td>85.98'</td>
</tr>
<tr>
<td>C4</td>
<td>8°45'25&quot;</td>
<td>400.00'</td>
<td>67.19'</td>
<td>N52°29'38&quot;</td>
<td>47.16'</td>
</tr>
<tr>
<td>C5</td>
<td>9°00'00&quot;</td>
<td>355.00'</td>
<td>58.67'</td>
<td>S54°37'50&quot;</td>
<td>77.76'</td>
</tr>
<tr>
<td>C6</td>
<td>3°31'22&quot;</td>
<td>275.00'</td>
<td>151.30'</td>
<td>N50°49'21&quot;</td>
<td>149.40'</td>
</tr>
<tr>
<td>C7</td>
<td>2°39'54&quot;</td>
<td>200.00'</td>
<td>71.67'</td>
<td>S57°12'25&quot;</td>
<td>71.26'</td>
</tr>
<tr>
<td>C8</td>
<td>3°20'18&quot;</td>
<td>125.00'</td>
<td>72.04'</td>
<td>N53°33'56&quot;</td>
<td>71.05'</td>
</tr>
<tr>
<td>C9</td>
<td>2°19'10&quot;</td>
<td>225.00'</td>
<td>69.10'</td>
<td>N51°47'35&quot;</td>
<td>98.30'</td>
</tr>
<tr>
<td>C10</td>
<td>2°06'11&quot;</td>
<td>225.00'</td>
<td>69.10'</td>
<td>N51°47'35&quot;</td>
<td>98.30'</td>
</tr>
<tr>
<td>C11</td>
<td>4°14'07&quot;</td>
<td>425.00'</td>
<td>31.42'</td>
<td>N2°10'14&quot;</td>
<td>31.41'</td>
</tr>
<tr>
<td>C12</td>
<td>4°14'07&quot;</td>
<td>425.00'</td>
<td>31.42'</td>
<td>N2°10'14&quot;</td>
<td>31.41'</td>
</tr>
<tr>
<td>C13</td>
<td>1°54'26&quot;</td>
<td>450.00'</td>
<td>137.12'</td>
<td>N59°50'55&quot;</td>
<td>12.37'</td>
</tr>
<tr>
<td>C14</td>
<td>2°38'36&quot;</td>
<td>450.00'</td>
<td>20.89'</td>
<td>N52°35'59&quot;</td>
<td>20.89'</td>
</tr>
<tr>
<td>C15</td>
<td>2°16'11&quot;</td>
<td>250.00'</td>
<td>32.00'</td>
<td>N51°45'53&quot;</td>
<td>91.56'</td>
</tr>
<tr>
<td>C16</td>
<td>1°11'10&quot;</td>
<td>250.00'</td>
<td>43.30'</td>
<td>N51°57'27&quot;</td>
<td>43.31'</td>
</tr>
<tr>
<td>C17</td>
<td>9°47'09&quot;</td>
<td>250.00'</td>
<td>42.60'</td>
<td>N2°37'38&quot;</td>
<td>42.64'</td>
</tr>
<tr>
<td>C18</td>
<td>2°16'11&quot;</td>
<td>250.00'</td>
<td>32.00'</td>
<td>N51°45'53&quot;</td>
<td>73.25'</td>
</tr>
<tr>
<td>C19</td>
<td>1°50'59&quot;</td>
<td>200.00'</td>
<td>45.50'</td>
<td>N57°07'12&quot;</td>
<td>45.50'</td>
</tr>
<tr>
<td>C20</td>
<td>7°53'12&quot;</td>
<td>200.00'</td>
<td>27.76'</td>
<td>N52°22'22&quot;</td>
<td>27.74'</td>
</tr>
<tr>
<td>C21</td>
<td>2°14'19&quot;</td>
<td>200.00'</td>
<td>66.09'</td>
<td>N2°07'25&quot;</td>
<td>27.74'</td>
</tr>
<tr>
<td>C22</td>
<td>2°06'31&quot;</td>
<td>200.00'</td>
<td>6.39'</td>
<td>S2°24'73&quot;</td>
<td>6.39'</td>
</tr>
<tr>
<td>C23</td>
<td>2°13'29&quot;</td>
<td>200.00'</td>
<td>78.42'</td>
<td>S2°27'07&quot;</td>
<td>78.42'</td>
</tr>
<tr>
<td>C24</td>
<td>2°16'10&quot;</td>
<td>200.00'</td>
<td>60.11'</td>
<td>S2°45'53&quot;</td>
<td>60.11'</td>
</tr>
<tr>
<td>C25</td>
<td>8°35'26&quot;</td>
<td>200.00'</td>
<td>50.00'</td>
<td>S2°00'10&quot;</td>
<td>50.00'</td>
</tr>
<tr>
<td>C26</td>
<td>1°45'01&quot;</td>
<td>200.00'</td>
<td>63.82'</td>
<td>S2°49'47&quot;</td>
<td>63.82'</td>
</tr>
<tr>
<td>C27</td>
<td>3°56'11&quot;</td>
<td>100.00'</td>
<td>63.01'</td>
<td>S57°20'00&quot;</td>
<td>63.01'</td>
</tr>
<tr>
<td>C28</td>
<td>3°41'58&quot;</td>
<td>150.00'</td>
<td>88.84'</td>
<td>S57°26'46&quot;</td>
<td>88.84'</td>
</tr>
</tbody>
</table>

### Line Table

<table>
<thead>
<tr>
<th>Line</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>5°23'04&quot;</td>
<td>37.00'</td>
</tr>
<tr>
<td>L2</td>
<td>5°23'04&quot;</td>
<td>37.00'</td>
</tr>
<tr>
<td>L3</td>
<td>5°23'04&quot;</td>
<td>12.75'</td>
</tr>
<tr>
<td>L4</td>
<td>19.11'</td>
<td></td>
</tr>
<tr>
<td>L5</td>
<td>23.11'</td>
<td></td>
</tr>
<tr>
<td>L6</td>
<td>24.07'</td>
<td></td>
</tr>
<tr>
<td>L7</td>
<td>23.64'</td>
<td></td>
</tr>
<tr>
<td>L8</td>
<td>26.57'</td>
<td></td>
</tr>
<tr>
<td>L9</td>
<td>25.92'</td>
<td></td>
</tr>
<tr>
<td>L10</td>
<td>23.79'</td>
<td></td>
</tr>
<tr>
<td>L11</td>
<td>23.79'</td>
<td></td>
</tr>
<tr>
<td>L12</td>
<td>23.79'</td>
<td></td>
</tr>
<tr>
<td>L13</td>
<td>23.79'</td>
<td></td>
</tr>
<tr>
<td>L14</td>
<td>23.79'</td>
<td></td>
</tr>
</tbody>
</table>

---

#### Notes
1. Irrigation water will be provided by the City of Kansas in compliance with Kansas Code Section 81-4332(1)(d). At least 10 inches of this irrigation will be entitled to irrigation rights through Rose-Hana Irrigation District, and will be entitled for assessments from the City of Kansas.
2. All references to Homeowner's Association herein are to the Arbor Ridge Subdivision No. 3 Homeowners' Association and the owners of the lots, within said subdivision, jointly.
3. Any readjustments of this plat shall comply with the applicable zoning regulations in effect at the time of the readjustment and may require amendment of the development agreement.
4. Building setback and dimensional standards in this subdivision shall be in compliance with the applicable county regulations of the City of Kansas and conditions of the plat file for Arbor Ridge Subdivision No. 3.
5. Lots shall not be reduced in size without prior approval from the health authority.
6. Lot 10, Block 3 and Lot B, Block 5 are common area lots to be owned and maintained by the Homeowner's Association. The ownership and maintenance commitment may not be dissolved without the express consent of the City of Kansas. The Homeowner's Association is responsible for payment of irrigation assessments. In the event the Homeowner's Association fails to pay assessments, each resident lot is responsible for a fractional share of the assessment.
7. No easements shown or designated herein shall preclude the construction and maintenance of front-outdoor driveways, landscaping (except trees), parking, or other such non-paved improvements.
8. All easements are parallel (or concentric) to the lines (or arcs) that they are dimensioned from unless otherwise noted.
9. Public utility easements are hereby dedicated as follows: more than 10 feet wide along public right-of-ways.
10. Water, sewer, drainage, and irrigation easements are hereby dedicated to the City of Kansas for the installation and maintenance of lines or sewers shown herein (unless otherwise dimensioned).
11. Direct lot access to the site, except as specifically approved in writing by the Adair County Highway District and the City of Kansas.
12. Maintenance of any irrigation, drainage pipe, or ditch crossing a lot is the responsibility of the lot owner unless such responsibility is assumed by an irrigation/drainage district.
13. This development recognizes Kansas Code Section 81-4332(1)(d). Right to Farm Act, which states: "No agricultural operation, agricultural facility or expression thereof shall be or become a nuisance, private or public, by any changed conditions in or about the surrounding non-agricultural activities after it has been in operation for more than one (1) year, when the operation, facility or expression was not a nuisance at the time it began or was constructed. This prohibition of this section shall not apply when a nuisance results from the improper or negligent operation of an agricultural operation, agricultural facility or expression thereof.
14. Portions of Lot 2, Block 2; Lot 8, Block 5; Lots 9, 10, 11, 13, and 14, Block 11; and Lots 22, 32, and 34, Block 19 are served to and connected the ACHD storm water drainage system. This is to be discerned by certain Fort Leonard Wood Perpendicular Storm Water Drainage Easement, recorded on December 18, 2020 in Instrument No. 2020-00107, Official Records of Adair County, and incorporated herein by this reference as if set forth in full. The ACHD Easement is an storm water drainage system, unless otherwise noted, is the operation and maintenance of the storm water drainage system.
15. Lot 10, Block 3 and Lot B, Block 5 are subject to an easement for the Hubbard Road D.o.e. for irrigation water delivery and maintenance, to the City of Kansas for sewer, and irrigation and delivery maintenance, and to ACHD for storm drainage facility maintenance.
16. This development is subject to a Letter Agreement, Ind. No. __________
17. This development is subject to a Development Agreement, Ind. No. __________
Approval of City Council
Certificate of Survey

Arbor Ridge Subdivision No. 3

Certificate of County Surveyor

Certificate of County Treasurer

Certificate of County Recorder

Approval of Central District Health Department

Approval of City Engineer

Approval of City Engineer

Approval of City Engineer

Memorandum

Acknowledgment

Date

Approval of City Council

Certificate of Survey

Approval of City Council

Certificate of Survey

Certificate of County Treasurer

Certificate of County Recorder

Approval of Central District Health Department

Approval of City Engineer

Approval of City Engineer

Approval of City Engineer

Memorandum

Acknowledgment

Date

Approval of City Council

Certificate of Survey

Certificate of County Treasurer

Certificate of County Recorder

Approval of Central District Health Department

Approval of City Engineer

Approval of City Engineer

Approval of City Engineer

Memorandum

Acknowledgment

Date

Approval of City Council

Certificate of Survey

Certificate of County Treasurer

Certificate of County Recorder

Approval of Central District Health Department

Approval of City Engineer

Approval of City Engineer

Approval of City Engineer

Memorandum

Acknowledgment

Date
This application requires Commission action because of the size of the project and the neighborhood concerns, and is scheduled to be on the regular agenda on September 11, 2002 at 6:30. Tech Review for this item was held with the applicant on August 30, 2002. Staff contact: Christy Richardson, 387-6178, email: crichardson@achd.ada.id.us

File Number(s): Arbor Ridge/KPP-01-03(REVISED)

Site address: Hubbard Road/Linder Road

Applicant: Greg Johnson
P.O. Box 344
Meridian, ID 83680

Representative: Anna Powell
B&A Engineers
5505 W. Franklin Road
Boise, ID 83705

Application Information
The applicant has submitted a preliminary plat and annexation application to the City of Kuna to construct a multi-use subdivision that includes: single-family, duplexes, townhouses, multi-family, commercial, office and retail lots. The site is located on the west side of Linder approximately one-half of a mile south of Hubbard Road.

Acreage: 107 acres
Current Zoning: RT
Proposed Zoning: R-4
Proposed buildable lots: 370-lots with
129- single-family dwellings
7-duplexes
114-townhouses
3-multi-use lots
1-commercial lots
8-open space lots
1-church
1-community center

Vicinity Map
A. Findings of Fact

1. Trip Generation: This development is projected to generate a total of 3,930 trips per day at build out. This total includes a total of 3,500 residential trips and 430 trips for the commercial use. This information is based on the submitted traffic impact study. (see below)

2. Impact Fees: The impact fee will be assessed based on the impact fee ordinance in effect at this time.

3. Site Information: The site is currently undeveloped, agriculture land.

4. Description of Adjacent Surrounding Area:
   a. North: single family residences/agricultural
   b. South: single family residences/agricultural
   c. East: proposed single family residence subdivisions
   d. West: single family residences/agricultural

6. Impacted Roadway(s)
   Hubbard Road
   Frontage: 810-feet
   Functional Street Classification: Collector
   Traffic counts:
   - 421 VTD taken on 9-17-02 (east of Ten Mile Road)
   - 1,750 VTD taken on 9-17-02 (west of SH-69)
   - 1,317 VTD taken on 3-27-02 (east of Linder Road)
   - 467 VTD taken on 3-27-02 (west of Linder Road)
   Level of Service: Better than “C”

   The intersection of Hubbard & Linder is currently all-way-stop-controlled.

   Linder Road
   Frontage: 660-feet
   Functional Street Classification: Collector/minor arterial
   Traffic counts:
   - 2,715 VTD taken on 8-29-02 (north of Deer Flat Road)
   - 4,079 VTD taken on 8-29-02 (south of Deer Flat Road)
   - 877 VTD taken on 3-27-02 (north of Hubbard Road)
   - 2,104 VTD taken on 3-27-02 (south of Hubbard Road)
   Level of Service: Better than “C”

   Deer Flat Road
   Frontage: 0
   Functional Street Classification: Minor arterial
   Traffic counts:
   - 6,131 VTD taken on 9-19-02 (west of SH-69)
   - 6,384 VTD taken on 8-29-02 (east of Linder Road)
   - 5,217 VTD taken on 8-29-02 (west of Linder Road)
   Level of Service: Better than “C”

   The intersection of Linder and Deer Flat Road is currently all-way-stop-controlled.
7. **Roadway Improvements Adjacent To and Near the Site**
The collector and arterial roadways in this area have 20 to 24-feet of pavement with minimal gravel shoulders (0 to 3-feet in width).

8. **Existing Right-of-Way**
There is approximately 50-feet of right-of-way on Hubbard Road and Linder Road abutting the site.

9. **Site History**
On June 13, 2001, the ACHD Commission reviewed and approved a preliminary plat for Arbor Ridge. The plat was not approved by the City of Kuna.

10. **Five Year Work Program**
None of the adjacent roadways are listed in the current Five Year Work Program.

11. **COMPASS Capacity Guidelines/Levels of Service**
COMPASS guidelines allow arterials and collectors to function at Level of Service “D” or better.

   - 2-lane collectors = 9,500 VTD LOS D
   - 2-lane arterials = 14,000 VTD LOS D

12. **Neighborhood Concerns**
Approximately 8 months ago, residents in this area began sending in letters of opposition. The residents have concerns about the impact of the development related traffic. Generally ACHD does not notify individuals of ACHD hearings, but due to the magnitude of public correspondence regarding this issue, staff tried to notify as many individuals as was possible, considering the many months of correspondence that was received. A letter was sent on August 27, 2002, notifying residents of the ACHD meeting on September 11, 2002 at 6:30 PM.

The submitted traffic impact study, as summarized below, indicates that all of the surrounding roadways will be well below capacity.

13. **Traffic Impact Study**
The applicant hired Pat Dobie, of Dobie Engineering to prepare a traffic impact study. Mr. Dobie prepared a TIS for the original application, and has submitted updated information to reflect the revised plat. The findings from the traffic impact study are as follows:

   - This development is projected to be developed in phases and is estimated to be fully developed by the year 2005.

   - The current plan includes 367 residential lots plus a small neighborhood commercial center of approximately 10,000 square feet. Development of the commercial lot should not occur until School Street has been extended.

   - This development is projected to generate a total of 3,930 trips per day at build out. This total includes a total of 3,500 residential trips and 430 trips for the commercial use.

   - Of the total daily trips, 405 are projected to occur in the PM peak hour and 285 in the AM peak hour.

   - The following chart is the projected PM Peak Hour Level of Service analysis for the following intersections. This analysis assumes the current lane geometry and intersection controls:
The existing AM peak hour volume on the adjacent arterial is approximately 20% less than the PM peak hour. Therefore, the overall capacity of the intersection should be greater during the morning commute. AM peak hour service levels were not specifically calculated since the PM hour represents the worst case scenario.

Future long-range traffic projections for the study area were obtained from COMPASS and reflect current planning assumptions in the 2020 Transportation Planning Model. The results are as follows:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Year 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hubbard Road</td>
<td>5,000 vehicle trips per day</td>
</tr>
<tr>
<td>Linder Road</td>
<td>8,200 VTD</td>
</tr>
<tr>
<td>Ten Mile Road</td>
<td>5,700 VTD</td>
</tr>
<tr>
<td>Deer Flat Road</td>
<td>10,000 VTD</td>
</tr>
</tbody>
</table>

The ACHD roads will provide sufficient capacity through the year 2020 to accommodate the projected traffic. A two-lane section should be adequate on these area roadways, with improvements needed in the future at the intersections.

The need for auxiliary lane improvements at the project entrances was evaluated to determine if site related improvements would be needed to serve the development. It was assumed in the calculations that Linder and Hubbard Roads would be improved to a protected left-turn lane at the site driveways. The findings indicate that all of the main subdivision entrances accessing the ACHD road system will function within acceptable standards with installation of the lane improvements recommended in this study.

Section 7202.2 of the ACHD Policy Manual allows up to 2,000 vehicles per day on local streets with front-on housing. Since both the initial and future traffic assignments to the local streets in the Arbor Ridge Subdivision are less than 2,000 vpd, the proposed plan conforms to adopted ACHD standards. At full build-out of the lots and completion of the planned road system, including School Street and Ardell Road, the traffic volumes on the local streets will decrease to approximately 1,000 vpd.

B. Findings for Consideration

1. Right-of-Way
   District policy requires 70-feet of right-of-way on collector roadways (Figure 72-F1B). This right-of-way width allows for the construction of a 3-lane roadway with curb, gutter, 5-foot wide detached sidewalks and bike lanes.

   The applicant should be required to dedicate 35-feet of right-of-way from centerline on Hubbard Road and Linder Road.
2. **Sidewalk**  
District policy requires 5-foot wide (minimum) concrete sidewalk on all collector streets (7204.6.5).  

The applicant should be required to construct sidewalk on Hubbard Road and Linder Road abutting the site.  

*Note: Based on Kuna’s Bikeway Plan, sidewalk on collectors and arterials should be 8-feet wide. ACHD supports the concept of wider pedestrian facilities.*

3. **Mid-Mile Collectors**  
The City of Kuna is requiring the applicant to construct portions of roadway along the mid-mile to be designated as collector roadways, because the collectors are designated in the City’s Comprehensive Plan. The mid-mile collectors are not designated on the COMPASS 2020 Functional Street Classification Map. The required collectors are located at the mid-mile, within the one-mile section, and will not connect at the current time to either Linder or Hubbard Roads, because the applicant does not own the surrounding property and no right-of-way exists for the extension. Therefore, at full build-out the internal streets within the subdivision will have up to 1,800 vehicle trips per day until such time that the mid-mile roadways are extended to an arterial or collector with other development.  

Consistent with previous Commission action and approvals, ACHD is not requiring the applicant to construct these mid-mile roadways, but is not opposed to the City’s requirement. The previous ACHD approval did not require these roadways to be constructed, and all of the roads within that proposal had traffic volumes that met ACHD policy. ACHD will not purchase right-of-way for these mid-mile roadways and will not participate in any construction costs of the roadways because they are not functionally classified. The east-west mid-mile roadway (Ardell) should be constructed as one-half of a 36-foot street section, plus 12-feet of additional pavement, with curb, gutter and 5-foot wide concrete sidewalk within 42-feet of right-of-way. If the section is going to be wider, then the applicant should dedicate sufficient right-of-way in which to construct the improvements. The applicant has requested that Ardell be constructed with only 24-feet of pavement because the roadway is not being extended at this time and will not be used. Staff is supportive of this request, and recommends that the Commission approve this roadway to be constructed as a 24-foot street section, with parking prohibited. When the property to the south develops, additional pavement will be constructed and the street section completed. The applicant is proposing to develop on both sides of the north-south roadway and therefore the entire roadway will be constructed with this development.  

*Note: Based on Kuna’s Bikeway Plan, sidewalk on collectors and arterials should be 8-feet wide. ACHD supports the concept of wider pedestrian facilities.*  

4. **Internal Roadway Volumes**  
Due to the reconfiguration of the roadways, the revised plat indicates that until the mid-mile collectors are extended to the collector/arterial system, the two main entrances to the subdivision will have far more than 1,000 vehicle trips per day, and those street segments have front-on housing. When the mid-mile roadways are extended in the future, those vehicle trips per day will decrease to less than 1,000.  

- District policy 7201.1 relating to new streets constructed under the District’s jurisdiction states: *The primary function of a local street is to serve abutting property. Normally abutting property will have free access to the street and ADT will typically be less than 1,000 but may reach 2,000 in some situations.*
- District policy 7202.2.1 relating to traffic on local streets states: *Local street ADT ranges up to 2,000 vehicles. It is estimated that morning peak hour traffic is 10 percent and evening peak-hour traffic is 12 percent of ADT.*

Staff is concerned that the proposed plan does not comply with policy 7201.1 because the streets will be significantly over 1,000 vehicle trips per day until such time that the mid-mile roadways are connected to the collector and arterial system.

**The Commission should consider the following options regarding the internal roadways:**

a. The Commission could allow the trips on the internal streets to exceed 1,000 because in the future those numbers will decrease as the mid-mile roadways become connected.

b. The Commission could allow the developer to plat a maximum number of lots (approximately 200) until such time that the mid-mile roadways are extended to keep the number of vehicle trips per day on the local streets at less than 1,000.

Regardless of the Commission’s decision regarding the number of trips on the local streets, the applicant should not receive final plat approval on the proposed commercial lots until such time that one of the mid-mile roads is connected to the existing collector and arterial system.

Note: In consideration of District policy relating to new local streets, the Commission voted to approve up to 200 residential lots for final plat, prior to the extension of one of the proposed mid-mile collector roadways to an existing arterial or collector. Prior to platting the 201st residential lot, or the first non-residential/non-common lot, at least one of the mid-mile collectors shall be extended, so that traffic volumes on the internal streets is in accordance with District policy.

5. **Internal Roadway Street Sections**

The internal streets should be constructed as 36-foot street sections within 50-feet of right-of-way, with curb, gutter and 5-foot wide concrete sidewalks. Although the applicant is not proposing to construct any of the following, District policy also allows some of the streets to be constructed as 33-foot street sections, or 29-foot street sections. These reduced sections require approval of the local fire jurisdiction.

6. **Stub Streets**

The applicant is proposing to construct stub streets in accordance with the Commission action on June 13, 2001. The applicant is proposing to construct two stub streets to the parcel at the northeast corner of the site, one stub street to a 5-acre parcel at the southeast corner of the site, and numerous streets that will intersect the mid-mile roadway. None of the stub streets require temporary turnarounds (with the exception of the north-south mid-mile roadway, because they are all less than one lot in depth.

The applicant is proposing to construct a stub street to Atwood Lane, a private road at the west property line. The applicant should install concrete jersey barriers at this location to provide an adequate closure from the existing private road.

7. **Driveways**

The applicant is proposing to take access off of Hubbard Road for the proposed park site. Driveways on Hubbard Road shall be located a minimum of 230-feet from any existing or proposed streets or major driveways, and shall be constructed 24 to 30-feet wide with 15-foot radii pavement tapers.
C. Site Specific Conditions of Approval

1. Prior to platting the 201st residential lot, or the first non-residential/non-common lot, at least one of the mid-mile collectors shall be extended, so that internal traffic volumes are in accordance with District policy.

2. Dedicate 35-feet of right-of-way from the centerline of Hubbard Road abutting the parcel by means of a warranty deed. The right-of-way purchase and sale agreement and deed must be completed and signed by the applicant prior to scheduling the final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits), whichever occurs first. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material. The owner will be paid the fair market value of the right-of-way dedicated which is an addition to existing ACHD right-of-way if the owner submits a letter of application to the impact fee administrator prior to breaking ground, in accordance with the ACHD Ordinance in effect at that time (currently Ordinance #195).

3. Dedicate 35-feet of right-of-way from the centerline of Linder Road abutting the parcel by means of a warranty deed. The right-of-way purchase and sale agreement and deed must be completed and signed by the applicant prior to scheduling the final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits), whichever occurs first. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material. The owner will be paid the fair market value of the right-of-way dedicated which is an addition to existing ACHD right-of-way if the owner submits a letter of application to the impact fee administrator prior to breaking ground, in accordance with the ACHD Ordinance in effect at that time (currently Ordinance #195).

4. Construct a 5-foot wide concrete sidewalk on Hubbard Road abutting the site located 2-feet within the right-of-way. If the sidewalk meanders outside of the right-of-way, provide an easement for the sidewalk.

5. Construct a 5-foot wide concrete sidewalk on Linder Road abutting the site located 2-feet within the right-of-way. If the sidewalk meanders outside of the right-of-way, provide an easement for the sidewalk.

6. Locate Sweet Birch Avenue, the main entrance to Hubbard Road, as proposed, intersecting Hubbard Road approximately 100-feet west of the east property line.

7. Construct a center turn lane on Hubbard Road to accommodate the turning traffic at the main entrance. Coordinate the design of the turn lane with District staff. Additional right-of-way may be required to incorporate the necessary improvements.

8. Locate Quaking Aspen Lane, the main entrance to Linder Road, as proposed, intersecting Hubbard Road approximately 100-feet west of the east property line.

9. Construct a center turn lane on Linder Road to accommodate the turning traffic at the main entrance. Coordinate the design of the turn lane with District staff. Additional right-of-way may be required to incorporate the necessary improvements.

10. Driveways on Hubbard Road for the park site shall be located a minimum of 230-feet from any existing or proposed streets or major driveways, and shall be constructed 24 to 30-feet wide with 15-
foot radii pavement tapers. That spacing requirement is based on the current speed limit. If the speed limit is reduced prior to development of the park site, the driveway spacing may also be reduced.

11. Construct all internal streets as proposed, as 36-foot street sections within 50-feet of right-of-way, with curb, gutter and 5-foot wide concrete sidewalks.

12. Construct Treehouse Trail as a stub street to the east property line located between Lot 12, Block 1, and Lot 1, Block 2, as proposed. A temporary turnaround is not required.

13. Construct Snowbell Road as a stub street to the north property line located between Lot 1, Block 3 and Lot 25, Block 2, as proposed. A temporary turnaround is not required.

14. Construct one stub street, Mountain Ash Avenue or Buttonbush Court, to the landlocked 5-acre parcel at the southeast corner of the site. A turnaround will be required if Buttonbush Court is extended, but will not be required with the extension of Mountain Ash.

15. Construct Willow Oak Way to the west property line to intersect Atwood Lane as proposed. A turnaround is not required, but the applicant shall install concrete jersey barriers at this location to provide an adequate closure from the existing private road. The jersey barriers shall remain in place until such time that Willow Oak Way is connected to a public street.

16. Construct School Avenue as abutting the commercial lots as a 40-foot street section with curb, gutter and 5-foot wide concrete sidewalk, tapering to a 36-foot street section north of Lot 16, Block 19. A temporary turnaround is required at the north end of the roadway where the road is stubbed to the north property line. The City of Kuna may have different collector road standards. ACHD does not oppose these standards as long as the ACHD requirement is the minimum.

17. Construct Ardell Road with 24-feet of pavement, and curb, gutter and 5-foot wide concrete sidewalk on the north side of the roadway. If the parcels to the south develop before this applicant, then the applicant will be required to complete the roadway to a 36-foot section. A temporary turnaround will not be required at the east end of the roadway, but the applicant should install a barrier at the intersection of Ardell Road and Blueblossom Drive to prevent motorists from using the dead-end road. If the roadway has been extended to Linder Road before this applicant develops, then a barrier will not be required. The City of Kuna may have different collector road standards. ACHD does not oppose these standards as long as the ACHD requirement is the minimum.

18. Driveway locations for the commercial lots will be evaluated upon receipt of a specific development application for each lot.

19. With the exception of the park site and three commercial lots, direct lot or parcel access to Hubbard Road, Linder Road, School Avenue, and Ardell Road is restricted, and should be noted on the final plat.


D. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.
2. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

3. 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.

4. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact Construction Services at 387-6280 (with file numbers) for details.

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

6. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.

7. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.

8. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #195, also known as Ada County Highway District Road Impact Fee Ordinance.

9. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. Existing utilities damaged by the applicant shall be repaired by the applicant at no cost to ACHD. The applicant shall be required to call DIGLINE (1-800-342-1585) 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.

10. 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 the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

11. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

E. 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 and pedestrian transportation system within the vicinity impacted by the proposed development.

**Attachments**

1. Vicinity Map
2. Site Plan