To: ACHD Commission  
From: Development Review Section  
Subject: Final Plat: Spurwing Grove No. 2  
Meeting Date: October 19, 2011

FACTS & FINDINGS:
1. Spurwing Grove No. 2 is a ten (10) buildable and one (1) common lot residential subdivision on 3.03 acres. This site is located north of the intersection of Highway 20-26 (Chinden) and North Tree Farm Way.

2. The applicant is SWG Brighton LLC and the principal for the applicant is David W. Turnbull, President.

3. The preliminary plat was approved on October 6, 2010.

4. All conditions of the preliminary plat have been satisfied, except for the construction of the subdivision per approved plans. The applicant has provided a financial surety of $112,600.00 in the form of a letter of credit in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

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

ATTACHMENTS:
SPURWING GROVE SUBDIVISION NO. 2
VICINITY MAP

SCALE: 1" = 500'

PROJECT SITE LOCATION

JAYKER SUBDIVISION PHASE-1

SPURWING ORCHARD SUBDIVISION

CHINDEN BLVD.

TEN MILE RD.
A. Findings of Fact

1. Description of Application: The application is for preliminary plat approval of 214 residential building lots and 16 common lots on approximately 86.66 acres. The development currently has access onto US 20-26 (Chinden Boulevard) at N. Tree Farm Way, which is a signalized intersection. The development is served by two residential collectors, N. Tree Farm Way and N. Jayker Way.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Rural-Urban Transition Zone, Spurwing Golf Course</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Medium-density residential district</td>
<td>R-8</td>
</tr>
<tr>
<td>East</td>
<td>Rural-Urban Transition Zone, Spurwing Golf Course</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Medium-density residential district</td>
<td>R-8</td>
</tr>
</tbody>
</table>
3. **Site History:** The ACHD Commission previously reviewed and approved this site as Jayker Subdivision in January of 2007. The applicant’s current request will add an additional 77 residential lots and an additional 34 acres to what was originally approved.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
   - Bainbridge- 389 residential lot subdivision, located approximately 1/3 mile to the southeast; the Commission approved the preliminary plat on March 9, 2005.
   - Trilogy- 145 residential lot subdivision, located approximately ½ mile to the southeast; the Commission approved the preliminary plat on September 20, 2006.

5. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

6. **Capital Improvements Plan (CIP) / Five Year Work Plan (FYWP):**
   - The intersection of Ten Mile Road and US 20-26 (Chinden Boulevard) is listed in the Capital Improvements Plan to be widened to 4-lanes on the south leg, 5-lanes on the east leg, and 5-lanes on the west leg, and signalized between 2019 and 2027.
   - The intersection of Black Cat Road and US 20-26 (Chinden Boulevard) is listed in the Capital Improvements Plan to be widened to 4-lanes on the north leg, 5-lanes on the south, 5-lanes on the east, and 5-lanes on the west leg, and signalized between 2019 and 2027.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,993 additional vehicle trips per day (none existing); 304 additional vehicle trips per hour in the PM peak hour (none existing), based on the traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineers prepared a traffic impact study for the proposed Spurwing Greens Subdivision. Thompson Engineers prepared a detailed traffic study with the original application in 2006. Staff requested Thompson Engineers to re-evaluate and update the trip generation, distribution and intersection analysis for the N. Ten Mile Road and US 20-26 (Chinden Boulevard) intersection. Below is a summary of the findings as presented by Thompson Engineers. The following summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary.

   “In accordance with your request, we have reviewed the modifications to the above referenced subdivision (Spurwing Greens) and addressed the change in trip generation and traffic impacts at Ten Mile Road and Chinden Blvd.

   This subdivision was originally called the Tree Farm Subdivision. Our original impact study was dated February 28, 2006. The traffic impact study addressed full development of the site from Ten Mile Road to Black Cat Road, approximately 370 acres. It included 1100 residential units, and 230,000 SF of commercial space. At the time of the report, a detailed site plan was not available.

   Traffic counts for the original study were completed in 2005. New turning movement counts were obtained on August 6, 2010. Copies of the counts are attached. The 2010 counts were lower than the 2005 counts, particularly the AM peak hour. This is consistent with published counts on the ACHD website, and other counts in the region. The economic slow down of the
last three years has resulted in significantly lower traffic volumes on arterial roadways in the county.

The original study included traffic from several subdivisions that had received preliminary plat approval or were in the process of being approved. These included the Voltera Subdivision on Ten Mile Road, the Bainbridge Subdivision on Ten Mile Road, and Keego Springs Subdivision on Black Cat Road. None of these subdivisions have been constructed and are on permanent hold until further notice. Therefore, traffic from these subdivisions is not included in the analysis.

Based on our analysis, the revisions to the preliminary plat will not have an impact on the findings of our original study, or the addendum of the study. This subdivision has already constructed intersection improvements and a traffic signal at Tree Farm Way as mitigation to traffic impacts. The original study assumed that improvements to the Ten Mile Road intersection would be made by some of the other off site developments, which will not happen since these developments are no longer looming. The impacts to the intersection can best be mitigated with the striping of a center left turn lane in Chinden Blvd.”

After review of the traffic study and further meetings with the applicant and ITD staff, the applicant was asked to consider other alternatives to mitigate the impacts to the Chinden/Ten Mile intersection. ITD staff was not supportive of the applicant’s proposal of striping a center left-turn lane along Chinden Boulevard. The following is a summary of those findings:

“In accordance with our discussion at our meeting of August 30, 2010, we have reviewed our calculations for the intersection of Ten Mile Road and Chinden Blvd. We have included the effects of upstream signals in both directions on Chinden Blvd.

The signal to the west is located on Tree Farm Road, approximately 2500 feet west of Ten Mile Road. The signal to the east is located at Long Lake Road, approximately 2500 feet east of Ten Mile Road. Both signals are actuated. For this analysis, a 120 cycle length was assumed with a random distribution for the arrival rate. The speed on Chinden Blvd. is posted at 55 mph.

Under these conditions, the background traffic in 2015 the intersection of Ten Mile Road and Chinden Blvd. is anticipated to operate at LOS E with an average delay of 42.1 seconds per vehicle. Under SpurWing build out traffic conditions, the intersection can be expected to operate at LOS F. Adding a separate left turn lane on Ten Mile Road will improve the operation to LOS E with an average delay of 44.9 seconds per vehicle. These improvements will not be necessary until approximately 65% of the total housing units are constructed, or other proposed area projects with similar impacts on Ten Mile Road are developed. At that point, the intersection will operate at LOS E with an average delay of 49.1 seconds per vehicle.”
Staff Comments/Recommendations: Traffic Services and Planning Review staff have reviewed the submitted traffic impact studies. Staff agrees with the finding and recommendations of the second study submitted on September 1, 2010, which specifically addressed ACHD and ITD’s concerns regarding the Ten Mile Road/Chinden Boulevard intersection. Based on those findings, if a dedicated left turn lane has not been constructed in the interim, the applicant should be required to construct a dedicated left turn lane on Ten Mile Road at the intersection prior to 65% build out of the project.

To ensure the turn lane is constructed prior to when it is needed to serve the site traffic, the applicant should be required to construct the center left turn lane on Ten Mile Road when the SpurWing Greens Subdivision is 60% built out or when 128 of the 214 residential lots (1,225 vehicle trips per day) of SpurWing Greens Preliminary Plat have been final platted. Construction of the left turn lane shall be completed prior to scheduling the final plat that surpasses this threshold for signature by the ACHD Commission.

3. **Condition of Area Roadways**

   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
<th>Future Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 20-26 (Chinden)</td>
<td>1,600-feet</td>
<td>Expressway</td>
<td>1,312</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Black Cat Rd.</td>
<td>None</td>
<td>Minor Arterial</td>
<td>89</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

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

4. **Average Daily Traffic Count (VDT)**

   * Average daily traffic counts are based on ACHD’s most current traffic counts.

   - The average daily traffic count for US 20-26 (Chinden Boulevard) west of Ten Mile Road was 13,194 on March 17, 2009.
   - The average daily traffic count for Black Cat Road south of US 20-26 (Chinden Boulevard) was 1,068 on December 10, 2008.
   - The average daily traffic count for Ten Mile Road south of US 20-26 (Chinden Boulevard) was 2,360 on December 9, 2008.

Conditions of Area Intersections

5. **2 - Way Stop Controlled Intersection**

<table>
<thead>
<tr>
<th>Ten Mile/ SH-20-26 (Chinden)</th>
<th>NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current V/C Ratio</td>
<td>0.50</td>
</tr>
<tr>
<td>Future V/C Ratio</td>
<td>0.60</td>
</tr>
</tbody>
</table>

* An acceptable V/C ratio for the side street (left turn) of a stop controlled intersection is 1.0 or less.
C. Findings for Consideration

1. US 20-26 (Chinden Boulevard)

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

2. N. Tree Farm Way

a. Existing Conditions: N. Tree Farm Way is improved with 2-travel lanes, vertical curb, gutter, and 6-foot wide sidewalk. There is 64-feet of right-of-way for N. Tree Farm Way (32-feet from centerline). The intersection of N. Tree Farm Way and US 20-26 (Chinden Blvd.) is a signalized intersection.

b. Policy

Residential Collector Policy: District policy 72-F1A, 7202.3.2 and 7202.3.5, requires that residential collectors be constructed as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalks with no front-on housing. The access restrictions for these street segments should be stated on the final plat. Unless otherwise noted, parking should be prohibited on these street segments. Coordinate the signage program with District staff.

Island Policy: District policy 7202.7 and 7207.5 require islands to be constructed a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway on either side of the traffic island should maintain a minimum of a 21-foot street section. District policy also requires any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat. The design should be reviewed and approved by ACHD's Development staff.

Sidewalk Policy: District policy requires 7-foot wide attached (or 5-foot detached) concrete sidewalk on all collector roadways and arterial roadways (7204.7.2).

c. Applicant Proposal: The applicant has not proposed any improvements to N. Tree Farm Way.

d. Staff Comments/Recommendations: N. Tree Farm Way is already improved with 2 travel lanes, vertical curb, gutter and sidewalk. Therefore, no additional right-of-way or street improvements are required as part of this application.

3. N. Jayker Way

a. Existing Conditions: N. Jayker Way is improved with 2-travel lanes, vertical curb, gutter, and 10-foot wide sidewalk. There is 40-feet of right-of-way for N. Jayker Way (20-feet from centerline).

b. Policy

Residential Collector Policy: District policy 72-F1A, 7202.3.2 and 7202.3.5, requires that residential collectors be constructed as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalks with no front-on housing. The access restrictions for these street segments should be stated on the final plat. Unless otherwise noted, parking should be prohibited on these street segments. Coordinate the signage program with District staff.

Turnaround Policy: District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.
**Island Policy:** District policy 7202.7 and 7207.5 require islands to be constructed a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway on either side of the traffic island should maintain a minimum of a 21-foot street section. District policy also requires any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat. The design should be reviewed and approved by ACHD’s Development staff.

c. **Applicant’s Proposal:** N. Jayker Way was constructed as part of Jayker Subdivision Phase #1. The revised preliminary plat shows N. Jayker Way continuing to the north approximately 700-feet from its current terminus, ending at the Teco One property (see Attachment “A”).

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy. The right-of-way for N. Jayker Way will be required to extend to the northerly property line as proposed, to provide future access to the 6-acre and 3-acre Teco One Properties. There should be no lots between the right-of-way boundary for N. Jayker Way and the property line of the Teco One properties. The applicant should enter into a license agreement with the District for any required landscaping between the edge of the roadway and the property line.

4. **Internal Local Streets**

   a. **Existing Conditions:** The following local streets were built as 29-foot street sections with 2-travel lanes, parking on one side, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 55-feet of right-of-way as part of Jayker Subdivision Phase #1:

      - W. Old Gold Drive
      - N. Salvia Way
      - N. Sienna Glen Way
      - N. Sunset Maple Way
      - W. Magic Spruce Drive
      - N. Moon Drummer Way
      - W. Greenspire Drive
      - N. Tree Haven Way
      - W. Salix Drive
      - N. Lonicera Way

      The following local streets were built as 29-foot street sections with 2-travel lanes, parking on one side, vertical curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way as part of Jayker Subdivision Phase #1:

      - W. Snow Cherry Court
      - N. Topaz Jewel Place
      - W. Firestorm Court
      - W. Caragana Court

   b. **Policy**

      **33-Foot Street Section Policy:** District policy 72-F1A, allows local residential public roads with a 33-foot street section with parking on both sides of the roadway, if the amount of vehicle trips per day on the street does not exceed 1,000 and the appropriate fire department reviews and approves the street section. The proposed density of development that will utilize the internal local residential streets is anticipated to generate less than 1,000 vehicle trips per day.

      **29-Foot Street Section (parking):** District policy 7204.4.3 states, “a developer may construct a local urban residential street with a reduced width of 29-feet from back-of-curb to back-of-curb with curb, gutter and sidewalk. Although some parking is allowed, the District will further restrict parking on a reduced width street if curves or other physical feature causes problems, if actual emergency response experience indicates that emergency vehicles may not be able
to provide service, or if other safety concerns arise. The right-of-way width of a 29-foot street section will be in accordance with Section 7204.4.1.

Parking is allowed on one side of a reduced width street when the following criteria are met:
· Traffic volumes on the street are not forecast to exceed 1,000 vehicle trips per day.
· There must be no possibility that the street will be extended in the near future, or that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.
· The developer is required to install “no parking signs” on one side of the street, as specified by the District.
· Vertical curbs with attached 5-foot minimum wide sidewalks or rolled curbs with 4-foot minimum wide detached sidewalks and a 5-foot minimum wide planter strips are required.

District policy 7240.4.3 allows a developer to construct a local urban residential street with a reduced width of 29-feet from back-of-curb to back-of-curb with curb, gutter and sidewalk. Policy requires Fire Department approval from use of reduced street sections and restricts parking on reduced street sections.

**Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**Island Policy:** District policy 7202.7 and 7207.5 require islands to be constructed a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway on either side of the traffic island should maintain a minimum of a 21-foot street section. District policy also requires any proposed landscape islands/medians within the public right-of-way dedicated by this plat should be owned and maintained by a homeowners association. Notes of this should be required on the final plat. The design should be reviewed and approved by ACHD’s Development staff.

c. **Applicant’s Proposal:** The applicant is proposing the following types of local streets: a 33-foot street section with 2-travel lanes, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 62-feet of right-of-way (shown as Section A-A on Attachment “A”); a 33-foot street section with 2-travel lanes, 6-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 58-feet of right-of-way (shown as Section B-B on Attachment “A”) and a 29-foot street section with two travel lanes, parking on one side, curb, gutter, 8-foot planter strips and 5-foot detached sidewalk within 55-feet of right-of-way (shown as N. Moon Drummer Way on Attachment “A”).

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved as proposed. The applicant should be required to obtain written Fire Department approval for use of the reduced street section.

**5. Roadway Offsets**

a. **Existing Conditions:** N. Tree Farm Way, a residential collector, intersects US 20-26 (Chinden Boulevard) a signalized intersection with approximately ½ mile (2,640-feet) spacing between Ten Mile Road and Black Cat Road intersections. All existing internal local roadways offset a minimum of 130-feet (measured centerline-to-centerline) from other local roadways.

b. **Policy**

**Collector Offset Policy:** District policy 7204.11.6 states that the optimum spacing for collector intersections along arterial roadways is 1,700-feet to allow adequate signal spacing. The minimum spacing that is acceptable for collector intersections along arterials is 1,300-feet.

District policy 7204.11.6, requires residential collector roadways to align or offset a minimum of 200-feet from a collector roadway (measured centerline to centerline).
c. **Local Offset Policy**: District policy 7204.11.6, requires local roadways to align or offset a minimum of 300-feet from an arterial roadway (measured centerline to centerline).

District policy 7204.11.6, requires local roadways to align or offset a minimum of 150-feet from a residential collector roadway (measured centerline to centerline).

District policy 7204.11.6, requires local roadways to align or offset a minimum of 125-feet from another local roadway (measured centerline to centerline).

d. **Applicant's Proposal**: The applicant has proposed two new local roadways intersecting with N. Jayker Way, a residential collector. The new local roadways are proposed to be offset approximately 700-feet and 350-feet from their closest intersections (see Attachment “B”). All additional local roadways being proposed are offset a minimum of 170-feet from other local roadways.

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

6. **Access and Stub Street to the North**

**Entire Development Plan**

There are approximately 1,000-acres of undeveloped property to the north of this site, below the rim. The entire Spurwing Greens development has approximately 2,400-feet of “frontage” on the rim. Some of the property borders the existing Spurwing Golf Course below the rim, and the remainder borders a large primarily undeveloped property to the north (owned by Aldape). The properties below the rim have limited opportunities for access due to the topography of the rim and the Boise River. Due to the topography constraints in this area, it will be critical to provide adequate connectivity opportunities to the undeveloped properties abutting this site.

**Current Preliminary Plat**

The current preliminary plat application borders Teco One property to the north, above the rim, as well as Aldape property to the north, below the rim. Both the Teco One property and the Aldape properties currently take access to Basco Lane, which is an existing private lane through this site. Through the annexation process, it was identified that there was some confusion of the current legal ownership of the gulch and a portion of Basco Lane between the two Teco One properties. This property ranges between 40 and 50-feet in width and is approximately 530-feet in length. Per the development agreement with the City of Meridian, the prior applicant went through the quiet title action process to ensure free and clear title to the property in question.

**Location of Stub Street**

In review of the site by both the District and the previous applicant’s engineer, it has been determined that one of the only logical locations, based on topographical constraints, for a roadway to extend from this site to below the rim is near the current location of Basco Lane. The previous applicant’s engineer worked with District staff during the annexation process to determine how a roadway, meeting ACHD standards, could be constructed on the subject property (i.e. the gulch and an existing portion of Basco Lane). It was determined that a local roadway could be constructed through the gulch to meet ACHD grade and curve requirements. However, after discussions and analysis of how much undeveloped property existed below the rim, District staff determined that a residential collector roadway would be necessary to serve the properties below the rim. The engineer then drafted a preferred alignment in which a residential collector roadway could be constructed to meet ACHD’s curve and grade requirements. The preferred alignment places the roadway outside of the gulch area and primarily onto property owned by Teco One. Therefore, the applicant could not physically construct the necessary stub street to the north because the property is not under the applicant’s ownership. In the addendum to the Development Agreement, the Teco One properties have agreed to dedicate the necessary right-of-way for a future road, if they can receive the gulch area for no consideration from the applicant.
Staff Comment/Recommendation: Based on all of the information identified above, District staff recommends that the applicant dedicate the area of the gulch as public right-of-way and submit a road trust deposit to the District for the cost of constructing the portion of a road that could fit on the property owned by the applicant (the gulch area between the two Teco One properties). The remaining portion of the roadway costs would have to be borne by the Teco One property. If the roadway is not constructed in the preferred alignment, then the District would consider exchanging the right-of-way of the gulch area with the Teco One property to be utilized for the construction of the roadway to serve the same purpose in a slightly different location or configuration. The exchanging of public right-of-way requires a formal public hearing process through the District, and the exchange would have to be formally granted by the Commissioners. By requiring the applicant to dedicate the right-of-way and submit a road trust deposit, the District is preserving all opportunities for the future construction of the roadway. The road could either be constructed as a local street in the area now being required to be dedicated as right-of-way or it could be constructed in a different location as a residential collector roadway. These preserved opportunities can serve both the future development of the Teco One properties and the properties north of the Phyllis Canal.

Based on the calculations submitted by the previous applicant and verified by District staff, the applicant would be responsible for 69% of the cost of a 36-foot residential collector street section (within 40-feet of right-of-way) that could be constructed on property owned by the applicant, and the Teco One properties would be responsible for the remaining 31% of the cost of a residential collector roadway. The dollar amount for the road trust deposit will be determined by District Development Review staff during the construction plan review phase. The amount will be based on the above identified percentages and the District's estimated roadway costs at that time.

Bridge Crossing of the Phyllis Canal
The Phyllis Canal is along the northern property line of this site. The applicant has not proposed to either construct a bridge across the canal at the terminus of the above identified stub street or provide a road trust for a portion of the cost of the bridge. District staff is supportive of this proposal for the following reasons:

- This site has adequate access with the new roads being constructed within the development and the new signalized intersection on US 20-26 (Chinden Boulevard). This site does not require the additional access point that the bridge would provide.
- The property on the north side of the Phyllis Canal will need the bridge in order to provide adequate access for any development; and that property owner should bear the burden for the bridge crossing of the Phyllis Canal.
- The canal is owned by Pioneer Irrigation District, and this applicant does not own property to the centerline of the canal.

7. Stub Streets
   a. Existing Conditions: There are currently no stub streets connecting to adjacent properties within Jayker Subdivision Phase #1.
   b. Policy
      Stub Street Policy: District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, “non-continuous streets.” District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, 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."
Temporary Turnaround Policy: District policy 7205.2 requires construction of a temporary cul-de-sac with the same dimensional requirements as a standard cul-de-sac, with a minimum turning radius of 45-feet where curb is required and 42-feet where curb is not required. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. If a temporary turnaround is proposed to be located within a future building lot, the temporary turnaround easement shall be for the entire building lot to prevent the easement from being constructed over.

c. Applicant’s Proposal: The applicant is proposing five stub streets to connect to surrounding properties. There locations are to be:

- one stub street to the south, located between Lot 23 Block 14 and Lot 1 Block 27 located approximately 1,500-feet north of Chinden Boulevard (measured centerline to centerline)
- one stub street to the east, located between Lot 11 Block 14 and Lot 49 Block 16 located approximately 820-feet north of Chinden Boulevard (measured centerline to centerline) to the open space portion of Westwing Estates
- one stub street to the west, located between Lot 1 Block 21 and Lot 9 Block 23 located approximately 1,475-feet north of Chinden Boulevard (measured centerline to centerline)
- one stub street to the northwest, located between Lot 1 Block 23 and Lot 16 Block 24 located approximately 2,000-feet north of Chinden Boulevard (measured centerline to centerline)
- one stub street to the north, located between Lot 1 Block 24 and Lot 8 Block 25 located approximately 2,300-feet north of Chinden Boulevard (measured centerline to centerline).

Additionally, the applicant is proposing to continue N. Jayker Way to the northern property line abutting the Teco One property (see Attachment “C” for locations).

d. Staff Comments/Recommendations: The applicant’s proposal for stub streets generally meets District policy. The District is supportive of the stub to the south that could possibly connect to Westwing Estates Subdivision in the future. A slight re-alignment to the east should be considered to align with N. Double Eagle Lane. If access to a signalized intersection with US 20-26 (Chinden Boulevard) becomes necessary for the residents of Westwing Estates, a connection through this development to the signalized intersection will be critical. The stub street cannot be physically connected now due to the fact that N. Double Eagle Lane is a private road and there is a strip of property between the terminus of the private roadway and this site. In the past District staff has met with the owners of the open space lot of Westwing Estates (approximately 25-acre site). The owners expressed interest in re-aligning the stub street from Spurwing Greens Subdivision in order to allow them the opportunity to physically construct and extend the roadway into their site. Staff is supportive of the re-alignment, and will require the applicant to shift the proposed stub street approximately 470-feet to the east. When the 25-acre open-space property develops, the District will examine a possible connection to N. Double Eagle Lane at that time. The applicant is proposing one stub street with a length greater than 150-feet. This stub street is located between Lot 23 Block 14 and Lot 1 Block 27, as shown on the attached preliminary plat. The applicant should be required to construct a temporary turnaround at the terminus of this stub street.

8. Turnarounds

Policy: District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

Applicant Proposal: The applicant has proposed multiple standard turnarounds and one non-standard turnaround design within the development. The non-standard turnaround is
shown as Lot 1 Block 28 on the attached preliminary plat. The non-standard turnaround is proposed to have a landscape island with parking spaces proposed as part of the island design.

**Staff Comment/Recommendation:** District staff is supportive of the applicant’s turnaround proposals. However, the specific design of the turnarounds and parking within the islands will have to be coordinated with District Development Review and Traffic Services staff. The non-standard turnaround design and the proposed parking within the island will also be required to be specifically approved by the Fire Department.

9. **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.

10. **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.

11. **Other Access**

N. Tree Farm Way and N. Jayker Way are classified as residential 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. Continue N. Jayker Way to the north as a residential collector with no front-on housing and no on-street parking. Construct the roadway as a 36-foot street section with vertical curb, gutter, and an 10-foot concrete sidewalk on one side (easterly side) of the roadway. This roadway may generally be constructed within 40-feet of right-of-way, except where it abuts the Teco One property. The right-of-way for N. Jayker Way shall be extended adjacent to the northerly property line (the southerly property line for the Teco One properties) to allow for future access to the Teco One property.

2. Construct those streets labeled as Street Section A-A on Attachment “A” as 33-foot street sections with 2-travel lanes, 8-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 62-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.

3. Construct those streets labeled as Street Section B-B on Attachment “A” as 33-foot street sections with 2-travel lanes, 6-foot planter strips, vertical curb, gutter, and 5-foot wide detached sidewalk within 58-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.

4. Construct N. Moon Drummer Way as shown on Attachment “A” as a 29-foot street section with two travel lanes, parking on one side, curb, gutter, 8-foot planter strips and 5-foot detached sidewalks within 55-feet of right-of-way. Provide ACHD with written Fire Department approval for use of the reduced street sections within the development.
5. Shift the proposed stub street located between Lot 23 Block 14 and Lot 1 Block 27 (as shown on the attached preliminary plat) to the east approximately 471-feet to be in general alignment of N. Double Eagle Lane. Provide a temporary turnaround at the terminus of the roadway, and install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

6. Construct one stub street to the east, located between Lot 11 Block 14 and Lot 49 Block 16 (as shown on the attached preliminary plat), located approximately 820-feet north of Chinden Boulevard (measured centerline to centerline) to the open space portion of Westwing Estates. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

7. Construct one stub street to the west, located between Lot 1 Block 21 and Lot 9 Block 23 (as shown on the attached preliminary plat) located approximately 1,475-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

8. Construct one stub street to the northwest, located between Lot 1 Block 23 and Lot 16 Block 24 (as shown on the attached preliminary plat) located approximately 2,000-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

9. Construct one stub street to the north, located between Lot 1 Block 24 and Lot 8 Block 25 (as shown on the attached preliminary plat) located approximately 2,300-feet north of Chinden Boulevard (measured centerline to centerline). Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

10. Extend the right-of-way for N. Jayker Way adjacent to the northerly property line to allow for future access to the 6-acre and 3-acre Teco One properties. There shall be no lots between the right-of-way boundary for Jayker Way and the property line of the Teco One property. Enter into a license agreement with the District for any required landscaping between the edge of the roadway and the property line.

11. Submit a road trust deposit to the District for 69% of the total cost of constructing a 36-foot residential collector roadway (within 40-feet of right-of-way) that could be constructed on the gulch between the two Teco One properties. The dollar amount for the road trust deposit will be determined by District Development Review staff during the construction plan review phase. The amount will be based on the above identified percentage and the District’s estimated cost of the roadway at that time.

12. Coordinate the specific design of the turnarounds and parking within the islands with District Development Review and Traffic Services staff. The non-standard turnaround design and the proposed parking within the island are required to be specifically approved by the Fire Department.

13. Direct lot access is prohibited to N. Tree Farm Boulevard and N. Jayker Way. This access restriction shall be noted on the final plat.

14. In the event that a left turn lane has not yet been constructed, the applicant shall construct a dedicated left turn lane on N. Ten Mile Road at its intersection with US 20-26 (Chinden Boulevard). Construction shall occur in conjunction with the final plat application in which the threshold of 128 of the 214 residential lots of the SpurWing Greens Preliminary Plat is proposed for final plating. Construction of the left turn lane shall be completed prior to scheduling the said final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits) for said phase, whichever occurs first.

15. Comply with all Standard Conditions of Approval.
E. **Standard Conditions of Approval**

1. Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way.
2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, 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.

Attachments

1. Vicinity Map
2. Site Plan
3. Attachment “A”
4. Attachment “B”
5. Attachment “C”
6. Utility Coordinating Council
7. Development Process Checklist
8. Request for Reconsideration Guidelines
Site Map (Sheet 3 of 3)
Attachment “A”
Attachment “C”
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.
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.