DESCRIPTION: SPRING VALLEY SUBDIVISION NO. 1

FILE NUMBER: PP-17-21

APPLICANT: GWC CAPITAL, LLC
869 NORTH 1500 WEST
OREM, UTAH 84057

REPRESENTED BY: SAME AS APPLICANT
PHONE – 801-592-6132
EMAIL – BCOLE@GWCCAP.COM

PLANNING AND ZONING COMMISSION HEARING DATE: September 19, 2022

PROJECT SUMMARY:

GWC Capital, LLC, represented by Brook Cole, is requesting preliminary plat approval for Spring Valley Subdivision No. 1, a 53-lot (25 designated for future re-subdivision, 21-common, 7-future roadways) subdivision. The 996.84-acre site is generally located approximately ¾-mile northeast of the intersection of State Highway 16 and Equest Lane (approximately 1 mile north of Beacon Light Road and Linder Road intersection).

APPLICANT’S FOREWORD:

The proposed Spring Valley Subdivision No. 1 preliminary plat is designed to be in conformance with the executed development agreement, Eagle City Code Title 11A, Chapter 13, and the Spring Valley Planned Unit Master Plan (PUMP) No. 1. The preliminary plat is intended as a mechanism to establish super pads/large parcels to establish lots to be re-platted in the future as buildable lots. The super pads/large parcels will be developed in multiple phases. The Spring Valley Subdivision No. 1 is proposed with 53-lots (25-buildable [for future re-subdivision], 14-regional open space, 7-community open space, and 7-future roadway lots). The regional open space lots include potential school sites, landscape buffer areas, and community centers. The community open space lots include public trailways, community parks, greenways, and other amenities. The future roadway lots will be dedicated in the future to ACHD to allow for the collector and arterial roads within the development.
VICINITY MAP
STAFF RECOMMENDATION:

Based on the information provided to staff to date, if the preliminary plat is approved, staff recommends the following site specific conditions of approval. The standard conditions of approval are provided on page 26.

NOTE: The site specific conditions of approval herein are solely a recommendation of City staff. The final decision on this application, and any conditions to be placed on this application, is totally subject to the City Council’s determination.

SITE SPECIFIC CONDITIONS OF APPROVAL:

1. Comply with the conditions of the Amended and Restated Development Agreement (Ada County instrument #114006036) associated with rezone application RZ-19-06.
2. Comply with the conditions of FPDP-06-21.
3. Comply with all requirements of the mass grading permit associated with Spring Valley PUMP No. 1.
4. Comply with all applicable conditions of PU-01-21.
5. Comply with the conditions of DR-22-22 and DR-23-22.
6. Comply with all requirements of the City Engineer.
7. The applicant shall submit payment to the City for all engineering and legal fees incurred for reviewing this project, prior to the City Clerk signing the final plat and/or upon receipt of an invoice by the City, whichever occurs first.
8. Provide a revised preliminary plat with the title block amended to state, “Large Lot Preliminary Plat for Spring Valley Subdivision No. 1.” The revised preliminary plat shall be provided prior to submittal of a final plat application. (ECC 11A-13A-6)
9. Portions of Lots 2, 9, 10, 15, 17, and 35, Block 1, are located within the Native/Undisturbed areas within the HASC (Habitat Area of Special Concern) as identified in the Habitat Mitigation Plan. The applicant shall provide verification of a deed restriction associated with Native/Undisturbed areas within the HASC (Habitat Area of Special Concern) prior to submittal of a final plat application. The applicant shall provide a revised preliminary plat delineating the Native/Undisturbed areas to be undisturbed as identified within the Habitat of Special Concern (HASC) plan. The applicant shall provide a revised preliminary plat with a new plat note which states, “The identified Native/Undisturbed areas shall be managed and maintained as native and undisturbed areas and there shall be no alterations or modifications to these areas including, but not limited to, grading, drainage, landscaping, conventional maintenance with the exception of natural trails as required by the City of Eagle.” The revised preliminary plat shall be provided prior to submittal of a final plat application.
10. Provide a revised plat with a new plat note which states, “This subdivision is subject to the terms of ACHD License Agreement Instrument No. ______________.” The revised preliminary plat shall be provided prior to submittal of a final plat application.
11. Provide a revised preliminary plat with plat note #5 revised to state, “The subject property falls within a FEMA 1% flood hazard zone as identified by the following FIRM panels: Panel #16001C0130J dated June 19, 2020, Panel #16001C0133J dated June 19, 2020, and Panel #16001C0050H dated February 19, 2003.” The revised preliminary plat shall be provided prior to submittal of a final plat application.
12. Provide a revised preliminary plat with plat note #7 revised to state, “Lots located adjacent to the future right of way lots shall have a permanent 10 foot easement for public utilities, irrigation, and lot drainage located adjacent to the future right of way lot.” The revised preliminary plat shall be provided prior to submittal of a final plat application. (ECC 11A-13C-4)
13. Provide a revised preliminary plat with a new plat note #9 revised to state, “Direct lot access from Big Gulch Parkway, Aerie Way and Linder Road is prohibited unless approved by the Ada County Highway District and the City of Eagle.” The revised preliminary plat shall be provided prior to submittal of a final plat application.

14. Upon submittal of a final plat application for Spring Valley Phase 1, plat note #15 of the preliminary plat should be revised on the final plat to state, “A portion of Lot ___, Block ___, is servient to and contain the ACHD storm water drainage system. The lots are encumbered by the certain first amended master perpetual storm water drainage easement recorded on November 15, 2015, as instrument no. 2015-013256 official records of Ada County, and incorporated herein by this reference as if set forth in full (the “Master Easement”). The Master Easement and the storm water drainage system are dedicated to ACHD pursuant to Section 40-2302 Idaho Code. The Master Easement is for the operation and maintenance of the storm water drainage system.”

15. Any fencing located adjacent to common area open spaces and on the street side of all corner lots shall be an open fencing style such as wrought iron or other similar decorative style, durable fencing material. Specific buffer area fences and decorative walls may be allowed as otherwise required in ECC Section 11A-13C-8.

16. The Spring Valley Subdivision No. 1 shall remain under the control of one Homeowners Association until such time the lots are re-subdivided.

17. The applicant shall provide CC&Rs that the Homeowner’s Association shall have the duty to maintain the pressurized irrigation system and all common landscape areas in the subdivision are maintained in a competent and attractive manner, including the watering, mowing, fertilizing and caring for shrubs and trees in perpetuity.

18. All plat notes that are required on the preliminary plat shall be transferred to the final plat prior to submittal of a final plat application.

19. To allow for the future installation of municipal fiber-optic cable, the applicant shall be required to install fiber-optic conduit lines along all streets in accordance with the City’s Fiber Master Plan. Upon completion of the installation of the municipal fiber-optic conduit lines, the applicant shall provide GIS coordinates of the locations of the municipal fiber-optic conduit lines. The municipal fiber-optic conduit lines shall be dedicated to the City prior to the City Clerk signing the final plat.

**STAFF FINDINGS OF FACT:**

**A. PROJECT SUMMARY:**

GWC Capital, LLC, represented by Brook Cole, is requesting preliminary plat approval for Spring Valley Subdivision No. 1, a 53-lot (25 designated for future re-subdivision, 21-common, 7-future roadways) subdivision. The 996.84-acre site is generally located approximately ¾-mile northeast of the intersection of State Highway 16 and Equest Lane (approximately 1 mile north of Beacon Light Road and Linder Road intersection).

**B. APPLICATION SUBMITTAL:**

A Neighborhood Meeting was held on site at 8285 West Equest Lane, Eagle, at 6:00 PM, Thursday, September 16, 2021, in compliance with the application submittal requirement of Eagle City Code. The application for this item was received by the City of Eagle on December 1, 2021. A revised preliminary plat was received by the City on December 1, 2021. A second revised preliminary plat and a pre-plat exhibit were received by the City on March 17, 2021. A revised application and a third revised preliminary plat were received by the City on August 30, 2022. A revised pre-plat exhibit was received by the City on August 31, 2022. A revised narrative was received by the City on September 7, 2022.
C. NOTICE OF PUBLIC HEARING:

Requests for agencies’ reviews were transmitted on December 22, 2021, in accordance with the requirements of the Eagle City Code. Notice of Public Hearing on the application for the Eagle Planning and Zoning Commission was published in accordance with the requirements of Title 67, Chapter 65, Idaho Code and the Eagle City Code on September 2, 2022. Notice of this public hearing was mailed to property owners in accordance with the requirements of Title 67, Chapter 65, Idaho Code and Eagle City Code on September 1, 2022. The site was posted in accordance with the Eagle City Code on September 8, 2022.

D. HISTORY OF RELEVANT PREVIOUS ACTIONS:

On December 11, 2007, the City Council approved an annexation and rezone application with a development agreement from RP (Rural Preservation – Ada County designation) and RR (Rural Residential – Ada County designation) to R-1-DA (Residential One with a development agreement) for M3 Eagle (A-14-06 & RZ-19-06).

On November 24, 2009, the City Council approved a development agreement modification to adopt the M3 Hillside and Grading Standards on November 24, 2009 (RZ-19-06 MOD1).

M3 received a Conditional Letter of Map Revision (CLOMR) from FEMA on February 17, 2009. An amendment was submitted in March of 2013 and was approved by FEMA on November 8, 2013.

On January 11, 2011, the City Council approved the overall project-wide Habitat Mitigation Plan.

On January 14, 2014, the City Council approved an amended and restated development agreement for M3/Spring Valley (RZ-19-06 MOD2).

On January 14, 2014, the City Council approved the M3/Spring Valley Development Standards and by the adoption of Ordinance 710, established Eagle City Code Title 11 – Planned Developments, Chapter A – Spring Valley.

On March 18, 2022, the City of Eagle Floodplain Administrator approved a Floodplain Development Permit for Alliance Consulting (FPDP-06-21).

On May 24, 2022, the City Council approved a Planned Unit Master Plan (PUMP) No. 1 for Spring Valley for GWC Capital, LLC, (PU-01-21).

On May 24, 2022, the City Council approved a design review for the common area landscaping along Aerie Way within Spring Valley PUMP No. 1 for GWC Capital, LLC, (DR-22-22).

On May 24, 2022, the City Council approved a design review for the common area landscaping along Big Gulch Parkway, Linder Road, and Aerie Way (East) within Spring Valley PUMP No. 1 for GWC Capital, LLC, (DR-23-22).

On May 24, 2022, the City Council approved a two (2) community entry monument signs for Spring Valley Subdivision for GWC Capital, LLC (DR-24-22).

On August 24, 2022, the City approved a Mass Grading Permit associated with Spring Valley PUMP No. 1 for Western Construction, Inc.

E. COMPANION APPLICATIONS: None
F. COMPREHENSIVE PLAN LAND USE MAP AND ZONING MAP DESIGNATIONS:

<table>
<thead>
<tr>
<th></th>
<th>COMP PLAN DESIGNATION</th>
<th>ZONING DESIGNATION</th>
<th>LAND USE</th>
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<tr>
<td><strong>Existing</strong></td>
<td>Foothills Residential</td>
<td>R-1-DA</td>
<td>Rural Residential / Large Lot Single Family (Gulch Ranch Estates Subdivision &amp; Kling Estates Subdivision) / Vacant Land / Limited Agriculture</td>
</tr>
<tr>
<td><strong>Proposed</strong></td>
<td>No Change</td>
<td>No Change</td>
<td>Large Lot Subdivision (to Allow For Future Re-subdivision)</td>
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<td><strong>North of site</strong></td>
<td>Foothills Residential (Ada County Designation)</td>
<td>RR (Rural Residential – Ada County Designation)</td>
<td>Rural Residential / Large Lot Single Family / Vacant Land / Limited Agriculture</td>
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<td>PS (Public/Semi-Public)</td>
<td>Vacant Land and Public Land (Bureau of Land Management)</td>
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<td><strong>East of site</strong></td>
<td>Foothills Residential</td>
<td>RR (Rural Residential – Ada County Designation)</td>
<td>Rural Residential / Large Lot Single Family (Highlander Estates Subdivision) / Vacant Land / Limited Agriculture</td>
</tr>
<tr>
<td><strong>West of site</strong></td>
<td>Foothills Residential</td>
<td>RR (Rural Residential – Ada County Designation)</td>
<td>Rural Residential / Large Lot Single Family (Gulch Ranch Estates Subdivision &amp; Kling Estates Subdivision) / Vacant Land / Limited Agriculture</td>
</tr>
</tbody>
</table>

G. DESIGN REVIEW OVERLAY DISTRICT: Not in the DDA, TDA, CEDA, or DSDA.

H. SITE DATA: 53-lot (25-buildable, 21-common, 7-future roadways)

- Total Acreage of Site – 996.84-acres
- Total Number of Lots – 53
  - Buildable – 25 (for future re-subdivision only)
  - Common – 21
  - Future Roadways – 7
- Total Number of Units – 2,199 (maximum)

- Total Acreage of Any Out-Parcels – 9.07+/- acres (based on the approved PUMP No. 1)
**ADDITIONAL SITE DATA** | **PROPOSED** | **REQUIRED**
---|---|---
Development Area | 996.84-acres (inclusive of buildable lots, common areas, and future roadways) | 1005.91-acres (maximum)*
Total Acreage of Common Area | 224.83-acres | 505.07-acres*
Percent of Site as Common Area | 22.5% | 50.2% (minimum)*

* Based on conditions contained within Spring Valley PUMP No. 1 (the remaining required open space will be platted as part of re-subdivision of the lots located within Spring Valley Subdivision No. 1)

5  **GENERAL SITE DESIGN FEATURES:**

Landscape Screening:
During the re-subdivision of the large lots the applicant will be required to provide landscape buffers between the residential lots and all collectors and arterials.

Open Space:
The preliminary plat, date stamped by the City on August 30, 2022, shows twenty-one (21) community open space and regional open space lots consisting of 224.83-acres (22.55%) of total area of associated with the preliminary plat. The proposed subdivision will contain a large linear regional park with a multi-use pathway system running the length of the Big Gulch land feature.

Storm Drainage and Flood Control:
Specific drainage system plans are to be submitted to the City Engineer for review and approval prior to the City Engineer signing the final plat. The plans are to show how swales, or drain piping, will be developed in the drainage easements. Also, the CC&Rs are to contain clauses to be reviewed and approved by the City Engineer and City Attorney, requiring that lots be so graded that all runoff runs either over the curb, or to the drainage easement, and that no runoff shall cross any lot line onto another lot except within a drainage easement.

Utility and Drainage Easements, and Underground Utilities:
Eagle City Code section 11A-13C-4 requires utility easements to be not less than 12-feet-wide.

Fire Hydrants and Water Mains:
Hydrants are to be located and installed as may be required by the Star Fire Protection District.

On-site Septic System – No

Preservation of Existing Natural Features:
As part of the Planned Unit Master Plan (PUMP) No. 1 for Spring Valley the applicant is required to comply with the Habitat of Special Concern Plan (dated February 2022) at the time of final plat submittal.

Preservation of Existing Historical Assets:
Staff is not aware of any existing historical assets on the site. If any historical artifacts are discovered during excavation or development of the site, state law requires immediate notification to the state.
J. STREET DESIGN:

Public Streets:

See the ACHD “Spring Valley – Large Lot/ EPP-21-0012/PP-17-21” report, date stamped by the City on August 17, 2022 (attached herein).

5 Applicant’s Justification for Private Streets (if proposed): None proposed

Blocks Less Than 500’: None proposed.

Cul-de-sac Design:

Big Gulch Parkway: One (1) cul-de-sac is proposed: Approximately 8,740-feet in length, 50-foot radius

Sidewalks:

See the ACHD “Spring Valley – Large Lot/ EPP-21-0012/PP-17-21” report, date stamped by the City on August 17, 2022 (attached herein).

Curbs and Gutters:

Curbs and gutters, which meet Ada County Highway District standards, are proposed for the interior streets.

Lighting:

Lighting for the proposed public streets is required. Location and lighting specifications incorporating a “Dark Sky” style of lighting shall be provided to the City Zoning Administrator prior to the submittal of the final plat. Any modifications made to the lighting shall be completed before the final plat approval.

Street Names:

Street names should be approved by the Ada County Street Naming Committee prior to submittal of a final plat application.

K. ON AND OFF-SITE PEDESTRIAN/BICYCLE CIRCULATION:

25 Pedestrian Walkways:

The applicant is proposing 10-foot wide detached greenways (pathways) located on each side of Big Gulch Parkway, Aerie Way, and Linder Road.

L. PUBLIC USES PROPOSED:

The applicant is proposing to dedicate the following uses to the public:

30 • Wastewater treatment plant (dedicated to Eagle Sewer District upon completion)

• Two (2) potable water wells (dedicated to the City of Eagle)

• Two (2) potable water storage tanks and booster stations (dedicated to the City of Eagle)

• School site (dedicated to the West Ada School District)

• Public trailways

35 M. PUBLIC USES SHOWN ON FUTURE ACQUISITIONS MAP: No map currently exists
N. SPECIAL ON-SITE FEATURES:

Areas of Critical Environmental Concern – Yes – As identified within the Habitat of Special Concern Plan (dated February 2022)
Evidence of Erosion – No

Fish Habitat – No

Floodplain – Yes – The applicant has an approved Conditional Letter of Map Revision (CLOMR) and approved Floodplain Development Permit for work within the floodplain area (FPDP-06-21).

Mature Trees – No
Riparian Vegetation – No

Steep Slopes – Yes – The site contains 67.85-acres that exceeds 30%

Stream/Creek – Yes – Big Gulch Channel and Farmer’s Union Canal

Unique Animal Life – unknown
Unique Plant Life – unknown

Unstable Soils – unknown

Wildlife Habitat – Yes – Habitat of Special Concern Plan (dated February 2022)

O. SUMMARY OF REVIEW OF ENVIRONMENTAL ASSESSMENT PLAN:

A Habitat Mitigation Plan was previously submitted and subsequently reviewed on behalf of the City by an environmental consultant (ECS) and a letter of adequacy stating the plan was sufficient was provided. Upon review and approval by ECS the City Council approved the Habitat Mitigation Plan. The applicant submitted a Habitat Areas of Special Concern Plan (HASC) as part of the Spring Valley PUMP No. 1 application to address concerns identified within the Habitat Mitigation Plan.

P. AGENCY RESPONSES:

The following agencies have responded and their correspondence is attached.

City Engineer: All comments within the engineer’s letter dated September 9, 2022 are of special concern (see attached).

City Trails and Pathways Superintendent: All comments within the Trails and Pathways Superintendent’s memo dated , 2021, are of special concern (see attached).

Ada County Highway District
Ballentyne Ditch Company
Central District Health
Department of Environmental Quality
Idaho Transportation Department

Q. LETTERS FROM THE PUBLIC: None received to date.
STAFF ANALYSIS:

A. COMPREHENSIVE PLAN PROVISIONS WHICH ARE OF SPECIAL CONCERN REGARDING THIS PROPOSAL:

Chapter 6 – Land Use

6.3 Land Use Designations

The Comprehensive Plan designates this site as:

Foothills Residential

A unique combination of land uses within the Eagle Foothills that strives to balance residential, non-residential, and open space (developed and natural) use to create unique hamlets of development that place urban development within the natural environment without overcrowding or significantly altering the natural features found on the site.

The overall density in the foothills should be approximately 1 unit per two acres. Residential densities should be calculated to be commensurate with the existing land conditions. Priorities for open space areas should be lands with slopes of 25% or greater and important habitat areas. No residential density should be granted for areas located within the Floodway. Units should be arranged in accordance with the transect plan as described in the Foothills planning area.

6.14 Land Use Sub Area

The Comprehensive Plan designates this site to be located within the North Eagle Foothills Planning Area.

B. PLANNED UNIT MASTER PLAN (PUMP) PROVISIONS WHICH ARE OF SPECIAL CONCERN REGARDING THIS PROPOSAL:

- See Planning Unit Master Plan (PUMP) No. 1 for Spring Valley, City Council findings of fact and conclusions of law, dated May 24, 2022.

C. SPRING VALLEY DEVELOPMENT ORDINANCE (EAGLE CITY CODE TITLE 11A) PROVISIONS WHICH ARE OF SPECIAL CONCERN REGARDING THIS PROPOSAL:

- Eagle City Code Section 11A-3-7: Landscape and Buffer Area Requirements:

  A. Overview and Intent: The existing (non-developed) landscape character of Spring Valley, and much of the North Eagle Foothills, is predominantly non-native grasslands with some shrubs and agriculture and is quite different from the rest of Eagle and the Boise River corridor which contain dense plantings and large buffer areas along arterials and collector roadways, irrigated pastures, and riparian woodlands. The intent of these standards is to provide a landscape character that is appropriate to the foothills and balances aesthetics and livability with water demands and availability. These standards promote water conservation through the use of treated effluent for irrigation, efficient irrigation systems, and the use of native and other plants that require little or no irrigation to survive. In addition, these Guidelines shall be used in conjunction with the Grading Guidelines and Hillside Development Standards, Habitat Mitigation Plan and Wildfire Management Plan.

  The landscape concept for Spring Valley can be best described as a “Foothills Landscape.” This concept is based on the landscape of the northern Rocky Mountain foothills and high-plains prairie. Foothills Landscape will be characterized by diverse layers of both deciduous and evergreen shrubs and trees that will create interest through its broad palette of indigenous material and other plants, including turf, utilized...
throughout the region. This concept also takes advantage of soil and exposure conditions to develop potential vineyard groves throughout the community with the rolling foothills as the backdrop.

F. Irrigation Required: An underground automatic irrigation system is required for all development as defined in Chapter 11A-3-1 of this Title except as described below.

1. All required landscaped areas must be provided with an automatic underground irrigation system except upland re-vegetation areas that are intended to be naturalized (consisting of plant species that indigenous to or compatible with the area and do not require permanent irrigation). An above-ground system or hand watering may be used on a temporary basis until such areas are established and stabilized. Such areas are considered established and stabilized when a minimum of seventy percent (70%) of the re-vegetated area can exist without such supplemental watering.

2. The system shall be equipped with a reduced pressure backflow prevention device.

8. Use of non-potable water (treated effluent or re-use water) for use in the irrigation of lawn and plant material is required for public and common areas when available. Such systems may be phased or transitioned from potable water as treated effluent becomes available over time. Areas for transition shall be identified on the irrigation plans. Such public and common areas include:
   a. Landscape along arterial and collector roadways
   b. Parks and sports fields
   c. Golf courses
   d. Community gardens
   e. Lakes and ponds
   f. Slopes

9. Reuse water may also be used for aquifer recharge and recovery subject to IDWR approval.

10. The master developer shall install the re-use system that is separate from the potable water system and meets all applicable state and local regulations. Stubs shall be provided to individual parcels to allow parcel developers to tie into the system as needed to irrigate common areas within the parcel. Such system may initially be installed as a dry line system to provide future connection to the re-use system when re-use water becomes available.

11. All non-potable water access points shall be clearly and permanently labeled with markers indicating that the water is not safe for human consumption.

12. Maintain all irrigation systems to ensure proper operation and water conservation.

K. Buffer Areas/Common Lots

4. Major Roadways: Residential developments within Spring Valley, including, but not limited to, subdivisions and multi-family developments, shall be buffered from streets classified as collectors, arterials, and State Highways, as shown on Exhibit 3-A, or as determined by ACHD or ITD, to protect residential communities from noisy, potentially dangerous, high speed roads. The "buffer area" shall be defined as a common lot located between the residential lots within the subdivision and the right of way line of the adjacent roadway. This buffer is required as part of the common area open space owned and maintained by a homeowners' association. Any landscaping proposed to be within the public right of way shall not be included as a part of the buffer area required below. The height for berming/fencing, except as
noted below, shall be measured from the elevation of the final grade of the adjacent roadway (measured at the centerline) to the top of the proposed berming/fencing. The required buffer area width, plantings, walls and fencing are described in subsection L below:

Exhibit 3-A

MASTER STREETS AND CIRCULATION PLAN

L. Streetscapes

The following standards shall apply to Spring Valley internal and perimeter roadways as shown on Exhibit 4-A above. In all cases, any planting within public rights of way shall be with approval from the public entity owning the property. (The rights of way widths and pavement areas in the sections below are shown for illustrative purposes only. Actual rights of way widths and lane configurations will be determined by ACHD and ITD as appropriate.)

2. Collector Streets

a. The landscape buffer for collector streets shall be twenty feet (20’) minimum except where it is adjacent to single family residential uses where it shall be thirty five feet (35’) minimum (not including right of way). See Exhibit 4-D.

b. A detached sidewalk shall be provided on both sides of the street at least eight feet (8’) from the back of curb. The sidewalk shall be a minimum of five feet (5’) wide and may or may not meander depending on the streetscape concept shown on the PUMP. Sidewalks may be attached to the curb in front of bus pullouts, drop-off areas, on-street parking areas, and similar circumstances as approved by ACHD and the city, but shall be six feet (6’) minimum width in such locations. An eight foot (8’) wide multi-use pathway on one side of the street may be approved by the city within low density areas (one (1) acre lots and larger) or along streets adjacent to regional open space depending on the streetscape approved by the City on the PUMP.
c. The following plant material shall be provided, at a minimum, within the limits of the buffer area:

(1) Two (2) trees per one hundred (100) linear feet of street frontage except next to single family residential uses where there shall be three (3) trees per one hundred (100) linear feet.

(2) One (1) shrub/groundcover per seventy five (75) square feet of buffer area (excluding sidewalks, drives and other hardscape areas). Turf may be used in place of shrubs/groundcovers, but the amount used shall not exceed 50% of the landscape area on a plat by plat or phase by phase basis.

d. A minimum five foot (5’) high, maximum eight foot (8’) high, berm, decorative block wall, cultured stone, decorative rock, or similarly designed concrete wall, or fence, or combination thereof shall be provided within or at the limits of the buffer area adjacent to single family residential lots or at the property lines of such lots. The maximum slope for any berm, if provided, shall be three feet (3’) horizontal distance to one foot (1’) vertical distance. If a decorative block wall, cultured stone, decorative rock, or similarly designed concrete wall is to be provided in combination with the berm, a four foot (4’) wide flat area shall be provided for the placement of the decorative wall. Chain link, cedar, and similar high maintenance and/or unsightly fencing shall not be permitted. Walls or fencing are not required adjacent to multi-family residential uses except when necessary to provide a buffer to enclose private outdoor living space, non-residential uses or open space.

7. Medians

a. The minimum width of a median, if provided, that will support trees is eight feet (8’) for Class II trees and ten feet (10’) for Class I and III trees. The minimum width of a median that will support turf is ten feet (10’). The minimum width of a median that will support shrubs and groundcovers is four feet (4’). If a median or median nose is narrower than four feet (4’), the area shall be filled with stamped concrete, decorative pavers or rock. Medians will generally be provided on arterial, collector and urban streets.
b. The following plant material shall be provided, at a minimum, within the median:

(1) One (1) tree per fifty (50) linear feet of median. (A minimum of two (2) trees are required in medians over thirty five feet (35’) in length.)

(2) One (1) shrub/groundcover per seventy five (75) square feet of landscaped area. Turf may be used in place of shrubs/groundcovers, but the amount of turf shall not exceed fifty percent (50%) of the landscaped area on a plat by plat or phase by phase basis.

(3) In the event a median is less than thirty five feet (35’) in length, a single tree shall be permitted. Shrub/groundcover and turf requirements (above) would apply.

M. Parks, Open Space and Common Areas

N. Wetland/Riparian Areas

Wetland and riparian area construction and maintenance shall follow the principles and guidelines contained sections 7.4.3 through 7.4.5 and Appendix B of the Spring Valley Habitat Mitigation Plan. A plant list for wetland/riparian areas is contained subsection Y of this Chapter.

O. Slope Re-Vegetation for Naturalized Areas

Disturbed and manufactured slopes with the Habitat Areas of Special Concern (HASC), as identified in the Habitat Mitigation Plan, that are intended to be restored to a natural-like condition shall be identified on the Planning Unit Master Habitat Mitigation Plan and re-vegetated with a combination of grasses, forbs and shrubs native to the region or otherwise favorable to regional climactic and soil conditions. Re-vegetation may also occur on other existing open space areas to be retained within the HASC that have been affected by fire or have otherwise been degraded.

1. Re-vegetation shall follow the recommendations and criteria in the Habitat Mitigation Plan, Sections 7.4.4 through 7.4.5.

2. A plant list for use in natural slope re-vegetation in upland areas is contained in subsection Y of these guidelines. Seed mixes and rates shall be based on Natural Resource Conservation Service (NRCS) or other approved guidelines. Seed mixes may be adjusted as necessary according to the response and success of the re-vegetation project. Native and approved non-native shrubs may also be planted from container material, plugs or transplants to supplement the seed mix to increase the success rate of the re-vegetation application and for soil stability and aesthetics.

3. Native species shall be emphasized, but desirable non-native species may also be included for structural and functional components. Non-native species shall be sterile or non-aggressive, i.e. they won’t compete or displace more desirable native species.

4. Temporary irrigation may be used to facilitate plant establishment and growth rates but shall be discontinued after establishment as defined in subsection F-17-d of this Chapter.
5. Seedings without irrigation shall be allowed to germinate for approximately one (1) year based on seasonal and time constraints. The following year (early spring), plugs, super-cells, potted plants and transplants of a variety of grasses, forbs and shrubs may be added to re-establish a diverse stand of native or desired species.

6. Seed application shall be by rangeland drill (set to the appropriate depth) or broadcasting (hydroseeding). Broadcast seeding shall require scarification of the soil surface.

7. All areas shall be classified in a Noxious Zone at the time of PUMP approval. Noxious weed control shall comply with the noxious weed containment plan per section 7.4.5 of the Habitat Mitigation Plan.

8. Success of re-vegetation objectives shall be based on the habitat quality descriptors defined in Table 2 of the Habitat Mitigation Plan.

9. All natural slope re-vegetation shall be fully established within five (5) growing seasons. Such areas shall be considered established when a minimum of seventy percent (70%) of the plants can exist on rainfall alone, see F-17-d of these standards.

- Eagle City Code Section 11A-3-9: Lighting:

  B. Street Lighting

  1. The master developer or subdivision developer shall install streetlights at locations described in subsection B4 below (and as approved by the Administrator). After installation and acceptance by the Administrator, the owners’ association shall pay the cost of maintenance and power and assume ownership of the streetlights.

  4. Streetlights shall be generally placed at intersections, at the end of cul-de-sacs and other locations as necessary and subject to city approval to provide for roadway and neighborhood safety. Streetlight spacing between intersections shall be as follow:

    (1) Type A Street Light: One thousand feet (1,000’) maximum or as otherwise determined by the city.

    (2) Type B Street Light: Thirteen hundred feet (1,300’) maximum or as otherwise determined by the city.

  D. Pathway/Trail Lighting

  1. Pathway/trail lighting shall consist of two types – pole lights and bollard lights. Pole lights are identical to parking area lights and are located at trailheads, pathway/trail entries and intersections and other focal points, such as seating areas. Bollard lights shall be located along the paved section of the Big Gulch Regional Trail. Bollard lights shall be a concrete rusted finish pole, or equal, as shown in Exhibit A.

- Eagle City Code Section 11A-12C-2-1: Location and Design:

  Street and road location and design shall conform to the following standards:

  A. Street Location and Arrangements: When an official street plan or comprehensive development plan has been adopted, streets within a subdivision shall conform to
such approved plans including ACHD, PUMP or Spring Valley Master Streets & Circulation Plan.

C. Stub Streets: Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall be such that said streets extend to the boundary line of the tract to make provisions for the future extension of said streets into adjacent areas, and shall have a cul-de-sac or temporary cul-de-sac if stub street is longer than 150 feet in length. A reserve street may be required and held in public ownership.

D. Relation to Topography: Streets shall be arranged in proper relation to topography so as to result in usable lots, safe streets and acceptable gradients.

G. Cul-De-Sac Streets: Cul-de-sac streets shall not be more than five thousand feet (5,000') in length and shall terminate with an adequate circular turnaround having a minimum radius of fifty feet (50') of right of way including a landscape island with a minimum radius of ten feet (10'). A minimum of thirty feet (30') of pavement shall be provided between the landscape island and the outside edge of the street as measured from the face of curb of the island to the face of curb located on the outside edge of the street. One traffic control sign stating that on street parking is prohibited within the turnaround shall be installed at the entrance of the turnaround on the driver's side of the street. All cul-de-sac streets shall include bulb-outs every seven hundred fifty feet (750') to allow for emergency vehicles to turn around. No more than forty (40) lots shall be located on any cul-de-sac street between bulb-outs or beyond the final bulb-out. Exceptions to the requirements set forth in this paragraph may be considered by the City Council if approved by the fire department and the highway district having jurisdiction.

- Eagle City Code Section 11A-13A-6: Rules and Definitions:

  ARTERIAL STREET: A street designated for the purpose of carrying fast and/or heavy traffic.

  CHANNEL: A natural or artificial watercourse of perceptible extent, with definite bend and banks to confine and conduct continuously or periodically flowing water.

  COLLECTOR STREET: A street designated for the purpose of carrying traffic from minor streets to other collector streets and/or arterial streets.

  EASEMENT: A grant by a property owner to specific persons or to the public to use land for specific purposes. Also, a right acquired by prescription.

  FLOODPLAIN: The relatively flat area or lowland adjoining the channel of a river, stream, lake or other body of water which has been or may be covered by water of a flood of 100-year frequency. The floodplain includes the channel, floodway or floodway fringe, as established pursuant to engineering practices of the U.S. Army Corps of Engineers, as follows:

  FLOODWAY: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot (1').

  FLOODWAY FRINGE: That part of the floodplain which is beyond the floodway. Such areas include those portions of the floodplain which will be inundated by a flood of 100-year frequency.
SUPER PAD/LARGE LOT: One or more lots, each at least two (2) acres in size, identified as super pad(s)/large lot(s) on a plat for grading and/or further development. Such super pad(s)/large lot(s) will be graded and will have adequate roads and utilities stubbed to such lots in preparation for replatting. Such super pad(s)/large lot(s) are not considered buildable lots until replatted as provided in article B of this chapter.

- Eagle City Code Section 11A-13C-2-2: Street Widths:
  A. Street and road right of way widths, grade, alignment, and so forth, shall conform to the adopted major street plan or applicable PUMP and shall be approved by the Ada County Highway District and/or other agency having jurisdiction.

- Eagle City Code Section 11A-13C-2-3: Intersections:
  Intersections shall conform to the following standards:
  A. Angle Of Intersection: Angles of street and driveway intersections shall be approved by the highway district having jurisdiction.
  B. Sight Triangles: Minimum clear sight distance at all street and driveway intersections shall be approved by the highway district having jurisdiction.

- Eagle City Code Section 11A-13C-4: Easements:
  A. Unobstructed utility easements, where required, shall be provided along front lot lines, rear lot lines and/or side lot lines not to exceed the required building setbacks.
  B. Unobstructed drainageway easements shall be provided in conjunction with the utility easement alongside lot lines or as required by the city council. Total easement width, including the utility easement, shall not be less than twelve feet (12'), except that lesser easement widths, to coincide with respective setbacks, may be considered as part of the plat.
  C. All natural drainage courses shall be left undisturbed or be improved in a manner which will improve the hydraulics and ease of maintenance of the channel.

- Eagle City Code Section 11A-13C-6: Public Sites and Open Spaces:
  Public sites and open spaces shall conform to the following standards:
  A. Natural Features: Existing natural features which add value to residential development and enhance the attractiveness of the community (such as trees, watercourses, historic spots and similar irreplaceable assets) shall be preserved in the design of the subdivision.
  C. Ownership And Management Of Open Space:
     a. Ownership Of Open Space: The applicant must identify the owner of the open space who is responsible for maintaining the open space and facilities located thereon. If a homeowners' association is the owner, membership in the association shall be mandatory and automatic for all homeowners of the subdivision and their successors. If a homeowners' association is the owner, the homeowners' association shall have lien authority to ensure the collection of dues from all members. The responsibility for maintaining the open space and any facilities located thereon shall be borne by the owner.
     b. Management Plan: Applicant shall submit a plan for management of open space and common facilities (plan) that:
(1) Allocates responsibility and guidelines for the maintenance and operation of the open space and any facilities located thereon, including provisions for ongoing maintenance and for long term capital improvements;

(2) Estimates the costs and staffing requirements needed for maintenance and operation of, and insurance for, the open space and outlines the means by which such funding will be obtained or provided;

(3) Provides that any changes to the plan be approved by the city council; and

(4) Provides for enforcement of the plan.

c. Temporary Maintenance By City; Corrective Action: In the event the party responsible for maintenance of the open space fails to maintain all or any portion in reasonable order and condition, the city of Eagle may assume temporary responsibility for its maintenance and may enter the premises and take corrective action, including the provision of extended maintenance. The costs of such maintenance shall be charged to the owner, homeowners' association, or to the individual property owners that make up the homeowners' association, and may include administrative costs and penalties. Such costs shall become a lien on all subdivision properties. The exercise by the city of Eagle of its right to assume temporary maintenance responsibility to take corrective action shall not relieve the property owner of their maintenance responsibility nor should it be construed as the city assuming permanent responsibility for such maintenance.

- Eagle City Code Section 11A-13C-8: Fences:
  Any fencing located adjacent to Open Spaces and on the street side of all corner lots shall be an open fencing style such as wrought iron or other similar decorative style, durable fencing material. Specific buffer area fences and decorative walls may be allowed as otherwise required in Chapter 3 of this Title 11A. Chainlink, cedar, and similar high maintenance and/or unsightly fencing shall not be permitted within the above designated areas. A chapter within the subdivision CC&Rs shall be created for the regulation of fences to this effect.

- Eagle City Code Section 11A-13D-1-3: Curbs and Gutters:
  A. Generally:
    1. Vertical curbs and gutters shall be constructed on collector and arterial streets.
    2. Rolled curbs and gutters, or other treatments acceptable to ACHD, may be required on minor streets.
    3. All construction shall be in accordance with the standards and specifications adopted by the Ada County Highway District.

  B. Driveways, Curb Cuts: All driveway openings and curbs shall be as specified by the Ada County Highway District or the Idaho transportation department.

- Eagle City Code Section 11A-13D-1-5: Streetlights:
  The Developer or subdividers within Spring Valley shall be required to install, at the Developer’s or subdivider’s expense, streetlights that are not the obligation of ACHD in accordance with specifications and standards set by Chapter 3 of this Title 11A and at locations designated by the Administrator. After installation and acceptance by the
Administrator, the homeowners' association shall pay the cost of maintenance and power and assume ownership of the streetlights that are not the obligation of ACHD.

- **Eagle City Code Section 11A-13D-1-8: Underground Utilities:**
  Underground utilities are required.

- **Eagle City Code Section 11A-13D-1-9: Water Supply and Sewer Systems:**

  Construction; Extension: All public water supply or sewer systems (serving 2 or more separate premises or households) shall be constructed in accordance with any adopted local plans and specifications. The Developer is constructing a new City-owned public water supply system and a new sewer systems in Spring Valley. The City shall be the exclusive municipal supplier of water to the lands within the Spring Valley development. The City may allow connection to the City-owned water system in Spring Valley if it is deemed to be in the best interest of the City.

  B. Approval Of Plans: All water and sewer plans shall be submitted to the Idaho department of health and welfare or its authorized agent for approval in accordance with the provisions of chapter 50-1326, Idaho Code.

  C. Pressurized Irrigation Facilities:

    1. Irrigation water for all residential dwelling units shall be provided with water from the municipal system or from available surface water, as outlined herein.

    Plans and documents completed in accordance to the required standards and regulations shall be submitted with the application for a preliminary plat in accordance with the Spring Valley Irrigation and Reuse Master Plan and in accordance with the adopted supplemental standards and regulations (Titled “Pressure Irrigation Standards”, incorporated herein by reference).

    The following design requirements and the requirements provided within the supplemental "Pressure Irrigation Standards" shall apply to the pressurized irrigation system. These standards shall supplement all other regulations, and where at variance with other laws, regulations, ordinances or resolutions, the more restrictive requirements shall apply. The city council may determine that revisions to the supplemental standards are warranted and make such revisions by act of a resolution.

    a. When surface water is available, the developer shall install a separate pressure irrigation system in accordance with the “Pressure Irrigation Standards” and the “Spring Valley Irrigation and Reuse Master Plan: If no surface water is available, the developer may be granted a waiver to install individual irrigation connections to the municipal system.

    b. A separate pressurized irrigation system that utilizes surface or reuse waters shall be designed by a licensed professional engineer registered in the state of Idaho, and the construction plans for the system shall be reviewed and approved by the City Engineer. The design shall conform to the “Pressurized Irrigation Standards” for the City of Eagle.

    c. Development areas that are not provided with a separate pressurized irrigation system shall be provided with a connection to the potable water system with the approval of the City, City Engineer, and the potable water purveyor. The following standards shall apply to individual irrigation connections to the potable water system.
1. The installation of a DEQ approved reduced pressure backflow (RPB) prevention assembly or an air gap separating the irrigation system and the potable water system will be required on the property side of the domestic water meter.

2. The RPB prevention assembly shall be installed, owned, and maintained by the property owner. Failure to properly maintain the RPB will result in a shutoff of municipal water supply to the property until fully mitigated in accordance with City shutoff policy.

3. The RPB shall be installed within 5 feet of the City water meter and shall be accessible to City staff.

4. The property owner shall have the RPB inspected by an appropriately licensed inspector and in accordance with State requirements annually and shall provide the results of a passing inspection to the City. Failure to complete the required inspection will result in a shutoff of water service until completed.

5. The City may assess a monthly service fee as part of the water bill to cover costs associated with the testing and monitoring of the RPB prevention assembly and administration of the City’s cross connection control policy.

d. Irrigation water may consist of a combination of surface water, treated effluent, and ground water as identified within the Spring Valley Irrigation and Reuse Master Plan.

2. All development which is required to be served by a separate pressurized irrigation system must be constructed, operated, and maintained in accordance with this chapter and in accordance with the approved Spring Valley Irrigation and Reuse Master Plan that may be amended from time to time. The Spring Valley irrigation system shall be served by a Permit to Appropriate Water issued by the State of Idaho Department of Water Resources (Permit No. 63-32573) or other acquired water rights, surface water, or treated effluent in accordance with the Spring Valley Irrigation and Reuse Master Plan that may be amended from time to time.

- Eagle City Code Section 11A-13D-1-10: Storm Drainage; Flood Controls:
  A. Adequate Storm Drainage System: An adequate storm drainage system to accommodate storm water runoff from the public rights of way shall be required in all subdivisions. The requirements for each particular subdivision shall be established by the Ada County Highway District and/or the Idaho Transportation Department, and construction shall follow the specifications and procedures established by said Ada County Highway District or Idaho Transportation Department.

B. Interceptor Ditches: Interceptor ditches shall be established above all cut/fill slopes, and the intercepted water conveyed to a stable channel or natural drainageway with adequate capacity.

C. Curb, Gutter And Pavement Design: Curb, gutter and pavement design shall be such that water on roadways is prevented from flowing off the roadway.
D. Natural Drainageway Treatment: Natural drainageways shall be riprapped or otherwise stabilized below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion.

E. Runoff From Impervious Cover: Runoff from areas of concentrated impervious cover (for example, roofs, driveways and roads) shall be collected and transported to a natural drainageway with sufficient capacity to accept the discharge without undue erosion.

F. Deposit Of Waste Material Prohibited: Waste material from construction, including soil and other solid materials, shall not be deposited within the 100-year floodplain.

G. Drainageways Or Hydraulic Structures In Major Waterways: Drainageways or hydraulic structures in major waterways (defined as draining a basin area of 10 acres or more) shall be designed for the 100-year flood or to accommodate the runoff projected in the soil conservation service hydrology guide for residential development of the Boise front, whichever is greater. In minor waterways (defined as draining a basin area of less than 10 acres), such structures shall be designed for the 50-year flood or to accommodate the runoff projected in the soil conservation service hydrology guide for residential development of the Boise front, whichever is greater.

H. Storm Drainage Retention Facilities: Storm drainage retention facilities consistent with the Spring Valley Master Drainage Plan and the conditional letter of map revision issued by FEMA, as may be amended from time to time, shall be designed in connection with the final plat and implemented with a flow control system that achieves the following objectives: (1) minimize downstream impacts by not increasing pre-development flows from land development activities; and (2) accommodate pre-development flows from upstream land by providing adequate conveyance facilities through the project site; 3) designed in accordance with the Eagle Drainage Standards and consistent with the Spring Valley Master Drainage Plan as approved by the City; and 4) provide a mechanism to insure that all facilities shall be maintained on an ongoing basis in order to perform as designed. As part of construction drawings, a stormwater drainage plan shall be developed and approved by the City Engineer that promotes each of these objectives.

I. Sediment retention facilities: These facilities shall be constructed and maintained downstream from development consistent with best management practices. Any such facility used shall provide for the removal of surface debris and contaminants, as well as sediment retention.

J. Completion And Operation Deadline: The overall drainage system shall be completed and made operational at the earliest possible time during construction.

K. Alterations Of Major Drainageways: Alterations of major drainageways shall be prohibited except for approved road crossings and drainage structures or as provided for in Title 10 of this Code.

L. Natural Or Improved Open Channel Drainageways: Natural or improved open channel drainageways shall be preserved or provided for in major waterways; except, that at road crossings, conduits may be permitted. Minor waterways shall be permitted to be enclosed in conduits.

M. Reservation Of Right To Require: The City reserves the right to require installation of hydrologic measuring devices in drainageways within any development at public expense.
N. Drainage System Plans: Drainage system plans shall show how lots will be graded so that all runoff runs either over the curb, or to a drainage easement, and that no runoff shall cross any lot line onto another lot except within a drainage easement.

- Eagle City Code Section 11A-13E-3: Hillside Subdivisions:
  All development in Spring Valley shall proceed in accordance with the Grading Guidelines and Hillside Development Standards, dated June 25, 2009 and approved by City Council on November 24, 2009, as the same may be amended from time to time.

- Eagle City Code Section 11A-13E-4: Subdivision Within A Floodplain:
  In addition to the provisions of this Chapter 13 of Title 11A, any subdivision within the designated floodplain of the city shall comply with all applicable provisions of the floodplain regulations of the city as now in effect or as may hereafter be amended. Provided, notwithstanding any provision in the applicable floodplain regulations, an alternate means of compliance in connection with fill requirements will include the use of detention basin(s) and channelization to offset the impacts of fill placed within an existing floodplain. Such detention basin(s) shall provide a sufficient amount of storage of stormwater runoff such that the post-development flowrate will be no greater than the pre-development rate. In addition, the result of the development and drainage improvements shall include a reduction in the existing flood hazard boundaries through the CLOMR/ LOMR approval process from FEMA and the City of Eagle.

E. DISCUSSION (based on the approved Spring Valley Planned Unit Master Plan (PUMP) No. 1, the Spring Valley Subdivision No. 1 preliminary plat, date stamped by the City on August 30, 2022, and the applicant’s narrative, date stamped by the City on September 7, 2022):

- The applicant’s narrative identifies the submitted preliminary plat as a large lot preliminary plat associated with the Spring Valley Planned Unit Master Plan (PUMP) No. 1. Pursuant to Eagle City Code Section 11A-13A-6, Rules and Definitions, lots platted as super pad/large lot within a subdivision are not considered a buildable lot until replatted as provided within the article B of Eagle City Code Title 11, Chapter 13. The preliminary plat title block does not identify this preliminary plat as a large lot which upon recordation would allow for building permits within the buildable lots. The applicant should be required to provide a revised preliminary plat with the title block amended to state, “Large Lot Preliminary Plat for Spring Valley Subdivision No. 1.” The revised preliminary plat should be provided prior to submittal of a final plat application.

  Also, based on the lots being non-buildable until replatted, the applicant should be required to provide a revised preliminary plat with a new plat note which states, “All lots are non-buildable until re-subdivision, with the exception of Lots 1, 36, 49, and 52, Block 1, and all common lots.” The revised preliminary plat should be provided prior to submittal of a final plat application.

- Portions of Lots 2, 9, 10, 15, 17, and 35, Block 1, are located within the Native/Undisturbed areas within the HASC (Habitat Area of Special Concern) as identified in the Habitat Mitigation Plan. The Native/Undisturbed Areas should be clearly delineated on the plat. These preserved areas shall be identified to be managed and maintained as native and undisturbed areas and there shall be no alterations or modifications to these areas including, but not limited to, grading, drainage, landscaping, conventional maintenance. The specific wording shall be reviewed by the City Engineer and the City Attorney prior to approval of each final plat. The applicant should provide verification of a deed restriction associated with Native/Undisturbed areas within the HASC (Habitat Area of Special Concern) prior to submittal of a final plat application. The applicant should be required to provide a revised
preliminary plat delineating the Native/Undisturbed areas to be undisturbed as identified within the Habitat of Special Concern (HASC) plan. The applicant should provide a revised preliminary plat with a new plat note which states, “The identified Native/Undisturbed areas shall be managed and maintained as native and undisturbed areas and there shall be no alterations or modifications to these areas including, but not limited to, grading, drainage, landscaping, conventional maintenance with the exception of natural trails as required by the City of Eagle.” The revised preliminary plat should be provided prior to submittal of a final plat application.

- The subdivision will contain areas where landscaping and other improvements will be installed within ACHD right of way. ACHD will require the applicant to enter into a license agreement associated with the landscaping and improvements located within their right of way. The license agreement should be referenced within the plat notes. The applicant should be required to provide a revised plat with a new plat note which states, “This subdivision is subject to the terms of ACHD License Agreement Instrument No. __________.” The revised preliminary plat should be provided prior to submittal of a final plat application.

- The public streets within the subdivision will be served by ACHD. As part of the road system there will be a storm water drainage system.

- Plat note #5 of the preliminary plat states, “The subject property falls within FEMA 1% flood hazard zone. Reference firm panel: Panel #16001C0130J dated June 19, 2020, Panel #16001C0135J dated June 19, 2020, and Panel #16001C0050H dated February 2, 2003.” The plat note reference of firm panel should be referenced as FIRM panel since it is an acronym associated with Flood Insurance Rate Map. Also, the last panel referenced has an incorrect date. The actual date of the map is February 19, 2003. The applicant should be required to provide a revised preliminary plat with plat note #5 revised to state, “The subject property falls within a FEMA 1% flood hazard zone as identified by the following FIRM panels: Panel #16001C0130J dated June 19, 2020, Panel #16001C0135J dated June 19, 2020, and Panel #16001C0050H dated February 19, 2003.” The revised preliminary plat should be provided prior to submittal of a final plat application.

- Plat note #7 of the preliminary plat states, “Lots located adjacent to the future right of way lots shall have a permanent 10 foot easement for public utilities, irrigation, and lot drainage as designated herein.” Although the plat note identifies the easement is located within lots adjacent to the future right of way the note is silent as to the location of the easement within the lot. The applicant should be required to provide a revised preliminary plat with plat note #7 revised to state, “Lots located adjacent to the future right of way lots shall have a permanent 10 foot easement for public utilities, irrigation, and lot drainage located adjacent to the future right of way lot.” The revised preliminary plat should be provided prior to submittal of a final plat application.

- Plat note #9 of the preliminary plat states, “Direct lot access from collectors and arterials is prohibited unless approved by the Ada County Highway District and the City of Eagle.” The plat note does not identify the specific name of the collector and arterial roads. The applicant should be required to provide a revised preliminary plat with a new plat note #9 revised to state, “Direct lot access from Big Gulch Parkway, Aerie Way and Linder Road is prohibited unless approved by the Ada County Highway District and the City of Eagle.” The revised preliminary plat should be provided prior to submittal of a final plat application.
• Plat note #15 of the preliminary plat states, “ACHD will be granted a non-exclusive drainage easement allowing the District to discharge stormwater into the regional drainage system at specific locations to be identified on the final plat.”

Although a majority of the lots located within Spring Valley Phase 1 will be re-subdivided and storm water drainage will be addressed during those re-subdivisions, there will be storm water drainage facilities located outside of those lots. The storm water drainage will be associated with the proposed collectors and arterials. Upon submittal of a final plat application for Spring Valley Phase 1, plat note #15 of the preliminary plat should be revised on the final plat to state, “A portion of Lot __, Block __, is servient to and contain the ACHD storm water drainage system. The lots are encumbered by the certain first amended master perpetual storm water drainage easement recorded on November 15, 2015, as instrument no. 2015-013256 official records of Ada County, and incorporated herein by this reference as if set forth in full (the “Master Easement”). The Master Easement and the storm water drainage system are dedicated to ACHD pursuant to Section 40-2302 Idaho Code. The Master Easement is for the operation and maintenance of the storm water drainage system.”

NOTE: In the event a Standard Condition of Approval conflicts with a Site Specific Condition of Approval contained herein the Site Specific Condition of Approval shall control.

STANDARD CONDITIONS OF APPROVAL:

1. The applicant shall comply with all requirements of the Ada County Highway District and/or the Idaho Transportation Department, including but not limited to approval of the drainage system, curbs, gutters, streets and sidewalks, where applicable.

2. Correct street names, as approved by the Ada County Street Name Committee, shall be placed on the plat prior to the City Engineer signing the final plat.

3. Complete water and sewer system construction plans shall be reviewed and approved by the City Engineer and/or the applicable reviewing agency, as required. Required improvements shall include, but not be limited to, extending all utilities to the platted property. The developer may submit a letter in lieu of plans explaining why plans may not be necessary.

4. Idaho Department of Health & Welfare approval of the sewer and water facilities is required prior to the City Engineer signing the final plat (I.C. Title 50, Chapter 13 and I.C. 39-118).

5. Written approval of all well water for any shared or commercial well shall be obtained from the Idaho Department of Water Resources prior to the City Engineer signing the final plat.

6. Wet line sewers will be required and the applicant will be required to furnish the City Engineer with a letter from the sewer entity serving the property, accepting the project for service, prior to the City Engineer signing the final plat.

7. All homes being constructed with individual septic systems shall have the septic systems placed on the street side of the home or shall have their sewer drainage system designed with a stub at the house front to allow for future connection to a public sewer system. Any homes proposed to be serviced by septic systems shall be identified on the plat and a letter of approval from Central District Health shall be required prior to the City Engineer signing the final plat.

8. Per Idaho Code, Section 31-3805, concerning irrigation rights, transfer and disclosure, the water rights appurtenant to the lands in said subdivision which are within the irrigation entity will be transferred from said lands by the owner thereof; or the subdivider shall provide for underground tile or other like satisfactory underground conduit to permit the delivery of water to those landowners within the subdivision who are also within the irrigation entity.
See Eagle City Code Section 11A-13D-1-9(C), which provides overriding and additional specific criteria for pressurized irrigation facilities.

Plans showing the delivery system must be approved by a registered professional engineer and shall be approved by the City Engineer prior to the City Engineer signing the final plat.

9. The applicant shall submit a letter from the appropriate drainage entity approving the drainage system and/or accepting said drainage; or submit a letter from a registered professional engineer certifying that all drainage shall be retained on-site prior to the City Engineer signing the final plat. A copy of the construction drawing(s) shall be submitted with the letter.

10. Drainage system plans shall be submitted to the City Engineer for review and approval prior to the City Engineer signing the final plat. The plans shall show how swales, or drain piping, will be developed in the drainage easements. The approved drainage system shall be constructed, or a performance bond shall be submitted to the City Clerk, prior to the City Engineer signing the final plat. The CC&Rs shall contain clauses to be reviewed and approved by the City Engineer and City Attorney, prior to the City Engineer signing the final plat, requiring that lots be so graded that all runoff runs either over the curb, or to the drainage easement, and that no runoff shall cross any lot line onto another lot except within a drainage easement.

11. No ditch, pipe or other structure, or canal, or drain, for irrigation water or irrigation waste water owned by an organized irrigation district, canal company, ditch association, drainage district, drainage entity, or other irrigation entity, shall be obstructed, routed, covered or changed in any way unless such obstruction, rerouting, covering or changing has first been approved in writing by the entity. A Registered Engineer shall certify that any ditch rerouting, piping, covering or otherwise changing the existing irrigation or waste ditch (1) has been made in such a manner that the flow of water will not be impeded or increased beyond carrying capacity of the downstream ditch; (2) will not otherwise injure any person or persons using or interested in such ditch or their property; and (3) satisfied the Idaho Standards for Public Works Construction. A copy of such written approval and certification shall be filed with the construction drawing and submitted to the City Engineer prior to the City Engineer signing the final plat.

12. Encroachments including, but not limited to, landscaping, fencing, lighting, and/or pathways shall not be located within any easement or right-of-way for any ditch, pipe or other structure, or canal, or drain, used for irrigation water or irrigation waste water without the express written approval of the organized irrigation district, canal company, ditch association, drainage district, drainage entity or other irrigation entity associated with such ditch, pipe or other structure, drainage or canal. The applicant shall submit a copy of the written approval from the irrigation entity, drainage district, or drainage entity prior to the City Clerk signing the final plat.

2. Street light plans shall be submitted and approved as to the location, height and wattage to City Staff at the time of Design Review application submittal. All construction shall comply with the City's specifications and standards.

The applicant shall delineate on the face of the final plat an easement, acceptable to the City Engineer, for the purpose of installing and maintaining street light fixtures, conduit and wiring lying outside any dedicated public right-of-way, prior to the City Engineer signing the final plat. Whether located inside or outside of the public right-of-way the perpetual maintenance of the street lights shall be the responsibility of the applicant, subdivider, business owner, homeowner, or homeowner’s/business owner’s association, whichever the case may be.

The applicant shall pay applicable street light inspection fees on the proposed subdivision prior to signing of the final plat by the Eagle City Engineer.
14. The applicant shall submit cut sheets showing street lighting details for review and approval by the
Zoning Administrator prior to the submittal of the final plat. The plans shall show how the
streetlights will facilitate the “Dark Sky” concept of lighting.

15. The applicant shall provide utility easements as required by the public utility providing service,
including fiberoptic internet conduit, and as may be required by the Eagle City Code, prior to the City
Engineer signing the final plat.

16. An approval letter from the Fire District who has jurisdiction over the platted area shall be submitted
to the City prior to the City Engineer signing the final plat. The letter shall include the following
comments and minimum requirements, and any other items of concern as may be determined by the
applicable fire department officials:
a. The applicant has made arrangements to comply with all requirements of the Fire District who has
jurisdiction over the platted area.
b. The proposed fire hydrant locations shall be reviewed and be approved in writing by the Fire
District who has jurisdiction over the platted area prior to the City Engineer signing the final plat.
c. Minimum flow per hydrant shall be 1,000 gallons per minute for one and two family dwellings,
1,500 gallons per minute for dwellings having a fire area in excess of 3,600 square feet, and 1,500
gallons per minute (i.e.; Commercial, Industrial, Schools, etc.). Flow rates shall be inspected in
accordance with all agencies having jurisdiction, and shall be verified in writing by the Fire
District who has jurisdiction over the platted area prior to issuance of any building permits.
d. The proposed fire protection system shall be reviewed and approved by the Fire District who has
jurisdiction over the platted area prior to issuance of a building permit.

17. Covenants, homeowner's association by-laws or other similar deed restrictions, acceptable to the
Eagle City Attorney which provide for the use, control and mutual maintenance of all preserved and
mitigated habitat areas, common areas, storage facilities, recreational facilities, street lights or open
spaces shall be reviewed and approved by the Eagle City Attorney prior to the City Engineer signing
the final plat.

A restrictive covenant must be recorded and a note on the face of the final plat is required, providing
for mutual maintenance and access easements.

Appropriate papers describing decision-making procedures relating to the maintenance of structures,
grounds and parking areas shall be reviewed and approved by the Eagle City Attorney prior to the
City Engineer signing the final plat.

18. Should the homeowner's association be responsible for the operation and maintenance of the storm
drainage facilities, the covenants and restrictions, homeowner's association by-laws or other similar
deed restrictions acceptable to the Eagle City Attorney shall be reviewed and approved by the Eagle
City Attorney prior to the City Engineer signing the final plat.

19. The applicant shall submit an application for Design Review, and shall obtain approval for all
required landscaping, common area and subdivision signage prior to the City Engineer signing the
final plat.

20. Any recreation area, greenbelt area or pathway area along the Boise River, Dry Creek or any other
area designated by the City Council or Eagle City Parks, Pathways, and Recreation Commission for a
path or walkway shall be approved in writing by the Eagle City Parks, Pathways, and Recreation
Commission prior to approval of the final plat by the City Council.

21. Conservation, recreation and river access easements (if applicable) shall be approved by staff and the
City Engineer and shall be shown on the final plat prior to approval of the final plat by the City
Council.
22. The applicant shall place a note on the face of the plat which states: "Minimum building setback lines shall be in accordance with the applicable zoning and subdivision regulations at the time of issuance of the building permit or as specifically approved and/or required".

23. The applicant shall comply with the provisions of the Eagle City Code, pertaining to floodplain and river protection regulations (if applicable) prior to the City Engineer signing the final plat.

24. The applicant shall obtain written approval of the development relative to the effects on the floodplain (if applicable) from the Corps of Engineers prior to approval of the final plat by the City Engineer.

26. The applicant shall obtain approval of the development relative to its effects on wetlands or other natural waterways (if applicable) from the Corps of Engineers and the Idaho Department of Water Resources and/or any other agency having jurisdiction prior to the City Engineer signing the final plat.

27. Basements in homes in the floodplain are prohibited.

28. The Americans with Disabilities Act, Uniform Building Code, Eagle City Code, Eagle Comprehensive Plan, and all applicable County, State and Federal Codes and Regulations shall be complied with. All design and construction shall be in accordance with all applicable City of Eagle Codes unless specifically approved by the Commission and/or Council.

29. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require submittal of an application for modification and approval of that application prior to commencing any change. 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 submits application to the City of Eagle for a change to the planned use of the subject property.

30. No public board, agency, commission, official or other authority shall proceed with the construction of or authorize the construction of any of the public improvements required by the Eagle City Code Title 11A “Land Subdivisions” until the final plat has received the approval of the City Council (ECC 11A-13F-5(A)(2)).

31. Prior to submitting the final plat for recording, the following must provide endorsements or certifications: Owners or dedicators, Registered Land Surveyor, County Engineer, Central District Health Department, Ada County Treasurer, Ada County Highway District Commissioners, City Engineer, and City Clerk.

32. The applicant shall take care to locate and protect from damage existing utilities, pipelines and similar structures. Documentation indicating that “Digline” has performed an inspection of the site shall be submitted prior to the issuance of any building permits for the site.

33. The applicant shall install at the entrance to the subdivision a 4’ x 4’ plywood or other hard surface sign (mounted on two 4”x 4” posts with the bottom of the sign being a minimum of 3-feet above the ground) noticing the contractors to clean up daily, no loud music, and no dogs off leash.

34. Owner shall provide a “Heavy Truck Traffic Plan” to be followed by any vehicle or equipment over 8000 GVWR. The plan shall show all designated routes and hours of operation. The heavy truck traffic routes shall maximize use of highways and major arterials while minimizing use of smaller residential streets. The plan will also cite that compression braking is prohibited everywhere in Ada County. Owner is responsible for communicating the approved plan to all sub-contractors and for monitoring compliance.

35. The applicant shall provide a construction site dust control mitigation plan to be reviewed and approved by staff prior to the issuance of a “Notice to Proceed” with construction letter.
Submitted by:

[Signature]

Michael Williams, CFM
Planner III/Floodplain Administrator

September 9, 2022
Date
LOCATED IN SECTION 14, 15, 22, 23, 24, 26, 27, & 28, TOWNSHIP 5 NORTH,
SPRING VALLEY PHASE 1 SUBDIVISION

AERIAL PHOTO
FOR
CITY OF EAGLE, ADA COUNTY, IDAHO
RANGE 1 WEST, BOISE MERIDIAN

PUMP 1 BOUNDARY

500FT OFFSET
PRELIMINARY PLAT FOR SPRING VALLEY PHASE 1

1. Any re-subdivision of the plat shall comply with the applicable Eagle City Code Title 11A, Subdivision regulations at the time of issuance of the building permit or as specifically subsequent to the plat, revised and approved.

2. Lots shall not be reduced in size without prior approval from the health authority.

3. Rights of Way are dedicated to the public with a separate instrument after roadway construction is complete. All lots in each block are subject to a blanket public utility, drainage, and irrigation easement that will terminate after Rights of Way are dedicated to the public.

4. The subject property falls within the FEMA 1% flood hazard zone. Reference firm panel: Panel #16001C0050H dated February 2, 2003.

5. Any re-subdivision of this plat shall comply with the applicable Eagle City Code Title 11A, Subdivision regulations at the time of issuance of the building permit or as specifically subsequent to the plat, revised and approved.

6. Lots shall not be reduced in size without prior approval from the health authority.

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13. Any re-subdivision of this plat shall comply with the applicable Eagle City Code Title 11A, Subdivision regulations at the time of issuance of the building permit or as specifically subsequent to the plat, revised and approved.

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PRELIMINARY PLAN
FOR
SPRING VALLEY PHASE 1 SUBDIVISION
LOCATED IN SECTIONS 14, 15, 22, 23, 24, 26, & 27
TOWNSHIP 5 NORTH, RANGE 1 WEST BOISE B.M.
CITY OF EAGLE, ADA COUNTY, IDAHO

LEGEND
- Found Section Corner
- Monumentation as described
- Town lot found on site
- Section Lines
- 1/4 Section Lines
- Easement Lines
- Boundary
- Water Line
- Sewer Line
- Easement
- Existing well
- Regional Open Space
- Community Open Space
- Floodplain

MWB HWY 16
AERIE WAY 99-ft FUTURE R.O.W.

PARCEL 15.1
2,990,950
68.66 ACRES

PARCEL 12
2,530,293
58.09 ACRES

POINT NOT FOUND OR SET

LEGEND
- FOUND SECTION CORNER
- MONUMENTATION AS DESCRIBED
- SECTION LINES
- 1/4 SECTION LINES
- EASEMENT LINES
- BOUNDARY
- WATER LINE
- SEWER LINE
- EXISTING WELL
- REGIONAL OPEN SPACE
- COMMUNITY OPEN SPACE
- FLOODPLAIN

WASHINGTON, UTILITY 84780-0577
A Planning and Engineering Firm
Tel (435) 673-8060
Suite 201
2303 N Coral Canyon Blvd
Alliance Consulting
533 East Riverside Drive, Suite 100
Eagle City, Idaho 83616

9-24-21
3001-20
1" = 200'
JHC

Washington, Utah 84780-0577
A Planning and Engineering Firm
Tel (435) 673-8060
Suite 201
2303 N Coral Canyon Blvd
Alliance Consulting
533 East Riverside Drive, Suite 100
Eagle City, Idaho 83616
**CITY OF EAGLE**
660 E. Civic Lane, Eagle, ID 83616
Phone #: (208) 939-0227

**PRELIMINARY PLAT APPLICATION**
*Please call (208) 939-0227 to schedule a submittal meeting and to determine applicable fees*

<table>
<thead>
<tr>
<th>FILE NO.:</th>
<th>FEE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CROSS REF. FILES:</td>
<td></td>
</tr>
</tbody>
</table>

**APPLICANT:**
GWC Capital, LLC  
[ ] Owner  [ ] Purchaser  
PHONE: 1.801.592.6132

**APPLICANT ADDRESS:**
869 N. 1500 W.  
Orem, UT 84057

**APPLICANT EMAIL:**
bcole@gwccap.com

**OWNER:**
GWC Capital, LLC  
PHONE: 1.801.592.6132

**OWNER ADDRESS:**
730 N 1300 W  
Orem, UT 84057

**OWNER EMAIL:**
bcole@gwccap.com

**ENGINEER:**
Alliance Consulting  
PHONE: 435-673-8060

**ENGINEER ADDRESS:**
533 East Riverside Drive, Suite 100  
Eagle City, Idaho 83616

**ENGINEER EMAIL:**
dsh@allianceconsulting.us

**REPRESENTED BY (if different from above):**

**REPRESENTATIVE ADDRESS:**

**REPRESENTATIVE EMAIL:**

**ADDRESS & LOCATION OF SITE:**
SEE ATTACHED LEGAL DESCRIPTION EXHIBIT "A"
Please complete chart: the City limits do not extend to the north, west, and east (BLM)

<table>
<thead>
<tr>
<th></th>
<th>COMP PLAN DESIGNATION</th>
<th>ZONING DESIGNATION</th>
<th>LAND USE</th>
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<tbody>
<tr>
<td>Existing</td>
<td>Eagle Foothills Planning Area</td>
<td>R-1-DA</td>
<td>Grazing/Open</td>
</tr>
<tr>
<td>Proposed</td>
<td>Eagle Foothills Planning Area</td>
<td>R-1-DA</td>
<td>Residential</td>
</tr>
<tr>
<td>North of site</td>
<td>Eagle Foothills Planning Area</td>
<td>County</td>
<td>Grazing/Open</td>
</tr>
<tr>
<td>South of site</td>
<td>Eagle Foothills Planning Area</td>
<td>R-1-DA / County</td>
<td>Grazing/Open</td>
</tr>
<tr>
<td>East of site</td>
<td>Eagle Foothills Planning Area</td>
<td>R-1-DA</td>
<td>Grazing/Open</td>
</tr>
<tr>
<td>West of site</td>
<td>Eagle Foothills Planning Area</td>
<td>R-1-DA</td>
<td>Agricultural</td>
</tr>
</tbody>
</table>

DESIGN REVIEW OVERLAY DISTRICT:  □ DDA  □ TDA  □ CEDA  □ DSDA  ■ No Overlay

SITE DATA: Large Parcel Plat *

<table>
<thead>
<tr>
<th>Total Acreage of Site</th>
<th>1005.54</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Acreage of Land in Contiguous Ownership</td>
<td>5610 contiguous, 6009 in project</td>
</tr>
<tr>
<td>Total Number of Lots</td>
<td>40</td>
</tr>
<tr>
<td>Residential</td>
<td>20</td>
</tr>
<tr>
<td>Commercial</td>
<td>1</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
</tr>
<tr>
<td>Common</td>
<td>19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
</tr>
<tr>
<td>Duplex</td>
</tr>
<tr>
<td>Multi-family</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Acreage of Any Out-Parcels</th>
</tr>
</thead>
</table>

ADDITIONAL SITE DATA:

<table>
<thead>
<tr>
<th>Dwelling Units per Gross Acre</th>
<th>Total Gross Square Footage of Commercial Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>Total Gross Square Footage of Industrial Buildings</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>Total Gross Square Footage of Other Non-Residential Buildings</td>
</tr>
<tr>
<td>Minimum Street Frontage</td>
<td></td>
</tr>
<tr>
<td>Total Acreage of Common Lots</td>
<td></td>
</tr>
<tr>
<td>Percent of Site as Common Area</td>
<td></td>
</tr>
</tbody>
</table>
EXISTING SITE CHARACTERISTICS:
Undeveloped vacant land

Describe On and Off-Site Circulation:
See attached Circulation plan - See attached PUMP #1 Application Narrative Section 4

Describe any Greenbelts:
No existing greenbelts

Describe Open Space Areas (inclusive of proposed amenities):
Regional and community open space - See attached PUMP #1 Application Narrative Section 10

Street Classification:  
[ ] Public  [ ] Private

Justification for Private Streets (if applicable):

Number of Blocks Less Than 500-Feet:

Cul-de-sac Design (if proposed):  
Radius: 50  
Length: 490  
(w/ Emergency Access to Equest Lane)

Type of Sidewalks Proposed (Detached, Meandering, Location, etc.):
Detached, either parallel to curb, or meandering at least 8 feet from curb or 16-ft ditch.
See attached preliminary plat for typical road cross sections

Type of Curbs and Gutters Proposed:
8 inch "A" curb at medians - 24 inch "L" curb along roadways that don't have ditches
See attached preliminary plat for typical road cross sections

Describe Street Lighting (location, type):
As per Statute 11A-3-9 Lighting of the Eagle City Code

Describe Pedestrian Walkways (location, width, material):
Detached 10 foot wide asphalt walkway meandering along Big Gulch Parckway

Describe Bike Paths:
Bike path detached from the road on arterials and in the road asphalt section for the collectors(Big Gulch PKWY)
PUBLIC SERVICES:
Potable Water: □ Available □ Unavailable Agency providing service: City of Eagle Municipal Water Dist.
Irrigation Water: □ Available □ Unavailable Agency providing service: Spring Valley Development
Sanitary Sewer: □ Available □ Unavailable Agency providing service: Eagle Sewer District
Fire Protection: □ Available □ Unavailable Agency providing service: Star Fire Protection District
Street(s) providing access: Aerie Way and Equest Lane

Schools serving this location: Elementary School(s): West Ada County School District
Middle School(s):
High School(s):

SPECIAL ON-SITE FEATURES (Yes or No - If yes, explain):
Areas of Critical Environmental Concern – Yes. HASC identified in the PUMP App. Narrative Section 1f
Evidence of Erosion – No
Fish Habitat – No
Floodplain – Yes. FEMA Floodplain shown on attached Preliminary Plat
Mature Trees – No
Riparian Vegetation – No
Steep Slopes – Yes. Foothills development
Stream/Creek – No
Unique Animal Life – No
Unique Plant Life – No
Unstable Soils – No
Wildlife Habitat – Approved Habitat Mitigation Plan included in Development Agreement.

Application Submittal Requirements

1. ✓ Date of pre-application meeting: September 2, 2021 Note: Pre-application meetings are valid for a period of three (3) months. A submittal meeting is required prior to the cut-off date and receipt of this application. (Application timelines are available in the Planning and Zoning Department or on-line at cityofeagle.org).

2. ✓ A complete Preliminary Plat Application form (it is the applicant’s responsibility to use a current application).

3. ✓ Verification of a neighborhood meeting being held prior to the submittal of this application. The verification shall include the time, date, and location of the meeting, a copy of the letter mailed by the applicant, a copy of the mailing list, and a sign-up sheet from the meeting. Refer to Eagle City Code Section 8-7-8(B)(1) found on application page 6 for noticing requirements and neighborhood meeting requirements.
4. Names and addresses of all adjoining property all property owners and purchasers of record owning property located within the respective radius of the exterior boundary of the application property as set forth in table D-1 below. The addresses shall be submitted to the City on two (2) sets of address labels, and a map showing the addresses in relation to the land being considered shall be submitted.

**Table D-1 – Eagle City Code Section 8-7-8(D)**

<table>
<thead>
<tr>
<th>Application properties zoned:</th>
<th>The notice distance shall be:</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR and RUT</td>
<td>1,500-feet</td>
</tr>
<tr>
<td>A and A-R</td>
<td>1,500-feet</td>
</tr>
<tr>
<td>R-E</td>
<td>1,000-feet</td>
</tr>
<tr>
<td>R-1</td>
<td>800-feet</td>
</tr>
<tr>
<td>All other zones</td>
<td>500-feet</td>
</tr>
</tbody>
</table>

5. Legal description of the property.

6. Copy of Deed.

7. If the signator on this application is not the owner of the property, an original notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application is required.

8. One (1) 8 1/2" x 11" vicinity map.

9. One (1) 8 1/2" x 11" colored aerial photo depicting the proposed site and surrounding area within five-hundred feet (500').

10. One (1) 8 1/2" x 11" copy and one (1) 11" x 17" (if applicable) copy of the proposed Subdivision Fencing Plan and detailed cut-sheets of fencing styles for all common areas (if applicable). Fencing for individual single-family/two-family lots shall be designed in accordance with Eagle City Code Section 9-3-10. N/A

11. One (1) 8 1/2" x 11" site plan showing proposed location of subdivision Cluster Mail Box Units (CBUs). N/A

12. One (1) 8 1/2" x 11" copy of the Streetlight Plan with cut-sheets showing streetlight location, height, wattage, lumen output.

13. Proposed subdivision name approved by County Engineer.

14. In case of developments with slopes of 10% or greater, three (3) 24" x 36" folded copies of the engineering and grading plans in accordance with Eagle City Code Section 9-5-3 shall be provided.

15. In case of developments with water bodies, canals, drainage ditches, or similar, provide a wetlands review letter prepared by the Army Corps of Engineers or other certified contractor.

16. Seventeen (17) full size copies (folded) of the preliminary plat.

The preliminary plat shall outline preliminary engineering construction for streets, water, sewer, streetlights, sidewalks, fire hydrants, and any other public improvements. Plats shall show drainage information, typical street sections, the location of existing buildings, water bodies or courses, existing mature trees (including a notation of respective tree species), and the location of currently dedicated streets at the point where they adjoin and/or are immediately adjacent. Show individual lot areas on the plat.

The preliminary plat shall include the entire area scheduled for development if the proposed subdivision is a portion of a larger holding intended for subsequent development.

17. One (1) 8 1/2" x 11" copy of the preliminary plat.

18. One (1) copy of a pressurized irrigation plan and associated documents (prepared in accordance with the "Pressurized Irrigation Standards" supplemental document available at cityofeagle.org) for any new residential subdivision and/or PUD.

A waiver may be requested for the requirement of the installation of a pressurized irrigation system if any of the situations exist as outlined in Eagle City Code Section 9-4-1-9(C)(2) and documentation is submitted with this application. Any requested waiver must be approved by the City Council.
Provide a written justification for the proposed subdivision addressing the following:

(1) The conformance of the subdivision with the Comprehensive Development Plan;
(2) The availability of public services to accommodate the proposed development;
(3) The continuity of the proposed development with the capital improvement program;
(4) The public financial capability of supporting services for the proposed development; and
(5) The other health, safety and environmental problems that may be brought to the City's attention.

For large-scale developments [incorporating fifty (50) or more lots or dwelling units]:

(6) Identify all public services that would be provided to the development including, but not limited to: fire protection, police protection, central water, central sewer, road construction, parks and open space, recreation, maintenance, schools, and solid waste collection.

(7) Provide an estimate of the public service costs to provide adequate service to the development.

(8) Provide an estimate of the tax revenue that will be generated from the development.

(9) Provide suggested public (or private) means of financing the services for the development if the cost for the public services would not be offset by the tax revenue received from the development.

20. ✓ One (1) georeferenced ArcMap-compatible file, such as a zipped shapefile, of the Plat and/or Site Plan on a CD or USB drive.

21. ☐ Payment of application fees. Please call (208) 939-0227 prior to submittal meeting to determine application fee calculations.

22. ☐ Application submittal meeting date and time: ____________________________.

Submittal meetings are required for all application submittals; meetings must be scheduled a minimum of two (2) business days in advance of the requested meeting date, and are subject to availability on the requested date. Please call (208) 939-0227 to schedule a submittal meeting.

NEIGHBORHOOD MEETING REQUIREMENTS
EAGLE CITY CODE SECTION 8-7-8(B)

B. Neighborhood Meetings: Applicants shall conduct a neighborhood meeting for comprehensive plan amendments, variances, conditional uses, Zoning Ordinance map amendments, and subdivisions. A neighborhood meeting shall not be required for City initiated applications. (Ord. 809, 4-9-2019)

1. Meeting Requirements:
   a. It shall be the sole duty of the applicant to provide mailed written notice, in a form deemed appropriate by the zoning administrator, to all property owners or purchasers of record owning property within the respective radius of the exterior boundary of the application property as set forth in Table B-1 below. Notice by mail shall also be provided to homeowners' associations that are contiguous to the exterior boundary of the application property. Mailed notice to neighborhood associations and any additional area that may be impacted by the proposed change shall be provided as determined by the zoning administrator. The neighborhood meeting written notice shall be provided by mail a minimum of fifteen (15) calendar days prior to the scheduled neighborhood meeting. For application properties which are 500-acres in size or larger, notice of the neighborhood meeting shall be provided to all property owners within the entire city limits.

<table>
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<td>All other zones</td>
<td>500-feet</td>
</tr>
</tbody>
</table>

(Ord. 820, 1-9-2020)
b. The purpose of the neighborhood meeting is for the applicant to provide project information to the property owners or purchasers of record mentioned in subsection B1a of this section. 
   (1) Meetings shall be on a Saturday between ten o'clock (10:00) A.M. and seven o'clock (7:00) P.M., or on a weekday between six o'clock (6:00) P.M. and eight o'clock (8:00) P.M. The meeting shall not be on a holiday, a holiday weekend or the day before or after a holiday or holiday weekend. 
   (2) The meeting shall be held either on the application property, at the nearest public meeting place, or at an office space with suitable meeting facilities if such facilities are within the city of Eagle area of impact boundary. 

c. The neighborhood meeting shall be conducted prior to the submittal of the application. 

d. Application materials shall include a written verification of the neighborhood meeting and a dated copy of notice provided to affected property owners. (Ord. 699, 5-28-2013)

POSTING REQUIREMENTS OF THE CITY OF EAGLE
EAGLE CITY CODE SECTION 8-7-8(E)

Posted Notice: Except as noted within this subsection, any time notice is required under subsection D of this section, the land being considered shall be posted not less than ten (10) days prior to the planning and zoning commission hearing and again not less than ten (10) days prior to the city council hearing. For comprehensive plan land use map amendments and/or zoning ordinance map amendments consisting of changes to more than ten (10) parcels of land posted notice shall not be required unless all parcels under request for amendment are contiguous and if the parcels abut a public right of way. In such cases a minimum of one four foot by eight foot (4' x 8') plywood sign shall be placed adjacent to the right of way. Otherwise, three (3) notices in the official newspaper or paper of general circulation, with the third notice appearing a minimum of ten (10) days prior to the public hearing, shall be published. The notice shall include a six inch by six inch (6" x 6") minimum size graphic representation showing the proposed comprehensive plan land use map or Zoning Ordinance map amendments. Except as noted herein, posting of the property must be in substantial compliance with the following requirements: (Ord. 503, 1-11-2005)

1. Signage Requirements:

   a. The sign(s) shall consist of 4' x 4' plywood or other hard surface mounted on two (2) 4" x 4" posts in such a manner that it is perpendicular to the roadway along which the sign is posted and the bottom of the sign is at least three-feet (3') above the ground.

   b. Centered at the top of the 4' x 4' sign board(s) in six-inch letters shall be the words "Public Notice". In addition, each sign will inform the public of the name of the applicant, and if applicable, the proposed development, the date, time, place, and nature of the public hearing and a summary of the proposal to be considered. Each sign shall be painted white and the letters shall be painted black and shall appear on both sides. An example of this sign is set forth in the following illustration.

   | Size = 6 inches              | PUBLIC HEARING NOTICE                      |
   | Size = 2 inches              | Eagle Planning and Zoning Commission       |
   | Size = 1.5 inches            | THE CITY OF EAGLE will hold a public hearing on May 9, 2002, at 6:30 PM at the Eagle City Hall.|
   | Size = 1.5 inches            | PURPOSE: Annexation and Zoning- You-Name-It Subdivision-Zoning R-4, Subdivision Preliminary Plat, 7.66 acres, 29 lots, single family dwelling, 1 lot open space/drainage w/ landscaped entryway.|
   | Size = 1.5 inches            | LOCATION: SW corner of Second St. and State St. |
   | Size = 1.5 inches            | APPLICATION BY: Average citizen, USA, Inc. |

   c. In lieu of the above conditions, for conditional use permit applications made pursuant to Eagle City Code Section 8-3-2(E) (Mobile Home - temporary living quarters) of this Title only, the sign shall consist of one (1) 11" x 17" sign on paper or other material and lettering sufficient to inform the public of the name of the applicant, and, if applicable, the proposed development, the date, time, place, and nature of the public hearing and a summary of the proposal to be considered.
2. The sign(s) shall be posted on the land being considered along each roadway that is adjacent to it. The signs shall be located on the property outside of the public right-of-way, if they can be so located and remain clearly visible from the roadway; otherwise, the consent of the owner of the right-of-way must be obtained and the sign(s) located therein. Except as noted herein, if the land being considered consists of more than one parcel of record, a sign must be located upon each parcel. The Zoning Administrator, upon finding that adequate notice will be provided, may not require all signs to comply with the size requirements of Subsection 1 above. In the event that the land being considered includes properties with 500-feet or more of road frontage, a sign shall be placed on each end of the property roadway frontage. If this property includes a corner lot, three signs shall be posted, one on the corner and one on each end of the property roadway frontages.

3. The applicant shall submit a certification to the City Clerk no later than seven (7) days prior to the hearing as to what, where, and when sign(s) were posted. Unless the certification is received by such date, the hearing will be canceled.

4. No later than three (3) days after the noticed hearing and any continuation thereof, sign(s) must be removed. A penalty of $25.00 per day shall be imposed against each applicant for late removal of the signs. (Ord. 312A, 2-10-1998)

NOTE:
IF THE CITY COUNCIL OR THE ZONING ADMINISTRATOR DETERMINE THAT ADDITIONAL AND/OR REVISED INFORMATION IS NEEDED, AND /OR IF OTHER UNFORESEEN CIRCUMSTANCES ARISE, ANY DATES OUTLINED FOR PROCESSING MAY BE RESCHEDULED BY THE CITY.

APPLICANT/REPRESENTATIVE MUST ATTEND THE CITY COUNCIL MEETING.

Eagle City Code Section 1-7-4 (A) states, "Fee Schedule Established: The city clerk or their designee, at the time of the filing of a land use application, petition, or receipt of an area of impact referral, shall collect the fee and/or deposit established by resolution of the city council together with a deposit for any direct costs incurred by the city to review such requests by architects, engineers, attorneys, or other professionals necessary to enable the city to process said application, petition, or referral in an informed manner." Direct costs, as underlined in 1-7-4 (A) above, shall be required to be paid by the applicant in a time frame to be determined by the City Policy for Collection and Enforcement of Deposits and Fees for Land Use Action as approved and adopted by the Eagle City Council.

NOTE: The processing of an application shall be delayed or stopped if deposit balances and direct costs are not reimbursed as required in accordance with the adopted policy.

The City does not guarantee acquisition of public services provided by any agency. The developer, property owner and/or applicant of this Preliminary Development Plan and Conditional Use Permit Application for Planned Unit Developments does hereby release and indemnify and hold harmless the City of Eagle from any and all claims, cost, damages, etc., from any individual or organization regarding the acquirement of services which are not affiliated with the City, including but not limited to, central water service, sanitary sewer service, access to public roads and fire protection. "Regulatory Taking Notice: Applicant has the right, pursuant to section 67-8003, Idaho Code, to request a regulatory taking analysis."

Signature of Applicant: __________________________ Date: __________________________

Printed name of Applicant: __________________________ Date: __________________________

City staff comments: __________________________

Signature of receipt by City Staff: __________________________ Date: __________________________
August 31, 2022

Mr. Mike Williams
City of Eagle Planning and Zoning
660 E. Civic Lane
Eagle, ID 83616

Re: Spring Valley Subdivision #1 Preliminary Plat Application – Narrative

Dear Mr. Mike Williams,

The purpose of this letter is to provide a narrative to support the submittal of the Spring Valley Subdivision 1 Preliminary Plat (Large Lot Plat). This Preliminary Plat application is the next step since Planning Unit Masterplan #1 (PUMP #1) was approved by the City of Eagle and is being submitted in accordance with Title 11a of the City of Eagle Code. Additional information and exhibits illustrating the detailed land use, transportation, utility, open space, and public uses for the area included in the plat application can be found in the PUMP #1 application and approval. A short narrative to accompany the Spring Valley Subdivision #1 Preliminary Plat application is provided below.

Project Narrative:

Developer and Applicant: GWC Capital, LLC
730 North 1500 West, Orem Utah
Attn: Brook Cole, Project Manager
801-592-6132
bcole@gwccap.com

Land Planner: Langvardt Design Group
336 West Broadway, Suite 110
Salt Lake City, UT 84101
Attn: Eric Langvardt
801-505-8090
eric@langvardtdesigngroup.com

Engineer: Alliance Consulting
2303 N. Coral Canyon Blvd, Suite 201,
Washington, UT 84780
Attn: Deloss Hammon
435-673-8060
DSH@allianceconsulting.us

Purpose of the Proposed Subdivision

- The Spring Valley project includes 6,017-acres of land located in the Eagle City foothills. This is a comprehensive master planned community development which will be developed over a 20-to-30-year timespan and may include up to 7,160 residential units and 1,000,000 square feet of mixed-use commercial uses. The land was formally owned and entitled by M3 Eagle, LLC. The property was acquired, with an assignment of all previous Development Agreement entitlements, Community Infrastructure District entitlements, and utility provider agreements, from M3 Eagle, LLC by GWC Capital, LLC in March 2021.

- The vision for the Spring Valley project is to create a comprehensive master planned community designed to provide:
  - a variety of housing product types
- create neighborhood and community centers that provide a variety of active and passive recreational amenities
- mixed-use commercial areas with vertically and horizontally integrated retail, office, commercial, and residential uses
- land for public and educational facilities
- park and regional trail networks that are integrated into Eagle City’s overall recreational plan for the foothills area

- Planned Unit Master Plan #1 (PUMP #1), which incorporates the Subdivision #1 Preliminary Plat area, has been approved by the City of Eagle. PUMP #1 included about 1,005 acres and 2,199 residential units with 150,000 SF of retail and associated public facilities. Please reference the PUMP #1 narrative and documentation for additional, more detailed, information regarding the planned uses, infrastructure, and compliance with the development agreement.

- The Spring Valley Subdivision #1 Preliminary Plat is intended as a super pad/large parcel preliminary plat in compliance with Title 11A Chapter 13 of Eagle City Code. Developer understands super pads/parcels are not considered buildable lots until re-platted and reviewed for compliance with Title 11A Chapter 13 of Eagle City Code. The plat includes:
  - 733.49 acres in super pads/large parcels for, a well site, booster pup site, WWTP, 2,199 residential units and 150,000 square feet of mixed-use commercial space,
  - 12.03-acre parcel set aside for an elementary school, if determined by the West Ada School District that a school site is needed OR a library, trailhead or other public facility uses as determined by Eagle City OR for Master Community Home Owners Association Uses. No residential uses will be permitted on this parcel.
  - 176.05 acres of Reginal Open Space
  - 48.78 acres of Community Open Space, Trail Ways and Parks

- The super pads/large parcels will be developed in multiple phases. The community’s pattern of development is anchored by a large linear regional park and multi-use trailway system running the length of the Big Gulch land feature referenced herein as the “Big Gulch Greenway”. The master community roadways, utilities, and adjacent community open space/recreational areas to support the super pads/parcel in-tract local roadways, utilities, parks, and recreational amenities will be construction by the applicant and anticipate being completed in the following manner:
  - **Phase 1 (anticipated completion 4th Quarter 2023):**
    - WWTP Plant, two wells, two water tanks, and Big Gulch CLMOR and LMOR.
    - Aerie Way Road from Highway 16 through the roundabout to entry point.
    - Linder Road from the roundabout to the intersection with Road A.
    - Road A from the intersection of Linder Road to the terminating point at the WWTP.
    - Equest Road emergency/maintenance access connection from Highway 16 to connection point with Road A

**Municipal Public Water System Lots**

There are two parcels being created to support the City of Eagle Water public water system; Municipal Well #2 (Lot 52 Block 1) and the Booster Station (Lot 49 Block 1). The improvements associated with the construction of the well house and booster station will be completed as part of the initial phase of the project. Per the development agreement, once these improvements are completed and accepted by the City of Eagle Water Department – ownership of the associated lots will be transferred to the City of Eagle through the final plat. The intent for the ownership of these lots to be transferred to the City of Eagle is noted on the preliminary plat. An access easement has been provided to the lot with the preliminary plat. It is anticipated that as part of a future subdivision this lot will be accessible by public street.

**Wastewater Treatment Plant Lot**
Included in the proposed preliminary plat is the creation of a parcel for the Waste Water Treatment Plant (Lot 1 Block 1). Per the agreement with Eagle Sewer District, the approved wastewater treatment plant will be constructed as part of the first phase of the project. Once the WWTP improvements are complete by the developer and accepted by ESD, ownership of Lot 1 Block 1 will be transferred to ESD via the final plat. The intent for this lot to be used for the WWTP and transferred to ESD is noted on the preliminary plat.

**Future Right-of-ways**

To facilitate the development of the project, future ROW corridors for collectors and arterials have been identified. The preliminary plat anticipated seven (7) lots that represent the future roadways ROW. The geometry of the future ROW has been developed in conjunction with ACHD and construction drawings are being developed for the arterials and collectors. Construction of the arterials and collectors will be completed as part of the first phase of the project. When the road improvements are complete and accepted by ACHD, these lots will be dedicated to ACHD as public ROW via the final plat or other appropriate instrument. It should be observed that the preliminary plat notes a blanket utility and drainage easement for the future roadway lots. These easements will cease when the roadways are dedicated to ACHD and the typical franchise agreements and necessary easements will be noted on the final plat.

**Preliminary Plat Site Data:**

<table>
<thead>
<tr>
<th>Total number of lots:</th>
<th>53</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Open Space Lots:</td>
<td>14 Includes potential school sites, landscape buffer areas, and community centers</td>
</tr>
<tr>
<td>Community Open Space Lots:</td>
<td>7 Includes public trailways, community parks, greenways, and other amenities.</td>
</tr>
<tr>
<td>Future Roadway Lots:</td>
<td>7</td>
</tr>
<tr>
<td>Buildable (for re-subdivision):</td>
<td>25</td>
</tr>
</tbody>
</table>

Please don’t hesitate to let me know if you have any questions or concerns. Thank you for your efforts in moving this application forward.

Respectfully Submitted,

James Hammon
Project Manager
Alliance Consulting

On behalf of:
Brook Cole
Project Manager
GWC Capital, LLC
May 4, 2022

Mr. William E. Vaughan, AICP
City of Eagle Zoning Administrator
660 E. Civic Lane
Eagle, ID 83616

Daniel Miller
Planner II
660 E. Civic Lane
Eagle, ID 83616

Nichol Baird Spencer, MCRP
Director of Long-Range Planning & Projects
660 E. Civic Lane
Eagle, ID 83616

Re: Spring Valley Planning Unit Master Plan #1 Submittal Revisions

Dear Mr. Vaughan, Mr. Miller and Ms. Baird Spencer:

This letter is being sent to you to confirm GWC’s request to reduce the number of residential units in the Southwest Planning Area to 449 from 450 as was amended in the approved in the City Council’s motion to approved PUMP #1 during their April 26, 2022. Revisions where this change affects the project narrative are included in redline format below and along with updated Exhibits A-2, D1, D2, D3, D4, D5, E and Q1 showing the reduction in residential units in the Southwest Planning Area being reduced to 499 and the overall PUMP #1 density revised to 2,199 units. The acreage for PUMP #1, the amount of open space acreage, and the amount of preserved HASC area does not change. The one residential unit reduction in the Southwest Planning Area will be accomplished by removing one SFA Type of lot from large lot/super parcel Lot 3. The one residential unit being removed was not adjacent to open space and the lot adjacency open space calculations will be adjusted up slightly by .10% from the previous calculation of 73.5% to 73.6% to reflect this one residential unit change.

GWC Capital, LLC is pleased to provide amended exhibits and corresponding narrative addressing staff review of the Spring Valley Planning Unit Master Plan #1 (“PUMP #1”). These enclosed submittal materials are in accordance with Eagle City Code 11-4-74, Subsection C, Planning Unit Master Plan Application. The enclosed narrative and attached exhibits illustrate what portion of land within the overall Spring Valley project is included in this PUMP #1 boundary, the composition of land uses, infrastructure needed to support the proposed uses, community recreational amenities, public facilities, and phasing in which the improvements are anticipated to be completed.

This submittal structure first notes the information as requested in the Planning Unit Master Plan Application in italicized text followed by either a written explanation or reference to an exhibit graphically illustrating the requested information.

1. Project Narrative:
   a) Developer and Applicant: GWC Capital, LLC
      730 North 1500 West, Orem Utah
      Attn: Brook Cole, Project Manager
      801-592-6132
      bcole@gwccap.com
b) Ownership:

- See attached Exhibit A3 for the special warranty deed which includes all of the Spring Valley property in the name of GWC Capital, LLC
- See attached Exhibit A4 for Title Insurance Report
- See attached Exhibit A5 for Legal Description for PUMP #1 area

c) Brief description of the project that also describes a history of previous project applications:

- The Spring Valley project includes 6,017-acres of land located in the Eagle City foothills (see attached Exhibit A1). This is a comprehensive master planned community development which will be developed over a 20-to-30-year timespan and may include up to 7,160 residential units and 1,000,000 square feet of mixed-use commercial uses. The land was formally owned and entitled by M3 Eagle, LLC. The property was acquired, with an assignment of all previous Development Agreement entitlements, Community Infrastructure District entitlements, and utility provider agreements, from M3 Eagle, LLC by GWC Capital, LLC in March 2021.

- The vision for the Spring Valley project is to create a comprehensive master planned community designed to provide:
  - a variety of housing product types
  - create neighborhood and community centers that provide a variety of active and passive recreational amenities
  - mixed-use commercial areas with vertically and horizontally integrated retail, office, commercial, and residential uses
  - land for public and educational facilities
  - park and regional trail networks that are integrated into Eagle City’s overall recreational plan for the foothills area

- The Spring Valley project is divided into five (5) planning areas: Big Gulch, Northern Residential, Southern Residential, Southwestern Residential, and Highway Mixed- Use. Each is a “Planning Area,” and collectively referred to herein as “Planning Areas.” Each Planning Area’s pattern of development responds to its natural land features by locating uses and their intensity of use in appropriate locations based upon:
  - suitable topography
  - location within the overall Spring Valley project
proximity to existing and planned transportation and pedestrian corridors

creating commercial, employment, and recreational use centers centrally located within the project to enhance vehicular trip capture rates

providing a variety of housing, employment, and recreation options to create a true live/work environment

providing for regional and community open space

providing public facility sites for schools, police, fire, Emergency Medical Services (“EMS”), library, parks, and other civic uses

PUMP #1 includes 1,005.91 acres of land located in portions of the Big Gulch, North Residential, Southern Residential, and Southwestern Planning Areas as illustrated in Exhibit A2. Development with PUMP #1 includes:

- 686.16 acres in super pads/large parcels for 2,199 residential units and 150,000 square feet of mixed-use commercial space,
- 12.10-acre parcel set aside for an elementary school, if determined by the West Ada School District that a school site is needed OR a library, trailhead or other public facility uses as determined by Eagle City OR for Master Community Home Owners Association Uses. No residential uses will be permitted on this parcel.
- 2 potential fire, EMS or police station sites that could be up to 1 acre in size
- 2 potable well and 2 potable tank sites
- 1 electrical power substation site and 1 gas service regulator station site
- 332.09 acres of Reginal Open Space
- 172.98 acres of Community Open Space, Trail Ways and Parks

- Previous entitlement and approvals for the Spring Valley project completed by the previous owner (M3 Eagle, LLC) include:
  - Spring Valley Pre-Annexation Development Agreement RZ-19-06 (“PADA”), adopted by the City in November 2007
  - The Eagle City Council approved Hillside and Grading Standards (RZ- 19-06 MOD1) on November 24, 2009
  - Community Infrastructure District amended in April 2012
  - Conditional Letter of Map Revision (“CLOMR”) from the Federal Emergency Management Agency (“FEMA”) on February 17, 2009 (An amendment was submitted in March 2013, and was approved by FEMA on November 8, 2013)
  - The overall project-wide Habitat Mitigation Plan was approved by the City Council on January 11, 2011
  - The Eagle City Council approved an amended and restated development agreement for Spring Valley (RZ- 19-06 MOD2) on January 14, 2014, herein referred as “DA”
  - The City council approved the Spring Valley Development Standards on January 14, 2014, and by the adoption of Ordinance 710, established Eagle City Code Title 11 -15 Planned Developments, Chapter A—Spring Valley
  - The former M3 Eagle, LLC owners, initial 722.4-acre PUMP No. 1 was submitted and approved in September 2014 by Eagle City Council which included 232 acres
to be immediately developed, 400 acres for future development, and 90.4 acres for a wastewater and reuse site

- Spring Valley Subdivision No.1 Preliminary Plat (PP-06-12) was submitted and approved by Eagle City Council in November 2014 containing 217 lots (190 residential lots, 1 wastewater treatment lot, 1 domestic well, 22 common lots, and 3 future super parcel lots)
- Spring Valley Subdivision No. 1 Preliminary Plat Extension of Time (PP-06-12) was requested and approved by City Council in November 2017
- Spring Valley Subdivision No. 1 Preliminary Plat Extension of Time expired in November 2018

d) The PUMP is consistent with the existing and planned uses outlined in the PADA and the Spring Valley Master Plan. If the PUMP is not in substantial conformance with any component of the Spring Valley Master Plan, an amendment of the nonconforming component of the Master Plan shall be submitted contemporaneously with the PUMP application.

- The development plan for PUMP #1 conforms to and is consistent with the previously approved PADA and Spring Valley Master Plan’s vision, guiding elements, land planning, and engineering principles. There are no amendments being requested for nonconforming components.
- Opens Space areas, Neighborhood Centers, Public Facility sites, Community Parks, Neighborhood Parks, etc. uses as described and depicted in the Spring Valley Development Agreement and its accompanying Conceptual Master Plans are included in the PUMP #1 development plan. However, the location for some of these elements have been adjusted, as the Development Agreement contemplated would be case and allows for overtime. Adjustments in the location of certain elements are being proposed to better utilize the existing landform that is suitable for a particular use, to reflect existing market conditions and anticipated public facility needs at this time.
- The following Spring Valley Master Plan elements incorporated in PUMP #1’s development plan and any adjustment to their location from where they were previously shown on the conceptual master plans include:
  - The community’s pattern of development is anchored by a large linear regional park and multi-use trailway system running the length of the Big Gulch land feature referenced herein as the “Big Gulch Greenway”.
  - The highest intensity of residential uses/product types and mixed commercial/retail uses are located along the Big Gulch Greenway in one large Neighborhood Center encompassing all or portions of lots 17, 19, 31, 32, 33, 38, 39, 40, 42, 44, 45, 46, 47, 52 and 55. A large master community association clubhouse, public trailhead and outfitter/retail space anchors this Neighborhood Center’s western edge in Lot 19. Stacked residential and mixed commercial uses are located in lots 40 and 42 adjacent to the neighborhood park and regional open space to anchor the Neighborhood Center’s eastern edge. The land surrounding and located between these two anchors incorporates the historical grided street pattern of a typical town center. This large Neighborhood Center is centrally positioned within the overall Big Gulch valley and overall project boundary (located within the Big Gulch Planning Area east and west of Linder Road and south of Aerie Way and in a portion of the Southern Valley Development Parks, Neighborhood Parks, etc. Opens Space areas, being requested for nonconforming components.

PAGE 4
Planning Area located west of Linder Road and south of Aerie Way) and is intended to be expanded further to the east in future PUMP plans as the project develops. The previous conceptual master plan had identified a neighborhood center in this general area (Big Gulch Planning Area) along with an isolated Neighborhood Center placed in the Southwest Planning Area located on a hillside that is less suitable in to build upon and geographically disconnected form the greatest number of users and uses. This isolated Neighborhood Center in the Southwestern Planning Area has been relocated eastward to adjoin the Big Gulch Neighborhood Center to form a larger Neighborhood Center which will create a centrally located Town Center for the overall project. The combined Neighborhood Center as proposed is now all located within the Big Gulch Planning Area with a small portion in Southern Planning Area near the intersection of Linder Road and Road A.

- The intensity of residential densities and product mix diversity decreases as the distance from this centrally located Neighborhood Center area increases moving westward toward Highway 16 in the Southwestern Planning Area and to the north on the hillsides in the Northern Planning area. The portion of land directly south and east of the Neighborhood Center, in the Big Gulch and Southern Planning Areas, adjacent to the Bureau of Land Management ("BLM") land will be preserved as Regional Open Space and will contain a community park providing access to the Regional Open Space and potential future trail connections to the BLM land if approved by the BLM.

- Distinct neighborhoods surrounding the Big Gulch Greenway contain a variety of residential product types sized and placed based on their suitable and intensity of use/density with regards to fit into the natural terrain/topography. These neighborhoods will be interconnected through a series of local streets and pathways and take on a less formal street pattern to conform to topographic conditions where needed.

- Land located to the west of the Farmers Union Canal, in the Southwestern Planning area, is not included in PUMP #1. See Exhibits D1-D5 for further land use designations for PUMP #1 and for the land area contained in PUMP #1 for each Planning Area.

- The residential densities allocated to each Planning Area are consistent with the overall Spring Valley targets and maximum density allowed for each Planning Area as outlined in the Development Agreement. The following table summarizes the residential units allocated to each Planning Area from PUMP #1 compared to the number of residential units and non-residential acres allowed in the Spring Valley Master Plan and calculates the remaining allowable density remaining for each Planning Area.

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Maximum Density Allowed (Units)</th>
<th>PUMP #1 Density (Units)</th>
<th>Remaining Density (Units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern Planning Area</td>
<td>307.92</td>
<td>449</td>
<td>1</td>
</tr>
</tbody>
</table>

PUMP #1 Density Summary Table
- The non-residential space located in the Neighborhood Center (in the Big Gulch Planning Area on Lots 40 and 42) contains 8.5 acres and up to 150,000 square feet. This non-residential density will include mixed-use commercial, office and retail uses and associated parking. Additional non-residential space is intended to be added to future Neighborhood Centers in subsequent PUMP plan submittals going north and eastward in the Big Gulch planning area.

- 12,500 linear feet of the Big Gulch Greenway multi-use trail, which is ultimately planned to connect from State Highway 16 (SH-16) to Willow Creek Road, will be completed in PUMP #1 as depicted in the Parks, Trails and Open Space Plan, Exhibit P. The Big Gulch Greenway and surrounding open space areas will include a hierarchy of trails and sidewalks/pathways connecting to adjacent neighborhoods, active recreation amenities and passive open space areas. The Big Gulch Greenway and its multi-use trail will serve as the main pedestrian point of access connecting adjacent neighborhoods, the potential future elementary school, public trailhead, various community and neighborhood parks, and the Neighborhood Center together. The Big Gulch Greenway is open for public use and will be owned and maintained by the Spring Valley Property Owner’s Association (“SVPOA”) until such time as either (i) Eagle City creates a regional recreation district or (ii) a recreation district is created by the Spring Valley Community Infrastructure District. When a regional recreational district is formed, the Big Gulch Greenway will be dedicated to the regional recreation district. It is understood that the SVPOA will continue to provide long term financial support for operation and maintenance of regional recreation district facilities proportionate and commensurate with regional recreation district policies.

- There are approximately 505.07 acres of land designated as Regional Open Space and Community Open Space. This acreage is a combination of Habitat Areas of Special Concern (HASC) preservation land, rehabilitated HASC lands, land for community, neighborhood and pocket parks, and the floodplain/riparian corridor. The overall open space provided within PUMP #1 equals 50.2% of the total land acreage in PUMP #1. This exceeds the 20% minimum requirement and the 40% open space targeted goal for the overall project. Previous conceptual plans had depicted a part of a golf course and winery to be located on a portion of land located in the vicinity of Lot 25 in the Northern Planning Area. These uses are not included in PUMP #1, but are still anticipated to be included within the overall project and will be located further to the north and east in the Northern Planning Area.
• The PUMP #1 plan includes a variety of residential housing types including detached and attached single family, medium to large estate lots, and integrated stacked residential units in the Neighborhood Center.

• There are two large Community Parks, four Neighborhood Parks and several pocket parks in PUMP #1. These parks will be owned and maintained by the SVPOA to provide a variety of active and passive recreational spaces for the residence and guests of Spring Valley. The parks are located throughout PUMP #1 to provide convenient access to all residents that include:
  - Lot 19 - 21.17-acre Community Park
  - Lot 35 - 69.85-acre Community Park
  - Lot 6 - 3.59-acre Neighborhood Park
  - Lot 23 - 5.71-acre Neighborhood Park
  - Lot 24 - 6.72-acre Neighborhood Park
  - Lot 45 - 3.72-acre Neighborhood Park
  - 5 pocket parks within individual neighborhoods of various sizes

• Lot 13 is 12.10 acres and set aside for Public Facility uses which could include an elementary school as determined by the West Ada School District OR a library, trailhead or other public facility uses as determined by Eagle City OR by the Master Community Homes Owners Association. At this time, the Ada County School District does not need a school site located in Spring Valley project based on their very low current student generation rate of 0.5 per household nor does the school district anticipate needing a high school site as previously conceptually located on Lot 22 in the Northern Planning Area. As the foothills region continues to be developed and if and when additional public facilities including school sites are needed and determined to be best located within the Spring Valley project, the Developer will work with West Ada County School District and the City of Eagle to plan for these needs in future PUMP Plans.

• Two potential fire, EMS and/or police service station sites, consisting of up to 1 acre each, are identified and will be dedicated to either the Middleton/Star Fire District, Eagle Fire District, or Eagle City for these particular uses. Dedication of land and financial support as required in the Development Agreement to equip the fire facilities will be provided at a time when the service provider requests the parcel of land to be donated and the equipment is needed.

   e) A tabulation of proposed residential units and non-residential acres in the Planning Unit compared to the number of units and non-residential acres allowed in the Spring Valley Master Plan and the applicable Planning Area in which the PUMP is located, including cumulative totals approved in connection with previous PUMPs. Such tabulation shall show the trend toward achieving the Planning Area requirement that fifty percent (50%) of all dwelling units in the Planning Area, sixty-five percent (65%) of all single-family detached lots less than five thousand (5,000) square feet in the Planning Area, and fifty percent (50%) of all single-family detached lots less than eight thousand (8,000) square feet in the Planning Area, will abut some form of Open Space.

• See Exhibit Q1 – Lot Open Space Adjacency Plan and the Lot Open Space Adjacency Table below illustrates how the proposed residential lot layouts in
PUMP #1 intend to meet the Lot Open Space Adjacency trending pattern or exceed the minimum requirements.

- Note: The lot open space adjacency calculations use the Eagle City Code and Ordinance 710 definitions for Open Space Adjacency.
- Minimum Open Space requirements shall be recorded for each residential land use Parcel within the PUMP #1 boundary. The Master Developer will review proposed site plans, preliminary plats, and final plats to ensure that proposed percentages of lot open space adjacency trends are achieved.

Lot Open Space Adjacency Table

<table>
<thead>
<tr>
<th>Total Dwelling Units</th>
<th>Required Overall Open Space Adjacency (%)</th>
<th>Required Overall Open Space Adjacency (Units)</th>
<th>Overall Open Space Adjacency Provided (%) in PUMP #1</th>
<th>Overall Open Space Adjacency Provided (Units) in PUMP #1</th>
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</thead>
<tbody>
<tr>
<td>2,199</td>
<td>50.0%</td>
<td>1,100</td>
<td>73.58%</td>
<td>1,618</td>
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<table>
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<tr>
<th>Single Family Detached Lots &lt; 5,000 SF</th>
<th>Required Overall Open Space Adjacency (%)</th>
<th>Required Overall Open Space Adjacency (Units)</th>
<th>Overall Open Space Adjacency Provided (%) in PUMP #1</th>
<th>Overall Open Space Adjacency Provided (Units) in PUMP #1</th>
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<tr>
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<td>65.0%</td>
<td>172</td>
<td>68.94%</td>
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<table>
<thead>
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<th>Single Family Detached Lots &lt; 8,000 SF</th>
<th>Required Overall Open Space Adjacency (%)</th>
<th>Required Overall Open Space Adjacency (Units)</th>
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<th>Overall Open Space Adjacency Provided (Units) in PUMP #1</th>
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<tr>
<td>918</td>
<td>50.0%</td>
<td>459</td>
<td>66.1%</td>
<td>607</td>
</tr>
</tbody>
</table>

f) A tabulation of the constrained (pre-mitigation) and unconstrained (post-mitigation) acreage for the PUMP and the Planning Areas.
- See Exhibit T - Constrained Lands Plan and the Tables below for tabulations.

<table>
<thead>
<tr>
<th></th>
<th>Pre-Mitigation Floodplain Area</th>
<th>Post-Mitigation Floodplain Area</th>
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g) A vicinity map at a scale approved by the Administrator showing the relationship of the PUMP to the Spring Valley Master Plan and Eagle Comprehensive Plan.

- See Exhibits A1 Regional Vicinity Map and Exhibit A2 Planning Area Vicinity Map

2. Economic Impact Analysis:

a) An Economic Impact Analysis & Demographic Forecast, dated October 25, 2006, and revised July 2007, by Idaho Economics was provided to the City in connection with the 2007 approval of Spring Valley. Thereafter, an update to the Economic Impact Analysis shall only be required with a PUMP application if a substantial change is proposed for the Spring Valley Master Plan such as an increase in the maximum density in Spring Valley.

- An update to the Economic Impact Analysis prepared by Zions Bank Public Finance, was provided separately to the City on April 6th, 2021. At the request of the City, an Updated Economic Impact Analysis using Eagle City’s approved land use values and Fiscal Impact Tool land absorption category classification table was submitted on July 21, 2014 and is attached as Exhibit A6 and Exhibit A7.

- The updated Zions Bank Public Finance will be evaluated through Eagle City’s Fiscal Impact Tool.

3. Planning Unit Master Land Use Plan - See Exhibits D1– Overall Land Use Plan for PUMP #1 and Exhibits D2-D5 for each individual Planning Area providing the requested information for items a, b, c, d, e, and f below.

a) A land use plan on a minimum sheet size of 11” x 17” but not greater than 24” x 36” at a scale appropriate to the sheet and legible enough to read all details and containing the following:

b) The Title block should be located in the lower right-hand corner along with the date of preparation, owner's name, address and phone number, and the name, address and phone number of the person(s) or firm(s) preparing the land use plan.

c) The name of the proposed Planning Unit.

d) North arrow and the scale of the drawing.
e) Location and acreage for each development parcel within the Planning Unit. Land use districts will be identified with different colors. Superpad/large parcels may be identified on the land use plan.

f) A summary table describing the land use, number of acres and/or units for each development parcel.
   - See Exhibit V – Spring Valley Master Developer Parcel Inventory Map

g) Existing and proposed arterial and collector streets,
   - See Exhibits D1-D5 and Exhibit F

h) Topography at 2-foot or other appropriate intervals referenced to a U.S.G.S. standard. This information could be shown on a separate exhibit.
   - See Exhibit B – Existing Topography.

i) Existing topographic characteristics showing slopes over 25% and the location and acres for development to be graded pursuant to the Grading Guidelines and Hillside Development Standards. This information may be shown on a separate exhibit and may be combined with the submittal listed immediately above.
   - See Exhibit C – Slope Analysis

4. Planning Unit Master Street & Circulation Plan - See Exhibit F and Exhibit G – Street and Circulation Plan and Street Sections providing the requested information unless noted differently below for:

a) A plan showing the arterial and collector roadway network.

b) A street and circulation phasing plan.

c) A Traffic Impact Study (TIS) of the Ada County Highway District (“ACHD”) traffic system within the PUMP and ITD traffic system adjacent to the PUMP for compliance with the Master Traffic Study and the ACHD Northwest Foothills Transportation Study.
   - The Traffic Impact Study (“TIS”) was delivered on May 24, 2021 separately to Eagle City, ACHD and ITD by Kittleson & Associates. The TIS was technically accepted and deemed in compliance without any additional comments by ACHD as noted in an email response from Paige Bankhead, dated November 10, 2021 and separate compliance review letter sent to Eagle City by Mindy Wallace. The TIS was accepted by ITD with comments in a letter dated January 24, 2022 addressed to John Ringert with a copy sent to Eagle City.

d) A narrative or evidence showing how this component of the PUMP #1 complies with the Spring Valley Master Streets & Circulation Plan with reference to traffic volumes associated with previously approved PUMP(s). The narrative shall include a description of the location of private roads and the number of residential units served by such private roads.
   - Master Streets & Circulation Plan information illustrating how PUMP #1 complies with the Spring Valley Master Streets and Circulation Plan includes the following roads to be developed in phases and sized as outlined in the TIS:
     - Aerie Way (serving the first 500 residential final platted units) is a new northern corridor minor arterial road beginning at SH-16, near mile marker 104, traversing eastward through the BLM land into the Spring Valley project.
will be the initial point of access. Eventually, Arie Way, through multiple build-out phases in subsequent PUMP plan submittals, will be extended to Willow Creek Road and ultimately, in conjunction with other land owners, connect to Highway 55.

- **Linder Road Extension** (to be built when final platted residential units require a second point of access per ACHD policy) is a new minor arterial road that will be extended from its current terminating point at Homer Road through private property and BLM land northward to the Spring Valley project boundary. The portion of Linder Road (minor arterial) located within the Spring Valley project boundary starting at the intersecting roundtable with Aerie Way going southward to the Road A intersection will be completed in Phase 1.

- **Road A** (to be completed in Phase 1) a new collector road running from an intersecting point with Linder Road and will be constructed westward from this point its terminus at the wastewater treatment facility.

- **Equest Lane**, is an existing rural gravel road that will remain the point of access for the existing residential homesites located west of the Union Canal. This gravel road will be extended eastward to the wastewater treatment facility (to be completed in Phase 1). Equest Lane will be maintained by the SVPOA, at an emergency/secondary access road standard, to provide ingress/egress for emergency services and for public facility maintenance access if and when needed. The current Equest Lane road and intersection with Highway 16 will not be used as a public road access point or connecting route to serve PUMP #1 regular traffic access.

- Linder Road and Aerie Way are planned as future Minor Arterials as shown in the COMPASS 2040 Functional Classification Map. Due to the limited access permitted on the Linder Road extension through the BLM parcels, the Linder Road extension segment from Homer Road up to the intersection with Road A is being proposed as a two-lane minor arterial. The Linder Road extension will be widened to three lanes from the intersection with Road A up to the roundabout intersection with Aerie Way. Aerie Way is proposed as a 5-lane minor arterial from its starting point at its intersection with SH-16 and runs easterly through the project to and eventually through to Willow Creek Road as part of future PUMP applications and phases. The proposed number of lanes and designation for Aerie Way is consistent with the COMPASS 2040 expectations and anticipated traffic projections.

- As previously noted, the existing Equest Lane connection at SH-16 is anticipated to be used as an emergency access/maintenance route from SH-16 up to the vicinity of the wastewater treatment facility. This segment of Equest Lane would consist of an all-weather gravel road of appropriate width and construction to facilitate emergency resources and maintenance vehicles as well as to continue serving the existing homesites that are currently served from Equest Lane. As indicated in **Exhibit F** starting in the vicinity of the Wastewater Treatment Plant (WWTP), to about 1,700 ft east of the WWTP, Road A is proposed to consist of a two-lane paved road with a local street designation. Starting at this point, continuing eastward, Road A will transition into a divided median collector road up to the intersection with Linder Road.

- The land west of the existing Farmers Union Canal is not included in the PUMP #1 boundary. No new residential units are proposed in this area. Control barriers will be installed at the end of Equest Lane, on east side of the canal near the wastewater treatment facility, to prevent public traffic from accessing the PUMP #1 area.

- All roads and alleys in PUMP #1 will be designated as public local roads and shall comply with the roadway typology requirements of the Development Agreement as
depicted in Exhibit G. The road design standards and construction specifications will be in compliance with approved ADA County Highway Department (“ACHD”) standards. The proposed Street and Circulation Plan shown in Exhibit F is consistent with the Master Street & Circulation Plan for the project that is contained in the Development Agreement.

- **Phased Street and Circulation Improvements** - The TIS for PUMP #1 prepared by Kittleson Associates incorporated the overall anticipated density and uses proposed for PUMP #1 and reviewed any offsite impacts to the existing Idaho transportation Department (“ITD”) and ACHD circulation systems. The TIS recommends a phased approach to onsite street and circulation system improvements as PUMP #1 is developed and will be built according to the TIS in consultation with ACHD.
  - Phase 1 - The first phase of development within PUMP #1 access will be provided by Aerie Way. Following the final platting and recording of the first 500 residential lots, the Linder Road Extension or other secondary point of access will be completed in conjunction with subsequent final plats of 501 or more residential lots in PUMP #1 being recorded.

- **Right-of-Way Grants** have been obtained for the road and trail segments of Linder Road and Aerie Way which cross through the Bureau of Land Management parcels. These Right of Way Grants are:
  - IDI-35854
  - IDI-36222
  - IDI-37523
  - IDI-37524

5. **Planning Unit Master Potable Water Plan** - See Exhibit H and Exhibit I – Master Potable Water Plans providing the requested information unless noted differently below for:

   a) *An updated Spring Valley Water Facility Plan will be provided if the PUMP application requires modifications to the existing Spring Valley Water Facility Plan. If the municipal transmission potable water system complies with the existing Spring Valley Water Facility Plan, an update is not necessary.*

   b) *A plan showing the location and size of municipal transmission potable water system components, including both on- and off-site (that is, outside of the Planning Unit) municipal water mains (that is, not service lines), municipal wells, pump stations, pressure reducing stations and storage facilities needed to serve the Planning Unit.*

   c) *A phasing plan for the construction of the necessary municipal transmission potable water system.*

   d) *A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Water Facility Plan and the Spring Valley Reasonably Anticipated Future Need “RAFN” water right.*

- Master Potable Water Plan information illustrating how PUMP #1 complies with the Spring Valley Master Potable Water Plan includes:
  - The master potable water plan for PUMP #1 is consistent with the existing approved Spring Valley Water Facility Plan with a few minor modifications. The minor modifications to the Spring Valley Water Facility Plan were
reviewed and approved by Eagle City Water Department and Eagle City’s Engineer. A revised Preliminary Engineering Report for the Spring Valley Water Facility Plan was submitted to DEQ on July 1, 2021 for review and approval. The minor modifications to the Spring Valley Water Facility Plan include:

- Given the varied terrain in the PUMP #1 area, the potable water system has been divided into two (2) water service pressure zones. The water service pressure zones will include the 2875 and 3005 zone. As illustrated in Exhibit H, the master potable water infrastructure serving PUMP #1 will be constructed in one phase consisting of two municipal wells, and two one-million-gallon concrete storage tanks. Tank #1 will service the 2875 pressure zone and Tank #2 will service the 3005 pressure zone. The source for the potable water will be provided from two previously approved and constructed municipal wells that are located within PUMP #1. The water from the wells will be pumped through 16-inch lines and distribute water to the 2875 pressure zone, to Tank #1, and to Booster #1. Booster #1 will distribute water to the 3005 pressure zone and to Tank #2. Depending on flow requirements, distribution lines will generally be 8-inch to 16-inches in diameter. An 18-inch transmission main will be required for a portion of the line which brings water from Booster #1 to Tank #2. All lines will be sized to provide sufficient peak day and fire flows meeting Eagle City Water Department’s standard requirements for this type of development pattern. Distribution lines will be a minimum of 8-in diameter, and particular effort will be made to ensure transmission pipe diameters remain as small as possible in order to facilitate future maintenance as requested by Eagle Water Department. Exhibit H shows anticipated locations for future points of system connections for distribution line loops where necessary to provide sufficient pressure and flows throughout the development.

- The previously approved master potable water facility plan provided by the former developer, M3 Eagle, LLC, proposed providing only one main line for transmission and distribution from the two wells to a single tank, wherein larger pipe sizes and higher pressures would be used in the one main transmission/distribution line with individual pressure reducing valves (“PRVs”) located at each lot or end user point of connection. The tank was proposed at an elevation of 3,020 feet with PRVs servicing the lower zones from the tank. The minor amendment to this Spring Valley master potable water facility plan proposed utilizes the well lines to distribute water service in the lowest zone while simultaneously filling Tank #1. Booster #1 will supply water from the lower zone to the upper zone. Distribution for the 3005 zone will be provided directly from Booster #1 which will simultaneously fill Tank #2. PRVs between the zones will be utilized to create a loop in the distribution system which will allow Tank #2 to also service the lower zone if Tank #1 is taken offline.

- There are ongoing discussions with the City of Eagle and Avimor Development regarding the creation of a comprehensive regional Eagle City water system for the foothill’s that would connect all developments within the Eagle City foothill service area to the City of Eagle’s existing potable water
Generally, this system would include a common tank and transmission line that connects to the source wells in Spring Valley and Avimor to the City of Eagle Water system. These discussions are ongoing with City staff and surrounding foothill land owner representatives. In the event the regional foothill potable water system concept is implemented, Spring Valley will participate and alter the PUMP #1 master potable water plan improvements as necessary to be incorporated into the regional potable water system at the appropriate time.

- Potable water sources for PUMP #1 will be supplied under Idaho Department of Water Resources (IDWR) appropriation permit #63-32573. It is Spring Valley’s intention to develop the water system master infrastructure in PUMP #1’s plans in a significant manner as to demonstrate significant progress toward proof of application for beneficial use as required in the permit conditions. Spring Valley will continue to work with the City of Eagle to ensure the proposed PUMP #1 potable water system complies with the existing approved Reasonably Anticipated Future Needs (“RAFN”).

6. Planning Unit Master Wastewater Plan - See Exhibit J – Master Wastewater Plan providing the requested information unless noted differently below for:

   a) A plan showing the location, size, type and capacity of the backbone wastewater collection, transmission and treatment system components, including effluent and/or re-use storage, transmission and/or disposal facilities needed to serve the Planning Unit.
   b) A phasing plan for the construction of the necessary wastewater collection and re-use systems.
   c) A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Wastewater Facility Plan, including a discussion of re-use goals and feasibility.

   - The following Master Wastewater Plan information illustrates how PUMP #1 complies with the amended Spring Valley Master Wastewater Facility Plan and Preliminary Engineering Report as approved by Eagle Sewer District (“ESD” and the Idaho Department of Environmental Quality (“DEQ”) on May 27, 2021. A copy of the State of Idaho Department of Environmental Quality Spring Valley Wastewater Treatment Plant – Facility Plan Amendment and Preliminary Engineering Report approval is attached as Exhibit J-1.

   - The approved Spring Valley Wastewater Facility Plan includes an onsite wastewater treatment plant (WWTP) that will ultimately generate treated Class A effluent to be stored and utilized for onsite irrigation uses. The effluent will be stored in irrigation ponds, primarily during the winter, and utilized for irrigation purposes during the warmer months. The approved wastewater facility plan calls for the WWTP to be built in phases to accommodate wastewater effluent flows as the development progress.

   - An evaluation of disposal options was completed as part of PUMP #1’s wastewater facility plan in order to validate previous assumptions, ensure best practice disposal options are utilized, and to sync treatment methods with the timing of proposed sewage flows being generated by the project to support ongoing operations. As a result of the alternative disposal evaluation discussions with the ESD and the DEQ, it was decided that during the first phase of the WWTP operation, that a lagoon treatment method be used to generate Class C effluent that will be used for agricultural land application irrigation needs. The WWTP lagoon system treatment, storage, and piping systems
would be developed in conjunction with the overall WWTP’s layout, design, and reuse system that will continue to be developed in subsequent PUMP plans and converted to a mechanical system of treatment that would produce a Class A effluent which would be used to irrigate common area irrigation needs. This phased treatment approach and construction method is desirable considering the challenges associated with initializing and operating a WWTP plant with relatively small amounts of raw sewage flows generated in PUMP #1. When sewage flow rates from built residential and mixed-use commercial development in the project are sufficient to support a mechanical treatment system, Spring Valley will convert the lagoon treatment system to a mechanical treatment plant producing Class A effluent and remove the temporary agricultural land application system. We anticipate the WWTP conversion to occur when more than 2,200 residential units are constructed and supplying sewage flows to the WWTP. At with the current growth rate, this to occur in approximately five (5) to seven (7) years.

- The initial WWTP facility is located in the same area as previously approved by the former M3 Eagle, LLC owner in their initial Pump No. 1 approved pump plan and includes the following parameters:
  - Aerated treatment lagoons: max flow 0.57 MGD
  - Primary lagoons: volume of 1.7 MG, 4 cells, 0.24 ac. each @ 12’ deep & 3-day detention
  - Secondary lagoon: volume of 1.15 MG, 0.73 ac. @ 8’ operating depth & 2-day detention
  - Winter storage lagoons = 70 MGs; total of 14-acres, assuming 20’ deep
  - Reuse system pumps and piping to temporary agricultural land application area (irrigate the alfalfa crop area is approximately 121 acres)

- The total winter storage requirements for PUMP #1 will be met by constructing approximately 14 acres of ponds adjacent to the WWTP. Treated effluent water will be land applied through a temporary agricultural irrigation system on an alfalfa field located east of PUMP #1 boundary and used for construction/grading activities instead of using potable water.

- The sanitary sewer collection system will consist of minimum 8-in pipes and will be designed and constructed to DEQ standards. The collection system will be gravity flow to the WWTP, with only a few potential low-pressure pumps required at individual homes. In consultation with ESD and DEQ, ESD has agreed to own and operate the WWTP to treat the effluent and Spring Valley will own and operate the reuse system.

7. Planning Unit Master Drainage Plan - See Exhibit K, Exhibit L and Exhibit M – Master Drainage Plan providing the requested information unless noted differently below for:

  a) A plan showing the location and estimated size of major drainage channels and major retention/detention basins, and the location of existing major drainage ways and designated 100-year flood plains within the Planning Unit including background information and/or calculations.

  b) Location and acreage removed from the floodway pursuant to the FEMA-approved CLOMR.
c) A narrative describing: proposed measures necessary to comply with the ACHD Storm Water Policy Manual for drainage located within ACHD rights-of-way; and the regional design of storm water management systems that mitigate flooding potential, including peak discharge reduction and storage facilities consistent with applicable ACHD or City requirements and the basis of design for flood protection for all structures.

d) A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Drainage Plan.

Master Stormwater Management Plan information illustrating how PUMP #1 complies with the Spring Valley Master Drainage Plan includes:

- Spring Valley PUMP #1 development area is entirely contained within the Big Gulch Creek drainage basin. This basin includes about 9,160 acres of tributary land upstream of SH-16, and is characterized by hilly terrain currently in natural condition with grass and sagebrush native vegetation. The PUMP #1 area includes approximately 1,050-acres of land to be developed within the lower reaches of Big Gulch Creek, immediately east of SH-16. Developed land within the PUMP #1 area utilizes a clustered neighborhood approach with a variety of single-family detached/attached residential uses, mixed-use multi-family residential/commercial, and institutional facilities being developed primarily in the flat areas within Big Gulch and atop adjacent ridge line fingers expanding out from Big Gulch. Community and neighborhood parks and trail corridors are scattered throughout the Big Gulch valley floor and ridge tops with large swaths of open space areas in the hillsides remaining undisturbed.

- Best Practice Stormwater Management within PUMP #1 will be accomplished using a combination of major and minor stormwater infrastructure facilities designed to effectively collect, convey, treat, reduce flow velocities, detain, and discharge storm water in a manner that complies with Ada County Highway District (ACHD) stormwater management requirements.

- Minor stormwater conveyance facilities will include storm sewer, roadside drainage channels, and street curb & gutter. Such facilities are required within PUMP #1 along the various tributaries that branch off from Big Gulch Creek. These facilities will be designed to convey the peak flow from the 100-yr storm event while maintaining the flood entirely within the street right-of-way or drainage easement. The primary conveyance system will be designed to accommodate the peak discharge of the 25-yr storm event while limiting ponding and maintaining minimum travel lanes in accordance with ACHD design standards. Detailed designs for these facilities will be completed when the construction drawings for the roadways, parks, residential and mixed-use commercial areas and public facility sites are developed. All post development discharge rates will be equal to or less than existing pre-development flow rates.

- Major stormwater conveyance infrastructure to be constructed within PUMP #1 area includes a proposed drainage channel that will generally follow the natural flow path of Big Gulch Creek. This drainage channel will be approximately 80-ft wide and will convey the peak flow from the 100-yr event, including off-site runoff entering the development from the upper reaches of Big Gulch Creek. Minor storm drain facilities from the various smaller tributaries along the creek will discharge directly into this channel. The 100-yr floodplain and floodway will be contained within the proposed channel, thus providing protection to the various properties adjacent to the channel.
• The proposed storm drain channel corridor is a major community amenity feature that is being developed as part of the project’s overall linear park and trailway system. The drainage channel corridor will include a multi-use trail built along the channel’s banks, native riparian planting and small river stone dams, pedestrian bridges, various resting nodes, and multiple access points to and from adjacent community and neighborhood parks and trails.

• Peak runoff rate control and volume management for PUMP #1 will be accomplished by incorporating a large regional detention basin. This regional detention basin is proposed to be 76-acre-feet in size and will be located on the western boundary near the wastewater treatment facility, within an easement previously acquired from the BLM for detention facilities. The regional detention facility will effectively receive runoff from the proposed major drainage channel and attenuate the flow to downstream facilities at a rate at or below pre-development peak levels for the 100-year storm event.

• The proposed major stormwater conveyance channel and regional detention pond are generally consistent in concept, size, and location as contemplated in the previously approved PUMP stormwater management plans by the former developer, M3 Eagle. As part of the previous stormwater management plan review, Spring Valley obtained a Conditional Letter of Map Revision (“CLOMR”) from FEMA on February 17, 2009. An amendment was submitted in March 2013, and was approved by FEMA on November 8, 2013 based on a similar development pattern and intensity of use. Spring Valley intends to continue to use the previously approved CLOMR and provide any updates in a Letter of Map Revision (“LOMR”) once the major Big Gulch channel construction activities are complete. The one primary difference from the previously approved CLOMR and current storm water management plan is in location and alignment of the main drainage channel. The previously approved CLOMR drainage channel alignment was elevated up off valley floor to one of the outer benches of the Big Gulch valley. The current proposal restores the flow line of the drainage channel to follow the natural flow line of the Big Gulch valley more closely. However, the design intent generally remains the same, and the 100-yr floodplain and floodway will be entirely contained within the drainage channel and the proposed detention basin.

• The construction of the major Big Gulch channel will occur in one phase within the PUMP #1 boundary and will be coordinated with approvals from the City of Eagle Floodplain Manager. A subsequent LOMR will be obtained from FEMA with post construction, as-constructed, conditions as is typical with any LOMR filing.

8. Planning Unit Master Pressurized Irrigation Plan - See Exhibit N – Master Pressurized Irrigation Plan providing the requested information unless noted differently below for:

a) An updated Spring Valley Master Pressurized Irrigation Plan will be provided if the PUMP application requires modifications to the existing Spring Valley Master Pressurized Irrigation Plan. If the pressurized irrigation system complies with the existing Spring Valley Master Pressurized Irrigation Plan, an update is not necessary.

b) Description of the irrigation measures to be used for the PUMP including groundwater, potable water and reuse. Evidence of sufficient means/rights to provide irrigation.

c) A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Pressurized Irrigation Plan.
Master Pressurized Irrigation Plan information illustrating how this PUMP #1 complies with the Spring Valley Master Pressurized Irrigation Plan includes:

- The pressure irrigation system will consist of pumps, storage reservoirs, and gravity pressure components. At build out, the system will provide irrigation to support the irrigation needs in the Regional OS/Park (ROS) and Community OS/Park (COS) areas indicated on Exhibit N – Master Pressurized Irrigation Plan. The pressure irrigation system will include a pump station at the waste-water treatment facility and a main transmission line beginning at the waste-water treatment facility storage ponds and extend the length of the linear regional parkway/trail system located in the Big Gulch valley up to the northeast boundary of the PUMP #1. Distribution lines that tee off this main transmission line will be installed as needed to provide service to the designated common area irrigation areas. When totally built out, the PUMP #1 irrigation system is intended to utilize a combination of water sources, including treated effluent from the Wastewater Treatment Plant (re-use water), groundwater from the existing onsite irrigation wells, and potable water from the municipal water system.

- Initially, as discussed in the Sewer Master Plan section above, PUMP #1 will use a lagoon treatment method for the first 2,200 residential units and 150,000 square feet of mix-use commercial space generating a Class C type of effluent or re-use water. The Class C effluent is not suitable for irrigating common areas open to the public. While the temporary lagoon treatment facility is in use, the Class C effluent will be land applied on an alfalfa field located to the northeast of PUMP #1 and utilized for construction water and dust control purposes. As a result, it is anticipated that re-use water will not be available for irrigation purposes in PUMP #1.

- After PUMP #1’s 2,199 residential units and 150,000 square feet of mixed-use commercial space are constructed and concurrent with the WWTP facility being converted to a mechanical treatment process producing Class A effluent, the irrigation water will then be used to irrigate common public areas and continued to be used for construction and dust control purposes. Once the treatment plant is converted and producing Class A effluent, there will be enough reuse water to irrigate approximately 150-acres of common areas. The system will be designed in such a way that when the Class A effluent is available, the existing pressure irrigation piping system will be disinfected and connected to common area irrigation distribution piping systems. The temporary land applied irrigation system will be removed.

- As shown in Exhibit N, two large storage ponds will be constructed adjacent to the WWTP. The storage ponds are designed to store approximately 247-acre ft during the non-growing season which is sufficient to support the flows generated in PUMP #1’s uses. A pump station located at the storage pond outlet will pump the reuse water through the transmission line and eventually transfer re-use water up to future reservoirs located in higher pressure zones outside of PUMP #1 in future development areas. The pump station at the storage reservoirs indicated in Exhibit N will pressurize the system in the PUMP #1 area. Any future storage reservoirs will be incorporated into the system when appropriate, making the final system similar to the potable water system with storage at strategic locations in the optimal pressure zones.

  - Until the Class A effluent is available for irrigation, the source will be a single connection the potable water system. The location of this temporary connection is indicated on Exhibit N. Once the Class A effluent is available, this connection will be disconnected. It is understood that the irrigation system cannot be connected to the potable water system in way that would facilitate any commingling of the potable and re-use water.
9. Planning Unit Master Public Facilities Plan - See Exhibit W – Master Public Facilities Plan providing the requested information unless noted differently below for:

a) A plan showing the locations of public facilities including schools, fire and police stations, a library and other civic facilities, and public utility easements and facilities.

b) A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Public Facilities Plan.

c) Evidence from public facility providers to the effect such provider(s) will serve the Planning Unit.

- Master Public Facilities information illustrating how this PUMP #1 complies with the Spring Valley Master Public Facilities Plan includes:
  
  o A 12.10-acre parcel of land (Lot 13) is designated for Public Facility and or Master Community Homeowners Association uses. The primary intended uses for this parcel could include an elementary school for the West Ada County School District, a library for Eagle City, a trailhead for public access to the adjacent BLM lands for recreation purposes, or other public facility needs as may be determined by Eagle City or the Master Community Homeowners Association. Lot 13’s location is in the center of PUMP #1’s land mass area and is adjacent to the Big Gulch Greenway corridor providing convenient access to the surrounding residential uses who are most likely to use the elementary school services. This Public Facility parcel of land would be made available with full access and utility services stubbed to the parcel in the first phase of development. Ultimate build out and final uses will be determined by Eagle City and West Ada County School District based on their individual needs and timing.

  o Two public water well sites and two tank sites (easements included where needed) will be provided to Eagle City to facilitate potable water services to PUMP #1 and future phases of the development.

  o A power substation site is designated (See Exhibit O – Power and Gas Service) within the overall Spring Valley project with an easement from PUMP #1 area to the substation site.

  o A 31.63-acre WWTP site is located near the western boundary of PUMP #1 in the same location as was previously approved in the former ME Eagle, LLC owner’s PUMP No. 1 approval.

  o Two preferred fire/EMS and or police station sites are identified. Each site can accommodate up to two acres in size if needed (one acre for fire/EMS and one acre for police.). Either one or both sites will be dedicated to the service provider at the date and time facilities to support these services are needed. Currently PUMP #1’s land area is located entirely within the Middleton/Star Fire District service area. According to Chief Timinsky of the Middleton/Star Fire District, there is no immediate need to build and staff a fire service station to serve the PUMP #1. Fire and emergency services will be provided primarily from Middleton/Star First District’s existing facilities and its planned Station 55 facility to be built and opened in 2023 near the intersection of Highway 16 and Floating Feather Way.
The two potential future locations for fire/EMS and or police service station are shown on Exhibit W and located:
- at the intersection of Aerie Way and Highway 16
- at the intersection of Road A and Linder Road

10. Planning Unit Master Parks, Trails & Open Space Plan - See Exhibit P – Master Parks, Trails and Open Space Plan providing the requested information unless noted differently below for:

a) A plan showing the locations and sizes of public and private common areas outside of a development parcel, which may include neighborhood, regional and community parks, lakes and ponds, floodways, drainage ways and dry gulches, natural open space, and other open space and recreation areas, including a description of what amenities are provided.

b) A tabulation of Open Space acreage by Regional Open Space, Community Open Space (including Open Space within neighborhoods or parcels) and other Open Space (including on-lot Open Space) including cumulative totals in connection with previous PUMPs.

c) Golf course locations.
   - A golf course is not included in PUMP #1 boundary. A golf course is still contemplated to be built in subsequent phases of the project within the Northern Planning Area.

d) Location of vineyards and other agricultural areas.
   - There are no vineyards or other agricultural uses located in the PUMP #1 boundary or on the Regional Opens Space or Community Opens Space areas. The regional Open Space and Community Open Space areas will remain open with no new perimeter fences to be constructed to allow for free movement of habitat migration patterns. The only areas in PUMP #1 that will have fences include perimeter fences around public facilities (water tanks, wells, etc. for example) and community recreation facilities (pools for example) where required.

e) Location of regional and community pathway and trail facilities, including typical pathway and trail cross-sections, materials and trail signage.

f) Identification of who will own and maintain the regional and community parks, trails and open space facilities.

g) A phasing plan for the construction of the regional and community parks, trails and Open Spaces within the Planning Unit.

h) A narrative or evidence showing how this component of the PUMP complies with the Spring Valley Master Parks, Trails & Open Space Plan.

i) Discussion of the funding mechanism proposed in connection with the maintenance of Regional Open Space.
   - The appropriate funding mechanism is still under consideration between the City and GWC, LLC.

• The appropriate funding mechanism is still under consideration between the City and GWC, LLC.
j) A letter of recommendation from the Eagle Parks and Pathway Committee for all facilities to be dedicated, operated and/or maintained by and to the City.

- A letter to from the Parks, Pathways and Recreation Commission dated February 23, 2022 with pathway recommendations is accept and approved by Developer.

- Master Parks, Trails and Open Space Plan information illustrating how this PUMP #1 complies with the Spring Valley Master Parks, Trails and Open Space Plan includes:
  
  o PUMP #1 includes over 50% of its land area to remain as open space, exceeding the targeted goal of 40% to be conserved in various forms of regional and community open space areas as well as large swaths of undisturbed open space areas to be preserved surrounding development parcels.

  o The areas to remain as open space lands include two large community parks with a variety of recreation amenities, connected by a series of pathways/trails to neighborhood parks, pocket parks, regional open spaces areas and community open spaces areas. The amount of open space area and general location is consistent with the Spring Valley Master Plan guiding documents. The master parks, trails and open space plan illustrates where these opens space area are located and how their recreational uses are organized using a hub and spoke type of system to create interconnectivity and convenient pedestrian and non-vehicular access to each major recreational amenity.

    ▪ The central hub feature is the Big Gulch Greenway located on both the north and south sides of the Big Gulch drainage corridor. The Big Gulch Greenway will include a 10’ wide multi-purpose regional trail with public access meandering throughout the entire length of the Big Gulch Greenway totaling 12,500 linear feet in PUMP #1. The Big Gulch regional trail will ultimately be extended to State Highway 16 to the west and Willow Creek Road to the east in subsequent PUMP plans and phases.

The spokes linking to the main Big Gulch Greenway hub feature include:

- A 21.17-acre community park located near the intersection of Linder Road and Aerie Way. This community park will include a public trailhead accessing the regional trail and community trails within the project area, swimming pools, sport courts, clubhouse and related support facilities that may include a outfitting bike repair/shop, café or grab and go marketplace.

- A 69.85-acre community park combined with a 3.72-acre neighborhood park planned in the Big Gulch and Southern planning Areas adjacent to the Village Center. These parks will anchor the surrounding mixed-use commercial shops and restaurants, outdoor dining and gathering plazas planned anticipated to be built at this end off the Neighborhood Center. The park areas will include ponds, trail access to the Big Gulch regional trail system, an amphitheater, a chair lift providing mountain biking and hiking access to the top of the ridge south of the village center, as well as future potential connections to BLM lands (if approved by the BLM), and a magic carpet lift to service a snow hill tubing amenity in the winter months.

- Three additional neighborhood parks, each being a minimum of 3-acres in size as required by the development agreement. These neighborhood parks will
provide a variety of recreational uses including playgrounds, play lawns, trails and pathways, and gathering pavilions.

- Multiple pocket parks and trail connections scattered throughout PUMP #1 to provide residents convenient access to the recreational amenities or trailways connecting to the larger neighborhood and community and regional Big Gulch trail systems.
- To ensure that the project’s open space goals are met, each parcel within PUMP #1 will be required to provide the following acreage targets for regional and/or community open space areas. The Master Developer will review future plat submittals to ensure each super parcel open space area requirements are being met as shown in the following table.

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11. Environmental Design

a) **Landscape** - An exhibit or exhibits showing landscape areas that will use upland or riparian landscape palettes included in Title 11A Chapter 3. The exhibit shall also include the location of formal versus informal street sections as defined in Title 11A Chapter 3.

- PUMP #1 will comply with the directive to establish a “Foothills Landscape” as detailed in Ordinance 710 Chapter 3. See Exhibit R which identifies the general areas and types of landscape designations meeting the requirements including:
  - The lands surrounding the modified floodplain channel will be re-vegetated to establish a riparian landscape throughout the Big Gulch linear regional park corridor.
  - Revegetation of disturbed upland natural areas outside the riparian corridor and adjacent to residential development areas will use native species including a seed mix containing native grasses, sage brush and other native wildflowers.
  - Community, Neighborhood, and Pocket Parks will be landscaped with a combination of existing native species and more impact resistant vegetation in heavy use/impact areas including trees, shrubs, groundcovers, perennials and turf as detailed in the Ordinance 710.

- The location for Formal and Informal Streetscape types are identified on Exhibit R. The plan generally proposes for neighborhood streets located on flatter terrain, primarily located within the Big Gulch valley, to provide a formal streetscape pattern where sidewalks are detached from the street with tree lined park strips on both sides of the roadway. The neighborhood streets located in the “foothill” terrain or those that only contain larger detached single family lots are proposed to provide informal streetscapes with attached walks and landscape placed more randomly within lot front yards.

b) **Signage** - An exhibit showing the location of the proposed community signs for the PUMP identified in Title 11A Chapter 3. Approval of the PUMP signage plan does not waive the requirement for all community signs to comply with the location, size and spacing standards of Title 11A Chapter 3 and/or the Community Master Sign Plan once approved by the City, and, if the Community Master Sign Plan has not been approved by the City, then City Code.

- See Exhibit R illustrating community entry, community amenity, street, directional signage, trailways, and trailhead conceptual signage design. These signage concepts utilize the previously depicted signage as illustrated in the Development Agreement.
c) **Habitat Mitigation Plan - Location of any Areas of Special Concern, and if present, a narrative or evidence of showing how the PUMP complies with the Spring Valley Habitat Mitigation Plan.**

- See Exhibit U which identifies the location of Habitat Areas of Special Concern (HASC) within PUMP #1 and see Exhibit S for a detailed description of Spring Valley’s stated Goals and Objectives for Habitat Mitigation Plan compliance wherein the goal is to provide and preserve substantial portions of the Project in various forms of open space for wildlife utilization by maintaining at least 50% of the areas within the HASC as open space.

- The table below delineates the HASC lands contained in each Planning Area as well as calculating the HASC lands in each Planning Area that are being preserved in their existing context and the areas within the HASC proposed to be rehabilitated.

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<th>Planning Area</th>
<th>Existing HASC Area</th>
<th>HASC Preserved Area</th>
<th>HASC Upland Rehabilitated</th>
<th>HASC Riparian Rehabilitated</th>
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- The total HASC land in the project is 1,160 acres. The amount of HASC land located within PUMP #1 is 453.36 acres or roughly 39% of the project’s total HASC designated land. PUMP #1 HASC opens space area (upland rehabilitated, and riparian rehabilitated areas) is 194.62 acres or 42.9% of the total HASC lands contained located within the PUMP #1 boundary. The 42.9% percent preservation rate is trending towards the 50% minimum. However, when taken into consideration that a majority HASC designated lands are located outside PUMP #1’s boundary (in the Little Gulch section of the projects’ Southwestern Planning Area Southern Planning Area) the HASC land preservation paces well above the required 50% minimum threshold. For example, the land located east of Willow Creek road is +/-580 acres and is not slated to be developed and will be incorporated into the Foothills Regional Park. This area alone could meet the required 50% minimum threshold (+/- 580 acres / 1160 acres = 50% and when combined with the PUMP #1’s 194.62 acres equals 774.62 acres of HASC opens space lands being preserved out of the total 1,160 acre project wide HASC designated lands. This equates to roughly 66.77% HASC opens space land preservation.

11. **Super Pad/Large Parcel Plan** - See Exhibit V – Master Developer Parcel Inventory Map illustrating the land use type, location, size, and maximum density allowed in each super pads/large parcel as requested below. A super pad/large parcel preliminary plat, Parcel Plat Spring Valley Phase 1 is included as part of this submittal for approval as part of this PUMP #1 application with all platting to be conducted in compliance with Title 11A Chapter 13 of Eagle City Code.
Developer understands super pads/parcels are not considered buildable lots until re-platted and reviewed for compliance with Title 11A Chapter 13 of Eagle City Code.

a) A plan showing the conceptual locations and sizes of super pads/large parcels for sale and transfer for further development. The plan should include timing and phasing of platting. The conceptual location and sizes of super pads/large parcels may be identified on the land use plan.

b) All platting of such super pads/large parcels shall be conducted in compliance with Title 11A Chapter 13 of Eagle City Code.

c) Super pads/large parcels are not considered buildable lots until re-platted and reviewed for compliance with Title 11A Chapter 13 of Eagle City Code.

- The PUMP #1 super pads/large parcels will be developed in multiple phases, see Exhibit E-Phasing Plan. The master community roadways, utilities, and adjacent community open space/recreational areas to support the super pads/parcel in-tract local roadways, utilities, parks, and recreational amenities anticipate being completed in the following manner:
  
  o Phase 1:
    - WWTP Plant, two wells, two water tanks, and Big Gulch CLMOR and LMOR.
    - Aerie Way Road from Highway 16 through the roundabout to entry point with Lots 28 and 30.
    - Linder Road from the roundabout to the intersection with Road A.
    - Road A from the intersection of Linder Road to the terminating point at the WWTP.
    - Equest Road emergency/maintenance access connection from Highway 16 to connection point with Road A
    - Large Lots 1, 2, 3, 4, 5, 6, 8, 9, 21, 25, 27, 28, 29 and 30 and a portion of Lot 25.
    - Note: The infrastructure to support Lot 13’s internal development will be stubbed to the lot limits as part of the Road A improvements in Phase 1. However, internal Lot 13 subdivision improvements supporting the proposed public facilities is undetermined at this time and will be dependent on each public agency’s need.
  
  o Phase 2:
    - Linder Road Extension from Road A intersection south to Homer Road
    - Large Lots 7, 10, 12, 13, 14, 15, 16, 17, 22 and 23.
  
  o Phase 3:
    - Aerie Way from Lots 28 and 30 Entry to eastern end of PUMP #1

Respectfully Submitted,

Brook Cole, Chief Planner and Project Manager
GWC Capital, LLC
Neighborhood Meeting Notice

September 1, 2021

Dear Resident,

As part of the City of Eagle’s development review process, a neighborhood meeting is being hosted by the applicant to allow surrounding property owners in the Spring Valley project area an opportunity to review the proposed development plans. This is your notice to meet and review the development plans for Spring Valley.

This is not a public hearing, and public officials will not be present. If you have questions regarding meeting requirements, please contact the Eagle City Planning & Development Services Department.

**Purpose:**
To review Phase 1 preliminary plats for the Spring Valley Master Planned Community project

**When:**
September 16, 2021 at 6:00 pm.

**Where:**
Residence at:
8285 W Equest Lane, Eagle, Idaho 83616

**Project Description:**
This project is located in the Spring Valley Master Planned Community and affects all or a portion of tax parcel numbers S0327311100, S0327130000, S0327110000, S0326220000, S0323110015, S0322141800, S0322110000, S031533000, S0314130000, S0323120600, and S0324130000. This proposed project includes a superpad/parcel preliminary plat and detailed neighborhood preliminary plats for Phase 1 of the Spring Valley Community Master Development Plan previously approved by Eagle City.

If you have questions about the meeting or proposed development project, please contact Brook Cole at bcole@gwccap.com or 801-592-6132 on behalf of the proposed Spring Valley development team.

Sincerely,

Brook Cole
GWC Capital, LLC
On behalf of Spring Valley Development
<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
<th>Telephone</th>
<th>E-Mail</th>
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<tr>
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<td>208-955-0064</td>
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<tr>
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<td></td>
<td>714-298-4790</td>
<td><a href="mailto:sierraestpainting@yahoo.com">sierraestpainting@yahoo.com</a></td>
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<td>Dave &amp; Kay Kepper</td>
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<tr>
<td>Phil &amp; Liz Fry</td>
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September 9, 2022

William E. Vaughan, AICP  
Zoning Administrator  
City of Eagle  
P.O. Box 1520  
Eagle, ID 83616

RE: Spring Valley No. 1  
Preliminary Plat  
City of Eagle Reference No. PP-17-21  
HECO Reference No. EG 21-0347 PP1

Dear Mr. Vaughan:

The City of Eagle has received revised submittals on August 29, 2022, for the above referenced development. As City Engineer, we have reviewed the submittals for conformance with Eagle City Code Title 11 and recommend approval with the following comments:

**General Conditions:**

1. Army Corps of Engineers 404 permitting may be required. A copy of the final approval letter shall be submitted for the City of Eagle’s files when filing of the final plat.
2. A copy of the construction site runoff control plan or storm water pollution prevention plan (SWPPP) shall be submitted for the City files when filing of the final plat. In addition, the EPA requires that a notice of intent form be filed for projects greater than 1 acre. A copy of this notice shall be submitted with the SWPPP.
3. Existing wells and septic systems shall be abandoned as per rules and regulations set forth by the governing agency having jurisdictions.
4. Joint trench utilities may have additional requirements for easements along the proposed public right-of-way, in addition to the easement requirements per Eagle City Code (ECC) §9.3.6. Coordination with joint trench shall be the responsibility of the developer.
5. Eagle City Code (ECC) §9.4.1.8 requires all utilities to be located underground.
Site Specific Conditions:

1. A Floodplain Development Permit (FPDP) application (City of Eagle Reference No. FPDP-06-21) has been reviewed under separate cover. The FPDP review letter, dated February 28, 2022, and associated review comments shall be considered as conditions of this Preliminary Plat.

2. This development utilizes the Spring Planned Unit Master Plan (PUMP) No. 1 that has been approved by the City. The PUMP No. 1 review letter dated February 28, 2022, and associated review comments are under separate cover and should be considered as conditions of approval for this Preliminary Plat.
   a. The PUMP No. 1 approval is conditioned upon the following separate review letters and associated comments:

3. The applicant is currently working with ACHD and BLM to obtain permanent access easements to satisfy the ACHD requirements for public streets. This recommendation for approval is specifically conditioned upon the applicant meeting the requirements of ACHD and providing public street access.

4. The proposed configuration of lots does not include ROW to be dedicated directly to ACHD. Preliminary Plat Note 6 identifies “future Right of Way” lots to be dedicated to ACHD upon completion of construction. Preliminary Plat Note 7 shall be revised to clarify the proposed 10 foot public utilities, irrigation, and drainage (PUID) easements are located adjacent to the future Right of Way lots.
   a. The proposed PUID easements shall be delineated on the Final Plat.

5. The typical street sections on Sheets 12 and 13 of the Preliminary Plat show City water mains located with less than the 10 foot minimum horizontal separation from storm drainage (non-potable) piping as required by ISPWC and City of Eagle Water Supplemental Standards (COEWSS). The typical sections shall be revised to show 10’ minimum outside to outside horizontal separation from storm drainage piping.

6. The Preliminary Plat shows easements for City Water improvements located outside of the ACHD ROW. All City Water improvements out of the ROW shall be contained within a separate easement agreement with the City and identified by instrument number on the Final Plat.

If you have questions or need additional information, please contact our office.

Sincerely,

HECO ENGINEERS

By: Chad Carter, P.E.
Project Manager

cc: Brook Cole - GWC
    James Hammon, P.E. – Alliance Consulting
    Deloss Hammon, P.E. – Alliance Consulting
This is a preliminary plat application to allow for the development of a 40 lot subdivision on 1,005 acres.

Lead Agency: City of Eagle

Site address: East of SH-16 and north of Equest Lane

Commission Meeting: August 17, 2022  
Regular Agenda

Commission Approval: August 17, 2022

Applicant: Brook Cole  
GWC Capital, LLC  
869 North 1500 West  
Orem, UT 84057

Representative: Same as above

Staff Contact: Mindy Wallace, AICP  
Phone: 387-6178  
E-mail: mwallace@achdidaho.org
A. Findings of Fact

1. Description of Application: The applicant is requesting approval of a preliminary plat application to allow for the development of a 40 lot subdivision consisting of 20 residential lots, 1 commercial lot, and 19 common lots on the 1,005 acre site. This is proposed to be an infrastructure plat to allow the applicant to construct roadway and utility infrastructure and to plat large lot tracts, which are intended to be developed into future residential and commercial subdivisions.

The applicant's proposal is consistent with the City of Eagle’s Comprehensive Plan, which identifies this site as the Spring Valley Master Plan Planning Area.

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 Residential</td>
<td>RR</td>
</tr>
<tr>
<td>South</td>
<td>Rural Urban Transition</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Public/Semipublic</td>
<td>PS</td>
</tr>
<tr>
<td>West</td>
<td>Rural Urban Transition</td>
<td>RUT</td>
</tr>
</tbody>
</table>
3. **Site History:** On April 23, 2014, the ACHD Commission reviewed and approved a design review and preliminary plat application for 190 residential units, subdividing 347 acres within the Spring Valley PUMP site. This proposal did not move forward, and the entitlements for the design review and preliminary plat applications expired. The conditions of this report are different from those of the original application due to the extensive changes to the application.

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

5. **Pathway Crossings:** United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

   AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

   FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

6. **New Center Lane Miles:** The proposed development includes 7 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. The impact fee assessment will not be released until the civil plans are approved by ACHD.

8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
   - The Linder Road/Floating Feather Road intersection is scheduled in the IFYWP to be widened and reconstructed as a multi lane roundabout with 2 lanes north and south and 1 lane east and west. Construction for this project is scheduled for 2026 (Project #0390).
   - Linder Road from SH-44 to Floating Feather Road is scheduled to widened to 5 lanes in 2026. This project includes the replacement of 2 bridges over the Middleton Ditch and 1 over the Foothills Ditch (Project #0850).
   - Beacon Light Road from SH-16 to Ballantyne Road is scheduled for roadway and ADA improvements in 2023.
   - The Beacon Light Road/SH-16 intersection is listed in the CIP to be widened to 4 lanes on the north, south, east, and west approaches and signalized between 2036 to 2040(Project #0130).
   - The Beacon Light Road/Palmer Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2036 to 2040(Project #0150).
   - The Beacon Light Road/Linder Road intersection is listed in the CIP to be widened to a multi lane roundabout with 1 lane north/south and 2 lanes east/west between 2031 to 2035 (Project #0140).
• The Beacon Light Road/Park Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0160).

• The Beacon Light Road/Ballantyne intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0110).

• The Beacon Light Road/Eagle Road intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0120).

• The Linder Road/Floating Feather intersection is listed in the CIP to be widened to a multi lane roundabout with 2 lanes north/south and 1 lane east/west between 2031 to 2035 (Project #0390).

• The Floating Feather/Ballantyne intersection is listed in the CIP to be widened to a single lane roundabout in 2031 to 2035 (Project #0380).

• Beacon Light Road from SH-16 to Palmer Lane is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0090).

• Beacon Light Road from Palmer Lane to Linder Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0100).

• Beacon Light Road from Linder Road to Park Lane is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0110).

• Beacon Light Road from Park Lane to Ballantyne is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0120).

• Beacon Light Road Ballantyne to Eagle Road is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0130).

• Beacon Light Road from Eagle Road to SH-55 is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0140).
9. **Roadways to Bikeways Master Plan:** ACHD’s Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies Beacon Light Road, Floating Feather Road, and Linder Road south of Beacon Light Road, as existing Level 1 facilities and future Level 3 that will be constructed as part of a future ACHD project. The BMP identifies Park Lane, Lanewood Road, and Palmer Lane, as existing Level 1 facilities and future Level 2 that will be constructed as part of a future ACHD project. The BMP also identifies level 1 facilities on the new collector roadways within the site. The applicant will construct the new collectors consistent with the MSM and the Roadways to Bikeways Master plan.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** The traffic impact study included a high level analysis for the build out of PUMP #1 in 2035 and a detailed analysis for first phase (500 single family building lots) anticipated to be completed in 2025. For the first phase of the Spring Valley, this development is estimated to generate 4,571 vehicle trips per day; 476 additional vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**

Kittelson & Associates prepared a traffic impact study for the proposed Spring Valley PUMP #1 and preliminary plat Phase 1 development. Below is an executive summary of the findings as presented by Kittelson & Associates. The following executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the summary.

The traffic impact study included a high level analysis for the build out of PUMP #1 in 2035 and a detailed analysis for first phase (500 single family building lots) anticipated to be completed in 2025.
Although the current preliminary plat does not include individual residential or commercial lots, as noted above the traffic impact study included a detailed analysis of the potential impacts of first 500 residential units and recommended mitigation.

The TIS included two different access scenarios for Phase 1 of PUMP #1: access on to SH-16 via the construction of a new minor arterial roadway, Aerie Way, or the extension of Linder Road north into the site. The applicant has indicated that they have been unable to acquire the additional right-of-way necessary to allow for the extension of Linder Road into the site. Because of this access for this preliminary plat is proposed to be provided by SH-16 via Aerie Way. Secondary emergency access is proposed to be provided to the site via Equest Lane.

Phase 1 – 500 single family building lots:
Under both existing 2021 and background 2025 conditions the following intersections and roadway segment are anticipated to exceed ACHD’s acceptable level of service thresholds.

Intersections
SH-16/Floating Feather Road – the westbound approach operates at capacity and exceeds ACHD’s acceptable level of service planning thresholds in the weekday p.m. peak hour.

- As part of their approval of other area development applications, ITD has required that this intersection be restricted to left-in/right-in/right-out, which will mitigate poor level of service at the intersection by eliminating the through movements.

Linder Road/SH-44 – this intersection exceeds ACHD’s acceptable level of service planning thresholds with an overall V/C ratio of 1.03 in the weekday p.m. peak hour. South and westbound left turns are also over capacity during the a.m. and p.m. peak hours.

- Recommended mitigation includes the widening of SH-44 between Linder Road and SH-16 (5-lanes), as programmed by ITD for 2023 and the following additional improvements:
  - Second westbound left turn lane
  - Northbound right turn overlap phase
  - Signal timing adjustments to adjust to the additional

Park Lane/SH-55 (existing conditions only) – this intersection exceeds ACHD’s acceptable level of service planning thresholds during the a.m. peak hours, at it is impacted by Eagle High School traffic during that time.

- Recommended mitigation includes a second southbound left turn lane.

All study area roadway segment are anticipated to operate at an acceptable level of service planning threshold under existing 2021 conditions.

There is one roadway segment, Beacon Light Road, SH-16 to Linder Road, which is anticipated to exceed ACHD’s acceptable level of service planning thresholds under 2025 background conditions.

- Recommended mitigation includes the widening of this segment of Beacon Light Road to 3-lanes, when 58 westbound p.m. peak hour trips are generated by the site.

The TIS assumed that the following improvements will be made by ACHD prior to build out of Phase 1 of PUMP #1 in 2025.
• Floating Feather/Linder Road Intersection: Reconstruct and widen to a multi-lane roundabout, with construction planned for 2024.

• Linder Road, SH-44 to Floating Feather Road: Reconstruct and widen to 5 lanes, with construction planned for 2024.

• SH-44, SH-16 to Linder Road: Addition of a second westbound and eastbound through lane with construction planned for 2023. This is an ITD project.

• SH-44, Star Road to SH-16: Addition of a second westbound and eastbound through lane with construction planned for 2024. This is an ITD project.

2025 Total Traffic Conditions:
For 2025 total traffic conditions it is assumed that the only public access to the site will be Aerie Way, a new minor arterial roadway, which is proposed to intersect SH-16.

Under 2025 total traffic conditions the following intersections and roadway segment are anticipated to exceed ACHD’s acceptable level of service thresholds.

Intersections
SH-16/Floating Feather Road – the westbound approach continues operates at capacity and exceeds ACHD’s acceptable level of service planning thresholds in the weekday p.m. peak hour. As part of their approval of other area development applications, ITD has required that this intersection be restricted to left-in/right-in/right-out, which will mitigate poor level of service at the intersection by eliminating the through movements. No additional mitigation is recommended.

SH-16/Beacon Light Road – the overall the intersection is anticipated to exceed ACHD’s acceptable level of service planning thresholds during the weekday p.m. peak hour. Additionally, the northbound movement exceeds ACHD’s acceptable level of service planning thresholds during the a.m. peak hour, and the southbound movement exceeds during the a.m. peak hour.

• Recommended mitigation includes:
  o Option 1 – Signal Timing Changes
    o Add a westbound right turn overlap phase
    o Signal timing split change to increase the maximum green time allowed for the SH-16 through traffic.

  o Option 2 – Without Signal Timing Changes
    o Add a westbound right turn overlap phase
    o Addition of north and southbound through lanes at the intersection (SH-16)

    o Mitigation is recommended with 411 single family building lots or 411 p.m. peak hour site generated trips. Site generated traffic is estimated to be 23% in the a.m. and 20.7% in the p.m. peak hours.

SH-16/Aerie Way – the westbound approach is anticipated to exceed ACHD’s acceptable level of service planning thresholds in the p.m. peak hour.

• Recommended mitigation includes:
  o Option 1 – Merge/Storage lanes
    o Addition of a southbound left turn lane, northbound right turn lane and a center median storage and merge lane on SH-16 for westbound left turning vehicles to make a two-stage left turn onto SH-16.
Option 2 – Traffic Signal

Install a traffic signal with a southbound left turn lane and northbound right turn lane on SH-16. A planning level signal warrant analysis found that a signal is warranted with Phase 1 traffic.

Mitigation is recommended with 428 single family building lots or 428 p.m. peak hour site generated trips. Site generated traffic is estimated to be 27.7% in the a.m. and 28.9% in the p.m. peak hours.

This intersection is anticipated to be reconstructed as a future grade separated interchange.

Roadways

Beacon Light Road, SH-16 to Linder Road, is anticipated to exceed ACHD’s acceptable level of service planning thresholds as a 2 lane and 3 lane minor arterial roadway under 2025 total traffic conditions.

- Recommended mitigation includes the widening of this segment of Beacon Light Road to 3-lanes, with 164 single family building lots or 164 site generated pm peak hour trips. Site generated traffic is estimated to be 21.5% in the a.m. and 15.9% in the p.m. peak hours.

Beacon Light Road, Linder Road to Park Lane, is anticipated to exceed ACHD’s acceptable level of service planning thresholds as a 2 lane and 3 lane minor arterial roadway under 2025 total traffic conditions.

- Recommended mitigation includes the widening of this segment of Beacon Light Road to 3-lanes, with 425 single family building lots or 425 site generated pm peak hour trips. Site generated traffic is estimated to be 15.6% in the a.m. and 11% in the p.m. peak hours.

Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District’s planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the IFYWP or the CIP; the applicant may (i) analyze the shoulder hour and (ii) provide a safety analysis to determine alternative mitigation requirements.
  - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour the applicant
may suggest feasible alternative mitigation such as: sidewalks, bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.

- If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.

- Alternative Mitigation may also include:
  - Revision to the Phasing Plan to coincide with the District’s future Capital Projects.
  - Reducing the scope and/or scale of the project.

**Level of Service Planning Thresholds:** District Policy 7206.4.1 states that, Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD’s Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

**b. Staff Comments/Recommendations on Phase 1 of PUMP #1:** The TIS assumed that several projects listed in ACHD’s CIP (see page 4 above) would be completed prior to total traffic conditions in 2025. If these improvements are not constructed as anticipated in the TIS, then the applicant will either need to stop platting and wait for ACHD to make the improvements or propose alternative mitigation consistent with ACHD’s Alternative Mitigation Policy.

**SH-16/Aerie Way and SH-16/Beacon Light Intersections**
As noted under Finding for Consideration 4 below, ITD has required that the applicant make improvements to both intersections, as part of their review and approval of the project. Improvements should be made in accordance with the ITD conditions for the SH-16/ Aerie Way intersection within one year of issuance of an access permit and the SH-16/Beacon Light intersection with the development of 428 residential units. If these improvements are not made, the site generated traffic impacts will increase on ACHD’s network. To address this, the applicant should be required provide an updated TIS and mitigation plan for review and approval.

**Beacon Light Road**
The TIS notes that 2 segments of Beacon Light Road, SH-16 to Linder Road, and Linder Road to Park Lane, need to be widened from 2 to 3 lanes to accommodate the site generated traffic impacts.

Consistent with ACHD policy, a shoulder hour analysis was completed and found that Beacon Light Road from SH-16 to Park Lane operates acceptably in the shoulder hour.

Because of this, and consistent with ACHD’s Alternative Mitigation policy, the study recommends that pedestrian improvements be considered off site on Linder Road between the site and Beacon Light Road. However, however, a detailed analysis of where pedestrian improvements on Linder Road could be constructed was not provided. Prior to ACHD’s plan submittal for the first final plat, the applicant should be required to submit an analysis demonstrating where pedestrian improvements could be constructed on Linder Road, consistent with ACHD’s Alternative Mitigation Policy. If the analysis finds that pedestrian...
improvements on Beacon Linder Road can be constructed, then the applicant will be required to do so. Alternatives to pedestrian improvements will be considered consistent with the policy.

**Big Gulch Parkway/Linder Road Intersection**
The TIS recommends that the Big Gulch Parkway/Linder Road intersection be converted to a two way stop controlled intersection with a northbound center left turn lane and a southbound dedicated right turn lane. While this configuration may accommodate the traffic for this first phase of the development, staff recommends that the applicant dedicate additional right-of-way at the intersection or provide a dedicated setback area to accommodate the future construction of a multi-lane roundabout at this intersection. Data suggests that there will be significantly more traffic through this intersection once Linder Road is extended to the north. The additional right-of-way will allow the applicant to construct any intersection improvements necessary in the future. The applicant has indicated that they may be interested in constructing the roundabout with the first phase of the development. Staff is supportive of this and if public streets are constructed within the site, then the multi-lane roundabout should be designed and constructed consistent with District policy 5108 and 5188, Roundabouts.

**Access/Turn Lane Analysis - Aerie Way, Linder Road, and Big Gulch Parkway**
Staff will review and approve proposed street intersections and driveway locations onto Aerie Way, Linder Road and Big Gulch Parkway, in accordance with ACHD policy and the recommendations of the TIS; with future development applications.

The TIS did recommend the construction of center left turn lanes on Aerie Way and Big Gulch Parkway at all new street intersections and some select dedicated right turn lanes on Big Gulch Parkway. The center turn lanes will be accommodated by removing the center landscape islands proposed to be construct on Aerie Way and Big Gulch Park at the intersections. The construction of dedicated right turn lanes on Big Gulch Parkway will be evaluated with future preliminary plat applications.

**Master Street Map**
Consistent with ACHD’s comments and recommendations for on the Spring Valley Planning Unit Master Plan No. 1 staff recommends a modification to the Master Street Map (MSM) to change the lane configurations at the intersections listed below to allow for right-of-way preservation necessary to accommodate future impacts from preliminary plats within PUMP 1.

- Beacon Light Road/SH-16, additional lane needed and signal modifications.
- Beacon Light Road/Linder Road, convert from single lane roundabout to multi-lane roundabout.
- Beacon Light Road/Park Lane, convert from single lane roundabout to multi-lane roundabout.
- Park Lane/Floating Feather, convert from single lane roundabout to multi-lane roundabout.

These recommend changes to the MSM will only be made with support from the City of Eagle.
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>
</tr>
</thead>
<tbody>
<tr>
<td>Beacon Light Road SH-16 to Linder</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>517</td>
<td>Better than “E”</td>
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<tr>
<td>Beacon Light Road Linder to Park Lane</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>465</td>
<td>Better than “E”</td>
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<tr>
<td>Linder Road SH-44 to Floating Feather</td>
<td>N/A</td>
<td>Principal Arterial</td>
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<td>Linder Road Floating Feather to Beacon Light</td>
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<td>Principal Arterial</td>
<td>163</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Linder Road Beacon Light to Homer Road</td>
<td>N/A</td>
<td>Principal Arterial</td>
<td>24</td>
<td>Better than “E”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a two-lane minor arterial is “E” (575 VPH).

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 Beacon Light Road east of SH-16 was 4,558 on 7/8/2020.
- The average daily traffic count for Beacon Light Road east of Linder Road was 4,018 on 11/5/2019.
- The average daily traffic count for Linder Road north of SH-44 was 6,538 on 1/13/2021.
- The average daily traffic count for Linder Road south of Beacon Light was 1,416 on 1-13-2021.
- The average daily traffic count for Linder Road south of Homer Road was 721 on 1/13/2021.

C. **Findings for Consideration**

1. **Spring Valley Master Planned Community**
   
   This site is located within the Spring Valley Master Planned Community. The City of Eagle has gone through a series of reviews and approvals for the Spring Valley project starting with approval of a comprehensive plan amendment rezone with development agreement, and pre-annexation agreement in December of 2007. The Spring Valley property was annexed into Eagle City limits in December 2009 and PUMP # 1 was previously approved by both ACHD and the City of Eagle in 2014.

   The proposed Spring Valley development is a 6,017 acre master planned community located north of Beacon Light Road between SH-16 and Willow Creek Road in Eagle, Idaho. With its annexation into the City of Eagle in 2009, the Spring Valley Master Planned Community is entitled to a maximum of 7,160 residential dwelling units and approximately 1.2 million square feet of non-residential mixed uses, three elementary schools, one middle school, and one high school.
The applicant is requesting preliminary plat approval for the Spring Valley Phase 1 preliminary plat which consists of a 40 lot subdivision consisting of 20 residential lots, 1 commercial lot, and 19 common lots on the 1,005 acre site.

2. Site Access/BLM Grants
The applicant has proposed to access the Spring Valley Phase 1 subdivision with the construction of Aerie Way, a new minor arterial roadway, and with the extension of Linder Road, as part of a future phase of the development. The construction of both roadways will require the crossing of BLM land. The applicant has acquired right-of-way grants from the BLM for the construction of the roadways, however, these Federal Term Grants are not perpetual, and they are not easements, they are terminable licenses with a specified term and option to renew at the end of the term. Because of this ACHD cannot accept these Term Grants as right-of-way dedications. The applicant has been notified of this and been made aware that in order to dedicate the right-of-way to ACHD to accommodate the construction of Aerie Way (and Linder Road in the future) through the BLM lands, that they need to obtain perpetual right-of-way Grants to ACHD from the BLM.

If the applicant is unable to acquire perpetual right-of-way Grants to ACHD from the BLM, then all of the roadways within Spring Valley PUMP 1 and the Spring Valley Phase 1 Subdivision should be constructed, as private roads.
3. Private Roads
   a. Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

   - Designed to discourage through traffic between two public streets,
   - Graded to drain away from the public street intersection, and
   - If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

   b. Staff Comments/Recommendations: If the City of Eagle approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Eagle, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

   Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

   ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

   The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

   - Dedicate a minimum of 50-feet of right-of-way for the road.
• Construct the roadway to the minimum ACHD requirements.
• Construct a stub street to the surrounding parcels.

4. **SH-16**

ITD has reviewed the TIS for this project and has recommended the following improvements to mitigate the impacts to the state highway system and to accommodate the proposed intersection of Aerie way onto SH-16 to provide access to the site.

To mitigate impacts to the state highway system, prior to final plat approval, ITD will calculate a proportional share contribution that will be used to accelerate future projects on the state highway system within the City of Eagle’s planning boundary. ITD will request that the applicant enter into a Transportation Mitigation Agreement (TMA) and that the City of Eagle include the TMA as part of their development agreement. ITD has indicated that the proportional share contribution would not exceed $2,150 per residential unit.

**SH-16/Aerie Way**

Within one year of issuance of an ITD right-of-way encroachment permit:

- The applicant shall design and construct a 14 foot wide southbound left turn lane to meet current ITD standards for a 65 MPH speed zone.

- The applicant shall design and construct a 12 foot wide northbound right turn lane to meet current ITD standards for a 65 MPH speed zone.

- The applicant shall design and construct a 14 foot wide southbound median acceleration lane to meet current AASHTO *policy on Geometric Design of Highways and Streets* standards.
  - The turn lanes shall be centered on the existing SH-16 alignment;
  - The turn lane shall have 6 foot wide shoulders;
  - Dedicate additional right-of-way as necessary to accommodate pavement widening and drainage needs that do not fit into the existing right-of-way.

ITD has indicated that due to the impacts of this development on the state highway system that a grade separated interchange will be necessary to serve the site generated traffic at the SH-16/Aerie Way intersection in the future.

**SH-16/Beacon Light Road**

Prior to the development constructing 428 residential units:

- The applicant shall design and construct signal improvements to enable a westbound right turn overlap phase;

- Or, at ITD’s discretion, the applicant may design and construct the following additional lanes:
  - North and southbound auxiliary thru lanes
  - North and southbound right turn lanes

If the improvements to the SH-16/Aerie Way and SH-16 Beacon Light intersections are not completed, the impact to ACHD’s system will increase. The required improvements should be completed prior to signature of the final plat for the phase that requires the improvements. If the improvements cannot be completed, the applicant should be required to submit a revised development application and updated TIS for review and action by ACHD.
The following conditions only apply if the applicant is able to obtain perpetual Right-of-Way Grants from BLM.

5. Maintenance
The applicant is proposing to construct 7 miles of new public roadway to be dedicated to ACHD. Of those 7 miles of new public roadways, the applicant has indicated that for this preliminary plat 13% of the roadways will be constructed with a grade greater than 6% necessitating the need for winter operations and maintenance. As future preliminary plats develop additional roadways with a grade of greater than 6% may be proposed. Depending on the grades of the future roadway, the ACHD Commission may need to determine if permanent winter operations and maintenance equipment will need to be stationed within Spring Valley to allow for plowing and clearing of snow and if this is an appropriate use of public funds.

6. Maximum Traffic on One Access
   a. Existing Conditions: There are no existing public roadways within the site.
   b. Policy:
      Maximum Traffic on One Access: District Policy 7205.3.2 states that if a proposed development only has one access to a public street that is classified a collector, or if it proposes to extend public streets from existing development with only one arterial street access to the public street system, the maximum forecast ADT to be allowed at any point on the arterial street is 5,000. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).
   c. Applicant Proposal: The applicant is proposing one access point, Aerie Way, a minor arterial roadway to access the site.
   d. Staff Comments/Recommendations: Consistent with ACHD’s Maximum Traffic on One Access policy, staff recommends allowing up to 500 single family building lots (or land uses that that will equal the equivalent trips) within the Spring Valley Phase 1 subdivision to be final platted prior to obtaining secondary public street access to the site. This would be approximately 4,715 vehicle trips per day to be served off of one access point, Aerie Way.

ACHD has not received any comments from emergency service providers regarding maximum traffic on one access point. Prior to plan submittal, the applicant should be required to provide written documentation from the appropriate fire district (Star/Middleton or Eagle Fire) that they approve of the proposal to allow one roadway to serve the site.

Prior to ACHD’s signature on any future final plats that exceed 500 single family building lots (or land uses that that will equal the equivalent trips), secondary public street access will be required.

7. Sidewalks/Pathways
   a. Policy: Arterial Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

**Sidewalk Policy Collectors:** District policy 7206.5.6 requires a concrete sidewalk 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.

**b. Applicant's Proposal:** The applicant has proposed to construct a 10-foot wide sidewalk on one side of some segments (on and off-site) of Aerie Way and Linder Road, proposed minor roadways.

**c. Staff Comments/Recommendations:** On-site - The applicant’s proposal to construct a 10-foot sidewalk on one side of on-site segments of Aerie Way and Linder Road on-site does not meet ACHD’s Sidewalk Policies, which require the construction of a 5-foot wide detached (or 7-foot wide attached) concrete sidewalk on both side of arterial and collector roadways and should not be approved, as proposed. Consistent with ACHD policy and to ensure there is a complete pedestrian network within the site the applicant should be required to construct at a minimum a 5-foot wide detached (or 7-foot wide attached) concrete sidewalk on both sides of Aerie Way and Linder Road, within the site.

Off-site - Staff is supportive of the applicant's proposal to construct a 10-foot wide sidewalk on one side of the off-site portions of Aerie Way and Linder Road. The off-site portions of these roadways will cross BLM land making the adjacent parcels undevelopable with no pedestrian attractions. Additionally, reducing the sidewalk to one side will reduce the amount of area in which a perpetual right-of-way Grants to ACHD from the BLM will be required.

To ensure safe crossings of Aerie Way and Linder Road, both anticipate being 5-lane roadways, the applicant should be required to construct pedestrian crossing on both roadways where they transition from off to on-site to allow access to the pedestrian facilities on both sides of the roadways.

8. **Aerie Way – New Minor Arterial**

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

   **b. Policy:**

   **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

   **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master
Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

**Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 7-lane street section shall be 96-feet (back-of-curb to back-of-curb) within 120- feet of right-of-way. This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and safety shoulders.

**Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

**Street Section and Right-of-Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

**Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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

**Landscape Medians Policy:** District policy 7205.5.15 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.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Aerie Way is designated in the MSM as a Foothills Arterial with 5-lanes. A specific roadway typology and right-of-way width for the Foothills Arterial is not identified on the MSM.

c. Applicant Proposal: Section 1 - The applicant is proposing to construct Aerie Way from SH-16 east through the BLM land to the project boundary as a as 5 lane rural foothills arterial with four 11 foot wide travel lanes, a 11-foot wide center landscape median/ditch, a 6-foot wide bike lane, 2-foot shoulders, barrow ditches, and a 3-foot wide shoulder and 10-foot wide sidewalk on one side of the roadway. The right-of-way is proposed to extend 2-feet behind the roadway shoulder, 77-feet total. The barrow ditches and sidewalk are proposed to be located outside of the right-of-way in an easement.

Section 2 - From the site’s west property line east to Linder Road the applicant has proposed to construct Aerie Way as a 5-lanes foothills arterial with four 11-foot wide travel lanes, a 13-foot wide center landscape island, 6-foot wide bike lanes, vertical curb, gutter, and a 10-foot wide sidewalk on one side of the roadway located a maximum of 14-feet from the back of curb. The right-of-way is proposed to extend 2-feet behind the back of curb, 77-feet total. The sidewalk is proposed to be located outside of the right-of-way in an easement.

Section 3 - From Linder Road east, the applicant has proposed to construct Aerie Way as a 5-lane foothills arterial with four 11-foot wide travel lanes, a 13-foot wide center landscape island, 6-foot wide bike lanes, vertical curb, gutter, and a 10-foot wide sidewalk on one side of the roadway located a maximum of 14-feet from the back of curb and a 5-foot wide detached concrete sidewalk on side of the roadway opposite the 10-foot wide sidewalk. The right-of-way is proposed to extend 2-feet behind the back of curb, 77-feet total. The sidewalks are proposed to be located outside of the right-of-way in an easement.

Section 4 - For the remaining segment of the roadway, the applicant has proposed to construct Aerie Way as a 5-lanes foothills arterial with four 11-foot wide travel lanes, a 13-foot wide center landscape island, 6-foot wide bike lanes, vertical curb, gutter, and a 10-foot wide sidewalk on one side of the roadway located a maximum of 14-feet from the back of curb. The right-of-way is proposed to extend 2-feet behind the back of curb, 77-feet total. The sidewalk is proposed to be located outside of the right-of-way in an easement.

The medians are proposed to be continuous with breaks at intersections and/or every 1,000 feet for turnarounds for all sections of Aerie Way.
d. Staff Comments/Recommendations:

**Section 1 - Rural Foothills Arterial (Across BLM Land):** The applicant’s proposal generally meets District policy and should be approved, as proposed. ACHD would be supportive of eliminating the center landscape island/ditch to reduce the impacts of the roadway construction through the BLM land.

The rural street section proposed for Aerie Way includes 2-foot wide shoulders, consistent with ACHD policy, a 3-foot wide gravel shoulder should be constructed.

Staff is supportive of the applicant’s proposal to construct barrow ditches to accommodate stormwater runoff and the detached 10-foot wide sidewalk on one side of the roadway, however drainage is considered to be part of the roadway prism and will need to be located within the right-of-way. Sidewalks and concrete pathways under the jurisdiction of ACHD need to be located within the right-of-way or within a permanent right-of-way easement.

To include the barrow ditches and sidewalks as part of the right-of-way the applicant will be required to expand the perpetual right-of-way Grant area from the BLM to ACHD to include the barrow ditches, sidewalks, expanding 2-feet behind the back of the sidewalk.

If the applicant is unable to expand the Grant Area to accommodate these improvements, then Aerie Way and all the roadways within Spring Valley PUMP 1 and the Spring Valley Phase 1 Subdivision should be constructed, as private roads. See Finding 1 above.

**Sections 2, 3, & 4 – Foothills Arterial:** The applicant’s proposal to construct Aerie Way from the site’s west property line east through the site as a 5-lane foothills arterial roadway meets District policy with the exception of width of the proposed center landscape island and the construction of a sidewalk on one side of the road.
The center landscape islands should be reduced to a width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to the 13-feet proposed. ACHD’s Sidewalk Policy requires a minimum 5-foot wide detached (or 7-foot attached) concrete sidewalk be constructed on both sides of an arterial roadway. Consistent with ACHD’s policy, at a minimum the applicant should be required to construct a 5-foot wide detached concrete (or 7-foot attached) sidewalk on Aerie Way on the opposite side of the 10-foot wide concrete pathway. Sidewalks under the jurisdiction of ACHD need to be located within the right-of-way or within in a permanent right-of-way easement.

The applicant should be required to dedicate 100-feet of right-of-way for Aerie Way on-site consistent with ACHD Spring Valley PUMP #1 staff report.

For all Sections: In lieu of constructing on-street bike lanes, the applicant may construct 10-foot wide concrete multi-use pathways on both sides of Aerie Way within the site. All multi-use pathways should be concrete, parallel to the adjacent roadway and located no greater than 14-feet from the back of curb (measured back of curb to face of sidewalk/pathway). Meandering sidewalks are discouraged. If the Multi-Use pathway section is chosen intersection designs should be completed utilizing MUP-05 from the ACHD Multi-Use Path & Raised Bike Lane Tool Kit. Contact Development Review staff prior to plan submittal to obtain this information.

If street trees are desired, then a minimum 8-foot wide planter strip (back of curb to face of sidewalk) should be provided. The right-of-way should extend a minimum of 2-feet behind the back of curb and a permanent right-of-way easement should be provided for the detached pathways located outside of the dedicated right-of-way.

The center landscape islands should be platted as right-of-way owned by ACHD. The applicant or the future homeowner’s association should enter into a license agreement if landscaping is desired within the center landscape islands.

The fire department may want more frequent breaks in the proposed center landscape medians, than the proposed 1,000-feet or at intersections. The applicant should be required to provide written approval from the fire department that the proposed median breaks are acceptable. If the fire department request more frequent median breaks, than the applicant should be required to accommodate their request.

9. Linder Road – New Minor Arterial
   a. **Existing Conditions:** There are no roadways within the site.
   b. **Policy:**
      - **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      - **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.
      - **Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 7-lane street section shall be 96-feet (back-of-curb to back-of-curb) within 120-feet of right-of-way. This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and safety shoulders.
      - **Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a
continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

**Street Section and Right-of-Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

**Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Linder Road is designated in the MSM as a Foothills Arterial with 2-lanes. A specific roadway typology and right-of-way width for the Foothills Arterial is not identified on the MSM.

c. **Applicant Proposal:**

**Section 1** - The applicant is proposing to construct Linder Road from Beacon Light Road north through the BLM land to the project boundary as a 5 lane rural foothills arterial with four 11 foot wide travel lanes, a 11-foot wide center landscape median/ditch, a 6-foot wide bike lane, 2-foot shoulders, barrow ditches, and a 3-foot wide shoulder and 10-foot wide sidewalk one side of the roadway. The right-of-way is proposed to extend 2-feet behind the roadway shoulder, 77-feet total. The barrow ditches and the multi-use pathway are proposed to be located outside of the right-of-way in an easement.

**Section 2** - From the site’s south property line north to Big Gulch Parkway the applicant has proposed to construct Linder Road as a 5-lanes foothills arterial with four 11-foot wide travel lanes, 13-foot wide center landscape island, 6-foot wide bike lanes, vertical curb, gutter, and a 10-foot wide sidewalk on one side of the roadway. The right-of-way is proposed to extend 2-feet behind the back of curb, 77-feet total. The multi-use pathway is proposed to be located outside of the right-of-way in an easement.
Section 3 – The applicant is proposing to construct Linder Road between Big Gulch Parkway and Aerie Way as a 5-lanes foothills arterial with four 11-foot wide travel lanes, a 13-foot wide center landscape island, vertical curb, gutter, and a 10-foot multi-use pathways on both sides of the roadway. The right-of-way is proposed to extend 2-feet behind the back of curb, 67-feet total. The multi-use pathways are proposed to be located outside of the right-of-way in an easement.

The medians are proposed to be continuous with breaks at intersections and/or every 1,000 feet for turnarounds for all proposed sections of Linder Road.

d. Staff Comments/Recommendations:

Section 1 (Across BLM Land): The applicant’s proposal generally meets District policy with the exception of the width of the center landscape island/ditch, the shoulder width and the proposed right-of-way widths. The islands should be reduced to a width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to the 13-feet proposed. ACHD would be supportive of eliminating the center landscape island/ditch to reduce the amount of cutting the BLM land.

The rural street section proposed for Linder Road includes 2-foot wide shoulders, consistent with ACHD policy, a 3-foot wide gravel shoulder should be constructed.

Staff is supportive of the applicant’s proposal to construct barrow ditches to accommodate stormwater runoff and the detached 10-foot wide sidewalk on one side of the roadway, however
drainage is considered to be part of the roadway prism and will need to be located within the right-of-way. Sidewalks and concrete pathways under the jurisdiction of ACHD need to be located within the right-of-way or within in a permanent right-of-way easement.

To include the barrow ditches and sidewalks/pathway as part of the right-of-way the applicant will be required to expand the perpetual right-of-way Grant area from the BLM to ACHD to include the barrow ditches, sidewalks, expanding 2-feet behind the back of the barrow ditches and sidewalk/pathway.

If the applicant is unable to expand the Grant Area to accommodate these improvements, then Linder Road and all the roadways within Spring Valley PUMP 1 and the Spring Valley Phase 1 Subdivision should be constructed, as private roads. See Finding 1 above.

Sections 2: The applicant’s proposal to construct Linder Road from the site’s south property line north to Big Gulch Parkway as a 5-lane foothills arterial roadway meets District policy with the exception of width of the proposed center landscape island and the construction of a sidewalk on one side of the road.

The center landscape islands should be reduced to a width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to the 13-feet proposed. ACHD’s Sidewalk Policy requires a minimum 5-foot wide detached (or 7-foot attached) concrete sidewalk be constructed on both sides of an arterial roadway. Consistent with ACHD’s policy, at a minimum the applicant should be required to construct a 5-foot wide detached concrete (or 7-foot attached) sidewalk on Aerie Way on the opposite side of the 10-foot wide concrete sidewalk. Sidewalks and concrete pathways under the jurisdiction of ACHD need to be located within the right-of-way or within in a permanent right-of-way easement.

The applicant should be required to dedicate 100-feet of right-of-way for Linder Road on-site consistent with ACHD Spring Valley PUMP #1 staff report.

Section 3 – The applicant’s proposal to construct Linder Road between Big Gulch Parkway and Aerie Way as a 5-lane foothills arterial roadway meets District policy with the exception of width of the proposed center landscape island.

The applicant should be required to dedicate 100-feet of right-of-way for Linder Road on-site consistent with ACHD Spring Valley PUMP #1 staff report.

For all Sections: Staff recommends a modification of the MSM to change Linder Road from a 2-lane foothills arterial roadway to a 5-lane foothills arterial roadway consistent with ACHD’s Spring Valley PUMP #1 staff report and the findings of the traffic impact study.

In lieu of constructing on-street bike lanes, the applicant may construct 10-foot wide concrete multi-use pathways on both sides of Linder Road within the site. All multi-use pathways should be concrete, parallel to the adjacent roadway and located no greater than 14-feet from the back of curb (measured back of curb to face of sidewalk/pathway). Meandering sidewalks are discouraged. If the Multi-Use pathway section is chosen intersection designs should be completed utilizing MUP-05 from the ACHD Multi-Use Path & Raised Bike Lane Tool Kit. Contact Development Review staff prior to plan submit to obtain this information.

If street trees are desired, then a minimum 8-foot wide planter strip (back of curb to face of sidewalk) should be provided. The right-of-way should extend a minimum of 2-feet behind the back of curb and a permanent right-of-way easement should be provided for the detached pathways located outside of the dedicated right-of-way.
The center landscape islands should be platted as right-of-way owned by ACHD. The applicant or the future homeowner’s association should enter into a license agreement if landscaping is desired within the center landscape islands.

The fire department may want more frequent breaks in the proposed center landscape medians, than the proposed 1,000-feet or at intersections. The applicant should be required to provide written approval from the fire department that the proposed median breaks are acceptable. If the fire department request more frequent median breaks, than the applicant should be required to accommodate their request.

10. Aerie Way/Linder Road Intersection
The traffic impact study notes that single lane roundabout is proposed to be construct at the Aerie Way/Linder Road intersection, and an analysis included in the study found that this intersection is anticipated to operate acceptably, as single lane roundabout. Staff is supportive of the construction of a roundabout at this intersection, as it is an arterial/arterial intersection. However, due to the proposed roadway configurations, of both Aerie Way and Linder Road as 5-lane foothills arterials, the applicant should be required to construct a dual lane roundabout.

The design and construction of the dual lane roundabout should be coordinated with ACHD’s Development Review staff and should be designed meeting ACHD’s Roundabout Design policies, section 5108 and 5188 of the ACHD Policy Manual.

11. Big Gulch Parkway
a. Existing Conditions: There are no roadways within the site.

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.

Off-Site Streets Policy: District Policy 7206.2.3 states that if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide gravel shoulders from the site to the public street specified by the District; OR the
developer shall provide 24-feet of pavement with 3-foot wide gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility, from the site to a public street specified by the District.

Alternatives to pavement widening including sidewalks and pathways or other proposals, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are limited to: traffic volumes (existing and projected); number of pedestrians (existing and projected); location of pedestrian “attractors” and “generators” (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalk 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.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should extend east/west between SH-16 and Linder Road. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

**c. Applicant Proposal:**

**Section 1** - The applicant has proposed to construct Big Gulch Parkway east and west of Linder Road as a two lane foothills collector roadway with two 16-foot wide travel lanes (11-foot wide travel lanes and 5-foot wide bike lanes), a 13-foot wide center landscape median, vertical curb, and gutter within 53-feet of right-of-way with a 5-foot wide detached concrete sidewalk on one side of the roadway and a 10-foot wide concrete sidewalk on the other side of the roadway. located outside of the right-of-way in an easement.

**Section 2** – The applicant is proposing to construct the east and west segments of Big Gulch Parkway as a two lane foothills collector roadway with two 16-foot wide travel lanes (11-foot wide travel lanes and 5-foot wide bike lanes), a 13-foot wide center landscape median, vertical curb, and gutter within 53-feet of right-of-way with a 5-foot wide detached concrete sidewalk on both sides of the roadway, located outside of the right-of-way in an easement.

The medians are proposed to be continuous with breaks at intersections and/or every 1,000 feet for turnarounds for all proposed sections of Big Gulch Parkway.

The applicant has proposed to terminate Big Gulch Parkway near SH-16 with the construction of a cul-de-sac turnaround.
A 20-foot wide emergency access only driveway is proposed to extend from the terminus of Big Gulch Parkway to SH-16.

d. **Staff Comments/Recommendations:** The applicant’s proposal generally meets District policy for both sections of Big Gulch Parkway with the exception of the width of the proposed travel lanes and center landscape islands.

The applicant should be required to construct 20-foot wide travel lanes on both sides of the center landscape islands, consistent with ACHD policy and at the request of the Star/Middleton Fire Department (attachment 4).

The islands should be reduced to a width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to the 13-feet proposed. The islands should be platted as right-of-way owned by ACHD. The applicant or the future homeowner’s association should enter into a license agreement if landscaping is desired within the center landscape islands.

The proposal to construct a 10-foot wide concrete sidewalk on Big Gulch Parkway exceeds District policy, which required a 5-foot wide detached concrete sidewalk and should be approved, as proposed.

Given the long length of the proposed Big Gulch Parkway and at the request of the Star/Middleton Fire Department the center landscape medians should be reduced to a length of 500-feet. This will allow for fire access as well as pedestrian access and crossings. To provide some traffic calming along Big Gulch Parkway, staff recommends that roadway be narrowed to 2 travel lanes for approximately 300-feet in length to create a chicane. The narrowing of the roadway will provide traffic calming and reduce the crossing length for pedestrians.

The City of Eagle as indicated that they would prefer the bike lanes to be removed from the roadway and moved off the street with the construction of a 10-foot wide detached concrete multi-use pathways on both sides of Big Gulch Parkway. Staff is supportive of this, if required by the City of Eagle.

The applicant’s proposal to terminate Big Gulch Parkway in a cul-de-sac turnaround meets District policy and should be approved, as proposed. The cul-de-sac should be design and constructed with a minimum radius of 50-feet.

The emergency access driveway should be paved 30-feet beyond Big Gulch Parkway and restricted to emergency access only with a gate or bollards located outside of the right-of-way, as determined by the Star/Middleton Fire Department.

The right-of-way should extend 2-feet behind the back of curb and a permanent right-of-way easement shall be provided for detached sidewalks or pathways located outside of the dedicated right-of-way.

12. **New Collector Roads/Future Streets**

a. **Existing Conditions:** There are no public streets within the site.

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 sidewalk 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.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of a Collector. The new collector roadway should align with Big Gulch Parkway west side of Linder Road and continues through the property to the east extending north to intersect Aerie Way. The Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

Speed Control and Traffic Calming Policy: District policy 7206.3.8 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

c. Applicant’s Proposal: The preliminary plat identifies 3 roadway segments within the Spring valley Phase 1 preliminary plat as “future street”.

d. Staff Comments/Recommendations: It is not clear whether or not these roadways are proposed to be constructed as part of this project or with a future preliminary plat application. If the roadways are to be constructed in the locations shown on the image above, then they should be constructed as standard 36-foot wide collector roadways street sections with curb,
gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks. The right-of-way should extend 2-feet behind the back of curb for detached sidewalk and 2-feet behind the back of sidewalk for attached.

The City of Eagle as indicated that they would prefer the bike lanes to be removed from the roadway and moved off the street with the construction of a 10-foot wide detached concrete multi-use pathways on both sides of the new collector roadways. Staff is supportive of this, if require by the City of Eagle.

These roads are also proposed to extend greater than 750-feet in length and will either need to be redesigned to reduce the block lengths or to provide passive traffic calming elements. A revised preliminary plat reflecting these changes should be provided to staff for review and approval prior to plan submittal. Valley gutters and Stop signs are not considered traffic calming.

13. Stub Streets  
   a. Existing Conditions: There are no stub streets to or from the site.

   b. Policy:
      
      **Stub Street Policy:** District policies 7205.2.3 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 7205.2, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, “THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

      In addition, stub streets must meet the following conditions:
      - A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
      - The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

      **Temporary Dead End Streets Policy:** District policies 7205.2.4 and 7206.2.4.4 require 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 has proposed to construct one stub street to the east, Aerie Way and one stub street to the south, Linder Road.

   d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should be required to install a terminus at the end of each stub street stating that, “THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

      If the stub streets extend greater than 150-feet in length then a temporary turnaround will be required. The temporary turnaround should be paved and be designed and constructed meeting the same 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.
14. Utilities and Construction Drawings

a. Policy: PRIVATE NON-REGULATED UTILITIES

A private non-regulated utility is defined as a privately owned and operated utility that is not regulated by the Public Utilities Commission, nor owned and operated by a municipality, water, sewer, or irrigation district. Examples include community water or sanitary sewer systems that serve a single development. This section applies to utilities 7200 - 67 Adopted: Revised: Res. 469 (7/13/94) Res. 675 (1/29/03); Res. 690 (10/15/03); Ord. 201 (4/12/06); Ord. 211 (12/15/10); Ord. 233 (1/25/17); Ord. 236 (11/29/17); Ord. 238 (12/12/18); Ord. 248 (3/10/21) installed parallel to and within public right-of-way.

7213.1 Developments Without Street Connectivity (Private Roads)

Developments proposing to install private non-regulated utilities, which do not provide street connectivity to adjacent properties, shall not be accepted as public roads and public right-of-way, but may be developed as private roads with agency (city or county) approval.

7213.2 Developments with Street Connectivity (Public Roads)

Developments proposing to install private non-regulated utilities, which provide street connectivity to adjacent properties, may be accepted as public roads and public right-of-way, if they enter into a Development Agreement with the District. Requirements of the Development Agreement shall include the following:

The owner of the land being developed shall enter into a Development Agreement with the District prior to final plat approval. The agreement shall be recorded and shall run with the land in perpetuity, or until the private utility is taken over by a public agency or other regulated entity.

The developer shall include all requirements listed in the Development Agreement as a part of the Covenants, Codes and Restrictions (CC&Rs) for the development, which shall be reviewed and approved by the District prior to acceptance of the roads. The CC&Rs shall contain a provision prohibiting the dissolution of the Homeowners Association or the modification of the CC&R's without the expressed written consent of the District.

The developer shall provide certification by a professional engineer licensed in the state of Idaho that the utilities have been constructed in accordance with the District approved construction plans, and shall include record drawings, and copies of test results that verify trench compaction, and pressure tests per accepted industry standards for all water and sanitary sewer lines.

The developer or their contractor shall provide a three year warranty to the District for the utility construction and associated construction and materials. The developer or their contractor shall provide a financial surety held by and in the name of the Ada County Highway District, in an amount determined by the District, for a period of three years following acceptance of the roads by the District. This surety is to guarantee the developer or their contractor shall complete any needed roadway repairs caused or necessitated by the private utility within the three year warranty period.

The developer shall provide a letter from a municipality, water or sewer district, indicating that they will accept ownership and operation of the private utility, if the utility is built to the standards of the municipality/district. This letter requirement shall not apply to Planned Communities, as defined by the Ada County government.

In the event that no public agency or other regulated entity will accept the utility in the future, the private utility shall be located outside of the public right-of-way.

Perpendicular crossings of the public right-of-way may be allowed subject to a license agreement and the following requirements: Utilities crossing the public right-of-way shall be placed with a valve or manhole constructed at the right-of-way line on both sides of the crossing. Pressurized lines crossing public right-of-way shall comply with Section 6007.11.8.6.
The developer shall require in the CC&Rs that the Homeowners Association shall become a member of Digline and shall be responsible for marking the location of the underground private utilities. Any future relocation of the private utilities (that lie within public right-of-way) deemed necessary by the District shall be moved at the sole expense of the developer or their successor. Any future relocation of the private utilities (that lie within public right-of-way) deemed necessary by the District.

b. Staff Comments/Recommendations: As part of the Spring Valley Phase 1 Subdivision significant sewer and water infrastructure is proposed to be constructed. In a meeting with ACHD’s Development Review staff, the applicant indicated that the sewer and water lines would be designed and constructed meeting the City of Eagle's standards and that the City of Eagle will be owning and maintaining those services. To ensure that those services will be public, prior to plan submittal the applicant should be required to provide written verification from the Eagle Sewer District and the City of Eagle that they are going to own and operate the sewer and water, and identity a process for how this would be done, consistent with ACHD's Private Utility policy.

Additionally, the applicant showed a sewer effluent/pressure irrigation line within the right-of-way and within the roadway prism that would be owned and operated by the homeowner's association. The pressure irrigation lines are shown to be located under the roadway, and gas lines under the sidewalk.

ACHD does not allow pressure irrigation line to be located within the right-of-way or within a permanent right-of-way easement. These pressure irrigation lines should be relocated to the planter strip behind the back of curb or to another location outside of the roadway prism and not under the multi-use path/sidewalk. The gas lines should also be relocated from under the sidewalk and be placed in a standard utility corridor.

15. Pedestrian Underpass/Pathway Crossings
The applicant is proposing to construct a pedestrian underpass/crossing under Linder Road to accommodate a 10-foot wide pathway owned by the homeowner’s association. The applicant has indicated that the underpass/crossing is intended to be separated from the main drainage way with the construction of a double box culvert and the pedestrian path proposed to be elevated above the flow line. Both box culverts, including the pedestrian crossing, will flood in a 100-yr rain event. The smaller, more frequent, storm events will not flood the pedestrian crossing.

The applicant has also proposed to have private pathways owned by the homeowner’s association under bridges tying into their trail system on either side.

Staff is supportive of the proposal for the pedestrian underpass/crossing as they will provide a safe crossing of arterial roadways, however, staff does have concerns regarding liability and the potential for flooding in these areas and how that may impact pedestrian safety during a significant rain event or snow melt, which may cause flooding.

To address these concerns staff recommends that the applicant enter into a license agreement with ACHD to allow the homeowners association owned trails to be located under the right-of-way and under a bridge crossing, as well as an additional agreement indemnifying from all liability associated with the under roadway and under bridge crossings.

Additionally, ACHD does not allow double box culverts. The applicant should be required to design the crossing consistent with section 3004.2.3 of ACHD’s policy manual.

All multi-use pathway crossing at street level, both private and public should be designed consistent with exhibit no. MUP-05 of ACHD’s Multi-use Path and Raised Bike Lane Tool Kit.
16. Drainage
The applicant intends on constructing a backbone storm drainage system for the roadway network and pipe it to the wash. They have proposed to comingle the roadway, common area, and offsite flows through the project area. Detention at the hydrolytic top of the project to control the flow in the wash though the project and provide regional detention and treatment at the hydraulic bottom of the project.

Designing and constructing the drainage system, as proposed would be a significant undertaking, as when subdivisions drain to multi-use facilities/amenities ponds the applicant would be required to enter into a non-exclusive drainage easement and when each subsequent preliminary plat would have a preliminary flow assigned to in the overall study. The applicant would then need to demonstrate compliance or incorporate additional detention/treatment within the subdivision to meet the overall conditions.

This proposal has some benefits in a foothills environment, but it would change the maintenance requirements to the cleaning of DIs and large storm drain lines instead of sand and grease traps, seepage beds, and small basins.

While staff is generally supportive of this proposal, staff recommends that the backbone drainage system be constructed as a private system and that the applicant grant ACHD a non-exclusive easement to allow the District to discharge into the system. The discharge areas will be in specific locations and will be determined as part of the plan review process. Small areas and subdivision pockets should be designed to meet BMP in section 8000 of ACHD’s policy manual, or in accordance with a regional stormwater management plan.

17. Bridge Crossing for Big Gulch Creek and Little Gulch Creek
The District will require that the applicant have ACHD approved plans for the crossing of Big Gulch Creek and Little Gulch Creek prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.

18. Tree Planters

Tree Planter Policy: 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.

19. 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.
20. **Other Access**
Aerie Way and Linder Road are classified as minor arterial roadways and Big Gulch Parkway and the new east/north roadways are classified as collector roadways. Access to these roadways will be approved as part of future preliminary plat applications and shall meet all ACHD Roadway Offset and Driveway policies in effect at the time of the development and should be noted on the final plat.

### D. Site Specific Conditions of Approval

1. Provide perpetual right-of-way grants to ACHD from BLM to allow the dedication of right-of-way to accommodate the construction of Aerie Way and Linder Road. The perpetual right-of-way grants shall include the entire roadway prism, including but not limited to drainage and pedestrian facilities.

2. If perpetual right-of-way Grants cannot be provided to allow for right-of-way dedication, then construct private roads through out the Spring Valley project.

3. Regardless of whether or not public or private roads are constructed within the site, prior to plan submittal for the first final plat, submit an analysis demonstrating where pedestrian improvements could be constructed on Linder Road. If the analysis finds that pedestrian improvements on Linder Road can be constructed, then the applicant will be required to make the improvements. Alternatives to pedestrian improvement will be considered consistent with ACHD's Alternative Mitigation policy.

4. Regardless of whether or not public or private roads are constructed within the site, the applicant should comply with the conditions set by ITD and the City of Eagle regarding improvements to SH-16, and the SH-16/Aerie Way and SH-16 Beacon Light intersections. If these improvements are not completed, the applicant should be required to submit a revised development application and updated TIS for review and action by ACHD, as the impacts to ACHD’s system will increase and may require additional mitigation.

The following conditions only apply if the applicant is able to obtain perpetual right-of-way Grants to ACHD from BLM to allow for right-of-way dedication.

5. Prior to ACHD’s signature on any final plat that exceeds 500 single family building lot, or the land uses that equal the equivalent trips, secondary public street access shall be provided. Provide written Fire Department approval for one roadway, Aerie Way to provide access to the site.

6. **Aerie Way and Linder Road:**

   **Off-Site**
   - Construct the off-site segments of Aerie Way and Linder Road through the BLM land as a 5 lane rural foothills arterial with four 11 foot wide travel lanes, a 11-foot wide center landscape median/ditch, a 6-foot wide bike lane, 3-foot gravel shoulders, barrow ditches, and 10-foot wide concrete sidewalk on one side of the roadways. The sidewalk shall be located a maximum of 14-feet from the back of curb.
   - The center landscape island/ditch may be eliminated to reduce the impacts of the roadway construction through the BLM land.
   - Construct pedestrian crossing on Aerie Way and Linder Road where the roadways transition from off to on-site to allow access to the pedestrian facilities on both sides of the roadways.
On-Site

- Construct Aerie Way and Linder Road as a 5-lane foothills arterial with four 11-foot wide travel lanes, 12-foot wide center landscape island, 6-foot wide bike lanes, vertical curb, gutter, and a 10-foot wide sidewalk on one side of the roadway located a maximum of 14-feet from the back of curb and at a minimum a 5-foot wide detached (or 7-foot attached) concrete sidewalk on side of the roadway opposite the 10-foot wide sidewalk.

- The center landscape islands should be reduced to a width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to the 13-feet proposed.

For all segments of Aerie Way and Linder Road

- If desired, lieu of constructing on-street bike lanes, construct 10-foot wide concrete multi-use pathways on both sides of Aerie Way and Linder Road within the site. All multi-use pathways should be concrete, parallel to the adjacent roadway and located no greater than 14-feet from the back of curb (measured back of curb to face of sidewalk/pathway). Meandering sidewalks are discouraged. If the multi-use pathways are constructed then, intersection designs should be completed utilizing MUP-05 from the ACHD Multi-Use Path & Raised Bike Lane Tool Kit. Contact Development Review staff prior to plan submit to obtain this information.

- If street trees are desired, then a minimum 8-foot wide planter strip (back of curb to face of sidewalk) shall be provided. Dedicate 100-feet of right-of-way for both Aerie Way and Linder Road on-site. Provide a permanent right-of-way easement for the detached sidewalks/pathways located outside of the dedicated right-of-way.

- The center landscape islands should be platted as right-of-way owned by ACHD. The applicant or the future homeowner’s association shall enter into a license agreement if landscaping is desired within the center landscape islands.

- Provide written approval from the Star/Middleton Fire Department that the proposed median breaks on Aerie Way and Linder Road are acceptable (1,000 feet and at intersection). If the fire department request more frequent median breaks, than the applicant shall accommodate their request.

- The right-of-way should extend a minimum of 2-feet behind the back of curb and a permanent right-of-way easement should be provided for the detached sidewalks and pathways located outside of the dedicated right-of-way.

7. Construct a dedicated southbound right turn lane on Linder Road at Big Gulch Parkway.

8. Construct a dual lane roundabout at the Aerie Way/Linder Road intersection. Coordinate the design and construction of the dual lane roundabout with Development Review staff and design the roundabout to meet ACHD’s Roundabout Design policies, section 5108 and 5188 of the ACHD Policy Manual.

9. Big Gulch Parkway:

- Construct Big Gulch Parkway as a 2/3 lane foothills collector roadway with two 20-foot wide travel lanes, center landscape islands, 5-foot wide bike lanes, vertical curb, gutter, and either a 5-foot wide detached (or 7-foot wide attached) concrete sidewalk on both sides of the roadway or with a 5-foot wide detached concrete sidewalk on one side of the roadway and a 10-foot wide detached concrete sidewalk on the opposite side.
• If desired, lieu of constructing on-street bike lanes, construct 10-foot wide concrete multi-use pathways on both sides of Big Gulch Parkway. All multi-use pathways should be concrete, parallel to the adjacent roadway and located no greater than 14-feet from the back of curb (measured back of curb to face of sidewalk/pathway). Meandering sidewalks are discouraged. If the multi-use pathways are constructed then, intersection designs should be completed utilizing MUP-05 from the ACHD Multi-Use Path & Raised Bike Lane Tool Kit. Contact Development Review staff prior to plan submit to obtain this information.

• Construct the center landscape islands to a maximum width of 12-feet within 150-feet of an intersection, beyond the intersections the island may be expanded to a maximum width of 30-feet. The islands should be platted as right-of-way owned by ACHD. The applicant or the future homeowner’s association should enter into a license agreement if landscaping is desired within the center landscape islands.

• Provide breaks in the center landscape medians every 500-feet and narrow the roadway to 2-lanes for approximately 300-feet in between the islands to create a chicane.

• Construct a cul-de-sac turnaround at the terminus of Big Gulch Parkway with a minimum radius of 50-feet.

• The right-of-way should extend 2-feet behind the back of curb and a permanent right-of-way easement shall be provided for detached sidewalks or pathways located outside of the dedicated right-of-way.

10. Construct a 20-foot wide emergency access only driveway extending from the terminus of Big Gulch Parkway to SH-16. The emergency access only driveway should be paved 30-feet beyond Big Gulch Parkway and restricted to emergency access only with a gate or bollards located outside of the right-of-way as determined by the Star/Middleton Fire Department.

11. Construct a dedicated northbound center left turn lane on Big Gulch Parkway at Linder Road.

12. Dedicate additional right-of-way at the Big Gulch Parkway/Linder Road intersection or provide a dedicated setback area to accommodate the future construction of a multi-lane roundabout.

13. If included as part of this preliminary plat, then constructed the “future streets” as, 36-foot wide collector street sections with vertical curb, gutter, and 5-foot wide detached (or 7-foot attached) concrete sidewalk on both side of the roadways. If street trees are desired a minimum planter strip of 8-feet shall be provided. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.

14. Redesign the “future streets” to reduce the block lengths to less than 750-feet or to provide passive traffic calming elements. Submit a revised preliminary plat reflecting these changes to staff for review and approval prior to plan submittal. Valley gutters and Stop signs are not considered traffic calming.

15. Construct one stub street to the east, Aerie Way, as proposed. Install a sign at the terminus of the stub street stating that, “THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

16. Construct one stub street to the south, Linder Road, as proposed. Install a sign at the terminus of Linder Road stating that, “THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”
17. If the stub streets (Aerie Way and Linder Road) extend greater than 150-feet in length, then a temporary cul-de-sac turnaround shall be constructed at the terminus of the roadways. The temporary turnaround shall be paved and be designed and constructed meeting the same 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.

18. Prior to plan submittal provide written verification from the Eagle Sewer District and City of Eagle that they are going to own and operate the water, and sewer utilities and identity a process for how this would be done, consistent with ACHD’s Private Utility policy.

19. Locate all pressurized irrigation lines outside of the right-of-way, outside of the prism of the roadway, and not under the sidewalks/multi-use pathways.

20. Locate all gas line within a standard utility corridor and not under the multi-use pathway/sidewalks.

21. Enter into a license agreement with ACHD to allow the homeowners association owned trails/multi-use pathways to be located under the right-of-way for Linder Road and under bridge crossings throughout the development. Enter into an additional agreement indemnifying ACHD from all liability associated with the under roadway and under bridge crossings.

22. Double box culverts and multi barrel systems will not be approved for crossings. The applicant should be required to design all of the crossings within the site consistent with section 3004.2.3 of ACHD’s policy manual.

23. Design and construct all multi-use pathway crossing at street level, both private and public consistent with exhibit no. MUP-05 of ACHD’s Multi-use Path and Raised Bike Lane Tool Kit.

24. Design and construct the backbone drainage system as a private system and grant ACHD a non-exclusive easement to allow the District to discharge into the system. The discharge locations will be specific and identified during the plan review process.

25. Drainage for small areas and subdivision pockets should be designed to meet BMP in section 8000 of ACHD’s policy manual or in accordance with a regional stormwater management plan.

26. Aerie Way and Linder Road are classified as minor arterial roadways and Big Gulch Parkway and the new east/west north/south roadways are classified collector roadways. Access to these roadways will be approved as part of future preliminary plat applications and shall meet all ACHD Roadway Offset and Driveway policies in effect at the time of the development and this shall be noted on the final plat.

27. Submit civil plans to ACHD Development Services for review and approval.

28. The impact fee assessment will not be released until the civil plans are approved by ACHD.

29. Payment of impact fees is due prior to issuance of a building permit.

30. Comply with all Standard Conditions of Approval.
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. ITD Letter
4. Star/Middleton Fire Department Letter
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines OR Appeal Guidelines

VICINITY MAP
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 11:00 a.m. 2 days 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.
August 9, 2022

TO: ACHD Board of Commission
FROM: Mindy Wallace, AICP
Planning Review Supervisor

SUBJECT: Spring Valley Planning Unit Master Plan No. 1
Staff Memo for the August 17, 2022, Commission Meeting
North of Beacon Light Road between SH-16 and Willow Creek Road

Introduction
GWC Capital Investments is requesting approval of the Spring Valley Planning Unit Master Plan No. 1 (PUMP 1) located within the Spring Valley Master Planned Community. The City of Eagle has gone through a series of reviews and approvals for the Spring Valley project starting with approval of a comprehensive plan amendment rezone with development agreement, and pre-annexation agreement in December of 2007. The Spring Valley property was annexed into Eagle City limits in December 2009 and PUMP 1 was previously approved by both ACHD and the City of Eagle in 2014, however those entitlements have since expired.

PUMP 1 consist of approximately 970 acres of the 6,017 acre master planned community located north of Beacon Light Road between SH-16 and Willow Creek Road in Eagle, Idaho. With its annexation into the City of Eagle in 2009, the Spring Valley Master Planned Community is entitled to a maximum of 7,160 residential dwelling units and approximately 1.2 million square feet of non-residential mixed uses, three elementary schools, one middle school, and one high school.
PUMP 1 is proposed to consist of 2,200 residential housing units, 150,000 SF of non-residential uses, and 504 acres of community open space. The 970 acre site is generally located on the east side of SH-16 and north of Big Gulch Parkway. PUMP 1 represents approximately 30% of the total residential units and 12.5% of nonresidential uses entitled under the City of Eagle’s development agreement.
A PUMP application in the City of Eagle is similar to a Specific Area Plan in the City of Boise, or a Planned Community in Ada County. As the intent is to establish standards and guidelines for future preliminary plat phases. As individual preliminary plats are submitted under this PUMP, the Ada County Highway District (ACHD) will provide detailed analysis of street layout, street design and construction, and will be a signatory on the plat. Please see the attachment for full size maps and a summary of the application information.

Since the annexation of this site in 2009 and the subsequent approval of the PUMP 1 in 2014 the City of Eagle has had a development agreement in place which set requirements for the entire Spring Valley site. The applicant’s proposal for PUMP 1 is consistent with their agreements with the City of Eagle. For the current application, ACHD is a recommending body to the City of Eagle.

**ACHD Comments and Recommendations**

1. **Capital Improvement Plan (CIP)/Integrated Five Year Work Plan (IFYWP)**

   The following improvements are scheduled in ACHD’s IFYWP or listed in the CIP:

   - The Linder Road/Floating Feather Road intersection is scheduled in the IFYWP to be widened and reconstructed as a multi lane roundabout with 2 lanes north and south and 1 lane east and west. Construction for this project is scheduled for 2026 (Project #0390).

   - Linder Road from SH-44 to Floating Feather Road is scheduled to widened to 5 lanes in 2026. This project includes the replacement of 2 bridges over the Middleton Ditch and 1 over the Foothills Ditch (Project #0850).

   - Beacon Light Road from SH-16 to Ballantyne Road is scheduled for roadway and ADA improvements in 2023.

   - The Beacon Light Road/SH-16 intersection is listed in the CIP to be widened to 4 lanes on the north, south, east, and west approaches and signalized between 2036 to 2040 (Project #0130).

   - The Beacon Light Road/Palmer Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2036 to 2040 (Project #0150).

   - The Beacon Light Road/Linder Road intersection is listed in the CIP to be widened to a multi lane roundabout with 1 lane north/south and 2 lanes east/west between 2031 to 2035 (Project #0140).

   - The Beacon Light Road/Park Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0160).

   - The Beacon Light Road/Ballantyne intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0110).

   - The Beacon Light Road/Eagle Road intersection is listed in the CIP to be widened to a single lane roundabout between 2031 to 2035 (Project #0120).
• The Floating Feather/Ballantyne intersection is listed in the CIP to be widened to a single lane roundabout in 2031 to 2035 (Project #0380).

• Beacon Light Road from SH-16 to Palmer Lane is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0090).

• Beacon Light Road from Palmer Lane to Linder Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0100).

• Beacon Light Road from Linder Road to Park Lane is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0110).

• Beacon Light Road from Park Lane to Ballantyne is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0120).

• Beacon Light Road Ballantyne to Eagle Road is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0130).

• Beacon Light Road from Eagle Road to SH-55 is listed in the CIP to be widened to 3 lanes in 2031-2035 (Project #0140).

CIP Project Map

2. Traffic Impact Study
The purpose of the study was to provide a planning level roadway and intersection analysis for the full build out of the Spring Valley PUMP #1 and to highlight roadway and intersection improvements due to site generated traffic at full build out of the PUMP #1 site.
Traffic Impact Study Area
With the traffic impact study for PUMP #1 the study area was extended to beyond the roadways within and adjacent to the development to allow for analysis of all the traffic impacts. The extended study area included 15 offsite intersections and 13 roadway segments as shown below.

The applicant’s TIS analyzed the impacts of the subject development and identified the street and intersection improvements necessary to address the projected impacts. A complete executive summary of the study is included in attachment 3. Below is an identification of the scope:
- Trip Generation of the proposed developments
- Site traffic distribution and traffic assignment
- Planning level threshold roadway and intersection capacity analysis
- Recommended roadway sizes and intersection improvements to serve the site in 2035

ACHD Comment: District Traffic Services and Planning Review staffs have reviewed the submitted traffic impact study for accuracy in results and assumptions as well as for completeness. ACHD comments and recommendations are noted below.

a. Build-Out Year and Off-Site Traffic Projections
   The projected build-out year for the Spring Valley PUMP 1 developments is 2035, and the year 2035 was used as a horizon year. The study provides an analysis of the 2035 traffic conditions with and without the PUMP 1 development and provides a comparison of the improvements necessary to mitigate the site generated traffic impacts to the improvement listed in ACHD’s CIP.

b. Offsite Improvements
   i. The TIS includes 12 roadway segments and 15 intersections in the study area. The current CIP has improvements planned through 2040 and only has planned improvements for 7 miles of Beacon Light Road between SH-16 and SH-55, 1 mile of Linder Road between SH-44 and Floating Feather, 6 intersections along...
the Beacon Light Road corridor, and 3 intersections along the Floating Feather corridor. No other study area roadway or intersections are currently planned for improvements.

The table below identifies the study intersections and roadway segments, the number of lanes the roadways are anticipated to have in 2035 based on the CIP and notes whether the intersections and roadways will be over capacity at the build out of PUMP 1. This table is based on total traffic conditions in 2035 (background and site generated traffic).

### Table 1. 2035 Spring Valley PUMP #1 Roadway Segments Improvement Summary

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Segment</th>
<th>Classification</th>
<th>Existing Travel Lanes</th>
<th>ACHD CIP Travel Lanes</th>
<th>Future 2035 Travel Lanes without Spring Valley</th>
<th>Future 2035 Travel Lanes with Spring Valley</th>
<th>2035 Background or Project Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beacon Light Rd</td>
<td>SH-16 to Linder Rd</td>
<td>Minor Arterial</td>
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<td>3</td>
<td>5(^1)</td>
<td>5(^1)</td>
<td>Background</td>
</tr>
<tr>
<td></td>
<td>Linder Rd to Park Ln</td>
<td></td>
<td>2</td>
<td>3</td>
<td>5(^1)</td>
<td>5(^1)</td>
<td>Background</td>
</tr>
<tr>
<td></td>
<td>Park Ln to Ballantyne Ln</td>
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<td>2</td>
<td>3</td>
<td>5(^1)</td>
<td>5(^1)</td>
<td>Background</td>
</tr>
<tr>
<td></td>
<td>Ballantyne Ln to Eagle Rd</td>
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<td>3</td>
<td>2</td>
<td>3</td>
<td>Project Need</td>
</tr>
<tr>
<td></td>
<td>Eagle Rd to SH 55</td>
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<td>3</td>
<td>3</td>
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</tr>
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<td>3</td>
<td>Project Need</td>
</tr>
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<td>Homer to Spring Valley</td>
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<td>NA</td>
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<td>Project Need</td>
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<td>Ballantyne Ln</td>
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<td>SH-16 to Spring Valley</td>
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<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>Project Need</td>
</tr>
</tbody>
</table>

Notes: 1 Per COMPASS 2040 Functional Street Classification Map; 2 Travel lanes include the total number of lanes across the roadway’s respective cross section; 3 Roadway constrained to less lanes for preservation on the ACHD Master Street Map; 4 Five lanes is needed on the east end of segment near SH-55; Two lanes remains under capacity without access and five lanes is needed to meet ACHD Segment LOS standards.

The traffic impact study identifies the following intersections and roadway segments as needing improvements to accommodate the buildout of the Spring Valley PUMP 1 development in 2035:

- Beacon Light Road/SH-16
- Beacon Light Road/Park Lane
- Beacon Light Road/Ballantyne Lane
- Beacon Light Road/Eagle Road
- Beacon Light Road/SH-55
- Linder Road/Beacon Light Road
- Linder Road/Homer Road
- Park Lane/Floating Feather
- Beacon Light Road between SH-16 and SH-55 (7 miles)
- Linder Road between Homer Road and Floating Feather Road (2 miles)

If improvements are not made to impacted intersections and roadway segments, the applicant may need to make improvements or if this is not feasible without acquiring additional right-of-way, the applicant may need to wait for ACHD to make them before proceeding with the phase of the development requiring the improvement.

All intersection and roadway improvements necessary to serve the site will be verified through traffic impact studies submitted with future preliminary plat applications.

The TIS states that additional lanes or widening beyond what is listed in ACHD’s CIP and MSM are needed at the following intersections:

- Beacon Light Road/SH-16, additional lane needed and signal modifications.
- Beacon Light Road/Linder Road, convert from single lane roundabout to multi-lane roundabout.
- Beacon Light Road/Park Lane, convert from single lane roundabout to multi-lane roundabout.
- Park Lane/Floating Feather, convert from single lane roundabout to multi-lane roundabout.

Based on this information, the land uses may need to be revised, or a request to modify the MSM may be necessary to change the lane configurations at the intersections listed above to allow for right-of-way preservation necessary to accommodate future impacts from preliminary plats within PUMP 1. Staff will recommend modification to the MSM as part of the preliminary plat application within PUMP 1.

The TIS states the future number of lanes needed on Beacon Light Road is 5. At this time ACHD has no plans to widen Beacon Light Road between SH-16 and SH-55 beyond the 3 lanes currently listed in ACHD’s MSM and CIP. In 2014 at the request of the City of Eagle, the ACHD Commission approved a modification to the MSM, which modified Beacon Light Road from a 5 to 3 lane roadway. To accommodate the future traffic impacts, the city may need to consider a revision to the land uses or request a change to the MSM to accommodate the future traffic impacts from the preliminary plats within PUMP 1, or accept high levels of traffic congestions in the area of the city impacted by the traffic generated by PUMP 1.
Linder Road between Homer Road and Floating Feather Road is not currently listed in ACHD’s CIP and IFYWP.

3. **Trip Generation and Trip Capture**
   a. **Land Use Assumptions**
      i. 2,200 dwellings units
         1. 1,100 single family dwelling units
         2. 550 senior adult housing detached
         3. 550 Apartments
         4. All units are located within PUMP 1
      ii. 110,000 square feet of commercial/shopping center
      iii. Elementary school, 600 students
   b. **Total Trip Generation**
      i. At the time of full build-out in 2035 the Spring Valley PUMP 1 is anticipated to generate:
         1. 23,186 vehicle trips per day, and
         2. 1,682 vehicles per hour during the PM peak hour
   c. **Proposed Trip Capture Percentages**
      i. The submitted traffic impact study estimates that approximately that 2% (26% with the elementary school) of the daily trips would be captured within the site during the am peak hour and 8% (13% with the elementary school) of the site generated traffic will be retained within the development due to the proposed mix of uses.

   **ACHD Comment**: District Traffic Services staff has reviewed the methodology utilized by Kittelson & Associates, Inc for the PUMP 1 trip capture, and is supportive of the methodology utilized, as the applicant’s engineer used the procedure outlined in the ITE Trip Generation Handbook for calculating the trip capture as required by ACHD. ACHD agrees with the trip capture rates presented by the applicant’s engineer. The actual trip capture rates will need to be verified with each revised traffic impact study.

d. **ACHD Recommendation for Trip Capture Rates**
   i. Each preliminary plat must include actual traffic counts of all phases to date, plus the projected traffic for the proposed phase.
   ii. No assumed trip capture or reductions will be allowed at this time, only actual verified trip capture may be utilized for the existing phases at the time of the future studies. Estimated trip capture will only be allowed for the proposed future phase based on ITE standards. The future evaluation must utilize the trip capture methodology outlined in the ITE Trip Generation Handbook.
   iii. The traffic impacts will be evaluated with the updated traffic impact studies described above and the applicable street improvements will be required with each preliminary plat phase that necessitates the street improvement.

4. **Trip Distribution**
   a. The submitted traffic impact study estimates that 57% of the site generated traffic will travel north/south on SH-16 and Linder Road and that 43% will travel east/west from downtown
Eagle and SH-44, from those points the traffic was distributed based on COMPASS’s 2040 regional travel demand model.

Trip Distribution

b. ACHD Comment: ACHD will require that the site traffic distribution be reviewed with each phase and preliminary plat submittal as part of the required future traffic impact studies. This will allow ACHD to evaluate whether additional mitigation measures are necessary if site traffic distribution is not as estimated in TIS by the applicant’s consultant.

5. Phasing Plan/Future Traffic Impact Studies

a. A phasing plan was not provided as part of this application; however, the application materials indicate that the PUMP 1 is proposed to be constructed in multiple phases over the next 13+ years depending on market conditions. The first preliminary plat within the development is a large lot infrastructure plat consisting of 20 residential lots, 1 commercial lot, and 19 open space lots, 40 lots total. The intent of infrastructure plats is to allow for the construction of collector and arterial roadways and installation of utilities that will allow for the redevelopment of the large lots into residential building lots and commercial building lots. A traffic impact study with specific findings and recommendations for the first final plat was submitted to ACHD for review and approval.

District policy 7106.7.2 states that for large scale developments, like planned communities or specific area plans, ACHD will require that a phasing analysis be submitted with the initial TIS or with the first preliminary plat submittal. This phasing analysis shall include the size and type of the proposed land uses within each phase and the anticipated mitigation measures necessary with each phase. Prior to the approval for each subsequent phase of the development, the applicant shall submit and updated TIS. The updated TIS shall include information from the built environment to date including actual traffic counts and actual trip capture; projected traffic for the current phase and anticipated trip capture based on development of applicable land uses, and necessary mitigation measures for the current
phase. In addition, the updated TIS shall include updated traffic counts for the impacted roadway segments and intersections consistent with Section 7106.6.

b. Comments/Recommendations: Consistent with District policy, the applicant should be required to provide an updated traffic impact study with each phase of the development. In addition, a TIS should be required with all development applications that include a change to PUMP 1 that may alter traffic impact projections at the sole discretion of ACHD. All TIS submittals, including updates to the TIS, must meet ACHD policy requirements at the time of submittal.

TIS Update Requirements: An update to the TIS should include the following items:

- Updated traffic counts for the impacted roadway segments and intersections listed in the previous TIS;

- Information from the built development to date including actual traffic counts and actual measured trip capture;

- Projected trip generation, trip distribution and assignment, and anticipated trip capture for the current phase under consideration (preliminary plat application), based on development of the applicable land uses;

- Necessary mitigation measures for the current phase;

- Updates to all analysis, conclusions and recommendations found to be out of date or in need of correction based on the updated information;

- Meet all ACHD policy requirements for a TIS at the time of submittal.

6. Access Through Bureau of Land Management (BLM) Lands
The applicant's proposal to access PUMP 1 with the construction of Aerie Way, a new minor arterial roadway, and with the extension of Linder Road will require the crossing of BLM land. The applicant has acquired right-of-way grants from the BLM for the construction of the roadways, however, these Federal Term Grants are not perpetual, and they are not easements, they are terminable licenses with a specified term and option to renew at the end of the term. Because of this ACHD cannot accept these Term Grants as right-of-way dedications.

The applicant has been notified of this and been made aware in order to dedicate the right-of-way to ACHD to accommodate the construction of Aerie Way and Linder Road through the BLM lands, that they need to obtain perpetual right-of-way Grants to ACHD from the BLM.

If the applicant is unable to acquire perpetual right-of-way Grants to ACHD from the BLM, that include the entire roadway prism, then all of the roadways within Spring Valley PUMP 1 should be constructed, as private roads.
The following comments only apply if the applicant is able to obtain perpetual Right-of-Way Grants from BLM.

7. Access – Aerie Way and Linder Road
   a. Policy: Maximum Traffic on one Access: District Policy 7205.3.2 states that if a proposed development only has one access to a public street that is classified a collector, or if it proposes to extend public streets from existing development with only one arterial street access to the public street system, the maximum forecast ADT to be allowed at any point on the arterial street is 5,000. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).

   b. Staff Comments/Recommendations: The applicant has proposed to construct one new arterial roadway, Aerie Way and to extend Linder Road north into the site to provide access for PUMP 1. The applicant has indicated that they plan to construct Aerie Way to provide access for the first phases of PUMP 1, as the applicant has been unable to acquire the right-of-way necessary for the extension of Linder Road. Staff recommends allowing up to 500 single family building lots or land uses that that will equal the equivalent trips within the future preliminary plats within PUMP 1. This would be approximately 4,715 vehicle trips per day to be served off of one access point, Aerie Way. This is based on the data from the TIS provided by the applicant. ACHD has not received any comments from emergency service providers regarding this proposal. Because of this the applicant should be required to provide written documentation from the appropriate fire district (Star/Middleton or Eagle Fire) that they approve of the proposal to allow one roadway to serve the site.

Prior to ACHD’s signature on any future final plats that exceed 500 single family building lots or land uses that that will equal the equivalent trips, secondary access will be required.
8. Arterial Roads – Aerie Way and Linder Road

a. Policy: Street Section and Right-of-Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. The segments of Aerie Way and Linder Road within the site are designated in the MSM as future 5 and 3 lane Foothills Arterials typologies and cross sections to be determined in the future.

b. Comments/Recommendations: ACHD’s MSM identifies Aerie Way, a new minor arterial roadway, as a future 5 lane roadway, and the extension of Linder Road into the site as a 2/3 lane roadway. However, the submitted traffic impact study indicates that 5-lane roadways will be needed to accommodate traffic at build out of the PUMP 1 in 2035.

Based on information provided in the traffic impact study, the MSM will need to be modified with the preliminary plat to change Linder Road to a future 5 lane roadway from Beacon Light Road north to Aerie Way. The City of Eagle will need to consider if they support a change to the MSM to accommodate future traffic impacts from the preliminary plats within PUMP1.

To accommodate the construction of future 5 lane roadways the applicant will be required to dedicate 100-feet of right-of-way for both Aerie Way and Linder Road within the site first.
preliminary plat. Preserving right-of-way for future roadways will ensure the roadways will accommodate future traffic volumes and provide design options for the future roadways.

9. Collector Roadways
   a. The MSM identifies 3 new collector roadways within the Spring Valley PUMP 1 site. A new east-west collector, Big Gulch Parkway is proposed to extend between the Linder Road extension and SH-16, a loop collector roadway is to extend north/south between Aerie Way and the Linder Road extension.

   Consistent with the MSM, the applicant will be required to construct the new collector roadways through the site. The exact alignment and design of the collector roadways will be determined with future preliminary plat applications.

10. Internal Local Streets
   The applicant has not proposed any internal street sections as part of this application. However, they have indicated a desire to construct internal local public streets as part of future preliminary plat applications. Staff is generally supportive of the construction of internal local streets for future preliminary plat phases within the PUMP 1 planning area, as long as there are no modifications or variance requests for any ACHD policies during the review of preliminary plats and construct drawings. If at any time a roadway cannot be designed and constructed meeting ACHD standards, then those roadways should be constructed as private roads.

   Street sections will be reviewed with each preliminary plat to ensure compliance with District policy at that time.
11. Summary/Disclaimer
a. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats:
   i. Traffic Impact Studies—Staff recommends updated traffic impact studies be required with each phase of the development to verify assumptions.
   ii. Disclaimer: No waiver or modification of policy is approved or recommended unless specifically called out by policy section and specifically approved in this report. Additional requirements may be required at each preliminary plat phase.

Attachments
1. Vicinity Map
2. Concept Plan
3. Traffic Study Summary

Vicinity Map
Traffic Impact Study – Summary of Necessary Improvements:

Under the 2035 Total Traffic Conditions (background plus site generated traffic) the following intersections and roadway segments are expected to exceed ACHD’s acceptable level of service planning thresholds and as such the following mitigation measures are recommend in the TIS.

Offsite Intersections

Ballantyne Lane/Floating Feather Road – eastbound and westbound approaches are anticipated to exceed ACHD’s acceptable level of service planning threshold during the am and pm peak hours. Consistent with ACHD’s CIP the construction of a single lane roundabout is recommend with 1,492 residential units. This intersection is scheduled in ACHD’s CIP to be widened to a single lane roundabout in 2031-2035. Site generated traffic is anticipated to be 6.6% in the am and 8.5% in the pm peak hour.

SH-16/Beacon Light Road – northbound and southbound approaches are anticipated to exceed ACHD’s acceptable level of service planning threshold during the am and pm peak hours. The study recommends adding a westbound right turn overlap phase to the signal, 2 northbound and southbound through lanes at the intersection, an to obtain full utilization of the lanes at the intersection, adding a northbound through lane from Beacon Light Road to the start of the northbound passing lane on SH-16, approximately 6,500 feet north of Beacon Light Road and widening to add an additional southbound through lane from Beacon Light Road to SH-44. This intersection is scheduled to in ACHD’s CIP to be widened to a 4 X 4 intersection in 2036 to 2040. Site generated traffic is anticipated to be 14.2% in the am and 14.8% in the pm peak hour.

The northbound and southbound through lanes are on SH-16 and under the jurisdiction of ITD. To mitigate the impacts ITD has required that prior to the construction of 428 residential units that the following occur:

Developer shall design and construct signal improvements to enable a westbound right turn overlap phase

Or, at ITD’s discretion, the developer may design and construct the following additional lanes:

- Northbound and southbound auxiliary thru lanes
- Northbound and southbound right turn lanes

SH-16/SH-44 – Overall this intersection is anticipated to exceed ACHD’s acceptable level of service planning threshold during the am and pm peak hours, as are the northbound and southbound approaches. The study recommends widening SH-16 to add a northbound lane between SH-44 and Beacon Light Road, adding a third eastbound and westbound through lane, or reconstructing the intersection as an interchange. This intersection is under the jurisdiction of ITD, and they did not require any specific mitigation for this intersection.

Linder Road/Beacon Light Road - Overall this intersection is anticipated to exceed ACHD’s acceptable level of service planning threshold during the am and pm peak hours, as are the northbound, southbound, and eastbound approaches. This intersection is listed in ACHD’s CIP to be widened and reconstructed as a multi-lane roundabout (2 lanes north and southbound and 4 lanes east and westbound) in 2031 to 2035. To mitigate the site generated traffic the study recommends adding an additional northbound and southbound lane to the roundabout and a westbound right turn bypass lane, or widening and reconstructing the intersection as a signalized intersection with dedicated left turn lanes on all approaches, a second northbound and southbound...
through lane, and a westbound right turn bypass lane. This mitigation is warranted with the development of 793 residential units and site generated traffic is anticipated to be 57% in the am peak hour and 46.3% in the pm peak hour.

Linder Road/SH-44 – this intersection is anticipated to exceed ACHD’s acceptable level of service planning threshold during the am and pm peak hours, with 522 am site generated peak hour trips and 707 pm peak hour trips. ITD has indicated that they anticipate this intersection being reconstruction of a continuous flow intersection (CFI) in the future. Recommended alternative mitigation to the CFI includes the widening of SH-44 to 6 lanes (3 through lanes in each direction), widening of Linder Road to the south of SH-44 to four/five lanes (2 though lanes in each direction), addition of a second northbound left turn lane, and addition of a third westbound left turn lane. ITD has not recommended any improvements to this intersection. Site generated traffic is anticipated to be 9.6% in the am peak hour and 10.1% in the pm peak hour.

Linder Road/Homer Road – the TIS recommends the construction of a southbound left turn lane and a two way left turn lane on Linder Road. This improvement is driven by the extension of Linder Road into the site and is recommended with the development of 1,300 units.

Park Lane/Beacon Light Road – the westbound approach is anticipated to exceed ACHD’s acceptable level of service planning threshold during pm peak hour. This intersection is listed in ACHD’s CIP to be widened and reconstructed as a single-lane roundabout in 2031 to 2035. To mitigate the site generated traffic the study recommends converting the single lane roundabout to a multi lane roundabout with second eastbound and westbound through lanes. This improvement is needed with the development of 1,886 residential units and the site generated traffic is 27.6% in the am and 21.3% in the pm peak hours.

Park Lane/Floating Feather Road – the westbound approach is anticipated to exceed ACHD’s acceptable level of service planning threshold during pm peak hour with the development of 1,283 residential units. This intersection is listed in ACHD’s CIP to be widened and reconstructed as a single-lane roundabout. The widening and reconstruction of the intersection as a single-lane roundabout is anticipated to mitigate site generated impacts. Site generated traffic is anticipated to be 5.7% in the am and 6.6% in the pm peak hours.

Park Lane/SH-44 – this intersection is anticipated to operate significantly over ACHD’s acceptable level of service planning thresholds under total traffic conditions and some form of a high capacity intersection will be needed to accommodate traffic volumes. The study recommended widening and reconstructing the signalized intersection to 4 eastbound and westbound travel lanes and dual southbound left turn lanes, however, even with these improvements the eastbound through and southbound left approaches are anticipated to exceed ACHD’s acceptable level of service planning thresholds. No additional mitigation was recommended and ITD did not require any improvements at this intersection. The site generated traffic is 3.7% in the am and 5.4% in the pm peak hours.

Beacon Light Road/Ballantyne Lane – the eastbound and westbound approaches are anticipated to exceed ACHD’s acceptable level of service planning thresholds during the am and pm peak hours. Consistent with ACHD’s CIP the construction of a single lane roundabout is recommend with 1,894 residential units. This intersection is scheduled in ACHD’s CIP to be widened to a single lane roundabout in 2031-2035. Site generated traffic is anticipated to be 25.3% in the am and 31.8% in the pm peak hour.

Beacon Light Road/Eagle Road - the eastbound and westbound approaches are anticipated to exceed ACHD’s acceptable level of service planning thresholds during the am and pm peak hours. Consistent with ACHD’s CIP the construction of a single lane roundabout is recommend with 2,136 residential units. This intersection is scheduled in ACHD’s CIP to be widened to a single lane
roundabout in 2031-2035. Site generated traffic is anticipated to be 21.7% in the am and 20.8% in the pm peak hour.

Beacon Light/SH-55 – this intersection is anticipated to exceed ACHD’s acceptable level of service planning threshold during pm peak hour, with 1,222 residential units. To mitigate the site generated traffic the study recommends adding an additional southbound right turn lane, dual northbound left turn lanes, and adding an eastbound right turn overlap phase. The recommended improvements are on Sh-55 which is under the jurisdiction of ITD and they did not require any improvements to this intersection. The site generated traffic is 7.6% in the am and 6.9% in the pm peak hours.

SH-16/Aerie Way – the TIS recommends the adding a northbound right turn lane and a southbound left turn lane on SH-16 at Aerie Way and either a provision for a center median with storage/merge lane or the installation of traffic signal. Both ITD and the City of Eagle have indicated a preference for not installing a signal at this intersection and instead would prefer to see a grade separated interchange in this location.

Offsite Roadway Segments

Beacon Light Road – the TIS identified 5 segments of Beacon Light Road included in the study area would need to be widened to 3 or 5 lanes accommodate the site generated traffic impacts. The segments and the recommended mitigation are listed below.

Beacon Light Road – SH-16 to Linder Road, widen to 5 lanes with 1,894 residential units. The site generated traffic is 25.3% and 31.5% in the am and pm peak hours.

Beacon Light Road – Linder Road to Park Lane, widen to 3 lanes with 445 residential units and to 5 lanes with 1,033 residential units. The site generated traffic is 24.8% and 22.2% in the am and pm peak hours.

Beacon Light Road – Park Lane to Ballantyne Lane, widen to 3 lanes with 328 residential units and 5 lanes with 1,304 residential units. The site generated traffic is 22.3% and 21.2% in the am and pm peak hours.

Beacon Light Road – Ballantyne Lane to Eagle Road, widen to 3 lanes with 1,630 residential units. The site generated traffic is 23.2% and 27.9% in the am and pm peak hours.

Beacon Light Road – Eagle Road west to SH-55, widen to 3 lanes with 328 residential and to 5 lanes with 1,746 residential units. The site generated traffic is 17.2% and 17.7% in the am and pm peak hours.

The 5 segments of Beacon Light Road noted above area all listed in ACHD’s CIP to be widened to 3 lanes between 2031-2035 and are identified as a constrained 3 lane Planned Commercial Arterial and a Residential Arterial roadway on the MSM.

Linder Road – the TIS identified 2 segments of Linder Road included in the study area would need to be widened to 3 lanes accommodate the site generated traffic impacts. The segments and the recommended mitigation are listed below.

Linder Road – Floating Feather to Beacon Light Road, widen to 3 with 2,006 residential units. The site generated traffic is 78.4% and 61.3% in the am and pm peak hours.

Linder Road – Beacon Light Road to Homer Lane, widen to 3 lanes with 1,839 residential units. Site generated traffic is 94.8% and 94.4% in the am and pm peak hours.
ACHD has no planned improvements in the IFYWP or CIP for these segments of Linder Road.

Onsite Intersections

The TIS recommends the construction of single lane roundabouts that could be widened to multi-lane roundabout at the intersections of Aerie Way/Linder Road and Linder Road/Big Gulch Parkway to accommodate the PUMP 1 traffic.

Onsite Roadway Segments

The TIS recommends that Aerie Way, a new minor arterial roadway and the extension of Linder Road into the site be constructed as 3 lane roadways, which could be widened to 5 lanes in the future.

The TIS recommends that Big Gulch Parkway be constructed as a 3 lane roadway, but preserve right-of-way for 5 lanes, tapering to a 2 lane road west of Linder Road.
Mike,

This application does not impact us. Merry Christmas!

Thanks,
Mike
Ballentyne Ditch Company

On Wed, Dec 22, 2021 at 11:09 AM Mike Williams <mwilliams@cityofeagle.org> wrote:

Good morning,

Attached please find a City of Eagle transmittal regarding a preliminary plat application for Spring Valley Phase 1 Subdivision.

All e-mail messages and e-mail addresses sent to or received by City of Eagle e-mail accounts are subject to Idaho’s Public Records Act, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.
1. We have No Objections to this Proposal.
2. We recommend Denial of this Proposal.
3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
4. We will require more data concerning soil conditions on this Proposal before we can comment.
5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
   - high seasonal ground water
   - bedrock from original grade
   - other

6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
8. After written approvals from appropriate entities are submitted, we can approve this proposal for:
   - Central sewage
   - Interim sewage
   - Individual sewage
   - Community sewage system
   - Central water
   - Individual water

9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
   - Central sewage
   - Sewage dry lines
   - Community sewage system
   - Central water

10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
12. We will require plans be submitted for a plan review for any:
   - Food establishment
   - Beverage establishment
   - Swimming pools or spas
   - Grocery store
   - Child care center

13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDH.
14. 

Reviewed By: [Signature]
Date: [12/22]
January 24, 2022

John Ringert  
Kittelson and Associates, Inc.  
101 S Capitol Boulevard, Suite 600  
Boise, ID 83702  
jringert@kittelson.com

VIA EMAIL

RE: Spring Valley Phase 1 & Pump #1 – ITD Traffic Impact Study Development Condition Memo

Dear Mr. Ringert,

The Idaho Transportation Department (ITD) appreciated the opportunity to review the transportation impact study (TIS) for the Spring Valley Phase 1 & Pump #1 (dated September 2021). Thank you for your patience as we worked through this large and unique application. The proposed development is located east of SH-16 and north of Beacon Light Road. Under Access Scenario 1, the development is not proposing direct access to the State Highway System; under Access Scenario 2, the development is proposing a new public road access (Aerie Way) to SH-16 at approximate MP 104.2 (right). It is anticipated that both accesses will eventually be sought through future phases of the development, regardless of which is selected and approved first.

The proposed development will add trips and contribute to congestion on the State Highway System at multiple intersections. ITD is currently working with our local agency partners to update our procedures for calculating proportionate share contributions. Prior to final plat approval, ITD will calculate a contribution that will be used to accelerate future projects on the State Highway System within the City of Eagle’s planning boundary. ITD will request that the developer enter into a Transportation Mitigation Agreement (TMA) and that the City of Eagle include the terms of the TMA in their development agreement. Based on past proportionate share calculations within the City of Eagle, the proportionate share contribution will not exceed $2150 per single-family home in the development. The proportionate share will be based on planned but unfunded needs such as widening, intersection, or other operational improvements attributable to multiple developments.

In addition, the unique location of this development has been determined to have extraordinary impacts to the State Highway System related to infrastructure that would not be needed but for this development, such as a grade separation and interchange at SH-16 and Aerie Way (an intersection that does not currently exist on the State Highway System). ITD proposes that the extraordinary share be handled by either direct mitigation of impacts via
developer-funded construction, or through contribution of an extraordinary share that is in addition to the proportionate share. If paid as a cash contribution, the extraordinary share will not exceed $2850 per single-family home in the development. This extraordinary share would be extended across future phases of the development that utilize Aerie Way as part of their access to the State Highway System.

ITD finds Phase 1 of the proposed development acceptable, under either access scenario, with the following mitigation based on which of the proposed access scenarios is selected and approved:

**Access Scenario 2 (Aerie Way)**
Per the TIS, under Access Scenario 2 (Aerie Way), Phase 1 of the proposed development will cause the following intersections to fail to meet level-of-service and/or capacity thresholds and will require mitigation:

**SH-16 & Aerie Way**
Within one year of issuance of ITD right-of-way encroachment permit:

- Developer shall design and construct a 14 ft wide southbound left-turn lane to meet current ITD Traffic Manual standards for a 65 MPH speed zone.
  - Turn lane shall be centered on the existing SH-16 alignment
  - Turn lane shall have 6 ft shoulders
  - Right-of-way dedication will be required as necessary to accommodate pavement widening and drainage needs that do not fit into ITD’s existing right-of-way.

- Developer shall design and construct a 12 ft wide northbound right-turn lane to meet current ITD Traffic Manual standards for a 65 MPH speed zone.
  - Turn lane shall have 6 ft shoulders
  - Right-of-way dedication will be required as necessary to accommodate pavement widening and drainage needs that do not fit into ITD’s existing right-of-way.

- Developer shall design and construct a 14 ft wide southbound median acceleration lane to meet current AASHTO Policy on Geometric Design of Highways and Streets standards.
  - Acceleration lane shall be centered on the existing SH-16 alignment
  - Pavement widening associated with the acceleration lane shall include 6 ft shoulders
  - Right-of-way dedication will be required as necessary to accommodate pavement widening and drainage needs that do not fit into ITD’s existing right-of-way.

- If desired by the developer, dedication of additional right-of-way for the future grade separation/interchange can be credited toward the extraordinary share contribution for this phase of the development at a rate per square foot determined by a certified general appraiser that is acceptable to ITD.
**SH-16 & Beacon Light Road**

Prior to the development constructing 428 residential units:

- Developer shall design and construct signal improvements to enable a westbound right-turn overlap
- Or, at ITD’s discretion, the developer may design and construct the following additional lanes:
  - Northbound and southbound auxiliary thru lanes
  - Northbound and southbound right-turn lanes

Costs to design and construct these improvements will be credited toward the proportionate share contribution for Phase 1 and future phases of development, as applicable.

**Access Scenario 1 (Linder Road)**

If Access Scenario 1 is selected and approved for Phase 1 development, the improvements listed for Access Scenario 2 will be required prior to construction of access at Aerie Way for future phases unless additional analysis is provided showing different mitigation is needed. If Access Scenario 2 is selected and approved for Phase 1 development, the second (Linder Road) access shall be constructed prior to construction of any future phases. ITD will require trip generation information and proportionate share contributions for all future phases and may require additional traffic analysis for individual phases.

Maintaining safety and mobility for Idaho’s motorists is of the utmost importance to ITD. If you have any questions please do not hesitate to contact me at jason.brinkman@itd.idaho.gov or 208-334-8303.

Sincerely,

Jason Brinkman, P.E.
Engineering Manager
ITD – District 3

cc:
James Hammon – Alliance Consulting, LLC
Deloss Hammon – Alliance Consulting, LLC
Nichoel Baird Spencer – City of Eagle
Mike Williams – City of Eagle
Paige Bankhead – ACHD