June 13, 2013

To: ACHD Commission
From: Development Review Section
       Kaci Bader
Subject: Final Plat: Larkspur Subdivision No. 5
Meeting Date: June 19, 2013

FACTS & FINDINGS:
1. Larkspur Subdivision No. 5 is an 8 buildable and 3 common lot residential subdivision on 2.36 acres. This site is located east of Meridian Road at E. Edmonds Drive.

2. The applicant is JLJ, Inc. and the principal for the applicant is James L. Jewett, President.

3. The preliminary plat was approved on November 7, 2006.

4. All conditions of the preliminary plat have been satisfied, except for the completion of irrigation lid access repair, cleaning streets, grouting of sand and grease trap and installation of No Parking signs. The applicant has provided a financial surety of $10,000 in the form of cash surety in accordance with ACHD Policy Section 7103.2. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:
1. Approve the final plat of Larkspur Subdivision No. 5 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
LARKSPUR SUBDIVISION NO. 5
A REPLAT OF A PORTION OF LOT 5 OF EDMUNDS SUBDIVISION
WITHIN GOVERNMENT LOT 3 OF SECTION 19
T. 3 N., R. 1 E., B.M., CITY OF MERIDIAN, ADA COUNTY, IDAHO
2013

LEGAL DESCRIPTION

A REPLAT OF A PORTION OF LOT 5 OF EDMUNDS SUBDIVISION, AS SHOWN IN BOOK 33 OF PLATS, PAGES 230-231, ADA COUNTY RECORDS, WITHIN GOVERNMENT LOT 3 OF SECTION 19, T. 3 N., R. 1 E., B.M., CITY OF MERIDIAN, ADA COUNTY, IDAHO, MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT A YOUNG ALUMINUM CAP, MARKING THE W 1/4 CORNER OF SAID SECTION 19;
THENCE SOUTH 00°00'00" WEST, CONCIDENT WITH THE WEST LINE OF SAID GOVERNMENT LOT 3 OF SECTION 19, A DISTANCE OF 1,333.56 FEET TO A YOUNG SAP REDCAP PL 14221, BEING THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 3 OF SECTION 19;
THENCE SOUTH 080°39'11" WEST, CONCIDENT WITH THE SOUTH LINE OF SAID GOVERNMENT LOT 3 OF SECTION 19, A DISTANCE OF 333.33 FEET;
THENCE NORTH 04°24'14" EAST, 387.33 FEET TO A SET S/A REDCAP PL 14222, BEING THE SOUTHWEST CORNER OF SAID LOT 5 OF EDMUNDS SUBDIVISION AND THE POINT OF BEGINNING;
THENCE CONTINUING NORTH 04°24'14" EAST, CONCIDENT WITH THE WEST LINE OF SAID LOT 5 OF EDMUNDS SUBDIVISION, 171.98 FEET TO A SET S/A REDCAP PL 14221, AND THE NORTHWEST CORNER OF SAID LOT 5 OF EDMUNDS SUBDIVISION;
THENCE SOUTH 080°39'11" EAST, CONCIDENT WITH THE NORTH LINE OF SAID LOT 5 OF EDMUNDS SUBDIVISION, 183.29 FEET TO A YOUNG SAP REDCAP PL 14221, MARKING THE NORTHWEST CORNER OF LARKSPUR SUBDIVISION NO. 3, AS SHOWN ON FILE IN BOOK 13 OF PLATS AT PAGES 3333-3335 ADA COUNTY RECORDS;
THENCE LEAVING SAID NORTH LINE OF SAID LOT 5 OF EDMUNDS SUBDIVISION, SOUTH 37°02'23" WEST, CONCIDENT WITH THE WEST LINE OF SAID LARKSPUR SUBDIVISION NO. 3, A DISTANCE OF 100.00 FEET TO A YOUNG SAP REDCAP PL 14221;
THENCE SOUTH 080°39'11" EAST, CONCIDENT WITH SAID WEST LINE OF LARKSPUR SUBDIVISION NO. 3, A DISTANCE OF 14.40 FEET TO A YOUNG SAP REDCAP PL 14221;
THENCE SOUTH 00°00'00" EAST, CONCIDENT WITH SAID WEST LINE OF LARKSPUR SUBDIVISION NO. 3, A DISTANCE OF 1.00 FEET TO A POLYMER SAP REDCAP PL 14222;
THENCE SOUTH 080°39'11" EAST, CONCIDENT WITH THE SOUTH LINE OF SAID LARKSPUR SUBDIVISION NO. 3, A DISTANCE OF 333.44 FEET TO A YOUNG SAP REDCAP PL 14221, MARKING THE NORTHWEST CORNER OF LARKSPUR SUBDIVISION NO. 4, AS SHOWN ON FILE IN BOOK 13 OF PLATS AT PAGES 14271 THROUGH 14273 ADA COUNTY RECORDS;
THENCE SOUTH 00°00'00" EAST, CONCIDENT WITH SAID WEST LINE OF LARKSPUR SUBDIVISION NO. 4, A DISTANCE OF 333.33 FEET TO A YOUNG SAP REDCAP PL 14221;
THENCE SOUTH 080°39'11" WEST, CONCIDENT WITH SAID WEST LINE OF LARKSPUR SUBDIVISION NO. 4, A DISTANCE OF 14.40 FEET TO A YOUNG SAP REDCAP PL 14221;
THENCE SOUTH 01°00'00" EAST, CONCIDENT WITH SAID WEST LINE OF LARKSPUR SUBDIVISION NO. 4, A DISTANCE OF 60.22 FEET TO A YOUNG SAP REDCAP PL 14221, ON THE NORTHWEST RIGHT OF WAY LINE OF EDMUNDS DRIVE, AND THE BEGINNING OF A NON-RASTER CURVE;
THENCE 28.33 ALONG THE ARC OF SAID CURVE TO THE RIGHT, CONCIDENT WITH THE NORTHWEST RIGHT OF WAY LINE OF EDMUNDS DRIVE, WITH A CENTRAL ANGLE OF 22°33'42", A RADIUS OF 75.00 FEET, SUBTENDED BY A SHORD BARING SOUTH 75°34'12" WEST, 28.33 FEET, TO A YOUNG SAP REDCAP PL 14221;
THENCE NORTH 080°39'11" WEST CONCIDENT WITH SAID NORTHWEST RIGHT OF WAY LINE OF EDMUNDS DRIVE AND THE SOUTH LINE OF SAID LOT 5 EDMUNDS SUBDIVISION, 213.34 FEET TO THE POINT OF BEGINNING;

THE ABOVE DESCRIBED PARCEL CONTAINS .00 ACRES, MORE OR LESS.

[Signature]
JAMES L. JENNETT, PRESIDENT

CERTIFICATE OF SURVEY

I, CARL PORTER, PLS., DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO, AND THAT THE PLAT AS DESCRIBED IN THE "CERTIFICATE OF SURVEY" HEREIN ATTACHED WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLACED THEREON, AND IS IN COMPLIANCE WITH THE STATE OF IDAHO CODE RELATING TO PLATS, SURVEYS AND CORNER PERPETUATION AND PLUG ACT, IDAHO CODE 53-1601 THROUGH 53-1612.

CARL PORTER
PLS. 14221

NOTARY PUBLIC FOR IDAHO

NOTARY PUBLIC FOR IDAHO

STATE OF IDAHO
COUNTY OF ADA

CERTIFICATE OF SURVEY

I, CARL PORTER, PLS., DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO, AND THAT THE PLAT AS DESCRIBED IN THE "CERTIFICATE OF SURVEY" HEREIN ATTACHED WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLACED THEREON, AND IS IN COMPLIANCE WITH THE STATE OF IDAHO CODE RELATING TO PLATS, SURVEYS AND CORNER PERPETUATION AND PLUG ACT, IDAHO CODE 53-1601 THROUGH 53-1612.

CARL PORTER
PLS. 14221
LARKSPUR SUBDIVISION NO. 5
A REPEAT OF A PORTION OF LOT 5 OF EDMONDS SUBDIVISION
WITHIN GOVERNMENT LOT 3 OF SECTION 19
T. 3 N., R. 1 E., B.M., CITY OF MERIDIAN, ADA COUNTY, IDAHO
2013

HEALTH CERTIFICATE
SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED
ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING
THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH
SECTION 40-1-011, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

[Signature]
District Health Department, Etc.
4-24-13
DATE

APPROVAL OF CITY COUNCIL
I, THE UNDERSIGNED, CITY CLERK, IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, DO HEREBY
CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE ____ DAY OF ______, 201____
THIS PLAN WAS DUEY ACCEPTED AND APPROVED.

[Signature]  DATE
CITY CLERK

CERTIFICATE OF COUNTY SURVEYOR
I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I
HAVE CHECKED THIS PLAN AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND
SURVEYS.

[Signature]  DATE
COUNTY SURVEYOR

CERTIFICATE OF COUNTY TREASURER
I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, DO HEREBY CERTIFY
THAT ALL AND ALL CURRENT AND/OR DEFICIENCY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS PROPOSED
SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS.

[Signature]  DATE
COUNTY TREASURER

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
THE FOREGOING PLAN WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT
COMMISSIONERS ON THE ____ DAY OF ______, 201____

[Signature]  DATE
CHAIRMAN, ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF CITY ENGINEER
I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, DO HEREBY
APPROVE THIS PLAN.

[Signature]  DATE
CITY ENGINEER

APPLICATIONS, CERTIFICATES, AND NOTICES
SANTOOTH LAND SURVEYING, LLC
301 W. MAIN ST.
EMETT, ID 83617
PHONE: (208) 928-2104
FAX: (208) 928-3105
WWW.SANTOOTHLLC.COM

APPROVAL OF CITY COUNCIL

DEPUTY IN OFFICE RECORDER

[Signature]  DATE
IN OFFICE RECORDER

[Stamp]  94221
Project/File: Larkspur South/MAZ-06-049/MPP-06-051
Annexation, zoning, & preliminary plat.

Lead Agency: Meridian City
Site address: 230 & 240 Edmonds Court

Staff Level Approval: November 7th 2006
Applicant: Greenspur Investments, LLC
1883 N. Wildwood
Boise, ID 83713

Representative: Treasure Valley Engineers
1204 6th Street N.
Nampa, ID 83687

Staff Contact: Andrew Mentzer
Phone: 387-6187
E-mail: amentzer@achd.ada.id.us

Tech Review: October 27th 2006

Application Information:
Acreage: 13.25
Current Zoning: RUT
Proposed Zoning: R-8
Residential Lots: 67

A. Findings of Fact

Existing Conditions

1. Site Information: The site is currently occupied by two rural residential dwellings.

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>Proposed Larkspur #2: Residential</td>
<td>R-8</td>
</tr>
<tr>
<td>South</td>
<td>Vacant</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Residential</td>
<td>R-4</td>
</tr>
<tr>
<td>West</td>
<td>Proposed Shepherd Creek: Residential</td>
<td>R-8</td>
</tr>
</tbody>
</table>
3. **Existing Roadway Improvements & Right-of-Way**

   Meridian Road is currently improved with 4 travel lanes, a center turn lane, paved shoulders, and no curb, gutter or sidewalk abutting the site. Meridian Road currently has 126-feet of right-of-way.

   Edmonds Court is currently improved with 2 travel lanes, paved shoulders, and no curb, gutter, or sidewalk abutting the site. Edmonds Court currently has 50-feet of right-of-way.

4. **Existing Access:**

   There are currently three rural approaches accessing the site from Edmonds Court located approximately 135-feet east of the west property line, 225-feet east of the west property line, and off of the eastern terminus of the cul-de-sac on Edmonds Court. There is currently no access to the site from Meridian Road (the site does not have any frontage on Meridian Road).

5. **Site History:**

   ACHD has not previously reviewed this site for a development application.

**Development Impacts**

1. **Trip Generation:**

   This development is estimated to generate approximately 650 additional vehicle trips per day (20 existing) based on the Institute of Transportation Engineers Trip Generation Manual, single family dwelling land use designation.

2. **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.

3. **Traffic Impact Study:**

   A traffic impact study was not required with this application.

4. **Impacted Roadways:**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service*</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meridian Road</td>
<td>N/A</td>
<td>Principal Arterial</td>
<td>27,351 south of Overland on 02/02/2006</td>
<td>Better than “C”</td>
<td>50 MPH</td>
</tr>
<tr>
<td>Edmonds Court</td>
<td>450'</td>
<td>Local Street</td>
<td>N/A</td>
<td>N/A</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>

   *Acceptable level of service for a 5 lane principal arterial is “D” (33,000 VTD).

5. **Capital Improvements Plan/Five Year Work Program**

   There are no roadways, bridges or intersections in the general vicinity of the project that are currently in the ACHD Capital Improvements Plan or Five Year Work Program.

**B. Findings for Consideration**

1. **Tree Planter Policy**

   **Tree Planter Policy:** The applicant should also comply with the District’s Tree Planter Width Interim Policy which prohibits all trees in planters less than 6-feet in width. In addition to prohibiting trees in
planters less than 6-feet in width, the policy requires a minimum planter width of 6-feet for class II
tress with the installation of root barriers on both sides of the planter strip or a minimum planter
width of 8-feet without the installation of a root barrier. The policy also requires Class I and Class III
trees to provide a minimum planter width of 10-feet.

2. **Edmonds Court**
   
   **Right-of-Way Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way
   on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter
   and 5-foot wide concrete sidewalks.
   
   **36-foot Street Section Policy:** District policy 7204.4.2 states, "developments with any buildable lot
   that is less than 1-acre in size will typically provide streets having a minimum pavement width of 32-
   feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to
   back-of-curb. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated
   from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

   **Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a
   minimum turning radius of 45-feet. The applicant should also be required to provide a minimum of
   a 29-foot street section on either side of any proposed center islands within the turnarounds. The
   medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot
   area.

   **Applicant Proposal:** The applicant is proposing to construct Edmonds Court to one half of a 36-
   foot street section with rolled curb, gutter, and a 5-foot attached concrete sidewalk, within the
   existing right-of-way, abutting the site. Additionally, the applicant is proposing to vacate the cul-de-
   sac at the eastern end of Edmonds Court and reorient the roadway to curve to the north to facilitate
   the internal street system.

   **Staff Recommendation:** The applicant originally proposed to transition Edmonds Court from the
   existing cul-de-sac, directly north, continued as Marlon Way. A revised site plan was submitted that
   continues Edmonds Court through to an intersection with Blackspur Way, thereby eliminating a 90-
   degree curve in the roadway, and effectively removing an unnecessary intersection. Staff is
   supportive of the new site plan. The applicant should be required to construct Edmonds Court to
   one half of a 36-foot street section with rolled curb, gutter, and 5-foot attached concrete sidewalk
   within the existing right-of-way for the existing (not vacated) section of Edmonds Court; AND
   construct the internal portion of Edmonds Court as the internal street section (34-foot) within 46-feet
   of right-of-way. All street improvements for Edmonds Court should be constructed along the
   vacated frontage to provide a complete and continuous transition from the improved (internal)
   section to the existing (off-site) section.

3. **Driveways/Bollards**
   
   **Applicant Proposal:** The applicant originally proposed to construct three crossings of the Kennedy
   Lateral in order to provide driveway access to Lots 2 through 7 of Block 9. The revised site plan has
   one crossing of the lateral intersecting Marlon Way, continued along the noted lots to an
   intersection with Edmonds Court. It is to be 24-feet wide, intersecting either public street a minimum
   of 150-feet from the public intersection.

   **Staff Recommendation:** Staff is supportive of the driveway width and design, although it has been
   noted that any access to Meridian Road (public or private) with this application may or may not be
   desirable. Depending on what the City of Meridian and the Idaho Transportation Department's goals
   are for Edmonds Court, the applicant may be required to install removable bollards at the
   intersection of the noted driveway and Edmonds Court, thereby restricting access to/from Edmonds
   Court to emergency access ONLY. Additionally, if access is to be completely restricted to Edmonds
Court, removable bollards should be installed along the southern edge of the intersection of Marlon Way and Edmonds Court (approximately at the northern edge of the existing cul-de-sac; thereby restricting access to Meridian Road to emergency access ONLY). These determinations should ultimately be made by the City of Meridian, ITD, and the fire department.

4. Stub Streets

**Stub Street Policy:** District policy 7203.5.1 states that the street design in a proposed development shall cause no undue hardship to adjoining property. An adequate and convenient access to adjoining property for use in future development may be required. If a street ends at the development boundary, it shall meet the requirements of sub section 7205, “non-continuous streets.” District policy 7205.5 states that stub streets will be required to provide intra-neighborhood circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7204.5, 7204.6 and 7204.7, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".

**Applicant Proposal:** The applicant is proposing to construct three (3) stub streets with this application. The first stub street, S. Blackspur Way, is to be constructed as the internal street section, extended to the south providing a connection to the proposed Bitterbrush Subdivision, located approximately 135-feet west of the east property line (measured near edge to near edge). The second stub street, S. Dowdy Avenue, is proposed to be constructed as the internal street section, extended to the north into the Larkspur Subdivision #2, located approximately 310-feet east of the west property line. The third stub street, E. Whitehall Drive, is proposed to be constructed as the internal street section, intersecting the west property line 110-feet north of the south property line; with a temporary turnaround on Lot 11 of Block 12.

**Staff Recommendation:** The applicant should be required to construct all stub streets, where proposed, as 34-foot street sections with rolled curb, gutter, and a 5-foot concrete sidewalk within 46-feet of right-of-way. E. Whitehall Drive should have signage at the terminus stating: “THIS STREET WILL BE EXTENDED IN THE FUTURE.” Additionally, the applicant should provide a turnaround easement encompassing the entirety of Lot 11 of Block 12 for E. Whitehall Drive due to the fact that the street is greater than 150-feet in length. A notation of this easement should be made on the final plat.

5. Internal Streets

**Right-of-Way Policy:** District policy 7204.4.1 and Figure 72-F1A requires 50-feet of right-of-way on local streets. This right-of-way allows for the construction of a 2-lane roadway with curb, gutter and 5-foot wide concrete sidewalks.

**Street Section Policy:** District policy 7204.4.2 states, “developments with any buildable lot that is less than 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width; District policy 72-F1A, allows local residential public roads with a 33-foot street section with parking on both sides of the roadway, if the amount of vehicle trips per day on the street does not exceed 1,000 and the appropriate fire department reviews and approves the street section. The proposed density of development that will utilize the internal local residential streets is anticipated to generate less than 1,000 vehicle trips per day.

**Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. The applicant should also be required to provide a minimum of a 29-foot street section on either side of any proposed center islands within the turnarounds. The
medians should be constructed a minimum of 4-feet wide to total a minimum of a 100-square foot area.

**Applicant Proposal:** The applicant is proposing to construct the internal streets as 34-foot street sections with rolled curb, gutter, and 5-foot attached concrete sidewalk within 46-feet of right-of-way. The centerline offset between E. Bluespur Drive and Edmonds Court is proposed to be approximately 110-feet.

**Staff Recommendation:** The applicant should be required to construct the internal streets as 34-foot street sections with rolled curb, gutter, and 5-foot attached concrete sidewalk, within 46-feet of right-of-way, as proposed. Any curves in the internal roadways should have a minimum centerline radius of 100-feet; and the applicant should obtain fire department approval for the reduced street section widths.

### C. Site Specific Conditions of Approval

1. Construct the internal streets as 34-foot street sections with rolled curb, gutter, and 5-foot attached concrete sidewalk, within 46-feet of right-of-way. Obtain Fire Department approval for the reduced street section widths; and construct any curves in the internal streets with a minimum centerline radius of 100-feet.

2. Construct all stub/connecting streets, where proposed, as 34-foot street sections with rolled curb, gutter, and a 5-foot concrete sidewalk within 46-feet of right-of-way. E. Whitehall Drive should have signage at the terminus stating: “THIS STREET WILL BE EXTENDED IN THE FUTURE.” Additionally, the applicant should provide a turnaround easement encompassing the entirety of Lot 11 of Block 12 for E. Whitehall Drive due to the fact that the street is greater than 150-feet in length. A notation of this easement should be made on the final plat.

3. Construct Edmonds Court to one half of a 36-foot street section with rolled curb, gutter, and 5-foot attached concrete sidewalk within the existing right-of-way for the existing (not vacated) section of Edmonds Court; AND construct the internal portion of Edmonds Court as the internal street section within 46-feet of right-of-way. All street improvements for Edmonds Court should be constructed along the vacated frontage to provide a complete and continuous transition from the improved (internal) section to the existing (off-site) section.

4. Comply with the City of Meridian, ITD, and fire department’s requirements for the potential installation of removable bollards at the driveway intersection on Edmonds Court from Lots 2 through 7 of Block 9; as well as along the southern edge of the intersection of Marlon Way and Edmonds Court (approximately at the northern edge of the existing cul-de-sac); thereby restricting access out to Meridian Road.

5. Comply with all Standard Conditions of Approval.

### D. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.

2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.
3. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

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. Comply with the District's Tree Planter Width Interim Policy.

6. 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.

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

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

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

10. Payment of applicable road impact fees are required prior to building construction in accordance with Ordinance #200, also known as Ada County Highway District Road Impact Fee Ordinance.

11. 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 (1-800-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

12. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.

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

**E. Conclusions of Law**

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

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.
Attachments
1. Vicinity Map
2. Site Plan
3. Appeal Guidelines
4. Development Process Checklist