August 15, 2013

To: ACHD Commission
From: Development Review Section
       Kaci Bader
Subject: Final Plat: Canterbury Commons Subdivision No. 1
Meeting Date: August 21, 2013

FACTS & FINDINGS:
1. Canterbury Commons Subdivision No. 1 is a 47 buildable and 7 common lot residential subdivision on 10.39 acres. This site is located at W. Pine Ave east of N. Ten Mile Rd.

2. The applicant is Heartland Homes, LLC and the principal for the applicant is John A. Laude, Sr., Manager.

3. The preliminary plat was approved on February 1, 2013.

4. All conditions of the preliminary plat have been satisfied, except for the completion of roadways and storm drain system. The applicant has provided a financial surety of $369,600 in the form of Washington Trust Bank 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 Canterbury Commons Subdivision No. 1 and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED
ACCORDING TO THE LETTER TO BE KEPT ON FILE IN THE COUNTY RECORDER OR HIS AGENT LISTING THE
CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION
50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

DISTRICT HEALTH DEPARTMENT, D.H.S. 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 ____,
20__, THIS PLAT WENT ACTED AND APPROVED.

CITY CLERK, MERIDIAN, IDAHO

APPROVAL OF THE CITY ENGINEER

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

CITY ENGINEER, MERIDIAN, IDAHO

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY
DISTRICT COMMISSIONERS ON THE ___ DAY OF ____, 20__

CHAIRMAN, ADA COUNTY HIGHWAY DISTRICT

CERTIFICATE OF THE COUNTY SURVEYOR

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

ADA COUNTY SURVEYOR

CERTIFICATE OF THE COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER THE
REQUIREMENTS OF LC. 50-1308, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND OR DELINQUENT
COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL.
THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE: ____________________ COUNTY TREASURER

CERTIFICATE OF COUNTY RECORDER

STATE OF IDAHO
COUNTY OF ADA
I, HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF
LAND SOLUTIONS, P.C., AT ___ MINUTES PAST ___ O'CLOCK ___ M. ON
THIS ___ DAY OF ________, 20__, IN BOOK ___ OF PLATS AT PAGES __________

DEPUTY
EX-OFFICIO RECORDER

FEE: ____________________

LandSolutions
Land Surveying and Consulting
231 E 3RD ST, STE. A
MERIDIAN, ID 83642
(208) 289-2314 Fax (208) 289-2327
www.landsolutionsblt info@landsolutionsblt

JOB NO. 11-93
SHEET 3 OF 3
Project/File: Canterbury Commons / MPP-12-005
This is a subdivision application for a 107-lot residential subdivision on 21.45-acres. The site is located on the south side of Pine Avenue, east of Ten Mile Road, in Meridian, Idaho.

Lead Agency: City of Meridian
Site address: W. Pine Ave.

Staff Approval: February 1, 2013

Applicant/Representative: Northside Management, LLC
Scott Noriyuki
738 S. Bridge Way Pl., Ste. 100
Eagle, ID 83616

Owner: Trilogy Development/ Heartland Home, LLC
Shawn Brownlee
2358 S. Titanium Pl.
Meridian, Idaho 83642

Staff Contact: Chrissy Weiser
Phone: 387-6282
E-mail: cweiser@achdidoaho.org

A. Findings of Fact
1. Description of Application: This is a subdivision application for a 107-lot residential subdivision on 21.45-acres. The site is currently vacant.

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>Kelsey Park Sub/Haven Cove Sub</td>
<td>R-4</td>
</tr>
<tr>
<td>South</td>
<td>Vacant</td>
<td>I-L</td>
</tr>
<tr>
<td>East</td>
<td>Morning Glory Sub</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Courtyards at Ten Mile Sub</td>
<td>R-15</td>
</tr>
</tbody>
</table>

3. Site History: ACHD staff previously reviewed this site as Canterbury Commons/MPP-06-011 in March 2006. The requirements of this staff report are not consistent with those of the prior action due to the fact that the original submittal had private roads and was a multi-family development.
4. 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.

5. Capital Improvements Plan (CIP)/ Five Year Work Plan (FYWP):
There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Plan or the District’s Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. Trip Generation: This development is estimated to generate 1,024 additional vehicle trips per day (none existing); 108 additional vehicle trips per hour in the PM peak hour (none existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8th edition.

2. Condition of Area Roadways
Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine Avenue</td>
<td>1,575-feet</td>
<td>Minor Arterial</td>
<td>213</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

3. Average Daily Traffic Count (VDT)
Average daily traffic counts are based on ACHD’s most current traffic counts.
- The average daily traffic count for Pine Avenue east of Ten Mile Road was 3,219 on 9/21/2010.

C. Findings for Consideration

1. Pine Avenue
   a. Existing Conditions: Pine Avenue is improved with 2-travel lanes, and improvements on only portions of the site’s frontage. As noted in the aerial below, there is existing vertical curb & gutter and some sidewalk along the site’s frontage for approximately the first 1,140-feet. The remainder of the site is unimproved. There is between 57 & 65-feet of right-of-way for Pine Avenue (25 to 32-feet from centerline).
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:** District policies 7205.2.1 & 7205.5.1 state that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 74-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 on a minor arterial.

**Sidewalk Policy:** District policy 7205.5.7 requires a concrete sidewalks 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.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Pine Avenue is designated in the MSM as a Planned Commercial Arterial with 3-lanes and on-street bike lanes, a 49-foot street section within 74-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing construct Pine Avenue as one half of a 46-street section with vertical curb, gutter and 5-foot wide detached concrete sidewalk abutting the site.

d. Staff Comments/Recommendations: The applicant’s proposal to construct Pine Avenue as one half of a 46-street section with vertical curb, gutter and 5-foot wide detached concrete sidewalk abutting the site meets District Policy and should be approved, as proposed.

The applicant should be required to either dedicate 37-feet of right-of-way from the centerline of Pine Avenue abutting the site to encompass the entire sidewalk or provide a permanent right-of-way easement if the sidewalk is to be placed outside of the 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.
2. Entrance Roadways (Clara Ave., Haven Cove Ave.)
   a. Existing Conditions: There are no existing public roadways within this site.
   
   b. Policy:
      
      **Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      
      **Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.
      
      **Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.
      
      The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.
      
      **Sidewalk Policy:** District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.
      
      The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District’s Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.
      
      Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.
      
      A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.
      
      **Roadway Offsets - Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).
      
   c. Applicant's Proposal: The applicant is proposing to construct two local roadways (Clara Avenue & Haven Cove Avenue) as 36-foot street sections (back of curb to back of curb) with curb, gutter, and 5-foot wide attached concrete sidewalks, within 48-feet of right-of-way to intersect with Pine Avenue, a minor arterial roadway.
      
      The applicant is proposing to construct Clara Avenue approximately 515-feet east of Gray Cloud Way (an existing local roadway), aligned centerline to centerline with Clara Avenue on the north side of Pine Avenue across from the site.
The applicant is proposing to construct Haven Cove Avenue approximately 525-feet west of Ocean Avenue (an existing local roadway), aligned centerline to centerline with Have Cove Avenue on the north side of Pine Avenue across from the site.

d. **Staff Comments/Recommendations:** The applicant's proposal to construct Clara Avenue & Haven Cove Avenue as 36-foot street sections (back of curb to back of curb), with curb, gutter, and 5-foot wide attached concrete sidewalks meets District Policy and should be approved, as proposed.

If the City of Meridian requires the construction of a detached sidewalk, the applicant should provide a permanent right-of-way easement. 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.

The applicant's to construct proposal Clara Avenue approximately 515-feet east of Gray Cloud Way & Haven Cove Avenue approximately 525-feet west of Ocean Avenue does not meet District Offset policy which requires local streets intersecting an arterial roadway to offset a minimum of 660-feet from any existing roadways.

However, staff recommends a modification of policy to allow the applicant to construct Clara Avenue and Haven Cove Avenue as proposed due to the fact that the proposed location meets the intent of the policy, and aligns centerline to centerline with two existing local road on the north side of Pine Avenue.

3. **Internal Local Roadways** *(Haven Cove Ave., Jayton Dr., Marbeth Dr., Stucker Ave., and Tysen Ave.)*

b. **Policy:**

**Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

**Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

**Sidewalk Policy:** District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the
parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

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

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

**Cul-de-sac Streets Policy:** District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

c. **Applicant’s Proposal:** The applicant is proposing to construct the internal local roadways (Haven Cove Ave., Jayton Dr., Marbeth Dr., Stucker Ave., Snyder St., and Tysen Ave.) as 34-foot street sections (back of curb to back of curb) with curb, gutter, and 5-foot wide attached concrete sidewalk within 48-feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct the internal local streets (Haven Cove Ave., Jayton Dr., Marbeth Dr., Stucker Ave., and Tysen Ave.) as 34-foot street sections (back of curb to back of curb), with curb, gutter and 5-foot wide attached concrete sidewalk meets District Policy, and should be approved as proposed. District Policy 7240.4.3 requires that the applicant provide written fire department approval for any street section narrower than 36-feet.

If the City of Meridian requires the construction of a detached sidewalk, the applicant should provide a permanent right-of-way easement. 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.

4. **Bridge for Eight Mile Lateral Canal Crossing**
The District will require that the applicant submit the bridge plans for the crossing of the Eight Mile Lateral for review and approval prior to the pre-construction meeting and plan approval.

5. **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.

6. **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.

7. **Other Access**

Pine Avenue is classified as a minor arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. Dedicate 37-feet of right-of-way from the centerline of Pine Avenue abutting the site or provide a permanent right-of-way easement if the sidewalks are to be placed outside of the 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.

2. Construct Pine Avenue as one half of a 46-street section with vertical curb, gutter and 5-foot wide detached concrete sidewalk abutting the site, as proposed. Portions of Pine Avenue are already improved with vertical curb, gutter and sidewalk abutting the site. Coordinate the inspection and use of the existing improvements with District Development Review and Subdivision inspection staff.

3. Construct Clara Avenue as a 36-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalks within 48-feet of right-of-way, as proposed. Clara Avenue shall intersect Pine Avenue, aligned centerline to centerline with Clara Avenue on the north side of Pine Avenue across from the site.

4. Construct Haven Cove Avenue as a 36-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalks within 48-feet of right-of-way, as proposed. Haven Cove Avenue shall intersect Pine Avenue, aligned centerline to centerline with Haven Cove Avenue on the north side of Pine Avenue across from the site.

5. Construct the internal local streets (Haven Cove Ave., Jayton Dr., Marbeth Dr., Stucker Ave., and Tysen Ave.) as 34-foot wide street sections (back of curb to back of curb), with curb, gutter and 5-foot wide attached concrete sidewalk within 48-feet of right-of-way, as proposed.

6. Provide written fire department approval for use of the reduced street section, prior to plan approval.

7. If the City of Meridian requires the construction of a detached sidewalk, the applicant shall provide a permanent right-of-way easement. 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.

8. Widen the bridge for Eight Mile Lateral Canal Crossing to accommodate the road widening and sidewalk construction. Submit the bridge plans for the crossing of the Eight Mile Lateral for review and approval prior to the pre-construction meeting and plat approval.

9. Other than the access specifically approved with this application, direct lot access to Pine Avenue is prohibited and should be noted on the final plat.

10. Payment of impacts is due prior to issuance of a building permit.


**E. Standard Conditions of Approval**

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

2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

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

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

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

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

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

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

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

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

F. Conclusions of Law

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

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

G. Attachments
1. Vicinity Map
2. Site Plan (Revised)
3. Site Plan (Original)
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines