January 22, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Hope Ridge Subdivision
Project Number: SUBP14-0180
Meeting Date: January 28, 2015

FACTS & FINDINGS:
1. Hope Ridge Subdivision is a 14 buildable and 1 common lot residential subdivision on 1.28 acres. This site is located on W. Malad Street, west of S. Vista Avenue.

2. The applicant is Glasgow Enterprises, LLC and the principal for the applicant is Lloyd W. Glasgow, Manager.

3. The preliminary plat was approved on November 1, 2013. All conditions of the preliminary plat have been satisfied.

RECOMMENDATION:
1. Approve the final plat of Hope Ridge Subdivision and authorize the President to endorse.

ATTACHMENTS:
1. Final Plat
2. Vicinity Map
PLAT SHOWING
HOPE RIDGE SUBDIVISION
A RE-SUBDIVISION OF LOT 1, BLOCK 1 OF CROSSY SUBDIVISION
LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 21, T.3N. R.2E., BM,
CITY OF BOISE, Ada COUNTY, IDAHO
2014

GENERAL NOTES
1. LOT 1, BLOCK 1 IS A RE-SUBDIVISION LOT WHICH SHALL BE DOLED AND MAINTAINED BY
THE HOPE RIDGE, ADDITION HOMEOWNERS ASSOCIATION AND IS SUBJECT TO A
RANNEY DRAINAGE ACCESS EASEMENT AND PUBLIC UTILITIES EASEMENT.
LOT 1, BLOCK 1 IS ALSO SUBJECT TO A 20 FT. PUBLIC UTILITY EASEMENT IN FAVOR OF
UNITED WATER GROUP AS SHOWN ON THIS PLAT.
2. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE BOISE
CITY ZONING REGULATIONS AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
3. THE DEVELOPMENT REQUIREMENTS ARE DETAILED IN SECTION 21-3805, EULERTY
OF WATER, THE SUBDIVISION DEED, AND PER锷 Eff. HIGHWAY REGULATIONS WHICH IS
RELIABLE AS THE SOURCES OF THIS INFORMATION SHOWN AT THE TIME OF ISSUANCE
OF THE BUILDING PERMIT.
4. A PORTION OF LOT 1, BLOCK 1 IS SUBJECTED TO AND CONTAINS THE ACID STORM WATER
DRAINAGE SYSTEM. THE SYSTEM IS LOCATED IN THE LOW-RELIEF FLOWING ACID STORM WATER
DRAINAGE EASEMENT LOCATED ON THE EASEMENT OF WATER. SEE AN INTRODUCTORY LOG CONTAINED
WITHIN THE DEVELOPMENT REQUIREMENTS. THE SYSTEM IS LOCATED IN THE LOT AND IS
SUBJECT TO MAINTENANCE AND REPAIR AS PERmitted IN THE SUBDIVISION DEED.
5. EXISTING ADA COUNTY DRAINAGE DISTRICT DRAINAGE EASEMENT INSTRUMENT NO.

CURVE TABLE

<table>
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<th>CURVE</th>
<th>RADIUS</th>
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<th>CHORD DIRG</th>
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</table>

SCALE 1" = 20'

DEVELOPER
BELLA VISTA PLACE LLC
IDaho SURVEY GROUP, P.C.

IDAHO WATER RESOURCES
505 S. 6TH AVE
BOISE, ID 83702
PH: 208-348-3575
FAX: 208-348-3595
CERTIFICATE OF OWNERS:

KNOW ALL MEN BY THESE PRESENTS: THAT BELLA VISTA PLACE LLC, AN IDAHO LIMITED LIABILITY COMPANY, IS THE OWNER OF THE PROPERTY DESCRIBED AS FOLLOWS:

A. RE-SUBDIVISION OF LOT 1, BLOCK 1 OF CROSBY SUBDIVISION AS FILED IN BOOK 97 OF PLAT AT PAGES 23150 THROUGH 23152, RECORDS OF AWA COUNTY, IDAHO LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 21, T.36N., R.26W., B.9S., AWA COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SE CORNER OF SAID SECTION 21, FROM WHICH THE E 1/4 CORNER OF SAID SECTION 21 BEARS NORTH 60°14'30" WEST, 2649.12 FEET;

THENCE ALONG THE EAST BOUNDARY LINE OF SAID SECTION 21 NORTH 60°14'30" WEST, 1204.03 FEET TO THE NW CORNER OF SAID SECTION 21;

THENCE ALONG THE NORTH BOUNDARY LINE OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION 21 NORTH 60°30'35" WEST, 2842.27 FEET;

THENCE LEAVING SAID NORTH BOUNDARY LINE SOUTH 60°14'30" EAST, 33.00 FEET TO THE NE CORNER OF LOT 1, BLOCK 1 OF SAID CROSBY SUBDIVISION, SAID POINT BEING THE REAL POINT OF BEGINNING;

THENCE ALONG THE EXTENSION BOUNDARY LINE OF SAID LOT 1 THE FOLLOWING 4 COURSES:

THENCE SOUTH 89°30'36" EAST, 246.58 FEET TO THE SE CORNER OF SAID LOT 1;

THENCE SOUTH 89°30'36" WEST, 228.00 FEET TO THE SW CORNER OF SAID LOT 1;

THENCE NORTH 89°30'36" WEST, 246.58 FEET TO THE NW CORNER OF SAID LOT 1;

THENCE NORTH 89°30'36" EAST, 228.00 FEET TO THE REAL POINT OF BEGINNING, CONTAINING 1.26 ACRES, MORE OR LESS.

IT IS THE INTENTION OF THE UNDERGROUND TO HEREBY INCLUDE THE ABOVE DESCRIBED PROPERTY IN THIS PLAT. THE EASEMENTS AS SHOWN ON THIS PLAT ARE NOT DESIGNATED TO THE PUBLIC. HOWEVER, THE RIGHT TO USE SAID EASEMENTS IS HEREBY PERPETUALLY RESERVED FOR PUBLIC UTILITIES AND SUCH OTHER USES AS DESIGNATED WITHIN THIS PLAT, AND NO PERMANENT STRUCTURES ARE TO BE ERECTED WITHIN THE LINES OF SAID EASEMENTS. ALL LOTS IN THIS PLAT WILL BE ELIGIBLE TO RECEIVE WATER SERVICE FROM AN EXISTING UNITED WATER 3000, INC. MAIN LINE LOCATED ADJACENT TO THE EASTBOUNDARY OF THE SUBDIVISION, AND UNITED WATER 3000, INC. HAS AGREED TO SERVE ALL THE LOTS IN THIS SUBDIVISION. BELLA VISTA PLACE LLC

LLOYD M. GLASSON, MANAGER

CERTIFICATE OF LAND SURVEYOR:


ACKNOWLEDGEMENT:

STATE OF IDAHO

COUNTY OF AWA

ON THIS 21st DAY OF DECEMBER, 2022, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED LLOYD M. GLASSON, JR. AND IDENTIFIED TO ME BY HIS SIGNATURE, KNOWN TO ME TO BE THE MANAGER OF BELLA VISTA PLACE LLC, AN IDAHO LIMITED LIABILITY COMPANY. THE IDAHO LIMITED LIABILITY COMPANY THAT EXECUTED THE RECOGNITION OF THE forever-applied-the-INNES-ON- BELLAND LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED TO ME THAT SUCH LIMITED LIABILITY COMPANY EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREBY SET MY HAND AND AFFIRM MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

STATE OF IDAHO

COUNTY OF AWA

ON THIS 21st DAY OF DECEMBER, 2022, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED LLOYD M. GLASSON, JR. AND IDENTIFIED TO ME BY HIS SIGNATURE, KNOWN TO ME TO BE THE MANAGER OF BELLA VISTA PLACE LLC, AN IDAHO LIMITED LIABILITY COMPANY. THE IDAHO LIMITED LIABILITY COMPANY THAT EXECUTED THE RECOGNITION OF THE FOREVER-APPLIED-THE-INNES-ON-BELLAND LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED TO ME THAT SUCH LIMITED LIABILITY COMPANY EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREBY SET MY HAND AND AFFIRM MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

LLOYD M. GLASSON, MANAGER

BELLANON DESCRIPTIVE,L.L.C.

CERTIFICATE OF LICENSURE:

I, GREGGI A. CARSON, LICENSE NO. 739, OF THE STATE OF IDAHO, DO HEREBY CERTIFY THE FOLLOWING:

- I AM A REGISTRATED PROFESSIONAL LAND SURVEYOR, LICENSED AND LICENSED IN THE STATE OF IDAHO AS MORE FULLY SET FORTH IN THE ATTACHED CERTIFICATE OF LICENSURE EXHIBIT.


- I AM HEREBY CERTIFYING THE PREPARATION OF THE SURVEY TO BE ACCURATE AND CORRECT.

IDAHOSURVEYGROUP, P.C.
HOPE RIDGE SUBDIVISION

HEALTH CERTIFICATE
Sanitary restrictions as required by Idaho Code, Title 10, 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 60-1326, Idaho Code, by the issuance of a Certificate of Disapproval.

Central District Health Department  Date

CERTIFICATE OF 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.

County Surveyor

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 ACHD

APPROVAL OF CITY ENGINEER
I, the undersigned, Boise City Engineer, hereby state that the conditions of Boise City have been satisfied for Hope Ridge Subdivision.

City Engineer  Date

APPROVAL OF CITY COUNCIL
I, the undersigned, City Clerk in and for the City of Boise, Ada County, Idaho do hereby certify that at a regular meeting of the City Council held on the day of , 20__, this plat was duly accepted and approved.

City Clerk, Boise, Idaho

CERTIFICATE OF COUNTY TREASURER
I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I.C.60-1308 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

COUNTY RECORDERS CERTIFICATE
State of Idaho )
County of Ada )

I hereby certify that this instrument was filed for record at the request of , at ___ O'clock ___ M. on this day of , 20__, in Book ___ of plat at Pages ___.

Instrument No.  Ex-Officio Recorder

IDAHO SURVEY GROUP, P.C.
Date: November 1, 2013

(Via e-mail)

To: Northside Management  
Scott Noriyuki  
6810 Fairhill Place  
Boise, ID, 83714

Subject: Bella Vista/PUD13-00009/SUB13-00041  
2705 W Malad Street

On November 1, 2013 the Ada County Highway District staff acted on your application for the above referenced project. The attached report lists site-specific requirements, conditions of approval and street improvements, which are required.

If you have any questions, please feel free to contact me at (208) 387-6171.

Sincerely,

Stacey Yarrington  
Planner III  
Development Services  
Ada County Highway District

CC: Project file  
City of Boise (via e-mail)
Project/File: Bella Vista/PUD13-00009/SUB13-00041
This is a planned unit development and subdivision application to develop and construct 14 buildable lots on 1.28 acres. The site is located at 2705 W Malad Street in Boise, Idaho.

Lead Agency: City of Boise
Site address: 2705 W Malad Street
Staff Approval: November 1, 2013
Applicant: Scott Noriyuki
6810 Fairhill Place
Boise, ID, 83714
Representative: Northside Management
Scott Noriyuki
6810 Fairhill Place
Boise, ID, 83714
Staff Contact: Stacey Yarrington
Phone: 387-6171
E-mail: syarrington@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval for a Planned Unit Development and Subdivision to develop and construct 14 buildable lots on 1.28 acres. Transit services are available in the area, one block to the south at the Vista/Canal intersection. The site is located at 2705 W Malad Street in Boise, Idaho.

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>Cherry Lane Subdivision (Single-Family Residential)</td>
<td>R-1C</td>
</tr>
<tr>
<td>South</td>
<td>Home Acres Subdivision (General Commercial)</td>
<td>C-2D</td>
</tr>
<tr>
<td>East</td>
<td>Crosby Subdivision (General Commercial)</td>
<td>C-2D</td>
</tr>
<tr>
<td>West</td>
<td>Home Acres Subdivision (Combined Residential)</td>
<td>R-2</td>
</tr>
</tbody>
</table>

3. Site History: ACHD staff previously reviewed this site as Bella Vista Place/PUD12-00011 in November 2012. The requirements of this staff report are consistent with those of the prior action.

4. Transit: Transit services are available to serve this site.

5. Impact Fees: There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
6. Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):
   There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program or the District’s Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. Trip Generation: This development is estimated to generate 133 additional vehicle trips per day (0 existing); 14 additional vehicle trips per hour in the PM peak hour (0 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th 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>Vista Avenue</td>
<td>0-feet</td>
<td>Principal Collector</td>
<td>575</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Malad Street</td>
<td>228-feet</td>
<td>Local</td>
<td>69</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a five-lane principal arterial is “E” (1,770 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 Vista Avenue south of Targhee Street was 20,119 on 4/18/2013.
   - The average daily traffic count for Malad Street east of Shoshone Street was 1,177 on 11/1/2012.

C. Findings for Consideration

1. Malad Street
   a. Existing Conditions: Malad Street is improved with 2-travel lanes, 26-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Malad Street (22-feet from centerline).
   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.

c. Applicant’s Proposal: The applicant is proposing to improve Malad Street with curb, gutter and 5-foot wide attached sidewalks abutting the site.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy, and should be approved, as proposed. The sidewalk and street improvements should match the existing improvements east of the site completing the street as a 36-foot street section.

2. Internal Street
a. Existing Conditions: There are no existing local 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.

   Continuation of Streets Policy: District Policy 7207.2.4 states 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 as described in this sub-section.

   The District will consider the following items when determining when to require a stub street:

   - Property size and configuration of current application
• Property size and configuration of adjacent parcels
• Potential for redevelopment of adjacent parcels
• Location and vehicular and pedestrian attracting land use (i.e. schools, neighborhood commercial, etc.)
• Comprehensive Plan and Zoning designations
• Needs of the emergency service providers
• Location of existing stub streets
• Location of canals and necessary crossings
• Cost vs. benefit of requiring canal crossing
• Functional Classification of adjacent and nearby roadways (i.e. will requiring a stub street achieve the District’s Access Management goals by reducing the potential for additional connection to a classified roadway)
• The Master Street Map

An existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:
• Reduces vehicle miles traveled.
• Increases pedestrian and bicycle connectivity.
• Increases access for emergency services.
• Reduces need for additional access points to the arterial street system
• Promotes the efficient delivery of services including trash, mail and deliveries.
• Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
• Promotes orderly development.

**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 Broxon Street, as a 34-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalk within 46-feet of right-of-way. The applicant is proposing to construct Broxon Street as a stub street to terminate at the south property line with a "hammerhead" turnaround and parking at both ends.

Staff Comments/Recommendations: The proposed "hammerhead" turnaround does not meet District policy and should not be approved as proposed.

The applicant’s proposal to construct a public street within this project does not provide a public benefit and may cause undue hardship to the two adjoining properties south of the site when/if they redevelop. The proposed stub street and hammerhead turnaround intersect two property lines. The westerly parcel to the south is less than one-acre in size and to require the extension of a public street could take an unreasonable portion of property from the development. The easterly parcel to the south is an apartment building with existing landscaping and parking directly south of the proposed stub street, Broxon Street. In the event that Broxon Street is required to be extended to the south it could also cause undue hardship and create a non-conforming use to the existing development with reduced parking and landscape removal in order to extend the stub street. Both adjoining properties also have direct access off of Canal Street.

Staff recommends that the applicant construct a private street or driveway internal to the site, consistent with the prior ACHD action on this site.

3. Driveways
   a. Existing Conditions: There are no existing roadway offsets internal to the site.
   b. Policy:
   c. Local Offset Policy: Staff Comments/Recommendations: The applicant should construct a driveway or private street to intersect Malad Street. The driveway can intersect Malad Street in any location because Malad Street is a local street.

4. 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.

5. 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.

D. Site Specific Conditions of Approval

1. Complete and construct Malad Street as a 36-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalk abutting the site.

2. Construct a 24 – 36-foot wide driveway onto Malad Street to serve the development with a private road or drive aisle. Pave the driveway or private street its full width and at least 30-feet into the site. If a private road is constructed, the applicant shall install private street name signs and STOP signs.

3. Payment of impacts fees are due prior to issuance of a building permit.


E. Standard Conditions of Approval

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

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 (1-811-342-1583) 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. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines