To: ACHD Commission  
From: Kaci Bader, Development Review Coordinator  
Subject: Final Plat: Ambercreek Subdivision No. 2  
Project Number: SUBP15-14-0055  
Meeting Date: February 25, 2015

FACTS & FINDINGS:  
1. Ambercreek Subdivision No. 2 is a 54 buildable and 4 common lot residential subdivision on 11.56 acres. This site is located on W. McMillan Road, west of N. Meridian Road.  
2. The applicant is Corey Barton.  
3. The preliminary plat was approved on January 4, 2006.  
4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $497,900 in the form of a letter of credit from Washington Trust Bank in accordance with ACHD Policy Section 7103.2.  
5. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by February 5, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

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

ATTACHMENTS:  
1. Final Plat  
2. Vicinity Map  
AMBERCREAK SUBDIVISION NO. 2

CERTIFICATE OF OWNERS.

Know all men by these presents: That Corey Barton, an unmarried man, is the owner of the property described as follows:

A parcel located in the NE ¼ of the NE ¼ of Section 36, Township 4 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at a brass cap monument marking the northeast corner of said Section 36, thence a brass cap monument marking the southeast corner of the NE ¼ herein described 69°03'52" E a distance of 2960.37 feet;

Thence N 80°54'16" W along the northerly boundary of said NE ¼ of the NE ¼ a distance of 423.61 feet to a 5/8 inch diameter iron pin and the POINT OF BEGINNING;

Thence leaving said northerly boundary S 0°05'44" W a distance of 246.03 feet to a 5/8 inch diameter iron pin;

Thence S 89°54'16" E a distance of 250.13 feet to a 5/8 inch diameter iron pin;

Thence S 0°07'23" W a distance of 290.72 feet to a 5/8 inch diameter iron pin;

Thence S 89°57'06" E a distance of 100.00 feet to a 5/8 inch diameter iron pin;

Thence S 0°04'32" W a distance of 34.47 feet to a 5/8 inch diameter iron pin;

Thence S 89°57'08" E a distance of 100.00 feet to a 5/8 inch diameter iron pin;

Thence S 0°05'32" W along a line being 296.05 feet westerly of and parallel to the easterly boundary of said NE ¼ of the NE ¼ a distance of 106.83 feet to a 5/8 inch diameter iron pin on the northerly boundary of Amber Creek Subdivision No. 1 as shown on book 26 of Plans on Pages 1214 thru 1214, records of Ada County, Idaho;

Thence along said northerly boundary the following described courses:

Thence N 89°57'08" W a distance of 180.86 feet to a 5/8 inch diameter iron pin;

Thence S 0°07'23" W a distance of 223.05 feet to a 5/8 inch diameter iron pin;

Thence S 89°54'16" W a distance of 8.47 feet to a 5/8 inch diameter iron pin;

Thence N 89°54'18" W a distance of 428.52 feet to a 5/8 inch diameter iron pin;

Thence N 89°57'06" W a distance of 8.50 feet to a 5/8 inch diameter iron pin;

Thence N 0°07'23" E a distance of 58.59 feet to a 5/8 inch diameter iron pin;

Thence S 89°57'06" W a distance of 160.00 feet to a 5/8 inch diameter iron pin;

Thence N 0°02'02" E a distance of 56.06 feet to a 5/8 inch diameter iron pin;

Thence N 42°09'24" E a distance of 8.47 feet to a 5/8 inch diameter iron pin;

Thence S 89°54'18" E a distance of 11.16 feet to a 5/8 inch diameter iron pin;

Thence N 0°03'32" W a distance of 60.00 feet to a 5/8 inch diameter iron pin;

Thence N 89°54'18" W a distance of 10.50 feet to a 5/8 inch diameter iron pin;

Thence N 44°51'38" W a distance of 9.50 feet to a 5/8 inch diameter iron pin;

Thence N 0°03'32" E a distance of 49.25 feet to a 5/8 inch diameter iron pin;

Thence N 89°54'18" W a distance of 120.03 feet to a 5/8 inch diameter iron pin;

Thence N 0°02'02" E a distance of 12.94 feet to a 5/8 inch diameter iron pin;

Thence N 89°57'06" W a distance of 179.29 feet to a 5/8 inch diameter iron pin on the westerly boundary of said NE ¼ of the NE ¼ and the easterly boundary of Cedar Springs Subdivision No. 4 as shown in book 300 of Plans on Pages 1214 thru 1214, records of Ada County, Idaho;

Thence N 0°02'02" W along said northerly boundary a distance of 527.57 feet to a 5/8 inch diameter iron pin marking the northwest corner of said NE ¼ of the NE ¼;

Thence S 89°54'16" E along the northerly boundary of said NE ¼ of the NE ¼ a distance of 500.96 feet to the POINT OF BEGINNING;

This parcel contains 11.55 acres.

It is the intention of the undersigned to hereby include the above described property in this plat and to dedicate to the public, the public streets as shown on this plat. The easements as shown on this plat are not dedicated to the public. However, the right to use said easements is hereby perpetual 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 are eligible to receive water service from the existing City of Meridian main line located adjacent to the subject subdivision, and the City of Meridian has agreed in writing to serve all the lots in this subdivision.

Corey Barton

CERTIFICATE OF SURVEYOR

I, Clinton W. Hansen, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that this plat as described in the "Certificate of Owners" was drawn from an actual survey made under my direct supervision and accurately represents the lots platted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

Clinton W. Hansen

P.L.S. No. 11118

ACKNOWLEDGMENT

State of Idaho

I, JoAnn C. Barton, personally appeared before me, a Notary Public in and for said State, personally appeared Corey Barton, indenits unidenticted to me to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year above written.

[Signature]

Notary Public in and for said State.

Residing in Meridian, Idaho.

My commission expires

[Stamp]

[Stamp]
AMBERCREEK SUBDIVISION NO. 2

HEALTH CERTIFICATE
Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied based on a review by a Qualified Licensed Professional Engineer (QLPE) representing Meridian City Public Works and the QLPE approval of the design plans and specifications and the conditions imposed on the developer for continued satisfaction of the sanitary restrictions. Buyer is cautioned that at the time of this approval, no drinking water extensions or sewer extensions were constructed. Building construction can be allowed with appropriate building permits if drinking water extensions or sewer extensions have since been constructed or if the developer is simultaneously constructing those facilities. If the developer fails to construct facilities, sanitation restrictions may be reenforced, in accordance with Section 50-1306, Idaho Code, by the issuance of a Certificate of Disapproval, and no construction of any building or shelter requiring drinking water or sewerage facilities shall be allowed.

Central District Health Department Date

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, City Engineer in and for the City of Meridian, Ada County, Idaho, hereby approve this plat.

City Engineer Date

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk in and for the City of Meridian, Ada County, Idaho, 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, Meridian, Idaho

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 plots and surveys.

County Surveyor

CERTIFICATE OF COUNTY TREASURER
I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of LC 50-1309, do hereby certify that any and all current 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 RECORDER'S CERTIFICATE
State of Idaho, I hereby certify this instrument was filed for record at the request of all Minutiae page

Instrument No

Deputy County Recorder
DEVELOPMENT PLANS FOR
AMBERCREEK SUBDIVISION NO. 2

A PORTION OF THE NE 1/4 NE 1/4 OF SEC. 36
T.4N., R.1W., BOISE MERIDIAN
MERIDIAN, ADA COUNTY, IDAHO

2014

VICINITY MAP
1" = 600'

NAVD-88 DATUM
A. Findings of Fact

Existing Conditions

1. Site Information: The site is currently used for agricultural purposes.

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>Paramount Subdivision</td>
<td>R-40 &amp; C-G</td>
</tr>
<tr>
<td>South</td>
<td>Single-family/ agricultural</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Single-family/ agricultural</td>
<td>RUT</td>
</tr>
<tr>
<td>West</td>
<td>Cedar Springs Subdivision</td>
<td>R-8</td>
</tr>
</tbody>
</table>
3. **Existing Roadway Improvements Adjacent To and Near the Site**  
   - McMillan Road is currently improved with 2 traffic lanes, and no curb gutter or sidewalk abutting the site.  
   - Meridian Road is currently improved with 2 traffic lanes, and no curb, gutter or sidewalk abutting the site.

4. **Existing Right-of-Way**  
   - McMillan Road currently has 50-feet of right-of-way (25-feet from centerline).  
   - Meridian Road currently has 50-feet of right-of-way (25 feet from centerline).

5. **Existing Access:**  
   There is no defined access point on this property.

6. **Site History:**  
   ACHD has not previously reviewed this site for a development application.

### Development Impacts

7. **Trip Generation:**  
   This development is estimated to generate 1,675 additional vehicle trips per day based on the submitted traffic impact study.

8. **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.

9. **Traffic Impact Study:**  
   A traffic impact study was required with this application. Below are the principal conclusions of the submitted TIS.
   - The proposed development is project to generate an average daily traffic (ADT) volume of 1,675 vehicles of which the p.m. peak hour traffic is 177 vehicles per hour.
   - As a result of the sit build-out, traffic on the roadways is expected to increase in the vicinity. Traffic on McMillan Road may increase by 250 trips per day east and west of the site. Traffic on Meridian Road may increase by 586 trips per day north and south of the site.
   - The intersection of Meridian Road and McMillan Road is currently all-way STOP controlled. This intersection currently operates below capacity at Level of Service (LOS) B and 11.6 seconds of delay with the existing traffic volumes. For the Background Year 2010 condition (e.g. regional growth), the intersection is predicted to operate at LOS B but the average delay increases to 14.6 seconds. Under Year 2010 build-out conditions with the project-related traffic plus the background traffic, the intersection is predicted to operate at LOS C with an average delay of only 10.4 seconds. No improvements are needed to accommodate the background or site-generated traffic volumes.
   - The intersection of Linder Road and McMillan Road is currently all-way STOP controlled. This intersection currently operates below capacity at Level of Service (LOS) A and 9.3 seconds of delay with the existing traffic volumes. For the Background Year 2010 condition (e.g. regional growth), the intersection is predicted to operate at LOS B but the average delay increases to 10.1 seconds. Under Year 2010 build-out conditions with the project-related traffic plus the background traffic, the intersection is predicted to operate at LOS B with an average delay of only 10.4 seconds. No improvements are needed to accommodate the background or site-generated traffic volumes.
   - The northern site access intersection with McMillan Road is predicted to operate well under capacity at LOS B for the northbound traffic exiting the site during the p.m. peak hour. However, the traffic analysis shows that two design improvements are needed at this intersection.
     - Separate left and right turn lanes will be needed for the northbound approach (or a sufficient roadway width), and
     - A westbound left-turn lane is need on McMillan Road.
• The eastern site access intersection with Meridian Road is predicted to operate well under capacity at LOS B for the eastbound traffic exiting the site during the p.m. peak hour. However, the traffic analysis shows that two design improvements are needed at this intersection.
  o Separate left and right turn lanes will be needed for the eastbound approach, and
  o A northbound left-turn lane is needed on Meridian Road.
• The forecast daily build-out volumes (Year 2010) for all of the roadways in the vicinity of the project are lower than COMPASS’ development thresholds. The area’s roadways do not require any capacity improvements under Year 2010 build-out conditions.
• Internally, all of the subdivision’s streets with front-on housing have projected ADT volumes less than 1,000 vehicles.

10. **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>495’</td>
<td>Minor Arterial</td>
<td>2,839 south of Chinden Blvd. on 1/22/03</td>
<td>Better than “C”</td>
<td>50 MPH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>7,999 north of Ustick Road on 4/07/05</td>
<td></td>
<td></td>
</tr>
<tr>
<td>McMillan Road</td>
<td>1050’</td>
<td>Minor Arterial</td>
<td>4,042 east of Meridian Road on 2/18/04</td>
<td>Better than “C”</td>
<td>50 MPH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5,351 west of Meridian Road on 8/25/04</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Acceptable level of service for a two-lane minor arterial roadway is “D” (14,000 VTD).

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

There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program. McMillan Road from Meridian Road to Locust Grove Road is scheduled in the District’s Capital Improvement Plan (CIP) to be widened to 3 lanes in 11 to 15 years. McMillan Road from Locust Grove Road to Eagle Road is scheduled in the CIP to be widened to 5 lanes in 11 to 15 years.

**B. Findings for Consideration**

1. **McMillan Road**

   **Right-of-Way Policy:** District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

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

   **Staff Comment/Recommendation:** As a part of the North Meridian Traffic Plan, it was noted that a 3-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes within 70-feet of right-of-way would be adequate to accommodate the projected traffic volumes on McMillan Road. Due to the fact that the North Meridian Traffic Plan recommended a 70-foot right-of-way on McMillan Road and the Commission has supported the recommendations in the past, staff is
recommending a total right-of-way width of 70-feet as opposed to 96-feet of right-of-way (48-feet from centerline).

The Lemp Canal is located on the south side of McMillan Road. This canal is very large in nature and would be extremely costly to relocate. Any right-of-way on McMillan Road will be acquired from the north side of McMillan Road in order to allow the canal to remain in its current location. To be consistent with the District’s past action and to remain consistent with the location of McMillan Road, staff recommends that the applicant not dedicate additional right-of-way abutting McMillan Road.

In order to acquire the full required right-of-way abutting McMillan Road between Linder Road and Meridian Road, the south side of McMillan Road will not dedicate additional right-of-way and the north side of the roadway will dedicate 45-feet of right-of-way from centerline. This will provide for a 70-foot right-of-way that is consistent with the recommendations of the North Meridian Traffic Plan and what has been acquired for other developments on McMillan Road.

Staff recommends that the applicant not dedicate additional right-of-way for McMillan Road in order to keep the irrigation facilities (the Lemp Canal) outside of the District’s right-of-way. Staff also recommends that the 5-foot detached concrete sidewalk be located south of the Lemp Canal within an easement provided to the District.

Based on the submitted traffic impact study, the applicant will be required to construct a westbound left turn lane on McMillan Road at the north site access intersection.

2. **Meridian Road**

**Right-of-Way Policy:** District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

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

**Staff Comment/Recommendation:** As a part of the North Meridian Traffic Plan, it was noted that a 3-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes within 70-feet of right-of-way would be adequate to accommodate the projected traffic volumes on Meridian Road. Due to the fact that the North Meridian Traffic Plan recommended a 70-foot right-of-way on Meridian Road and the Commission has supported the recommendations in the past, staff is recommending a total right-of-way width of 70-feet as opposed to 96-feet of right-of-way (48-feet from centerline).

The adjoining road is not listed as a proposed project in the District’s currently adopted Five-Year Work Program or in the currently adopted 20-year Capital Improvements Plan. As such, the applicant cannot receive reimbursement for dedicated right-of-way from available collected impact fees. The applicant shall do one of the following:

a. Dedicate by donation a total of 35-feet of right-of-way along Meridian Road, and construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located a minimum of 28-feet from the centerline of the right-of-way.

b. Do not dedicate additional right-of-way, but construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located a minimum of 28-feet from the centerline of the right-of-way, in an easement provided to the District.
c. Do not dedicate additional right-of-way, but construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located at the back edge of the existing right-of-way. Accomplish all necessary adjustments to properly accommodate existing drainage and utilities.

The submitted traffic impact study requires a northbound left turn lane on Meridian Road to be constructed at the eastern site access intersection. In lieu of constructing the required left turn lane, the District will require that the applicant widen Meridian Road with 19-feet of pavement from centerline. For developments abutting Meridian Road between McMillan Road and Ustick Road, the District has required that developers widen the road with 19-feet of pavement from centerline abutting their developments. The District is requiring this to prevent a "weaving" roadway with unaligned center turn lanes. When the properties on the opposite side of the road develop, and widen the road 19-feet from centerline, the District will stripe a center turn lane the entire length of the roadway.

3. 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.

   36-foot Street Section Policy: District policy 7204.4.2 states, "developments with any buildable lot that is less that 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.

   33-foot Street Section Policy: District policy 72-F1A, allows local residential public roads with a 33-foot street section with parking on both sides of the roadway, if the amount of vehicle trips per day on the street does not exceed 1,000 and the appropriate fire department reviews and approves the street section.

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

   Applicant Proposal (Internal streets): The applicant is proposing to construct the internal streets as 34 -foot street sections with curb, gutter, 4-foot detached concrete sidewalks, and 8-foot planter strips. The applicant has proposed several center landscape islands throughout the development. The applicant has proposed 21-foot street sections on each side of the proposed islands.

   Staff Comment/Recommendation: The applicant’s proposals meet District policy. The Meridian Fire Department will not approve the 33-foot street section; they prefer a 34-foot street section. Therefore, the applicant’s proposal for 34-foot street sections is consistent with previous approvals in the City of Meridian.

Based on the submitted traffic impact study, the applicant will be required to provide sufficient pavement width on the two site entrance roadway intersections (Ambercreek Avenue intersecting McMillan Road, and Lava Falls Drive intersecting Meridian Road) to accommodate simultaneous left and right turn movements.
4. Traffic Calming
Policy: District policy 7202.2.6 states that the design of local street systems should discourage excessive speeds by using curvilinear alignment and/or breaks in the street system.

Staff Comment/Recommendation: There are two roadways (Red Rock Drive and Elsinore Avenue) within the development that are approximately 1,000 feet in length or longer and will require some form of traffic calming. The applicant will be required to provide traffic calming along these local streets (i.e. chokers, bulb-outs, traffic circles, etc.). The applicant should coordinate the location and design of the traffic calming devices with District Traffic Services staff.

5. Tree Planters
Tree Planter Policy: The District’s Tree Planter Width Interim Policy 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 trees 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.

6. 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." In addition, a stub street must meet the following conditions:

1. A stub street shall be designed to slope towards the street intersection and drain surface water toward that intersection, unless a satisfactory storm drain system is installed.

2. The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Applicant Proposal: The applicant has proposed two stub streets to the south, two the west, and one to the east. The stub streets are proposed to be located as follows:
- First stub street to the south, Alester Avenue, is proposed to be located 200-feet west of Meridian Road (measured centerline to centerline).
- Second stub street to the south, Elsinore Avenue, is proposed to be located 420-feet east of the west property line (measured property line to centerline).
- First stub to the west, Red Rock Drive, is proposed to be located 160-feet north of the south property line (measured property line to centerline).
- Second stub to the west, Peach Springs Drive, is proposed to be located 690-feet north of the south property line (measured property line to centerline).
- Stub street to the east, Havasu Falls Drive, is proposed to be located 215-feet south of McMillan Road (measured centerline to centerline).

Staff Comment/Recommendation: The first stub street to the west, Red Rock Drive should align with the previously approved stub street, Sage Spring Drive, within Cedar Springs Subdivision, located to the west of this site. Each proposed stub street is less than 150-feet in length and will not
require a temporary turnaround. The City of Meridian has requested that the second stub street to the south, Elsinore Avenue, be shifted east approximately 240-feet to generally align with the micropaths that lead to the park site in the northern part of the subdivision. District staff is supportive of the City’s request.

7. **Roadway Offsets**

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

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

**Applicant Proposal:** The applicant has proposed one roadway to intersect Meridian Road, Lava Falls Drive, approximately 440-feet north of the south property line (measured property line to centerline). The applicant has proposed one roadway to intersect McMillan Road, Amber Creek Avenue, approximately 355-feet west of the east property line (measured property line to centerline).

**Staff Comment/Recommendation:** The applicant’s proposals meet District policy; however, the City of Meridian has requested that the entrance street on Meridian Road, Lava Falls Drive, be shifted to the north in order to provide access to the 5-acre parcel located at the southwest corner of the intersection of McMillan and Meridian Roads. If the applicant does not wish to shift the entrance road, the City requests that a stub street in alignment with Alester Avenue be constructed to the 5-acre parcel.

8. **Bridge for Lemp Canal Crossing**

The District will require that the applicant submit the bridge plans for the crossing of the Lemp Canal (Ambercreek Avenue) for review and approval prior to the pre-construction meeting and plat approval.

9. **Alleys**

**Alley Policy:** District policy 7204.10.1 requires the minimum right-of-way width for new alleys to be 16-feet if: the alley is abutted by residential uses and zoning on both sides; and building setbacks required by the land use agency having jurisdiction provide sufficient space for the safe backing of vehicles into the alley; and 20-feet in all other situations. Dedication of clear title to the right-of-way and the improvement of the right-of-way, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development. The alley shall be improved by paving the full width and length of the right-of-way. Access is allowed to and from a fully improved alley (District policy 7204.10.2). Parking shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking. An access to an alley shall be located a minimum of 25-feet from the nearest public street.

**Access Policy:** Access is allowed to and from a fully improved alley (District policy 7204.10.2). Parking shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking. An access to an alley shall be located a minimum of 25-feet from the nearest public street.

**Intersection Policy:** District Policy 7204.10.3 states a minimum of back-of-curb radius of 15-feet is required at all alley intersections.
**Design Policy:** District policy 7202.6 states that alleys shall connect to a public street at each end and shall not terminate in dead-ends. Alleys with curves are not allowed without specific District approval taken on good cause shown. Curves shall have a minimum inside radius of 26-feet.

**Applicant Proposal:** The applicant has proposed two east-west alleys and one north-south alley within the development. The alleys are designed to intersect public streets at each end, and the alleys do not have curves.

**Staff Comment/Recommendation:** The applicant’s proposal meets District policy, and should be approved with this application.

10. **Knuckles**  
**Knuckle Policy:** District policy District policy 7202.7 and 7207.5 and the local Fire District standards require an island within a knuckle to be constructed with the island being a minimum of 4-feet wide with a minimum area of 100-square feet and designed to safely channel traffic. The roadway around the traffic island should maintain a minimum of a 29-foot street section. The design should be reviewed and approved by ACHD’s Development staff.

**Staff Comment/Recommendation:** The applicant has proposed one knuckle with no landscape island.

11. **Other Access**  
Meridian Road and McMillan Road are classified as minor arterial roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

**C. Site Specific Conditions of Approval**

1. Construct a 5-foot detached concrete sidewalk south of the Lemp Canal within an easement provided to the District.

2. Construct a westbound left turn lane on McMillan Road at the north site access intersection.

3. The applicant shall do one of the following:
   
a. Dedicate by donation a total of 35-feet of right-of-way along Meridian Road, and construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located a minimum of 28-feet from the centerline of the right-of-way.

   b. Do not dedicate additional right-of-way, but construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located a minimum of 28-feet from the centerline of the right-of-way, in an easement provided to the District.

   c. Do not dedicate additional right-of-way, but construct a minimum 5-foot wide concrete sidewalk along Meridian Road, located at the back edge of the existing right-of-way. Accomplish all necessary adjustments to properly accommodate existing drainage and utilities.

4. Widen Meridian Road with 19-feet of pavement from centerline abutting the entire site.

5. Construct the internal streets as 34-foot street sections (with local fire department approval) with curb, gutter, 4-foot detached concrete sidewalks, and 8-foot planter strips, as proposed.
6. Provide sufficient pavement width on the two site entrance roadway intersections (Ambercreek Avenue intersecting McMillan Road, and Lava Falls Drive intersecting Meridian Road) to accommodate simultaneous left and right turn movements.

7. Provide 21-foot street sections on each side of the proposed center islands. Any proposed landscape islands/medians within the public right-of-way dedicated by this plat shall be owned and maintained by a homeowners association. Notes of this are required on the final plat. The design should be reviewed and approved by ACHD’s Development staff.

8. Provide traffic calming (i.e. chokers, bulb-outs, traffic circles, etc.) along Red Rock Drive and Elsinore Avenue. The applicant shall coordinate the location and design of the traffic calming devices with District Traffic Services staff.

9. Construct stub streets to the surrounding properties as identified below. Install a sign at the terminus of each roadway stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”
   - Stub street to the south, Alester Avenue, located 200-feet west of Meridian Road (measured centerline to centerline).
   - Stub street to the south, Elsinore Avenue, located to generally align with the micropaths that lead to the park site in the northern part of the subdivision. (This will require a shift of approximately 240-feet to the east from where the stub street was originally proposed to be located.)
   - Stub street to the west, Red Rock Drive, located approximately 160-feet north of the south property line (measured property line to centerline). This stub street shall align with and connect to Sage Spring Drive within Cedar Springs Subdivision to the west of this site.
   - Stub street to the west, Peach Springs Drive, located 690-feet north of the south property line (measured property line to centerline).
   - Stub street to the east, Havasu Falls Drive, located 215-feet south of McMillan Road (measured centerline to centerline).

10. Construct one roadway, Lava Falls Drive, to intersect Meridian Road. This road shall be shifted to the north to provide access to the 5-acre parcel at the southwest corner of the intersection of McMillan and Meridian Road, OR the applicant shall construct a stub street in alignment with Alester Avenue to the 5-acre parcel.

11. Construct one roadway, Amber Creek Avenue, to intersect McMillan Road approximately 355-feet west of the east property line (measured property line to centerline), as proposed.

12. Submit the bridge plans for the crossing of the Lemp Canal (Ambercreek Avenue) for review and approval prior to the pre-construction meeting and plat approval.

13. The applicant shall construct the two proposed east-west alleys and the one proposed north south alley to the following standards:
   - Dedicate a minimum of 16-feet for all alleys. All alleys shall be paved a minimum of 16-feet in width.
   - Parking off the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 22-feet for perpendicular parking.
   - Access to an alley shall be located a minimum of 25-feet from the nearest public street.

14. Other than the access specifically approved with this application, direct lot access is prohibited to Meridian Road and McMillan Road and shall be noted on the final plat.

15. 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. Request for Reconsideration Guidelines
4. Development Process Checklist
Development Process Checklist

- Submit a development application to a City or to the County
- The City or the County will transmit the development application to ACHD
- The ACHD Planning Review Division will receive the development application for review
- The Planning Review Division will do one of the following:
  - Send a “No Review” letter to the applicant stating that there are no site specific requirements at this time.
  - Send a “Comply With” letter to the applicant stating that if the development is within a platted subdivision or part of a previous development application and that the site specific requirements from the previous development also apply to this development application.
  - 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.
- The Planning Review Division will hold a Technical Review meeting for all Staff and Commission Level reports.
- For ALL development applications, including those receiving a “No Review” or “Comply With” letter:
  - The applicant should submit two (2) sets of engineered plans directly to ACHD for review by the Development Review Division 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 calculation.)
  - 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 (Zone)
- Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to Ada County Highway District (ACHD) Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

Construction (Subdivisions)
- Sediment & Erosion Submittal
  - At least one week prior to setting up a Pre-Con an Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, must be turned into ACHD Construction – Subdivision to be reviewed and approved by the ACHD Drainage Division.

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
ACHD Construction – Subdivision must have received approval from Development Services prior to scheduling a Pre-Con.