February 25, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Reflection Ridge Subdivision No. 4
Project Number: SUBP14-0194
Meeting Date: March 4, 2015

FACTS & FINDINGS:

1. Reflection Ridge Subdivision No. 4 is a 44 buildable and 5 common lot residential subdivision on 13.90 acres. This site is located on the east side of S. Locust Grove Road south of E. Victory Road.

2. The applicant is Mission Coast Properties ID., Inc. and the principal for the applicant is Lorne Duthie, Director.

3. The preliminary plat for Reflection Ridge Subdivision No. 4, formerly known as Cavanaugh Ridge Subdivision, was approved on October 28, 2009.

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 $522,800 in the form of a Letter of Credit from Bank of the Cascades 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 November 15, 2015 and prior to final acceptance of the street(s) by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Reflection Ridge Subdivision No. 4 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
### CURVE TABLE

<table>
<thead>
<tr>
<th>Curve</th>
<th>Radius</th>
<th>Length (ft)</th>
<th>Delta Dec.</th>
<th>Bearing</th>
<th>Change</th>
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</tbody>
</table>

### NOTES

1. Building setbacks and dimensional standards in this subdivision shall conform to the applicable zoning regulations of the city of Hialeah as effect at the time of issuance of a building permit or as allowed by conditional use permit or special exception, which allows for reduced setbacks. Lot sizes and lot frontages, building setbacks shall be measured from the back of the house.

2. Lots 13 and 23 block 7, lot 22 block 6, lot 1 block 16 and lot 7 block 11 are common lots to be owned and maintained by the Reflection Ridge Subdivision Homeowners Association.

3. Any subdivision of this plat or portions thereof shall comply with the applicable zoning regulations in effect at the time of the resubdivision.

4. This development recognizes section 32.49 (30) which permits the construction of mobile homes for one (1) year. The operation of such homes shall be limited to the term of the permit. If the operation is extended beyond such time, the permit holder may be required to remove the移动 homes.

5. Unless otherwise specified, all lots within the subdivision are subject to a public utility easement for drainage and irrigation easements as follows: Two (2) feet of easement to each front and rear lot line. Five (5) feet of easement with all rear lot lines within the subdivision boundaries.

6. The pressure irrigation system used in this development is owned and maintained by the Hialeah Water Reclamation District. Ownership and operation of this system is subject to the terms of the permit.

7. This plat is subject to a development agreement recorded on file as instrument number 123-5830 and 1-203079-13, records of AHA county.

8. Lots within this subdivision are subject to irrigation water rights and will be charged for assessments from the Hialeah Water Reclamation District. The owner has complied with the subdivision regulations and the water service will be provided by the Hialeah Water Reclamation District.

9. This development is subject to the City of Hialeah Development Appeal Board as follows: The City of Hialeah Development Appeal Board.

10. This plat is subject to a development agreement recorded on file as instrument number 123-5830 and 1-203079-13, records of AHA county.

11. Lot 7, block 11 is subject to a 3% increase in property and maintenance assessment for the Hialeah Water Reclamation District.
CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED ARE THE OWNERS OF THE PROPERTY HEREINUNDER DESCRIBED.

A RANCH OF LAND LOCATED ON THE NW/4 OF THE SE1/4 AND THE SE1/4 OF THE SW1/4 OF SECTION 30, TOWNSHIP 5 NORTH, RANGE 1 EAST, EDÉE MÉRINDIAN, CITY OF MÉRINDIAN, ACA COUNTY, ÉWANDO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A) BEGINNING AT THE EAST SECOND QUARTER CORNER OF SAID SECTION 30, FROM WHICH THE CENTER FIRST QUARTER CORNER BEARS 13° 6' 34.2" W., 1,222.73 FEET, THENCE, ALONG THE EAST BOUNDARY OF SAID SE1/4 OF SECTION 30,

B) 5,029.73 FEET, TO THE SOUTHEAST CORNER OF THE SW1/4 OF THE SE1/4, THEREOF, ALONG THE SOUTH BOUNDARY OF SAID SE1/4 OF THE SW1/4,

C) 5,026.89 FEET, TO THE SOUTHEASTERN CORNER OF REFLECTION RIDGE SUBDIVISION NO. 1 AS RECORDED IN BOOK 106 OF PLATS AT PAGE 1510 OF,RÉGISTRE DE LÉGENDRES DE L'ÉTAT DE MÉRINDIAN, RECORDES DE L'ACOA COUNTY, ÉWANDO AND THE POINT OF BEGINNING, THENCE, CONTINUING:

1) 5,894.385 W., 55.84 FEET, THENCE,

2) 5,027.676 W., 172.00 FEET, THENCE,

3) 5,027.676 W., 95.22 FEET, THENCE,

4) 2,217.00 W., 45.00 FEET, THENCE,

5) 2,217.00 W., 33.91 FEET, THENCE,

6) 2,217.00 W., 33.24 FEET, THENCE,

7) 2,562.00 W., 155.73 FEET, THENCE,

8) 2,562.00 W., 74.92 FEET, THENCE,

9) 3,348.19 W., 248.79 FEET, THENCE,

10) 3,348.19 W., 50.01 FEET TO THE WESTERN EXTENSION OF THE EXTERIOR BOUNDARY OF REFLECTION RIDGE SUBDIVISION NO.1 AS RECORDED IN BOOK 106 OF PLATS AT PAGE 1510 OF REGISTRE DE LÉGENDRES DE L'ÉTAT DE MÉRINDIAN, RECORDES DE L'ACOA COUNTY, ÉWANDO AND THE POINT OF BEGINNING, THENCE, ALONG SAID EXTENSION AND EXTERIOR EXTENSION THE FOLLOWING COURSES:

11) 5,024.21 W., 192.20 FEET TO THE BEGINNING OF A TANGENT CURVE, THENCE,

12) SOUTH-EASTERLY ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 6,540.00 FEET, AN ARC LENGTH OF 3.96 FEET, THROUGH A CENTRAL ANGLE OF 2° 12' 10", OF WHICH THE LONG CHORD BEARS 5,415° 57' 17" E., 7.07 FEET, THENCE, TANGENT FROM SAID CURVE,

13) 2,394.57 E., 18.65 FEET, THENCE,

14) 2,394.57 E., 42.20 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, THENCE,

15) SOUTHEASTERLY ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 120.00 FEET, AN ARC LENGTH OF 43.41 FEET, THROUGH A CENTRAL ANGLE OF 6° 21' 22", OF WHICH THE LONG CHORD BEARS 5,222° 30' 06" E., 97.30 FEET, THENCE, NON-TANGENT FROM SAID CURVE:

16) 5,707.86 E., 85.96 FEET, THENCE,

17) 5,707.86 E., 58.03 FEET, THENCE,

18) 5,707.86 E., 77.06 FEET, THENCE,

19) 5,707.86 E., 70.05 FEET, THENCE,

20) 5,707.86 E., 73.76 FEET, THENCE,

21) 5,707.86 E., 12.00 FEET TO THE EXTERIOR BOUNDARY OF REFLECTION RIDGE SUBDIVISION NO.1 AS RECORDED IN BOOK 106 OF PLATS AT PAGE 1510 OF REGISTRE DE LÉGENDRES DE L'ÉTAT DE MÉRINDIAN, RECORDES DE L'ACOA COUNTY, ÉWANDO AND THE POINT OF BEGINNING, THENCE, ALONG SAID EXTENSION THE FOLLOWING COURSES:

22) 5,707.86 E., 32.80 FEET, THENCE,

23) 5,707.86 E., 62.00 FEET, THENCE,

24) 5,707.86 E., 45.14 FEET, THENCE,

25) 5,707.86 E., 220.00 FEET, THENCE,

26) 5,707.86 E., 81.29 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, THENCE,

27) SOUTHEASTERLY ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 386.00 FEET, AN ARC LENGTH OF 69.16 FEET, THROUGH A CENTRAL ANGLE OF 1° 18' 22", OF WHICH THE LONG CHORD BEARS 5,640° 32' 26" E., 86.97 FEET, THENCE, NON-TANGENT FROM SAID CURVE:

28) 5,710.46 E., 83.00 FEET, THENCE,

29) 5,717.48 E., 106.63 FEET, THENCE,

30) 5,858.37 E., 137.81 FEET TO THE POINT OF BEGINNING,

CONTAINING 13.80 ACRES, MORE OR LESS.
REFLECTION RIDGE SUBDIVISION NO. 4

HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13, have been satisfied according to the letter to be read or filed with the county recorder of the county. The following sanitary restrictions may be re-imposed in accordance with Section 50-1318, Idaho Code, by the issuance of a certificate of disapproval.

[Signature]

ADA COUNTY HEALTH DEPARTMENT

APPROVAL OF THE HIGHWAY DISTRICT

The foregoing plat was accepted and approved by the board of Ada County Highway District commissioners on the ___ day of __, 20__.

ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF THE CITY ENGINEER

I, the undersigned city engineer, hereby approve the following plat.

[Signature]

CITY ENGINEER — MERIDIAN, IDAHO

APPROVAL OF THE CITY COUNCIL

I, the undersigned city clerk, hereby certify that at a regular meeting of the city council held on the ___ day of __, 20__, the foregoing plat was duly adopted and approved.

[Signature]

CITY CLERK — MERIDIAN, IDAHO

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, a licensed professional land surveyor for Ada County, Idaho, do hereby certify that I have checked this plat and that it complies with the statutes of Idaho Code relating to plats and surveys.

[Signature]

ADA COUNTY SURVEYOR

CERTIFICATE OF THE COUNTY TREASURER

I, the undersigned, county treasurer in and for the county of Ada, state of Idaho, 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.

[Signature]

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 ___ at ___ o'clock ___ M.

On this ___ day of __, 20__, in book ___ of plats, at pages ___ through ___ instrument no. ___.

[Signature]

COUNTY RECORDER

T-Q ENGINEERS

977 CHIDEN BOULEVARD

BOISE, IDAHO 83714-2009

PHONE: 208-333-1200
FAX: 208-333-1209

SHEET NO. 4 OF 4
Project/File: Cavanaugh Ridge Subdivision (MPP-08-010, MRZ-08-005)
This application is for rezone and preliminary plat of a 252-lot residential subdivision.

Lead Agency: City of Meridian

Site Address: 4275 S. Locust Grove Road

Commission Approval: October 28, 2009

Consent Agenda Item

Applicant: South Cavanaugh, LLC
15711 State Highway 55
Boise, Idaho 83714

Owner: Affinity Bank
625 E. Santa Clara Street
Ventura, California 93003

Representative: Ashley Ford
Rose Law Group
6223 N. Discovery Way, Suite 200
Boise, Idaho 83713

Staff Contact: Matt Edmond
Phone: 387-6187
Email: medmond@achd.ada.id.us

Tech Review: September 25, 2009

Application Information:
Acreage: 91.09
Current Zoning: R-4
Proposed Zoning: R-8
Single Family Lots: 252
Common Lots: 29

A. Findings of Fact

Existing Conditions

1. Site Information: The site is currently vacant, with significant concrete infrastructure and utility improvements installed.
2. **Description of Adjacent Surrounding Area:**

<table>
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<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
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<tbody>
<tr>
<td>North</td>
<td>Single Family Residential, Vacant Land</td>
<td>R-8</td>
</tr>
<tr>
<td>South</td>
<td>Gravel Pit, Vacant Land, Single Family Residential</td>
<td>RUT, R-4</td>
</tr>
<tr>
<td>East</td>
<td>Single Family Residential</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Vacant Land, Self Storage</td>
<td>RUT, R-8</td>
</tr>
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</table>

3. **Existing Roadway Improvements and Right-of-Way Abutting or Near the Site:**
   - Locust Grove Road is improved with two travel lanes (26-feet of pavement), no curb or gutter, inside 65-feet of right-of-way (25-feet from centerline) abutting the site. A 5-foot wide detached concrete sidewalk exists outside of the right-of-way.
   - Amity Road is improved with two travel lanes (approximately 25-feet of pavement), and no curb, gutter, or sidewalk inside 50 to 73-feet of right-of-way south of the site.
   - Victory Road is improved with two travel lanes (approximately 25-feet of pavement), and no curb or gutter, and some sidewalk inside 50 to 60-feet of right-of-way north of the site.
   - The intersection of Locust Grove Road and Amity Road is four-way stop controlled with two lanes on all approaches.
   - The intersection of Locust Grove Road and Victory Road is four-way stop controlled with two lanes on all approaches.

4. **Existing Access:** The site has one partially improved access point onto Locust Grove Road.

5. **Site History:** The District previously acted on MPP-05-048, MCUP-05-045, and MCUP-05-046 for Reflection Ridge Subdivision on December 6, 2005. The City of Meridian's preliminary plat approval of Reflection Ridge Subdivision has since expired. The conditions of approval set forth in this report are different from those set forth with the approval of Reflection Ridge due to the re-classification of Locust Grove Road from a collector to a minor arterial roadway, changes in the updated traffic impact study findings, and the District's adoption of roundabout design guidelines.

6. **Adjacent Development:** The following developments are pending or under construction in the vicinity of the site:
   - Bellingham Subdivision, a proposed residential development to consist of 166 single-family units, is under construction east of the site. The District approved the preliminary plat of Bellingham Subdivision on 25 August 2004, and the final plat of Bellingham No. 1 on 28 June 2006, the final plat of Bellingham No. 2 on 3 January 2007, and the final plat of Bellingham No. 3 on 4 June 2008.
   - Cavanaugh Subdivision, a proposed mixed-use development to consist of 548 residential units, 13 commercial lots, and one school, is located adjacent to and northwest of the site. The District approved preliminary plat of Cavanaugh on October 24, 2007. The preliminary plat approval for Cavanaugh is scheduled to expire on February 22, 2010.
   - Eastwood Subdivision, a proposed residential development to consist of 24 single-family units, is located adjacent to and south of the site. The District approved preliminary plat of Eastwood Subdivision on November 20, 2006. The preliminary plat approval of Eastwood Subdivision has since expired.
   - Estancia Subdivision, a proposed residential development to 103 single-family units, is under construction east of the site. The District approved the preliminary plat of Estancia Subdivision on 6 December 2005, and the final plat on 13 December 2006.
Development Impacts

7. Trip Generation: This development is estimated to generate approximately 2,412 additional vehicle trips per day (none existing), 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. Existing Condition of Area Roadways:

<table>
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<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
<th>Level of Service*</th>
<th>Speed Limit</th>
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</thead>
<tbody>
<tr>
<td>Locust Grove Road</td>
<td>370'</td>
<td>Minor Arterial</td>
<td>4,048 south of Victory 1/31/2007</td>
<td>Better than &quot;C&quot;</td>
<td>50 MPH</td>
</tr>
<tr>
<td>Victory Road</td>
<td>None</td>
<td>Minor Arterial</td>
<td>5,621 east of Locust Grove 1/31/2007</td>
<td>Better than &quot;C&quot;</td>
<td>50 MPH</td>
</tr>
<tr>
<td>Amity Road</td>
<td>None</td>
<td>Minor Arterial</td>
<td>5,701 west of Eagle Road 9/25/2008</td>
<td>Better than &quot;C&quot;</td>
<td>50 MPH</td>
</tr>
</tbody>
</table>

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

10. Capital Improvements Plan / Five Year Work Plan:

- There are no roadways, bridges or intersections in the general vicinity of the project that are scheduled for improvement in the Five Year Work Plan.

- The intersection of Amity Road and Locust Grove Road is listed in the District’s Capital Improvements Plan to be widened and signalized between 2019 and 2027.

- Amity Road from Meridian Road to Locust Grove Road is listed in the District’s Capital Improvements Plan to be widened to five lanes between 2019 and 2027.

- Amity Road from Locust Grove Road to Eagle Road is listed in the District’s Capital Improvements Plan to be widened to five lanes between 2019 and 2027.

B. Findings for Consideration

1. Traffic Impact Study

Thompson Engineers prepared a Traffic Impact Study for the proposed Cavanaugh Ridge Subdivision. Below is an executive summary of the findings as presented by Thompson Engineers. ACHD’s staff comments can be found below under Staff Comments/Recommendations.

Thompson Engineers, Inc. has been retained to update the traffic impact study for the proposed Reflection Ridge development dated August 15, 2005. The primary purpose of the update (August 17, 2009) is to revise calculations using current traffic counts. The project is now called Cavanaugh Ridge and is located near Meridian, Idaho.

The proposed development is an 89.7 acre development consisting of detached single family residences. The site plan is slightly revised from the original proposed site plan and is shown in Figure 2. The preliminary plan indicates the development will consist of 252 Single Family Dwellings, which is a decrease from 259 single family dwellings. There will be varying sizes of lots and value of the homes.

The area of influence is anticipated to be Ada County south of the City of Meridian, Idaho. The primary impact will be along Locust Grove and will include the intersections of Locust Grove and Victory, and Locust Grove and Amity.
The following are the principal findings and recommendations of the study:

- The proposed development is projected to generate an average daily traffic of 2412 new vehicle trips per day, of which 189 will occur during the AM peak hour and 255 will occur during the PM peak hour.
- The proposed development will access the transportation system primarily through Locust Grove Road. Future development will create other opportunities to access the transportation system to the west and south.
- During the PM peak hour, the intersection of Victory Road and Locust Grove Road currently operates at level of service F under existing traffic conditions. Additional lanes are required to improve the intersection to an acceptable level of service.
- During the PM peak hour, the intersection of Victory Road and Locust Grove Road currently operates at level of service F under background traffic conditions. Additional lanes are required to improve the intersection to an acceptable level of service. With additional lanes, the intersection will operate at LOS D.
- With the addition of site traffic to the intersection of Victory Road and Locust Grove Road, the intersection will further deteriorate. With additional lanes, the intersection will operate at LOS D with traffic.
- If the intersection is not improved, site traffic will likely seek alternative routes to and from the site.
- During the PM peak hour, the intersection of Amity Road and Locust Grove Road will operate at level of service C under 2014 background traffic conditions. With the site traffic, the intersection will operate at level of service D.
- During the PM peak hour, the intersection of W. Wrightwood Drive and Locust Grove Road will operate at level of service C under 2014 total traffic conditions. A right turn lane is warranted on Locust Grove Road.
- Locust Grove Road, Victory Road and Amity Road have the capacity to absorb the site generated traffic based on the current traffic counts. Under 2014 background conditions, neither Victory Road nor Amity Road will exceed the level of service C planning thresholds established by COMPASS.
- Traffic will not exceed 1,000 vehicles per day on any internal streets except east of the traffic circle. This segment should be classified as a collector. All other streets should be classified as local streets.

Staff Comments: District Traffic Services and Planning Review staffs have reviewed the submitted traffic impact study and provide the following comments:

- The conceptual design and approval of the roundabouts/traffic circles needs to happen before the final plat is approved, or before final lot lines are established.
- The Transportation Land-Use Integration Plan Master Streets Map shows an east/west collector in this area between Meridian Road and Locust Grove Road.
- The intersection of Victory/Locust Grove is not in the District’s Capital Improvements Plan and will be over capacity according to the study. The South Meridian Plan has a single-lane roundabout planned for this intersection. The applicant should be required to install left turn lanes on all four approaches to mitigate impacts of the site’s traffic. The District can install an interim signal at a later date when it is warranted.
2. South Meridian Transportation Plan
The purpose of the South Meridian Transportation Plan is to identify future roadway, intersection, and corridor needs as travel demand in the area increases. It will serve as a guide for improving the transportation system as development occurs.

The South Meridian Transportation Plan proposes that a mid-mile collector street be extended through the site between Meridian Road and Locust Grove Road. Although the applicant is proposing a public street connection through the site between Locust Grove Road and the site's west property line allowing for an eventual connection out to Meridian Road, the applicant is not proposing to construct a collector roadway through the site as identified in the plan.

Both ACHD and City of Meridian staff (see Attachment 1) are supportive of the deviation for the South Meridian Transportation Plan District due to several factors. First, the built-out subdivisions along the quarter section line and the prospect of crossing the Ridenbaugh Canal at a shallow angle render a mid-mile alignment impractical. Second, traffic on the internal streets is not expected to exceed the planning threshold for a local street. Third, Meridian City staff has expressed support for the applicant's proposal for local street connectivity in lieu of a mid-mile collector. Finally, portions of the internal streets have already been constructed, and District staff does not see a public benefit in requiring a reconfiguration of the existing improvements.

Additionally, ACHD and City of Meridian staff have worked out an alternative mid-mile collector alignment. This new alignment would extend Rumble Lane east from Meridian Road to this sites west property line where it would continue as a collector roadway and stub to the south eventually connecting to Amity Road. Additionally, a collector roadway was approved with the preliminary plat for Cavanaugh Subdivision northwest of this site. That collector roadway will extend from Victory Road to Rumble Lane through the subdivision. The staffs believe that the collector network noted above and the local street connections out to Locust Grove through this development and Tuscany Village Subdivision north of the site will provide adequate access and connectivity through out this site and the surrounding areas.

3. Locust Grove Road – Victory Road Intersection
According to the submitted traffic impact study, the intersection of Locust Grove Road and Victory Road will operate at an unacceptable level of service at site build out, and this intersection is not currently listed for improvements in either the Five Year Work Plan or the Capital Improvements Plan. The South Meridian Transportation Plan proposes a single-lane roundabout at this intersection, however, insufficient right-of-way exists to construct a roundabout there at this time. District staff recommends that the applicant be allowed to construct the first phase (78 buildable lots) without improvements to the intersection. Prior to final plat approval of the second phase, the applicant should be required to widen the intersection to accommodate left turn lanes on all four approaches, in accordance with the recommendations of the traffic impact study. The applicant should coordinate the design of the left turn lanes with District staff.

4. Locust Grove 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.

District Sidewalk Policy: District policy requires 5-foot detached concrete sidewalk on all arterial roadways (7204.7.2).

Applicant Proposal: The applicant is proposing to dedicate 35-feet of right-of-way from the centerline of Locust Grove Road abutting the site.

Staff Comment/Recommendation: The District previously required dedication of 35-feet of right-of-way from the centerline of Locust Grove Road—which was designated as a collector roadway at the time—with the approval of the Reflection Ridge preliminary plat. Locust Grove...
Road has subsequently been re-designated as a minor arterial roadway. Therefore, the applicant will be required to either dedicate 48-feet from the centerline of Locust Grove Road abutting the site OR dedicate 38-feet of right-of-way from the centerline of Locust Grove Road and provide a 10-foot wide public use easement. This additional right-of-way/easement dedication will accommodate future widening of Locust Grove Road to five lanes.

In accordance with the findings and recommendations of the submitted traffic impact study, the applicant will be required widen Locust Grove Road to provide a southbound right turn lane at the site entrance. The applicant should coordinate the design of the right turn lane with District Traffic Services and Development Review staffs.

The historic drainage along the west side of Locust Grove Road was cut off when the site entrance was partially constructed. District maintenance crews subsequently installed a 12-inch culvert across the site entrance to resolve drainage problems. The applicant will be required to extend this culvert and install a borrow ditch when Locust Grove is widened to accommodate a right-turn lane.

A 5-foot wide concrete sidewalk is located approximately 38-feet from the centerline of Locust Grove Road abutting most of the site. The applicant will be required to complete this sidewalk to the north and south property lines and extend asphalt ramps from both ends to Locust Grove Road.

5. Roadway Offsets
   **Offset Policy:** District policy 7204.11.6 states that the optimum spacing for collector intersections along arterial roadways is 1,700-feet to allow adequate signal spacing. The minimum spacing that is acceptable for collector intersections along arterials is 1,300-feet.

   **Applicant Proposal:** The applicant is proposing to utilize the partially constructed site entrance that aligns with Wrightwood Drive on the east side of Locust Grove Road.

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

6. 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. The proposed density of development that will utilize the internal local residential streets is anticipated to generate less than 1,000 vehicle trips per day.

   **Half-Street Policy:** District policy 7203.4.2 states “if a proposed development abuts an unpaved street or streets the developer shall construct one-half of the full street improvements, including curb, gutter and concrete sidewalk plus additional pavement widening beyond the centerline established for the street to provide a minimum 24-feet wide paved surface. A 3-foot wide gravel shoulder and a drainage swale sized to accommodate the roadway storm runoff shall be
constructed on the unimproved side. This street section shall be constructed within a minimum 40-foot right-of-way."

**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.

**Residential Turnaround Policy:** District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

**Applicant Proposal:** The applicant is proposing to construct all internal streets as 34-foot street sections with curb, gutter, 5-foot wide detached concrete sidewalks and 8-foot wide planter strips, and to construct four cul-de-sac turnarounds with a back-of-curb radius of 45-feet. The applicant is also proposing to construct the east portion of the site entry road (Wrightwood Drive) as a divided street section with 21-foot drive aisles. The applicant is also proposing to construct bulb-outs at several intersections.

**Staff Comment/Recommendation:** The concrete portions (curb, gutter, and sidewalk) of all street improvements for phase 1 have already been substantially completed. The applicant's proposal for internal streets and turnarounds meets District policy and should be approved with this application. The applicant will have to attain approval from the Meridian Fire Department for the proposed streets sections narrower than 36-feet, and provide a public use easement for any sidewalk located outside of the right-of-way.

The applicant should design the bulb-outs so that the streets are no narrower than 24-feet curb face to curb face, and the bulb-outs have a minimum 18-foot radius where they meet the regular curb line.

After meeting with the City of Meridian, the applicant proposed some minor changes to the preliminary plat to address the City’s concerns. The applicant has proposed to relocate Reflection Ridge Drive to the west property line, stubbing to the south. This will provide additional access to the adjacent property, and allow for the future extension of a collector roadway (Rumple Lane to Reflection Ridge Drive) to serve the property south and west of the site. In addition to changing the location of Reflection Ridge Drive, the applicant has proposed a 10-foot asphalt path to be constructed on the east side of the roadway in lieu of sidewalk. This is consistent with the City of Meridian’s Pathway plan and should be approved, as proposed. Therefore the applicant will be required to construct Reflection Ridge Drive at the west property as a half-street section with a minimum of 24-feet of pavement, vertical curb, gutter, and detached sidewalk or multi-use path on the east side, and a 3-foot gravel shoulder and barrow ditch on the west side. The applicant will be required to provide a public use easement for the either the 10-foot asphalt path or the detached sidewalk.

7. **Roundabouts**

**Roundabout Policy:** The roundabout should be designed with 21-foot street sections on either side of the center island. The applicant will be required to dedicate sufficient right-of-way on either side of an island. Coordinate the size and design of the roundabout with traffic services staff.

**Applicant Proposal:** The applicant is proposing one roundabout with this development.
Staff Comment/Recommendation: The concrete portions (curb, gutter, and sidewalk) of the roundabout have already been substantially completed. Since the approval and construction of these improvements, the District has revised its design standards for roundabouts on public streets. Although the roundabout is partially constructed, the applicant will be required to redesign and construct portions of the roundabout to meet current District Policy. Prior to submitting drawing of the revised roundabout for staff to review the applicant's engineer should meet with District Traffic Services staff to ensure the roundabout is designed safely and in compliance with ACHD’s Roundabout Guidelines. The attached drawing (attachment 2) should serve a guideline and conversation point for the meeting. Once the meeting has been held and the applicant should submit construction drawings of the revised roundabout for review.

8. Stub Streets

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

Applicant Proposal: The applicant is proposing to construct a total of five stub streets:

- Southern Lights Drive to the south property line, approximately 1,785-feet west of Locust Grove Road (measured centerline to centerline).
- Stub Street to the southwest property line, approximately 3,900-feet west of Locust Grove Road (measured centerline to centerline).
- Reflection Ridge Drive to the Ridenbaugh Canal, approximately 1,130-feet west of Locust Grove Road (measured centerline to centerline).
- Impression Street to the west property line, approximately 435-feet north of the quarter section line. This stub street aligns with Wayker Street, which was proposed to be built with Cavanaugh Subdivision.
- Stub Street to the west property line, aligning with the quarter section line. This stub street will align with Rumple Lane, which was required to be constructed and dedicated as a public street with Cavanaugh Subdivision.

Staff Comment/Recommendation: The applicant’s proposal for stub streets meets District policy and should be approved with this application. The applicant will be required to install signs at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

9. Private Roads

Private Road Policy: District policy 7205.6 states that other jurisdictions in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards.

Applicant Proposal: The applicant is proposing to construct two 24-foot wide private roads approximately 300 to 350-feet long to provide access to 18 lots in Block 4.

Staff Comment/Recommendation: If the City of Meridian approves the private roads, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at
least 30-feet into the site beyond the edge of pavement of the public street and install pavement tapers with 15-foot curb radii abutting the existing roadway edge.

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

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

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:
- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

10. Driveways

Driveway Width Policy: District Policy 7207.9.3 restricts residential driveways to a maximum width of 20-feet.

Driveway Offset Policy: District policy 72-F4 (1) and 72-F4 (2), requires driveways located on local residential roadways to offset a controlled and/or uncontrolled intersection a minimum of 50-feet (measured near edge to near edge).

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers with 15-foot radii abutting the existing roadway edge.

Applicant Proposal: The applicant is not proposing any specific driveways with this application.

Staff Recommendation: The applicant will be required to restrict all residential driveways to a maximum width of 20-feet and locate all driveways no closer than 50-feet from an intersection or roundabout (measured near edge to near edge). Each driveway must be paved its full width at least 30-feet in from the street.

11. 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.

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.

12. Other Access

Locust Grove Road is classified as a minor arterial roadway. Other than access specifically approved with this application, direct lot access to Locust Grove Road is prohibited, and shall be noted on the final plat.
C. Site Specific Conditions of Approval

1. Prior to scheduling signature of the final plat of the 79th buildable lot, widen the intersection of Locust Grove Road and Victory Road to accommodate left turn lanes on all approaches. Coordinate the design of the left turn lanes with District Traffic Services and Development Review staffs.

2. Dedicate 48-feet of right-of-way from the centerline of Locust Grove Road abutting the parcel OR dedicate 38-feet of right-of-way from the centerline of Locust Grove Road and provide a 10-foot wide public use easement. The right-of-way purchase and sale agreement and deed must be completed and signed by the applicant prior to scheduling the final plat for signature by the ACHD Commission or prior to issuance of a building permit (or other required permits), whichever occurs first. Enter into a license agreement for any landscaping located within ACHD right-of-way abutting the site.

3. Widen Locust Grove Road to accommodate a southbound right turn lane into the site. Coordinate the design of the right turn lane with District Traffic Services and Development Review staffs.

4. Extend the existing culvert and construct a borrow ditch along Locust Grove Road abutting the site to accommodate drainage once the right turn lane is constructed.

5. Complete a 5-foot wide concrete sidewalk along Locust Grove Road abutting the site. Install asphalt ramps form the north and south termini of the sidewalk to Locust Grove Road.

6. Align the site entrance road with the existing Wrightwood Drive on the east side of Locust Grove Road.

7. Construct the east portion of Wrightwood Drive as a divided street section with 21-foot drive aisles, an 11-foot center median, vertical curb and gutter, and 5-foot wide concrete sidewalk. Provide a public use easement for any sidewalk located outside of the right-of-way.

8. Construct Reflection Ridge Drive along the west property line, as one half of a collector street section with at least a minimum of 24-feet of pavement, vertical curb, gutter, and detached sidewalk or 10-foot asphalt path on the east side, and a 3-foot gravel shoulder and borrow ditch on the west side. Provide a public use easement for either the 10-foot asphalt path or the detached sidewalk.

9. Construct all other internal streets as 34-foot street sections with curb, gutter, and 5-foot wide concrete sidewalks. Attain documentation of approval from the Meridian Fire Department for street sections narrower than 36-feet. Provide a public use easement for any sidewalk located outside of the right-of-way.

10. Construct four residential turnarounds with a back-of-curb radius of 45-feet at the termini of Bench Place, Morning Glow Way, Radiant Ridge Drive, and Twilight Ridge Drive.

11. Construct intersection bulb-outs to maintain a minimum street width of 24-feet (curb face to curb face), and so that the bulb-outs have a minimum 18-foot radius where they meet the regular curb line.

12. The applicant's engineer should meet with District Traffic Services staff to discuss the redesign of the existing roundabout. After the meeting with staff and redesign of the roundabout has been complete in compliance with ACHD Roundabout Guidelines the applicant should submit construction drawings for the revised roundabout for review.

13. Construct the following stub streets, and install signs at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

- Southern Lights Drive to the south property line, approximately 1,735-feet west of Locust Grove Road (measured centerline to centerline).
- Stub Street to the southwest property line, approximately 3,900-feet west of Locust Grove Road (measured centerline to centerline).
• Reflection Ridge Drive to the Ridenbaugh Canal, approximately 1,130-feet west of Locust Grove Road (measured centerline to centerline).

• Impression Street to the west property line, approximately 435-feet north of the quarter section line. This stub street aligns with Wayker Street, which was proposed to be built with Cavanaugh Subdivision.

• Stub Street to the west property line, aligning with the quarter section line. This stub street will align with Rumpel Lane, which was required to be constructed and dedicated as a public street with Cavanaugh Subdivision.

14. Construct two private roads through Block 4, as proposed. Pave each private road its full width at least 30-feet in from the edge of pavement of the public street, and install pavement tapers with 15-foot curb radii abutting the public street.

15. Restrict all residential driveways to a maximum width of 20-feet, and locate all driveways at least 50-feet from an intersection or roundabout (measured near edge to near edge). Pave each driveway its full width at least 30-feet in from the street.

16. Enter into a license agreement for any landscaping located within ACHD right-of-way abutting the site.

17. Other than access specifically approved with this application, direct lo: access to Locust Grove Road is prohibited, and shall be noted on the final plat.

18. 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 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 is required prior to building construction. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

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 (1-811-342-1585) 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.

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. Letter of Support from the City of Meridian
4. Roundabout Illustration
5. Utility Coordinating Council
6. Request for Reconsideration Guidelines
7. Development Process Checklist
October 13, 2009

MEMORANDUM

TO: Mindy Wallace  
Planning Review Supervisor  
Ada County Highway District

FROM: Pete Friedman, Deputy Director

RE: Cavanaugh Ridge/ Meridian Road Locust Grove Connection

On October 2, 2009 the Meridian Planning and Zoning Commission held a public hearing on the Cavanaugh Ridge Preliminary Plat. After reviewing the staff recommendation and applicant's testimony the Commission voted to continue the hearing to October 15 in order for the applicant and staff to discuss outstanding issues raised at the hearing.

One of the issues was the plat design with regard to a number of lots on the western boundary of the site near the connection of Rumble Lane. As a result of discussions, the plat layout was revised to incorporate a public street extension from Rumble Lane. Meridian Planning Department is agreeable to this change is recommending approval of the revised plat to the Commission.

In addition, it has been brought to my attention that there is a deviation from the South Meridian Transportation Plan regarding collector connectivity from Meridian Road to Locust Grove Road in this section. As you are aware, the approved plat of Cavanaugh lies to the north of Cavanaugh Ridge and does not provide a direct connection. It does, however, provide a future stub to Rumble Road which will connect to the proposed road realignment in Cavanaugh Ridge. Thus, it appears that the inconsistency can partially be addressed by the new design.
Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) Notification: Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) Plan Review: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) Revisions: The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) Final Notification: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.
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 to 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 one set 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.

☐ Working in the ACHD Right-of-Way
  • Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 s.f. of concrete or asphalt.

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 Stormwater 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.