June 17, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Reardon Subdivision

Project Number: SUBP14-0190
Meeting Date: June 24, 2015

FACTS & FINDINGS:

1. Reardon Subdivision is a 10 buildable and 1 common lot residential subdivision on 1.96 acres. This site is located at 4275 W. Cherry Lane.

2. The applicant is Connot Development, LLC and the principal for the applicant is Dustin Campbell, Member.

3. The preliminary plat was approved on April 19, 2014.

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 $95,800 in the form of a Letter of Credit from Idaho Independent 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 December 4, 2015 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Reardon Subdivision and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
REARDON SUBDIVISION

CERTIFICATE OF OWNERS

KNOWN ALL MEN BY THESE PRESENTS:

THAT CANTICO DEVELOPMENT, LLC, AN IDAHO LIMITED LIABILITY COMPANY, DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THE REAL PROPERTY AS DESCRIBED BELOW AND IT IS ITS INTENTION TO INCLUDE SAID REAL PROPERTY IN THIS SUBDIVISION PLAN. THE OWNER ALSO HEREBY CERTIFIES THAT THIS PLAN COMPLIES WITH IDAHO CODE 50-1334 (2). ALL LOTS IN THIS SUBDIVISION WILL RECEIVE DOMESTIC WATER FROM AN EXISTING WATER SYSTEM AND THE CITY OF MERIDIAN MUNICIPAL WATER SYSTEM HAS AGREED IN WRITING TO SERVE THE LOTS IN THIS SUBDIVISION.

A RESUBDIVISION OF LOT 1, BLOCK 1, HEARTHSTONE SUBDIVISION AS RECORDED IN BOOK 66, PAGE 8690, Ada County Records, Located in the NE 1/4 of the NW 1/4 in Section 10, Township 3 North, Range 3 West of the 4th Meridian, Meridian, Ada County, Idaho, Being More Particularly Described As Follwing:

CONCEIVING AT THE NORTHWEST CORNER OF SECTION 10, T.3 N., R. 3 W., B.M.
THENCE S 76°55' E 200.00 FEET ALONG THE NORTH LINE OF SAID SECTION 10 TO THE INTERSECTION OF SAID NORTH LINE AND THE WEST LINE OF HEARTHSTONE SUBDIVISION EXTENDED.
THENCE S 26°55' E 200.00 FEET ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF HEARTHSTONE SUBDIVISION, THE REAL POINT OF BEGINNING OF THIS SUBDIVISION.

ALONG THE BOUNDARY OF LOT 2, BLOCK 1 OF HEARTHSTONE SUBDIVISION THE FOLLOWING:

THENCE S 36°45' E 227.81 FEET TO A POINT;
THENCE S 26°55' E 105.37 FEET TO A POINT;
THENCE S 26°55' E 210.84 FEET TO A POINT;
THENCE S 45°20' E 200.00 FEET TO A POINT;
THENCE S 26°55' E 105.37 FEET TO THE SOUTHBOUND LINE OF SAID LOT 2;
THENCE N 36°45' W 200.00 FEET TO THE SOUTHBOUND LINE OF SAID LOT 2;
THENCE N 36°45' W 200.00 FEET TO THE REAL POINT OF BEGINNING OF THIS SUBDIVISION, CONTAINING 1.66 ACRES, MORE OR LESS.

THE PUBLIC STREETS SHOWN ON THIS PLAN ARE DEDICATED TO THE PUBLIC AND THE EXISTING OR SAID OTHER EXISTING OR SAID PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT THE RIGHT TO USE SAID EXISTING OR SAID PLAT, OR ANY OTHER LOTS IN THIS DEVELOPMENT ARE RESERVED FOR PUBLIC PURPOSES.

IN WITNESS WHEREOF, WE HAVE HEREUNDER SET OUR HANDS THIS ___ DAY OF ___, 20___.

[Signature]

JURIN CANTICO, MEMBER OF CANTICO GROUP, LLC
MEMBER OF CANTICO DEVELOPMENT, LLC

STATE OF IDAHO
COUNTY OF BEXAR
ON THIS ___ DAY OF JUNE, 2015, BEFORE ME, the undersigned Notary Public, in and for said State, personally appeared JURIN CANTICO, known to me to be a member of CANTICO GROUP, LLC, MEMBER OF CANTICO DEVELOPMENT, LLC, the Limited Liability Company that executed the within instrument, and acknowledged to me that said instrument was executed by said party and acknowledged to me that said Limited Liability Company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year in this certificate first above written.

[Signature]

NOTARY PUBLIC FOR THE STATE OF IDAHO
RESIDING AT 1178 LANGUIERE DR., CTS, TX 78245
MY COMMISSION EXPIRES: ___, 20___.

CERTIFICATE OF SURVEYOR


[Signature]

MICHAEL E. MARKS, P.L.S. NO. 4099

SHEET 2 of 3
CERTIFICATE OF CITY ENGINEER

I, the undersigned city engineer in and for the city of Meridian, Idaho, do hereby certify that I have checked this final plat and that the city of Meridian requirements regarding final plats have been met.

Meridian City Engineer

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied according to the letter to be read on file with the county recorder or his/her agent listing the conditions of approval. Sanitary restrictions may be re-imposed, in accordance with section 50-1326, Idaho Code, by the issuance of a certificate of disapproval.

Central District Health Department

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned professional land surveyor for Ada County, Idaho, hereby certify that I have checked this plat and find that it complies with the state of Idaho code relating to plats 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 Idaho Code 50-105, do hereby certify that any and all current and/or delinquent property taxes for the property included in this proposed subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

County Treasurer

COUNTY RECORDERS CERTIFICATE

I hereby certify that this instrument was filed at the request of ___________________________ at __________ minutes past __________ o'clock __________, this ________ day of __________, ________ in my office and was duly recorded in book ________ of plats at pages ________ through ________.

Deputy EX-OFFICIO RECORDER

ACCEPTANCE OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS

The foregoing plat was accepted and approved by the board of Ada County highway district commissioners on the ______ day of ______, 20____.

Chairman ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF CITY COUNCIL

I, the undersigned city clerk in and for the city of Meridian, Ada County, Idaho, do hereby certify that at a regular meeting of the city council held on the ______ day of ______, 20____ this plat was duly accepted and approved.

CITY CLERK, MERIDIAN, IDAHO

SHEET 3 of 3
Project/File: Reardon Subdivision
The applicant is requesting a rezone and preliminary plat approval for a 10 lot residential subdivision on 2 acres. The site is located at 4275 W. Cherry Lane in Meridian, Idaho.

Lead Agency: City of Meridian

Site address: 4275 W. Cherry Ln.

Staff Approval: April 19, 2014

Applicant: Kim Kinney
CS2, LLC
8921 W. Hackamore Dr.
Boise, ID 83709

Representative: Bob Unger
6104 N. Gary Lane
Boise, ID 83714

Staff Contact: Mindy Wallace
Phone: (208) 387-6178
E-mail: mwallace@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting a rezone and preliminary plat approval for a 10 lot residential and 4 common lots on 2 acres. The applicant is proposing to rezone the site from R-4 to R-8. This proposal is consistent with Meridian’s comprehensive plan.

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>Golf View Estates</td>
<td>R-4</td>
</tr>
<tr>
<td>South</td>
<td>Single Family Residential District</td>
<td>R1</td>
</tr>
<tr>
<td>East</td>
<td>Cherrywood Village</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Low Density Residential District</td>
<td>R-2</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site as Hearthstone Subdivision (MPFP01-009) in April 2002, and as Summer Tree Subdivision in December of 2013.

4. Adjacent Development: The following developments are pending or underway in the vicinity of the site:

   - Buckeye Place Subdivision located southwest of the site is in various stages of development.
5. **Transit:** There are no transit services available to serve this site.

6. **New Center Lane Miles:** 0.1

7. **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.

8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
   - Black Cat Road is scheduled in the Capital Improvements Plan to be widened to 5-lanes from Franklin Road to Cherry Lane between 2017 and 2021.
   - Black Cat Road is scheduled in the Capital Improvements Plan to be widened to 5-lanes from Cherry Lane to Ustick Road between 2017 and 2021.
   - Ten Mile Road is scheduled on the Capital Improvements Plan to be widened to 4/5-lanes from Cherry Lane to Ustick Road in 2015.
   - The intersection of Cherry Lane and Black Cat Road is listed in the Capital Improvements Plan to be widened to 6-lanes on the north leg, 7-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2017 and 2021.
   - The intersection of Cherry Lane and Ten Mile Road is scheduled in the Capital Improvements Plan to be widened to 7-lanes on the north leg, 7-lanes on the south, 7-lanes east, and 7-lanes on the west leg, and signalized between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 85 additional vehicle trips per day (10 existing); 9 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

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

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherry Ln.</td>
<td>335-feet</td>
<td>Principal Arterial</td>
<td>702</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Ten Mile Rd.</td>
<td>None</td>
<td>Minor Arterial</td>
<td>1,051</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Black Cat Rd.</td>
<td>None</td>
<td>Minor Arterial</td>
<td>321</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Summertree Way</td>
<td>300-feet</td>
<td>Local</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a five-lane principal arterial is “E” (1,770 VPH).
* Acceptable level of service for a four-lane minor arterial is “D” (1,200 VPH).
* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).

3. **Average Daily Traffic Count (VDT)**

   * Average daily traffic counts are based on ACHD's most current traffic counts.
   * The average daily traffic count for Cherry Lane west of Ten Mile Road was 11,624 on May 17, 2011.
The average daily traffic count for Ten Mile Road south of Cherry Lane was 15,953 on June 16, 2011.

The average daily traffic count for Black Cat Road south of Cherry Lane was 5,193 on June 23, 2013.

C. Findings for Consideration

1. Cherry Lane
   a. Existing Conditions: Cherry Lane is improved with 5-travel lanes, vertical curb, gutter, and 7-foot wide sidewalk abutting the site. There is 90-feet of right-of-way for Cherry Lane (45-feet from centerline).
   b. Policy:
      Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.
      Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.
      Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.
      No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.
      The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.
      Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.
      ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Cherry Lane is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.
   c. Applicant Proposal: The applicant is not proposing any improvements to Cherry Lane abutting the site.
   d. Staff Comments/Recommendations: The applicant should not be required to dedicate any additional right-of-way because Cherry Lane is built-out to the 5-lane section.
The applicant should be required to correct deficiencies and replace deteriorated facilities on Cherry Lane abutting the site. These include sidewalk, curb, gutter, driveways, pedestrian ramps, etc.

2. Summertree Way
   a. Existing Conditions: Summertree Way is improved with 2-travel lanes, 25-feet of pavement, rolled curb, gutter, and no sidewalk abutting the site. There is 40-feet of right-of-way for Summertree Way (20-feet from centerline).
   b. Policy:
      Reduced Urban Local Street—29-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that the width of a reduced urban local street shall be 29-feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 42-feet of right-of-way. Although some parking is allowed by the following subsections, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise.

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

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

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

      A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.\).
   c. Applicant Proposal: The applicant is proposing to construct 5-foot wide attached concrete sidewalk on Summertree way abutting the site.
   d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy and should be approved as proposed.

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

3. Internal Roads
   a. Existing Conditions: There are no roads constructed internal to the site.
   b. Policy:
      Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

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

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

Stub Street Policy: District policy 7207.2.4 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4, 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, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.

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

Temporary Dead End Streets Policy: District policy 7207.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. Applicant Proposal: The applicant is proposing to construct one new internal street, Aspencreek Drive as 34-foot street sections with rolled curb, gutter and 5-foot attached concrete sidewalk within 44-feet of right-of-way. Aspencreek Drive is proposed to terminate in a standard cul-de-sac turnaround stubbing to the site’s east property line.

The internal local street is proposed to extend over an existing private road/access easement and stub to the east property line.

The applicant has proposed to construct one 58.30-foot wide driveway off of cul-de-sac turnaround to provide access to the 2.5 acre lot located directly south of the site at 1490 N. Jones Creek Lane (S1210212530).

d. Staff Comments/Recommendations: The proposed street section meets District Policy and should be approved as proposed; the applicant should be required to provide written Fire Department approval for use of the reduced street section.

ACHD is not supportive of and will not approve the applicant’s proposal to construct a public street over an existing private road/access easement. The applicant should be required to vacate the private road or access easement prior to plans acceptance or signature on the first final plat.
Once the private road/access easement is vacated the applicant should also be required to close the existing driveway onto Cherry Lane with vertical curb, gutter, and 7-foot wide sidewalks abutting the site.

The applicant's proposal to stub Aspencreek Drive to the site's east property line meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The cul-de-sac turnaround should be constructed to provide a minimum turning radius of 45-feet.

Staff recommends approval of the 58.30-foot wide driveway proposed to provide access to the 2.5 acre lot located directly south of the site at 1490 N. Jones Creek Lane (S1210212530). As the property owners believe the extra driveway width is necessary for their horse trailer. The driveway should be paved its entire width at least 30-feet into the site beyond the edge of pavement.

4. Roadway Offsets
   a. Existing Conditions: There are no roads constructed internal to the site.
   b. Policy:
      Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).
   c. Applicant's Proposal: The applicant is proposing to construct all internal local streets to provide a minimum offset of 125-feet.
   d. Staff Comments/Recommendations: The applicant's proposal meets District Policy and should be approved as proposed.

5. Tree Planters
   Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

6. Landscaping
   Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

7. Other Access
   Cherry Lane is classified as a principal arterial roadway. Direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Site Specific Conditions of Approval
   1. Vacate the private road or access easement prior to plans acceptance or signature on the first final plat.
2. Close the existing driveway onto Cherry Lane (private road/access easement) with vertical curb, gutter, and 7-foot wide attached concrete sidewalks to match the existing improvements on either side.

3. Correct deficiencies and replace deteriorated facilities on Cherry Lane abutting the site. These include sidewalk, curb, gutter, driveways, pedestrian ramps, etc.

4. Construct a 5-foot wide attached concrete sidewalk on Summertree Way abutting the site, as proposed.

5. Construct pedestrian ramps to be ADA compliant at the intersection of Summertree Way and Aspen Creek Drive abutting the site on both sides.

6. Construct Aspen Creek Drive as a 34-foot street sections with vertical curb, gutter and 5-foot wide attached sidewalks within 44-feet of right-of-way. Obtain written fire department approval for the proposed reduced local street section.

7. Construct a cul-de-sac turnaround at the terminus of Aspen Creek Drive, as proposed. The cul-de-sac should be provide a minimum radius of 45-feet.

8. Install a sign at the terminus of the stub street, Aspen Creek Drive, stating “THIS ROAD WILL BE EXTENDED IN THE FUTURE”.

9. Construct one driveway onto the 58.30-foot wide driveway onto the cul-de-sac turnaround at the terminus of Aspen Creek Drive, as proposed. Pave the driveway its full with at least 30-feet into the site beyond the edge of pavement of Aspen Creek Drive.

10. Direct lot access is prohibited to Cherry Lane and shall be noted on the final plat.

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


E. Standard Conditions of Approval

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

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

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

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

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

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

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

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

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

F. Conclusions of Law

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

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

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
VICINITY MAP

Reardon Subdivision