To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Running Springs Subdivision No. 3
Project Number: SUBP15-0120
Meeting Date: December 9, 2015

FACTS & FINDINGS:

1. Running Springs Subdivision No. 3 is a 14 buildable and 5 common lot residential subdivision on 2.93 acres. This site is located at 10333 W. Lake Hazel Road.

2. The applicant is LHV Running Springs, Inc. and the principal for the applicant is Michael T. Keller, Vice-President.

3. The preliminary plat was approved on July 1, 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 $610,800 in the form of a letter of credit from Northwest 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 July 14, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Running Springs Subdivision No. 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

NOW ALL MEN BY THESE PRESENTS: THAT THE UNDERIGNED ARE THE OWNERS OF THE REAL PROPERTY AS DESCRIBED BELOW AND IT IS THEREFORE TO INCLUDE SAID REAL PROPERTY IN THIS PLAT.

A PARCEL OF LAND BEING PORTIONS OF LOTS 1 THROUGH 15 OF BLOCK NO. 5 OF FOSS ADDITION, AS PLACED FOR RECORD IN THE OFFICE OF THE JHA COUNTY RECORDER, MORE, ESTATE IN BOOK 36 OF PLATS AT PAGE 304 AND TOGETHER WITH A PORTION OF GOVERNMENT LOT 1, ALL LYING IN THE NW 1/4 OF SECTION 2, T44R31S.E., JHA COUNTY, GASS AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN ALAMOUM MARKING THE NORTHWEST CORNER OF SAID SECTION 2, THENCE ALONG THE NORTH LINE OF SAID SECTION 2, WHICH IS ALSO THE CONTINUING OF WEST LAKE HAVEN ROAD, 886.60' EAST 390.50 FEET TO A POINT ON THE EXTENDED WEST BOUNDARY OF LOT 7 OF BLOCK 1 OF RUNNING SPRINGS SUBDIVISION, AS PLACED FOR RECORD IN THE OFFICE OF THE JHA COUNTY RECORDER, MORE, ESTATE IN BOOK 34 OF PLATS AT PAGE 304

THENCE, ALONG THE SOUTH LINE OF LOT 7 OF BLOCK 1 OF RUNNING SPRINGS SUBDIVISION, 1153.00' NORTH 89° 26' 50" EAST TO AN IRON PIN MARKING THE SOUTH Corner Of SAID LOT 7; THENCE, ALONG THE SOUTH BOUNDARY OF SAID LOT 1153.00' WEST TO AN IRON PIN MARKING THE SOUTHWEST Corner Of SAID LOT 7; THENCE, ALONG THE SOUTH Line OF SAID LOT 1153.00' NORTH 89° 26' 50" WEST TO AN IRON PIN MARKING THE SOUTHEAST Corner Of SAID LOT 7; THENCE, ALONG THE EAST Line OF SAID LOT 1153.00' SOUTH 89° 26' 50" WEST TO AN IRON PIN MARKING THE SOUTHWEST Corner Of SAID LOT 7; THENCE, ALONG THE SOUTH Line OF SAID LOT 1153.00' NORTH 89° 26' 50" WEST TO AN IRON PIN MARKING THE NORTHWEST Corner Of SAID LOT 7; THENCE, ALONG THE NORTH Line OF SAID LOT 1153.00' SOUTH 89° 26' 50" EAST TO THE POINT OF BEGINNING.

THE PUBLIC STREETS SHOWN ON THIS PLAT ARE HEREBY DESIGNATED TO THE PUBLIC. THE EASEMENTS SHOWN ON THIS PLAT ARE NOT DESIGNATED TO THE PUBLIC, BUT THE RIGHT TO USE AND ENJOYMENT ARE HEREBY RESERVED FOR PUBLIC UTILITIES AND FOR ANY OTHER USES AS DESCRIBED HEREIN, AND NO PROHIBITED STRUCTURES AFFECTING THE USES OF THE EASEMENTS ARE SHOWN HEREIN. THE OWNER OF SAID PROPERTY WILL BE SUBJECT TO THE EASEMENTS SHOWN HEREIN AND DETERMINED IN WRITING HEREIN AND HEREBY AGREED TO SERVE ALL THE LOTS IN THE SUBDIVISION.

IN WITNESS WHEREOF WE HAVE HEREunto Set Our Hands this day of 2023.

MICHAEL KELLY
VICE-PRESIDENT

ACKNOWLEDGEMENT

STATE OF IOWA
COUNTY OF JHA

ON THIS the 22nd day of NOVEMBER, 2023, before me, the undersigned, a notary public in and for said state, personally appeared Michael Kelly, known by me to be the person described in the within instrument, and acknowledged the execution of the instrument on behalf of the said corporation, and acknowledged to me that the same is a true and correct copy of the said instrument.

IN WITNESS WHEREOF I have hereunto Set My Hand and Seal the Day and Year in This Certificate First Above Written.

TEALEY'S LAND SURVEYING
207 E. SPRING ST, BSTR, IA

Project No: 2445-3 Sheet 2 of 3
A. Findings of Fact

1. **Description of Application**: The applicant is requesting approval of an ordinance amendment, preliminary plat, and development agreement application to allow the development of 43 single family building lots and 13 common lots on 10.37 acres. The site is located east of the Five Mile/Lake Hazel intersection in Ada County, Idaho.

   The applicant’s proposal is not consistent with Ada County or Boise City’s comprehensive plans, which call for commercial uses on the site.

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>Rural Southwest/Single family residential</td>
<td>RSW</td>
</tr>
<tr>
<td>South</td>
<td>Single family residential</td>
<td>R-2</td>
</tr>
<tr>
<td>East</td>
<td>Single family residential</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Commercial</td>
<td>C-2</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD previously reviewed this site as part of Running Springs Subdivision, consisting of 7 commercial lots and 1 residential lot in March of 2011. The requirements of this staff report are consistent with those of the prior action.

4. **Transit:** Transit services are not available to serve this site.

5. **New Center Line Miles:** The development will create .33 new center line miles of public roadway.

6. **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.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**

   The following improvement is listed in ACHD's Integrated Five Year Work Plan:

   - Lake Hazel Road between Five Mile and Cheshire Avenue is scheduled to be improved with an asphalt pathway in 2017.

   The following improvements are listed in ACHD's Capital Improvement Plan:

   - Lake Hazel Road is listed in the Capital Improvements Plan to be widened to 5-lanes from Five Mile Road to Maple Grove Road between 2022 and 2026.
   
   - The intersection of Five Mile and Lake Hazel Road is listed in the Capital Improvements Plan to be widened as a dual lane roundabout in 2022 and 2026.
   
   - The intersection of Maple Grove and Lake Hazel Roads is listed in the Capital Improvements Plan to be widened to 4-lanes on the north leg, 3-lanes on the south, 5-lanes on the east, and west legs, and signalized between 2022 and 2026.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 409 additional vehicle trips per day; 43 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

<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>Lake Hazel Road</td>
<td>745-feet</td>
<td>Principal Arterial</td>
<td>537</td>
<td>Better than &quot;E&quot;</td>
<td>Better than &quot;E&quot;</td>
</tr>
<tr>
<td>Five Mile</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>482</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is "E" (720 VPH).

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

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

   *Average daily traffic counts are based on ACHD's most current traffic counts.*

   - The average daily traffic count for Lake Hazel Road east of Five Mile Road was 9,675 on 1/22/14.
   - The average daily traffic count for Five Mile Road north of Lake Hazel Road was 7,500 on 1/23/14.
C. Findings for Consideration

1. Southwest Boise Transportation Study
The Southwest Boise Transportation Study (SWBS) is a regional study that identifies future roadway improvements, collector roadway connections, intersection and corridor needs in Southwest Boise. The study helps ACHD plan for and accommodate future traffic demand in the Southwest Boise area. The study was created in collaboration with the City of Boise and was adopted by the ACHD Commission in May of 2009.

The recommendations of the Southwest Boise Transportation Study for Lake Hazel Road and Five Mile Road are consistent with the recommendations in the ACHD Master Street Map. The SWBS identifies Lake Hazel Road as a Residential Mobility Arterial, and recommends widening to 5-lanes.

2. Lake Hazel Road
   a. Existing Conditions: Lake Hazel Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 75-feet of right-of-way for Lake Hazel Road (50-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.

       Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

**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 Lake Hazel Road is designated in the MSM as a Residential/Mobility Arterial with 5-lanes and on-street bike lanes, a 74-foot street section within 100-feet of right-of-way.

c. **Applicant Proposal:** The applicant is proposing to construct a 5-foot wide detached concrete sidewalk on Lake Hazel Road abutting the site. The sidewalk is proposed to be located 41-feet from the centerline of Lake Hazel Road abutting the site.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed.

The applicant should be required to relocate all of the utilities as necessary to accommodate required improvement on Lake Hazel Road abutting the site.

There is 50-feet of right-of-way from the centerline of Lake Hazel Road abutting the site. This is consistent with the right-of-way width required to allow the future construction of Lake Hazel Road as a residential mobility arterial. Therefore, staff does not recommend additional right-of-way dedication as part of this application.

3. **Internal Local Streets**
   a. **Existing Conditions:** There are no streets within 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.

   **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.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are
permissible where adequate pavement width is provided on each side of the median to
accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of
  150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width
  shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if
  landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including,
  but not limited to, a "hold harmless" clause; requirements for maintenance by the
  developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope
  away from the curb to prevent ponding.

c. **Applicant's Proposal:** The applicant is proposing to construct the entry roadway, Kelso
Way, with one 18-foot travel lane, one 22-foot wide travel lanes, vertical curb, gutter, 5-foot
wide attached concrete sidewalk, and a 12-foot wide center landscape island within 64-feet of
right-of-way.

All of the other internal local streets are proposed to be constructed as 36-foot street sections
with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-
way.

The applicant is proposing to construct 3 knuckles.

d. **Staff Comments/Recommendations:** The applicant's proposal to construct the entry portion
of Kelso Way should be approved, as proposed. The applicant should be required to provide
fire department approval for use of the 18-foot travel lane or redesign the entry portion of
Kelso Way to provide two 20-foot wide travel lanes. The center landscape island should be
platted as right-of-way owned by ACHD. The applicant or the home owners associate should
enter into a license agreement with ACHD for any landscaping proposed to be within the
center landscape island.

The applicant's proposal to construct the internal streets as 36-foot street sections with rolled
curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way, and to
construct 3 knuckles meets District policy and should be approved, as proposed.
4. **Roadway Offsets**
   a. **Existing Conditions:** There are no public streets from the site onto Lake Hazel Road.

   b. **Policy:**
      
      **Local Street Intersection Spacing on Principal Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

      **Access Policy:** District policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

      **Local Street 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 one new roadway, Kelso Way, onto Lake Hazel Road. Kelso Way is proposed to align centerline to centerline with Kelso Way, and existing local street located directly north of the site.

   d. **Staff Comments/Recommendations:** The applicant’s proposal to align Kelso Way with Kelso Way on the north side of Lake Hazel Road meets District policy and should be approved, as proposed.

      Kelso Way is proposed to intersect Lake Hazel Road, a principal arterial roadway. District policy restricts public streets and driveway onto principal arterial roadways to right-in/right-out, with the exception of public streets located at the half-mile. However, staff recommends that Kelso Way remain as a temporary full access public street until traffic conditions warrant it be restricted to right-in/right-out, or until ACHD widens Lake Hazel Road and installs medians as part of a future road widening project.

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

6. **Landscaping**
   
   **Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.
7. **Other Access**
Lake Hazel Road classified as a principal arterials roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

**D. Special Recommendation to Ada County**

There is an existing commercial development located directly west of the site on the adjacent parcel. The commercial development includes a grocery store, library, and restaurants. The applicant has proposed a pedestrian pathway through Block 1 Lot 26 to provide access and connectivity to the site. Staff recommends the pedestrian pathway be moved the north between lots 30 and 20 to provide direct access to the commercial uses. As proposed the pathway would direct pedestrians to the back of the commercial building. If the path is moved further north, as recommended by staff it would direct pedestrians to the front of the commercial building providing easier and safer access.

If the pedestrian access is moved further north, as recommended by ACHD and because Kelso Way may be restricted to right-in/right-out in the future staff recommends that Ada County require a plat note indicating that when requested by the Running Springs home owners association, (HOA) the pedestrian pathway maybe converted to a drive aisle to provide vehicular access to the commercial uses west of the site. The HOA would be responsible to go through the approval process and to construct the driveway aisle. This would allow residents of the Running Springs to access the commercial uses without having to turn right (eastbound) onto Lake Hazel Road and find an appropriate location to make a U-turn to head westbound to access the commercial site.
E. Site Specific Conditions of Approval

1. Construct a 5-foot wide detached concrete sidewalk located 41-feet from the centerline of Lake Hazel Road abutting the site, as proposed.

2. Relocate all of the utilities as necessary to accommodate required improvement on Lake Hazel Road abutting the site.

3. Construct the entry roadway, Kelso Way, with one 18-foot travel lane, one 22-foot wide travel lanes, vertical curb, gutter, 5-foot wide attached concrete sidewalk, and a 12-foot wide center landscape island within 64-feet of right-of-way, as proposed.

4. Provide written fire department approval for use of the 18-foot travel lane on the entry portion of Kelso Way or redesign the entry portion of Kelso Way to provide two 20-foot wide travel lanes.

5. Plat the center landscape island as right-of-way owned by ACHD. The applicant or the home owners associate shall enter into a license agreement with ACHD for any landscaping proposed to be within the center landscape island.

6. Constructed all of the internal roadways 36-foot street sections with rolled curb, gutter, and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way, as proposed.

7. Construct 3 knuckles, as proposed.

8. Construct Kelso Way onto Lake Hazel Road aligned centerline to centerline with Kelso Way on the north side of Lake Hazel Road, as proposed.

9. Other than access specifically approved with this application direct lot access to Lake Hazel Road is prohibited and shall be noted on the final plat.

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


F. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

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.

G. 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.

H. Attachments

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