March 3, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Vicenza Subdivision No. 2

Project Number: SUBP14-0179
Meeting Date: March 9, 2016

FACTS & FINDINGS:
1. Vicenza Subdivision No. 2 is an 11 common lot residential subdivision on 10.66 acres. This site is located east of N. Black Cat Rd, north of W. McMillan Rd.

2. The applicant is Cottonwood Development LLC and the principal for the applicant is Mike McCollum, Manager.

3. The preliminary plat was approved on November 5, 210. All conditions of the preliminary plat have been satisfied.

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

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

CERTIFICATE OF SURVEYOR


PATRICK A. TEALEY, P.L.S. NO. 4747

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE ______ DAY OF ______, 20__

Chairman

ADA COUNTY HIGHWAY DISTRICT

SANITARY RESTRICTIONS

SANITARY RESTRICTIONS AS REQUIRED BY THE IDAHO CODE, TITLE 59, CHAPTER 18, HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ OR FILED WITH THE COUNTY REASSURANCE OR USE AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE IMPAIRED IN ACCORDANCE WITH SECTION 59-1802, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

DISTRICT HEALTH DEPARTMENT, IDAHO

APPROVAL OF CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY, IDAHO, HEREBY STATE THAT THE RECOMMENDED CONDITIONS OF THE CITY OF MERIDIAN HAVE BEEN SATISFIED FOR THIS PLAT.

CITY ENGINEER

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT THIS PLAT WAS ORCHESTRATED AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE ______ DAY OF ______, 20__. THIS PLAT WAS ORCHESTRATED AND APPROVED.

CITY CLERK

ADA COUNTY, IDAHO

CERTIFICATE OF COUNTY SURVEYOR

I, THE UNDERSIGNED, COUNTY SURVEYOR IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FILL THAT IT COMPLIES WITH THE STATE OF IDAHO CODES RELATING TO CONDEMNATIONS, PLATS AND SURVEYS.

COUNTY SURVEYOR

CERTIFICATE OF COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, OTHER THAN THE REQUIREMENTS OF I.C. 59-369, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND FUTURE PROPERTY TAXES FOR THE PROPERTY DISCLOSED IN THIS PROPOSED SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

COUNTY TREASURER

DATE

COUNTY RECORDERS CERTIFICATE

STATE OF IDAHO

COUNTY OF ADA

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AT THE REQUEST OF AT __________ P.M., THIS __________ DAY OF __________, 20__. IT WAS FILED AT __________ P.M. THIS DATE IN BOOK NUMBER __________, PAGE __________.

DEPUTY

EX-OFFICIO RECORDER

TEALEY'S LAND SURVEYING

1274 W. EXPLORER DRIVE, IDAHO FALLS 83402

(208) 258-0030

Project No. 3944
Project/File: Volterra North and South Subdivisions / MPP-10-0004 & MPP10-0005

This application is for the rezone of 58.33 acres from R-4 to R-8; preliminary plat approval of 301 residential lots, 1 school lot and 38 common lots on approximately 120.6 acres for Volterra North; and preliminary plat approval of 194 residential lots, 10 commercial lots and 22 common lots on approximately 80.4 acres for Volterra South. The property is located on the north and south sides of McMillan Road, between Black Cat Road and Ten Mile Road in Meridian, Idaho.

Lead Agency: City of Meridian
Site address: McMillan Rd. & Ten Mile Rd.
Staff Approval: November 5, 2010
Applicant: Primeland Investment Group, LLC
3120 W. Belltower Drive, Ste. 100
Meridian, ID 83646

Representative: Quadrant Consulting, Inc.
1904 W. Overland Road
Boise, ID 83705

Staff Contact: Jarom Wagoner
Phone: 387-6174
E-mail: jwagoner@achdidaho.org

Tech Review: November 1, 2010

A. Findings of Fact

1. Description of Application: The applicant is requesting to rezone 58.33 acres from R-4 (low density residential) to R-8 (medium density residential) and for preliminary plat approval for a total of 495 residential lots, 10 commercial lots (839,735 square feet), 60 common lots and 1 school lot. The preliminary plats are shown as the Volterra North, located north of McMillan Road; and Volterra South, located south of McMillan Road. A 10-acre neighborhood park with swimming pool, restrooms, water feature and a tot lot is also proposed.

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>Medium-density residential district</td>
<td>R-8</td>
</tr>
<tr>
<td>South</td>
<td>Rural-Urban Transition Zone</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Retail and service commercial district, neighborhood business district, Medium-density residential district</td>
<td>C-G, C-N, R-8</td>
</tr>
<tr>
<td>West</td>
<td>Rural-Urban Transition Zone</td>
<td>RUT</td>
</tr>
</tbody>
</table>

3. Site History: ACHD Commission previously reviewed this site as MPP-05-039 & MPP-05-040 in September of 2005. The requirements of this staff report are consistent with those of the prior action.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

- Bainbridge- 389 residential lot subdivision, located directly north of the site; the Commission approved the preliminary plat on March 9, 2005.
- Trilogy- 145 residential lot subdivision, located approximately ½ mile to the northwest; the Commission approved the preliminary plat on September 20, 2006.
- SpurWing Greens- 214 residential lot subdivision, located approximately ¾ mile north; the Commission approved the preliminary plat on October 6, 2010.

5. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

6. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**

There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Program.

- McMillan Road is listed in the Capital Improvements Plan to be widened to 3-lanes from Black Cat Road to Ten Mile Road between 2019 and 2027.
- Ten Mile Road is listed in the Capital Improvements Plan to be widened to 5-lanes from McMillan Road to Hwy 20-26 (Chinden Boulevard) for right-of-way preservation only between 2019 and 2027.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 6,880 additional vehicle trips per day (none existing); 716 additional vehicle trips per hour in the PM peak hour (none existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8th edition.

2. **Traffic Impact Study**

Washington Group International prepared a traffic impact study for the proposed Volterra Development in June of 2005, at time of the original application. Due to the similarities between the original and current applications it was determined that the applicant would not need to submit a new traffic study at this time. Below is an executive summary of the findings as presented by Washington Group International. The following executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

The proposed Volterra subdivision is a residential and commercial/office space development located on the north side of McMillan Road between Ten Mile and Black Cat Road, and on the south side McMillan Road west of Ten Mile Road in Meridian, Idaho. The project is expected to contain 728 residential homes, and 37 office and commercial lots.

The following are the **principle conclusions** of the traffic analysis for the Volterra subdivision:

1) *The proposed residential/commercial development is projected to generate an average daily traffic (ADT) of 9,711 vehicles of which the p.m. peak hour traffic is 1,181 vehicles per hour.*

2) *As a result of the site build out, traffic on the vicinity roadways is expected to increase. Traffic on McMillan Road west of Ten Mile may increase by 4,855 trips per day. Traffic on McMillan Road east of Ten Mile may increase by 1,262 trips per day, and traffic on McMillan Road west of Black Cat Road may increase by 680 trips per day. Traffic on Ten Mile Road*
may increase by 2,428 trips per day north of McMillan Road and 2,408 trips per day south of McMillan Road. Traffic on Black Cat Road may increase by 1,942 trips per day north of McMillan Road and 971 trips per day south of McMillan Road.

3) The intersection of Black Cat Road and McMillan Road is currently controlled by a two-way stop along the east and west approaches. The Black Cat Road and McMillan Road intersection currently operates under capacity at Level of Service (LOS) B with the existing traffic volumes. For the background year 2010 condition (e.g. regional growth), the intersection is predicted to operate at LOS B in the p.m. peak hour. For the build out year 2010 condition, the intersection is predicted to operate at LOS B in the p.m. peak hour. No improvements have been identified for the Black Cat Road and McMillan Road intersection for the background and build out conditions.

4) The intersection of Ten Mile Road and McMillan Road currently is controlled by a four-way stop. The Ten Mile Road and McMillan Road intersection currently operates under capacity at Level of Service (LOS) A with the existing traffic volumes. For the background year 2010 condition (e.g. regional growth), the intersection is predicted to operate at LOS A in the p.m. peak hour. For the build out year 2010 condition, the intersection is predicted to operate at LOS C in the p.m. peak hour. No improvements have been identified for the Ten Mile Road and McMillan Road intersection for the background and build out conditions based on the capacity alone. However, as discussed below, a signal is warranted in the build out year based on the peak hour traffic volumes.

5) The intersection of Ten Mile Road and McMillan Road intersection marginally meets the peak hour signal warrant for the build out year based on rural applications with a single lane at each approach. A signal warrant analysis for this intersection for the build out year using urban applications shows that a signal is not warranted. Approximately 51% of the total traffic generated at the Ten Mile Road and McMillan Road intersection is from the proposed Volterra development. A detailed analysis will be needed when the projected traffic volumes are reached before installing a signal. This intersection project is eligible for the use of impact fees.

6) The northern site approach intersection with Black Cat Road is predicted to operate well "under capacity" at LOS A or better throughout the development period. A left turn bay and right turn bay have been identified as necessary improvements for the northern approach intersection with Black Cat Road based on ACHD’s nomographs, west approach intersection with McMillan Road based on ACHD’s nomographs.

7) The north leg of the western approach intersection with McMillan Road is predicted to operate well "under capacity" at LOS B or better throughout the development period. A left turn bay and a right turn bay have been identified as necessary improvements for the north leg of the west approach intersection with McMillan Road based on ACHD’s nomographs.

8) The south leg of the western approach intersection with McMillan Road is predicted to operate well "under capacity" at LOS B or better throughout the development period. A left turn bay has been identified as a necessary improvement for the south leg of the western approach intersection with McMillan Road based on ACHD’s nomographs.

9) The north leg of the eastern approach intersection with McMillan Road is predicted to operate well "under capacity" at LOS B or better throughout the development period. A left turn bay and right turn bay have been identified as necessary improvements for the north leg of the eastern approach intersection with McMillan Road based on ACHD’s nomographs.

10) The south leg of the eastern approach intersection with McMillan Road is predicted to operate well "under capacity" at LOS B or better throughout the development period. A left turn bay and right turn bay have been identified as necessary improvements for the south leg of the eastern approach intersection with McMillan Road based on ACHD’s nomographs.
11) The north leg of the eastern commercial site approach intersection with McMillan Road is a right-in and right-out (RIRO) intersection only. The intersection is predicted to operate well "under capacity" at LOS B or better throughout the development period. No improvements have been identified for the north leg of the western commercial site approach and McMillan Road intersection.

12) The south leg of the western commercial site approach intersection with McMillan Road is a right-in and right-out (RIRO) intersection only. The intersection is predicted to operate well "under capacity" at LOS B of better throughout the development period. No improvements have been identified for the south leg of the western commercial site approach and McMillan Road intersection.

13) The northern site approach intersection with Ten Mile Road is predicted to operate "under capacity" at LOS C or better throughout the development period. A left turn bay and right turn bay have been identified as necessary improvements for the northern approach intersection with Ten Mile Road based on ACHD’s nomographs.

14) The mid site approach intersection with Ten Mile Road is predicted to operate "under capacity" at LOS C or better throughout the development period. A left turn bay and right turn bay have been identified as necessary improvements for the mid approach intersection with Ten Mile Road based on ACHD’s nomographs.

15) The northern commercial site approach intersection with Ten Mile Road is a right-in and right-out (RIRO) intersection only. The intersection is predicted to operate well "under capacity" at LOS B of better throughout the development period. A right turn bay has been identified as a necessary improvement for the northern commercial site approach and Ten Mile Road intersection.

16) The southern commercial site approach intersection with Ten Mile Road is a right-in and right-out (RIRO) intersection only. The intersection is predicted to operate well "under capacity" at LOS A of better throughout the development period. A right turn bay has been identified as a necessary improvement for the southern commercial site approach and Ten Mile Road intersection.

17) The south site approach intersection with Ten Mile Road is predicted to operate well "under capacity" at LOS B or better throughout the development period. A left turn bay and right turn

18) All or the internal streets with front on housing have daily traffic projections lower than 1000 vpd.

19) The project site will generate impact fee revenues of $1,969,528.00 (Ordinance 200). The following are transportation-related improvements needed to accommodate the traffic volumes generated by the Volterra Subdivision development:

The following are transportation-related improvements needed to accommodate the traffic volumes generated by the Volterra Subdivision development:

1) A southbound left-turn bay is warranted at the northern site approach with Black Cat Road based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD’s minimum storage length should be adequate. A northbound right-turn bay is warranted at the northern site approach intersection with Black Cat Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD’s minimum storage length should be adequate.

2) An eastbound left-turn bay is warranted at the north leg of the western site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD’s minimum storage length should be
adequate. A westbound right-turn bay is warranted at the north leg of the western site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

3) A westbound left-turn bay is warranted at the south leg of the western site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

4) An eastbound left-turn bay is warranted at the north leg of the eastern site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate. A westbound right-turn bay is warranted at the north leg of the eastern site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

5) A westbound left-turn bay is warranted at the south leg of the eastern site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate. An eastbound right-turn bay is warranted at the south leg of the eastern site approach intersection with McMillan Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

6) A northbound left-turn bay is warranted at the northern site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate. A southbound right-turn bay is warranted at the northern site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

7) A northbound left-turn bay is warranted at the mid site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate. A southbound right-turn bay is warranted mid site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

8) A southbound right-turn bay is warranted at the northern commercial site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

9) A southbound right-turn bay is warranted at the southern commercial site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

10) A northbound left-turn bay is warranted at the southern site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate. A southbound right-turn bay is warranted southern site approach intersection with Ten Mile Road. Based on the HCS analysis, the predicted 95% vehicle queue length averages less than one vehicle; ACHD's minimum storage length should be adequate.

11) No other traffic-related improvements have been identified with this analysis.
Staff Comments/Recommendations: The majority of the transportation-related improvements have been constructed since the original application in 2005, as part of the McMillan Road/Ten Mile Road intersection project. McMillan Road has been constructed as a 3-lane roadway abutting the site, with intersection improvements constructed at the two proposed access points on McMillan Road. The turn bays warranted on Black Cat Road are still needed and should be required as part of this application.

The applicant is proposing a school lot within the development. A separate Traffic Impact Study, specifically regarding the school, will be required when it is developed in the future.

3. 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>Ten Mile Road</td>
<td>1,280-feet</td>
<td>Minor Arterial</td>
<td>117</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>McMillian Road</td>
<td>2,500-feet</td>
<td>Minor Arterial</td>
<td>151</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Black Cat Road</td>
<td>875-feet</td>
<td>Minor Arterial</td>
<td>57</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
* Acceptable level of service for a three-lane minor arterial is “D” (720 VPH)

4. Average Daily Traffic Count (VDT)
Average daily traffic counts are based on ACHD’s most current traffic counts.

- The average daily traffic count for Ten Mile Road south of Chinden Boulevard was 2,360 on December 9, 2008.
- The average daily traffic count for McMillan Road west of Ten Mile Road was 1,853 on December 9, 2008.
- The average daily traffic count for Black Cat Road south of Chinden Boulevard was 1,068 on December 10, 2008.

C. Findings for Consideration

1. Ten Mile Road
   a. Existing Conditions: Ten Mile Road is improved with 5-travel lanes, vertical curb, gutter and no sidewalk abutting the site. There is 76-feet of right-of-way for Ten Mile Road (46-feet from centerline).

   b. Policy
      Arterial Roadway Policy: District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.

      Right-of-Way and Street Section 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 wide concrete detached sidewalks and bike lanes.

      Sidewalk Policy: District policy requires 7-foot wide attached (or 5-foot wide detached) concrete sidewalk on all collector roadways and arterial roadways (7204.7.2).
c. **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Ten Mile Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 100-feet of right-of-way.

d. **Applicant Proposal:** The applicant is proposing to construct a 5-foot wide detached sidewalk along Ten Mile Road abutting the site.

e. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved as proposed. The sidewalk should be constructed a minimum of 42-feet from the centerline of Ten Mile Road abutting the site. The applicant should provide the District with a sidewalk easement for any segment of sidewalk located outside of the right-of-way. Ten Mile Road is already built-out with five travel lanes and vertical curb and gutter abutting the site, therefore no additional right-of-way dedication or street improvements should be required with this application.

2. **McMillan Road**

a. **Existing Conditions:** McMillan Road is improved with 3-travel lanes, vertical curb, gutter, and no sidewalk, abutting the site. There is 50 to 60-feet of right-of-way for McMillan Road (13 to 25-feet from centerline). The right-of-way is offset from the centerline of McMillan Road due to the Settlers Canal, which lies directly south of McMillan Road.

b. **Policy**

   **Arterial Roadway Policy:** District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.

   **Right-of-Way Policy:** District policy requires 70-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 3-lane roadway with curb, gutter, 5-foot wide concrete detached sidewalks and bike lanes.

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

c. **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of McMillan Road is designated in the MSM as a Planned Commercial Arterial with 3-lanes and on-street bike lanes, a 60-foot street section within 86-feet of right-of-way.

d. **Applicant Proposal:** The applicant is proposing to construct a 5-foot wide detached sidewalk on the south side of McMillan Road from its intersection with Ten Mile Road, to 940-feet to the west. From that point continuing west to the end of the property, the applicant is proposing a 10-foot wide detached multi-use path along the south side of McMillan Road, abutting the site.

e. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should provide the District with a sidewalk easement for any segment of sidewalk located outside of the right-of-way. McMillan Road is already built-out with tree travel lanes, and vertical curb and gutter abutting the site, therefore no additional right-of-way dedication or street improvements should be required with this application.
3. Black Cat Road
   a. **Existing Conditions:** Black Cat Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Black Cat Road (25-feet from centerline).

   b. **Policy**
      
      **Arterial Roadway Policy:** District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.

      **Right-of-Way and Street Section Policy:** District policy requires 120-feet of right-of-way principal arterial roadways (Figure 72-F1B). This right-of-way width allows for the construction of a 7-lane roadway with curb, gutter, and 5-foot wide detached sidewalks.

      **Right-of-Way and Street Section 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 wide concrete detached sidewalks and bike lanes.

      **Right-of-Way Policy:** District policy requires 70-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 3-lane roadway with curb, gutter, 5-foot wide concrete detached sidewalks and bike lanes.

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

   c. **ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Black Cat Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 71-foot street section within 97-feet of right-of-way.

   d. **Applicant Proposal:** The applicant is proposing to dedicate 48-feet of right-of-way from the centerline of Black Cat Road abutting the site and to construct a 5-foot wide detached sidewalk abutting the site.

   e. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy and should be approved as proposed. The applicant should provide a sidewalk easement for any segment of the sidewalk located outside of the right-of-way.

      As noted in the submitted traffic impact study, the applicant should also construct a southbound left-turn bay and a northbound right turn bay on Black Cat Road at the intersection of Black Cat Road and Gondola Drive. Coordinate the design of the turn lanes with District Traffic Services and Development Review Staff.

      Due to the required northbound right-turn lane necessary to serve the development and the need to accommodate drainage, the applicant may need to dedicate additional right-of-way and construct additional street improvements abutting the right-turn lane. If the applicant is unable to fit a minimum 8-foot wide barrow ditch and 3-foot wide gravel shoulder between the edge of pavement and the face of sidewalk due to right-of-way constraints, then the applicant may need to construct vertical curb, gutter and sidewalk abutting the northbound right turn lane. Or as an alternative, the applicant may need to move the sidewalk back and dedicate additional right-of-way to allow for the construction of a barrow ditch wide enough to accommodate the drainage. An easement will need to be provided for any segment of the sidewalk located outside of the right-of-way. Coordinate the design of the drainage facility with District Design Review staff.
4. Internal Collector Roadways
   a. Existing Conditions: The site has no internal collector roadways.

   b. Policy
      Residential Collector Policy: District policy 72-F1A, 7202.3.2 and 7202.3.5, requires that residential collectors be constructed as 36-foot street sections with curb, gutter and 5-foot wide concrete sidewalks with no front-on housing. The access restrictions for these street segments should be stated on the final plat. Unless otherwise noted, parking should be prohibited on these street segments. Coordinate the signage program with District staff.

      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.

      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.

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

   c. Applicant Proposal: The applicant is proposing to construct two residential collector roadways, San Vito Way and Gondola Drive, as 36-foot street sections with vertical curb, gutter and 5-foot wide detached concrete sidewalk and a 10-foot wide detached multi-use pathway within 50-feet of right-of-way.

   d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should provide the District with a sidewalk easement for any segment of the path/sidewalk located outside of the right-of-way.

5. Internal Local Streets
   a. Existing Conditions: The site has no internal local streets.

   b. Policy
      36-Foot Street Section Policy: District policy 7204.4.2 states, “developments with any buildable lot that is less than 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. Variations of this width may be allowed, depending on traffic volumes forecast to be generated by the development. 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.

      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.

      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.

c. **Applicant’s Proposal:** The applicant is proposing to construct all 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.

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

6. **Internal Commercial Streets**
   
a. **Existing Conditions:** The site has no internal commercial streets.

b. **Policy**

   **40-foot Street Section Policy:** District policy 72-F1A requires that industrial/commercial roadways be constructed as 40-foot street sections with curb, gutter and 5-foot wide concrete sidewalk within 54-feet of 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.

c. **Applicant’s Proposal:** The applicant is proposing to construct Sanoro Way/Parma Drive as a 40-foot street section with vertical curb, gutter and 5-foot wide detached concrete sidewalks within 54-feet of right-of-way.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Street Policy and should be approved, as proposed. The applicant should provide the District with a sidewalk easement for any segment of the sidewalk located outside of the right-of-way.

7. **Roadway Offsets**

   a. **Existing Conditions:** There are no roadway offsets internal to the development; however in conjunction with the recent McMillan/Ten Mile intersection project two approaches were constructed on both McMillan Road and Ten Mile Road with curb, gutter and pedestrian ramps. The approaches on McMillan Road are located 550-feet and 1,000-feet west of the intersection of Ten Mile Road and McMillan Road (measured centerline-to-centerline). The approaches on Ten Mile Road are located 440-feet and 840-feet south of the intersection of Ten Mile Road and McMillan Road (measured centerline-to-centerline).

b. **Policy**

   **Collector 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.

c. **Local Offset Policy:** District policy 7204.11.6, requires local roadways to align or offset a minimum of 150-feet from a residential collector roadway (measured centerline to centerline).

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

d. **Applicant’s Proposal:** The applicant has proposed seven local streets intersecting with the internal collector roadway. All of these intersections are offset a minimum of 280-feet. There
are numerous local-to-local street intersections throughout the development, all of which are offset a minimum of 125-feet.

e. **Staff Comments/Recommendations:** The applicant's proposal regarding internal roadway offsets meets District policy and should be approved, as proposed. Staff recommends a modification of the Access Management Policy to allow the two existing approaches on McMillan Road and the two existing approaches on Ten Mile Road, constructed with the intersection project to remain as is.

8. **Stub Streets**

a. **Existing Conditions:** There are no stub streets stubbed to or within the site.

b. **Policy**

**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."

District policy 7203.5.2 states that an existing street or a street in an approved preliminary plat, which ends at a boundary of a proposed development, shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities.

**Temporary Turnaround Policy:** District policy 7205.2 requires construction of a temporary cul-de-sac with the same dimensional requirements as a standard cul-de-sac, with a minimum turning radius of 45-feet where curb is required and 42-feet where curb is not required. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. If a temporary turnaround is proposed to be located within a future building lot, the temporary turnaround easement shall be for the entire building lot to prevent the easement from being constructed over.

c. **Applicant Proposal:** The applicant is proposing to construct two stub streets within the Volterra South Subdivision. There locations are to be:

- stub street to the south, located between Lot 30 Block 60 and Lot 59 Block 50 located approximately 1,200-feet south of McMillan Road and 2,100 feet west of Ten Mile Road (measured centerline to centerline).

- stub street to the west, located between Lot 1 Block 60 and Lot 1 Block 62 (common lot) located approximately 580-feet south of McMillan Road and 2,600-feet west of Ten Mile Road (measured centerline to centerline).

The applicant is proposing to construct seven stub streets within the Volterra North Subdivision. There locations are to be:

- stub street to the west, located between Lot 5 Block 14 and Lot 44 Block 17 located approximately 1,110-feet north of McMillan Road and 2,500-feet east of Black Cat Road (measured centerline to centerline).

- stub street to the south, located between Lot 1 Block 8 and Lot 13 Block 14 located approximately 1,250-feet north of McMillan Road and 1,700-feet east of Black Cat Road (measured centerline to centerline).
• stub street to the south, located between Lot 1 Block 3 and Lot 31 Block 8 located approximately 1,400-feet north of McMillan Road and 850-feet east of Black Cat Road (measured centerline to centerline).

• stub street to the north, located between Lot 1 Block 7 and Lot 18 Block 1 located approximately 2,640-feet north of McMillan Road and 1,900-feet east of Black Cat Road (measured centerline to centerline).

• stub street to the north, located between Lot 30 Block 7 and Lot 1 Block 13 located approximately 2,640-feet north of McMillan Road and 2,700-feet east of Black Cat Road (measured centerline to centerline).

• stub to the north located approximately 1,200-feet north of McMillan Road and 1,700-feet west of Ten Mile Road (measured centerline to centerline).

• stub to the east located approximately 1,125-feet north of McMillan Road and 1,700-feet west of Ten Mile Road (measured centerline to centerline).

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

9. 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.

10. 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.

11. Other Access

Ten Mile Road, McMillan Road and Black Cat Road are classified as minor arterials roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Construct a 5-foot wide detached concrete sidewalk on Ten Mile Road located a minimum of 42-feet from the centerline of the roadway abutting the site, as proposed. Provide the District with a sidewalk easement for any segment of sidewalk located outside of the right-of-way.

2. Construct a 5-foot wide detached concrete sidewalk on the south side of McMillan Road from its intersection with Ten Mile Road, 940-feet to the west, as proposed. Construct a 10-foot wide multi-use path on the south side of McMillan Road from a point 1,000-feet west of Ten Mile Road continuing to the west 1,590-feet, as proposed. Provide the District with a sidewalk easement for any segment of sidewalk located outside of the right-of-way.

3. Dedicate 48-feet of right-of-way from the centerline of Black Cat Road abutting the site. 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. Allow up to 30 business days to process the right-of-way dedication after receipt of all requested material. The District will purchase the right-of-way which is in addition to existing right-of-way from available Corridor Preservation Funds.

4. Construct a southbound left-turn bay at the northern site approach intersection of Black Cat Road and Gondola Drive and a northbound right-turn bay at the northern site approach intersection of Black Cat Road and Gondola Drive. Coordinate the design and location of the turn lanes with District Development Review staff.

5. Construct San Vito Way, a residential collector, as a 36-foot street section with vertical curb, gutter, a 5-foot wide detached concrete sidewalk and a 10-foot wide detached multi-use pathway within 50-feet of right-of-way, as proposed. Provide the District with a sidewalk easement for any segment of the sidewalk located outside of the right-of-way. Parking and front-on housing are prohibited on residential collector roadways.

6. Construct Gondola Drive, a residential collector, as a 36-foot street section with vertical curb, gutter, a 5-foot wide detached concrete sidewalk and a 10-foot wide detached multi-use pathway within 50-feet of right-of-way, as proposed. Provide the District with a sidewalk easement for any segment of the sidewalk located outside of the right-of-way. Parking and front-on housing are prohibited on residential collector roadways.

7. Construct Sanoro Way/E. Parma Drive, a local commercial roadway, as a 40-foot street section with vertical curb, gutter and a 5-foot wide detached concrete sidewalk within 54-feet of right-of-way, as proposed.

8. Construct all internal local streets as 36-foot street sections with rolled curb, gutter and 5-foot wide attached concrete sidewalks within 50-feet of right-of-way, as proposed.

9. Construct a stub street to the south, located between Lot 59 Block 50 and Lot 30 Block 60 (as shown on the attached preliminary plat) approximately 1,200-feet south of McMillan Road and 2,100-feet west of Ten Mile Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

10. Construct a stub street to the west, located between Lot 1 Block 60 and Lot 1 Block 62 (as shown on the attached preliminary plat) approximately 580-feet south of McMillan Road and 2,600-feet west of Ten Mile Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

11. Construct a stub street to the west, located between Lot 5 Block 14 and Lot 44 Block 17 approximately 1,110-feet north of McMillan Road and 2,500-feet east of Black Cat Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

12. Construct a stub street to the south, located between Lot 1 Block 8 and Lot 13 Block 14 approximately 1,250-feet north of McMillan Road and 1,700-feet east of Black Cat Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

13. Construct a stub street to the south, located between Lot 1 Block 3 and Lot 31 Block 8 approximately 1,400-feet north of McMillan Road and 850-feet east of Black Cat Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

14. Construct a stub street to the north, located between Lot 1 Block 7 and Lot 18 Block 1 approximately 2,640-feet north of McMillan Road and 1,900-feet east of Black Cat Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”
15. Construct a stub street to the north, located between Lot 30 Block 7 and Lot 1 Block 13 located approximately 2,640-feet north of McMillan Road and 2,700-feet east of Black Cat Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

16. Construct a stub to the north located approximately 1,200-feet north of McMillan Road and 1,700-feet west of Ten Mile Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

17. Construct a stub to the east located approximately 1,125-feet north of McMillan Road and 1,700-feet west of Ten Mile Road (measured centerline to centerline), as proposed. Install a sign stating, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

18. Direct lot access is prohibited to Ten Mile Road, McMillan Road and Black Cat Road. This access restriction shall be noted on the final plat.


E. Standard Conditions of Approval

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

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

3. In accordance with District policy, 7203.6, 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 consistent with applicable federal, state and local laws.

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

Vicinity Map