March 3, 2016

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Heritage Grove Subdivision No. 3
Project Number: SUBP15-0093
Meeting Date: March 9, 2016

FACTS & FINDINGS:

1. Heritage Grove Subdivision No. 3 is a 31 buildable and 2 common lot residential subdivision on 5.36 acres. This site is located at 1570 & 1370 E. Ustick Road.

2. The applicant is Green Village Development, Inc. and the principal for the applicant is Tucker M. Johnson, President.

3. The preliminary plat was approved on March 26, 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 $223,500 in the form of cash in accordance with ACHD Policy Section 7103.2.

5. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by November 17, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Heritage Grove Subdivision No. 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, are the Owners of the real property described below in the City of Meridian, Ada County, Idaho, and that we intend to include the following described property in this HERITAGE GROVE SUBDIVISION No. 3:

A parcel located in the SE 1/4 of the SE 1/4 of Section 31, Township 4 North, Range 1 East, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at a brass cap monument marking the southwesterly corner of said SE 1/4 of the SE 1/4, from which a 2/3 inch diameter iron pin marks the southwesterly corner of the SE 1/4 or said Section 31; bearing 89°47'05"W a distance of 2661.63 feet;

Thence S 89°47'05"E along the southeasterly boundary of said SE 1/4 of the SE 1/4 a distance of 1324.60 feet to a 2/3 inch diameter iron pin marking the southwesterly corner of said SE 1/4 of the SE 1/4;

Thence bearing southerly boundary N 01°44'54"E along the westerly boundary of said SE 1/4 of the SE 1/4 a distance of 814.01 feet to a 2/3 inch diameter iron pin and the POINT OF BEGINNING;

Thence continuing N 01°44'54"E a distance of 381.63 feet to a 2/3 inch diameter iron pin;

Thence bearing southeasterly boundary S 89°47'05"E a distance of 120.18 feet to a 2/3 inch diameter iron pin;

Thence N 03°10'16"E a distance of 12.71 feet to a 2/3 inch diameter iron pin;

Thence S 89°47'05"E a distance of 108.11 feet to a 2/3 inch diameter iron pin;

Thence N 01°44'54"E a distance of 11.00 feet to a 2/3 inch diameter iron pin;

Thence S 01°44'54"E a distance of 210.00 feet to a 2/3 inch diameter iron pin;

Thence S 01°44'54"E a distance of 11.00 feet to a 2/3 inch diameter iron pin;

Thence S 89°47'05"E a distance of 105.46 feet to a 2/3 inch diameter iron pin;

Thence N 03°10'16"W a distance of 15.97 feet to a 2/3 inch diameter iron pin;

Thence S 89°25'50"E a distance of 120.00 feet to a 2/3 inch diameter iron pin on the westerly boundary of the parcel shown on Record of Survey Numbers 3974 and 4033 on file in the office of the Recorder, Ada County, Idaho;

Thence S 03°49'17"W along said westerly boundary a distance of 537.83 feet to a 2/3 inch diameter iron pin on the boundary of HERITAGE GROVE SUBDIVISION as shown in Book 108 of Plats at Page 1565 on file in said office of the Recorder;

Thence bearing east said westerly boundary and along said HERITAGE GROVE SUBDIVISION boundary the following described courses:

Thence a distance of 31.45 feet along the arc of a 116.00 foot radius non-tangent curve right, and curve having a radius point bearing N 31°37'36"W, a central angle of 102°49' and a long chord bearing N 77°13'37"W a distance of 21.42 feet to a 2/3 inch diameter iron pin;

Thence N 60°21'12"E a distance of 51.25 feet to a 2/3 inch diameter iron pin;

Thence S 29°56'28"W a distance of 50.00 feet to a 2/3 inch diameter iron pin;

Thence a distance of 123.25 feet along the arc of a 130.00 foot radius non-tangent curve left, and curve having a radius point bearing S 29°56'28"W, a central angle of 551°32' and a long chord bearing E 12°15'14"W a distance of 12.25 feet to a 2/3 inch diameter iron pin;

Thence S 03°49'17"W a distance of 96.25 feet to a 2/3 inch diameter iron pin on the northerly boundary of ENFIELD' S RESERVOIR SUBDIVISION as shown in Book SE of Plats at Page 9023 in said office of the Recorder;

Thence bearing said HERITAGE GROVE SUBDIVISION boundary N 89°47'05"W along said northerly boundary a distance of 539.88 feet to the POINT OF BEGINNING.

This parcel contains 5.96 acres.

All the lots in this subdivision will be eligible to receive irrigation water as provided under Idaho Code 31-3005(1)(a) and 31-3006(1)(a) and as within the Timpanogos-Boulder Irrigation District and are subject to assessments for said water.

All the lots in this subdivision will be eligible to receive water service from the City of Meridian. The City of Meridian has agreed in writing to serve all the lots in this subdivision.

The public streets shown on this plat are dedicated to the public. Public utility, irrigation and drainage easements on the plat are not dedicated to the public, but the right of access to, and use of, these easements is hereby reserved for public utility, irrigation and drainage purposes and for other uses as may be designated herein and no permanent structures other than that for said uses are to be erected on said easements.

In Witness Whereof we have hereunto set our hand this 11th Day of August 2013.

By Tucker A. Atwood, President
GREENVILLAGEDEVELOPMENT, INC.

ACKNOWLEDGMENT

STATE OF IDAHO

COUNTY OF Ada

ON THIS 11th DAY OF AUGUST, 2013, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAD STATE PERSONALITY WITNESSES THE HANDWRITING OF THE within named to be the President of Green Village Development, Inc., the person who executed the instrument and acknowledged to me that said corporation executed the same.

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

[Signature]

MY COMMISSION EXPIRES 11-22-19
RENEWING AT Ada County

NOTARY PUBLIC FOR THE STATE OF IDAHO

CITY SURVEY CONSULTANTS, INC.
10440 La Milena Drive
Boise, ID 83714
(208) 342-4120

SHEET 2 OF 3
HERITAGE GROVE SUBDIVISION NO. 3

CERTIFICATE OF SURVEYOR

I, GLENN K. BENNETT, DO HEREBY CERTIFY that I am a registered professional land surveyor in the state of Idaho, and that this plat as described in the "Certificate of Survey" hereinafter referred to and from the filed notes of a survey made on the ground, under my direct supervision, accurately represents the points plotted thereon, and is in conformity with the state of Idaho code relating to plans and surveys.

GLENN K. BENNETT
IDAHO NO. 5882

APPROVAL OF THE CITY ENGINEER

I, the undersigned City Engineer of and for the City of Meridian, Ada County, Idaho, hereby state that the recommendations of City of Meridian have been satisfied for "Heritage Grove Subdivision No. 3."

CITY ENGINEER - MERIDIAN, IDAHO

CERTIFICATE OF THE COUNTY SURVEYOR

I, the undersigned, County Surveyor of and for Ada County, Idaho, do hereby certify that I have checked this plat and that it complies with the state of Idaho code relating to plans and surveys.

ADA COUNTY SURVEYOR

CERTIFICATE OF COUNTY RECORDER

STATE OF IDAHO
COUNTY OF ADA J.S.S.
I HEREBY CERTIFY that this instrument was filed for record at the request of

DEPUTY

EX-OFFICIO RECORDER

BOOK PAGES INSTRUMENT NO.

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT

Sanitary Restrictions as required by Idaho Code, title 30, chapter 11, have been satisfied according to the letter to be read on file with the County Recorder and are on file with the City Engineer. Sanitary restrictions may be re-imposed in accordance with Section 50-113A, Idaho Code, by the issuance of an approval.

DISTRICT HEALTH DEPARTMENT, IDAHO

ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ACCEPTANCE

The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the ___ Day of ___________ 2015.

ADA COUNTY HIGHWAY DISTRICT

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk of and for the City of Meridian, Ada County, Idaho, do hereby certify that at a regular meeting held on the ___ Day of ___________ 2015, this plat was duly accepted and approved.

CITY CLERK, MERIDIAN, IDAHO

CERTIFICATE OF THE COUNTY TREASURER

I, the undersigned, County Treasurer of and for the County of Ada, State of Idaho, per the requirements of LC 50-1328, do hereby certify that any and all current and unpaid county property taxes for the property included in this subdivision No. 3 have been paid in full. This certification is valid for the next thirty (30) days only.

DATE ___________ 2015

COUNTY TREASURER

SHEET 3 OF 3
Project/File: Heritage Grove Subdivision
The applicant is requesting annexation, rezone, preliminary plat, and planned unit development approval to allow for the development of 121 single family lots and 19 common lots on 21.71 acres. The site is located at the northwest corner of Locust Grove and Uslick Roads in Meridian, Idaho.

Lead Agency: City of Meridian
Site address: 1570 & 1370 E. Uslick Road
Commission Hearing: March 26, 2014
Commission Approval: March 26, 2014
Applicant: Tucker Johnson
Green Village Development
372 S. Eagle Road STE 328
Eagle, ID 83616

Representative: Jim Money
Civil Survey Consultants, Inc
1400 E. Watertower St. STE 100
Meridian, ID 83642

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

A. Findings of Fact
1. Description of Application: The applicant is requesting annexation, rezone (RUT to R-15 for 1.49 acres), preliminary plat, and planned unit development approval to allow for the development of 121 single family lots and 19 common lots on 21.71 acres.

The applicant’s proposal is consistent with the City of Meridian’s Comprehensive Plan, which calls for medium density residential for this 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>Church/Single-family residential</td>
<td>L-0/R-8</td>
</tr>
<tr>
<td>South</td>
<td>Single-family residential</td>
<td>R-8/R-4</td>
</tr>
<tr>
<td>East</td>
<td>Single-family residential</td>
<td>R-4</td>
</tr>
<tr>
<td>West</td>
<td>Single-family residential</td>
<td>R-4/RUT (Ada County)</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site as Chalet Maresilles Subdivision, consisting of a 120 lot senior housing project in February of 2008. The requirements differ from those of the prior action due to a 2011 update to Section 7200 of the ACHD Policy Manual and ACHD’s Locust Grove/Ustick Roads intersection project currently under construction.

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

5. New Center Lane Miles: This development will add 0.82 center lane miles of new 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 improvements are listed in ACHD CIP and IFYWP:
   - Ustick Road is scheduled in the Integrated Five Year Work Plan to be widened to 5-lanes from Locust Grove to Leslie Way in 2014 and is currently under construction.
   - Ustick Road is scheduled in the Integrated Five Year Work Plan to be widened to 5-lanes from Meridian Road to Locust Grove Road in 2017.
   - The intersection of Ustick Road and Locust Grove Road is currently under construction to be widened to 5 lanes on all approaches with signal modifications.
   - 
   - Locust Grove Road is listed in the Capital Improvements Plan to be widened to 3-lanes from Ustick Road to McMillan between 2017 and 2021.

B. Traffic Findings for Consideration

1. Trip Generation: This development is estimated to generate 1,152 vehicle trips per day; 121 vehicle trips per hour in the PM peak hour, 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>Ustick</td>
<td>590-feet</td>
<td>Principal Arterial</td>
<td>666</td>
<td>Better than &quot;C&quot;</td>
<td>Better than &quot;C&quot;</td>
</tr>
<tr>
<td>Locust Grove</td>
<td>660-feet</td>
<td>Minor Arterial</td>
<td>670</td>
<td>Better than &quot;C&quot;</td>
<td>Better than &quot;C&quot;</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 five-lane minor arterial is "D" (1,540 VPH).

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

   Updated traffic counts were not taken due to the Ustick/Locust Grove intersection being currently under construction.
   - The average daily traffic count for Ustick east of Meridian Road was 13,791 on 8/2/12.
   - The average daily traffic count for Locust Grove north of Ustick Road was 11,711 on 8/19/09.

C. **Findings for Consideration**

1. **Ustick/Locust Grove Intersection Project**
   As noted above the Ustick Road and Locust Grove Road intersection is currently under construction to be widened to five lanes on both Ustick and Locust Grove Roads abutting the site. The intersection widening project includes the construction of curb, gutter, sidewalk, and bike lanes on both roadways.

   Due to the submittal of this preliminary plat application the applicant has requested and the ACHD Project Manager for the intersection project has agreed to the following requests:
   - Closure of existing driveways onto Ustick and Locust Grove Road by ACHD with the project;
   - Construction of a 50-foot wide public street approach onto Locust Grove Road located 125-feet south from Summerheights Drive (measured center line to centerline) by ACHD with the project;
   - Relocation of the new irrigation pipe to approximately 18-feet to center of pipe from back of curb by ACHD with the project (the pipe was planned closer to the roadway with the project);
   - Irrigation box on the south side of Heritage Grove Drive on Locust Grover located approximately 10-feet further south by ACHD than originally planned with the project;
   - Construction of 5-foot wide detached concrete sidewalk to be located 10-feet from the back of curb on both Ustick and Locust Grove Roads, by ACHD with the project, the sidewalk was originally planned as attached.

   The applicant should be required to pay for the necessary redesign costs associated with the modifications to ACHD’s intersection project. The Project Manager has indicated that these redesign costs total $3,700. The construction items were part of the original construction scope and it is anticipated that construction cost changes will be minimal, if any. Additionally the applicant should be required to provide a permanent right-of-way easement for the 5-foot wide detached concrete sidewalks to be located 10-feet from the back of curb on both Locust Grove and Ustick Roads abutting the site.

2. **Internal Local Streets**
   a. **Existing Conditions:** There are no internal 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 building 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 building lot that is less than 1 acre in size.

**Continuation of Streets Policy:** District Policy 7207.2.4 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. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

**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 7207.5.18 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, Heritage Grove Drive, with one 21-foot travel lane, one 24-foot wide travel lane, an 8-foot wide center landscape median with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 67-feet of right-of-way.

The applicant has proposed to construct all of the other internal local streets as a standard 36-foot wide roadway with rolled curb, gutter, and 5-foot wide attached concrete sidewalks on one side of the street within 50-feet of right-of-way. An 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk within an easement is proposed on the other side of the street.

d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed. The center landscape median should be platted as right-of-way owned by ACHD. The applicant or the homeowners association should apply for a license agreement if landscaping is proposed within the median.

3. **Alleys/Minor Local Streets**

a. **Existing Conditions:** There are no minor local streets or alleys within the site.

b. **Policy:**

**Alley Policy:** District Policy 7210.1 states an alley is defined as vehicular access way through the middle of a block giving public access to the rear of residential, non-residential, and mixed use lots or buildings. Alleys are not considered part of the traffic circulation system. An alley may serve as the primary vehicular access to a lot or building, but an alley should not provide the sole public right-of-way frontage. A lot served by an alley shall also have public street frontage. Alleys should connect to a public street at each end and should not terminate in permanent dead-ends. Access is allowed to and from a fully improved alley. A fully improved alley is defined as an alley that is paved the required width (as determined by 7210.2 and 7210.3.1)

**Alley Length Policy:** District Policy 7210.3.2 states that alleys shall be no longer than 700-feet in length. If the lead land use agency having jurisdiction requires a shorter block length, the alley shall be no longer than the agency's required block length.

**Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from...
a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley = 20-feet for back-up space).

Alley/Local Street Intersections Policy: District Policy 7210.3.7.2 states that alleys may intersect all types of local streets including minor local streets. Alleys shall generally be designed with a curb cut type approach when intersecting a local street. Alleys shall generally intersect streets in the middle of the block equally offsetting the intersecting streets. Alleys shall either align with alley/street intersections or provide a minimum 100-foot offset (measured centerline to centerline) from other local street intersections. For alley intersections with local streets, the District may consider a reduced offset if the lead land use agency’s required lot size allows for shorter buildable lots.

Minor Local Street Policy: District policy 7207.5.2 states that a minor local street is defined as a reduced width local street that provides direct lot access for residential uses, and in limited circumstances, commercial or mixed use as described below.

1. Pavement Width and Curb Type: A minor local shall be constructed with a reduced width of 24-feet from back-of-curb to back-of-curb with curb and gutter. Where the minor local street is utilized in a gridded street system with alleys, vertical curb shall be required and direct lot access shall be restricted. Where the minor local street is utilized, with residential open space scenarios, rolled curb or ribbon curbing (with an inverted crown), is allowed if access to the rear of the parcels is provided from the minor local street.

2. Sidewalk and Right-of-Way: Five-foot wide concrete sidewalks are required on both sides, unless as otherwise described below or approved by ACHD and the lead land use agency. The sidewalk for this street section may be located within a permanent right-of-way easement. If the sidewalk is located within an easement, the minimum right-of-way width for this street section is 28-feet, to allow for 2-feet behind the back-of-curb on each side. Sidewalk may not be required, or may be required on one side only as determined by the lead land use agency, if the minor local street is used in residential areas where houses accessing the minor local street are built with the front of the house (including the front door) facing the common or open space lots that include a connected system of sidewalks or paved pathways and the lotting pattern is mirrored on both sides of the street.

3. Parking: Parking is prohibited on both sides of this street section. "No Parking" signs are required. Alternative parking for guests, visitors, auxiliary residential parking, and deliveries shall be provided and shall be designated and located in coordination with the lead land use agency. Typically this parking will be provided via community parking spaces located within walking distance of these types of residences. Walking distance shall be defined by the lead land use agency.

4. Requirements:
   - The maximum projected ADT is less than 400.
   - The street connects to two other standard size streets.
   - There is support from the lead land use agency (either from staff or Commission/ Council).
   - Maximum block length of 600-feet.
   - In commercial or mixed use areas where urban designs utilizing alleys are desirable, but may be impractical due to access restrictions to classified roadways (arterials, collectors, and residential collectors). In this example, the minor local street would parallel the access-restricted roadway and would provide direct access to the commercial or mixed-use lots.
   - No portion of a building shall be over 30-feet in height. If any portion of a building is over 30-feet in height, aerial fire apparatus is required and a 26-foot wide street is required (International Fire Code Appendix D Section C105). However, a 26-foot wide
street, with a minimum right-of-way of 30-feet, is allowed if all other requirements for a minor local street are met.

c. **Applicant Proposal:** The applicant is proposing to construct four 20-foot wide east/west named alleys within the site. The alleys are proposed to provide sole access to several single family building lots that front on a mew.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct four 20-foot wide east/west named alleys within the site to provide sole access to the building lots that front on the mew does not meet District Alley policy, which notes that an alley should not provide the sole public right-of-way frontage.

However, if the City of Meridian approves the proposal for the alleys and the applicant is able to provide written approval from the Meridian Fire Department and Ada County Emergency service providers that they approve of the alley design and are able to access the lot without public street frontage; and the applicant and City of Meridian are able to find a solution to addressing those lots, and are able to maintain adequate site distance within the building lots then staff recommends that ACHD approve the alleys as public alleys.

If the applicant is unable to resolve the addressing issue and provide written approval from both emergency service providers then, the applicant should make one of the following modifications to their site plan:

a. Reconfigure the lots that are proposed to front on the mew to provide public street (not just alley) frontage;

b. Redesign the alleys to be private;

   Or

c. Redesign the alleys to be 24-foot wide minor local streets.

The minor local street typology was created specifically for this situation, to provide a reduced width local street that provides direct lot access for residential uses. The minor local street policy requires the construction of a 5-foot wide sidewalk on both sides of the roadway. If the applicant redesigns the alleys to be minor local streets, then staff recommends a waiver of the sidewalk policy. Staff’s recommendation is due fact that the sidewalks will be provided on the standard public streets and that pathways are planned in the mews providing pedestrian access.

4. **Roadway Offsets**

a. **Existing Conditions:** There are no roadways within the site.

b. **Policy:**

   **Local Street Intersection Spacing on Minor 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 600-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

   **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 one local street, Heritage Grove, onto Locust Grove Road located approximately 125-feet south of Summerheights Drive (measured centerline to centerline) and approximately 840-feet north of Uslick Road.
The applicant has proposed to offset the north and south segments of Heritage View Way at Prairiefire Street by approximately 90-feet (measured centerline to centerline).

d. Staff Comments/Recommendations: The applicant's proposal to construct Heritage Grove onto Locust Grove located 125-feet south of Summerheights Drive does not meet District policy which requires local streets intersecting minor arterial roadways to align or offset by 660-feet. However, staff recommends a modification of policy to allow Heritage Grove to be located as proposed.

This proposal moves the street north of the turn lanes and taper (influence area) on the north leg of the Ustick/Locust Grove intersection while providing some separation from Summerheights Drive north of the site. District Traffic Services staff has reviewed this proposal and believes this is the best place for the road. It is located outside the influence area of the intersection and allows for additional stacking between the dedicated left turn lane and the street.

Staff recommends approval of the 90-foot offset between the north and south segments of Heritage View Way at Prairiefire Street. Both of these are local roadways and the offset will serve as traffic calming between this neighborhood and the one to the north that will be accessed via the extension of a stub street into the site.

5. Stub Streets
a. Existing Conditions: There are two stub streets to the site, Heritage View Way and Yellow Peak Avenue.

b. Policy:
   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 7208.2.5.4, 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 extend two existing stub streets into the site, Heritage View Way at the northeast property line and Yellow Peak Avenue at the south property line.

   Additionally, the applicant is proposing to construct one stub street to the east and one stub street to the west, Prairiefire Street, located approximately 130-feet south of the north property line on both the east and west ends of 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 install a sign at the terminus of both stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

6. **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.

7. **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.

8. **Other Access**  
   Locust Grove is classified as a minor arterial roadway. Ustick Road is classified as a principal arterial roadway. 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. Provide $3,700 for the redesign costs associated with the modifications to ACHD's Ustick/Locust Grove intersection project.

2. Provide a permanent right-of-way easement for the 5-foot wide detached concrete sidewalks located 10-feet from the back of curb on Ustick and Locust Grove Roads.

3. Construct, Heritage Grove, onto Locust Grove Road located 125-feet south of Summerheights Drive and 640-feet north of Ustick Road, as proposed.

4. Construct the entry roadway, Heritage Grove Drive, with one 21-foot travel lane, one 24-foot wide travel lane, an 8-foot wide center landscape median vertical curb, gutter, an 8-foot wide planter strips, and 5-foot wide detached concrete sidewalk within 67-feet of right-of-way, as proposed. Plat the center landscape island as right-of-way owned by ACHD. The applicant or the homeowners association shall apply for a license agreement if landscaping is propose within the median.

5. Construct the internal local streets as standard 36-foot wide roadways with rolled curb, gutter, and 5-foot wide attached concrete sidewalks on one side of the street; and an 8-foot wide landscape strip with 5-foot wide detached concrete sidewalk on the other side of the street; within 50-feet of right-of-way. Provide an easement for the detached sidewalk.

6. Provide a permanent right-of-way easement for the detached sidewalks proposed on the internal local streets.

7. The 90-foot offset between north and south segments of Heritage View Way at Prairefire Street is approved, as proposed.

8. If the City of Meridian approves the proposal for the alleys and the applicant is able to provide written approval from the Meridian Fire Department and Ada County Emergency service providers that they approve of the alley design and are able to access the lot without public street frontage;
and the applicant and City of Meridian are able to find a solution to addressing those lots, then construct four 20-foot wide east/west alleys public alleys within the site.

9. If the applicant is unable to resolve the addressing issue and provide written approval from both emergency service providers then, the applicant should make one of the following modifications to their site plan:
   a. Reconfigure the lots that are proposed to front on the mew to provide public street (not just alley) frontage;
   b. Redesign the alleys to be private;
   Or
   c. Redesign the alleys to be 24-foot wide minor local streets, without sidewalks.

10. Construct one stub street to the east, Prairefire Street, located approximately 130-feet south of the north property line, as proposed. Install a sign at the terminus of the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

11. Construct one stub street to the west, PRAIRIEFIRE Street, located approximately 130-feet south of the north property line, as proposed. Install a sign at the terminus of the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

12. Other than the access specifically approved with this application, direct lot access is prohibited to Ustick and Locust Grove Roads and shall be noted on the final plat.

13. 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