March 22, 2016

Development Services Department

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Hill’s Century Farm Subdivision Phase 3
Project Number: SUBP15-0059
Meeting Date: March 30, 2016

FACTS & FINDINGS:

1. Hill’s Century Farm Subdivision No. 3 is a 39 buildable and 5 common lot residential subdivision on 11.19 acres. This site is located east of South Eagle Road at East Taconic Drive.

2. The applicant is Brighton Development, Inc. and the principal for the applicant is David W. Turnbull, President.

3. The preliminary plat was approved on November 7, 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 $426,900.00 in the form of a letter of credit from US Bank in accordance with ACHD Policy Section 7103.2.

5. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by February 25, 2017 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Hill’s Century Farm Subdivision Phase 3 and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
Project/File: Hill's Century Farm/ MPP14-0018/ MAZ14-02/MPP14-14
This is an annexation, rezone, and preliminary plat application to subdivide 224 acres into 675 single family lots, 47 common lots, and 1 school site. The site is located at 5340 S. Eagle Road in Meridian, Idaho.

Lead Agency: City of Meridian
Site address: 5340 S. Eagle Road
Staff Approval: November 7, 2014
Applicant: Mike Wardle
Brighton Corporation
12601 E. Explorer # 200
Boise, ID 83713
Representative: Same as above
Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval of an annexation, rezone, and preliminary plat application to subdivide 224 acres into 675 single family lots, 47 common lots, and 1 future school site. The site is located at 5340 S. Eagle Road in Meridian, Idaho.

The applicant’s proposal is consistent with the City of Meridian’s comprehensive plan, which calls for medium to medium high density residential development in this area.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Rural urban transitional (Ada County)</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Rural urban transitional (Ada County)</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Single family residential (Ada County)</td>
<td>R-4</td>
</tr>
<tr>
<td>West</td>
<td>Single family residential (Ada County)</td>
<td>R-2</td>
</tr>
</tbody>
</table>

3. Site History: ACHD has not previously reviewed this site for a development application.

4. Adjacent Development: The following developments are pending or underway in the vicinity of the site:
Southern Highlands Subdivision, consisting of 162-lot residential subdivision on 123.45 acres; located directly west of the site is in various stages of development and was approved by ACHD on January 8, 2014.

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

6. **New Center Lane Miles**: This development will add 7.5 new centerline miles of roadway to the public street inventory.

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

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

   - Eagle Road is listed in the IFYWP to be widened to 5 lanes between Amity Road and Victory Road with design scheduled to begin in 2018.
   - Amity Road is listed in the CIP to be widened to 5 lanes between Locust Grove Road and Eagle Road between 2022 and 2026.
   - Eagle Road is listed in the CIP to be widened to 5 lanes between Lake Hazel Road and Amity Road between 2022 and 2026.
   - Lake Hazel Road is listed in the CIP to be widened to 5 lanes between Locust Grove and Eagle Road between 2022 and 2026.
   - Lake Hazel Road is listed in the CIP to be widened to 5 lanes between Eagle Road and Cloverdale Road between 2027 and 2031.
   - The intersection of Amity Road and Eagle Road is listed in the CIP to have a dual-lane roundabout constructed and to be widened to 5 lanes on the north leg, 4 lanes on the south, 4 lanes east, and 4 lanes on the west leg, and signalized between 2022 and 2026.
   - The intersection of Amity Road and Locust Grove Road is listed in the CIP to have a dual-lane roundabout constructed and to be widened to 4 lanes on the north leg, 4 lanes on the south, 5 lanes east, and 5 lanes on the west leg, and signalized between 2017 and 2021.
   - The intersection of Lake Hazel Road and Eagle Road is listed in the CIP to be widened to 6 lanes on the north leg, 6 lanes on the south, 7 lanes east and 7 lanes on the west leg, and signalized between 2027 and 2031.
   - The intersection of Lake Hazel Road and Locust Grove Road is listed in the CIP to be widened to 5 lanes on the north leg, 5 lanes on the south, 6 lanes east and 6 lanes on the west leg, and signalized between 2022 and 2026.

**B. Traffic Findings for Consideration**

1. **Trip Generation**: This development is estimated to generate 6,426 additional vehicle trips per day, 675 vehicle trips per hour in the PM peak hour, based on the submitted traffic impact study.

2. **Traffic Impact Study**

   Horrocks Engineering prepared a traffic impact study for the proposed Hill's Century Farm. Below is an executive summary of the findings as presented by Horrocks Engineering. 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.
Report Summary
This study was prepared with the Ada County Highway District’s (ACHD’s) requirements for Traffic Impact studies listed in Section 7106 of the current ACHD Policy Manual. It evaluates the traffic impacts generated by the proposed Hill’s Century Farm Subdivision. The study’s principal findings and recommendations are summarized below.

Proposed Development
Hill’s Century Farm Subdivision is a proposed 224 acre single-family development located within the Meridian City limits in Ada County. The planned land uses in the development consist of:

- 675 single family detached residential dwelling units

The development is planned to be constructed over a 10-year period, with three phases:

- Phase 1 constructs 212 single-family detached residential dwelling units by 2018
- Phase 2 constructs 251 additional single-family detached residential dwelling units by 2022
- Phase 3 construction of the remained of the development (build-out) is planned by 2025

Five accesses for the development are proposed to be connected to existing streets. There are five other accesses that will connect to future adjacent developments that are not yet planned. Traffic was distributed to the follow three project accesses:

- Eagle Road/E. Taconic Road
- S. Newbridge Avenue/Lake Hazel Road
- Eagle Road/E. Lachlan Boulevard

The off-site study intersections include:

- Eagle/Amity Road (Roundabout)
- Eagle/Lake Hazel Road (Unsignalized)
- Locust Grove/Amity (Unsignalized)

Study area roadway segments:

- Eagle Road, from Victory Road to Lake Hazel Road (Principal Arterial)
- Amity Road, from Eagle Road to Locust Grove (Minor Arterial)
- East Taconic Road, from Eagle into project (Collector)
- South Newbridge, from Lake Hazel into project (Collector)

Proposed Roadway/Intersection Improvements for Existing Traffic
Roadways: Under the existing traffic conditions, using the existing roadway lane configurations, all study area roadways meet ACHD’s minimum operational thresholds. No roadway improvements are needed to mitigate the existing traffic.

Intersections: For the existing intersection traffic conditions analyzed using the existing intersection control and lane configuration, all study area intersections meet ACHD’s minimum operational thresholds. No intersection improvements are needed to mitigate the existing traffic.

ACHD’s Planned Improvements
Years 2017-2021: reconstruct the Amity Road and Locust Grove Road intersection to a dual-lane roundabout.

Years 2022-2026: widen Amity Road from Locust Grove Road to Eagle Road to 5-lanes.
Years 2022-2026: widen Eagle Road from Lake Hazel Road to Amity Road to 5-lanes.

Years 2022-2026: reconstruct the Amity Road and Eagle Road intersection to a dual-lane roundabout.

Years 2022-2026: widen Eagle Road from Amity Road to Victory Road 5-lanes

2018 (Phase 1) Background Traffic

Roadways: Eagle Road north of Amity Road will need a two-way left turn lane (TWLT) prior to adding project traffic to the road network.

Intersections: No intersections need to be improved for this phase.

Turn Lane Analysis: No additional turn lanes needed.

2018 (Phase 1) Site Plus Background Traffic Conditions

Roadways/Intersections: No additional improvements needed to maintain acceptable operating levels of service at roadways or intersections.

Turn Lane Analysis: The southbound left turning movements from Eagle Road to Taconic Drive merit separate turning lanes

2022 (Phase 2) Background Traffic Conditions

Roadways/Intersections: No additional improvements needed to maintain acceptable operating levels of service at roadways or intersections.

Turn Lane Analysis: No additional turn lanes needed.

2022 (Phase 2) Site Plus Background Traffic Conditions

Roadways: Eagle Road (north of Amity Road) will need to be increased to two lanes in each direction. This is in addition to the TWLTL recommended under the 2018 Background traffic conditions.

Turn Lane Analysis: No additional turn lanes needed.

2025 (Build-Out) Background Traffic Conditions

Roadways: There are no roadways that will need improvements for this phase.

Intersections: Eagle Road/Amity Road intersection will need to be a dual lane roundabout. Eagle Road/E. Taconic Drive intersection will need to be a roundabout or signalized intersection

Turn Lane Analysis: No additional turn lanes needed.

2025 (Build-Out) Site Plus Background Traffic Conditions

Roadways/Intersections: No additional improvements needed to maintain acceptable operating levels of service at roadways or intersections.
Turn Lane Analysis: The northbound right turning movement from Eagle Road to Taconic Drive merits a separate turning lane.

Staff Comments/Recommendations: District Traffic Services and Development Review staff has reviewed the traffic impact study.

Staff agrees with the recommendation to construct a center left turn lane and a dedicated northbound right turn lane on Eagle Road at the Eagle/Taconic intersection. Additionally, a center left turn lane should be constructed on Lake Hazel Road at the Lake Hazel/Newbridge intersection.

Other comments and recommendations on information found in the traffic impact study can be found under finding for consideration C1 below.

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>Eagle Road (Amity to Victory)</td>
<td>N/A</td>
<td>Principal Arterial</td>
<td>561</td>
<td>Better than &quot;E&quot;</td>
<td>**Better than &quot;E&quot;</td>
</tr>
<tr>
<td>Eagle Road (abutting the site)</td>
<td>2,680-feet</td>
<td>Principal Arterial</td>
<td>205</td>
<td>Better than &quot;E&quot;</td>
<td>Better than &quot;E&quot;</td>
</tr>
<tr>
<td>Amity Road</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>307</td>
<td>Better than &quot;D&quot;</td>
<td>Better than &quot;D&quot;</td>
</tr>
<tr>
<td>Lake Hazel Road</td>
<td>975-feet</td>
<td>Principal Arterial</td>
<td>345</td>
<td>Better than &quot;E&quot;</td>
<td>Better than &quot;E&quot;</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).
** With future widening as planned in ACHD’s Integrated Five Year Work Plan (IFYWP) and Capital Improvement Plan (CIP).

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

Average daily traffic counts are based on ACHD’s most current traffic counts. More current counts are not possible due to the ITD projects on I-84 and the resulting diversion of traffic onto ACHD roadways.

- The average daily traffic count for Eagle Road north of Amity Road was 8,914 on 4/3/14.
- The average daily traffic count for Eagle Road south of Amity was Road 4,664 on 10/4/12.
- The average daily traffic count for Amity Road east of Eagle Road was 5,665 on 10/3/12.
- The average daily traffic count for Lake Hazel Road east of Eagle Road was 6,035 on 7/17/13.

C. **Findings for Consideration**

1. **Traffic Impact Study (TIS) Findings**

The TIS notes the need for Eagle Road between Taconic and Amity to be widened to 3 lanes prior to Phase 2 (after the final platting of 212 lots). The study also notes that the Amity/Eagle roundabout needs to be widened to a dual lane roundabout under background conditions in 2025.
and that Eagle/Taconic intersection needs to be improved with either a single lane roundabout or signal.

**Eagle Road – Taconic to Amity**
Based on the finding of the TIS the applicant should be required to widen Eagle Road from Taconic north to Amity after build-out of Phase 1 of the development, 212 lots. However, widening the road in this location will provide little benefit since there are no street intersections on Eagle Road between Taconic and Amity. ACHD will not require this widening to occur with Phase 1.

**Eagle Road – Amity to Victory**
As noted in the TIS, Eagle Road (Amity to Victory) exceeds the acceptable level of service (LOS) E for a 2 lane principal arterial roadway under 2018 background conditions in the AM peak hour and in the PM peak hour at the build-out of phase 2 in 2022. This segment of Eagle Road is in the IFYWP and CIP and is planned for future widening to 5 lanes with design scheduled to start in 2018. Typically, when a roadway or intersection is at or above an acceptable level of service staff recommends that improvements be made to mitigate the additional traffic to be generated by the development, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or IFYWP. In this case improvements would include widening Eagle Road from Amity Road to Victory Road.

This segment of Eagle Road cannot be widened at this time due to right-of-way constraints. There are several locations along this segment of Eagle Road which have not redeveloped and as a result have constrained right-of-way widths. Prior to platting the 213th lot the applicant and ACHD should evaluate the level of service on Eagle Road and determine if the construction of center turn lanes is warranted based on roadway volumes at that time. If improvements are not warranted prior to Phase 2, then this segment of Eagle Road should be evaluated with the update to the TIS.

**Updated TIS**
To ensure improvements to Eagle Road, and to the Eagle/Amity and Eagle/Taconic intersections are constructed when warranted the applicant should be required to submit an updated TIS to ACHD for review with future phases. The updated TIS should specifically look at the Eagle/Amity and Eagle/Taconic intersection to determine if the improvements noted above are warranted.

The updated TIS should be submitted to staff for review after Phases 1 and 2, or 463 lots have been final platted. ACHD will not approve plans or sign any final plat which contains the 464th lot until the updated TIS has been submitted and reviewed by staff.

**Eagle/Amity Intersection**
If, as a result of the updated TIS, it is determined that the Eagle/Amity roundabout needs to be widened to a dual lane roundabout after Phases 1 and 2 or 463 lots, as currently recommended, then the applicant should enter into a cooperative development agreement (CDA) with ACHD to make the improvement.

The applicant should be required to improve the Eagle/Amity intersection to mitigate their traffic impacts, as recommended in the submitted traffic impact study. As such, the applicant should be required to enter into a Cooperative Development Agreement with the District to improve the to a dual lane roundabout, as noted in the District’s Capital Improvement Plan.

The Cooperative Development Agreement should include the intersection design and construction, as well as allocation of costs. ACHD will only provide reimbursement or impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with the CIP. The applicant should be responsible for all other project costs.
In order to ensure the intersections and roadway segments will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

- Cooperative Development Agreement;
- Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
- Full design and approved plans for the intersection;
- Dedication of all of the right-of-way necessary to complete the intersection project.

**Eagle/Taconic Intersection**
If it is determined that either a single lane roundabout or a signal is warranted at the Eagle/Taconic intersection, then the applicant should be required to improve the intersection prior to plans approval or signature of any final plat which contains the 464th lot. To ensure either improvement (single lane roundabout or signal) can be constructed in the future the applicant should be required to dedicate additional right-of-way to accommodate the future construction of a single lane roundabout consistent with the template shown as attachment 4.

If the updated TIS shows that no improvements are need at either intersection then the conditions of this report should be modified to reflect those findings.

**Eagle/Lake Hazel Intersection**
The TIS notes that the Eagle/Lake Hazel intersection currently operates at an acceptable LOS B and will continue to operate at LOS B at build out of the site in 2025, therefore no improvements are recommended at this time. This intersection should also be re-analyzed as part of the updated traffic impact study, noted above.

2. **South Meridian Transportation Study**
The South Meridian Transportation Plan (SMTP) is a long range planning tool developed to plan for future growth in the South Meridian Area by identifying future roadway, intersection, and corridor needs. The SMTP provides a framework for future roadway improvements based on the land use designations. The plan also investigates alternative transportation solutions including pedestrian and bicycle pathways. The plan was created in collaboration the City of Meridian and was adopted by the ACHD Commission in May of 2009. The SMTP recommends preserving right-of-way for future widening of Eagle Road and Lake Hazel Road to 5-lanes and the construction of 7-foot wide detached sidewalks on Lake Hazel Road.

3. **Eagle Road**
   a. **Existing Conditions:** Eagle Road is improved with 2-travel lanes, 25-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 50 to 73-feet of right-of-way for Eagle Road (25-feet from centerline).

   b. **Policy:**
      - **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      - **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.
Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

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

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

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

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Arterial Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to dedicate 23 additional feet of right-of-way to total 48-feet of right-of-way from the centerline of Eagle Road abutting the site. The applicant has proposed to construct a 5-foot wide detached concrete sidewalk on Eagle Road abutting the site.

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

Consistent with ACHD Frontage Improvement Policy, the applicant should be required to widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulders on Eagle Road abutting the site.

Consistent with the recommendations of the traffic impact study, the applicant should be required to construct a center left turn lane and a dedicated right turn lane on Eagle Road at the Eagle/Taconic intersection.
The submitted traffic impact study recommends the installation of a either a roundabout or a signal at the Eagle Road/Taconic intersection. To ensure there is sufficient right-of-way to accommodate the construction of either improvement in the future the applicant should be required to dedicate additional right-of-way at the intersection to allow for future construction of a single lane roundabout; a signal would also fit within the roundabout right-of-way. The right-of-way dedication for the roundabout should be consistent with the template shown as attachment 4.

4. Lake Hazel Road
   a. Existing Conditions: Lake Hazel Road is improved with 2-travel lanes, 25-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Lake Hazel Road (25-feet from centerline).

   b. Policy:
      Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

      Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

      Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

      No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

      The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

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

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

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

      Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).
ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Lake Hazel Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 100-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to dedicate 23 additional feet of right-of-way to total 48-feet of right-of-way from the centerline of Lake Hazel Road abutting the site. The applicant has proposed to construct a 5-foot wide detached concrete sidewalk on Lake Hazel Road abutting the site.

d. Staff Comments/Recommendations: Consistent with the MSM the applicant should be required to dedicated 50-feet of right-of-way from the centerline of Lake Hazel Road abutting the site. The SMTP required 7-foot wide detached sidewalks on Lake Hazel Road. Consistent with the SMTP the applicant should be required to construct 7-foot wide detached concrete sidewalks on Lake Hazel Road abutting the site.

The 7-foot wide detached concrete sidewalk should be located a minimum of 42-feet from the centerline of Lake Hazel Road abutting the site.

Consistent with ACHD Frontage Improvement Policy, the applicant should be required to widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulders on Lake Hazel Road abutting the site.

As noted above, the applicant should be required to construct a center left turn lane on Lake Hazel Road at the Lake Hazel/Newbridge intersection.

5. Taconic/Newbridge/Highlander

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

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide
between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

**Landscape Medians Policy:** District policy 7206.5.14 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.

**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. Two new collector roadways are identified on the MSM with the street typology of Residential Collector. The new collectors should be located at the half mile and extend north/south between Amity and Lake Hazel Roads and Eagle Road and Cloverdale Road. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 50-feet of right-of-way.

c. **Applicant Proposal:** The applicant has proposed to construct three collector roadways within the site. Taconic Drive is proposed to intersect Eagle Road at the half mile in alignment with Taconic Drive on the west side of Eagle Road across from the site. The roadway is proposed to extend east into the site terminating at Newbridge Avenue.

Newbridge Avenue is proposed to intersect Lake Hazel Road and extend north to intersect Taconic Drive. Approximately 1,500-feet north of Eagle Road Newbridge Avenue is proposed to be diverted around an open space lot.

Highlander Drive is proposed to extend to the northeast off of Taconic Drive, where it is proposed to stub to a future school lot.

The applicant has proposed to construct the entry portion of both Taconic Drive and Newbridge Avenue with a 10-foot wide center landscape island, one 21-foot wide travel lane, one 25-foot wide travel lane, vertical curb, gutter, an 8-foot wide planter strip and a 5-foot wide detached concrete sidewalk within 87.5-feet of right-of-way. Both roadways are then
proposed to taper to a 36-foot residential collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 63-feet of right-of-way.

The applicant has proposed to construct Highlander Drive as a 36-foot residential collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 63-feet of right-of-way.
d. **Staff Comments/Recommendations:** The applicant’s proposal to construct Taconic Drive to intersect Eagle Road at the half mile and extend east to Newbridge Avenue is consistent with the MSM and should be approved, as proposed.

Staff is generally supportive of the proposed alignment of Newbridge Avenue. Instead of diverting around an open space lot approximately 1,500-feet north of Lake Hazel Road, staff recommends that Newbridge Avenue be redesigned to continue straight through the site. This will provide a direct north/south route and will eliminate front on housing on the collector.

Consistent with the MSM, staff recommends that Highlander Drive be constructed through the future school site and stubbed to the north property line at the half-mile.

The applicant’s proposal to construct the entry portions of both Taconic Drive and Newbridge Avenue with a 10-foot wide center landscape island, one 21-foot wide travel lane, one 25-foot wide travel lane, vertical curb, gutter, an 8-foot wide planter strip and a 5-foot wide detached concrete sidewalk within 87.5-feet of right-of-way tapering to a 36-foot residential collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 63-feet of right-of-way, meets District policy and should be approved, as proposed.

The applicant should be required to plat the center landscape islands at right-of-way owned by ACHD. The applicant or the future home owners association should enter into a license agreement with ACHD for any landscaping proposed to be located within the center landscape islands.

The applicant’s proposal to construct Highlander Drive as a 36-foot residential collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 63-feet of right-of-way meets District Policy and should be approved, as proposed.

6. **Temporary Access**

The applicant has proposed to construct Lachlan Boulevard to intersect Eagle Road located approximately 900-feet north of Taconic Drive. ACHD’s Access Management and Roadway Offset policies, allow for public streets to intersect principal arterial roadways, such as Eagle Road, at the half mile. Therefore, the applicant’s proposal to construct Lachlan Boulevard to intersect Eagle Road does not meet District policy and should not be approved, as proposed.

However, staff understands the Meridian Fire Department’s need for two points of access to the site, and recommends that a temporary access road be allowed in this location until access until 2 points of ingress and egress have been constructed meeting Meridian Fire Department Standards.

Therefore, staff recommends that the entry portion of Lachlan Boulevard east of Eagle Road, approximately 130-feet, be constructed as a the 24-foot wide temporary access road within a temporary right-of-way easement. The temporary right-of-way easement should encumber the whole lot. The easement would be released after 2 points of ingress and egress meeting Meridian Fire Department Standards have been constructed. The parcel could then become a buildable lot.
7. Internal Local Streets
   a. Existing Conditions: There are no local streets within the site.

   b. Policy:
      Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

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

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

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

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

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

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

   c. Applicant’s Proposal: The applicant has proposed to construct all of the internal local streets as 33-foot street section with rolled curb, gutter, an 8-foot planter strip, and a 5-foot wide detached concrete sidewalk within 60-feet of right-of-way. As proposed the right-of-way would extend ½ a foot behind the back of the sidewalk.

   d. Staff Comments/Recommendations: The applicant’s proposal to construct the internal roadways as 33-foot street section with rolled curb, gutter, an 8-foot planter strip, and a 5-foot wide detached concrete sidewalk meets District policy and should be approved, as proposed.

8. Roadway Offsets
   a. Existing Conditions: There are no roadways within the site.

   b. Policy:
      Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically
intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

**Collector Offset Policy:** District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

**Local Offset Policy:** District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

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 has proposed to construct one collector roadway, Taconic Drive, to intersect Eagle Road at the half mile in alignment with Taconic Drive on the west side of Eagle Road across from the site.

The applicant has proposed to construct one collector roadway, Newbridge Avenue, to intersect Lake Hazel Road, located approximately 1,770-feet east of Eagle Road and approximately 950-feet west of the western driveway for the Nova Soccer Club.

d. **Staff Comments/Recommendations:** The applicant's proposal to construct Taconic Drive to intersect Eagle Road at the half mile meets District policy and should be approved, as proposed.

The applicant's proposal to construct Newbridge Avenue to intersect Lake Hazel Road, located approximately 1,770-feet east of Eagle Road and approximately 950-feet west of the western driveway for the Nova Soccer Club does not meet District Offset Policy, which required collectors to intersect principal arterial roadways at the half mile, however staff recommends a modification of policy to allow the roadway to be constructed as proposed.

Staff's recommendation is due to the fact that the Newbridge Avenue is centrally located between Eagle Road and the high volume driveway for the Nova Soccer Club, and that as part of a prior action on a parcel south of the site the north/south mid-mile collector roadway was eliminated from the MSM between Lake Hazel Road and Columbia Road. Removal of the roadway from the MSM allows for greater flexibility in the location of the Newbridge Avenue intersection. Additionally, the applicant is required to construct a center turn lane on Lake Hazel Road in this location.

9. **Stub Streets**

a. **Existing Conditions:** There are 2 stub streets to the site, Woodville and Mardia Streets, both constructed as part of Rockhampton No. 10 subdivision. The stub streets are constructed at standard 36-foot street section with rolled curb, gutter, and 5-foot wide attached concrete sidewalks. There is a barricade at the terminus of both stub streets and a sign noting that “THIS ROAD WILL BE EXTENDED IN THE FUTURE”.

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 7207.2.5.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

In addition, stub streets must meet the following conditions:
• A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.

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

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

c. Applicant Proposal: The applicant is proposing extend 2 stub streets into the site, Woodville and Mardia Streets.

The applicant is proposing to construct 6 stub streets; 2 to the north, 2 to the south, and 2 to the east. The stub streets are proposed to be located as follows:

• Stub street to the north, located approximately 1,300-feet east of Eagle Road (measured centerline to centerline).

• Stub street to the north, Arispe Avenue, located approximately 2,800-feet east of Eagle Road (measured centerline to centerline).

• Stub street to the south, Tindaris Avenue, located approximately 500-feet east of Eagle Road (measured centerline to centerline).

• Stub street to the south, Stockport Avenue, located approximately 140-feet west of the east property line (measured property line to centerline).

• Stub street to the east, Woodville Street, located approximately 110-feet south of the north property line (measured property line to centerline)

• Stub street to the east, Gisborn Street, located approximately 740-feet north of Eagle Road (measured centerline to centerline).

d. Staff Comments/Recommendations: The applicant’s proposal to construct 6 stub streets as noted above meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The applicant should be required to install a temporary turnaround at the terminus of the Highlander Drive stub street if it extends greater than 150-feet in length. The applicant should also be required to install a sign at the terminus of Highlander Drive stating that, "THIS IS DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

10. Bridge for Ten Mile Creek

The District will require that the applicant submit the bridge plans for the crossing of the Ten Mile Creek (Taconic Drive) for review and approval prior to plans approval for the phase requiring the bridge, the pre-construction meeting and final plat approval.
11. 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.

12. 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.

13. Other Access
   Eagle Road and Lake Hazel Road are classified as principal arterials roadways, and Taconic Drive, Newbridge Avenue, and Highlander Drive are classified as collector 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. Special Note to the City of Meridian
   This site includes a future elementary school site within the West Ada School District. The future elementary school will be subject to a separate development application; independent of this preliminary plat application. At that time a traffic impact study will be required per Idaho Code.

   The West Ada School District will be responsible for mitigation deemed necessary to serve the future elementary school as a result of the traffic impact study findings. Future improvements may include, but are not limited to signage, crosswalks, sidewalks, flashing school beacons, and any necessary signalized pedestrian crossings. Improvements may be required within the proposed subdivision and also on the arterial roadways that are external to this subdivision. Currently there are only limited pedestrian facilities on the surrounding arterial roads.

E. Site Specific Conditions of Approval
   1. Submit an updated traffic impact study for review after 463 lots have been final platted. ACHD will not approve plans or sign any final plat which contains the 464th lot until the updated traffic impact study has been submitted and reviewed by staff.

   2. If it is determined that the Eagle/Amity roundabout needs to be widened to a dual lane roundabout after 463 lots have been final platted, then enter into a Cooperative Development Agreement with the District to improve the Eagle/Amity intersection to a dual lane roundabout, as listed in the District’s Capital Improvement Plan. ACHD will not approve plans or sign any final plat which contains the 464th lot until the intersection is improved.

      a. The Cooperative Development Agreement shall include the intersection design and construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with CIP. The applicant shall be responsible for all other project costs.

   3. In order to ensure the intersections and roadway segment will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

      • Cooperative Development Agreement;
• Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
• Full design and approved plans for the intersection;
• Dedication of all of the right-of-way (both ACHD and ITD) necessary to complete the intersection project

4. If it is determined that either a single lane roundabout or a signal is warranted at the Eagle/Taconic intersection, then improve the intersection prior to plans approval or signature of any final plat which contains the 464th lot. To ensure either improvement (single lane roundabout or signal) can be constructed in the future, dedicate additional right-of-way at the Eagle Road/Taconic Drive intersection to accommodate the future construction of a single lane roundabout consistent with the template shown as attachment 4.

5. Dedicate 23 additional feet of right-of-way to total 48-feet of right-of-way from the centerline of Eagle 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 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.

6. Construct a 5-foot wide detached concrete sidewalk on Eagle Road abutting the site, as proposed. The sidewalk shall be located a minimum of 41-feet from the centerline of Eagle Road abutting the site.

7. Widen the pavement on Eagle Road to provide a minimum pavement width of 17-feet from centerline plus a 3-foot wide gravel shoulders abutting the site.

8. Construct a center left turn lane and a dedicated right turn lane on Eagle Road at the Eagle/Taconic intersection. Coordinate the design of the turn lanes with District Development Review staff.

9. Dedicate 25 additional feet of right-of-way to total 50-feet of right-of-way from the centerline of Lake Hazel 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 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.

10. Widen the pavement on Lake Hazel Road to provide a minimum pavement width of 17-feet from centerline plus a 3-foot wide gravel shoulders on Lake Hazel Road abutting the site.

11. Construct a 7-foot wide detached concrete sidewalk on Lake Hazel Road abutting the site. The sidewalk shall be located a minimum of 41-feet from the centerline of Lake Hazel Road abutting the site.

12. Construct a center left turn lane on Lake Hazel Road at the Lake Hazel/Newbridge intersection. Coordinate the design of the turn lane with District Development Review staff.

13. Construct Taconic Drive, to intersect Eagle Road at the half mile in alignment with Taconic Drive on the west side of Eagle Road across from the site, as proposed.

14. Construct Newbridge Avenue, to intersect Lake Hazel Road, located approximately 1,770-feet east of Eagle Road and approximately 950-feet west of the western driveway for the Nova Soccer Club, as proposed. Redesign Newbridge Avenue to continue straight though the site.
15. Extend Highlander Drive to the northeast off of Taconic Drive, as proposed. Redesign Highlander Drive to extend through the future school site and to stub to the north property line at the half-mile. Install a temporary turnaround at the terminus of the Highlander Drive stub street if it extends greater than 150-feet in length. Install a sign at the terminus of Highlander Drive stating that, "THIS IS DESIGNED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE."

16. Construct the entry portion of Taconic Drive and Newbridge Avenue with a 10-foot wide center landscape island, one 21-foot wide travel lane, one 25-foot wide travel lane, vertical curb, gutter, an 8-foot wide planter strip and a 5-foot wide detached concrete sidewalk within 87.5-feet of right-of-way, as proposed.

17. Plat the center landscape islands at right-of-way owned by ACHD. The applicant or the future home owners association shall enter into a license agreement with ACHD for any landscaping proposed to be located within the center landscape islands.

18. Construct the remaining portions of Taconic Drive, Newbridge Avenue, and Highlander Drive as 36-foot residential collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 63-feet of right-of-way, as proposed.

19. Provide a temporary right-of-way easement to allow for the construction of a 24-foot wide temporary access road onto Eagle Road located approximately 900-feet north of Taconic Drive. The temporary right-of-way easement shall encumber the entire lot.

20. Release the temporary right-of-way easement and remove the 24-foot wide temporary access road onto Eagle Road after 2 points of ingress and egress meeting Meridian Fire Department Standards have been constructed.

21. Construct all of the internal local streets as 33-foot street section with rolled curb, gutter, an 8-foot planter strip, and a 5-foot wide detached concrete sidewalk within 60-feet of right-of-way, as proposed.

22. Construct the following 6 stub streets, as proposed. Install a sign at the terminus of each stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
   
   - Stub street to the north, located approximately 1,300-feet east of Eagle Road (measured centerline to centerline).
   - Stub street to the north, Arispe Avenue, located approximately 2,800-feet east of Eagle Road (measured centerline to centerline).
   - Stub street to the south, Tindaris Avenue, located approximately 500-feet east of Eagle Road (measured centerline to centerline).
   - Stub street to the south, Stockport Avenue, located approximately 140-feet west of the east property line (measured property line to centerline).
   - Stub street to the east, Woodville Street, located approximately 110-feet south of the north property line (measured property line to centerline).
   - Stub street to the east, Gisborn Street, located approximately 740-feet north of Eagle Road (measured centerline to centerline).

23. Submit the bridge plans for the crossing of the Ten Mile Creek (Taconic Drive) for review and approval for the phase requiring the bridge, prior to the pre-construction meeting and final plat approval.

24. Direct lot access is prohibited to Eagle Road, Lake Hazel Road, Taconic Drive, Newbridge Avenue, and Highlander Drive and shall be noted on the final plat.
25. Payment of impacts fees are due prior to issuance of a building permit.

F. **Standard Conditions of Approval**

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

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

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

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

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

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

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

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

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

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

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

Hill’s Century Farm Subdivision
G. Conclusions of Law

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

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

H. Attachments

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