ATTACHMENTS:

1. Approve the final plan of the Oaks South Subdivision No. 4 and authorize the President to endorse.

RECOMMENDATION:

ACHD and Release of the Financial Survey:

The Applicant is responsible to complete all street improvements and conditions of approval required within the Preliminary Plan to ACHD Standards by April 11, 2017 and prior to final acceptance of the street by ACHD.

The Applicant has provided a financial survey of $5,979,600 in the form of a letter of credit to secure improvements. The Applicant's letter of credit should secure all conditions of the Preliminary Plan.

5. All conditions of the Preliminary Plan have been satisfied, except for the completion of the roadway.

6. The application is New Oaks LLC and the principal for the application is Thomas M. Coleman.

FACTS & FINDINGS:

Meeting Date: September 7, 2016
Project Number: SUBP16-0118
Final Plan: The Oaks South Subdivision No. 4
Subject: ACHD Commission, Final Plan, Development Review Coordinator
From: Development Services Department
To: ACHD Commission

August 26, 2016
CERTIFICATE OF OWNERS

NOW ALL MEN BY THESE PRESENTS:
THAT NEW OAKS LLC, AN IDAHO LIMITED LIABILITY COMPANY, IS THE OWNER OF THE PROPERTY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LOCATED IN THE W 1/2 OF THE N 1/2 OF SECTION 33, T. 44 N., R. 2W., E.M., WAINAN, ADAMS COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COUNTING AT THE N 1/4 CORNER OF THE N 1/4 SECTION 33, FROM THE NORTHEAST CORNER OF THE N 1/4 SECTION 33, N 89° 36' 00" W., DISTANCE FROM THE N 89° 36' 00" W., DISTANCE TO THE NORTHEAST CORNER OF THE N 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE SOUTH BOUNDARY OF THE W 1/2 OF THE N 1/2 OF THE N 1/4 SECTION 33, TO THE SOUTHEAST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE SOUTHEAST BOUNDARY OF THE S 1/4 SECTION 33, TO THE SOUTHWEST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE SOUTHWEST BOUNDARY OF THE S 1/4 SECTION 33, TO THE SOUTHEAST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE TO THE SOUTHEAST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE SOUTHEAST BOUNDARY OF THE S 1/4 SECTION 33, TO THE SOUTHWEST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE SOUTHWEST BOUNDARY OF THE S 1/4 SECTION 33, TO THE NORTHWEST CORNER OF THE S 1/4 SECTION 33, A DISTANCE OF 1,320.00 FEET, THENCE ALONG THE NORTHWEST BOUNDARY OF THE S 1/4 SECTION 33, TO THE NORTHWEST CORNER OF THE N 1/4 SECTION 33, TO THE POINT OF BEGINNING.

THESE CONTAINING 17.85 ACRES, MORE OR LESS.

IT IS THE INTENTION OF THE UNDERSIGNED TO HEREBY ACCURATELY DESCRIBE THE ABOVE DESCRIBED PROPERTY IN THIS PLAT AND TO ESTABLISH THE PUBLIC SURVEY IN THE PUBLIC INTEREST, TO THE PUBLIC, THE PUBLIC INTEREST AND TO THE PUBLIC ACTS OF THE PUBLIC AND TO THE PUBLIC RECORDS OF THE PUBLIC. THE PUBLIC INTEREST AND TO THE PUBLIC ACTS OF THE PUBLIC AND TO THE PUBLIC RECORDS OF THE PUBLIC.

IN WITNESS WHEREOF, WE HAVE HEREBY SET OUR HANDS HEREBY

THOMAS W. COLMAN, JR.
PRESIDENT OF COHANNA HOUSE LLC
MANAGER OF NEW OAKS LLC

CERTIFICATE OF SURVEY

I, CLATON W. HANSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF IDAHO AND THAT THE PLAT AS DESIGNED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN IN AN ACTUAL SURVEY MADE TO THE SURVEY IN THE PUBLIC INTEREST, AND ACCURATELY REPRESENTS THE POINTS AND DISTANCES, AND IS COMPLIANT WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

CLATON W. HANSON, P.E.
LANDSURVEYOR

ENGINEERING SOLUTIONS

NEW OAKS LLC

JOB NO. 131109
SHEET 2 OF 3
The Oaks Subdivision

Development also includes 4 multi-family lots, 1 office lots, 1 mini-storage lot, 5 office lots, 1 Western Rd.

1. Western Rd.

E-mail: Waterk@achdpaho.org
Phone: 397-6218
Laurie Waterk

E-mail: Wallace@achdpaho.org
Phone: 397-6176
Mindy Wallace

Meridian, ID 83642
1029 N. Rosedale St., Suite 100

Elevating Solutions, LLP

Becky McKay

Meridian, Idaho 83642
159 S. Teton Way, Suite 200

Columnn Homes, LLC

December 11, 2013

Applicant:

Commission Approval:

December 11, 2013

Consent Agenda - Moved to

December 11, 2013

Regular Agenda

City of Meridian, Idaho

1. The Site

The site is located south of Chinden Boulevard between Black Cat and Micron Road. The site is proposed to contain 933 residential lots and 73 common lots, 4 multi-family lots, 1 office lots, 5 office lots, 1 Western Rd., and 1 mini-storage lot.

Site Address:

City of Meridian

The Oaks Subdivision

Project File:

Development Services Department
The intersection of Block Road and McCallum Boulevard is listed in the Capital Improvements Plan.

The intersection of Lick Creek Road and McCallum Boulevard is listed in the Capital Improvements Plan.

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

8. Effect at that time.

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 building permits. The assessed impact fee will be based on the impact fee ordinance that is in


5. Transart: Transart services are not available to serve this site.

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

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

2. Description of Adjacent Surrounding Area:

comprehensive plan for the City of Modesto.

4. R-8, R-15, and RUT to R-4, R-8, R-15 and L-0. The applicant's proposal is consistent with the County Recreational Facility and the station. The applicant is requesting a zoning change from R-
The Oaks Subdivision

- 60 apartments
- 317 single-family dwelling units

Phase 2 consists of the following land uses by 2023:
- 7.8 acres of mini-warehouse
- 208 apartment dwelling units
- 336 single-family dwelling units

Phase 2 consists of the following land uses by 2020:

Fire station
- 17,700 square feet of general office uses
- 4,300-square-foot day care center
- 20 acres of outdoor recreational facility
- 7 acres of mini-warehouse
- 88 apartment dwelling units
- 926 single-family dwelling units

The preliminary site plan shows 22 phases proposed for the development. This traffic impact study primarily focuses on the 22 phases into three major phases.

Proposed Development

The study is based on the requirements discussed with ACED staff. Study Approach on page 7. Development on the requirements discussed are based on previous traffic studies prepared for this project. The study area, scope, and data analysis were held with ACED staff; however, the study area, scope, and data analysis were held with ACED staff.

The Oaks is a proposed 365-acre mixed-use development located on Mirrella Road between Black Cat and Melsbrooke Road within the Mesquite City Limits in Ada County (see Figure 1 on page 6). The site is currently undeveloped and zoned as Medium-Density Residential (R-4).

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- 317 single-family dwelling units

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Temporary fill access approach on block Cal Road (Oceanic Drive)

- This approach requires a traffic signal or roundabout to mitigate Phase 3 traffic
- An eastbound left-turn lane is warranted with Phase 3 traffic
- A westbound right-turn lane is warranted with Phase 2 traffic
- A westbound left-turn lane is warranted with Phase 1 traffic

This approach meets ACHD’s requirements. Phase 3 should be eliminated.

This approach is located approximately one-half mile east of Micdarmot Road and

Full access approach on Micdarmot Road (Public Oak Way)

- A westbound right-turn lane is warranted with Phase 2 traffic
- Signalized intersection on a minor arterial

This approach meets ACHD’s driveway spacing requirements. 70 feet from a
eastern section, 20 feet from a westward section, 1, 200 feet from a full access approach on

This approach is located approximately 90 feet east of Micdarmot Road

Full access approach on Micdarmot Road (Public Oak Way)

Variance to ACHD’s driveway policy.

- driveway on a principal arterial with a 60 mph posted speed limit, requiring a
  driveway on a principal arterial with a 55 mph posted speed limit, requiring a

This approach does not meet ACHD’s minimum spacing for an unsignalized public

This approach is located approximately 500 feet north of Micdarmot Road

Full access approach on Micdarmot Road (Daphne Street)

- driveway on a principal arterial with a 55 mph posted speed limit, requiring a
  driveway on a principal arterial with a 60 mph posted speed limit, requiring a

This approach does not meet ACHD’s minimum spacing for an unsignalized public

This approach is located approximately 500 feet south of Micdarmot Road

Full access approach on Micdarmot Road (American Oaks Drive)

Two collector streets are planned to intersect

Micdarmot Road to provide site access.

With the development of an adjacent property, two collector streets are planned to intersect
Cal Road. Which will allow for signalized green construction on a full access approach on block Cal Road.

Two full access approaches on Micdarmot Road and two full access approaches on Micdarmot

4,300 square foot daycare center
Traffic

Traffic improvements are needed to mitigate the existing traffic. As a result, no roadway improvements beyond AC/HD’s minimum operational thresholds, with the exception of Children Boulevards, will be considered. The existing traffic volumes on Children Boulevards, excluding the exception of Children Boulevards, meet the exception of AC/HD’s minimum operational thresholds, with the exception of Children Boulevards.

For the existing traffic, traffic conditions analyzed with the existing intersection control and lane configuration improve the existing traffic.

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For the existing traffic, traffic conditions analyzed with the existing intersection control and lane configuration improve the existing traffic.
Single-lane roundabout (3 X 3/4) on the northbound approach 3/4
on the westbound approach 3/4

Traffic signal with a left-turn lane and a through right-turn lane on the northbound.

Proposed Mitigation for 2023 (Phase 3) Background Traffic

Proposal Mitigation for 2023 (Phase 3) Background Traffic

The Oaks Subdivision

Traffic signal with a left-turn lane and a through right-turn lane on all approaches.

Proposed Mitigation for 2023 (Phase 3) Background Traffic

The Oaks Subdivision

Traffic signal with a left-turn lane and a through right-turn lane on all approaches.

Russia Oak Way and Milliken Road Intersections are proposed to mitigate the 2023 site plus background traffic.

Proposed Mitigation for 2023 (Phase 3) Background Traffic

The Oaks Subdivision

Traffic signal with a left-turn lane and a through right-turn lane on all approaches.

Proposed Mitigation for 2023 (Phase 3) Background Traffic

The Oaks Subdivision

Traffic signal with a left-turn lane and a through right-turn lane on all approaches.
The Oaks Subdivision

1. Phasing Analyses

C. Findings for Consideration

October 23, 2013.

The average daily traffic count for McDonald Road west of McMillan Road was 1,442 on
October 23, 2013.

The average daily traffic count for McMillan Road north of McMillan Road was 1,466 on
June 13, 2013.

The average daily traffic count for Block 2 Road north of US 2026 Blvd was 2,924 on
July 8, 2013.

The average daily traffic count for Chinaburn Boulevard west of Block 2 Road was

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

3. Average Daily Traffic Count (VTD)

<table>
<thead>
<tr>
<th>Road</th>
<th>Future Level of Service</th>
<th>Existing Project Plus</th>
<th>Traffic Count Hour Level</th>
<th>Functional Classification</th>
<th>Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>McDonald Road</td>
<td>D&quot; Better than &quot;D&quot;</td>
<td>78</td>
<td>162</td>
<td>Minor Arterial</td>
<td>N/A</td>
</tr>
<tr>
<td>Block 2 Road</td>
<td>D&quot; Better than &quot;D&quot;</td>
<td>77</td>
<td>115</td>
<td>Minor Arterial</td>
<td>N/A</td>
</tr>
<tr>
<td>McDonald Road</td>
<td>D&quot; Better than &quot;D&quot;</td>
<td>77</td>
<td>115</td>
<td>Minor Arterial</td>
<td>N/A</td>
</tr>
<tr>
<td>US 2026 Blvd</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Expressway</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Traffic Count is based on Vehicles per Hour (VPH)

2. Condition of Area Roadways

Traffic studies discussed in further detail as part of the phasing plan, finding No. 1, below.

Staff Comments/Recommendations: ACHD Traffic Services and Development Review Sheet

Stiff conditions/recommendations: ACHD Traffic Services and Development Review Sheet
The Phasing Plan also includes mitigation measures to mitigate the traffic impacts of the Oaks Subdivision. The mitigation plan is by phase and includes:

- 4,300 square foot daycare center
- 50 apartments
- 377 single-family dwelling units
- 7.8 acres of mini-warehouse
- 200 apartment dwelling units
- 336 single-family dwelling units
- Fire station
- 17,700 square feet of general office uses
- 57 acres of outdoor recreational facility
- 220 apartment dwelling units
- 310 single-family dwelling units

Phase 1

- Construct a westbound left-turn lane at the McMillian Road / Rustic Oak intersection.
- Construct a southbound left-turn lane at the McMillan Road / Rustic Oak intersection.
- Construct and widen the Black Cat Road / Rustic Oak Road intersection to a 3 x 3 intersection.
- Signalize and widen the Black Cat Road / Chinquin Boulevard intersection to a 3 x 5 intersection.
- Phases 2 and 3 are expected to be constructed by 2023 and includes:
- 485 trips in the AM peak hour.
Proposed Mitigation for Phase 2 - 2020 Build Out

- Construct a westbound right-turn lane at the McMillian Road/Rusilc Oak Intersection.
• Widen McMillan Road to 3 lanes between Black Cat and McDermott Roads.

• Construct a northbound left-turn lane and a southbound right-turn lane at the intersection.

• Construct an eastbound left-turn lane at the McMillan Road/Pleasant Oak intersection.

• Signalize and widen the Black Cat Road/McMillan intersection to a 3 x 3 intersection.

• Drive/Black Cat intersection.

• Signalize and widen the McMillan Road/Pleasant Oak intersection to a 3 x 3/4 intersection.

• Or a single lane roundabout.
Proposed Mitigation for Phase 3 - 2023 Build Out
Cooperative Development Agreement (CDA) and 3 adjacent lanes.

To ensure the improvements identified in the submitted draft impacts study and housing plan are consistent with District Roundabout Policy, a single lane roundabout should be constructed at

Vehicle trips per day:

In Phase 3, there includes the 21.2 single-family building, the 4th department units, or 2.28 miles. The improvements should be considered prior to plan approval and signature on the first draft plan.

3 improvements should be considered prior to plan approval and signature on the first draft plan. All Phase 28 R could be filtered prior to making all of the safety goals. Phase 3 improvements, based on the provided information, 21 single-family building and 4th department units, could be provided in

To ensure the improvements identified in the CDA with the District to complete the full intersections widening project.

As an alternative to the improvements recommended for the Chromium/black Car intersection in Phase 3, the applicant could construct an additional signal at the Chromium/black Car intersection to improve traffic at this location.

Staff Comments/Recommendations: Staff has reviewed the phasing plan and agrees with the recommendations with the following comments and/or modifications. All improvements identified in each phase of the project are approved with the Phase 3 improvements.

To 2031
The Oaks Subdivision

Interception Project:

- Declaration of all of the right-of-way (both AC/HD and I/T) necessary to complete the
- Full design and approved plans for the interception;
- Development Agreement;
- Financial survey provided by the applicant meeting the terms of the Cooperative
- Cooperative Development Agreement;

Improvements:

The following items must be in place prior to acceptance for the final plan necessitating the
in order to ensure the intersections and roadway segments will be improved when warranted, the

signalization and widening of the block cal/road/million intersection to a 3 X 3 intersection.

widening of the block cal/road/million intersection to a 3 X 3 intersection, and the

widening of the block cal/road/million intersection to 3 lanes, signalization and

A minimum of the intersection improvements would include the signalization and

for reimbursement and all costs would be the responsibility of the applicant,

applicant should be responsible for all other project costs. In lieu of improvements are not eligible

hardwarne is eligible and will be provided for the intersection improvement will be

the eligible costs of permanent intersection improvements consistent with the CIP. Signal

construction, as well as allocation of costs. AC/HD will only provide impact fee credit for impact

The Cooperative Development Agreement should include the installation of the

which include the installation of a traffic signals and lane changes,

Plant, or with permanent system improvements at the intersections as noted in the phasing plan,

3 lanes between Midwood and Black cal/road, as noted in the District's Capital Improvement

Intersection, Black cal/road/million to 4 X 6 intersection, and to within Midwood Road to

improve the Church/cal/road intersection to a 5 X 7 intersection, Black cal/road/million to 4 X

should be required to enter into a Cooperative Development Agreement with the District to

traffic impacts, as recommended in the submitted traffic impact study. As such, the applicant
District
3 x 5 or enter into a CDA with the
and widen block crossing intersection.

Make interim improvements to signalize

Intersection is first constructed
constructed when Millstatt/Rowe Oak
left and right turn lanes should be
Intersection improvements – westbound

Required Mitigation for Phase 1 – 2017 Build Out
Required Mitigation for Phase 2 - 2020 Build Out
Preferred Alternative 2D Modified

Extension

SH-1G: Staff is supportive of the applicant's proactive approach in planning for the future SH-16 extension with the Idaho Transportation Department (ITD) and ACID. As such, the applicant has coordinated and planned for the SH-16 extension.

Start Comments/Recommendations: The applicant has coordinated and planned for the SH-16 extension, ensuring a smooth transition in the future.

County and eastern canyon county.

The project is intended to improve access to the south and west of the interchange and the Ten Mile Road interchange to the existing Skyway interchange. Access to the Boise River and a new crossing over the Boise River is a primary concern. A connection between Emmett and Canyon County is connected to I-84 between Idaho Falls and Idaho Falls. A connection to the Idaho Transportation Department is in the process of designing.

2. SH-16 Extension
The Oaks Subdivision

floor width of sidewalk parallel to McMillon Road, located a minimum of 30 feet from centerline of the road. Sidewalks are encouraged and should be parallel to the adjacent roadway, minimum of 7 feet wide. Sidewalks constructed next to the back-of-curb shall be a minimum of 4 feet wide. Sidewalks shall be provided in accordance with the Master Street Map: Pedestrian Improvements Plan, as provided in Section 7.30.

The District may acquire additional right-of-way beyond the site-related needs to preserve a strip of land in the Capital Improvements Plan. No compensation will be provided for right-of-way on any arterial that is not listed as impact fee.

Street dedication: Right-of-Way Dedication: District Policy 7.20.5.2 states that the District will provide a continuous general terrain alignment and tie-in design. The developer or engineer should coordinate the master street map and utility street design guide. The developer is responsible for maintaining the Master Street Map: Pedestrian Improvements Plan in accordance with District standards, including the design of all streets on the site and the design of all streets with access to the site. The developer is responsible for providing all street improvements adjacent to the site.

McMillan Road

street section and right-of-way width: District Policy 7.20.5.2 states that all streets related to the project shall be in accordance with District standards. The existing McMILLAN Road is improved with 2 travel lanes, and an gutter or

Existing Conditions: The McMILLAN Road is improved with 2 travel lanes, and no curb, gutter or

street section and right-of-way width: District Policy 7.20.5.2 states that all streets related to the project shall be in accordance with District standards. The existing McMILLAN Road is improved with 2 travel lanes, and no curb, gutter or

street section and right-of-way width: District Policy 7.20.5.2 states that all streets related to the project shall be in accordance with District standards. The existing McMILLAN Road is improved with 2 travel lanes, and no curb, gutter or
Deflected sidewalks are encouraged and should be parallel to the adjacent roadway.

Sidewalks, constructed next to the back-of-curb, shall be a minimum of 7-feet wide.

The District may require additional right-of-way beyond the street-related needs to preserve a corridor for future cable or utility improvements, as provided in Section 7300.

eligibility in the Capital Improvements Plan.

No contribution will be provided for right-of-way on an arterial that is not listed as eligible for right-of-way dedication.

Street Section and Right-of-Way Width Policy: District Policy 7205.2.1 & 7205.2.5 states that the District will provide two continuous center travel lanes, and bike lanes.

Street Section and Right-of-Way Dedication: District Policy 7205.2 states that the District will provide.

a. Continuous center travel lane, lane, and bike lane in each direction.

b. Continuous center medians; Table 7-3.4 Travel Lane in each direction.

Street Map and Land Use Street Design Guide: The developer of the residential streets shall be in consultation with District officials to determine the Master Street Map and Land Use Street Design Guide. This consultation shall include the design of all streets on the site, including all street frontages adjacent to the site, regardless of whether or not access is taken. Improving all streets frontages adjacent to the site is required.

Black Cat Road:

a. Existing Conditions: Black Cat Road is improved with 2 travel lanes, and no curb, gutter, or sidewalks. The site is located within the public right-of-way for Black Cat Road (25 feet from sidewalk).

4. Intersections:

Intersection is only constructed as required in Phase 2.

Contribution for the street is required at the single lane roundabout could be contributed when the reclassifications of the site or the site is required by the applicant to construct a roundabout in the existing right-of-way. The District will provide a section of road that is required by the Capital Improvements Plan. The District will provide a section of road that is required by the Capital Improvements Plan.

The applicant should be required to dedicate additional right-of-way for Missouri Aluminum Road, a local road improvement that is necessary within the public right-of-way for Missouri Aluminum Road. The applicant should be required to dedicate additional right-of-way for Missouri Aluminum Road. The applicant should be required to provide a section of road that is required by the Capital Improvements Plan.
Right-of-Way Dedication: District Policy 7205.2 states that the District will provide 96-foot of right-of-way. This width typically accommodates two travel lanes in each direction, a 9-foot sidewalk and a 2-foot shoulder on either side. The property owner shall contribute a continuous curb, gutter lane, and bike lanes on a minor arterial and a safety shoulder on a major arterial to serve as a visual delineator between public streets and the right-of-way. Streets and Right-of-Way: District Policy 7205.2 states that the District policies 7205.2 & 7205.2.2 state the requirements for streets that the design of streets and right-of-way shall be in accordance with District Standards, including the Master Street Map and design guidelines. The developer or engineer should consult the Master Street Map and design guidelines before starting any design.

Artificial Roadway Policy: District Policy 7205.1 states that the developer is responsible for improving all streets adjacent to the site. Streets adjacent to the site are required to be in accordance with the Master Street Map and design guidelines. The developer should consult the Master Street Map and design guidelines before starting any design.

5. McDermott Road

The 4.46-acre area is divided into three distinct parcels: Parcel A, Parcel B, and Parcel C. Parcel A includes the 1.6-acre single-family residential lot. Parcel B includes the 1.6-acre single-family residential lot. Parcel C includes the 1.6-acre commercial area.

Street Improvements: The development of the area is required to comply with the Master Street Map and design guidelines. The developer should consult the Master Street Map and design guidelines before starting any design.

Sidewalks: A permanent sidewalk shall be provided along public streets and sidewalks at the edge of the property. The sidewalk shall be constructed of concrete and shall be at least 4 feet wide. The sidewalk shall be constructed of concrete and shall be at least 4 feet wide. The sidewalk shall be constructed of concrete and shall be at least 4 feet wide.

Application Proposal: The application is proposing to construct a 2 foot wide concrete sidewalk on black car road abutting the site.
This section of McDermont Road is not listed in the Capital Improvements Plan. The District will therefore, the applicant should be required to dedicate 37 feet of right-of-way from the confluence of McDermont Road and the site.

Street sidewalk: A minimum of 5 feet of sidewalk shall be provided in Section 311A. Section 7205/7 requires a concrete sidewalk on both sides of all arterial streets. Audy considers each side of all arterial streets. Audy considers each side of all arterial streets.

APPENDIX PROPOSAL: The applicant is proposing to construct 5 foot wide concrete medians and sidewalks on McDermont Road. In order to provide the Wet Scientists and residents with accessible and safe public access to the road, sidewalks shall be provided on both sides and shall be parallel to the adjacent roadway.

Street sidewalks are encouraged and should be paralleled to the adjacent roadway.

Minimum of 7.5 feet wide sidewalks are proposed next to the back-door of the house. Sidewalks constructed next to the back-door of the house shall be 7.5 feet wide.

The District may adopt additional right-of-way beyond those required according to Section 311B. The District may adopt additional right-of-way beyond those required according to Section 311B.
2. High-Of-Way:

Existing Conditions: There are no collectors constructed on the site.

4. Existing Conditions: None of the required infrastructure is provided for the development as required by the developer.

6. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

A. High-Of-Way:

Existing Conditions: None of the required infrastructure is provided for the development as required by the developer.

B. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

C. Street Map:

Street Map 3111: Requiring the Master Street Map

D. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.

E. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

F. Street Section and Right-Of-Way Policy:

Street Section and Right-Of-Way Policy 7206.2.4: Requires the Master Street Map

G. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

H. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.

I. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

J. Street Map:

Street Map 3111: Requiring the Master Street Map

K. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

L. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.

M. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

N. Street Map:

Street Map 3111: Requiring the Master Street Map

O. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

P. Street Map:

Street Map 3111: Requiring the Master Street Map

Q. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

R. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.

S. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

T. Street Map:

Street Map 3111: Requiring the Master Street Map

U. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

V. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.

W. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

X. Street Map:

Street Map 3111: Requiring the Master Street Map

Y. Collector Policy:

Collector Policy 7206.2.4: That street sections will be required to provide

Z. Sidewalk Policy:

Sidewalk Policy 7206.2.6: Requires a concrete sidewalk at least 5 feet wide to be constructed on both sides of all collector streets.
EXTENDED AND WIDENED IN THE FUTURE.

The applicant should be required to provide a permanent right-of-way easement if public sidewalks are placed outside of the designated right-of-way. The easement small enough to encompass the entire area between the right-of-way line and 2 feet behind the back of the sidewalk.

Staff Comments/Recommendations: The applicant’s proposal to construct 2 new collectors is consistent with the MWS, meets the District’s Policy, and should be approved as proposed.

d. **Proposed Easement:** The applicant is required to provide the designated right-of-way which is proposed to be 15 feet wide along the south property line. The roadway will provide connectivity by stubbing to a 50 acre parcel located east of the site.

Ocatoria Drive is proposed to extend east-west and is generally located at the mid-m ile of the Parcel. Ocatoria Drive will provide connectivity by stubbing to a 50 acre parcel located to the north and 65 acre Parcel. Ocatoria Drive will provide connectivity by stubbing to a 50 acre parcel located to the east of the site, to the southeast corner of the site, and continue west to intersect with rustic oak way. Ocatoria Way will provide connectivity by stubbing to the southeast corner of the site, to the southeast corner of the site, and continue west to intersect with rustic oak way. Ocatoria Way will provide connectivity by stubbing to the southeast corner of the site, and continue west to intersect with rustic oak way. Ocatoria Way will provide connectivity by stubbing to the southeast corner of the site, and continue west to intersect with rustic oak way.

C. **Appl icant Proposal:** The applicant is proposing to construct 2 new collectors on rustic oak way.

Temporary Dead End Streets Policy: District policy 7206.2 requires that the design and construction of new collectors must be designed to include a temporary dead end street.

The District may require applicable components guaranteeing the sub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2 requires that the design and construction of new collectors must meet the following conditions:

- The Sub Street System is supplied by the District
- The Sub Street System is supplied by the District
- A Sub Street System is supplied by the District
- A Sub Street System is supplied by the District
Street Section and Right-of-Way Policy: District Policy 2207.5 states that right-of-way taken to all of the adjacent streets.

b. Policy:

7. Internal Local Roads

a. Existing Conditions: There are no roads constructed internal to the site.
The width of an intersection that is signaled or is to be signalized in the future, the median width shall be reduced to accommodate the necessary lane storage and turn.

- A median is provided as right-of-way owned by ACMD.
- The median is provided as right-of-way owned by ACMD.
- The median is provided as right-of-way owned by ACMD.
- The median is provided as right-of-way owned by ACMD.
- The median is provided as right-of-way owned by ACMD.

Accommodate the travel lanes and where the following is provided:

- åLandscaped Medians Policy:
  - District Policy 7207.5’s requirements that landscaped medians are
  - Development is limited.
  - The development will be based on the ability to provide a median width of 36 feet, in no case less than 25 feet, in a minimum 25-foot street section is considered around
  - Walkways shall be provided that public sidewalks are placed outside of
  - A pedestrian right-of-way shall be provided.
  - The sidewalk may be placed next to the back-of-curb and the street edge of the sidewalk is recommended to
  - An increase in street size or a pedestrian sidewalk shall be provided.
  - The sidewalk shall be provided from the pedestrian sidewalk.
  - Providing a pedestrian sidewalk may require paving sidewalks.

- åSidewalk Policy:
  - åDistrict Policy 7207.5.’s requirement that the street edge do not exceed 25 feet.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.

- åSidewalk Policy:
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.

- åSidewalk Policy:
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
  - åSpecial consideration of any developments along Walker Street.
of the northwest corner of the site and provide connectivity to a 2.1 acre parcel.

**Alcohol Avenue** is proposed to stub to the north property line approximately 990 feet east

of the southwest corner of the site and provide connectivity to a 4.6 acre parcel.

**Duckloock Drive** is proposed to stub to the east property line approximately 3.150 feet north of the southeast corner of the site and provide connectivity to a 27 acre parcel.

**Rio Drive** is proposed to stub to the east property line approximately 2.490 feet north of the southwest corner of the site and align with Quinule Street off Oak Creek

Quinule Street is proposed to stub to the east property line approximately 1,260 feet north of the southeast corner of the site and align with Torana Street off Oak Creek

Torana Street is proposed to stub to the east property line approximately 750 feet north of the southwest corner of the site and align with Quinule Street off Oak Creek

The applicant is proposing 9 internal local street segments:

1. **Applicant's Proposal**: The applicant is proposing to construct 5 cul-de-sac streets and 2 roundabouts.

2. **Temporary Dead End Streets Policy**: Distinct policy 720.4 requires that the design and engineering of streets be developed and planned to ensure that new streets are designed to provide adequate access to stub streets. A stub street small should be designed to provide the necessary street intersection within the development.

3. **Swale Street Policy**: Distinct policy 720.4 states that stub streets will be required to have swales to prevent flooding away from the curb to prevent flooding.

4. **Vegetation conservation and green space**: Distinct policy 720.4 requires the protection of any raised median, cuts, and slope.

5. **Futuristic road will be extended in the future**: This road will be extended in the future as required by the district.

6. **Highway insurance requirements**: The requirements described in section 720.4 require that all streets be designed to provide access to stub streets. A stub street small should be designed to provide the necessary street intersection within the development.

The developer shall ensure that the streets are designed to provide access to stub streets. The streets will be designed to provide access to stub streets. The streets will be designed to provide access to stub streets.
length and therefore temporary lumerounds are not required.

All of the proposed road sites with the exception of Tormun Street are less than 150 feet in

corner and will provide connectivity to a 6 acre parcel.

Elmsboro Avenue is proposed to stub to the north property line at the site's northeast

east of McDermott Road and provide connectivity to a 6 acre parcel.

Doubledock Court is proposed to stub to the west property line approximately 450 feet.

west of block C at Road and provide connectivity to a 15 acre parcel.

Sumfield Way is proposed to stub to the north property line approximately 2,730 feet.

and provide connectivity to an 8 acre parcel.

O'Harro Avenue is proposed to stub approximately 240 feet east of McDermott Road.
The applicant should be required to construct cul-de-sacs with minimum turning radii of 45 feet. The applicant should be required to construct all sidewalks with minimum left of property. The applicant should be required to provide a commercial right-of-way easement for the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk. The applicant should comply with the minimum side yard requirements for all structures. The applicant should be required to construct all streets as 30 foot street sections with curb, gutter, 8 foot wide landscape buffer, 5 foot wide street sections, and 2 foot wide lane.

Staff Comments/Recommendations:

The applicant's proposal to construct all internal local roads.

Locations:
- Sub Street
- Stub Street
- Rustic Oak/Collector
- Dakota Avenue
- Oak/Collector
- O'Reilly Avenue
- Alchini Avenue
- Sunfield Way
- Dodge Rock Drive
- Rico Drive
- Torana Street
- Quintale Street
- Rustic Oak Collector
- Rustic Oak/Collector
- O'Reilly Avenue
- Sub Street
- Locations

Dedicated sidewalks: Rustic Oak, Collector, Dakota Avenue, and 50 feet of right of way nearest property line and should be at least 5 feet wide. Street sections with curb, gutter, 8 foot wide landscape buffer, 5 foot wide street sections, and 2 foot wide lane.
The Oaks Subdivision

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Approved, as proposed.

approximately 1500 feet west of Rustic Oak Way meets District Policy and should be
approved at the 7/8 mile, and construct new local street adjacent to intersected Michillia Road
Road at the 7/8 mile, and construct new local street adjacent to intersected Michillia Road

4. Street Contained/Recommended: The applicant's proposal to construct new collector, Rustic Oak Way to intersect Michillia

Roadway:

approved approximately 1650 feet west of Rustic Oak Way (measured centerline to centerline) to intersect Michillia Road
approximately 510 feet south of Michillia Road (measured centerline to centerline)

Roadway:

The applicant is proposing to construct new collector, Rustic Oak Way to intersect Michillia

Roadway:

125 feet from any other local street and a minimum offset of 300 feet from any collector.

The applicant is proposing to construct all internal local streets to provide a minimum offset of

approx. 400 feet west of Rustic Oak Way (measured centerline to centerline)

The applicant is proposing to construct all internal local streets to provide a minimum offset of

approx. 200 feet north of Michillia Road and Williams Drive is proposed to intersect Michillia Road

Intersected Collector Roadway: The applicant is proposing to construct two local streets to intersect

125 feet from any other local street (measured centerline to centerline)

Local Offsets Policy: District Policy 7200.4.2 requires local roadways to align or provide a minimum offset of 125-

minimum of 300-foot offset from a collector roadway (measured centerline to centerline)

Local Offsets Policy: District Policy 7200.4.5 requires local roadways to align or offset a

intersected Collector Roadway: The applicant is proposing to new single-lane collector roadways

Collector Offsets Policy: District Policy 7200.4.2 states that the applicant's spacing for new single-lane collector roadways

as illustrated in Table 1A (7200.4.6)

Existing Conditions: There are no roads constructed internal to the site.

8. Roadway Offsets

The applicant should be required to install a sign at the terminus of each stub street extending

by the intersection and identified on the plan as non-buildable lot until the street is extended.

where a temporary easement exists on the frontage along the edge of the lot, the entire lot will be extended

where a temporary easement exists on the edge of the lot parallel to the edge of the frontage.

The developer shall file a temporary non-buildable lot and shall be dimensioned to the standard dimensions of a standard cul-de-sac.

temporarily use the edge of each stub street extending greater than 150 feet. The temporary

The applicant should be required to construct a temporary cul-de-sac limited at the
There are no other driveways planned on McMillion Road between McDermott Road and Black Road. A modification of policy is proposed to allow the driveway to be located as proposed due to the fact that the existing sidewalk along the north side of McDermott Road from 9:00 AM to 5:00 PM, to allow a minimum of 42 feet for existing driveways located on the north side of McDermott Road. The Existing Conditions: There is one existing driveway on the north side of McDermott Road.

9. Driveways

Policy

The applicant's proposal to construct all internal local streets to provide a minimum of 330 feet from any collector roadway meets District Policy and should be approved as proposed.
The median sweater shall not produce heavy traffic.

The median sweater shall also cover the volume of the adjacent driveway and shall be designed as proposed by the applicant.

c. Applicant's Proposal: The applicant is proposing to construct a 20-foot-wide driveway on the east side of the site.

The proposed driveway will be required for low-volume driveways with less than 100 VPD. The proposed driveway will be required for high-volume driveways with more than 100 VPD. The proposed driveway will be required for driveways with 30-foot radii.

d. Existing Conditions: There is one existing driveway on the west side of McDermott Road.

The application is located approximately 25 feet north of the southwest corner of the site.

The application should be submitted to the City of Austin for review and approval. The application should be filed with the Development and Services Division of the City of Austin.
The Oaks Subdivision

6. Applicant's Proposal: The applicant is proposing to construct 3 driveways onto Quintile Drive.

Driveaway Paving Policy: Gravel driveways adjoining public streets create maintenance problems due to gravel becoming lodged into the roadway. In accordance with District Policy, District Policy 720.4.1 requires driveways located near intersections to be located a minimum of 75 feet measured centerline-to-centerline (from the intersection) and a minimum of 30 feet from a street.

Significant Conditions: Adjoining Avenue is not currently constructed.

7. Existing Conditions: Quintile Drive is not currently constructed.

9.4.4 Quintile Drive

Addition Avenue

3. Street Comments/Recommendations: The applicant's proposal is inconsistent with the applicant should be encouraged to defer the driveway issue.

Addition Avenue, located approximately 230 feet from Village Road, to serve the new house at the edge of the edge of pavement of the roadway.

Driveaway Paving Policy: Gravel driveways adjoining public streets create maintenance problems due to gravel becoming lodged into the roadway. In accordance with District Policy, District Policy 720.4.1 requires driveways located near intersections to be located a minimum of 75 feet measured centerline-to-centerline (from the intersection) and a minimum of 30 feet from a street.

Significant Conditions: Quintile Avenue is not currently constructed.

The applicant should be encouraged to defer the driveway issue.
D. Specific Conditions of Approval

1. Site Specific Conditions of Approval

Roadways and should be noted on the final plat and/or approved of the civil plans.

District requirements for the installation of public and private trees and their placement must be met with the submission of all plans. Landscaping and/or a minimum of 10 feet between all buildings on all lots shall be provided. Landscaping may be installed on the frontage of all public and private roads. Trees shall be located in zones 10 feet from public and private roads.

12. Landscaping Policy: The District’s free planter, tree planter, and street planter are mutually exclusive and will be provided for all landings proposed within the District.

11. Trees Plants

1. Tree Planter Policy: The District’s tree planter policy provides for all trees in the District.

10. Temporary Access/Website Drive

25 feet south of McMillan Road to serve the Westcoombe Recreation Center. The applicant provides to construct a temporary drive through the edge of the property line.

9. Staff Comments/Recommendations:

The applicant was approved to construct a 25-foot wide temporary access through the intersection and into the site beyond the edge of the McMillan Road.

The applicant was approved to construct a 25-foot wide temporary access through the intersection and into the site beyond the edge of the McMillan Road.
The Oaks Subdivision

Development that includes the McMullen Road/Puritan Oak intersection, the concept design for the Roundabout shall be included within the phase of the

designation of the 4-lane roundabout units or 2-lane vehicle trips per day, and the right-of-way

Front property building lot, the 4-lane roundabout units, or 2-lane vehicle trips per day, and the right-of-way

Signage is required at the entrance to the Roundabout (Phase 1) prior to the phase of the

signage of the 4-lane roundabout units, or 2-lane vehicle trips per day, and the right-of-way

Front property building lot, the 4-lane roundabout units, or 2-lane vehicle trips per day, and the right-of-way

Conduct a single lane Roundabout at the McMullen Road/Puritan Oak intersection prior to the

signage of the 4-lane roundabout units, or 2-lane vehicle trips per day, and the right-of-way

Front property building lot, the 4-lane roundabout units, or 2-lane vehicle trips per day, and the right-of-way

Conduct a single lane Roundabout at the McMullen Road/Puritan Oak intersection prior to the

8. Signage and widening the black car Road/McMullen intersection to a 6 x 8 intersection to a 6 x 6 intersection, as

9. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

7. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

6. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

5. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

4. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

3. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

2. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

1. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

0. Road/McMullen intersection to a 6 x 6 intersection to a 6 x 6 intersection, as

- Detract from all of the right-of-way (both ACHD and ITD) necessary to accommodate the
- Failure to design and approved plans for the intersection:
- Financially provided by the applicant meeting the terms of the cooperative development
- Cooperative Development Agreement

In order to ensure the intersections and roadways segment will be improved when warranted, the

Following items must be in place prior to phase accommodation of the 4-lane Roundabout:

Black Car Road/Puritan Oak intersection to a 4-lane Roundabout and signage to accommodate the

Or construction of new intersection improvements would include the signage and widening the

Project. The applicant shall be responsible for all other project costs.

Signal hardware is available and will be provided for the intersection improvement.
11. Widening McMillian Road to 2 lanes between Black Cat and Meadowood Roads prior to plans.

12. Summarize an updated traffic impact study for review prior to plans acceptance and signature of the agreement, building 2, the essential agreement or the 20 year vision. The essential agreement is: the McMillian Roadway is designed to accommodate the preliminary phase of the 20 year vision, the McMillian Roadway is designed to accommodate the preliminary phase of the 20 year vision.

13. Approximately 50 feet from the McMillian Roadway, locate a minimum of 5 feet from the McMillian Roadway. A minimum of 3 feet from the McMillian Roadway.

14. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

15. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

16. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

17. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

18. Additional sidewalks to be provided for additional sidewalks to be provided for the existing right-of-way. The preliminary phase of the 20 year vision is complete.

19. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

20. ACHD will not approve plans of sign a real estate transaction until the preliminary phase of the 20 year vision is complete. The preliminary phase of the 20 year vision is complete.

21. Construct 2 new residential collector as 2 foot street sections with curb, gutter, sidewalk.

22. Construct 27 feet of right-of-way from the centerline of Black Cat Road abutting the site. As this section of McMillian Road is located in the Capital Improvement Plan, the District will provide a minimum of 2 feet from the sidewalk a minimum of 2 foot sidewalk.
IN THE FUTURE:

22. Install a sign at the terminus of each study area, stating that "THE ROAD WILL BE EXTENDED'.

Connectivity to a 6 acre parcel to the north.

Eminson Avenue is to stub to the north of the site's northeast property line and provide McDermott Road and provide connectivity to an 8 acre parcel.

Doubletrack Court is to stub to the west property line approximately 450 feet east of the 0 acre parcel.

Cornelis Avenue is to stub approximately 240 feet east of McDermott Road and provide connectivity to an 8 acre parcel.

Northwest corner of the site and provide connectivity to a 21 acre parcel.

Altius Avenue is to stub to the north property line approximately 900 feet east of the 900 foot north of the site and provide connectivity to a 40 acre parcel.

The southeast corner of the site and provide connectivity to a 47 acre parcel.

Rico Drive is proposed to stub to the east property line approximately 2.490 feet north of the south end of the site and align with Reliable Street of Oak Creek Subdivision.

Quinville Street to stub to the east property line approximately 1.250 feet north of the southeast corner of the site and align with Quinville Street of Oak Creek Subdivision.

In the future until the roadway is extended.

the terminus is located on a building lot, the whole lot shall be barricaded by the temporary right-of-way easement shall be provided for the temporary unimproved.

A permanent right-of-way easement shall be provided on the terminus of Quinville Street. The terminus on south east corner of the site and aligning with Quinville Street of Oak Creek Subdivision.

24. Construct all internal local streets as proposed, 25 foot street sections with curb, gutter, & foot sidewalk.


27. Feel behind the back edge of the sidewalk.

COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.

22. Install a sign at the terminus of each residential collector stating that "THE ROAD WILL BE EXTENDED'.

23. South property line.

Provide design information for floodplains, floodplains, and construct floodplains with integral floodplains.

4.740 feet north of the southeast corner of the site, and continue west to intersect with Rustic Oak Way.
E. Standard Conditions of Approval

Comply with all Standard Conditions of Approval.

Pay all imposed fees are due prior to issuance of a building permit.

All utilities including sewer or water systems are prohibited from being located within the ACMD right-of-way.

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

4. 328-620 (with the number) for details.

Replace any existing driveway curb, gutter, and sidewalk and any that may be damaged during the construction of the proposed development.

3. Documentation of ADA compliance to District Development Review Sheet for review.

The applicant’s engineer should provide documentation non-compliant accessibility improvements bringing the site to meet current Americans with Disabilities Act (ADA) requirements in accordance with District standards.

2. The ACMD right-of-way.

1. Provide utilities including sewer or water systems are prohibited from being located within the ACMD right-of-way.

32. Construct a 30 foot wide driveway onto Milliman Road, located approximately 180 feet north of Milliman Road.

31. Remove the existing driveway and construct a 40 foot wide full access driveway, as proposed.

30. Construct all local streets to provide a minimum of 12 feet for any other local street.

29. Construct a new collector, Rustic Oak Way, to intersect Milliman Road approximately 1,550 feet west of Rustic Oak Way, as proposed.

28. Construct two local streets to intersect Milliman Road, as proposed. Daphe Street is to intersect Milliman Road approximately 50 feet south of Milliman Road.

27. Comply with all Standard Conditions of Approval.

36. Delineate off access from Milliman Road, Block 24, Lot 25.

35. Direct lot access is prohibited to Milliman Road, Block 24, Lot 25.

34. Construct 2 driveways onto Milliman Drive as proposed. Provide 2 driveways for block 10, lot 25.

33. Construct a 30 foot wide driveway onto Milliman Avenue, located approximately 230 feet from Milliman Road.

32. Construct a 30 foot wide driveway onto Milliman Road, located approximately 180 feet north of Milliman Road.

31. Remove the existing driveway and construct a 40 foot wide full access driveway, as proposed.

30. Construct all local streets to provide a minimum of 12 feet for any other local street.

29. Construct a new collector, Rustic Oak Way, to intersect Milliman Road approximately 1,550 feet west of Rustic Oak Way, as proposed.

28. Construct two local streets to intersect Milliman Road, as proposed. Daphe Street is to intersect Milliman Road approximately 50 feet south of Milliman Road.

27. Comply with all Standard Conditions of Approval.
6. Request for Reconsideration Guidelines
5. Development Process Checklist
4. Utility Coordinating Council
3. COMPASS Communities
2. Site Plan
1. Vicinity Map

G. Attachments

Attachments

proposed development
under burden on the existing vehicular transportation system within the vicinity impacted by the
AChD requirements are intended to ensure that the proposed use/development will not place an
any change in the planned use of the property which is subject to this application, shall
the plan and may require additional improvements to the transportation system at that time.
the plan or use should change in the future, AChD Planning Review will review the
12. If the site plan or use should change in the future, AChD Planning Review will review the

F. Conclusions of Law

11. No change in the terms and conditions of this approval, or otherwise, shall be valid unless they are in

10. Requirements of AChD prior to direct approval for occupancy:

9. All design and construction shall be in accordance with the AChD Policy Manual, ISPWC

8. Normally for details:

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way:

6. All utility relocation costs associated with improving street frontages abutting the site shall

5. All utility relocation costs associated with improving street frontages abutting the site shall

4. The applicant shall be required to call DIGLINE (1-811-342-1965) at least two full business

days prior to breaking ground within the AChD right-of-way. The applicant shall contact AChD

target operations 387-6590 in the event any AChD conduits (spare or filled) are

3. Utility coordination with improving street frontages abutting the site shall

2. Site Plan
1. Vicinity Map

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

2. AChD requirements are intended to ensure that the proposed use/development will not place an

3. Any change in the planned use of the property which is subject to this application, shall

4. The burden on the existing vehicular transportation system within the vicinity impacted by the

5. Development Process Checklist

6. Request for Reconsideration Guidelines

End
Dear [Recipient]:

Re: Oaks North and Oaks South Subdivision

The Oaks Subdivision consists of [site details]. An explanation is available on the COMPASS website at [URL]. The project is generally located on the north and south sides of West McMillan Road between North and South Oak streets. The project is approximately 35 acres, with a maximum elevation of 1,700 feet and a minimum elevation of 1,650 feet. The maximum elevation of the subdivision is 1,700 feet and the minimum elevation is 1,650 feet. The project includes a proposed collector road, a proposed arterial road, and a proposed expressway. The project is expected to generate [project details].

The Community Planning Association of Southwest Idaho (COMPASS) received the transmission of the establishment, preliminary plat for a subdivision plan. The project is expected to generate [project details].

[Signature]

COMPASS
The Oaks Subdivision
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<th>Total in Adjacent TAZs</th>
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Table 2

For the TAZs adjacent to the project, for information purposes, Table 2 summarizes the existing and future demographics.

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<td>2040 Forecast</td>
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Table 1

In the adjacent TAZs, please see Figure 2 for the TAZs in the area and Table 1 for the TAZs adjacent to the project. The site is within traffic analysis zones (TAZ) 865, 866, 870, and 871, consuming...
Calidwell to Boise, this route serves the cities of Middleton, Star and Eagle.

Although the proposed development may include transit supportive densities (more than 7 dwelling units per acre) in the multi-family neighborhood, the total development gross density (at 4.4 dwelling units per acre) does not meet the threshold. The location is not within a quarter mile of an existing transit stop or transit route. The closest bus stop/park and ride is located approximately 3.5 miles to the northeast of the development along State Highway 44. This route provides a single peak hour trip in each direction running from approximately 3.5 miles to the southwest of the development along State Highway 44.

The Oak's Subdivision

Accessibility

The Oak's Subdivision

Although, the proposed management may include transit supportive developments, there are no identified access management issues with the proposed design.
The Oaks Subdivision

MEMORANDUM

FROM: T. P. Steward
TO: Windy Wallace, Ada County Highway District

DATE: March 1, 2023

SUBJECT: Proposed Development

The proposed development is located in the Meridian School District boundary and is within approximately 2 miles from the Ponderosa Elementary School. The development is in the Meridian School District boundary and is within approximately 2 miles from the Ponderosa Elementary School.

The proposed development is located in the Meridian School District boundary and is within approximately 2 miles from the Ponderosa Elementary School.

The proposed development is located in the Meridian School District boundary and is within approximately 2 miles from the Ponderosa Elementary School.

If you have any questions, please contact Carl Miller, Principal Planner, at 208-475-2239 or cmill@meridian.com.

Sincerely,

Matthew J. Smith
(1) Notification: Within five (5) working days upon notification of required right of way or any portion critical to the right of way improvements and coordination with the local improvement district for proper notification to utilities of local highway improvements.

Purpose: To develop the necessary avenue for proper notification to utilities of required right of way and road improvements in order to comply with the already existing process.

(2) Plan Review: The developer shall provide the highway utilities and all utility owners within a thirty-day review conference a plan review conference. Depending on the scope of preliminary project plans and schedule a plan review conference. For their project, the plan review conference shall provide the highway utilities with the developer's plans of right of way improvements. The utility owners and the Ada County Utility Coordinating Council (UC) notification shall provide upon notification of required right of way improvements the highway utilities, developers shall provide written notification to the affected utility owners.

(3) Revisions: The developer is responsible to provide written notification to any revisions to preliminary plans. The developer shall provide the highway utilities updated plan review meeting if any revisions are made in the preliminary plans. The utility owners may request an updated plan review meeting if any revisions are made in the preliminary plans.

(4) Final Notification: The developer will provide highway utilities, utility owners and the UC with final notification of its intent to proceed with right of way improvements and include the final notification of all required right of way improvements. The developer shall provide the highway utilities and utility owners any portion critical to the right of way improvements and coordination with the local improvement district for proper notification to utilities of local highway improvements.

(5) Jurisdiction: Submit by mail notification information.

Notification to the Ada County UC can be sent to: 50 S. Cole Rd. Boise, ID 83704, or visit otherwise agreed upon.
Final Approval from Development Services is required prior to scheduling a Pre-Con. Schedule.

1. For apartment or condominium projects, must be turned into ACCHD Construction to be reviewed and approved by the ACCHD.
2. At least one week prior to setting the Pre-Construction Meeting in Formation & Scheduling Control Narrative.
3. Construction Submittal
4. Development of Property Approach (a) if a pre-Construction Meeting is to be held, must be done by a Certified Plan Designer. If there is no Certified Plan Designer, it can be done by a dedicated engineer. (b) If an Engineer is present at the meeting, the Engineer will review the plan with the developer.
5. For business days prior to starting work, have a bonded contractor submit a “Temporary Highway Use Permit.”
7. Review Section.
8. Discussion of application.
9. ADH or Airport Section.

Items to be completed by Applicant:

1. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
2. The application is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
3. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
4. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
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8. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
9. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.
10. The applicant is required to get a permit from Construction Services (ACCHD) for any work in the right-of-way.

Items completed to date:

Development Process Checklist
Cover administrative costs, as established by the Commission.

If a motion to reconsider passes, the applicant may be charged a reasonable fee to cover administrative costs, as established by the Commission.

Take any action the majority of the Commission deems advisable.

Presidential or the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

Take any action the majority of the Commission deems advisable.

Presidential or the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

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