December 8, 2016

TO: ACHD Commissioners
FROM: Christy Little, Planning Review Supervisor
SUBJECT: Firenze Plaza Preliminary Plat MPP16-0031 / H-2016-0102
Staff Report for December 14, 2016 Commission Meeting

Executive Summary

The applicant is requesting approval of a preliminary plat application to allow for the development of 11 commercial lots and 2 common lots on 16.33 acres. This development would include a grocery store, gas station, retail and restaurants. The site is located at the northwest corner of Eagle Road and Amity Road in Meridian.

This application is on the regular agenda due to neighborhood concerns.

Recommendation
Approve the Revised Preliminary Plat (dated 12-6-16) and staff report, as submitted.

Attachments:
Vicinity Maps
Preliminary Plat (12-6-16)
Preliminary Plat (12-6-16)
Staff Report
A. **Findings of Fact**

1. **Description of Application:** The applicant is requesting approval of a preliminary plat to allow for the development of a grocery store, gas station and restaurants.

2. **Description of Adjacent Surrounding Area:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Medium-Density Residential District (Messina Meadows/Tuscany)</td>
<td>R-8</td>
</tr>
<tr>
<td>South</td>
<td>Rural Urban Transition</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Medium Low-Density Residential District (Logan Creek)</td>
<td>R-4</td>
</tr>
<tr>
<td>West</td>
<td>Medium-Density Residential District (Messina Meadows/Tuscany)</td>
<td>R-8</td>
</tr>
</tbody>
</table>

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

4. **New Center Lane Miles:** The proposed development includes 0.4 centerline miles of new public road.
5. Impact Fees: There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

6. Capital Improvements Plan (CIP) / 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, this project also includes widening the Amity Road/Eagle Road intersection to a dual lane roundabout with design scheduled to begin in 2018 and construction in 2021.
   - Amity Road is listed in the CIP to be widened to 5-lanes from Eagle Road to Locust Grove Road between 2026 and 2030.
   - Amity Road is listed in the CIP to be widened to 3-lanes from Eagle Road to Cloverdale Road between 2026 and 2030.

B. Traffic Findings for Consideration

1. Trip Generation: This development is proposed to be constructed in two phases. The first phase of development (this plat) is estimated to generate 11,840 vehicle trips per day; 1,055 vehicle trips per hour in the PM peak hour, and 1,300 vehicle trips during the Saturday peak hour, based on the traffic impact study. These numbers are provided in the submitted traffic impact study (TIS). These numbers are based on total trips into and out of the site and include internal trip capture and pass-by trips.

2. Traffic Impact Study
   Kittelson & Associates prepared a traffic impact study for the proposed Firenze Mixed Use Development. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices for Traffic Impact Studies.

Findings on Arterial Roadways:
   - All of the study intersections operate at acceptable levels of service during the weekday AM peak, PM peak and Saturday peak hours under 2016 existing conditions.
   - A review of historical crash data did not reveal any patterns or trends in the site vicinity that require mitigation associated with this project.
   - All of the study intersections are forecast to operate at acceptable levels of service during the weekday AM peak, PM peak and Saturday peak hours with the exception of the Eagle Road/Amity Road roundabout, under 2018 background traffic conditions.
     - An additional southbound thru lane would be needed to mitigate the volume-to-capacity ratio for the intersection in 2018.
     - The westbound approach will exceed capacity under 2020 total traffic conditions at full build-out of the site.
   - The segment analysis identified the need to widen Eagle Road from 2-lanes to 5-lanes under 2018 background conditions.
   - Phase 1 (2018) improvements at site driveways include:
     - Right-turn deceleration lanes at the Eagle Road/Mount Etna Drive intersection, Eagle Road right-in/right-out driveway, and Amity Road right-in/right-out driveway.
     - Center turn lane on Eagle Road at Mount Etna Drive.

Staff Comments/Recommendations: ACHD’s Planning Review staff has reviewed the submitted traffic impact study (TIS) and has determined that it was conducted in accordance with District Policy 7106 Traffic Impact Studies. The TIS notes that under 2018 background conditions Eagle Road between Amity Road and Victory Road and the Eagle/Amity Road intersection are
expected to exceed acceptable level of service standards. As noted above, Eagle Road is listed in the IFYWP to be widened to 5 lanes between Amity Road and Victory Road, and the Amity Road/Eagle Road intersection to a dual lane roundabout with design scheduled to begin for both projects in 2018 and construction for both projects to start in 2021.

Supplemental Information: Additional traffic data was submitted to ACHD in response to neighborhood concerns about traffic on local streets. Information for each roadway is included in Findings for Consideration. The conclusion was that “the trip impacts from the new development are primarily associated with new trips from the development and re-routed trips from existing homes in the development. Due to the design of the development, there are not obvious cut-through routes that would result in trips on Eagle Road, Victory Road, or Amity Road to cut-through the neighborhood on local streets, such as Mount Etna Drive, to access the proposed development.”

- There is a small increase on the surrounding local and collector street system, but all volumes will remain below the ACHD policy ADT thresholds.
- The estimated increase in traffic on Mount Etna Drive to the west of Montague Way is very low and primarily due to re-routing of shopping trips from existing homes in the area to take advantage of the new option that will come with the proposed development.
- Trucks will not be going through neighborhood streets as they will use Eagle Road and Amity Road for direct access to the site.

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</td>
<td>1,300-feet</td>
<td>Principal Arterial</td>
<td>572</td>
<td>Better than &quot;E&quot;</td>
<td>Better than &quot;E&quot;</td>
</tr>
<tr>
<td>2/3 lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amity Road</td>
<td>1,300-feet</td>
<td>Principal Arterial</td>
<td>411</td>
<td>Better than &quot;E&quot;</td>
<td>Better than &quot;E&quot;</td>
</tr>
<tr>
<td>2/3 lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a three-lane principal arterial is “E” (880 VPH).

* Acceptable level of service for a two-lane minor arterial is “E” (575 VPH).
* Acceptable level of service for a three-lane minor arterial is “E” (720 VPH)

4. Average Daily Traffic Count (VDT)
- Eagle Road north of Amity Road was 10,520 on 11/10/16.
- Amity Road west of Eagle Road was 6,285 on 11/10/16.
- Montague Way north of Amity Road was 735 on 11/10/16.
- Mount Edna Drive west of Montague Way was 215 on 11/10/16.
- Burgo Way south of Zaldia Drive was 260 on 11/10/16.
- Zaldia Drive west of Eagle Road was 2,140 on 11/10/16.
C. Findings for Consideration

1. Application Timeline
   - In April 2016, the applicant met with City of Meridian staff for a pre-application meeting. ACHD staff could not attend that meeting and had a separate pre-application meeting with the applicant the next week to discuss the proposal and ACHD policies.
   - In May 2016 the applicant held a neighborhood meeting, as required by the City of Meridian.
   - In September 2016 the applicant’s traffic engineer submitted the TIS to ACHD.
   - On October 5, 2016, the City transmitted the application to ACHD after ACHD provided notification that the TIS was reviewed and accepted.
   - The Planning and Zoning Commission meeting was scheduled for November 3, 2016.
   - The ACHD hearing was tentatively scheduled for November 16, 2016.
   - Prior to the Planning and Zoning Commission hearing, ACHD and the City of Meridian were contacted by residents in the area (see #3 Neighborhood Concerns below). As a result of those concerns, the applicant worked with the City to table their P&Z hearing to December 15, 2016.
   - The ACHD hearing was scheduled for December 14, 2016.
   - The applicant held a neighborhood meeting on December 5, 2016. This meeting was not required by the City or ACHD.
2. **Preliminary Plat Layout – Original and Revised**

   a. **Original Plat Layout:** The original layout of the streets included the construction of a new roadway, Mount Etna Drive to intersect Montague Way at the west property line, in alignment with the existing Mount Etna Drive to the west. Mount Etna Drive residents expressed concerns about this street location and connection. This layout meets ACHD policies.
b. **Revised Plat Layout (12-6-16):** In response to neighborhood concerns, the applicant provided a revised layout to ACHD that will change the alignment of the new streets, and the location at which the proposed streets will connect to Montague Way. This should eliminate the perception that Mount Etna Drive or Taormina Drive west of Montague Way is a thru-street to Eagle Road. The residential components of Phase 2 are noted as Block 2 and Block 3. These will be developed with future phases and the extension of Burgo Way will be determined at that time.

3. **Staff Comments/Recommendations:** A public street connection from Montague Way to and through the site to Eagle Road and Amity Road is required. To address neighborhood concerns, Mount Etna Drive should not extend in a straight alignment from Eagle Road to Montague Way. At Montague Way a public street connection should be located in one of the following locations:
   - In alignment with San Stefano Drive on the west side of Montague Way
   - Mid-way between San Stefano Drive and Mount Etna Drive on the west side of Montague Way
   - Mid-way between Mount Etna Drive and Taormina Drive on the west side of Montague Way
   - 125-feet south of Taormina Drive on the west side of Montague Way
The applicant has revised their layout to move the public street connection to the north to align with San Stefano Drive on the west side of Montague Drive. This eliminates the straight public street that is in the original layout, from Eagle Road to Montague Way.

Both layouts meet ACHD policy; however, staff recommends approval of the revised layout with the circuitous street layout and connection to Montague Way. This should address some of the neighborhood concerns related to the original layout.

The residential areas on this plan are conceptual only and are not a part of this plat. With this plat ACHD is not approving the extension of Burgo Way and how that will or will not connect into this preliminary plat. Those layouts and conditions will be reviewed with a future preliminary plat.

The applicant should construct bulb-outs at the Mount Etna Drive/Bellezza Way intersection and at the intersection with Montague Way.

4. Neighborhood Concerns
Staff has received correspondence from property owners in adjacent subdivisions located north and west of the site, regarding the proposed commercial development, and in particular the construction of Mount Etna Drive from Montague Way to Eagle Road. Concerns include safety of pedestrians and children, delivery trucks, and retail traffic traveling through their neighborhood, as well as a commercial development being located near an existing residential subdivision.

Truck Traffic
Information provided in the Supplemental TIS notes that the trucks for the commercial part of this development will not use neighborhood roads for access. Trucks are expected to exit the I-84 at Eagle Road and travel south on Eagle Road to Amity Road, turn right on Amity Road, and then right into the site on the proposed Bellezza Way. To exit the site, trucks will turn left on to Eagle Road off of the proposed Mount Etna Drive, and north on Eagle Road to I-84.

Trips on Local Streets
The construction of Mount Etna Drive from Eagle Road to Montague Way provides connectivity, and reflects ACHD’s Connectivity and Access Management policies by providing local street connections from neighborhoods to services. This will reduce trips on the arterial street system from the adjacent subdivisions. Residents in the adjacent subdivisions will be able to access the retail site without having to make turning movements on to and off of the higher speed, and higher volume roads of Eagle Road and Amity Road.

5. Montague Way (Amity Road to Santo Stefano Drive)
   a. Existing Conditions: Montague Way is classified as a collector roadway from Amity Road to Santo Stefano Drive. ACHD approved this street in 2005 with Messina Meadows Subdivision (Tuscany). Montague Way is improved as ½ of a 36-foot street section with vertical curb, gutter, and detached sidewalk on the west side of the road. There is no curb, gutter or sidewalk on the east side of Montague Way. There is no front-on housing on this segment of Montague Way.

   b. Policy:
      Collector Streets Function Policy: The purpose of a collector street is to carry local traffic to an arterial roadway. Collectors in residential areas may serve land uses that can increase traffic volumes during certain periods of the day or times of the year, such as neighborhood parks, community centers, elementary schools, and some mixed land uses.
Collector Street Volumes Policy: Existing collector roadways in residential areas with front-on housing should not exceed 5,000 ADT.

c. Applicant’s Proposal: With this phase of development the applicant does not have any frontage on Montague Way. When the western portion of the site develops the applicant will be required to complete Montague Way as a 36-foot street section with curb, gutter and 5-foot wide detached sidewalk or 7-foot wide attached sidewalk. To provide improved pedestrian connectivity to the existing neighborhood, the applicant is proposing to construct a temporary pathway/sidewalk on the east side of Montague Way between the proposed Mount Etna Drive and the north property line where the existing sidewalk terminates.

d. Staff Comments: According to the Supplemental TIS, this connection to the development will primarily be used by the residential phases of the development. Access to the commercial development through the two driveways along Amity Road will be much faster than using Montague Way to Amity Road. Based on the analysis, the ADT on Montague Way will increase from 795 to 1,085 at full build-out of the site (Phase 1 and 2).

Policy allows up to 5,000 ADT on residential collectors with front-on housing. There is no front-on housing on this segment of Montague Way.

6. Montague Way (Santo Stefano Drive to Zaldia Drive)

a. Existing Conditions: Montague Way is classified as a local roadway from Santo Stefano Drive to Zaldia Drive. ACHD approved this street in 2005 with Messina Meadows Subdivision (Tuscany). Montague Way is improved as a 36-foot street section with vertical curb, gutter, and detached sidewalk. There is front-on housing on this segment of Montague Way.

b. Policy:

Local Street Volumes Policy: ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets. For new streets that are stubbed to connect to adjacent land that is not full developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.

In developed areas where streets already exceed 2,000 ADT or are close to exceeding 2,000 ADT, the Commission may grant approval to exceed the 2,000 ADT based on existing zoning of undeveloped properties or infill development. The Commission may also consider the need for additional roadway improvements or traffic calming to mitigate the additional traffic if necessary.

Staff Comments: There are no traffic counts available for this segment of Montague Way. There is front-on housing and volumes on local streets should not exceed 2,000 ADT.

7. Zaldia Drive (Eagle Road to DaVinci Way)

a. Existing Conditions: Zaldia Drive is classified as a collector roadway from Eagle Road to DaVinci Way. ACHD approved this street in 2005 with Messina Meadows Subdivision. Zaldia Drive from Eagle Road to Montague Way is improved with 2-travel lanes and center landscape islands, with curb, gutter and detached sidewalk. From Montague Way to DaVinci Way, Zaldia Drive is improved as a 36-foot street section with curb, gutter or sidewalk. There is no front-on housing on this full segment of Zaldia Drive.

b. Policy:

Collector Streets Function Policy: The purpose of a collector street is to carry local traffic to an arterial roadway. Collectors in residential areas may serve land uses that can increase
traffic volumes during certain periods of the day or times of the year, such as neighborhood parks, community centers, elementary schools, and some mixed land uses.

**Collector Street Volumes Policy:** Existing collector roadways in residential areas with front-on housing should not exceed 5,000 ADT.

**Staff Comments:** According to the Supplemental TIS, Zaldia a Drive will primarily be used by homes directly north of the development and to the north of Zaldia Drive. There is no front-on housing on this segment of Zaldia Drive. The ADT on Zaldia Drive west of Eagle Road is 2,140, and the projected volume with background growth and build-out of this project is 2,505 ADT.

Policy allows up to 5,000 ADT on residential collectors with front-on housing.

When ACHD begins the design for the widening of Eagle Road from Victory Road to Amity Road in 2018, a signal at the Zaldia/Eagle intersection will be reviewed for warrants and needs. If warranted, the signal would be constructed with the ACHD widening project.

8. **Mount Etna Drive (west of Montague Way)**

   a. **Existing Conditions:** Mount Etna Drive is a local street that ACHD approved in 2005 with Messina Meadows Subdivision (Tuscany). Mount Etna Drive is improved as a 36-foot street section with curb, gutter and detached sidewalk. There is front-on housing.

   b. **Policy:**

      **Local Street Volumes Policy:** ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets. For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.

      In developed areas where streets already exceed 2,000 ADT or are close to exceeding 2,000 ADT, the Commission may grant approval to exceed the 2,000 ADT based on existing zoning of undeveloped properties or infill development. The Commission may also consider the need for additional roadway improvements or traffic calming to mitigate the additional traffic if necessary.

      **Continuation of Streets Policy:** District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

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

   c. **Staff Comments/Recommendations:** According to the Supplemental TIS, while Mount Etna Drive connects to adjacent neighborhoods, it does not provide a convenient route for traffic to
cut-through from Locust Grove or Victory Road. The small increase in traffic is primarily due to the re-routing of shopping trips that may occur from existing homes that choose to go to the new development versus going up to Victory Road or over to Locust Grove Road to access the arterial system to go to existing shopping centers to the north. No new trips from destinations outside the surrounding arterial system are projected to use Mount Etna Drive or other similar connections such as Santo Stefano Drive or Taormina Drive. The ADT on Mount Etna Drive will increase from 235 to 260 at full build-out of the site (Phase 1 and 2).

Policy allows up to 2,000 ADT on local streets.

Although traffic counts were not taken on Taormina Drive or San Stefano Drive, those streets are also local streets with front-on housing. The ADT on those streets is likely to be the same or less than the ADT on Mount Etna Drive.

9. **Eagle/Amity Intersection**

To address concerns in the area about traffic and circulation, and to improve regional access to the site, the applicant has proposed to make improvements to the ACHD arterial system ahead of projects in the IFYWP. The applicant has proposed to:

- Widen the west side of Eagle Road from the roundabout to the north property line, to the ultimate section, with 2-southbound lanes and a center turn lane, with vertical curb, gutter and 7-foot wide attached, or 5-foot wide detached concrete sidewalk. The applicant cannot widen the east side of Eagle Road because ACHD has not obtained the necessary right-of-way.

- Widen the single lane roundabout to the planned dual lane roundabout.

**Staff Comments/Recommendation:**

ACHD, lead agencies, and the development community have had great success with projects constructed through the Cooperative Development Agreement process. Staff recommends approval of the applicant’s proposal to construct improvements to the arterial roadway system ahead of planned construction.

**Cooperative Development Agreement (CDA) Requirements:**

The Eagle/Amity Road intersection is scheduled in ACHD’s IFYWP to be widened to a dual lane roundabout, with design to start in 2018 with construction in 2021. All of the right-of-way necessary to accommodate the widening of the roundabout has already been acquired by ACHD; therefore no additional right-of-way dedication should be required within the influence area of the intersection.

The applicant should be required to enter into a Cooperative Development Agreement with ACHD for the proposed improvements.

The Cooperative Development Agreement should include the intersection and roadway design and construction, as well as allocation of costs. ACHD will provide reimbursement for eligible project costs of permanent intersection and roadway improvements consistent with the CIP.

10. **Eagle Road**

a. **Existing Conditions:** Outside the intersection influence area of the Eagle/Amity Intersection, Eagle Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 65-feet of right-of-way for Eagle Road (21-feet from centerline).

Within the intersection influence area of the Eagle/Amity Intersection, Eagle Road is improved with 2 travel lanes, the splitter island for the roundabout, vertical curb and gutter. These improvements extend for 325-feet north from Amity Road. There are no sidewalks within the
influence area of the roundabout. The existing right of way tapers from 125-feet wide (65-feet from centerline) north to 73-feet wide (28-feet from centerline) for the intersection.

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.

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).

c. Applicant Proposal: To address concerns about traffic in the area, the applicant is proposing to improve Eagle Road abutting their site with 2-southbound lanes and a center turn lane, with vertical curb, gutter and sidewalk. The applicant is proposing to dedicate 48-feet of right-of-way (outside the influence area of the intersection) to accommodate the widening.

d. Staff Comments/Recommendations: As noted in Finding #8, staff supports the applicant’s proposal to enter into a Cooperative Development Agreement to widen Eagle Road ahead of the ACHD project. These improvements exceed improvements required by Policy.

If the CDA becomes infeasible, then the applicant will be required to make improvements based on District Policy, and as recommended in the TIS, including pavement widening, turn lanes and pedestrian facilities.

11. Amity Road
a. **Existing Conditions:** Outside the influence area of the Eagle/Amity intersection, Amity Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. The right of way width tapers from 75-feet (50-feet from centerline) to 50-feet (21-feet from centerline) for Amity Road. There is a center turn lane on Amity Road at the Montague Way intersection.

Within the influence area of the Eagle/Amity intersection, Amity Road is improved with 2 travel lane, the splitter island for the roundabout, vertical curb and gutter. These improvements extend for 300-feet west from Eagle Road. There are no sidewalks within the influence area of the roundabout. The right of way tapers from 170-feet wide (65-feet from centerline) to 90-feet wide (65-feet from centerline) at the intersection.

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.

**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).

c. **Applicant Proposal:** The applicant is proposing to widen the Eagle/Amity roundabout to a dual lane roundabout, and dedicate right-of-way to total 48-feet from centerline of Amity Road abutting the site.
d. **Staff Comments/Recommendations:** The applicant’s proposal to dedicate 48-feet of right-of-way outside the influence area of the roundabout about is consistent with District policy and should be approved, as proposed.

Outside of the influence area of the Eagle/Amity intersection the applicant is required to widen the pavement on Amity Road to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the site. The applicant is also required to construct a 5-foot wide detached concrete sidewalk on Amity Road located a minimum of 41-feet from the centerline of Eagle Road abutting the site.

Consistent with the findings and recommendations of the submitted TIS, the applicant should be required to construct a dedicated right turn lane on Amity Road to accommodate the right-in/right-out only driveway onto Amity Road and to construct a dedicated right turn lane and a center left turn lane on Amity Road at Bellezza Way. The turn lanes on Amity Road should be constructed prior to plan approval and ACHD’s signature on the first final plat.

12. **Roadway Offsets**

a. **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).

   **Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

   **Local Street Intersection Spacing on Collectors:** 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).

b. **Applicant’s Proposal:** The applicant is proposing to construct Mount Etna Drive to intersect Eagle Road, located approximately 785-feet north of Amity Road.

   The applicant is also proposing to construct Bellezza Way to intersect Amity Road, located approximately 780-feet west of Eagle Road.

c. **Staff Comments/Recommendations:**

   **Mount Etna Drive (at Eagle Road):** The applicant’s proposal to construct Mount Etna Drive to intersect Eagle Road, located 785-feet north of Amity Road does not meet District policy, which requires new public streets intersecting principal arterial roadways to align or offset by 1,325-feet. The access analysis provided in the TIS included an analysis of this approach, and concluded that the operation of the intersection will be adequate with the construction of turn lanes. The applicant has proposed to construct a center left turn lane and a dedicated right turn lane on Eagle Road at Mount Etna Drive.

   The TIS notes that without this street connection all of the traffic traveling north would cut through the Tuscany Subdivision located north of the site to access the site.

   Based on the information provided in the TIS this street connection will reduce the potential for traffic cutting through the Tuscany Subdivision located north of the site. Construction of the turn lanes will minimize the disruption to traffic on Eagle Road and will allow the intersection to
operate acceptably. Additionally this approach would be located outside of the influence area of the Eagle/Amity intersection. Staff recommends a modification of policy to allow Mount Etna Drive to intersect Eagle Road 785-feet north of Amity Road, as proposed.

**Mount Etna Drive (at Montague Way):**

**Bellezza Way:** The applicant’s proposal to construct Bellezza Way to intersect Amity Road located 780-feet west of Eagle Road and 625-feet east of Montague Way does not meet District policy which requires new local streets to align or offset by 660-feet.

The TIS notes that this street connection will provide truck access to the supermarket site, and provide an opportunity for the retail traffic access Amity Road without having to travel through neighborhood streets to Montague Way. The applicant has proposed to construct a center left turn lane and a dedicated right turn lane on Amity Road at Bellezza Way.

Based on the information provided in the TIS this street connection will reduce the potential for traffic cutting through the Tuscany Subdivision. Construction of the turn lanes will minimize the disruption to traffic on Amity Road and will allow the intersection to operate acceptably. Staff recommends a modification of policy to allow Bellezza Way to intersect Amity Road 780-feet west of Eagle Road, as proposed.

13. **Mount Etna Drive (Proposed)**
   a. **Policy:**

   **Commercial Roadway Policy:** District Policy 7208.2.1 states that the developer is responsible for improving all commercial 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 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

   - A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
   - A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
   - A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

   **Continuation of Streets Policy:** District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. Benefits of connectivity include but are not limited to the following:
   - Reduces vehicle miles traveled.
   - Increases pedestrian and bicycle connectivity.
   - Increases access for emergency services.
   - Reduces need for additional access points to the arterial street system
   - Promotes the efficient delivery of services including trash, mail and deliveries.
   - Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
   - Promotes orderly development.

   **Sidewalk Policy:** District Policies 7207.5.7 and 7206.5.2 state that five-foot wide concrete sidewalk is required on both sides of all local and collector streets, 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.

b. Applicant’s Proposal: The applicant is proposing to construct Mount Etna Drive from Eagle Road to Montague Way. The applicant has proposed to construct 2 different street sections for Mount Etna Drive. For the commercial portion of the site between Eagle Road and the proposed Bellezza Way, Mount Etna Drive is proposed to be constructed as a 46-foot wide street section with vertical curb, gutter, and a 5-foot wide detached concrete sidewalk.

Between Bellezza Way and Montague Way, Mount Etna Drive is proposed to be constructed as a 34-foot street section with vertical curb, gutter, and a 5-foot wide detached concrete sidewalk.

c. Staff Comments/Recommendations:

The applicant’s proposal to extend Mount Edna Drive (in its revised alignment) from Eagle Road to Montague Way should be approved as proposed. The connection to Montague Way is consistent with ACHD’s Continuation of Streets Policy. The extension of Mount Edna Drive will provide intra-neighborhood traffic circulation, pedestrian and bicycle connectivity between the existing neighborhood and the commercial center, increased access for emergency services, and will reduce trips on the arterial roadway system.

The applicant’s proposal for both street sections meets District policy and should be approved as proposed.

- The right-of-way should extend to 2-feet behind the back of curb on Mount Etna Drive.
- The applicant should be required to provide a permanent right-of-way easement for public sidewalks placed outside of the dedicated right-of-way.
- If street trees are desired, the planter strip should be widened to 8-feet in width.
- The applicant should be required to provide written Fire Department Approval for use of the 34-foot street section.

14. **Bellezza Way**

a. Policy:

   **Commercial Roadway Policy:** District Policy 7208.2.1 states that the developer is responsible for improving all commercial 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 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard
street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

**Sidewalk Policy:** District Policy 7208.5.6 requires concrete sidewalks at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, 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.

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.

**b. Applicant’s Proposal:** The applicant is proposing to construct Bellezza Way from Amity Road, to Mount Edna Drive as a 46-foot street section, with vertical curb, gutter, and a 5-foot wide detached concrete sidewalk.

**c. Staff Comments/Recommendations:**

The applicant’s proposal to extend Bellezza Way from Amity Road to Mount Edna Drive should be approved as proposed.

- If detached sidewalks are constructed then the right-of-way shall extend a minimum of 2-feet behind the back of curb of Bellezza Way.
- The applicant should be required to provide a permanent right-of-way easement provided if public sidewalks are placed outside of the dedicated right-of-way.
- If street trees are desired, then the planter strip will need to be widened to 8-feet in width.

15. **Driveways**

**Eagle Road**

**a. Policy**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.
**Driveway Location Policy:** District policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 450-feet from the nearest intersection for a right-in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

**Successive Driveways:** District policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 45 MPH to align or offset a minimum of 450-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

**b. Applicant’s Proposal:** The applicant is proposing to construct one 30-foot wide right-in/right-out only driveway on Eagle Road located approximately 495-feet north of Amity Road and 290-feet south of the proposed Mount Etna Drive (measured centerline to centerline). The driveway is proposed to be restricted to right in/right out with a pork-chop type island within the right-of-way.

**c. Staff Comments/Recommendations:** The applicant's proposal does not meet District Policy due to the spacing with the proposed Mount Etna Drive. When allowed on principal arterial roadways, right-in/right-out driveways are required to be located a minimum of 450-feet from a controlled intersection and from any public street. The driveway location meets policy from the Eagle/Amity intersection.

An analysis of this driveway was included in the access analysis included in the TIS. The TIS notes that although the proposed driveway does not meet all spacing requirements, it is desired to reduce traffic on Mount Etna Drive and to provide better access to retail pad sites and parking lots along Eagle Road. The analysis also showed that the driveway would operate safely with the construction of a dedicated right turn lane on Eagle Road.

To reduce potential impacts to the neighborhood, staff supports an increase in arterial access with this application. Staff recommends a modification of policy to allow the right-in/right-out only driveway to be located as proposed, with the construction of a right-turn lane. The driveway should be restricted to right-in/right-out only with the construction of a 6” raised median on Eagle Road. The median should extend from the roundabout north to 75-feet beyond the west edge of the driveway.

**Amity Road**

**a. Policy**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher
classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

**Driveway Location Policy:** District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 425-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

b. **Applicant's Proposal:** The applicant is proposing to construct a right-in/right-out only driveway on Amity Road located approximately 435-feet west of Eagle Road and 340-feet east of Bellezza Way. The driveway is proposed to be restricted to right-in/right-out with the construction of a pork-chop style island within the right-of-way.

c. **Staff Comments/Recommendations:** The applicant's proposal to construct a right-in/right-out only driveway on Amity Road located approximately 435-feet west of Eagle Road does not meet District policy because of the spacing from the proposed Bellezza Way. The driveway location meets Policy for distance from the Eagle/Amity intersection.

The TIS included an analysis of this driveway and found that without the driveway the ADT on Bellezza Way would be at or near 5,000 trips per day meeting ACHD's policies for when an additional access point on an arterial roadway would be considered. Additionally the proposed driveway provides direct access to the retail anchor and provides access alternatives for retail traffic so that they are not traveling through the adjacent Tuscany neighborhood to access the site. Construction of a dedicated right turn lane at the driveway will minimize the impacts to Amity Road and will operate safely.

To reduce potential impacts to the neighborhood, staff supports an increase in arterial access with this application. Staff recommends a modification of policy to allow the right-in/right-out only driveway to be located as proposed. The driveway should be restricted to right-in/right-out only with the construction of a 6" raised median on Amity Road. The median should extend from the roundabout west to 75-feet beyond the west edge of the driveway.
Mount Etna Drive (Eagle Road to proposed Bellezza Way)

a. Policy:

**Driveway Location Policy:** District policy 7208.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

b. Applicant’s Proposal: The applicant has proposed to construct the following driveways onto Mount Etna Drive:

- Two 30-foot wide driveways, aligned centerline to centerline on the north and south sides of Mount Etna Drive, located approximately 250-feet west of Eagle Road.
- One 30-foot wide driveway located approximately 450-feet west of Eagle Road.

All driveways are measured from centerline to centerline.

c. Staff Comments/Recommendations: The location of all of the driveways proposed onto Mount Etna Drive meet District policy and should be approved, as proposed. The width of all of the proposed driveways meets District policy.

Bellezza Way

a. Policy:

**Driveway Location Policy:** District policy 7208.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

b. Applicant’s Proposal: The applicant has proposed to construct the following driveways onto Bellezza Way:

- One 30-foot wide driveway located approximately 250-feet north of Amity Road.
- One 40-foot wide driveway located approximately 360-feet north of Amity Road.
- One 50-foot wide driveway located approximately 570-feet north of Amity Road.

All driveways are measured from centerline to centerline.
c. **Staff Comments/Recommendations:** The location of all of the driveways meets District policy and should be approved, as proposed. The width of all of the proposed driveways meets District policy, with the exception of the 50-foot wide driveway onto Bellezza Way. Consistent with District policy, this driveway should be restricted to a width of 40-feet; or the applicant may submit a turning template to demonstrate the necessary width to accommodate the commercial trucks that will serve the site.

**Mount Etna Drive (Bellezza Way to Montague Way)**

a. **Policy:**

   **Driveway Location Policy:** District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

   **Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

   **Driveway Width Policy:** District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

   **Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

b. **Applicant’s Proposal:** No driveways are shown, and locations will be determined when the adjacent portion of the site develops.

c. **Staff Comments/Recommendations:** All future driveways onto the residential portion of Mount Etna Drive should be located a minimum of 75-feet from all public street intersections.

16. **Bridge for Ten Mile Feeder Canal Crossing**

   The District will require that the applicant submit the bridge plans for the crossing of the Ten Mile Feeder Canal for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.

17. **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.

18. **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.
19. **Other Access**

Eagle Road and Amity Road are classified as arterial roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. The revised plat layout, dated December 6, 2016 is approved.

2. Enter into a Cooperative Development Agreement with ACHD for the proposed widening of the roundabout at Eagle/Amity, and the proposed widening of Eagle Road.

   The Cooperative Development Agreement should include the intersection and roadway design and construction, as well as allocation of costs. ACHD will provide reimbursement for eligible project costs of permanent intersection improvements consistent with the CIP.

3. Dedicate right-of-way on Eagle Road to total 48-feet from centerline (outside the influence area of the Eagle/Amity roundabout). The applicant will be compensated for this right-of-way.

4. Construct Mount Etna Drive to intersect Eagle Road, located 785-feet north of Amity Road; and to intersect Montague Way in alignment with San Stefano Drive.

5. Construct one right-in/right-out only driveway to intersect Eagle Road, located 495-feet north of Amity Road. Restrict the driveway to right-in/right-out only with the construction of a 6” raised median on Eagle Road. The median should extend from the roundabout north to 75-feet beyond the north edge of the driveway.

6. Dedicate right-of-way on Amity Road to total 48-feet from centerline (outside the influence area of the Eagle/Amity roundabout). The applicant will be compensated for this right-of-way.

7. Construct one 30-foot wide right-in/right-out only driveway on Amity Road located 435-feet west of Eagle Road, as proposed. Restrict the driveway to right-in/right-out only with the construction of a 6” raised median on Amity Road. The median should extend from the roundabout west to 75-feet beyond the west edge of the driveway.

8. Construct a dedicated right turn lane on Amity Road to accommodate the right-in/right-out only driveway.

9. Construct Bellezza Way to intersect Amity Road, located 780-feet west of Eagle Road, as proposed.

10. Construct a dedicated right turn lane and a center left turn lane on Amity Road at Bellezza Way.

11. Construct Mount Etna Drive, between Eagle Road and Bellezza Way, as a 46-foot street section with vertical curb, gutter, and a 5-foot wide detached concrete sidewalk. If street trees are desired, then the planter strip shall be 8-feet in width.

12. Public streets located west of Bellezza may be constructed as 34-foot street sections with vertical curb, gutter, and 5-foot wide concrete sidewalks (attached or detached). If street trees are desired, then the planter strip shall be widened to 8-feet in width. Provide written Fire Department Approval for use of the 34-foot street section.

13. Construct commercial driveways on Mount Etna Drive, as proposed:

   - Two 30-foot wide driveways, aligned centerline to centerline on the north and south sides of Mount Etna Drive, located approximately 250-feet west of Eagle Road.
   - One 30-foot wide driveway located approximately 450-feet west of Eagle Road.
14. Construct Bellezza Way as a 46-foot street section with vertical curb, gutter, and a 5-foot wide detached concrete sidewalk abutting the site. Dedicate right-of-way to 2-feet behind the back of curb and provide a sidewalk easement for the detached sidewalk. If street trees are desired, then the planter strip shall be widened to 8-feet in width.

15. Construct commercial driveways on Bellezza Way, as proposed:
   
   - One 30-foot wide driveway located approximately 250-feet north of Amity Road.
   - One 40-foot wide driveway located approximately 360-feet north of Amity Road.
   - One 40-foot wide driveway located approximately 570-feet north of Amity Road. (May be wider if deemed necessary to accommodate trucks.)

16. Pave all driveways their full width at least 30-feet onto the site beyond the edge of pavement of the adjacent roadway. Driveways on Eagle Road and Amity Road shall be constructed as curb return type driveways.

17. All other driveways on the proposed local streets (future residential areas) will be reviewed with future development applications.

18. Obtain approval from the ACHD Pavement Cut Committee for all cuts to Montague Way.

19. Other than the access points approved with this application, direct lot access to Eagle Road and Amity Road is prohibited and shall be noted on the final plat.

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


E. **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.

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

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

G. Attachments
1. Vicinity Map
2. Request for Reconsideration Guidelines
Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action**: A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

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