June 21, 2017

TO: ACHD Board of Commissioners

FROM: Austin Miller
Planner I – Development Services

SUBJECT: Caven Ridge Estates East (MPP17-0008 / H-2017-0020)

Application History:
On May 24, 2017 the Commission heard testimony from staff, the applicant, and the representative from the neighborhood to the north regarding the proposed Caven Ridge Estates East subdivision. At that meeting, the Commission voted to defer action on the preliminary plat application for one month.

Executive Summary:
The applicant is requesting approval of a preliminary plat application for a 100-lot residential subdivision located south of Victory Road and east of SH-69/Meridian Road in Meridian, Idaho. The site is currently zoned R-8 which allows for the proposed density. The plat meets all Level of Service policies, and the applicant and staff are in agreement on all findings for conditions and site specific requirements.

ACHD previously approved this site as Cavanaugh Subdivision (MPP-07-015) in October 2007. The requirements of this staff report are generally consistent with those of the prior action. This item is on the regular agenda at the request of neighbors concerned about the traffic impacts this development will have on Standing Timber Way and Victory Road.

Existing Traffic Counts: (based on the submitted traffic impact study findings)

<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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Highway 69 Meridian Road</strong></td>
<td>None</td>
<td>State Highway</td>
<td>1,564</td>
<td>N/A</td>
</tr>
<tr>
<td>Victory Road</td>
<td>None</td>
<td>Minor Arterial (3-lanes)</td>
<td>599</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Standing Timber Way</td>
<td>None</td>
<td>Collector (2-lanes)</td>
<td>29</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Wrightwood Drive</td>
<td>None</td>
<td>Local</td>
<td>49</td>
<td>N/A</td>
</tr>
</tbody>
</table>
* Acceptable level of service for a three-lane minor arterial is “E” (720 VPH)
* Acceptable level of service for a two-lane collector is “D” (425 VPH).

**Facts and Findings:**
Victory Road east of SH-69 is currently operating at LOS D, and is projected to operate at an acceptable LOS E under total traffic conditions with the build out of this application, based on the submitted traffic study.

Standing Timber Way south of Victory Road is currently operating well below the acceptable LOS D and is projected to continue to operate below LOS D under total traffic conditions with the build out of this application, based on the submitted traffic study.

The intersection of SH-69 and Victory Road is projected to operate at acceptable LOS C under total traffic conditions at build out of this application, based on the submitted traffic study.

**Rumpel Lane:**
The applicant is proposing to dedicate, but not construct Rumpel Lane, from Standing Timber Way to SH-69. The right-of-way for Rumpel Lane is only 25-feet wide, and the applicant does not own property to either the north or the south of Rumpel Lane. Therefor there is not adequate right-of-way to improve this segment as a public street at this time. A road trust has been required to provide funding for the extension of Rumpel Lane with development of the adjacent properties. As adjacent properties develop, improvements will be required and the roadway will extend to SH-69, which, in addition to the multiple stub streets in the area, will further distribute traffic in this area.

**Staff Recommendation:**
Staff recommends approval of the staff report, as written.

**Attachments:**
1. Vicinity Map
2. Letter From Neighbors
3. Letter From Thompson Engineers
4. Staff Report
This map is a representation of features on the ground and is not survey-grade accurate. ACHD shall not be liable for any inaccuracies thereon.
While we do have concerns about increased traffic and the potential related problems, we are not specifically opposed to this development. Our main objective is to have Rumpel lane, which is designated as a “Residential Collector”, built in the same manner as Standing Timber Way which is also designated as a “Residential Collector”. The Caven Ridge developer owns Rumpel Lane from the proposed development to Meridian Road. It is currently a paved 25’ wide roadway. We feel that that the increased traffic from 138 additional homes in this development in addition to the surrounding developments warrant the completion of Rumpel Lane as a “Residential Collector” now rather than waiting additional years for future phases of this proposed development and others.

We feel that the argument for waiting years to develop Rumpel lane because of the lack of a few feet of right-of-way is not compelling. Given the overall scope of the current proposed development and future expansion phase, this appears to be a relatively minor issue. The Property owner to the north of the portion of Rumpel Lane, who could designate a few feet of property as right-of-way to expand Rumpel Lane, also would benefit as their property, when developed, would use Rumpel Lane as a primary access from Meridian Road. The property owner to the south is listed as AVI Simplot Inc. While we don’t know the long range plans for this property, trucks are currently using Rumpel Lane to deliver fill dirt to the pit on the north end of the property. This owner could also potentially benefit from designating a few feet of property as right-of-way to build Rumpel Lane as a “Residential Collector”.

Having stated our main issue, we feel that the traffic study and resulting recommendations are potentially flawed as detailed in the following comments to the ACHD report:

Section A, Findings of Fact:

3. Site History: “ACHD previously approved this site as Cavanaugh Subdivision (MPP-07-015) in October 2007. The requirements of this staff report are generally consistent with those of the prior action.”

This 2007 approval is ten years old and significant changes have been made after the approval was granted. The current situation in 2017 is far different than that in 2007. The action in 2007 should not be used as a basis for any current determinations.

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

- Caven Ridge Estates Subdivision phase 1, consisting of 38 residential lots, abuts this site to the northwest, was approved by ACHD in 2007 and is currently under construction.
- Cavanaugh Ridge Subdivision, consisting of 250 residential lots, abuts the site to the south and east, was approved by ACHD in 2009 and is currently under construction.
- Cavanaugh Subdivision No. 1, consisting of 126 residential lots, is located north of the site immediately north of the Ridenbaugh Canal, was approved by ACHD in 2013 and is currently under construction.
- Silverwater North and South, consisting of 61 residential lots, is located northeast of the site, just south of Victory Road. Both subdivisions were approved by ACHD in 2016 and are currently in various stages of development.
• **Red Wing Subdivision**, consisting of 48 single-family lots and 1 multi-family lot (228-units), is located just north of the site, was approved by ACHD in 2013 and is in various stages of development."

The actual pending or underway developments that will impact Victory Road are:

- Caven Ridge phase 1: 38 lots
- Caven Ridge East - phases 2-5: 93 lots
- Caven Ridge West phases 6&7: 46 lots
- Cavanaugh Ridge Subdivision is actually now Reflection Ridge with 250 lots. Our estimate is that approximately 60 lots will use Standing Timber to access Victory Road via Shimmering Way when the streets in Caven Ridge East phases 2-5 are completed.
- Cavanaugh Subdivision No. 1: 126 lots with approximately 100 lots not yet developed
- Silverwater North and South: 61 lots
- The Red Wing Subdivision is actually the Red Tail Subdivision and the Red Tail Apartments. These developments are not pending or underway. They are complete.

The total pending, under way, or proposed residential lots that will impact Victory Road is 398. (Note that this does not include pending lots from the Oakwood subdivision and others located off Victory just west of Meridian Road. The Oakwood subdivision is a very large subdivision that is only partially completed. Traffic from this area will have also have an impact on Victory Road east of Meridian Road.

Based on our review of the area, there are at least 398 total pending or underway lots which equates to 398 PM peak hour trips and 3.787 trips per day based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition. If 398 were added to the 599 current PM peak hour counts, the total would be 997 counts, well above the 720 (LOS “E” three-lane specification limits listed in the ACHD 2016 Capital Improvement Plan.

### 8: Capital Improvement Plan

“Victory Road is listed in CIP to be widened to 3 lanes from Meridian Road to Locust Grove Road between 2026 and 2030.” We cannot find any ACHD documentation for this improvement. There is a deficiency noted in the 2016 Capital Improvement Plan dated August 24, 2016, page C-5, for Victory Road segments between Locust Grove Road and Eagle Road and from Cloverdale Road to Five Mile Road, but not Meridian Road to Locust Grove.

While Victory Road has one lane in each direction and a center turn lane at Standing Timber Way, it becomes a two lane road with no center turn lane just a few hundred feet to the east at S Glacier Bay Way. Victory Road is then essentially a two lane road to Five Mile Road, a distance of 3.5 miles.

It is our belief that while Victory Road may be a “Three Lane Road” at Standing Timber Way, it is essentially a two lane road for over 3.5 miles to the east and should be designated as such for traffic planning.
Section B - Traffic Findings for Consideration

Conclusions from Thompson Engineers Inc.:

- “The intersection of Meridian Road and Rumpel Lane (Harris Street) currently operates at LOS F under existing traffic conditions. The critical peak hour is in the PM peak hour. The poor LOS is due to the eastbound left turn movement from Harris Street on to Meridian Road, and the very large volume of traffic on Meridian Road. Additional lanes on Harris Street will not improve the operation of the intersection. This intersection will not warrant a traffic signal. Caven Ridge will not add traffic to this movement.”

Harris Street is on the West side of Meridian Road and really has no impact on traffic from Rumpel Lane. It is our belief that Caven Ridge will add to the traffic at Rumpel Lane and Meridian Road as people are using it now from Reflection Ridge as well as construction traffic for Caven Ridge Estates Phase 1, Reflection Ridge Construction, and ultimately Caven Ridge residents. It will be a quicker, easier route to Meridian Road, Interstate 84, and downtown Meridian from all the subdivisions.

Residents from Reflections Ridge Subdivision are using these routes to both Standing Timber and Rumpel Lane today and will only get worse when Caven Ridge Estates East Subdivision connects to existing roads in Reflection Ridge. Cavin Ridge homeowners will probably use two access points; Standing Timber Way and Rumple Lane. In addition, approximately 60 Reflection Ridge homeowners will probably use Shimmering Way, E. Mona Lisa Street, Cannon Way, E. Sicily Drive, and Standing Timber Way as an access to Victory Road. An approximately equal number of Reflection Ridge homeowners will use Rumple Lane.

4. Average Daily Traffic Count (VDT)

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

“The average daily traffic count for Victory Road east of Meridian Road (SH-69) was 7,399 on January 26, 2017 (Counts for Victory Road are based on the submitted traffic impact study, not collected by ACHD).”

“The average daily traffic count on Standing Timber Way south of Victory was 490 on January 26, 2017 (Counts for Standing Timber Way are based on the submitted traffic impact study, not collected by ACHD).”

The actual traffic counts for this traffic impact study as stated on page 5 of the study were conducted on January 26, 2017. Based on the traffic count reports done by L2 Data Collection in the appendix of the TIS, The intersections of Standing Timber Way & Victory Road and Meridian Road & Victory Road were done on January 26, but the counts done for Rumpel Lane & Meridian Road were done on February 7, 2017. Additionally, the L2 report for Rumpel Lane & Meridian Road intersection only covers hours from 7am to 9am and 4pm to 6pm with no other documentation for the other hours on February 7th as are listed for the counts done on January 26th.
There were 4.3” of snow that fell in the five days preceding the January 26th counts with a total accumulation of 23.7” for the month. February 7th had 1.2” of snow that day for a total accumulation of 25.2” for the month. These may be two of the worst days of the year to conduct a traffic study in order to get an accurate picture of actual traffic conditions. Because of the weather conditions, there was virtually no construction activity at Caven Ridge Phase 1 or other surrounding developments. We feel that the study, while probably accurate for that day, is not representative of a normal traffic day.

Section C. Findings for Consideration

3. Rumpel Lane

a. Existing Conditions: “Rumpel Lane is currently a paved, 25’ wide private road owned by the applicant that extends to Meridian Road (SH-69).”

b. Policy:

Collector Function: “District policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated as bicycle and bus routes.”

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

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

Shouldn’t the Caven Ridge Estates Developer as the owner of Rumpel Lane be required to improve Rumpel Lane as a designated residential collector from Standing Timber to Meridian Road per District policy 7706.2.1 The area in question is unimproved land on both sides of the existing roadway with plenty of room to widen Rumpel Lane to any determined width. The issue of ownership of the adjacent few feet on either side of the existing roadway should be easily resolved by either an outright purchase by the developer, negotiation of like for like right-of-Way issues with the other property owners or possibly through other proceedings.

c. Applicant Proposal: “The applicant is proposing to construct Rumpel Lane east of Standing Timber Way, abutting the site, as a 36-foot street section, with vertical curb, and gutter. Sidewalk is proposed to only be constructed on the north side of Rumpel Lane as the necessary right-of-way is not available at this time. The applicant is proposing to dedicate the offsite portion of Rumpel Lane to ACHD as right-of-way for the future construction of the full public street.”

The Applicant’s proposal to delay the improvement of Rumpel Lane from Standing Timber to Meridian Road is a violation of stated ACHD policy and should be denied. The reason “the necessary right-of-way is not available at this time” is not valid is because there are relatively easy ways to obtain the right-of-way or secure ownership or right-of-way of the required small strips of land along the existing roadway. Has there been any attempt by the developer to obtain rights to this land?
d. Staff Comments/Recommendations: “Rumpel Lane is designated as a residential collector street on the Master Street Map from Meridian Road (SH-69) to Windstone Avenue. The applicant’s proposal to construct a portion of Rumple Lane meets District policy and should be approved as proposed.”

We disagree. This proposal is in violation of ACHD policy 7206.5.2 that “states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.” Rumpel Lane should be completed as a residential collector from Standing Timber to Meridian Road.

9. Other Access “Standing Timber Way and Rumpel Lane are classified as collector roadways. Direct lot access is prohibited to these roadways and should be noted on the final plat.”

If Standing Timber and Rumpel Lane are classified as collector roadways, they both should be built as such.

Thank you for your consideration.

Respectfully,

The Red Tail Homeowners Association

[Signature]

Patrick Thomas, President

[Signature]

Dennis Bedient, Treasurer
June 13, 2017

Ada County Highway District
Board of Commissioners
3775 Adams St.
Garden City, ID 83714

RE: Caven Ridge

Dear Commissioners:

This letter will provide a response to the testimony of Mr. Thomas given at the City of Meridian City Council Meeting on June 5, 2017. His testimony was critical of the traffic impact study prepared by Thompson Engineers, Inc. for the above referenced project. This letter is for your consideration at your meeting of June 21, 2017.

Mr. Thomas stated that growth from other projects was not included in our analysis. This is not true. All of the traffic from the not yet built project adjacent to Caven Ridge East was included in the background traffic. Estimated additional traffic from the unbuilt lots north of the canal is also added to the background traffic. Finally, we used a growth factor of 2.6%. Typically, we would not include a growth factor on a side street that is built out. In this case, the growth factor was applied to all streets.

Mr. Thomas states that traffic from Reflection Ridge will use Standing Timber to access Victory Road. It is possible that some traffic from Reflection Ridge would choose this route. This is a legal route. Our report argued that it would be unlikely that traffic from Caven Ridge would cut through Reflection Ridge, but some traffic may choose that route. The result would essentially be a cancelling out of cut through traffic. When the signal is completed at Rumpel Way it will provide a shorter route to the transportation system than Standing Timber for traffic from Reflection Ridge, thus reducing cut through traffic.

Mr. Thomas states that traffic from this development will cause the level of service on Victory Road to exceed LOS E. However, he does not understand that some of the trips are entering, and some are exiting. All of the trips will disperse to other destinations. Mr. Thomas adds all trips generated by the site to the peak direction of flow. This is an incorrect application. Mr. Thomas does the same thing with all potential traffic from other subdivisions. Our estimation of future traffic is correct.

Mr. Thomas states that our study only included Victory Road from Standing Timber to Victory Road, and we did not consider that Victory Road reduces to two lanes east of Glacier Bay Way. Our scope of work, as determined by ACHD staff, was to review Victory Road east of SH69, which was included in our report. Mr. Thomas assumes that the daily traffic volume included in our report was applicable to the Victory Road east of Glacier Bay Way. It is not.

Mr. Thomas states that our traffic counts were obtained in late January when there was snow on the road. We do not disagree that there was snow on the ground, but we did have to wait until there was a window of reasonable weather to obtain our counts. We were given a notice to proceed on our study in mid December of 2016. We advised the client that we were not able to obtain traffic counts over the Christmas holidays, as the counts would not be representative of average traffic. We were then delayed...
by snow fall for four weeks. While we do not recall the exact conditions that day that we did obtain our counts, we do know that we obtained daily counts on Victory Road and Standing Timber Way. These counts required the placement of pneumatic tubes in the roadway. These tubes cannot be placed in snow covered roads because they will not record traffic, and snow clearing equipment will completely destroy the tubes.

Furthermore, we compared our counts to historic counts obtained from the ACHD website. The PM peak hour directional flows recorded by ACHD are shown below compared to the similar location obtained by L2 Data Collection for use in our report.

<table>
<thead>
<tr>
<th></th>
<th>ACHD Count</th>
<th>Date</th>
<th>L2 Data Collection</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB SH69</td>
<td>611</td>
<td>7/19/16</td>
<td>764</td>
</tr>
<tr>
<td>SB SH69</td>
<td>1564</td>
<td>7/19/16</td>
<td>1609</td>
</tr>
<tr>
<td>EB Victory Road</td>
<td>287</td>
<td>10/31/12</td>
<td>352</td>
</tr>
<tr>
<td>WB Victory Road</td>
<td>446</td>
<td>10/31/12</td>
<td>576</td>
</tr>
</tbody>
</table>

In all cases, the counts obtained by L2 Data Collection were higher than the counts published by ACHD. Based on this information, we determined that our counts were acceptable for use in our study.

In conclusion, we stand by the findings of our report. We will be happy to discuss this further if necessary.

Sincerely,
Thompson Engineers, Inc.

Daniel A. Thompson, P.E.
President
Project/File: Caven Ridge Estates East / MPP17-0008 / H-2017-0020
The applicant is requesting a development agreement modification (with the City) and preliminary plat approval for Caven Ridge Estates East subdivision. The proposed subdivision consists of 93-single family lots, and 7-common lots on 32.6-acres.

Lead Agency: City of Meridian

Site address: s/o Victory Road & e/o SH-69/Meridian Road

Commission Hearing: May 24, 2017

Commission Approval: Applicant: New Cavanaugh, LLC
3327 N. Eagle Rd. Ste. 110
Meridian, ID 83646

Representative: JUB Engineers, Inc.
250 S. Beechwood Ave. Ste. 201
Boise, ID 83709

Staff Contact: Austin Miller
Phone: 387-6335
E-mail: amiller@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting a development agreement modification and preliminary plat approval for Caven Ridge Estates East subdivision. The proposed subdivision consists of 93-single family lots, and 7-common lots. The 32.6-acre site is located south of Victory Road, east of SH-69. The site is currently zoned R-8 and is consistent with the City of Meridian’s comprehensive plan.

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</td>
<td>R-8</td>
</tr>
<tr>
<td>South</td>
<td>Rural-Urban Transition &amp; Medium-Density Residential</td>
<td>RUT &amp; R-8</td>
</tr>
<tr>
<td>East</td>
<td>Medium-Density Residential</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Medium-Density Residential</td>
<td>R-8</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously approved this site as Cavanaugh Subdivision (MPP-07-015) in October 2007. The requirements of this staff report are generally consistent with those of the prior action.
4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

- Caven Ridge Estates Subdivision phase 1, consisting of 38 residential lots, abuts this site to the northwest, was approved by ACHD in 2007 and is currently under construction.
- Cavanaugh Ridge Subdivision, consisting of 250 residential lots, abuts the site to the south and east, was approved by ACHD in 2009 and is currently under construction.
- Cavanaugh Subdivision No. 1, consisting of 126 residential lots, is located north of the site immediately north of the Ridenbaugh Canal, was approved by ACHD in 2013 and is currently under construction.
- Silverwater North and South, consisting of 61 residential lots, is located northeast of the site, just south of Victory Road. Both subdivisions were approved by ACHD in 2016 and are currently in various stages of development.
- Red Wing Subdivision, consisting of 48 single-family lots and 1 multi-family lot (228-units), is located just north of the site, was approved by ACHD in 2013 and is in various stages of development.

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

6. **New Center Lane Miles:** The proposed development includes 0.93 centerline miles of new public road.

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

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

- Victory Road is listed in the CIP to be widened to 3-lanes from SH-69 to Locust Grove Road between 2026 and 2030.
- Amity Road is listed in the CIP to be widened to 5-lanes from SH-69 to Locust Grove Road between 2026 and 2030.
- Locust Grove Road is listed in the CIP to be widened to 3-lanes from Amity Road to Victory Road between 2031 and 2035.
- The intersection of Amity Road and SH-69 is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 6-lanes east, and 5-lanes on the west leg, and signalized between 2026 and 2030.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 885 additional vehicle trips per day; 93 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Traffic Impact Study**

Thompson Engineers Inc. prepared a traffic impact study for the proposed Caven Ridge Estates East subdivision, and the conceptual Caven Ridge Estates West. The traffic impact study is based on trips generated from both sites, which is 1,341 vehicle trips per day (total) and 139 vehicle trips in the PM peak hour (total). The executive summary is not the opinion of ACHD staff. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD staff comments on the submitted traffic impact study can be found below under staff comments.
Conclusions from Thompson Engineers Inc:

- The intersection of SH-69 and Victory Road will operate at LOS C under total traffic conditions in the build out year. The critical peak hour is in the PM peak hour. The west and east bound approaches will operate at LOS D.
- The intersection of Victory Road and Standing Timber Way will operate at LOS C under total traffic conditions in the build out year. The critical peak hour is in the PM peak hour.
- The intersection of SH-69 and Rumpel Lane (Harris Street) currently operates at LOS F under existing traffic conditions. The critical peak hour is in the PM peak hour. The poor LOS is due to the eastbound left turn movement from Harris Street on to SH-69, and the very large volume of traffic on SH-69. Additional lanes on Harris Street will not improve the operation of the intersection. This intersection will not warrant a traffic signal. Caven Ridge will not add traffic to this movement.
- Victory Road is operating below the maximum recommended volume for LOS D under total traffic conditions.
- Standing Timber Way is operating below the maximum recommended volume for LOS D under total traffic conditions.

Staff Comments/Recommendations: ACHD Traffic Services and Planning Review staff has reviewed and generally agree with the findings and conclusions of the submitted traffic impact study for Caven Ridge Estates Subdivision.

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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Highway 69 Meridian Road</strong></td>
<td>None</td>
<td>State Highway</td>
<td>1,564</td>
<td>N/A</td>
</tr>
<tr>
<td>Victory Road</td>
<td>None</td>
<td>Minor Arterial</td>
<td>599</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Standing Timber Way</td>
<td>None</td>
<td>Collector</td>
<td>29</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Wrightwood Drive</td>
<td>None</td>
<td>Local</td>
<td>49</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a three-lane minor arterial is “E” (720 VPH)
* Acceptable level of service for a two-lane collector is “D” (425 VPH).

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

- The average daily traffic count for SH-69 south of Victory Road was 26,648 on July 19, 2016.
- The average daily traffic count for Victory Road east of SH-69 was 7,399 on January 26, 2017 (based on the submitted traffic impact study).
- The average daily traffic count on Standing Timber Way south of Victory was 490 on January 26, 2017 (Counts for Standing Timber Way are based on the submitted traffic impact study, not collected by ACHD).
- The average daily traffic count for Wrightwood Drive east of Locust Grove Road was 749 on January 13, 2016.
C. Findings for Consideration

1. Plans and Studies
   The South Meridian Transportation Plan (SMTP) is a long range planning tool used to identify future roadway, intersection, and corridor needs in the South Meridian Area. Providing a framework for future roadway improvements based on the land use designations. The plan was created in collaboration with the City of Meridian and was adopted by the ACHD Commission in September of 2009. The SMTP identifies Victory Road to be improved from 2-lanes to 3-lanes.

2. Standing Timber Way
   a. Existing Conditions: Standing Timber Way does not exist internal to the site, but was constructed as a collector stub street to the site with Caven Ridge 1 Subdivision as a 46-foot street section.

   b. Policy:
      Collector Function: District policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated as bicycle and bus routes.

      Level of Service: District policy 7206.3.1 states that the level of service for collector streets is LOS D.

      Maximum Traffic on One Access: District policy 7206.3.3 states that if a proposed development only has one access to a public street that is classified as a collector, or if it proposes to extend public streets from existing development with only one collector street access to the public street system, the maximum forecast ADT to be allowed at any point on the collector street is 3,000. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).

      Through Traffic: District policy 7206.3.4 states that 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. The design of a collector street in a residential area should promote safe pedestrian movement and lower speeds.

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

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

      Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.
The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

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

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 47-foot street section within 69-feet of right-of-way.

**c. Applicant Proposal:** The applicant is proposing to construct Standing Timber Way internal to the site as a 46-foot street section with vertical curb, gutter and 5-foot wide detached sidewalk. The applicant is proposing to dedicate 56-feet of right of way for Standing Timber Way.

**d. Staff Comments/Recommendations:** District policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. The Level of Service for a collector roadway should not exceed LOS D. The traffic impact study (TIS) indicates that Standing Timber Way is operating below the maximum recommended volume for LOS under total traffic conditions. The TIS also notes that the intersection of Standing Timber Way and Victory Road is anticipated to operate at LOS C under total traffic conditions in the build out year.

The applicant’s proposal meets District policy and should be approved as proposed.

The right of way for Standing Timber Way should extend to the western property line a minimum of 50-feet wide in alignment with Pisa Drive, to allow for the future extension of a public street to the undeveloped site to the west.

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.

3. **Rumpel Lane**
   a. **Existing Conditions:** Rumpel Lane is currently a private road owned by the applicant that extends to SH-69.
b. Policy:

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

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

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

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

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

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

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

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

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 47-foot street section within 69-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to construct Rumpel Lane east of Standing Timber Way, abutting the site, as a 36-foot street section, with vertical curb, and gutter. Sidewalk is proposed to only be constructed on the north side of Rumpel Lane as the necessary right-of-way is not available at this time.

The applicant is proposing to dedicate the offsite portion of Rumpel Lane to ACHD as right-of-way for the future construction of the full public street.
d. **Staff Comments/Recommendations:**

Rumpel Lane is designated as a residential collector street on the Master Street Map from SH-69 to Windstone Avenue. The applicant’s proposal to construct a portion of Rumpel Lane meets District policy and should be approved as proposed.

With future development and street connections on the east and west side of SH-69, a traffic signal will be warranted at the intersection of Rumpel Lane / Harris Street and SH-69. The applicant should be required to submit a road trust of $16,750 for the proportionate 6.7% share of the traffic signal.

An additional road trust of $8,250 will be required with the Caven Ridge Estates West subdivision (when that site is developed), based on the submitted traffic study.

Because the right-of-way for Rumpel Lane from Standing Timber Way to SH-69 is only 25-feet wide, and because the applicant does not own property to either the north or the south of Rumpel Lane, there is not adequate right-of-way to improve this segment of Rumpel Lane. As adjacent properties develop, improvements will be required. This applicant should be required to provide a road trust of $38,700 for 25-feet of pavement on Rumpel Lane from the site to SH-69. Prior to further development of the adjacent parcels, Rumpel Lane will operate as unopened and unmaintained right-of-way.

4. **Master Street Map**

a. **Staff Comments/Recommendations:** The MSM designates a future 3-leg single-lane roundabout at the intersection of Rumpel Lane and Windstone Avenue. Staff recommends that the MSM be modified to remove the roundabout from the map because the eastern leg of the potential roundabout was previously developed as part of the Reflection Ridge subdivision, and does not provide a connection to the roundabout shown in the MSM.
5. **Internal Local Streets**

a. **Existing Conditions:** No local streets exist internal to the site.

b. **Policy:**

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

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

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

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

   4. **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.

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

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

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

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

**Cul-de-sac Streets Policy:** District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

**Tangent Length Approaching Intersections Policy:** District policy 7207.5.14 states that the minimum centerline tangent length approaching an intersection shall be 150-feet from the near edge of the travel way. If the street is planned for future widening, then the tangent shall be measured from the near edge of the future travel way.

**Speed Control and Traffic Calming Policy:** District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

c. **Applicant’s Proposal:** The applicant is proposing to construct internal local streets as 33-foot street sections with rolled curb, gutter and 5-foot wide detached sidewalk.

The applicant has proposed to extend Pisa Drive off of Standing Timber Way, to the east, for approximately 1,500-feet.
d. **Staff Comments/Recommendations:** The applicant’s proposal to construct internal local streets as 33-foot street sections with rolled curb, gutter and 5-foot wide detached sidewalk meets District policy and should be approved as proposed.

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.

The proposed intersection design of Pisa Drive and Twilight Rise Way does not meet District policy as the provided tangent approaching the intersection is less than 150-feet in length. The applicant should be required to redesign the intersection to provide a minimum tangent length of 150-feet OR The applicant should be required to redesign the intersection to a T-type intersection (intersecting at a 90˚ angle) and provide center landscape medians or chicanes on Pisa Drive to serve as traffic calming for the elongated street segment.

The applicant should be required to dedicate right-of-way for Pisa Drive to a minimum of 2-feet behind the back of curb.

6. **Roadway Offsets**
   a. **Existing Conditions:** No roadways exist internal to the site.
   
   b. **Policy:**
      
      **Local Offset Policy:** District policy 7207.4.2, requires local roadways intersecting collector roadways to align or provide a minimum offset of 330-feet from any other street (measured centerline to centerline).

   c. **Applicant’s Proposal:** The applicant is proposing to construct Pisa Drive to intersect Standing Timber Way located 220-feet north of Rumpel Lane (measured centerline to centerline).

   d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy because the offset is 220-feet instead of the required 330-feet. However staff recommends a modification of policy to allow Pisa Drive to intersect Standing Timber as proposed because there is not adequate frontage on Standing Timber Way to meet spacing requirements. This is a 33% modification of policy and can be approved at the discretion of the Development Services Manager.

   The applicant should be required to provide the maximum sight distance between the intersections of Standing Timber Way/Pisa Drive and Standing Timber Way/Rumpel Lane. The landscaping should ensure no sight obstructions between these two intersections.

7. **Stub Streets**
   
   a. **Existing Conditions:** There are 5 existing stub streets that have been constructed or platted to this site, located as follows:

   - Standing Timber Way (a collector street) stubs to the north property line.
   - Palermo Drive stubs to the north property line.
   - Cannon Way stubs to the north property line.
• Sicily Drive stubs to the west property line.
• Mona Lisa Street stubs to the east property line.

b. **Policy:**

**Stub Street Policy:** District policies 7206.2.4 and 7207.2.4 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Sections 7206.2.5.4 and 7207.2.5.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet.

c. **Applicant Proposal:** The applicant is proposing to extend all stub streets into the site. No new stub streets are proposed with this application.

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

8. **Tree Planters**

**Tree Planter Policy:** 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.

9. **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.

10. **Other Access**

Standing Timber Way and Rumpel Lane are classified as collector roadways. Direct lot access is prohibited to these roadways and should be noted on the final plat.

**D. Site Specific Conditions of Approval**

1. Construct Standing Timber Way internal to the site as a 46-foot street section with vertical curb, gutter and 5-foot wide detached sidewalk. Dedicate a minimum of 50-feet of right of way for Standing Timber Way.

2. Provide a permanent right-of-way easement for all public sidewalks 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.

3. Construct Rumpel Lane east of Standing Timber Way, abutting the site, as a 36-foot street section, with vertical curb, and gutter. Construct 5-foot wide (minimum) detached concrete sidewalk on the north side of Rumpel Lane. Dedicate a minimum of 40-feet of right-of-way for this segment of Rumpel Lane, extending to the southern property line.

4. Dedicate the offsite portion of Rumpel Lane west of Standing Timber Way to SH-69 to ACHD as right-of-way for the future construction of the full public street.

5. Provide a road trust of $16,750 for the Rumpel Lane / Harris Street and SH-69 traffic signal.

6. Provide a road trust of $38,700 for the off-site portion of Rumpel Lane to SH-69.
7. Construct internal local streets as 33-foot street sections with rolled curb, gutter and 5-foot wide detached sidewalk. Dedicate a minimum of 37-feet of right-of-way for all internal local streets.

8. Construct Pisa Drive to intersect Standing Timber Way located 220-feet north of Rumpel Lane.

9. Provide landscaping to ensure no sight obstruction between the intersections of Standing Timber Way/Pisa Drive and Standing Timber Way/Rumpel Lane.

10. Extend the existing stub streets as follows into the site:
    - Standing Timber Way
    - Palermo Drive
    - Cannon Way
    - Sicily Drive
    - Mona Lisa Street

11. Extend the right of way for Standing Timber Way to the western property line a minimum of 50-feet wide in alignment with Pisa Drive, to allow for the future extension to the undeveloped site to the west.

12. Redesign the intersection of Pisa Drive and Twilight Rise Way to provide a minimum tangent length of 150-feet OR Redesign the intersection to a T-type intersection (intersecting at a 90˚ angle) and provide center landscape medians or chicanes on Pisa Drive.

13. Standing Timber Way and Rumpel Lane are classified as collector roadways. Direct lot access is prohibited to these roadways and should be noted on the final plat.

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

15. Comply with all Standard Conditions of Approval.

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. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
SITE PLAN

PRELIMINARY PLAT FOR
CAVEN RIDGE ESTATES EAST SUBDIVISION
SITUATED IN THE WEST HALF OF SECTION 30,
TOWNSHIP 3 NORTH, RANGE 1 EAST, BOISE MERIDIAN,
MERIDIAN, IDAHO
2017
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

*Notification to the Ada County UCC can be sent to:* 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Development Process Checklist

**Items Completed to Date:**

☑ Submit a development application to a City or to Ada County
☑ The City or the County will transmit the development application to ACHD
☑ The ACHD Planning Review Section will receive the development application to review
☑ The Planning Review Section will do one of the following:
  - Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

**Items to be completed by Applicant:**

☐ For ALL development applications, including those receiving a “No Review” letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

**DID YOU REMEMBER:**

*Construction (Non-Subdivisions)*

☐ Driveway or Property Approach(s)
  - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way
  - Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

*Construction (Subdivisions)*

☐ Sediment & Erosion Submittal
  - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ Idaho Power Company
  - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
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.