November 27, 2018

TO: ACHD Board of Commissioners

FROM: Mindy Wallace, ACIP

SUBJECT: Linder Village Subdivision

Southeast corner Linder Road and Chinden Boulevard-US 20/26
Staff Report for December 5, 2018 Commission Meeting

Executive Summary
This is an annexation, rezone of 81.5 acres, and preliminary plat application to allow for the
development of 16 commercial lots, 1 residential lot, 2 common lots, and 2 other lots on approximately
78 acres. This subdivision is proposed to be constructed in phases, with the first phase consisting of a
WinCo Foods.

This item is on the regular agenda to allow testimony from neighboring property owners.

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

Attachment(s): Letters from neighboring property owners
Staff Report
COMPASS Check List
-----Original Message-----
From: Traci Fuller <tracijanaefuller@gmail.com>
Sent: Tuesday, November 20, 2018 11:46 PM
To: Mindy Wallace <Mwallace@achdidaho.org>
Subject: Linder Village Development Meeting

Mindy,

First if you could please reschedule the Linder development meeting to an evening meeting so more people could attend that would be very helpful.

Secondly, I understand that development in this area is happening. I also feel that it can happen while being considerate to the residents and the neighborhoods around the developing businesses. I live on Bergman Avenue which will connect directly to the Linder Village in the plans as of the last meeting. I have small children, and there are many children in this neighborhood who walk to elementary school and high school, and enjoy the quiet neighborhood. If you put the WinCo and Linder Village connecting on Arliss and Bergman, it will not be safe for kids to walk to school anymore. I lived on a busy through street in my last home, and was so grateful to move into Paramount onto Bergman to a quiet street. My kids can play in the front yard and I don’t get nervous that they walk to school. The traffic coming from WinCo and Linder Village will make it so that my kids can’t walk to school or play in the front yard. This affects the whole neighborhood, and every WinCo I have been to (in five different states) does NOT connect to a neighborhood. I really appreciate your consideration, and will be writing to others as well.

Thank you,
Traci Fuller

On Nov 27, 2018, at 10:56 AM, Erin Ebright <eebright@msn.com> wrote:

Mrs Wallace,

Due to the location of and substantial impact that Linder Village will have on Meridian residents, I request that ACHD move the public hearing to an evening meeting time when the public can attend. I am in the paramount subdivision and live right off of Bergman Rd. You (ACHD) want to punch this road through into this shopping center past my house. We are beyond furious that you think that Bergman can handle the traffic as it's just a little neighborhood road not a McMillian or Linder. We have small children and the idea of the increase of cut through traffic scares me beyond measure. I truly hope you and the city council listen to the people that this will affect on a DAILY basis.

Also, Holding the meeting when no one can attend or not many can attend that is affected is not fair, deliberate and not due process. Please reconsider.
Thank you,

Erin Ebright

Sent from my iPhone

From: Erin Ebright <eebright@msn.com>
Sent: Tuesday, November 27, 2018 11:15 AM
To: Mindy Wallace <Mwallace@achdidaho.org>
Cc: Drew Ebright <drewe@tpchousing.com>
Subject: Re: ACHD -- Bergman Rd concerns

Mrs Wallace,
Further concerns with Bergman entrance and exit into Paramount are:

We have kids walking and biking to and from Paramount and Heritage/ Rocky! A number of school children (K-12) walking in Paramount - Meridian City advocates for safe routes to school. If Bergman and Director connect, the cut through traffic from the south and east of Linder Village will endanger these walking routes and the children who use them.

Neighborhood streets accessing Linder Village will become a thoroughfare for traffic trying to avoid Linder and Chinden construction.

Rocky High school students on lunch break will speed through the neighborhood to get to the commercial area. This is RIGHT next to my house!!!! If you do this we need speed bumps!!! Someone will get injured or worse and you will be liable.

Similar commercial areas either do not connect at all to the residential areas adjacent to them, or the through streets discourage through traffic by their design or traffic calming measures. Look at the poles that go over the street by Bridgetower by Gino's? Only allowed in and out by walking and bikes. That's how this should be!

Finally, the need for these streets to connect is unnecessary. Paramount residents will have access to the commercial area through Bountiful Commons without needing to access Linder or Chinden, so Arliss, Bergman, and Director do not need to connect to the collector road. These streets can extend to connect to the future residential area.

Please please don't do this to our neighborhood!!
Erin Ebright
From: lee tricia <lee_tricia@hotmail.com>  
Sent: Tuesday, November 27, 2018 1:13 PM  
To: Mindy Wallace <Mwallace@achdidaho.org>  
Subject: Move the Public Hearing for Linder Village to an Evening Time

Hi Mrs. Wallace,  
"Due to the location of and substantial impact Linder Village will have on Meridian residents, I request that ACHD move the public hearing to an evening meeting time when the public can attend. What's the purpose of the public hearing for if the public are not able to attend?"  

Respectfully, "  

A concerned mother

From: Jesse McGuire <kong103@gmail.com>  
Sent: Tuesday, November 27, 2018 2:20 PM  
To: Mindy Wallace <Mwallace@achdidaho.org>  
Subject: Linder Village public hearing for Dec 5th at noon

Due to the location of and substantial impact Linder Village will have on Meridian residents, I request that ACHD move the public hearing to an evening meeting time when the public can attend.  
Respectfully,  

Jesse McGuire

From: Travis Averett <aver2801@hotmail.com>  
Sent: Tuesday, November 27, 2018 3:21 PM  
To: Mindy Wallace <Mwallace@achdidaho.org>  
Subject: ACHD Public Hearing for Linder Village

Mindy,  

Due to the location of and substantial impact, Linder Village will have on Meridian residents, I request that ACHD move the public hearing to an evening meeting time when the public can attend.  

Thank you,  

Thank you,  

Travis Averett  
Resident of Paramount
This is an annexation, rezone of 81.5 acres, and preliminary plat application to allow for the development of 16 commercial lots, 1 residential lot, 2 common lots, and 2 other lots on approximately 78 acres. The application also includes a variance request to City Code, to allow for 2 accesses onto Chinden Boulevard/SH-20/26. The site is located at the southeast corner of Chinden Boulevard and Linder Road in Meridian, Idaho.
A. Findings of Fact

1. Description of Application: The applicant is requesting approval of an annexation, rezone of 81.5 acres from RUT to CC & R-8, and preliminary plat application to allow for the development of 16 commercial lots, 1 residential lot, 2 common lots, and 2 other lots on approximately 78 acres.

This site is proposed to be developed in 2 phases, with phase 1 consisting of 86,600 sf WinCo Foods, 124,048 sf of other retail uses, convenience market with gas station, 18,500 sf of medical office, and a community library. Phase 1 is anticipated to be completed in late 2019.

Phase 2 is planned to have 125,400 sf of additional retail, 119,400 sf of medical office, 66,000 sf of office, 44 single family homes, and 102 multi-family housing units (mix of live/work units, condos, and townhomes). Phase 2 is anticipated to be complete in 2022.

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>Commercial/single family residential (Eagle)</td>
<td>C-3DA/MU-DA</td>
</tr>
<tr>
<td>South</td>
<td>Single family residential</td>
<td>R-8</td>
</tr>
<tr>
<td>East</td>
<td>Community commercial/single family residential</td>
<td>C-C/R-8</td>
</tr>
<tr>
<td>West</td>
<td>General commercial/single family residential</td>
<td>C-G/R-4</td>
</tr>
</tbody>
</table>

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

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

5. New Center Lane Miles: The proposed development includes 0.54 centerline miles of new public road.
6. **Impact Fees**: There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP)**:
   - Linder Road is scheduled in the IFYWP to be widened to 5-lanes from Cayuse Creek to Chinden Boulevard in 2019.
   - Linder Road is scheduled in the IFYWP to be widened to 5-lanes from McMillan Road to Ustick Road in 2019.
   - Linder Road is listed in the CIP to be widened to 7-lanes from US 20/26/Chinden Boulevard to SH-44/State Street between 2021 and 2025.

**B. Traffic Findings for Consideration**

1. **Trip Generation**: Phase 1 of this development is estimated to generate 19,274 vehicle trips per day; 1,807 vehicle trips per hour in the PM peak hour. At built-out (Phase1 & 2) this development is estimated to generate 28,967 vehicle trips per day; 2,826 vehicle trips in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**
   Kittelson & Associates, Inc. prepared a traffic impact study for the proposed Linder Road Village Subdivision. An executive summary of the findings as presented by Kittelson & Associates, Inc. can be found as attachment 3. 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.

   **Staff Comments/Recommendations**: ACHD’s Development Services and Traffic staff has reviewed and generally agrees with the findings and recommendations of the submitted traffic impact study.

   **Phase 1**

   As part of phase 1 the applicant has proposed to make the following improvements through a Sales Tax Anticipation Revenue Reimbursement Agreement (STAR Agreement) with ITD and ACHD (see Finding 1).

   - Widen the Chinden Boulevard to 5 lanes from Linder Road to Meridian Road.
   - Widen the Chinden Boulevard/Linder Road intersection to include dual east and westbound left turn lanes.
   - If access to Fox Run is not available, widen the Chinden Boulevard/Bergman Way intersection to provide for the ability to signalize the intersection with dual west and northbound left turn lanes. Single left turn lanes would be striped prior to installation of the signal.

   Additionally, ACHD will be widening Linder Road to 5 lanes from Cayuse Creek north to Linder Road.

   The study recommends the construction of dedicated right turn lanes on Linder Road at all site access points.

   With the improvements noted above, the traffic study notes that the following intersections and roadway segments will exceed acceptable level of service standards in 2019 with the traffic generated by the first phase of the development.

   **Intersections**:
   - Chinden Boulevard/ Fox Run Way
- Chinden Boulevard/Meridian Road
- Chinden Boulevard Boulevard/Bergman Way
- Linder Road /Site Access D

Roadway Segments:
- Chinden Boulevard – Bergman Way to Meridian Road
- McMillan Road – Linder Road to Meridian Road

To mitigate the impacts of the traffic generated by the Phase 1 of the development the traffic impact study recommends the following improvements:

Intersections:
- Chinden Boulevard/Fox Run Way
  - Restripe/extend the westbound right turn lane to a westbound through lane.
  - Widen Chinden Boulevard to add a westbound through lane between Fox Run Way and the existing westbound through lane in front of Eagle Island Market Place.
  - Widen Chinden Boulevard to extend the existing two westbound through lanes at Eagle Island Market Place through Fox Run Way.
- Chinden Boulevard Boulevard/Meridian Road
  - Add an additional eastbound and westbound through lane.
  - OR, complete the STAR improvements – add an east and westbound through lanes, an eastbound right turn lane, and an additional northbound left turn lane.
- Chinden Boulevard/Bergman Way
  - If access to Fox Run is not available signalize the intersection.
  - If access to Fox Run Way is available restrict the driveway/Bergman Way to left-in/right-in/right-out.
- Linder Road/Site Access D
  - Consider signalization of the intersection.

Roadway Segments:
- Chinden Boulevard – Bergman Way to Meridian Road
  - Widen to provide additional east and westbound through lanes.
- McMillan Road – Linder Road to Meridian Road
  - Widen to 5 lanes (ACHD MSM calls for 3 lanes)

Phase 2
As part of phase 2 the applicant has proposed to make the following improvements through a Sales Tax Anticipation Revenue Reimbursement Agreement (STAR Agreement) agreement with ITD and ACHD (see Finding 1).
- Widen Chinden Boulevard to 5 lanes from Meridian Road to Locust Grove Road.
- If access to Fox Run is not available, signalize the Chinden Boulevard/Bergman Way.
In addition to the widening of Chinden Road, widen the Chinden/Meridian Road intersection to add an eastbound right turn lane and an additional northbound left turn lane to create dual lefts.

With the improvements noted above, the traffic study notes that the following intersections and roadway segments will exceed acceptable level of service standards in 2022 with the traffic generated by the second phase of the development.

- Chinden Boulevard/Bergman Way
  - If access to Fox Run Way is not available signalize the intersection.
- Linder Road/Site Access E
  - Signalize the intersection – this location does not meet ACHD’s spacing requirements for signalized intersections.
  - Allow the intersection to operate at LOS F and signalize the Linder/New Collector intersection.
  - Restrict driveway to left-in/right-in/right-out.
- Linder Road/New Collector
  - Signalize the intersection

The study recommends the construction of dedicated right turn lanes at site access A, B, D, and E and center left turn lanes at B, D, and E. Although not warranted, the study recommends the construction of a dedicated right turn lane at site access C, due to its proximity to Chinden Boulevard.

Site Access

The traffic study notes that the study intersections are anticipated to operate at an acceptable level of service with the construction of the proposed improvements. The widening of Chinden Boulevard to 5 lanes from Linder Road to east of Meridian Road and ACHD’s widening of Linder Road to 5
lanes between Cayuse Creek and Linder Road will result in both roadways operating at an acceptable level of service.

No improvements to McMillan Road are recommended as part of this application, McMillan is listed as a constrained roadway in ACHD’s CIP and as a 3 lane residential arterial on ACHD’s MSM and is improved as a 2/3 lane roadway.

Consistent with the findings and recommendations of the traffic impact study, the applicant should be required to construct dedicated right turn lanes on Linder Road at site access C and D. The turn lanes should be constructed in addition to the widening of Linder Road (5 lanes) that is planned by ACHD. Staff does not recommend construction of a dedicated right turn lane at site access E, the new collector roadway, as there is not enough right-of-way south of the site to accommodate the construction of the turn lane.

The traffic impact study analyzed 2 different access scenarios; with and without access to Fox Run Drive through an adjacent parcel. The access scenarios are discussed in detail in Finding for Consideration 3 below.

If the STAR agreement with ITD and ACHD does not occur, then an updated traffic impact study should be provided which shows the impact of the proposed development and proposed mitigation.

3. **Trip Distribution**
A trip distribution analysis was included as part of the traffic impact study. The COMPASS 2040 regional travel demand model and the site plan were used in determining the trip distribution pattern.

The study estimates that 52% of the site generated traffic will travel on Chinden Boulevard, 43% will travel Linder Road and 5% will access the site from within the existing Paramount Subdivision. The exhibit below represents the trip distribution pattern presented in the traffic impact study and further defines the trip distribution.
Trip Distribution
4. **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>SH-20/26 Chinden Boulevard</strong></td>
<td>2,540-feet</td>
<td>Expressway</td>
<td>1,070</td>
<td>N/A</td>
</tr>
<tr>
<td>Linder Road (Cayuse Creek to Chinden Boulevard)</td>
<td>1,250-feet</td>
<td>Principal Arterial</td>
<td>750</td>
<td>“Better than “E”</td>
</tr>
<tr>
<td>Linder Road (McMillan to Cayuse Creek)</td>
<td>1,250-feet</td>
<td>Principal Arterial</td>
<td>870</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Fox Run Way</td>
<td>0-feet</td>
<td>Collector</td>
<td>90</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Cayuse Creek Drive</td>
<td>0-feet</td>
<td>Collector</td>
<td>170</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a three-lane principal arterial is “E” (880 VPH).  
* Acceptable level of service for a five-lane principal arterial is “E” (1,780 VPH).  
* Acceptable level of service for a two-lane collector is “D” (425 VPH).  
** ACHD does not set level of service thresholds for State Highways.

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

- The average daily traffic count for Chinden Boulevard east of Linder Road was 23,656 on 10/17/2017.
- The average daily traffic count for Linder Road south of Chinden Boulevard was 15,602 on 12/14/2017.
- The average daily traffic count for Fox Run Way south of Chinden Boulevard was 1,944 on 5/3/2017.
- The average daily traffic count for Cayuse Creek Drive east of Linder Road was 3,269 on 12/14/2017.

C. **Findings for Consideration**

1. **Roadway Improvements/STAR Agreement**  
   **Applicant’s Proposal:** The applicant has proposed to enter into a STAR Agreement to fund on-site and off-site improvements to serve the site. At this time, staff from both ACHD and ITD are working on the proposed STAR agreement, because the proposal includes improvements to ACHD roads. The following system improvements are proposed to be constructed with the STAR Agreement:
Phase 1

- Widen Chinden Boulevard to 5 lanes from Linder Road to Meridian Road.
- Widen the Chinden Boulevard/Linder Road intersection to provide dual eastbound and westbound left turn lanes (there are existing dual left turn lanes on the northbound and southbound legs of the intersection).
  - Signal modifications at the Chinden Boulevard/Linder Road intersection as necessary to accommodate the widening.
- Widen the east and west legs of the Chinden Boulevard/Bergman Way intersection to provide dedicated right turn lanes.
- Construct a new east-west collector roadway between Linder Road and Fox Run Way.
- Widen the south leg of Fox Run Way at Chinden Boulevard to provide for dedicated right and left turn lanes.
  - Modify/relocate the entry features and landscaping for Paramount Subdivision to accommodate the intersection improvements.

Phase 2

- Widen Chinden Boulevard to 5 lanes from Meridian Road to Locust Grove Road.
- Widen the Chinden/Meridian Road intersection to provide for an eastbound right turn lane on the west leg and an additional northbound left turn lane to create dual lefts on the south leg of the intersection.
- Restrict the Chinden Boulevard/Bergman Way intersection to left-in/right-in/right-out.

Staff Comments/Recommendations: Staff is supportive of the applicant’s proposal to enter into the STAR Agreement with ITD and ACHD to make the necessary improvements identified above. As part of the agreement, ITD has proposed milestone deadlines for deliverables for both phases of the project, see attachment 4.

Phase 1

<table>
<thead>
<tr>
<th>Milestone Deadline</th>
<th>Deliverable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1/2019</td>
<td>Right-of-Way Plan, Legal Descriptions of proposed acquisitions, Ownership Data Sheet (ITD-2009), Cost Estimate (ITD – 2839), Title Commitments, including copies of all exception documents, vesting deeds, tax information and plat map</td>
</tr>
<tr>
<td>1/26/2019</td>
<td>Utility Plans, Utility Agreements</td>
</tr>
<tr>
<td>3/8/2019</td>
<td>Payment of Determination; Materials Report</td>
</tr>
<tr>
<td>8/8/2019</td>
<td>30% Project Plans</td>
</tr>
<tr>
<td>12/19/2019</td>
<td>Final Project Plans</td>
</tr>
</tbody>
</table>
ITD has required that all Phase 1 improvements be completed prior to occupancy of the Linder Village Development.

**Phase 2**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Deliverable</th>
</tr>
</thead>
</table>
| 3/20/2020 | Right-of-Way Plan  
Legal Descriptions of proposed acquisitions  
Ownership Data Sheet (ITD-2009)  
Cost Estimate (ITD – 2839)  
Title Commitments, including copies of all exception documents, vesting deeds, tax information and plat map |
| 4/14/2020 | Utility Plans  
Utility Agreements |
| 5/25/2020 | Payment of Determination; Materials Report |
| 10/25/2020 | 30% Preliminary Project Plans |
| 3/7/2021 | Final Project Plans |

If the applicant is unable to meet the proposed milestone deadlines established by ITD the STAR Agreement becomes null and void and ACHD will not sign any final plats. The applicant should be required to submit a revised traffic impact study that assumes none of proposed STAR improvements are made and identifies the mitigation needed to serve the site. A revised ACHD report will be written based on the findings and recommendations of the revised traffic impact study.

2. **US-20/26 (Chinden Boulevard Boulevard) Access**

The submitted traffic impact study was prepared for and reviewed by both ACHD and ITD staff. On October 19, 2018 ITD issued a letter (attachment 4) accepting the TIS and establishing requirements for improvements.

As part the approval letter, ITD approved 2 access points onto Chinden Boulevard, site access A located approximately 1,090-feet east of Linder Road and site access B located to align with Bergman Way on the north side of Chinden Boulevard across from the site. Site access A is approved as a right-in/right-out only driveway and site access B, as a left-in/right-in/right-out only driveway.

3. **Access Scenarios**

The traffic study included an evaluation of 2 different access scenarios; with and without access to Fox Run Way. Access to Fox Run Way and the Chinden Boulevard/Fox Run Way intersection is ACHD’s preferred option to provide signalized access to the site. This option requires access across an adjacent parcel owned by Brighton Investments.
Phase 1 of the STAR Agreement includes the construction of a new east-west collector roadway between Linder Road and Fox Run Way and modifications to the Chinden Boulevard/Fox Run Way intersection to accommodate the site generated traffic. ACHD has offered to work with Brighton Investments to acquire the right-of-way necessary to extend the new collector to Fox Run Way and for the intersection modifications. Brighton Corporation has indicated that they will work with ACHD during the right-of-way acquisition process.

Access to Fox Run Way is preferred by the City of Meridian, ACHD, and ITD staff, as it would provide the Linder Village development with access to an existing signalized intersection on Chinden Boulevard.

If ACHD is unable to acquire the right-of-way necessary to extend the collector roadway through the Brighton Investments parcel, access to the existing signal would not be feasible, necessitating the need for an additional signalized intersection on Chinden Boulevard at Bergman Way.

Without access to Fox Run Way, the traffic impact study notes that a signal will be warranted at the Chinden Boulevard/Bergman Way intersection with phase 2 of the development.

4. **Linder Road**
   a. **Existing Conditions:** Linder Road is improved with 3 to 7-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 115 to 135-feet of right-of-way for Linder Road (54 to 60-feet from centerline).
   b. **Policy:**
      - **Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      - **Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master
Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

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

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

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

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

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

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

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

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

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

c. Applicant Proposal: The applicant has proposed to construct a 10-foot wide detached concrete sidewalk on Linder Road abutting the site. The applicant has proposed to construct a bus pull out on Linder Road abutting the site.

d. Staff Comments/Recommendations: As noted above, ACHD has plans to widen Linder Road to 5 lanes from Cayuse Creek to Chinden Boulevard in 2019. This Linder Road widening project includes the construction of 10-foot wide sidewalks abutting the site, per the City of Meridian’s Pathway Master Plan. The right-of-way for this project has already been acquired. Typically, the applicant is responsible for the construction of 5-foot wide sidewalk abutting their site, however, due to ACHD’s upcoming roadway widening project, staff recommends that the applicant provide a road trust deposit in the amount of $46,740 ($38.00 X 1,230-feet) to pay for their share of the detached concrete sidewalk to be constructed abutting the site, as part of ACHD’s project.
The road trust deposit should be provided prior to plan approval and ACHD’s signature on the first final plat.

Consistent with the findings and recommendations of the traffic impact study, construct dedicated right turn lanes on Linder Road at Site Access C and D. The turn lanes will be constructed in addition to the Linder Road widening planned by ACHD and will require additional right-of-way dedication.

The applicant’s proposal to construct a bus stop/pull out on Linder Road abutting the site will not be approved, as proposed. The applicant should work with Valley Regional Transit to determine what is needed for future bus service in this area and coordinate with District Staff.

5. East-West Collector Roadway
   a. **Existing Conditions:** There are no collector roadways within the site.

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

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

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

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

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

      **Sidewalk Policy:** District policy 7206.5.6 requires 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.

   c. **Applicant Proposal:** The applicant has proposed to construct a new east-west collector roadway with the first phase of the development as part of the STAR Agreement. The new
collector is proposed to intersect Linder Road approximately 1,230-feet south of Chinden Boulevard and extend east to Fox Run Way.

The new collector roadway is proposed to be constructed as a 45-foot street section with vertical curb, gutter, 6-foot wide planter strip and 5-foot wide detached concrete sidewalk within 68-feet of right-of-way for the first 140-feet east of Linder Road tapering to a 35-foot street section with vertical curb, gutter, a 6-foot wide planter strip, and 5-foot wide detached concrete sidewalk within 60-feet of right-of-way.

d. **Staff Comments/Recommendations:** The construction of the east-west collector roadway between Linder Road and Fox Run Way is required as part of phase 1 of the proposed STAR Agreement. The collector will be located ¼ mile south of Chinden Boulevard and will align with an existing driveway on the west side of the roadway across from the site and will intersect Fox Run Way approximately 575-feet south of Chinden Boulevard.

The east-west collector roadway should be constructed as a 46-foot collector street section with vertical curb, gutter, bike lanes, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks from Linder Road to the east for 270-feet to provide a center left turn lane through the first driveway on the collector roadway. The roadway should then taper to a 36-foot collector street section with vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks.

If attached sidewalks are constructed, then the dedicated right-of-way should extend 2-feet behind the back of the sidewalk. If detached sidewalks are constructed, then the right-of-way should extend 2-feet behind the back of curb and a permanent right-of-easement should be provided. If street trees are desired, then an 8-foot wide planter strip should be provided.

The concept plan shows 3 pedestrian crosswalks on the collector roadway between the future residential portion of the development and the commercial portion of the development. Staff does not recommend that any defined crosswalks be installed until the residential portion of the side develops.

6. **Linder Road/New East-West Collector Intersection**

The traffic impact study notes the Linder Road/Collector roadway intersection is anticipated to operate at an unacceptable level of service with Phase 1 of the development. To mitigate the traffic impacts, the study recommends the installation of a signal at the intersection. Staff is supportive of this proposal as it would provide signalized access to the east-west collector roadway which will run between Linder Road and Fox Run Way providing access to the site.

To ensure the improvements identified in the submitted traffic impact study are constructed when warranted, the applicant should be required to install a signal at the Linder Road/East-West Collector intersection prior to occupancy of the WinCo Foods, which is anticipated to be the first occupied building within the Linder Village development. If WinCo Foods is not the first occupied building, then a signal warrant analysis for the Linder Road/Collector intersection should be provided prior to occupancy of the first building.

Prior to occupancy of the WinCo Food, or if it is determined that a signal is warranted through a signal warrant analysis prior to occupancy of the first building, then the applicant should be required to enter into a signal agreement with ACHD for the installation of the signal. The signal agreement should include requirements that the intersection be designed as a 5 X 3 intersection and that the applicant is responsible for all costs associated with the hardware, design, and installation of the signal, and that improvements are not eligible for reimbursement by ACHD.

In order to ensure the Linder Road/Collector Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat or land use
application which necessitates the improvement based on the findings of the signal warrant analysis.

- Signal Agreement
- Full design and approved plans for the intersection

Directly across from the collector roadway is a City of Meridian Fire Station. The Meridian Fire Department has raised concerns regarding the installation of a signal at the Linder Road/Collector Roadway intersection, noting that they currently have an emergency signal and their exiting driveway gets blocked.

Installation of a standard signal in this location would benefit the fire department, as it would prevent vehicles from blocking their driveway and would be fully integrated with an emergency signal to give preference to fire trucks and other emergency vehicles exiting the fire station.

Note: ACHD just received this information/concern from the Meridian Fire Department. Traffic Services staff will be conducting an investigation (not associated with this development application) to determine when the fire station driveway is blocked and if “DO NOT BLOCK INTERSECTION” signage or striping may be necessary.

7. Driveways

7.1 Linder Road

a. **Existing Conditions:** There is an existing 40-foot wide driveway from the site onto Linder Road located approximately 600-feet south of Chinden Boulevard.

b. **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 355-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 40 MPH to align or offset a minimum of 400-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.

**Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant's Proposal:** The applicant has proposed to construct two driveways onto Linder Road to provide access to the site. The driveways are proposed to be located as follows:

- Site access C located 390-feet south of Chinden Boulevard. The applicant has proposed restrict this driveway right-in/right-out only with the construction of a porkchop style median.
- Site access D located 625-feet south of Chinden Boulevard, is proposed as a full access driveway.

d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Access Management, Driveway Location, or Successive Driveway policies; however, staff recommends a modification of policy to allow the driveways to be located as proposed. Staff’s recommendation is due to the fact that the that the need for the driveways was demonstrated through the submitted traffic impact study.

The 2 driveways are restricted to maximin width of 36-feet and should be constructed as curb return type driveways with 30-foot radii.

The applicant should be required to install a 6” raised median on Linder Road to restrict site access C to right-in/right-out only. The median should begin at the intersection and extend south 75-feet beyond the driveway.

Consistent with ACHD’s Access policy, site access D should be approved, as temporary full access driveway and may be restricted in the future as traffic conditions warrant, as determined by ACHD.

7.2 **East-West Collector**

a. **Existing Conditions:** There is no East-West Collector within the site.

b. **Policy:**

Access 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.

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 at bicycle and bus routes.

Driveway Location Policy (Signalized Intersection): District policy 7206.4.3 requires driveways located on collector roadways near a signalized intersection to be located outside the area of influence; OR a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.
Driveway Location Policy (Stop Controlled Intersection): District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Successive Driveways: District policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 25 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 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, 7206.4.6, 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 7206.4.6.

c. Applicant’s Proposal: The applicant has proposed to construct 8 driveways onto the new East/West Collector road. The driveways are proposed to be located, as follows:

- 310-feet east of Chinden Boulevard – north and south side of roadway.
- 480-feet east of Chinden Boulevard – south side of roadway.
- 980-feet east of Chinden Boulevard – north side of roadway.
- 1,335-feet east of Chinden Boulevard – north side of roadway.
- 75-feet west of the east property line – north side of roadway.
- 210-feet west of the east side of the roadway – north and south side of roadway.
d. **Staff Comments/Recommendations:** The applicant’s proposal to construct 8 driveways onto the East/West Collector road should be approved, as proposed. The driveways are restricted to a maximum width of 36-feet and should be constructed as curb return-type driveways.

8. **Internal Local Streets - Conceptual**

   a. **Existing Conditions:** There are no internal local streets within the site. There are 3 local residential stub streets that were previously constructed to the site.

   b. **Policy:**

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

      - **Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

      - **Standard Urban Local Street—33-foot Street Section and Right-of-Way Policy:** District Policy 7207.5.2 states that the standard street section shall be 33-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 wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

      - For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, 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 wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

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

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

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

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

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

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

**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.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**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.

c. **Applicant’s Proposal:** Phase 2 (Lot 3) of this development includes a conceptual residential development abutting the site’s south property line, adjacent to the existing single family homes within Paramount Subdivision.

The concept plan includes the extension of 3 public stub streets into the site (Arliss, Bergman, and Director) and a local street network with private drive aisles and pathways.
d. **Staff Comments/Recommendations:** The applicant’s conceptual proposal to extend 3 public stub streets into the site meets District policy and should be approved, as proposed. The internal local streets should be constructed as 33-foot wide street sections with curb, gutter, and 5-foot wide concrete sidewalks abutting the site. The right-of-way should extend 2-feet behind the back of attached sidewalks or 2-feet behind the back of curb if the sidewalks are detached.

To provide local access to the Linder Village site for those living within Paramount Subdivision and to reduce trips on the arterial system (Linder Road), staff recommends the extension of Bergman Way from its current terminus at the south property line, north to the new east-west collector roadway with the first phase of the development. This section of Bergman Way has no front-on housing and extension of the roadway will provide local neighborhood access to commercial and office uses within the development.

To provide traffic calming and a clear distinction between the Linder Village site and Paramount Subdivision, until the future residential portion of the site is developed, staff recommends that a bulb-out be constructed on the Bergman Way extension, adjacent to Paramount Subdivision and at the Bergman Way/East-West Collector intersection. The bulb-outs should be designed to provide a minimum of 24-feet of pavement between the bulb-outs, as measured from face-of-curb to face-of-curb.

9. **Neighborhood Concerns – Cut Through Traffic**

Although not specifically part of the current preliminary plat application the traffic impact study and concept plan show the extension of 3 stub streets from the Paramount Subdivision located directly south and east of the site, Arliss, Bergman, and Director into the future residential portion of the development; Lot 3. To address concerns from neighbors in Paramount Subdivision the traffic impact study included an analysis of potential cut through traffic.

The study notes and staff agrees that the most convenient way to access the Linder Village development from Linder Road south of the site is by using direct connections to Linder Road. By turning onto Cayuse Creek and using local neighborhood streets to access the site the traveling public would drive about ½ mile out of their way to reach the Linder Village Development.
The study focused on the potential cut through traffic on Arliss and Bergman. Arliss has a current traffic count of 482 vehicle trips per day and Bergman north of Cayuse Creek has a current traffic count of 467 vehicle trips per day.

The traffic impact study estimates that 405 vehicle trips per day are anticipated to access the Linder Village site through the Paramount Subdivision. These trips are anticipated to originate from within Paramount Subdivision and it is estimated that 30% of those trips would access the site via Arliss and that 70% would use Bergman. This will add 120 vehicle trips per day to Arliss and 285 trips to Bergman increasing total daily traffic volume on Arliss to 602 trips per day and Bergman to 752 trips per day.

ACHD policy allows up to 2,000 vehicle trips per day on existing local streets. With the additional vehicle trips anticipated to be generated by the Linder Village development, both Arliss and Bergman are anticipated to have volumes well below the planning threshold of 2,000 VTD.

10. 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.

11. 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
12. Other Access
Linder Road is classified as a principal arterial roadway. The East-West collector roadway is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval
1. Enter into the STAR Agreement with ITD and ACHD.
2. Meet all of ITD’s milestone deadlines for deliverables, as noted on attachment 4.
3. If the applicant does not enter into the STAR Agreement or does not meet all of ITD’s milestone deadlines, ACHD’s preliminary plat approval is null and void. Submit an updated traffic impact study and revised preliminary plat for review.
4. Prior to plan approval and ACHD’s signature on the first final plat provide a road trust deposit in the amount of $46,740 to pay for detached concrete sidewalk to be constructed abutting the site, as part of ACHD’s project.
5. Construct one 36-foot wide curb return type right-in/right out only driveway, Site access C, located 390-feet south of Chinden Boulevard, as proposed. Install a 6" raised median on Linder Road to restrict site access C to right-in/right-out only. The median shall begin at the intersection and extend south 75-feet beyond the driveway.
6. Construct one 36-foot wide curb return type temporary full access driveway, Site access D located 625-feet south of Chinden Boulevard, as proposed. This driveway may be restricted in the future as traffic conditions warrant, as determined by ACHD.
7. When site Access C and D are constructed, dedicated additional right-of-way on Linder Road to allow for the construction of dedicated right turn lanes at Site Access C and D. Construct Dedicated right turn lanes on Linder Road at Site Access C and D.
8. As required as part of phase 1 of the STAR Agreement construct the east-west collector roadway between Linder Road and Fox Run Way. The collector shall intersect Linder Road ¼ mile south of Chinden Boulevard and will align with an existing driveway on the west side of the roadway across from the site and will intersect Fox Run Way 575-feet south of Chinden Boulevard.
9. Construct the east-west collector roadway as a 46-foot collector street section with vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks from Linder Road to the east for 270-feet to provide a center left turn lane through the first driveway on the collector roadway. The roadway should then taper to a 36-foot collector street section with vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks. If attached sidewalk are constructed, then the dedicated right-of-way should extend 2-feet behind the back of the sidewalk. If detached sidewalks are constructed, then the right-of-way should extend 2-feet behind the back of curb and a permanent right-of-easement should be provided. If street trees are desired, then an 8-foot wide planter strip shall be provided.
10. Construct 8 curb return type driveways onto the new East/West Collector road, as follows:
   - 310-feet east of Chinden Boulevard – north and south side of roadway.
• 480-feet east of Chinden Boulevard – south side of roadway.
• 980-feet east of Chinden Boulevard – north side of roadway.
• 1,335-feet east of Chinden Boulevard – north side of roadway.
• 75-feet west of the east property line – north side of roadway.
• 210-feet west of the east side of the roadway – north and south side of roadway.

The driveways are restricted to a maximum width of 36-feet.

11. Prior to occupancy of the WinCo Foods, install a signal at the Linder Road/East-West Collector intersection. Enter into a signal agreement with ACHD for the installation of the signal prior to plans acceptance for the final plat or land use application which necessitates the improvement based on the findings of the signal warrant analysis. The signal agreement should include requirements that the intersection be designed as a 5 X 3 intersection and that the applicant is responsible for all costs associated with the hardware, design, and installation of the signal, and that improvements are not eligible for reimbursement by ACHD.

12. If WinCo Foods is not the first occupied building within Linder Village, provide a signal warrant analysis for the Linder Road/East-West Collector intersection prior to occupancy of the first building.

13. If it is determined that a signal is warranted, enter into a signal agreement with ACHD for the installation of the signal prior to plans acceptance for the final plat or land use application which necessitates the improvement based on the findings of the signal warrant analysis. The signal agreement should include requirements that the intersection be designed as a 5 X 3 intersection and that the applicant is responsible for all costs associated with the hardware, design, and installation of the signal, and that improvements are not eligible for reimbursement by ACHD.

14. With phase 1 extend Bergman Way Bergman Way from its current terminus at the south property line, north to the new east-west collector roadway as a 33-foot wide street section with curb, gutter, and a 5-foot wide attached sidewalk within 47-feet of right-of-way.

15. Construct bulb-outs on the Bergman Way extension, adjacent to Paramount Subdivision and at the Bergman Way/East-West Collector intersection. Provide a minimum of 24-feet of pavement between the bulb-outs, as measured from face-of-curb to face-of-curb.

16. Other than access approved as part of this application direct lot access to Linder Road is prohibited and shall be noted on the final plat.

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

18. 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. Traffic Impact Study Summary
4. ITD Letter
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines
EXECUTIVE SUMMARY

DMG Real Estate Partners, LLC, is developing a mixed-use commercial center, named Linder Village, on the southeast corner of the Chinden Boulevard/Linder Road intersection in Meridian, Idaho. This development will be constructed in two phases. Phase 1 is planned to be completed in late 2019 and will include an 86,600 square-foot WinCo Foods, approximately 124,048 square-feet of other retail, a convenience market with gas station, approximately 18,500 square feet of medical office/urgent care, and a community library. A new commercial collector road will also be constructed backing the commercial uses and creating a new intersection with Linder Road, with plans to connect eastward to Fox Run Way if right-of-way is granted. Additionally, Phase 1 will include the first section of widening Chinden Boulevard to five lanes which will be along the site frontage.

Phase 2 will include the remainder of the development, with junior anchor stores, specialty retail, office uses, and residential uses. Phase 2 is planned to have approximately 125,400 square-feet of additional retail, approximately 119,400 square feet of additional medical office space, 66,000 square feet of office, and completion of approximately 44 single family homes and 102 multifamily homes, including a mixture of live/work, condominiums, and townhomes. Additionally, Phase 2 will include the remaining widening of Chinden Boulevard to five lanes to the east to Meridian Road and ultimately to Locust Grove Road to match the planned ITD widening from Eagle Road through Locust Grove Road. The assumed build-out year for Phase 2 is 2022.

Proposed site access points include the following:

- Three full-access driveways:
  - Chinden Boulevard Site Access B: Full access, located approximately 1,730 feet east of the Chinden Boulevard/Linder Road Intersection (aligned with Bergman Way) which will be unsignalized initially and could be signalized upon meeting signal warrants per a previous approval by ITD based on the original traffic impact study (TIS) unless access is granted to Fox Run Way. A permanent unsignalized access alternative, with access to Fox Run Way, is also evaluated in this study.
  - Linder Road Site Access D: Full access, located approximately 640 feet south of the Chinden Boulevard/Linder Road intersection, aligned with the exiting full access driveway on the west side of Linder Road.
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Linder Road Site Access E: New ACHD commercial collector road approximately 1,250 feet south of the Chinden Boulevard/Linder Road Intersection and 1,320 north of Cayuse Creek Drive, with the potential for signalization.

- Two right-in/right-out driveways:
  - Chinden Boulevard Site Access A: Unsignalized right-in/right-out driveway approximately 1,090 feet east of the Chinden Boulevard/Linder Road Intersection and 640 feet west of the Bergman/Site Access B intersection, approximately across from the Eagle Island Marketplace access driveway.
  - Linder Road Site Access C: Unsignalized right-in/right-out driveway on Linder Road approximately 405 feet south of Chinden Boulevard and 235 feet north of Site Access D.

- Public Street/New Commercial Collector Connections:
  - Connections to existing local stub streets at Arliss Avenue, Bergman Avenue, and Director Street.
  - The potential for a new commercial collector access from the east collector road stub that will be built to Fox Run Way, if right-of-way is granted.

Findings and Recommendations

This study evaluates traffic operational impacts within the site vicinity of the proposed Linder Village Development. The access operations, intersection sight distance, queue lengths, and impacts to the local street system were also evaluated. The operational impacts were focused on the study intersections along Chinden Boulevard, Linder Road, Fox Run Way, Meridian Road, and McMillan Road. Following are the findings and recommendations.

Findings

EXISTING CONDITIONS

- All the study intersections currently operate at an acceptable level-of service during the weekday a.m. peak hour, weekday p.m. peak hour and Saturday midday peak hour except for the following:
  - Chinden Boulevard/Linder Road: The overall intersection operations are acceptable, but the southbound right-turn movement operates with a volume-to-
capacity (V/C) ratio greater than the ITD requirement of 0.90. This can be mitigated with a minor adjustment of signal timing.

- Chinden Boulevard/Meridian Road: The overall intersection operations are acceptable, but the northbound through/right-turn movement operates with a V/C ratio greater than the ITD requirement of 0.90. This can be mitigated with a minor adjustment of signal timing.

- At the Chinden Boulevard/Site Access B/Bergman Way intersection, the southbound approach operates at LOS E during the weekday p.m. peak hour, which ACHD policy requires a signal warrant analysis be conducted. A planning-level signal warrant analysis identified that the intersection is projected to meet signal warrants under 2019 background conditions.

- All roadway segments operate acceptably in existing traffic conditions, except for the following roadway segments:
  - Chinden Boulevard (Bergman Way to Meridian Road): An additional eastbound and westbound through lane are needed to meet ACHD (and COMPASS) segment thresholds. This segment is proposed for widening with the Linder Village development and planned for widening by ITD in approximately 2022 (ITD KN 20594).
  - McMillian Road (Linder Road to Meridian Road): Additional eastbound and westbound through lanes are needed to meet ACHD segment thresholds, which is beyond the widening to three lanes identified in the ACHD 2016 CIP.

**PHASE 1 YEAR 2019 BACKGROUND TRAFFIC CONDITIONS**

- The 2019 background traffic conditions included in-process developments in the area and additional background growth of approximately two percent per year on Chinden Boulevard and one percent per year on Linder Road and other ACHD roadways.

- All the study intersections are projected to operate at an acceptable level-of-service during the weekday a.m. peak hour, weekday p.m. peak hour and Saturday midday peak hour in 2019 background conditions except for the following:
  - Chinden Boulevard/Meridian Road intersection: The intersection V/C ratio is above the ACHD and ITD threshold of 0.90 during the weekday p.m. peak hour and Saturday midday peak hour. Additionally, the northbound left-turn movement is...
projected to operate over capacity. A second eastbound through lane and westbound through lane are needed. This intersection is proposed for improvements with the Linder Village development and planned for improvement by ITD as part of the Chinden Boulevard widening in approximately 2022 (ITD KN 20594).

- **Chinden Boulevard/Fox Run Way intersection:** During the weekday p.m. peak hour, the westbound through movement at the Chinden Boulevard/Fox Run Way intersection is projected to operate above the ITD policy of 0.90. This intersection is proposed for improvements with the Linder Village development and planned for improvement by ITD as part of the Chinden Boulevard widening in approximately 2022 (ITD KN 20594). The following mitigations were identified:
  - Restripe and extend the westbound right-turn lane to be a westbound through lane.
  - Widen Chinden Boulevard to add a westbound through receiving lane between Fox Run Way and the existing westbound through lane that starts in front of the Eagle Island Marketplace development.

- **Chinden Boulevard/Site Access B/Bergman Way:** During the weekday p.m. peak hour, the southbound approach operates at LOS F and is over capacity, which ACHD policy requires a signal warrant analysis be conducted. A planning-level signal warrant analysis identified that the intersection is projected to meet signal warrants under 2019 background conditions.

- **All roadway segments operate acceptably in 2019 background conditions except for the following roadway segments:**

  - **Chinden Boulevard (Bergman Way to Meridian Road):** Additional eastbound and westbound through lanes are needed to meet ACHD segment thresholds. This segment is proposed for widening with the Linder Village development and planned for widening by ITD in approximately 2022 (ITD KN 20594)

  - **McMillian Road (Linder Road to Meridian Road):** Widening to five lanes is needed to meet ACHD segment thresholds, which is beyond the widening to three lanes identified in the ACHD 2016 CIP.
PHASE 1 YEAR 2019 TOTAL TRAFFIC CONDITIONS

- The Linder Village Development Phase 1 will include an 86,600 square-foot WinCo Foods store, approximately 124,058 square feet of retail buildings, 18,500 square feet of medical office, and a community library.

- The Linder Village Development is estimated to generate approximately 424 net new trips (271 inbound, 152 outbound) during the weekday a.m. peak hour, 1,043 net new trips (492 inbound, 551 outbound) during the weekday p.m. peak hour and approximately 1,187 net new trips (616 inbound, 569 outbound) during the Saturday midday peak hour.

- The Linder Village Development will be expanding Chinden Boulevard through a STAR agreement with ITD. Given the timing for the opening of Phase 1 of the development in the fall of 2019, the following improvements on Chinden Boulevard are proposed as part of Phase 1, in addition to those shown on the site plan:
  - Widening the site frontage to include two through lanes in each direction through the Chinden Boulevard/Bergman Way intersection and tapering to match existing west of Fox Run Way.
  - Expansion of the Chinden Boulevard/Linder Road intersection to include dual eastbound and westbound left-turn lanes.
  - Expansion of the Chinden Boulevard/Site Access B/Bergman Way intersection to provide for the ability to signalize the intersection with dual westbound left-turn lanes, and dual northbound left-turn lanes, if access to Fox Run Way is not provided for the new commercial collector. Single left-turn lanes would be striped in the interim time while the intersection is unsignalized.
  - ACHD widening of Linder Road to five lanes from the current terminus north of Cayuse Creek Drive and along the site frontage to Chinden Boulevard, which is scheduled for construction in ACHD FY 2019 and will be completed by opening of the development in fall of 2019.
  - Right-turn lanes on Linder Road and Chinden Boulevard at all site access driveways.

- With the above improvements, all the study intersections will operate at an acceptable level-of-service during the weekday a.m. peak hour, weekday p.m. peak hour and Saturday midday peak hour, except for the following intersections:
  - Chinden Boulevard/Fox Run Way intersection: During the weekday p.m. peak hour, the V/C ratio for the westbound through movement at the Chinden Boulevard/Fox
Run Way intersection is projected to be over capacity and the eastbound though movement will be above the ITD policy of 0.90. Improvement of this intersection is proposed as part of the Linder Village Development but is not anticipated to be completed in 2019 due to the need for ITD to obtain right-of-way. The following mitigations were identified:

- Restripe and extend the westbound right-turn lane to be a westbound through lane. (also required for background)
- Widen Chinden Boulevard to add a westbound through lane between Fox Run Way and the existing westbound through lane that starts in front of the Eagle Island Marketplace development. (also required for background)
- Widen Chinden Boulevard to extend the existing two eastbound through lanes at the Eagle Island Marketplace through Fox Run Way.

- Chinden Boulevard/Meridian Road intersection (same as required for 2019 background): The intersection V/C ratio is above the ACHD and ITD threshold of 0.90 during the weekday p.m. peak hour and Saturday midday peak hour. Additionally, the northbound left-turn movement is projected to operate over capacity. Improvements to this intersection are proposed by the development but not anticipated to be completed by 2019 due to the need for ITD to obtain right-of-way. The following mitigation options were identified:
  - Option 1: An additional eastbound and westbound through lane.
  - Option 2: Completion of the STAR improvements which include eastbound and westbound through lanes, eastbound right-turn lane, and an additional northbound left-turn lane. This is planned by the development once the right-of-way is obtained.

- Chinden Boulevard/Site Access B/Bergman Way: During all three study peak hours, the northbound and southbound through and left-turn movements are projected to operate over capacity and not meet the ACHD and ITD V/C ratio thresholds. Mitigation requires one of the following options:
  - Signalizing the intersection: A planning-level signal warrant analysis identified that the intersection is projected to meet signal warrants with Phase 1 development.
• Restricting the driveway to right-in, right-out, left-in: This option results in directing left-turns to the Linder Road accesses which potentially creates a weaving problem between the site access and Chinden Boulevard, if access to Fox Run Way is not granted/provided.
  
  o Linder Road/Site Access D: The eastbound and westbound left-turning movements are projected to operate at LOS F and ACHD policy requires a signal warrant analysis be conducted. While the access was found to meet planning-level signal warrants, the spacing to the Chinden Boulevard/Linder Road does not meet ACHD Policy due to the distance from the Chinden Boulevard signal.

• All roadway segments operate acceptably in 2019 total conditions except for the same roadway segments as in 2019 background conditions:
  
  o Chinden Boulevard (Bergman Way to Meridian Road): Additional eastbound and westbound through lanes will continue to be needed to meet ACHD (and COMPASS) segment thresholds as identified in background conditions.
  
  o McMillian Road (Linder Road to Meridian Road): Additional eastbound and westbound through lanes, for a five-lane section, are needed to meet ACHD segment thresholds, which is beyond the widening to three lanes identified in the ACHD 2016 CIP.

• Adequate intersection sight distance is available at the site access driveways except for the following:
  
  o Site Access B: Existing on-site trees and some large weeds will need to be removed once Chinden Boulevard is widened, which will occur during construction.
  
  o Site Access E: The sight triangle to the south extends through the front yard of residential home and some large shrubs. It is understood that the property is in the process of being redeveloped and right-of-way is being acquired by ACHD.

• Coordination with the fire department and ACHD will be necessary to identify if any modifications that will be necessary to the fire signal that is in proximity to Site Access E.

PHASE 2 YEAR 2022 BACKGROUND TRAFFIC CONDITIONS

• The 2022 background traffic conditions include the 2019 background developments, yearly growth, and the addition of the Costco development at the Chinden Boulevard/Ten Mile Road intersection planned for completion in 2020.
The 2022 background traffic analysis assumes the same background improvements as in 2019 background traffic conditions. It should be noted that widening of Chinden Boulevard west of Linder Road by the Costco development is currently planned for completion in year 2020, but the widening does not extend through the study intersections.

Under 2022 background traffic conditions, the study intersections are projected to operate acceptably, except for the following intersections:

- Chinden Boulevard/Linder Road: The overall V/C ratio exceeds the ACHD and ITD threshold of 0.90 during the Saturday Midday peak hour. A second eastbound and westbound left-turn lane (dual left-turn lanes) are needed for mitigation. This intersection is proposed for improvement by the Linder Village Development as part of Phase 1.

- Chinden Boulevard/Meridian Road intersection (same as required for 2019 background): The intersection V/C ratio is above the ACHD and ITD threshold of 0.90 during the weekday p.m. peak hour and Saturday midday peak hour. Additionally, the northbound left-turn movement is projected to operate over capacity. A second eastbound through lane and westbound through lane were identified as needed for mitigation. This intersection is proposed for improvement by the Linder Village Development and planned by ITD for improvements as part of the Chinden Boulevard widening in approximately 2022 (IT KN 20594).

- Chinden Boulevard/Fox Run Way intersection (same as required for 2019 background): During the weekday p.m. peak hour, the westbound through movement at the Chinden Boulevard/Fox Run Way intersection is projected to operate above the ITD V/C policy of 0.90. This intersection is proposed for improvement by the Linder Village Development and planned by ITD for improvements as part of the Chinden Boulevard widening in approximately 2022 (IT KN 20594). The following mitigations were identified:
  - Restripe and extend the westbound right-turn lane to be a westbound through lane.
  - Widen Chinden Boulevard to add a westbound through lane between Fox Run Way and the existing westbound through lane that starts in front of the Eagle Island Marketplace development.
o Chinden Boulevard/Site Access B/Bergman Way: During the weekday p.m. peak hour, the southbound approach operates at LOS F and over capacity during the Saturday midday peak hour, which ACHD requires a signal warrant analysis be conducted. A planning-level signal warrant analysis identified that the intersection is projected to meet signal warrants under 2022 background conditions.

- The same roadway study segments require the same mitigations as described under 2019 background and 2019 total traffic conditions.

PHASE 2 YEAR 2022 TOTAL TRAFFIC CONDITIONS (BuilDOT OF LINDER VILLAGE)
- The 2022 total traffic conditions assume buildout of the Linder Village Development.

- With buildout of the development, all the improvements required by ITD (to be built as part of a STAR agreement) are included. These include the following additional improvements beyond those proposed in 2019 total traffic conditions:

  o Chinden Boulevard/Site Access B/Bergman Way intersection: Transition to signalized operation if not already done in Phase 1, unless access to Fox Run Way is made available. Note that a separate analysis is included for Fox Run Way access alternative that doesn’t include signalization.
  
  o Chinden Boulevard: Widen to a five-lane section from Bergman Way to approximately 1700 feet east of Meridian Road. Additional widening to connect to the future ITD widening to Locust Grove would occur in conjunction with the timing of that project.
  
  o Chinden Boulevard/Meridian Road: In addition to the widening of Chinden Boulevard, add an eastbound right-turn lane and an additional northbound left-turn lane to create dual left-turns.

- With the above improvements, all the study intersections will operate at an acceptable level-of service during the 2022 total weekday a.m. peak hour, weekday p.m. peak hour and Saturday midday peak hour, except for the following intersections:

  o Chinden Boulevard/Site Access B/Bergman Way: Signalization is required, as already identified in 2019 total traffic conditions, unless access is obtained to the Fox Run Way. A separate Fox Run Way access scenario is discussed later in this section.
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Linder Road/Site Access D: The westbound left-turn is projected to operate over capacity at and LOS F during the weekday p.m. peak hour and Saturday midday peak hour. Mitigation options include:

- Signalize the Access: While the access would meet signal warrants, the spacing to the Chinden Boulevard/Linder Road may not be adequate to ensure acceptable operations.
- Allow the intersection to operate at LOS F and signalized Site Access E to allow traffic to reroute to that access (recommended).
- Right-in, Right-out, Left-in: This option would also restrict left-turns from the development driveway across the street and would force all left-turns to Site Access E, which does not have the ability to accommodate all the left-turns.

Linder Road/Site Access E: The westbound left-turn is projected to operate at LOS F during the weekday p.m. peak hour and Saturday midday peak hour. Traffic signal warrants are also projected to be met. While the location will not meet the ACHD ½ mile signal spacing criteria, the signal spacing (approximately ¼ mile) would operate acceptably and should result in improving operations at Site Access D.

- The 95th percentile projected queue lengths exceed the available storage at the following locations:
  - Chinden Boulevard/Linder Road: The southbound right-turn queue is projected to exceed the existing available storage. The Linder Village Development does not add any additional traffic to this movement
  - Linder Road/McMillan Road: The southbound right-turn exceeds the striped storage due to a very short turn lane that is constrained by existing development.

- Right-turn lanes are warranted at Site Accesses A, B, D, and E. Left-turn lanes are warranted at Site Accesses B, D and E which are all proposed to be constructed with development of the site. While Site Access A does not warrant a northbound right-turn lane, right-turn lane would be beneficial due to the proximity to the Chinden Boulevard intersection. If Access B is signalized, dual westbound and northbound left-turn lanes should be installed per the STAR improvements required by ITD.

- The proposed configuration of the collector road and access connections to the local street system at the existing street stubs at Arliss Avenue, Bergman Avenue (N. of Cayuse Creek
Drive), and Director Street will reduce the potential for cut-through traffic resulting in all connections being projected to remain under the ACHD criteria of 2,000 ADT for local streets.

FOX RUN ACCESS ALTERNATIVE

- The Fox Run Access Alternative included the following improvements:
  - Same improvements to Chinden Boulevard and Linder Road as proposed in the 2019 and 2022 total traffic conditions.
  - Extension of the new collector roadway connection to the east to form a new intersection to Fox Run Way.
  - Maintaining the Chinden Boulevard/Site Access B/Bergman Way intersection as an unsignalized full-access, or unsignalized right-in, right-out left-in access. Widening for dual northbound and westbound left-turn lanes is not proposed under this alternative since signalization is not considered.

- Under 2019 and 2022 total traffic conditions with the Fox Run Access Alternative, all intersections operate similarly to the 2019 total traffic conditions without the Fox Run access, except for the following:
  - The Chinden Boulevard/Site Access B/Bergman Way intersection: The projected demand for northbound left-turning volume is reduced, but the northbound and southbound movements remain significantly over capacity and continue to meet traffic signal warrants. Assuming a signal is not installed, the following is necessary to mitigate the intersection:
    - Conversion of the minor street approaches to right-in, right-out, left-in movements. This could have the following negative impacts:
      - Require rerouting of the southbound left-turning movements from the southbound approach to the existing Fred Meyer full access driveway (which is planned for closure by ITD) or through the residential development to Meridian Road.
      - Increase in the potential for weaving issues due to more vehicles driving west through the site and making right-turns from the site onto Linder Road at Site Accesses C and D and then making a
northbound left-turn at the Chinden Boulevard/Linder Road intersection.

- Chinden Boulevard/Fox Run Way: The intersection is projected to operate acceptably with only a single left-turn lane on Chinden and a single northbound approach lane, but the 2022 northbound 95th percentile queue is projected to be approximately 480 to 510 feet during the weekday p.m. peak hour and Saturday midday peak hour, respectively, which will extend beyond the new collector road intersection, estimated to be at approximately 450 feet south of Chinden Boulevard. Therefore, the following additional intersection improvements should be considered:
  - Additional of a separate northbound right-turn lane. The existing lane is 20 feet and therefore a separate right-turn lane could potentially be created without widening, assuming 10-foot lanes.
  - Addition of a dual northbound left-turn lanes. This will impact the large Paramount Subdivision entry structure.
  - Adding width for a second westbound left-turn lane on Chinden Boulevard to potentially serve traffic growth beyond 2022

- With the widening of Chinden Boulevard and other improvements under the STAR agreement, the Fox Run Way access alternative provides for an estimated increase in average westbound travel speed during the weekday p.m. peak hour of approximately 10 percent as compared with alternative with signalization of the Chinden Boulevard/Site Access B/Bergman Way intersection.

**Recommendations/Mitigation Plan**

Based on the findings of this analysis, the Linder Village Development can be developed with access to a traffic signal at Site Access B (as proposed) or with a connection to the traffic signal at Fox Run Way, with the necessary mitigations.

**EXISTING CONDITIONS:**

- ACHD and ITD should review modifying the signal timings to reduce the movement V/C ratios to meet the ITD requirement of 0.90 for the side street approaches at the Chinden Boulevard/Linder Road and Chinden Boulevard/Meridian Road intersections. Note that
the existing operations meet ACHD standards and the existing timing may be designed to give preference to the Chinden Boulevard, which increases the V/C ratio for the side streets.

- The following roadway segment improvements are required to meet ACHD segment thresholds.
  - Chinden Boulevard (Bergman Way to Meridian Road): An additional eastbound and westbound through lane.
  - McMillian Road (Linder Road to Meridian Road): An additional eastbound and westbound through lane. It should be noted that the intersections operate acceptably.

2019 BACKGROUND TRAFFIC CONDITIONS
- The following intersection improvements are required to meet ITD and ACHD requirements:
  - Chinden Boulevard/Meridian Road: Widen Chinden Boulevard to add an additional through lane in each direction on Chinden Boulevard.
  - Chinden Boulevard/Fox Run Way: Extend and restripe westbound right-turn lane to a through lane and widen Chinden to add an additional westbound through receiving lane between Fox Run Way and the existing widening at Eagle Island Marketplace.

PHASE 1 YEAR 2019 TOTAL TRAFFIC CONDITIONS:
- Make the following frontage improvements as proposed in the STAR agreement:
  - Widen the site frontage to include two through lanes in each direction on Chinden Boulevard.
  - Expand the Chinden Boulevard/Linder Road intersection to add dual eastbound and westbound left-turn lanes. Additionally, extension of the southbound right-turn lane could be considered to accommodate queueing not associated with the development.
  - Coordinate with ACHD to ensure widening of Linder Road to five lanes is completed.
  - Construct one of the following options at Chinden Boulevard/Site Access B/Bergman Way:
Option 1: Signalize the intersection with the lane improvements required by ITD, including dual westbound left-turn lanes, eastbound right-turn lane, and dual northbound left-turn lanes (STAR lane configuration). Additionally, the southbound approach should be restriped to provide a separate southbound left-turn lane.

Option 2: Restrict the intersection to right-in, right-out, left-in for the northbound and southbound approaches. This is only recommended as an option if a connection of the new collector road to Fox Run Way is constructed with Phase 1.

In addition to the above improvements, the following additional improvements are projected to be necessary to meet ITD and ACHD requirements:

- Additional improvements at off-site intersections and roadway improvements needed in addition to the improvements required under 2019 background conditions:
  - Chinden Boulevard/Fox Run Way: Extend the second eastbound through lane from its terminus west of Bergman Drive through Fox Run Way to provide two eastbound and westbound through lanes. This is likely not possible by 2019 due to the need to acquire right-of-way, but is planned for completion during Phase 2 development.
  - Additional improvements triggered by development at on-site intersections:
    - Linder Village/Site Access A: Install the proposed eastbound right-turn lane (per ITD requirements) as part of frontage improvements.
    - Chinden Boulevard/Site Access B/Bergman Way: Signalize the intersection with the STAR lane configuration if the Fox Run Way access alternative does not occur.
    - Linder Road/Site Access C: Install the proposed northbound right-turn lane as part of frontage improvements. Due to the limited spacing between accesses and the turn lane not being warranted, approximately 50 feet of storage is recommended.
    - Linder Road/Site Access D: Install a northbound right-turn lane (100 feet of storage) and utilize the existing two-way-left-turn lane for southbound left-
turns. Construct the access with separate westbound right-turn and left-turn lanes for the length of the driveway throat as proposed on the site plan.

- Linder Road/Site Access E (collector street): Install a northbound right-turn (100 feet of storage) lane and utilize the planned two-way-left-turn lane (with Linder Road widening) for southbound left-turns. Construct the access with a separate westbound right-turn and left-turn lanes as proposed on the site plan.

- Ensure adequate intersection sight distance is available at all site access driveways during final design and after construction. The following is recommended.
  - Install only low vegetation (maximum height less than 3 feet) between the street and the parking lot.
  - Check the roadway vertical alignment if any improvements or accesses are constructed with grades to ensure vertical curvature does not reduce the sight distance below the recommended thresholds.
  - Verify that adequate sight distance has been provided once construction is completed.
  - Maintain vegetation such that the sight distance is not restricted.

2022 BACKGROUND TRAFFIC CONDITIONS

- The following additional intersection improvements are required to meet ITD and ACHD requirements beyond the improvements to meet 2019 background traffic conditions:
  - Chinden Boulevard/Linder Road: Add dual eastbound and westbound left-turn lanes as proposed to be completed under 2019 total traffic conditions as part of Phase 1.
- No additional roadway segment improvements, beyond those recommended in the existing conditions and 2019 background traffic conditions, are required to meet ACHD segment LOS and volume thresholds.

2022 TOTAL TRAFFIC CONDITIONS (BUILDOUT)

- Install the following additional improvements as part of the STAR improvements to off-site intersections and roadway segments:
Chinden Boulevard: Widen to a five-lane section between Bergman Way to approximately 1700 feet of construction east of Meridian Road. Additional widening to connect to the future ITD widening to Locust Grove (scheduled for 2021) should be completed, if possible, if that project is completed on schedule.

Chinden Boulevard/Meridian Road: Add an eastbound right-turn lane and additional northbound left-turn lane to create dual northbound left-turn lanes.

- Make the following additional improvements on Chinden Boulevard to off-site intersections depending on the access alternative chosen:
  - Signalized Site Access B/Bergman Way Access Scenario (No Access to Fox Run Way):
    - Chinden Boulevard/Site Access B/Bergman Way: Signalize the intersection if not already signalized in Phase 1, including dual westbound left-turn lanes, eastbound right-turn lane, separate southbound left-turn lane, and dual northbound left-turn lanes.
  - Access to Fox Run Way with extension of the new collector:
    - Chinden Boulevard/Bergman Way/Site Access B: Restrict to right-in, right-out, left-in movement for both the northbound and southbound approaches.
    - No additional improvements are required at the Chinden Boulevard/Fox Run Way intersection to meet LOS criteria, but the following should be considered to reduce the queueing (estimated to extend 480 feet to 510 feet south):
      - Consider installation of dual northbound left-turn lanes and a northbound right-turn lane to reduce the northbound left-turn queueing.
      - Consider adding pavement width for a second westbound left-turn lane on Chinden Boulevard to potentially serve traffic growth beyond 2022.

- Make the following additional improvements to the Linder Road site accesses:
  - Linder Road/Site Access D: If the intersection continues to experience congestion due to the westbound left-turn demand after signalization of Site Access E,
restriction to right-in, right-out, left-in movements could be considered with coordination with the retail center on the west side of Linder Road.

- Linder Road/Site Access E: Signalize the intersection to provide an alternative for westbound from site access D to utilize, in addition to the left-turns at Site Access E.
October 19, 2018

John F. Ringert, P.E. (for DMG Real Estate Partners, LLC)
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 301
Boise, Idaho 83702

VIA EMAIL

RE: Linder Village Commercial Development – Revised Traffic Impact Study Acceptance Letter

Dear Mr. Ringert,

The Idaho Transportation Department (ITD) has reviewed your responses to ITD’s comments regarding the revised Linder Village Traffic Impact Study dated May 2018. The development is located on the southeast corner of Linder Road and US 20/26 (Chinden Blvd.) Please find ITD’s position below on the findings and recommendations of the TIS.

Site Access A
ITD accepts the Site Access A as a right-in-right-out approach. It is approximately 1,090 ft east of Linder Road and 640 ft west of Berman Way which places it near the end of ITD’s conceptual design of a future continuous flow intersection (CFI) slip lane.
   • Construct an eastbound right turn deceleration lane that meets ITD’s design standards.

Site Access B (Bergman Way)
ITD met with the city of Meridian and ACHD on August 30, 2018 to consider the two scenarios presented in the TIS regarding intersection treatments of Fox Run Way and Bergman Way. Both scenarios adequately mitigate for Linder Village’s trip generation needs with associated improvements. It was discussed that Brighton Corporation is willing to sell land needed for a connection between Linder Village and Fox Run Way. ITD’s previous decision to allow a signal at Berman Way was based on no road connection being made available. All agencies agreed that Scenario 2 is the preferred alternative given the change in circumstances.

ITD accepts the Site B Access as a right-in-right-out left-in approach. The same treatment applies to Bergman Way on the north side of Chinden Blvd.
   • Construct right turn deceleration lanes that meets ITD’s design standards for eastbound and westbound Chinden Blvd.
ACHD has offered to facilitate right-of-way acquisition conversations with Brighton Corporation. If necessary right-of-way cannot be obtain for the collector road, ITD will assume its original position of allowing a signal at Berman Way.

ITD will allow a future dedicated left-in signal at Bergman Way for southbound turning traffic in association with the future continuous flow intersection (CFI) at Linder Road. This left-in signal will be a slave to the CFI signal.

**Fox Run Way**

ITD requires the following intersection improvements at the Chinden Blvd / Fox Run Way intersection as identified in the TIS.

- Construct a separate northbound right-turn lane per ACHD's roadway design standards.
- Construct dual northbound left-turn lanes per ACHD's roadway design standards.
- Construct a second westbound left-turn lane on Chinden Boulevard that meets ITD's design standards.
- Make necessary improvements to Paramount Subdivision's existing entry and landscape features to accommodate the modified intersection. Proposed improvements to be approved by Brighton Corporation prior to modification.

**Chinden Blvd**

Chinden Blvd will be widened to a five lane section between Linder Road and Meridian Road as proposed in the TIS.

- Widening to include approximately 1700 feet of construction east of Meridian Road to taper the pavement back to a three lane section.
- Install conduit with fiber optics the entire length of the widening.

**Linder Road**

ITD requires the following improvements be made at the Chinden Blvd / Linder Rd intersection.

- Construct a second eastbound left turn lane that meets ITD's design standards.
- Construct a second westbound left turn lane that meets ITD's design standards.
- Identify and implement necessary signal modifications for materials and equipment. Effort will need to be coordinated with ACHD.
Meridian Road
ITD requires the following improvements be made at the Chinden Blvd / Meridian Rd intersection.
- Construct a dedicated eastbound right turn lane designed to ITD's standards.
- Construct a second northbound left turn lane per ACHD's roadway design standards.
- Identify and implement necessary signal modifications for materials, equipment, and signal phasing. Effort will need to be coordinated with ACHD.

STAR Agreement
The Linder Village Commercial Development has requested consideration to enter into a STAR agreement with ITD and ACHD to implement all work outlined in the preceding bullets along with work identified in ACHD’s staff report. ITD and ACHD will work with the developer to document the terms of the STAR Agreement.

The developer will be required to meet the following milestone deadlines in order for ITD to move forward with the STAR agreement.

| STAR Agreement Phase 1: | All of the work outlined above along with work identified in ACHD's staff report must be completed prior to occupancy of the Linder Village Development. Work to include drainage, utilities, sidewalks, soundwalls and any other features identified in the US 20/26 Corridor Plan to be constructed on the south side of US 20/26. |

<table>
<thead>
<tr>
<th>Milestone Deadline</th>
<th>Deliverable</th>
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</thead>
</table>
| 01/01/2019        | Right-of Way Plans  
Legal Descriptions of proposed acquisitions  
Ownership Data Sheet (ITD-2009)  
Cost Estimate (ITD-2839)  
Title Commitments, including copies of all exception documents, vesting deeds, tax information, and plat map |
| 01/26/2019        | Utility Plans  
Utility Agreements |
| 05/08/2019        | Pavement Determination; Materials Reports |
| 08/08/2019        | 30% Preliminary Project Plans |
| 12/19/2019        | Final Project Plans |
STAR Agreement Phase 2: Chinden Blvd to be widened to five lanes between Locust Grove and Meridian Road during FY2021 to match the timing of ITD’s construction project (KN 19944 - Chinden, Locust Grove to Eagle). Work to include drainage, utilities, sidewalks, soundwalls and any other features identified in the US 20/26 Corridor Plan to be constructed on the south side of US 20/26.

<table>
<thead>
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<th>Milestone Deadline</th>
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</table>
| 03/20/2020         | Right-of Way Plans  
|                    | Legal Descriptions of proposed acquisitions  
|                    | Ownership Data Sheet (ITD-2009)  
|                    | Cost Estimate (ITD-2839)  
|                    | Title Commitments, including copies of all exception documents, vesting deeds, tax information, and plat map |
| 04/14/2020         | Utility Plans  
|                    | Utility Agreements |
| 05/25/2020         | Pavement Determination; Materials Reports |
| 10/25/2020         | 30% Preliminary Project Plans |
| 03/07/2021         | Final Project Plans |

If the developer cannot meet these deliverable deadlines, ITD is willing to execute the design work with department staff if provided all supporting documentation and files obtained by the developer thus far through consultant services. ITD’s staff time would be compensated through the terms of the STAR agreement.

ITD will also require an initial performance bond to cover the cost of design services associated with developing the construction plans.

Chinden Blvd is a vital east-west commuter route in this region. The department appreciates the economic opportunities the Linder Village Development brings to the city of Meridian, but must balance that with maintaining mobility along the corridor.
If the developer is in agreement with addressing the items as outlined above then this TIS is acceptable from a state highway access, safety and mobility standpoint. You may proceed with stamped engineered drawings of your proposed access and safety improvements. Final approval of the accesses is determined once all documentation has been provided and the permit is signed.

Maintaining safety and mobility for Idaho’s motorists is of the utmost importance to ITD. Please let me know if you have any questions. I can be reached by phone at (208) 265-4312 extension #7 or email at erika.bowen@itd.idaho.gov.

Sincerely,

Erika R. Bowen, P.E.
District 3 Traffic Technical Engineer
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 11:00 a.m. 2 days 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.
Communities in Motion 2040 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of Communities in Motion 2040 (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals.

Development Name: Linder Village (H-2017-0088)  
Agency: Meridian

CIM Vision Category: Mixed Use

New households: ±100    New jobs: ±1,000    Exceeds CIM forecast: No

<table>
<thead>
<tr>
<th>CIM Corridor: US 20/26, Linder Rd</th>
<th>Pedestrian level of stress: R—Linder Rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle level of stress: R—Linder Rd</td>
<td></td>
</tr>
</tbody>
</table>

| Housing within 1 mile: 2,660   |
| Jobs within 1 mile: 1,350    |
| Jobs/Housing Ratio: 0.5     |

Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.

| Nearest police station: >4 miles |
| Nearest fire station: 0.1 miles  |

A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.

| Farmland consumed: Yes |
| Farmland within 1 mile: 266 acres |

Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.

| Nearest bus stop: >4 miles |
| Nearest public school: 0.3 miles |
| Nearest public park: 0.7 miles |
| Nearest grocery store: 0.1 miles |

Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.

| Residents who live or work less than 1/2 mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle. |

Recommendations

The proposal would provide access to both US 20/26 and Linder Road. US 20/26 is the #3 priority and Linder Road is the #7 priority in the Communities in Motion 2040 plan. US 20/26 is one of a few east-west roadways that stretch from Caldwell to Boise. Its role as an alternate to I-84 makes it a vital transportation route, supporting more regional travel in the Treasure Valley than any other arterial roadway. Linder Road runs north-south from the foothills north of Eagle to Kuna. It provides a parallel route to Ten Mile Road and Meridian Road, although there is a gap at I-84 from Franklin Road to Overland Road. Proper access management is critical; work with Idaho Transportation Department of access locations and allowances.

More information about COMPASS and Communities in Motion 2040:
Web: www.compassidaho.org  
Email info@compassidaho.org  

The COMPASS FY2018-2022 Regional Transportation Improvement Program (TIP) identifies the widening of US 20/26 (Chinden Boulevard) of one additional lane in each direction and intersection improvements from Linder Road to Locust Grove Road with construction in 2022 (Key 20594). The TIP also identifies widening of Linder Road from Ustick Road to McMillan Road to five lanes with curb, gutter, sidewalk, and bicycle lanes, with construction in 2021 (Key Number RD202-18). Additional information about TIP is available at: [http://www.compassidaho.org/documents/prodserv/trans/FY18/FY2018TIPrpt.pdf](http://www.compassidaho.org/documents/prodserv/trans/FY18/FY2018TIPrpt.pdf)

The site is not currently served by public transportation. ValleyConnect 2.0 proposes bus service along US 20/26, providing service from the College of Western Idaho in Nampa to downtown Boise with 30-minute frequencies. A secondary service along Linder Road would connect Eagle High School and southwest Ada County with 30-minute peak hour and 60-minute midday service. Consider including a concrete pad for an eventual stop at this site.