August 12, 2015

To: ACHD Commission
From: Kaci Bader, Development Review Coordinator
Subject: Final Plat: Chinden & Linder Crossing Subdivision

Project Number: SUBP14-0168
Meeting Date: August 19, 2015

FACTS & FINDINGS:

1. Chinden & Linder Crossing Subdivision is a 9 buildable and 2 common lot commercial subdivision on 9.22 acres. This site is located at the northwest corner of the W. Chinden Boulevard and N. Linder Road intersection.

2. The applicant is Chinden & Linder Crossing LLC and the principal for the applicant is Michael N Ferry, manager.

3. The preliminary plat was approved on July 8, 2014.

4. All conditions of the preliminary plat have been satisfied, except for the completion of the roadway improvements. The applicant has provided a financial surety of $264,700 in the form of a Letter of Credit from Sunwest Bank in accordance with ACHD Policy Section 7103.2.

5. The applicant is responsible to complete all street improvements and conditions of approval required with the preliminary plat to ACHD standards by June 18, 2016 and prior to final acceptance of the street by ACHD and release of the financial surety.

RECOMMENDATION:

1. Approve the final plat of Chinden & Linder Crossing Subdivision and authorize the President to endorse.

ATTACHMENTS:

1. Final Plat
2. Vicinity Map
FINAL PLAT OF
CHINDEN AND LINDE CROSSING SUBDIVISION
A PORTION OF LOT 1, BLOCK 1 OF BRANDT SUBDIVISION, AND ALSO BEING
A PORTION OF PARCEL "B" OF RECORD OF SURVEY No. 7511
LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 23,
TOWNSHIP 4 NORTH, RANGE 1 WEST, B.M.,
CITY OF MERIDIAN, Ada COUNTY, IDAHO
2015

LEGEND

SECTION CORNER MONUMENT AS NOTED
1/4 COR. MONUMENT AS NOTED
SET 5/8" REBAR W/CAP "CORNER PLS 8211"
SET 1/2" REBAR W/CAP "CORNER PLS 8251"
FOUND 5/8" REBAR AS NOTED
FOUND ALUMINUM CAP
CALCULATED POINT (NOTHING SET)
W.C.
W.M.

BOUNDARY LINE
RIGHT-OF-WAY LINE
RECORD RIGHT-OF-WAY LINE
LOT LINE
EASEMENT LINE
CENTERLINE
SECTION LINES
ALIGNED LINE
TIE LINES
ACOH STORM WATER EASEMENT SEE NOTE 8

BOOK 58, PAGE 5785 - 5786

LEI ENGINES
SURVEYS PLANNERS

TIMBERLINE SURVEYING
80 PARK CENTRE WAY, SUITE 300, MERIDIAN, ID 83642
(208) 476-5400
NOTES:
1. A PERMANENT EASEMENT FOR PUBLIC UTILITIES, DRAINAGE, AND IRRIGATION IS HEREBY RESERVED ALONG THE FOLLOWING:
   TEN (10) FOOT WIDE ALONG EXTERIOR SUBDIVISION BOUNDARY,
   THIRTY-FIVE (35) FOOT ALONG RIGHT-OF-WAY LINES OF WEST CHINEN BOULEVARD AND
   NORTH UNDER ROAD.
   TEN (10) FOOT WIDE ALONG WEST ISLAND GREEN DRIVE WITH LANDSCAPE BUFFER
   EASEMENT FOR LOT 2, BLOCK 1; LOTS 1, 2, 4, 5 & BLOCK 2.

2. LOTS 1 & 2, BLOCK 1 ARE RESERVED AS COMMUNITY AREA LOTS FOR THE PURPOSE OF
   UTILITIES AND LANDSCAPE. SAID LOTS SHALL BE OWNED AND MAINTAINED BY THE
   OWNERS ASSOCIATION.

3. THIS DEVELOPMENT RECOGNIZES SECTION 22-4623 OF IDAHO CODE, RIGHT TO FARM
   ACT, WHICH STATES "NO AGRICULTURAL, OPERATIONAL, FACILITY OR
   EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY
   CHANGED CONDITIONS OR ABOUT OR THE SURROUNDING AGRICULTURAL ACTIVITIES
   AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE
   NUISANCE WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A
   NUISANCE RESULTS FROM THE IMPROPER OR NEGLECTED OPERATION OF AN
   AGRICULTURAL, OPERATIONAL, FACILITY OR EXPANSION THEREOF*.

4. IRRIGATION WATER HAS BEEN PROVIDED FROM THE SETTLERS IRRIGATION DISTRICT, IN
   COMPLIANCE WITH IDAHO CODE 36-4101B(A). LOTS WITHIN THE SUBDIVISION WILL BE
   ENTITLED TO IRRIGATION WATER RIGHTS AND WILL BE OBLIGATED FOR ASSESSMENTS
   FROM SAID DISTRICT.

5. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE REGULATIONS
   IN EFFECT AT THE TIME OF THE RESUBDIVISION.

6. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE APPLICABLE ZONING
   AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING
   PERMITS, OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS
   PLAT.

7. DIRECT LOT ACCESS TO WEST CHINEN BLVD. AND NORTH UNDER ROAD BY LOTS 1 AND
   2, BLOCK 1 AND LOTS 1-5, BLOCK 2 IS PROHIBITED. LOTS 7 AND 8, BLOCK 2 IS SUBJECT
   TO A DIRECT ACCESS EASEMENT TO WEST CHINEN BLVD FOR RD APPROVAL.

8. A PORTION OF LOTS 4 & 5, BLOCK 2, ARE SERVED TO AND CONTAIN THE ACHD STORM
   WATER DRAINAGE SYSTEM. THESE LOTS ARE ENCOMPASSED BY THE CERTAIN MASTER
   PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON MAY 8, 2008 AS
   INSTRUMENT NO.100052350, OFFICIAL RECORDS OF ACHD COUNTY, AND INCORPORATED
   HEREBY AS REFERRED TO IN PAR.(THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEMS ARE DEDICATED
   TO ACHD PURSUANT TO SECTION 49-2302 IDAHO CODE. THE MASTER EASEMENT IS FOR
   THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM.

9. MAINTENANCE OF ANY IRRIGATION DITCH OR PIPE CROSSING A LOT IS THE
   RESPONSIBILITY OF THE LOT OWNER, UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN
   IRRIGATION/DRAINAGE ENTITY.

10. THE BOTTOM ELEVATION OF BUILDING FOOTINGS SHALL BE SET AT A MINIMUM OF 12 INCHES
    ABOVE THE ESTABLISHED NORMAL GROUNDWATER ELEVATION.

11. THIS SUBDIVISION IS SUBJECT TO ACHD LICENSE AGREEMENT NO.

12. ALL LOTS IN THIS SUBDIVISION WILL BE COVERED WITH A CROSS ACCESS EASEMENT PER
    INST. NO.

13. THIS SUBDIVISION IS SUBJECT TO DEVELOPMENT AGREEMENT NO. 2014-080001.
CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS, CHINNEN & LINDER CROSSING, LLC, AN IDAHO LIMITED LIABILITY COMPANY, IS THE OWNER OF A REAL PARCEL OF LAND PLATTED HEREIN AFTER DESCRIBED AND THAT IT IS THEIR INTENTION TO INCLUDE SAID PROPERTY IN THIS SUBDIVISION PLAN.

THE FOLLOWING DESCRIBES A PARCEL OF LAND BEING A PORTION OF LOT 1, BLOCK 1 OF BRAND SUBDIVISION AS FILED FOR RECORD IN BOOK 102 OF PLATS AT PAGE 578 AND ALSO A PORTION OF PARCEL 72-56 SHOWN ON RECORD OF SURVEY NUMBER 7511, RECORDED AS INSTRUMENT NO. 10129374, RECORDS OF ADA COUNTY, IDAHO AND LYING IN A PORTION OF THE SECTION 23 TOWNSHIP 4 NORTH RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 23 BEING MARKED BY AN ALUMINUM CAP, THENCE, NORTH 00°47'25" EAST, 70.86 FEET ALONG THE EASTERLY BOUNDARY LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 23 TO A POINT. THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°38'43" WEST, 96.60 FEET TO A POINT ON THE EXISTING NORTHERLY RIGHT OF WAY LINE OF WEST CHINNEN SLT AS DESCRIBED IN ACID RIGHT OF WAY DEDICATION WARRANTY DEED INSTRUMENT NO. 10129771, RECORDS OF ADA COUNTY, IDAHO MARKED BY A 5/8" IRON PIN WITH PLASTIC CAP "PLS 1487". THE POINT OF BEGINNING:

THENCE ALONG THE EXISTING NORTHERLY RIGHT OF WAY LINE OF WEST CHINNEN SLT, NORTH 89°38'43" WEST, 96.60 FEET TO THE WESTERLY BOUNDARY LINE OF SAID PARCEL "E", AND ALSO BEING THE SOUTHEAST CORNER OF SPRUING CHALLENGE SUBDIVISION AS FILED FOR RECORD IN BOOK 188 OF PLATS AT PAGE 1448, RECORDS OF ADA COUNTY, IDAHO MARKED BY A 5/8" IRON PIN WITH PLASTIC CAP "PLS 1487";

THENCE LEAVING SAID NORTHERLY BOUNDARY LINE, AND ALONG THE WESTERLY BOUNDARY LINE OF SAID PARCEL "E", AND ALSO BEING THE EASTERLY BOUNDARY LINE OF SAID SPRUING CHALLENGE SUBDIVISION, NORTH 00°23'27" EAST, 312.58 FEET TO A POINT;

THENCE LEAVING SAID WESTERLY AND EASTERN BOUNDARY LINES, AND ALONG THE NORTHERLY BOUNDARY LINE OF SAID PARCEL "E", SOUTH 00°23'27" EAST, 50.71 FEET TO AN ANGLE POINT MARKED BY A 5/8" IRON PIN WITH PLASTIC CAP "PLS 1487";

THENCE CONTINUING, SOUTH 00°23'27" EAST, 35.96 FEET TO THE SOUTHWEST CORNER OF BRAND SUBDIVISION AS FILED FOR RECORD IN BOOK 56 OF PLATS AT PAGE 578, RECORDS OF ADA COUNTY, IDAHO. SAID CORNER IS BEING REFERENCED BY AN ALUMINUM CAP WHICH BORES, NORTH 89°30'23" WEST, 1.0 FEET;

THENCE LEAVING SAID NORTHERLY BOUNDARY LINE, AND ALONG THE SOUTHERLY BOUNDARY LINE OF SAID BRAND SUBDIVISION, SOUTH 89°30'23" EAST, 441.25 FEET TO A POINT SAID POINT IS BEING WITNESSED BY AN ALUMINUM CAP WHICH BORES, NORTH 00°23'27" EAST, 1.0 FEET;

THENCE CONTINUING, NORTH 00°23'27" EAST, 186.46 FEET TO AN ANGLE POINT MARKED BY A 1/2" IRON PIN WITH "NO CAP";

THENCE CONTINUING, SOUTH 89°30'23" WEST, 438.60 FEET TO THE WESTERLY RIGHT OF WAY LINE OF NORTH LINDER ROAD AS DESCRIBED IN ACID RIGHT OF WAY DEED INSTRUMENT NO. 1777, BEING MARKED BY A SET 5/8" IRON WITH PLASTIC CAP "KOEFNER PLS 8251";

THENCE LEAVING SAID WESTERLY BOUNDARY LINE, AND ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID NORTH LINDER ROAD, SOUTH 00°23'27" WEST, 387.57 FEET TO AN ANGLE POINT MARKED BY A SET 5/8" IRON WITH PLASTIC CAP "KOEFNER PLS 8251";

THENCE CONTINUING, SOUTH 02°56'16" WEST, 142.13 FEET A 5/8 IRON PIN WITH PLASTIC CAP "PLS 1487";

THENCE CONTINUING, SOUTH 48°29'55" WEST, 38.79 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 923 ACRES MORE OR LESS.

THE BASIS OF REASING FOR THIS DESCRIPTION WAS TAKEN FROM RECORD OF SURVEY NO. 7511, ACID RIGHT OF WAY DEDICATION WARRANTY DEEDS, INSTRUMENT NO. 1110711 & 111041347, AND SPRUING CHALLENGE SUBDIVISION AS FILED FOR RECORD IN BOOK 188 OF PLATS AT PAGE 1448, ALL RECORDS OF ADA COUNTY, IDAHO.

THE PUBLIC STREETS AS SHOWN ON THIS PLAT ARE DEDICATED TO THE PUBLIC.

ALL PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENTS AS SHOWN ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT THE RIGHT OF ACCESS TO ANY USE OF PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENTS REQUIRED TO SERVICE ALL LOTS AND PARCELS WITHIN THIS PLAT IS PERPETUALLY RESERVED.

ALL LOTS IN THIS PLAT WILL BE ELIGIBLE TO RECEIVE WATER AND SANITARY SEWER SERVICE FROM THE CITY OF MEREDITH, AND SAID CITY HAS AGREED IN WRITING TO SERVE ALL LOTS IN THIS SUBDIVISION.

IN WITNESS WHEREOF, WE HAVE HEREunto SET OUR HANDS THIS 14th DAY OF May, 2015.

MICHAEL N. PERRY, Manager
CHINNEN & LINDER CROSSING, LLC.

CERTIFICATE:


Lawrence H. Koefner

ACKNOWLEDGMENT

STATE OF IDAHO
COUNTY OF BEXAR

ON THIS 19th DAY OF May, 2015, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR STATE, PERSONALLY APPEARED MICHAEL N. PERRY, KNOWN OR IDENTIFIED TO ME TO BE A MANAGING MEMBER OF CHINNEN & LINER CROSSING, LLC., AN IDAHO LIMITED LIABILITY COMPANY, THAT EXECUTED THE INSTRUMENT OR PERSON WHO EXECUTED THE INSTRUMENT ON BEHALF OF SAID LIMITED LIABILITY COMPANY AND ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREunto SET MY HAND AND SEAL THE DAY AND YEAR IN THIS CERTIFICATE.

[Notary Public]

RESIDING IN:

[Signature]

[Notary Seal]

[Notary Public]

[Signature]

[Notary Seal]
FINAL PLAT OF
CHINDEN AND LINDEL CROSSING
SUBDIVISION
2015

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY
HIGHWAY DISTRICT COMMISSIONERS ON THE ________ DAY OF _____________

CHAIRMAN: ACHO DATE

APPROVAL OF CITY COUNCIL
I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY,
IDaho, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL,
HELD ON THE ________ DAY OF _____________ THIS PLAT WAS Duly ACCEPTED
AND APPROVED.

CITY CLERK, MERIDIAN, IDAHO DATE

APPROVAL OF CITY ENGINEER
I, THE UNDERSIGNED CITY ENGINEER IN AND FOR THE CITY OF MERIDIAN, ADA COUNTY,
IDaho, HEREBY APPROVE THIS PLAT.

CITY ENGINEER DATE

HEALTH CERTIFICATE
SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 59, CHAPTER 13 HAVE BEEN
SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER.
ON HIS/HER AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIOMS MAY BE
RE-IMPOSED IN ACCORDANCE WITH ECTION 59-158, IDAHO CODE, BY THE ISSUANCE OF
A CERTIFICATE OF DISAPPROVAL.

DISTRICT HEALTH DEPARTMENT, EHS DATE

CERTIFICATE OF COUNTY TREASURER
I, THE UNDERSIGNED COUNTY TREASURER IN AND FOR THE COUNTY OF ADA,
STATE OF IDAHO, PER THE REQUIREMENTS OF I.C. 99-1368, DO HEREBY CERTIFY
THAT ANY AND ALL CURRENT AND DELINQUENT COUNTY PROPERTY TAXES
FOR THE PROPERTY INCLUDED IN THIS PROPOSED SUBDIVISION HAVE BEEN PAID
IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

COUNTY TREASURER DATE

CERTIFICATE OF COUNTY SURVEYOR
I, THE UNDERSIGNED COUNTY SURVEYOR IN AND FOR ADA COUNTY, IDAHO,
DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND THAT IT
COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLAT AND
SURVEYS.

COUNTY SURVEYOR DATE

COUNTY RECORDER'S CERTIFICATE
State of Idaho
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF
_________________ AT _______ MINUTES PAST _______ O'CLOCK ____ M.
ON THIS ______ DAY OF _____________ IN
BOOK _______ OF PLATS AND PAGES _______ THROUGH _______
INSTRUMENT NO. _______

DEPUTY EX-OFFICIO RECORDER

LEI
ENGINEERS
SURVEYORS
PLANNERS
TIMBERLINE
SURVEYING
MAY 14, 2015
JOB NO. 13076 SHEET 4 OF 4 SHEETS
Date: July 8, 2014

To: Laren Bailey (sent via email)
    3023 E. Copper Point Dr. #201
    Meridian, ID 83642

Subject: Chinden & Linder Crossing / MPP14-0017 / MPP14-011
         6555 N. Linder Road

On July 8, 2014 the Ada County Highway District Staff acted on your application for the above referenced project. The attached report lists site-specific requirements, conditions of approval and street improvements, which are required.

If you have any questions, please feel free to contact me at (208) 387-6218.

Sincerely,

Lauren Watek
Planner I
Development Services
Ada County Highway District

CC: Project file
    City of Meridian (sent via email)
Project/File: Chinden & Linder Crossing / MPP14-0017 / MPP14-011
The applicant is requesting preliminary plat approval for a commercial subdivision consisting of 9 commercial lots and 2 common lots on approximately 9.34 acres.

Lead Agency: City of Meridian
Site address: 6555 Linder Road
Staff Approval: July 8, 2014
Applicant: Laren Bailey
LEI Engineers
3023 E. Copper Point Dr. Ste. 201
Meridian, ID 83642

Staff Contact: Lauren Watsek
Phone: 387-6218
E-mail: lwatsek@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting preliminary plat approval of Chinden & Linder Crossing, an 11-lot commercial subdivision at the northwest corner of the intersection of Chinden Boulevard and Linder Road. The property is currently zoned C-C. The applicant's proposal is consistent with the comprehensive plan for the City of Meridian.

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>Brandt Subdivision</td>
<td>RUT</td>
</tr>
<tr>
<td>South</td>
<td>Lochsa Falls Subdivision #12 / Knighthill Center</td>
<td>C-N/C-G</td>
</tr>
<tr>
<td>East</td>
<td>Lazy P Subdivision</td>
<td>C-3-DA</td>
</tr>
<tr>
<td>West</td>
<td>Spurwing Subdivision</td>
<td>R-3</td>
</tr>
</tbody>
</table>

3. Site History: ACHD staff previously reviewed this site as MRZ-11-006 (B) on January 3, 2012.

4. Adjacent Development: The following developments are pending or underway in the vicinity of the site:
   - Spurwing Subdivision, located directly west of the site, and Lazy P Subdivision, located east of the site, are in various stages of development.
   - The development application for Knighthill Center, located on the southwest corner of the intersection of Chinden Boulevard and Linder Road, was approved and issued on December 13, 2013.

5. Transit: Transit services are not available to serve this site.
6. **New Center Lane Miles**: 0.19

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

8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP)**:
   - Linder Road is listed in the Capital Improvements Plan to be widened to 7 lanes from Chinden Boulevard (US Hwy 20/26) to State Street (State Hwy 44) between 2017 and 2021.
   - The intersection of Chinden Boulevard (US Hwy 20/26) and Linder Road is listed in the Capital Improvements Plan to be widened to 8 lanes on the north leg, 8 lanes on the south, 7 lanes east, and 7 lanes on the west leg, and signalized between 2017 and 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation**: As the type of commercial development is undetermined at this time, listed below are the trip generations for common commercial uses, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.
   - Drive-in Bank per 1,000 square feet – 148.15 trips per day / 24.3 trips in the PM peak hour
   - Specialty Retail Center per 1,000 square feet – 44.32 trips per day / 2.71 trips in the PM peak hour
   - Quality Restaurant per 1,000 square feet – 89.95 trips per day / 7.49 trips in the PM peak hour
   - High-turnover Sit-down Restaurant per 1,000 square feet – 127.15 trips per day / 9.85 trips in the PM peak hour
   - Fast Food with drive-thru per 1,000 square feet – 496.12 trips per day / 32.65 trips in the PM peak hour

2. **Condition of Area Roadways**
   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chinden Boulevard/US Hwy 20/26</td>
<td>922 feet</td>
<td>US Highway</td>
<td>982</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Linder Road</td>
<td>540 feet</td>
<td>Principal Arterial</td>
<td>660</td>
<td>Better than “E”</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a five-lane principal arterial is “E” (1,770 VPH).
** ACHD does not set level of service thresholds for State Highways.

3. **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 (US Hwy 20/26) west of Linder Road was 17,935 on March 26, 2014.
   - The average daily traffic count for Linder Road north of Chinden Boulevard (US Hwy 20/26) was 12,839 on October 17, 2012.
C. **Findings for Consideration**

1. **US Hwy 20/26 / Chinden Boulevard**

   US Hwy 20/26 / Chinden Boulevard is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, the City of Meridian, and ITD should work together to determine if additional right-of-way or improvements are necessary on US Hwy 20/26 / Chinden Boulevard.

2. **Linder Road**
   
   a. **Existing Conditions:** Linder Road is improved with 5 travel lanes, vertical curb, gutter, and no sidewalk abutting the site. There is 88 - 114 feet of right-of-way for Linder Road. There are two driveways on Linder Road, abutting the site. They are located as follows:
      
      - 24-foot wide driveway located approximately 590-feet north of the intersection of Linder Road and Chinden Boulevard.
      - 20-foot wide driveway located approximately 450-feet north of the intersection of Linder Road and Chinden Boulevard.

   b. **Policy:**

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

      **Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 7-lane street section shall be 96-feet (back-of-curb to back-of-curb) within 120-feet of right-of-way. This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and safety shoulders.

      **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 sidewalks 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-foot 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 Mobility Arterial with 7 lanes and on-street bike lanes, a 96 foot street section within 124 feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to construct 5 foot wide detached concrete sidewalk along Linder Road abutting the site, and close both existing driveways with vertical curb, gutter and sidewalk.

d. Staff Comments/Recommendations: The applicant’s proposal to construct 5 foot wide detached concrete sidewalk along Linder Road abutting the site meets District Policy and should be approved as proposed. The applicant should be required to provide a permanent right-of-way easement for sidewalk placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2 feet behind the back edge of the sidewalk.

The applicant’s proposal to close the existing driveways meets District Policy and should be approved as proposed. The applicant should be required to replace the existing driveways with vertical curb, gutter and 5 foot wide detached concrete sidewalk.

The applicant should be required to dedicate additional right-of-way needed for the widening of Linder Road abutting the site in the future. This roadway is listed in the Capital Improvements Plan, the District will provide compensation for right-of-way dedicated beyond the existing right-of-way. Linder road is planned to be widened to 7 lanes in the future within 124 feet of right-of-way, 62 feet from center. The intersection of Linder and Chinden (US20-26) is built to the ultimate configuration in the CIP abutting the site. Transition the right-of-way from the existing 8 lane segment at the intersection to the future 7 lane road segment north of the intersection with a 50:1 taper.

3. Island Green Drive

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

b. Policy:

Commercial Roadway Policy: District Policy 7208.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

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

Continuation of Streets Policy: District Policy 7208.2.4 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 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, water and sewer.
• Promotes orderly development.

Sidewalk Policy: District Policy 7208.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all commercial 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.

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

c. Applicant’s Proposal: The applicant is proposing to continue Island Green Drive from the west into the site as a 36 foot commercial street section with vertical curb, gutter and 5 foot wide attached concrete sidewalk within 50 feet of right-of-way.

d. Staff Comments/Recommendations: ACHD required Island Green Drive to stub to the west property line of this site as a condition of Spurwing Challenge Subdivision. That plat was approved on January 3, 2012. The applicant’s proposal to construct Island Green Drive as a 36-foot commercial street section with vertical curb, gutter, and 5 foot wide attached sidewalk within 50 feet of right-of-way meets District Policy and should be approved as proposed.

4. Traffic Calming

Speed Control and Traffic Calming Policy: District policy 7208.3.7 states that the design of commercial street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

a. Applicant’s Proposal: The applicant is not proposing to construct any traffic calming elements on the site.

b. Staff Comments/Recommendations: The applicant should be required to incorporate a passive design element on Island Green Drive west of the proposed Private Drive in order to reduce speeding vehicles traveling through Spurwing Subdivision. Passive design elements considered by ACHD include bulb-outs, chokers, etc. Coordinate with Development Services for an acceptable design.

5. Roadway Offsets

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

b. Policy:

Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).
c. **Applicant’s Proposal:** The applicant is proposing to extend Island Green Drive through the development to connect with Linder Road approximately 620 feet north of the intersection of Chinden Boulevard and Linder Road. The applicant is proposing a right-in/right-out/left-in access with a modification to the existing median in order to allow the left-in movement.

d. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District Roadway Offset Policy; however, staff is recommending a modification of policy to allow the offset, as proposed. This staff level modification is granted at the Deputy Director level and is approved because the site has limited frontage and the access shall be restricted to right-in/right-out/left-in only; and the applicant is closing the two existing driveways on Linder Road. It should be noted that as traffic in the area increases and/or if vehicular conflicts/accidents increase at this intersection ACHD may at any time further restrict the proposed public street. The applicant should extend the existing median in Linder Road and modify as necessary to restrict the public street to right-in/right-out/left-in.

6. **Private Roads**

   a. **Private Road Policy:** District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:
      - Designed to discourage through traffic between two public streets,
      - Graded to drain away from the public street intersection, and
      - If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

   b. **Applicant Proposal:** The applicant is proposing to construct one 24 foot wide private road from the site onto Chinden Boulevard (US Hwy 20/26) located approximately 132 feet east of the west property line of the site.

   c. **Staff Comments/Recommendations:** If the City of Meridian approves the private road, the applicant shall be required to pave the private roadway a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Meridian, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

   Street name and stop signs are required for the private road. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

   ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

   The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:
      - Dedicate a minimum of 50-feet of right-of-way for the road.
      - Construct the roadway to the minimum ACHD requirements.
      - Construct a stub street to the surrounding parcels.

7. **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.
8. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

9. Other Access

Linder Road is classified as a principal arterial roadway. Direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Special Recommendation to the City of Meridian

1. The applicant is proposing to construct an east-west public street approximately 25-feet south of the north property line, intersecting Linder Road. Linder Road is a principal arterial planned for 7-lanes in the future. Access management and cross access opportunities will be important to provide circulation and access to re-developing parcels in the area. There are 4 residential parcels that abut the north property line that could benefit from cross access in the future if they re-develop. The applicant should work with the City of Meridian to determine opportunities for future access to the proposed public street.

E. Site Specific Conditions of Approval

1. Comply with the requirements of ITD and the city of Meridian regarding the Chinden Boulevard frontage. Submit to the District a letter from ITD regarding said requirements prior to signature on the final plat.

2. Construct 5 foot wide detached concrete sidewalk on Linder Road abutting the site as proposed. Provide a permanent right-of-way easement for sidewalk placed outside of the dedicated right-of-way.

3. Close and replace the existing driveways from the site onto Linder Road with vertical curb, gutter, and 5 foot wide detached concrete sidewalk, consistent with adjacent sidewalk on Linder Road.

4. Dedicate additional right-of-way needed for the widening of the Linder Road. ACHD will provide compensation for right-of-way dedicated beyond the existing right-of-way. (See Findings for Consideration No. 2.)

5. Construct Island Green Drive as a 36-foot commercial street section with vertical curb, gutter, and 5 foot wide attached concrete sidewalk within 50 feet of right-of-way as proposed.

6. Construct Island Drive to connect with Linder Road approximately 620 feet north of Chinden Boulevard as proposed. Extend the existing median in Linder Road and modify as necessary to restrict the public street to right-in/right-out/left-in. This access may be restricted in the future at the discretion of ACHD.

7. Comply with the requirements of the City of Meridian regarding the proposed private road onto Chinden Boulevard. The private road must be paved its entire width and at least 30 feet into the site beyond the edge of pavement. Street name and stop signs are required and may be ordered through the District.
8. Construct Island Green Drive to have a passive traffic calming design element (such as bulb-outs or chokers) west of the proposed Private Drive.

9. Direct lot access to Linder Road is prohibited and shall be noted on the final plat.

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


F. **Standard Conditions of Approval**

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

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

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

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

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

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

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

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

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

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

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

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

G. **Conclusions of Law**

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

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

H. **Attachments**

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