February 21, 2018

TO: ACHD Commission

FROM: Mindy Wallace, AICP

SUBJECT: Lost Rapids Subdivision

Staff Report for February 28, 2018 Commission Meeting

Executive Summary
This is a preliminary plat application to allow for the development of a 15 lot mixed use subdivision consisting of 1 multifamily residential lot, 13 commercial lots, and 1 other lot on approximately 32 acres. This subdivision is proposed to be constructed in phases with the first phase consisting of a Costco Wholesale store and fueling station.

The applicant and staff are in agreement on all findings for consideration and site specific conditions of approval and this item is on the regular agenda to allow testimony from area property owners.

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

Attachment(s):
Staff Report
Letter from Area Property Owners
COMPASS Checklist
A. **Findings of Fact**

1. **Description of Application:** This is a preliminary plat application to allow for the development of a 15 lot mixed use subdivision consisting of 1 multifamily residential lot, 13 commercial lots, and 1 other lot on approximately 32 acres. This subdivision is proposed to be constructed in phases with the first phase consisting of a Costco Wholesale store and fueling station.
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>Single family residential</td>
<td>R-4/R-15</td>
</tr>
<tr>
<td>South</td>
<td>Church/Single family residential</td>
<td>L-O/R-15</td>
</tr>
<tr>
<td>East</td>
<td>Single family residential</td>
<td>R-8</td>
</tr>
<tr>
<td>West</td>
<td>Single family residential</td>
<td>R-8</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously approved a portion of this site in 2015, as Citadel Storage at Ten Mile Subdivision, consisting of a 2 lot commercial subdivision to allow for the development of self-storage units. The requirements of this staff report differ from the previous report due to the change in proposed land uses.

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

5. New Center Lane Miles: The proposed development includes 0 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):
   - Ten Mile Road is scheduled in the IFYWP to be widened to 5-lanes from Ustick to McMillan Road in 2021.
   - Ten Mile Road is scheduled in the IFYWP to be widened to 5-lanes from McMillan Road to Chinden Boulevard in 2022.
   - Black Cat Road is listed in the CIP to be widened to 3-lanes from McMillan Road to Chinden Boulevard between 2026 and 2030.
   - McMillan Road is listed in the CIP to be widened to 3-lanes from Black Cat Road to Ten Mile Road between 2031 and 2035.
   - The intersection of Chinden Boulevard and Black Cat Road is listed in the CIP to be widened to 5-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 6-lanes on the west leg, and signalized between 2026 and 2030.
   - The intersection of McMillan Road and Black Cat Road is listed in the CIP to be widened to multi-lane roundabout between 2026 and 2030.

B. Traffic Findings for Consideration

1. Trip Generation: This development (Costco, retail pad sites, multi-family) is estimated to generate 11,635 vehicle trips per day, 315 weekday AM peak hour trips, 1,096 weekday PM peak hour trips, and 1,485 Saturday midday peak hour trips, based on the traffic impact study. Of those trips, the Costco Wholesale store is estimated to generate 7,255 vehicle trips per day, 97 weekday AM peak hour trips, 739 weekday PM peak hour trips, and 1,019 Saturday midday peak hour trips.

2. Traffic Impact Study
   Kittelson & Associates prepared a traffic impact study (TIS) for the proposed Lost Rapids Development. The executive summary can be found as attachment 4. Below is a list of recommendations and mitigation measures as recommended in the analysis. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD staff comments on the submitted traffic impact study can be found below under staff comments.
Staff Comments/Recommendations: ACHD Traffic Services and Planning Review staff has reviewed and generally agree with the findings and recommendations of the submitted traffic impact study.

The traffic study notes that the following intersections and roadway segments will exceed acceptable level of service standards in 2018 with the traffic generated by the development.

Intersections:
- Chinden Boulevard/Black Cat Road
- Chinden Boulevard/Tree Farm Way
- Chinden Boulevard/Ten Mile Road
- Chinden Boulevard/Linder Road
- Ten Mile Road/Lost Rapids Drive

Roadway Segments:
- Ten Mile Road – Chinden Boulevard to Milano Drive
- Chinden Boulevard – State Highway 16 to Linder Road

To mitigate the impacts of the traffic generated by the Phase 1 development the applicant has proposed the following improvements:

Intersections:
- Chinden Boulevard/Black Cat Road
  - Signalize the intersection
- Chinden Boulevard/Tree Farm Way
  - Widen Chinden Boulevard to 4 lanes between Linder Road and Tree Farm Way
- Chinden Boulevard/Ten Mile Road
  - Widen Chinden Boulevard to 4 lanes between Linder Road and Tree Farm Way
- Chinden Boulevard/Linder Road
  - Widen Chinden Boulevard to 4 lanes between Linder Road and Tree Farm Way
- Ten Mile Road/Lost Rapids Drive
  - Signalize the intersection

Roadway Segments:
- Ten Mile Road – Chinden Boulevard to Milano Drive
  - Widen Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive
- Chinden Boulevard
  - Widen Chinden Boulevard to 4 lanes between Linder Road and Tree Farm Way

A Sales Tax Anticipation Revenue Reimbursement Agreement (STAR Agreement) is proposed with ITD and ACHD to fund the improvements, see Finding for Consideration 1 below.

The traffic study notes that all of the study intersections are anticipated to operate at an acceptable level of service with the construction of the proposed improvements. The widening of Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive and Chinden Boulevard to 4 lanes between State Highway 16 and Linder Road will result in both roadways operating at an acceptable level of service.
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.

The traffic impact study notes that the widening of Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive and the signalization of the Chinden Boulevard/Black Cat Road and Ten Mile Road/Lost Rapids intersections are necessary to serve the site. If the proposed STAR agreement with ITD and ACHD does not occur, or improvements to the Chinden Boulevard/Black Cat Road intersection are removed from the agreement, then prior to ACHD’s signature on the first final plat, the applicant should be required to enter into Cooperative Development Agreements (CDA) with ACHD for the signalization of the Ten Mile Road/Black Cat Road intersection to make the improvements as listed in ACHD’s CIP and make interim improvement to Ten Mile Road, as listed in Finding for Consideration 4 below.

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

   The study estimates that 39% of the site generated traffic will travel on Ten Mile Road, 60% will travel Chinden Boulevard and 1% will access the site from within the existing Bainbridge Subdivision. The exhibit below represents the trip distribution pattern presented in the traffic impact study and further defines the trip distribution.

   ![Estimated Trip Distribution Map](image)

   **Staff Comments/Recommendations:** Staff has reviewed and agrees with the trip distribution analysis presented in the traffic impact study.
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>Chinden Boulevard</strong></td>
<td>1,135-feet</td>
<td>Expressway</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ten Mile Road</td>
<td>1,430-feet</td>
<td>Minor Arterial</td>
<td>590</td>
<td>*** F</td>
</tr>
<tr>
<td>Black Cat Road</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>120</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>McMillan Road</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>450</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Lost Rapids Drive</td>
<td>1,175</td>
<td>Collector</td>
<td>30</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

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

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

** ACHD does not set level of service thresholds for State Highways.

*** Will operate at acceptable level of service with improvements identified in Finding for Consideration 4 below.

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 Ten Mile Road south of Chinden Boulevard was 7,692 on 2/14/18.
- The average daily traffic count for Black Cat Road south of Chinden Boulevard was 1,675 on 2/14/18.
- The average daily traffic count for McMillan Road west of Ten Mile Road was 3,229 on 2/14/18.
- The average daily traffic count for Lost Rapids Drive west of Ten Mile was 690 on 2/14/18.

C. **Findings for Consideration**

1. **Off-Site Improvements/STAR Agreement**

   **Applicant’s Proposal:** A STAR Agreement to fund on and off-site improvements to serve the site is being worked on by ITD. At this time staff from both ACHD and ITD are working on the proposed STAR agreement, because the proposal includes improvements to ACHD roads through the agreement. The following off-site system improvements are proposed to be constructed with the STAR Agreement:

   - Widen Chinden Boulevard to 4 lanes between Linder Road and SH-16, with signal upgrades.
     - Phase 1 widening from Linder Road to Tree Farm Way.
     - Phase 2 widening from Tree Farm Way to SH-16.

   - Signalization of the Chinden Boulevard/Black Cat Road intersection.
• Widening of Ten Mile Road to 5-lanes between Chinden Boulevard and Milano Drive.

• Signalization of the Ten Mile Road/Lost Rapids Drive intersection.

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

Applicant’s Proposal: The applicant has proposed to construct 2 driveways onto Chinden Boulevard between Tree Farm Way and Ten Mile Road. The driveways are proposed to be located 615 and 1,160-feet west of Ten Mile Road.

Staff Comments/Recommendations: Comply with requirements of ITD and City of Meridian for the Chinden Boulevard frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or plans approval, whichever occurs first.

On October 18, 2017 ITD issued a letter approving the 2 proposed access points onto Chinden Boulevard (see attachment 3) with conditions. The driveway located 615-feet west of Ten Mile Road will be restricted to right-in/right-out only. ITD has required the construction of a right deceleration lane for this driveway.

The driveway located 1,160-feet west of Ten Mile has been approved as a temporary left-in/right-in/right-out only driveway. ITD has required the construction of a center left turn lane and right deceleration lane for this driveway. The driveway will be limited to right-in/right-out only when Chinden Boulevard is widened to 3 lanes in the eastbound direction.

ITD’s approval of the driveways also conditioned the widening of Chinden Boulevard to 4 lanes between Tree Farm Way and Linder Road and signalization of Chinden Boulevard/Black Cat Road intersection and other improvements to Chinden Boulevard identified in the submitted traffic impact study.

3. Chinden Boulevard/Black Cat Road Intersection
The traffic impact study notes that the Chinden Boulevard/Black Cat Road intersection already exceeds acceptable LOS “E” and will need to be improved with an interim signal. Or, as an alternative, the applicant will need to wait for ACHD to make improvements to the intersection, as listed in the CIP. This intersection is currently scheduled in ACHD’s CIP to be improved with the widening and signalization of the intersection between 2026 and 2030.

If the applicant moves forward with the development of the Lost Rapids Subdivision before ACHD improves the intersection the applicant could signalize and widen the Chinden Boulevard/Black Cat Road intersection to a 3 X 3 intersection as an interim condition until ACHD moves forward with the full intersection widening project listed in the CIP. Or, if right-of-way is available, the applicant could request to enter into a cooperative development agreement (CDA) with the District to complete the full intersection widening project as identified in ACHD’s CIP.

The applicant should be required to improve the Chinden Boulevard/Black Cat Road intersection prior to ACHD's signature on the first final plat. As such, the applicant should be required to enter into a Cooperative Development Agreement with the District to improve the Chinden Boulevard/Black Cat Road intersection, as noted in the District’s CIP, or with interim system improvements at the intersection which includes the installation of a traffic signal and turn lanes.

The Cooperative Development Agreement should include the intersection construction, as well as allocation of costs. ACHD will only provide reimbursement for the costs of permanent intersection improvements consistent with the CIP. Interim improvements are not eligible for reimbursement and all costs would be the responsibility of the applicant.
In order to ensure the intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat necessitating the improvements.

- Cooperative Development Agreement;
- Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
- Dedication of all of the right-of-way necessary to complete the intersection project.

If all of the right-of-way necessary to construct the Chinden Boulevard/Black Cat Road intersection as listed in the CIP is not available or able to be acquired, then the applicant will be required to install an interim signal prior to ACHD’s signature on the first final plat. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include requirements that the intersection be designed as a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the Chinden Boulevard/Black Cat Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

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

4. Ten Mile Road
a. Existing Conditions: Ten Mile Road is improved with 2 to 5-travel lanes, vertical curb, and no curb, gutter or sidewalk abutting the site. There is 88 to 50-feet of right-of-way for Ten Mile Road (48 to 25-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).

**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.

**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 Ten Mile Road is designated in the MSM as a Residential Mobility 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 is proposing to dedicate 48-feet of right-of-way from the centerline of Ten Mile Road where necessary and to widen Ten Mile Road to 5-lanes with bike lanes, planter strips, and detached concrete sidewalks from Chinden Boulevard to Milano Drive.

d. **Staff Comments/Recommendations:** Staff is supportive of the proposal to utilize the STAR agreement to widen Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive, ahead of ACHD’s roadway widening project scheduled in the IFYWP for widening in 2022.

As part of the STAR Agreement, the applicant should be required to enter into a Cooperative Development Agreement (CDA) with ACHD for the widening of Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive, prior to ACHD’s signature on the first final plat.

The Cooperative Development Agreement should include the roadway construction, contract requirements, as well as allocation of costs. ACHD will only provide reimbursement for the costs of permanent roadway improvements consistent with the IFYWP and CIP. Interim improvements are not eligible for reimbursement and all costs would be the responsibility of the applicant.

In order to ensure the roadway will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.
• Cooperative Development Agreement;
• Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
• Dedication of all of the right-of-way necessary to complete the road widening project.

If the widening of this section of Ten Mile Road is removed from the STAR agreement or if the construction of the proposed improvements isn’t feasible due to the timing of ACHD roadway construction projects in the area, then consistent with ACHD policy, the following improvements should be constructed.

• Dedicate right-of-way to total 48-feet from the centerline of Ten Mile Road where it currently doesn’t exist abutting the site.

• Construct a 5-foot wide detached concrete sidewalk located a minimum of 41-feet from the centerline of Ten Mile Road abutting the site. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.

• Construct a center left turn lane and dedicated right turn lane on Ten Mile Road for the temporary full access driveway located 660-feet north of Lost Rapids Drive.

• Install a signal at the Ten Mile Road/Lost Rapids Drive intersection. The applicant should be required to enter into a signal agreement with ACHD for the design, construction, and installation of the signal. The signal agreement should note that the intersection should be designed to provide a 3 X 4 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on the north, south, and east approach, and with four 12-foot wide travel lanes on the west approach; one receiving lane, one dedicated left turn lane, one thru lane, and one dedicated right lane. The dedicated right turn lane on the west approach is due to the volume of right turns anticipated to occurring during peak hours. The applicant is responsible for all costs associated with the hardware, design, and installation of the signal.

5. Lost Rapids Drive

a. Existing Conditions: Lost Rapids Drive is improved with 2-travel lanes, vertical curb, gutter, bike lanes, 8-foot wide planter strips, and 5-foot wide detached sidewalks abutting the site. There are center landscape islands on Lost Rapids Drive near the intersection of Ten Mile Road. There is 69 to 93-feet of right-of-way for Lost Rapids Drive (34.5 to 42.5-feet from centerline).

b. Policy:

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

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

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

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

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

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

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

**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.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Lost Rapids/Tree Farm Way is designated in the MSM as a Residential Collector Typology with 2-lanes and on-street bike lanes, a 36-foot street section within 54-feet of right-of-way.

c. **Applicant Proposal:** The applicant hasn’t proposed any improvements to Lost Rapids Drive abutting the site, except for the signalization of the Lost Rapids Drive/Ten Mile Road intersection

d. **Staff Comments/Recommendations:** Lost Rapids Drive is already improved with 2 travel lanes, bike lanes, curb, gutter, and detached concrete sidewalks. Therefore no additional right-of-way dedication or street improvements should be required as part of this application.

Consistent with ACHD’s Minor Improvement Policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and sidewalk on Lost Rapids Drive abutting the site.

To accommodate the signalization of the Lost Rapids/Ten Mile Road intersection, the applicant should be required to remove the existing center landscape island on Lost Rapids Drive at the Ten Mile Road intersection.

When the multifamily portion of the site develops, install "NO PARKING" signs on Lost Rapids Drive abutting the site.
6. Driveways

6.1 Ten Mile Road

a. **Existing Conditions:** There is one existing driveway onto Ten Mile Road from the site. The driveway is located approximately 480-feet south of Chinden Boulevard in alignment with Everest Street, an existing public street located on the east side of Ten Mile Road.

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

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

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

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 40 MPH to align or offset a minimum of 330-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 close the existing driveway onto Ten Mile Road and to construct one new driveway onto Ten Mile Road. This driveway is proposed to serve as the primary access for Costco delivery trucks and other local vendors and it proposed to be located 660-feet north of Lost Rapids Drive and 400-feet south of Everest Street, an existing public street located on the east side of Ten Mile Road.
d. **Staff Comments/Recommendations:** The applicant’s proposal for the driveway meets ACHD Access Management policy, which allows ACHD to consider an additional driveway on a Minor Arterial roadway based on analysis provided in a District approved TIS.

The applicant has indicated that the driveway is proposed to serve as the primary access for Costco delivery trucks and other local vendors, and the TIS notes that Costco receives 12 to 17 trucks per day ranging from local delivery trucks, depot trucks, and fuel trucks. The proposed driveway would keep the delivery truck trips off of Lost Rapids Drive, which is a concern of area residents.

The TIS notes that without the driveway onto Ten Mile Road, the Chinden Boulevard/Ten Mile intersection and the Ten Mile Road/Lost Rapids Drive intersection will exceed acceptable level of service standards.

The location of the driveway meets ACHD’s Driveway Location and Successive Driveway policies; when driveways are allowed on minor arterial roadways.

The driveway should be approved, as a temporary full access driveway. The driveway should be 36 to 40-feet wide and be constructed as a curb return type driveway with a 30-foot radii and should be paved its entire width at least 30-feet into the site beyond the edge of pavement of Ten Mile Road. The temporary full access driveway may be restricted in the future as traffic conditions warrant as determined by ACHD.

6.2 Lost Rapids Drive

a. **Existing Conditions:** There are no driveways onto Lost Rapids Drive from 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 two driveways onto Lost Rapids Drive. One driveway is proposed to be located 350-feet west of Ten Mile Road, aligned centerline to centerline with an existing driveway on the south side of the roadway across from the site, and the second driveway is proposed to be located 700-feet west of Ten Mile Road, and is proposed to align centerline to centerline with a public street on the south side of the roadway.

d. **Staff Comments/Recommendations:** The applicant's proposal meets ACHD policy and should be approved, as proposed. The driveways should be 36-feet wide and be constructed as a curb return type driveway with a 30-foot radii and should be paved its entire width at least 30-feet into the site beyond the edge of pavement of Lost Rapids Drive.

7. **Neighborhood Concerns**

Residents in the area have raised several concerns regarding the development of the proposed Costco Wholesale store. Those concerns include the request for a variance to the City of Meridian to allow 2 driveways onto Chinden Boulevard/US 20-26, traffic on Chinden Boulevard/US 20-26, and increases in traffic on Ten Mile Road and Lost Rapids Drive.

Chinden Boulevard is under the jurisdiction of the Idaho Transportation Department (ITD); as such ACHD has no jurisdiction over access or level of service on Chinden Boulevard. ITD has already approved the 2 driveways on to Chinden Boulevard, and required the widening of the state highway to mitigate the impacts of the proposed Lost Rapids Subdivision. The City of Meridian will need to approve a variance of their Unified Development Code to allow for the 2 driveways to be constructed.

As part of this development, the applicant has proposed to widen Ten Mile Road to 5-lanes between Chinden Boulevard and Milano Drive. This improvement is proposed to be funded through a STAR Agreement and will improve the level of service and function of Ten Mile Road. If this improvement isn't made by the applicant, then interim improvements to Ten Mile Road are required as noted in Finding for Consideration 3 above and ACHD would widen this section of Ten Mile Road to 5 lanes in 2022, as scheduled in the IFYWP.

Lost Rapids drive is classified as a collector roadway, and is improved with 2 travel lanes, bike lanes, curb, gutter, and detached sidewalks abutting the site. Lost Rapids Drive has a current PM peak hour traffic count of 30. ACHD policy allows up to 425 vehicle trips in the PM hour. Based on the traffic impact study at build out of the Costco Wholesale Store, Lost Rapids Drive is anticipated to carry approximately 170 vehicles in the PM peak hour operating at 40% of its available capacity.

8. **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.
9. **Landscaping**

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

10. **Other Access**

   Ten Mile Road classified as minor arterial roadway, Lost Rapids Drive is classified as 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. Comply with requirements of ITD and City of Meridian for the Chinden Boulevard/US 20-26 frontage.

2. Enter into a Cooperative Development Agreement (CDA) with ACHD for the widening of Ten Mile Road to 5 lanes between Chinden Boulevard and Milano Drive, prior to ACHD's signature on the first final plat.

   The Cooperative Development Agreement should include the roadway construction, contract requirements, as well as allocation of costs. ACHD will only provide reimbursement for the costs of permanent roadway improvements consistent with the IFYWP and CIP. Interim improvements are not eligible for reimbursement and all costs would be the responsibility of the applicant.

   In order to ensure the roadway will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

   - Cooperative Development Agreement;
   - Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
   - Dedication of all of the right-of-way necessary to complete the road widening project.

3. If the STAR Agreement does not occur prior to ACHD's signature on the first final plat enter into a Cooperative Development Agreement with the District to improve the Chinden Boulevard/Black Cat Road intersection, as listed in the ACHD's CIP.

   - The Cooperative Development Agreement shall include the intersection construction, as well as allocation of costs. ACHD will only provide impact fee credit for impact fee eligible costs of permanent intersection improvements consistent with CIP.

4. In order to ensure the Chinden Boulevard/Black Cat Road intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat necessitating the improvements.

   - Cooperative Development Agreement;
   - Financial surety provided by the applicant meeting the terms of the Cooperative Development Agreement;
   - Dedication of all of the right-of-way necessary to complete the intersection project.

5. If the widening of Ten Mile Road to 5 lanes between Chinden Boulevard and McMillan Road is removed from the STAR agreement or if the construction of the proposed improvements is not
feasible due to the timing of ACHD roadway construction projects in the area, then the following improvements shall be constructed.

- Dedicate right-of-way to a total of 48-feet from the centerline of Ten Mile Road.
- Construct a 5-foot wide detached concrete sidewalk located a minimum of 41-feet from the centerline of Ten Mile Road abutting the site. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.
- Construct a center left turn lane and dedicated right turn lane on Ten Mile Road for the temporary full access driveway located 660-feet north of Lost Rapids Drive.
- Install a signal at the Ten Mile Road/Lost Rapids Drive intersection. The applicant should be required to enter into a signal agreement with ACHD for the design, construction, and installation of the signal. The signal agreement should note that the intersection should be designed to provide a 3 X 4 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on the north, south, and east approach, and with four 12-foot wide travel lanes on the west approach; one receiving lane, one dedicated left turn lane, one thru lane, and one dedicated right lane. The applicant is responsible for all costs associated with the hardware, design, and installation of the signal.

6. Replace any broken or deteriorated portions of curb, gutter, and sidewalk on Lost Rapids Drive abutting the site.

7. Remove the existing center landscape island on Lost Rapids Drive at the Ten Mile Road intersection.

8. When the multifamily portion of the site develops, install "NO PARKING" signs on Lost Rapids Drive abutting the site.

9. Close the existing driveway onto Ten Mile Road from the site located 480-feet south of Chinden Boulevard.

10. Construct a 36 to 40-foot wide temporary full access driveway onto Ten Mile Road located 660-feet north of Lost Rapids Drive, as proposed. Construct the driveway as a curb return type driveway with a 30-foot radii and pave the driveway its entire width at least 30-feet into the site beyond the edge of pavement of Ten Mile Road. This driveway may be restricted in the future as traffic conditions warrant as determined by ACHD.

11. Construct one driveway onto Lost Rapids Drive located 350-feet west of Ten Mile Road, aligned centerline to centerline with an existing driveway on the south side Lost Rapids Drive. Construct the driveway as a curb return type driveway with a 30-foot radii and pave the driveway its entire width at least 30-feet into the site beyond the edge of pavement of Lost Rapids Drive.

12. Construct one driveway onto Lost Rapids Drive located 700-feet west of Ten Mile Road, align centerline to centerline with a public street on the south side Lost Rapids Drive. Construct the driveway as a curb return type driveway with a 30-foot radii and pave the driveway its entire width at least 30-feet into the site beyond the edge of pavement of Lost Rapids Drive.

13. Other than access approved as part of this application, direct lot access to Ten Mile Road and Lost Rapids Drive is prohibited and shall be noted on the final plat.

14. Payment of impact fees is due prior to issuance of a building permit.

15. Comply with all Standard Conditions of Approval.

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

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

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

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

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

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

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

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

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

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

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

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

**F. Conclusions of Law**

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

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.
G. Attachments
1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines

VICINITY MAP
ITD Letter
Kittelson & Associates, Inc.
Attn: Andy Daleiden, P.E.
101 South Capitol Blvd, Suite 301
Boise, Idaho 83702

October 18, 2017

Dear Mr. Daleiden,

The Idaho Transportation Department (ITD) has reviewed the submitted Traffic Impact Study (TIS) dated September 2017 for the Ten Mile Development located at the southwest corner of US 20/26 (Chinden Blvd) and Ten Mile Road.

ITD appreciates receiving the analysis of multiple scenarios; however we do take exception to the references in the TIS and in Figure A that improvements needed to mitigate present day conditions is an immediate agency responsibility. ITD acknowledges current and future widening needs in the US 20/26 corridor plan and are committed to resolving them as funding is available. We presently do not have a project programmed to address widening on Chinden Blvd between Linder Road and Tree Farm Way. Funding is not currently available for this section, we are working to fund the corridor, prioritizing based on highest traffic volumes, with current projects funded between Eagle Rd and Locust Grove and Locust Grove to Linder Rd. The improvements outlined in the TIS and as further clarified below, are required to address additional impacts of the proposed development and, without a funded project, are the responsibility of the development.

Please find our comments below regarding site access and improvements needed per the TIS.

Site Access A:

- ITD will allow a temporary right-in/right-out/left-in at Site Access A located 1160ft west of Ten Mile Road until Chinden Blvd is widened to three lanes in the eastbound direction. At that time the movement will be limited to right-in/right-out. The left-in movement may also be restricted prior if there are safety concerns.
- The left-in movement will require a left turn lane that shall be designed per Figure 3B-2 in the ITD Traffic Manual.
- A 550ft right deceleration lane is required and shall be designed per Figure 3B-4 in the ITD Traffic Manual. Per the standard the deceleration length (370ft) plus the taper (180ft) shall be 550ft.
Site Access B:
- The City of Meridian will annex in this development changing the access area type from statewide rural to urban > 35MPH resulting in a required upstream driveway spacing of 790ft from the signal and distance between driveways of 500ft. The access spacing does not meet IDAPA minimum requirements of 790ft; however, to not allow the right in at Site B will result in an additional 83 eastbound rights at the Ten Mile Rd and Chinden Blvd intersection in 2024 which is already handling 341 right turns during the Saturday peak hour. Therefore, ITD will allow a variance to the IDAPA minimum spacing requirements and allow the right-in/right-out at Site Access B located 545ft east of Site Access A and 615ft west of Ten Mile Road.
- Right deceleration shall be per Figure 38-4 in the ITD Traffic Manual. The deceleration length plus the taper should be 550ft. Due to the distance restriction between Access A and Access B (545ft) ITD may allow for a 10% decrease of the standard 550ft requirement.

ITD requires the following improvements be made as identified in the TIS:

Chinden Blvd:
- Chinden Blvd will be widened to a four lane section between Tree Farm Way and Linder Road as proposed in the TIS and include a concrete median island. The final road section design and layout will be approved by ITD.
- Widening to include construction west of Tree Farm Way to taper the pavement back to a three lane section.
- Install conduit with fiber optics the entire length of the widening.

Intersection of Black Cat Rd and Chinden Blvd:
- A signal shall be installed to ACHD requirements. The signal poles need to be located as such to accommodate future widening on Black Cat Rd as identified in the US 20/26 Corridor Plan.
- The new signal at Black Cat Rd must be interconnected with the signals at Tree Farm Way and SH-16.
- ITD is aware that the northbound right and southbound left turning movements of Black Cat Rd fail in the 2024 TOTAL PM Peak hours. ITD awaits comments from ACHD on how they would like to address this concern.
Intersection of Ten Mile and Chinden Blvd:

- Install additional eastbound thru lane and westbound thru lane as part of the overall Chinden Blvd widening. Eastbound lane configurations on Chinden Blvd will include two thru lanes, one left turn lane and a dedicated right turn lane.
- Install additional westbound left turn lane. Westbound lane configurations on Chinden Blvd will include one combined thru/right turn lane, one thru lane and two left turn lanes.

The Ten Mile Commercial Development may enter into a STAR agreement with ITD to implement all of the work outlined in the preceding bullets in addition to widening Chinden Blvd from Tree Farm Way to the termination of ITD’s completed SH-16 project. ITD reserves the right during the STAR agreement negotiations to request additional improvements.

ITD would like to state that US 20/26 and its corridor is a vital east-west commuter route in this region. The department appreciates the economic opportunities the Ten Mile Development brings to the City of Meridian, but must balance that with maintaining mobility along the corridor.

If the applicant 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) 334-8340 or email at erika.bowen@itd.idaho.gov

Sincerely,

Erika R. Bowen, P.E.
District 3 Traffic Engineer

cc. Mindy Wallace ACHD
Caleb Hood City of Meridian
Amy Revis ITD
EXECUTIVE SUMMARY

Costco Wholesale, GFI Meridian Investments II, LLC, and Brighton Corporation are working together to develop the proposed mixed-use development located on the southwest corner of the Chinden Boulevard (US 20/26)/Ten Mile Road intersection. The site is currently vacant farmland and consists of 66.1 acres bounded by Chinden Boulevard (US 20/26), herein referred to as Chinden Boulevard, to the north, Ten Mile Road to the east, and Lost Rapids Drive to the south and west. The proposed development is planned to include a Costco Wholesale warehouse and gasoline fuel station, retail pads, single family housing, and multifamily apartments.

The proposed development is planned to be constructed in two separate phases, described below.

- Phase 1 consists of a 166,000 square-foot Costco Wholesale warehouse and gasoline fuel station with four islands and the potential to add a fifth island in the future (30 fueling positions) on 17.05 acres. Phase 1 is planned to be complete in 2018.

- Phase 2 includes an additional 60,000 square feet of retail pads and 115 apartment units on 16.64 acres, and 162 residential homes on 32.41 acres. Phase 2 is planned to be built out in the year 2024.

Access is proposed via Chinden Boulevard, Ten Mile Road, and Lost Rapids Drive.

The results of this study indicate that the proposed Chinden/Ten Mile Mixed-Use Development can be constructed while maintaining acceptably traffic operations and safety at the study intersections, assuming the recommended mitigations measures are in place. Figure A on the next page illustrates the recommended improvements on Chinden Boulevard, Ten Mile Road, and Lost Rapids Drive associated with agency projects, other in-process developments, proposed development (Phase 1 – Costco), and proposed development (Phase 2 – full build-out).
FINDINGS

Year 2017 Existing Conditions

- The study evaluated eight off site intersections and seven site access intersections with the proposed site plan.

- The study evaluated three time periods; weekday a.m., weekday p.m., and Saturday midday peak hours.

- All of the study intersections were found to operate at acceptable operations during the weekday a.m., p.m., and Saturday midday peak hours except for the following intersections:
  - **Chinden Boulevard/Black Cat Road** - In the weekday p.m. peak hour, the critical northbound movement operates at LOS F with a v/c ratio of 0.90. Additionally, the critical northbound movement experiences LOS E operations during the weekday a.m. peak hour and LOS F operations during the Saturday midday peak hour. This is typical for an unsignalized intersection to experience high delay on the minor street of a high volume highway, such as Chinden Boulevard. Given the operations do not meet ACHD standards for an unsignalized intersection, several mitigation options were explored for this intersection:
    - **Install a traffic signal.** A signal warrant analysis was performed based on the MUTCD. Based on this analysis, the eight-hour signal warrant is not met, but the four-hour and peak hour warrants are met. With a traffic signal in place, the intersection operations are brought to an acceptable LOS C. Additionally, ACHD has a traffic signal programmed at this intersection for 2026-2030 in the ACHD Capital Improvement Plan (CIP).
    - **Add a separate northbound right-turn lane.** This improvement results in a v/c ratio of 0.08 for the northbound right turn and v/c ratio of 0.82 for the northbound left turn.
    - **Add a second eastbound and westbound through lane.** This improvement results in a v/c ratio of 0.49 for the northbound left turn lane. ITD plans to widen Chinden Boulevard from 2-lanes to 4-lanes in the near term (~next 0-20 years) and to 6-lanes in the long term (~20 years-plus), although this improvement is not programmed.

- Given that a traffic signal is planned by ACHD in the CIP, this intersection should be signalized once signal warrants are met under the MUTCD peak hour, four-hour, and eight-hour warrants.

- **Chinden Boulevard/Linder Road** - In the weekday p.m. peak hour, the southbound left-turn operates with a v/c ratio of 1.07. The southbound left-turn movement is allocated a split time of 15 seconds in the coordinated timing plan during the weekday a.m. and weekday p.m. periods. During our field review of this intersection, the split time of 15 seconds is not
enough time to serve the vehicle demand for this movement, as vehicles did not clear during this time and often were observed to run the red light. The southbound and northbound through movements were observed to not use all of its coordinated split time and the extra was given to the westbound and eastbound through movements (coordinated phases). The intersection, in particular the southbound left-turn movement would benefit from the following signal timing change: 1) Run the southbound left-turn as a lagging movement, so that the extra time from the southbound and northbound through movements could be used by the southbound left-turn movement; or 2) Increase the coordinated split time of the southbound left-turn movement. With these changes, the southbound left-turn would have a v/c ratio of 0.90 or lower.

- All of the existing roadway segments currently operate at acceptable LOS with the exception of Ten Mile Road between McMillan Road and Chinden Boulevard during the weekday p.m. peak hour. This segment is programmed to be widened from 2-lanes to 5-lanes between the years 2021-2025 as stated in the ACHD’s CIP.

Year 2018 Background Traffic Conditions

- Year 2018 background traffic volumes were forecasted using a 2% annual growth rate and adding traffic volumes from seven in-process developments, including Foxtail and Ashbury Residential Developments, Meridian Idaho LDS Temple, Chinden & Linder Crossing Subdivision, Knighthill Commercial Development, Eagle Island Marketplace, Linder Village, and Tree Farm Subdivision.

- All of the study intersections will continue to operate at acceptable operations during the year 2018 background traffic conditions, except for the following:
  
  - **Chinden Boulevard/Black Cat Road** – The same mitigation is needed from existing traffic conditions.
  
  - **Chinden Boulevard/Tree Farm Way** – In the Saturday midday peak hour, the eastbound through movement is projected to operate at a v/c ratio of 0.97 (ITD standard is 0.90). To mitigate this intersection, Chinden Boulevard needs to be widened to two lanes in the westbound direction. With this mitigation, all of the movements are projected to operate with a v/c ratio of 0.90 or less. ITD plans to widen Chinden Boulevard from 2-lanes to 4-lanes in the near term (~next 0-20 years) and to 6-lanes in the long term (~20 years-plus), although this improvement is not programmed.

  - **Chinden Boulevard/Ten Mile Road** – The overall intersection operations are acceptable, but there are two movements (westbound left turn and eastbound through) that are projected to operate with a v/c of greater than 0.90 (ITD standard is 0.90). In the weekday p.m. peak hour, the westbound left-turn operates with a v/c ratio of 0.93 and eastbound through movement operates with a v/c ratio of 0.97. To mitigate this intersection, Chinden Boulevard needs to be widened to two lanes in
both the eastbound and westbound directions. With this mitigation, all of the movements are projected to operate with a v/c ratio of 0.90 or less. ITD plans to widen Chinden Boulevard from 2-lanes to 4-lanes in the near term (~next 0-20 years) and to 6-lanes in the long term (~20 years-plus), although this improvement is not programmed.

- **Chinden Boulevard/Linder Road** - Linder Village, an in-process development located on the southeast corner of the intersection, has the following improvements in their conditions of approval by ITD: 1) Widen Chinden Boulevard to two lanes in each direction from Linder Road to Meridian Road, 2) Construct an additional eastbound left-turn lane and westbound left-turn lane, and 3) Implement new signal modifications as needed. With these improvements in place, the Chinden Boulevard/Linder Road intersection is projected to operate acceptably and meet ACHD and ITD standards. No additional mitigation is needed at this intersection.

- All of the year 2018 background roadway segments are projected to operate at acceptable LOS with the exception of Ten Mile Road during the weekday p.m. peak hour. The same mitigation is needed from existing traffic conditions.

**Proposed Development Plan for Costco (Phase 1)**

- KAI maintains a database of traffic data and travel characteristics for Costco Wholesale. This information was used to estimate the trip generation for Costco Wholesale during the weekday p.m. and Saturday midday peak hours. Costco Wholesale is not open during the weekday a.m. peak hour; however, the fuel station opens at 6:00 a.m. Therefore, trip generation rates for Costco fuel stations in Oregon, Montana, and Idaho (Boise and Nampa) were used in estimating the weekday a.m. peak hour trips for the Meridian Costco fuel station.

- The proposed Costco Wholesale (Phase 1) is estimated to generate 7,255 daily net new trips, 97 weekday a.m. peak hour net new trips, 739 weekday p.m. peak hour net new trips, and 1,019 Saturday midday peak hour net new trips.

- The distribution pattern for site-generated trips was estimated based on projected traffic patterns from the COMPASS regional travel demand model, Costco Warehouse customers’ patterns, and a review of the access locations and adjacent roadway system.

**Year 2018 Total Traffic Conditions for Costco (Phase 1)**

- Roadway improvements assumed to be in placed in the year 2018 total traffic include:
  - A two-way left-turn lane between Site Access A and the westbound left turn lane at Tree Farm Way is provided for left-turns out of Site Access A.
  - Ten Mile Road is widened to 5 lanes from Chinden Boulevard to Lost Rapids Drive.
All of the study intersections will continue to operate at acceptable operations during the year 2018 total traffic conditions, except for the following:

- **Chinden Boulevard/Black Cat Road** – The same mitigation is needed from existing traffic conditions.

- **Chinden Boulevard/Tree Farm Way** – The same mitigation is needed from year 2018 background traffic conditions.

- **Chinden Boulevard/Ten Mile Road** – The overall intersection operations are projected to be acceptable during the weekday a.m. peak hour, but unacceptable (LOS F) during the weekday p.m. and Saturday midday peak hours. Additionally, there are several movements that are projected to operate with a v/c of greater than 0.90 (ITD standard is 0.90). Similar to year 2018 background traffic conditions, Chinden Boulevard needs to be widened from two lanes to four lanes in both the eastbound and westbound directions. Additionally, a second westbound left-turn lane is needed at the Ten Mile Road/Chinden Boulevard intersection to bring the intersection operations and movement v/c’s to an acceptable level that meets ITD and ACHD standards.

- **Chinden Boulevard/Long Lake Way** – In the Saturday midday peak hour, the eastbound through and westbound left-turn movements are projected to operate at a v/c ratio greater than 1.0. The westbound through movement is projected to operate with a v/c ratio greater than 0.90. The overall intersection v/c ratio also has a v/c ratio over 1.0. To mitigate this intersection, Chinden Boulevard needs to be widened to two lanes in both the eastbound and westbound directions. With this mitigation, all of the movements are projected to operate at an acceptable level that meets ITD and ACHD standards.

- **Chinden Boulevard/Linder Road** – The same mitigation is needed from year 2018 background traffic conditions. Additionally, Chinden Boulevard needs to be widened to four lanes between Linder Road and Long Lake Way to increase the lane utilization of the northbound left-turn lanes and westbound through lanes. With this mitigation, all of the movements are projected to operate with a v/c ratio of 0.90 or less.

All of the year 2018 total traffic roadway segments are projected to operate at acceptable LOS with the exception of Ten Mile Road during the weekday p.m. peak hour. The same mitigation is needed from existing traffic conditions.

**Year 2024 Background Traffic Conditions for Full Buildout (Phase 2)**

Year 2024 background traffic volumes were forecasted using a 2% annual growth rate and adding traffic volumes from seven in-process developments, including Foxtail and Ashbury Residential Developments, Meridian Idaho LDS Temple, Chinden & Linder Crossing.
Subdivision, Knighthill Commercial Development, Eagle Island Marketplace, Linder Village, and Tree Farm Subdivision.

- All of the study intersections are projected to operate at acceptable operations during the year 2024 background traffic conditions, except for the following:
  - Chinden Boulevard/Black Cat Road – The same mitigation is needed from existing traffic conditions.
  - Chinden Boulevard/Tree Farm Way – The same mitigation is needed from year 2018 background traffic conditions.
  - Chinden Boulevard/Ten Mile Road – The same mitigation is needed from year 2018 background traffic conditions.
  - Chinden Boulevard/Long Lake Way – The same mitigation is needed from year 2018 total traffic conditions.
  - Chinden Boulevard/Linder Road – The same mitigation is needed from year 2018 total traffic conditions.

- All of the year 2024 background roadway segments are projected to operate at acceptable LOS with the exception of Ten Mile Road during the weekday p.m. peak hour. The same mitigation is needed from existing traffic conditions.

Proposed Development Plan for Full Buildout (Phase 2)

- The *ITE Trip Generation Manual, 9th Edition* was used to estimate the trip generation for the retail pads, apartments, and single family housing.

- Phase 2 (full buildout of the development includes Costco, retail pads, apartments, and single family housing) is estimated to generate 11,635 daily net new trips, 315 weekday a.m. peak hour net new trips, 1,096 weekday p.m. peak hour net new trips, and 1,485 Saturday midday peak hour net new trips.

- Separate trip distribution patterns were used for Phase 1: Costco and Phase 2: apartments, shopping center, and single family housing.

Year 2024 Total Traffic Conditions for Full Buildout (Phase 2)

- Roadway improvements assumed to be in place in the year 2024 total traffic include the same improvements identified for Phase 1:
  - A two-way left-turn lane between Site Access A and the westbound left turn lane at Tree Farm Way is provided for left-turns out of Site Access A.
  - Ten Mile Road is widened to 5 lanes from Chinden Boulevard to Lost Rapids Drive.

- All of the study intersections are projected to operate at acceptable LOS during the year 2024 total traffic conditions, except for the following:
Chinden Boulevard/Black Cat Road – The same mitigation is needed from existing traffic conditions.

Chinden Boulevard/Tree Farm Way – The same mitigation is needed from year 2018 background traffic conditions.

Chinden Boulevard/Ten Mile Road – The same mitigation is needed from year 2018 total traffic conditions.

Chinden Boulevard/Long Lake Way – The same mitigation is needed from year 2018 total traffic conditions.

Chinden Boulevard/Linder Road – The same mitigation is needed from year 2018 total traffic conditions.

Ten Mile Road/Lost Rapids Drive - The critical eastbound and westbound movement is expected to operate at LOS F with a v/c ratio over 1.0 during the weekday p.m. peak hour and Saturday midday peak hour. The MUTCD eight-hour, four-hour, and peak hour signal warrants are met for this intersection when including the traffic volume for the eastbound right-turn lane. With a traffic signal in place, this intersection is projected to operate at an acceptable level that meets ACHD standards.

- All of the year 2024 total traffic roadway segments c are projected to operate at acceptable LOS with the exception of the following segments:

  Ten Mile Road between Lost Rapids Drive and Milano Drive - This segment is projected to operate unacceptable during the weekday p.m. and Saturday midday peak hour. The same mitigation is needed from existing traffic conditions.

  Chinden Boulevard between SH 16 and Linder Road - This segment is projected to operate unacceptably during the Saturday midday peak hour. To mitigate Chinden Boulevard, this roadway segment needs to be widened to four lanes. This improvement is already required to mitigate the intersections along Chinden Boulevard under previous analysis scenarios.

On-Site Circulation/Site-Access Operations

- The proposed Costco warehouse and fuel station is estimated to receive 12 to 17 trucks on average per day ranging from local delivery trucks to Depot trucks to gas trucks. This information is based on characteristics from the Boise and Nampa Costco sites.

- Site Access A/Chinden Boulevard (full movement) meets ITD access spacing requirements. Site Access B/Chinden Boulevard (right-in/right-out) does not meet ITD’s spacing requirements, but is projected to operate at an acceptable level.
- Site Access C/Ten Mile Road (full movement) does not meet ACHD’s access spacing guidelines, but is projected to operate at acceptable LOS and the proposed driveway is aligned with an existing public street located on the east side of Ten Mile Road.

- Site Access D, E, F, and G are located on Lost Rapids Drive and meet ACHD’s access spacing guidelines under current conditions. Site Access G will not meet ACHD’s access spacing guidelines if the intersection of Lost Rapids Drive/Ten Mile Road is signalized in the future. However, Site Access G is projected to operate at an acceptable level, the driveway location is aligned with an existing driveway to the south, and located outside of the turn lane influence area.

- Several access scenarios were analyzed on Chinden Boulevard and Ten Mile Road. All of the access scenarios are projected to operate acceptably with mitigations in place on Chinden Boulevard (add through lanes), Ten Mile Road/Chinden Boulevard intersection (add turn lanes and through lanes), and Lost Rapids Drive/Ten Mile Road intersection (signalize).

RECOMMENDATIONS

The following list provides a summary of the mitigation measures recommended as part of this proposed development. Figure A illustrates the proposed mitigation measures associated with the agencies and Phases 1 and 2 of the development.

**Required Improvements by Agencies**

- Install a traffic signal at the Chinden Boulevard/Black Cat Road intersection. This improvement is required under existing traffic conditions and is programmed in ACHD’s CIP.

- Widen Ten Mile Road to five lanes between Lost Rapids Drive and Milano Drive. This improvement is required under existing traffic conditions and is programmed in ACHD’s CIP.

- Adjust signal timing at the Chinden Boulevard/Linder Road intersection to allocate more green time to the southbound left-turn movement. This improvement is required under existing traffic conditions.

- Widen Chinden Boulevard from two lanes to four lanes between Tree Farm Way and Linder Road. This improvement is required under year 2018 background traffic conditions and currently planned, unfunded by ITD.

**Required Improvements by Other Developments (Linder Village – In-Process Development)**

- Linder Village, an in-process development located on the southeast corner of the intersection, has the following improvements in their conditions of approval by ITD:
  - Widen Chinden Boulevard to two lanes in each direction from Linder Road to Meridian Road,
o Construct an additional eastbound left-turn lane and westbound left-turn lane at the Chinden Boulevard/Linder Road intersection, and
    o Implement new signal modifications as needed.

Required Improvements by Developer (Phase 1 - Costco)

- Install a two-way left-turn lane on Chinden Boulevard between Site Access A and the westbound left turn lane at Tree Farm Way. This improvement is needed to support a full-movement access at Site Access A.
- Widen Ten Mile Road to five lanes between Chinden Boulevard and Lost Rapids Drive. This improvement is included in ACHD’s CIP.
- Install a second westbound left-turn lane at the Ten Mile Road/Chinden Boulevard intersection.
- Construct a full-movement access at Site Access A on Chinden Boulevard that includes two egress lanes (northbound left-turn and right-turn lanes) and an eastbound right-turn lane.
- Construct a right-in/right-out access at Site Access B on Chinden Boulevard that includes one egress lane (northbound right-turn lane) an eastbound right-turn lane.
- Construct a full-movement access at Site Access C on Ten Mile Road that includes two egress lanes (eastbound left-turn and right-turn lanes) and a southbound right-turn lane with future restrictions to a right-in/right-out access.
- Construct a full-movement access at Site Access G on Ten Mile Road that includes two egress lanes (southbound left-turn and right-turn lanes).
- Maintain adequate sight distance at Site Access A, B, C, and G by limiting the shrubbery and landscaping.
- Participate in a cost sharing agreement with ITD for the widening of Chinden Boulevard to four lanes between Tree Farm Way and Linder Road.
- Participate in a cost sharing agreement with ACHD through the developments' Traffic Impact Fee for the widening of Ten Mile Road to five lanes between Lost Rapids Drive and Milano Drive. This improvement is included in ACHD's CIP.

Required Improvements by Developer (Phase 2 – Full Build-out)

- Install a traffic signal with northbound and southbound left turn lanes at the Lost Rapids Drive/Ten Mile Road intersection.
- Construct a full-movement access at Site Access D on Lost Rapids Drive that includes one egress lane (shared left/through/right lane).
- Construct a full-movement access at Site Access E on Lost Rapids Drive that includes one egress lane (shared left/through/right lane).
- Construct a full-movement access at Site Access F on Lost Rapids Drive that includes one egress lane (shared left/through/right lane).
- Maintain adequate sight distance at Site Access D, E, and F by limiting the shrubbery and landscaping.
- Participate in a cost sharing agreement with ITD for the widening of Chinden Boulevard to four lanes between Tree Farm Way and Linder Road.
- Participate in a cost sharing agreement with ACHD through the developments’ Traffic Impact Fee for the widening of Ten Mile Road to five lanes between Lost Rapids Drive and Milano Drive. This improvement is included in ACHD’s CIP.
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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

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

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

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

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

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

Items Completed to Date:

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

Items to be completed by Applicant:

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

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

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

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

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

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

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Reconsideration of Commission Action

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

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

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

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 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.
Hi Mr. Wallace,

Thanks for taking the time to read my e-mail in regards to the new Costco development between Chinden/Lost Rapids/Ten Mile.

I am writing you today to urge you to deny the zoning change request that was submitted by the project. Based on the data that Costco their selves provide at the meeting the new development would increase daily trips by 17,000 (currently they stated that Chinden currently has 16,000) which would more than double the traffic. Of that 17,000 increase in trips 11,000 for that is from Costco alone. I personally am not anti-development, but due to the number of residential properties in the area, I believe that the intended current zoning is the proper size development and should not be changed to make way for a store the is 4x the current plan.

Other concerns include the following:

1) Lost Rapids will become a major street that is neighboring a newly developed park and is adjacent to other residential streets. These streets are going to be traveled by children, and members of the Bainbridge community and the traffic flow can put that at greater risk.

2) Cut Through Traffic. People wanting to avoid the lights will attempt to drive through the Bainbridge community resulting in cars that are not only wondering the neighborhood looking for an exit but also again resulting in higher traffic flow than there should be in a residential neighborhood. To make matters worst, the only alternative exit is on Black Cat, and Ada County School district plans to build a new Elementary school near Black Cat between W Vanderbuilt and Gondola. This means as school hours there will be increased student traffic on W Vanderbuilt which is the road that Costco traffic will be required to exit the neighborhood putting these students at risk of being hit by cars.

3) Noise & Light Pollution. Costco reps stated at the meeting that traffic will start at 4am and continue through 10am each day as their trucks exit I-84 and come down Ten Mile making a left on to Lost Rapids and then turning into the development. This is not only going to create lots of noise for the Bainbridge residents during morning sleeping hours but will also require bright lights for them at the loading docks creating light pollution across the neighborhood. To make matters worst these semis will also be filling up the roads during morning commutes making traffic more difficult.
With this said I think that there are great alternative locations for Costco to build on. For example at HWY 16 and Chinden which is already a commercial area for a development of this size or various locations on State Street between 16 and Eagle Rd. All these areas are already planned for commercial use and are not in the middle of residential neighborhoods.

As I said before I'm fully in support of development, but I believe that the Costco itself is not right for the location and will greatly impact the quality of life for all Meridian residents surrounding it.

Thanks for your time and consideration. If you have any questions please feel free to call me on my cell phone as I'm happy to discuss this further with you: 702-334-2494

Best Regards,

Kristopher Derentz
6044 N Eysnford Ave
Meridian, ID 83646
Mindy Wallace

From: Kathi Yudin <nurseangel368@yahoo.com>
Sent: Thursday, February 15, 2018 10:21 AM
To: Mindy Wallace
Subject: Costco

dear Mr. Wallace... I apologize for being late on this... I live in Bainbridge Development and have concerns regarding the building of Costco along Chinden and Ten Mile... While industry is always good please know I am not against Costco... just against where they are planning on building... It is family development where children play and get on/off buses... the dangers to these children is many as traffic in the area will increase significantly... people drive quickly and can’t always stop in time should a ball get in the street or a child run in the street to retrieve it... additionally I fear that Vanderbilt will be used as a short cut from Black Cat in order to avoid the increase of traffic on Chinden...... the cost to the taxpayers will surely increase as well as Costco has stated they will apply for the star program so that they are reimbursed for the cost of widening roads... I hope that concerns of the residents both here in Bainbridge and Spurwing will be listened to and that Costco will be moved to a different location that is less of a residential area... thank you for your help in advance...

Kathi Yudin
Dear Ms. Wallace,

Thank you for the opportunity to present my concerns regarding the traffic study done for the proposed Costco development identified at the intersection of Ten Mile and Chinden Blvd. I believe the city has named this project "Lost Rapids".

As I reviewed the traffic study and its summary, I found there to be some omissions of data that, due to their adjacency to the site, should be critical to review for the traffic study.

I noticed the following in-progress developments were not included in the study:

- Bainbridge development, both currently in progress and the proposed R-15 developments, which are both directly adjacent to the site, were not mentioned in the report.
- Irvine Meadows, also in progress, across from the proposed gas station location was not mentioned in the report.
- Silverleaf development, while 99% built out, is directly affected by the proposed traffic and future light at Lost Rapids and Ten Mile.
- The Rockharbor church, while it does not have a current application, they have a prior traffic study that should be reviewed and considered in relation to this proposed costco development.
- Heron Ridge and Oak Leaf developments at the back of Spurwing, while smaller developments, are in-progress and will generate traffic through the proposed development area.

I also observed the following data was also missing or incorrect:

- The crash reports were only current up to 2015. There are current crash reports available up until the end of 2017. I believe these reports will show several accidents directly adjacent to the area where the developer is requesting a right out on Chinden. While I realize this (Chinden) is IDT's jurisdiction, it should be considered due to its overall relation to the traffic flow of this proposed site.
- The Spurwing Entrance traffic counts are outdated. A study was completed in late 2016/early 2017 that should be available to Kittleson to use. As you may recall, due to the Tree Farm subdivision development being approved, this puts Tree Farm Way (Spurwing Entrance) well over the ACHD limits for a single entrance residential collector.
- I did not see reference to including a backage road on the site, which is required per Meridian city code.
- The planned elementary and high school do not appear to be included in the study. As Lost Rapids will likely be a walking and driving route for these schools, this is a safety concern.

In addition, I find it extremely disturbing that the applicant's firm submitted this report attempting to use a 1% background rate for growth of traffic. Given this firms' repeated traffic studies in the region, they should know that 2% is the ACHD requirement; I see this as a direct attempt to manipulate numbers to meet ACHD's requirements and hide the negative impact from the city and public.
And finally, we all realize that congestion and traffic growth is a reality of living in a popular and growing city. However, the traffic analysis as presented shows the mitigation actions applied (more lanes, future lights) will not actually solve the problem, and that the siting of a large industrial commercial business that draws in thousands of vehicles per hour from the region into a 3 way neighborhood intersection does not result in a safe nor efficiently moving neighborhood.

Thank you for your time and consideration. Please let me know if you have any questions regarding my points.

Shelley Lupher
Meridian, ID
ACHD,

We are writing to voice our profound concern and REJECTION of the proposed application to rezone Lost Rapids Subdivision to add a Costco.

My wife and I are Idaho natives and lived in Meridian for 17 years. We purchased a lot in the 3rd phase of Bainbridge in May 2016 to build our dream house. Some of the factors were "proximity" to SpurWing Country Club, shopping, and dining. Bainbridge was the perfect location to provide us access to these amenities without being directly on top of us. We were unaware that Costco was planning to develop and would have NEVER purchased in Bainbridge had we known. My wife and I have been Costco members for 20 years. We love Costco, but we don't want Costco in our RESIDENTIAL backyard!

There are countless reasons to oppose, which are blatantly obvious. Let me be crystal clear, adding a massive commercial facility smack in the middle of high-end RESIDENTIAL subdivisions is outright ludicrous!

1. Home values will plummet. We didn't spend $500k to live in an upper-end subdivision across from a premier country club, SpurWing, to have our value tank.

2. Traffic. The current infrastructure is already failing to support the existing population. Bainbridge is continuing to expand phases which will mean EVEN MORE congestion and strain on the existing roadways. Ten Mile has already become a joke during off hours, adding 3-5k cars on a daily basis will make access to our home in Bainbridge a nightmare. There is not enough space available to increase the amount of roadway access needed to support the existing and future home growth, let alone, 3-5k daily Costco traffic.

3. Safety. Bainbridge is a mixed community of varying ages that utilize the beautiful park and walkways. Costco will significantly increase cut-thru traffic by customers looking for shortcuts. You know as well as I that this substantial increase in traffic, 3-5k daily, will dramatically increase the possibility of accidents, especially among children.

4. Health. Air pollution and noise will increase substantially, again, not acceptable for a high-end community comprised of varying ages.

5. ALL OF THE ABOVE times 10!
Hi Mindy ---

As a resident of SpurWing Greens, I have been asked to share with you my concerns about the changes being requested by GFI/Costco to Ten Mile Road and Chinden Boulevard. While I realize your responsibility does not extend to the actual approval of the changes to the Comprehensive Plan and the zoning request that would allow such an enormous building to be dropped down into the middle of a residential area, the changes they will bring to the volume of traffic mean I have to voice my opinion at every step of this process. This project does not belong in this community and this community should not have the bear the brunt of the safety and traffic issues it will bring. But, that is exactly what will happen.

Forgive me if I misunderstand what is being proposed by the traffic study paid for by Costco but it is my understanding that two right in/right out variances are being requested. If those variances are approved, it will have a tremendous impact on Bainbridge because traffic attempting to head west will flow right through the neighborhood to Tree Farm Way and Black Cat Road. That will probably mean hundreds if not thousands of extra vehicles driving through a residential neighborhood with its pedestrians, bicyclists, and children - it was not meant to be a thoroughfare. It's not an additional traffic burden over a 24 hour period either - it will occur during the daytime operating hours of the warehouse which is also when the residents are most likely to be using the roadways and sidewalks.

The Mayor of Meridian in a 2013 City Council meeting emphasized that 20/26 traffic needs to be able to move freely. This is a major expressway and approving these variances is contradictory to her comments. It will set a bad precedent for the future when similar variances are requested.

It is difficult to understand why these variances might be considered for this development when Rockharbor Church requested a single variance that they were willing to pay for and it was denied. When the Church is built out, our one entrance/exit (Tree Farm Way) will be extraordinarily burdened.

You and I visited about the 2% generic background growth that is incorporated into the traffic study and that it is accepted. Frankly, it does not seem adequate and our neighbors feel the study is missing the following just for starters:

- Bainbridge traffic was not included in the study
- Irvine Meadows traffic was not included in the study
- Silverleaf was not included in the study
- Olive Tree subdivision was not included
- The Spurwing entrance traffic numbers are outdated, as they just did a study last year in regard to the Tree Farm development going in. This entrance is currently well over the recommended amount of traffic (3500 cars per day) its now at 5,000 per day.
- Rockharbor church and Rockbury behind the church are not included in the study.
The schools planned are not in the study. This is a safety issue.

The traffic analysis as presented shows the mitigation (more lanes) does not solve the problem, and actually creates more of a problem.

Right in and right out was denied for the church - why would these variances not also be denied?

Bainbridge north (the 55+ R-15 in the proposal) was not included in the study.

According to residents who have reviewed the pertinent material, there are additional concerns: "Crash reports are not up to date, they only reference to 2015, and residents have seen a significant increase in crashes, especially on the straight stretch in front of SpurWing, right where they want to allow access from Chinden to the site. Also, per Meridian City code, backage roads are required, this was not even considered in the study. The TIS is flawed. The TIS made assumptions in two places that there would be a two-way left turn lane that would allow traffic to exit the center WB, ITD only allowed the RIROLI. The site is locked, no direct access to WB Chinden, with or without the variances."

My husband comes home on Franklin Road during rush hour and the traffic is extremely backed up until at least Ustick where it just begins to open up between there and McMillan. Widening Ten Mile Road to four lanes only from McMillan to Chinden is not going to do it. It already flows better there - it’s south of there that it’s jammed.

We hope that the feedback from the community is factored into the decision ACHD makes. Thank you for your consideration.

Sue Fillman
6550 N. Lonicera Way
Meridian
Hello Mindy,

I am writing to you to voice my concerns regarding the Traffic Impact Study for the Lost Rapids/Costco development. Specifically:

1. Bainbridge traffic was not included in the study
2. Irvine Meadows traffic was not included in the study
3. Silverleaf was not included in the study
4. The Spurwing entrance traffic numbers are outdated, as they just did a study last year in regard to the Tree Farm development going in. This entrance is currently well over the recommended amount of traffic (3500 cars per day) its now at 5,000 per day, not including Rockharbor Church
5. Rockharbor church is not included in the study.
6. The schools planned are not in the study. This is a safety issue.
7. The traffic analysis as presented shows the mitigation (more lanes) does not solve the problem, and actually creates more of a problem.
8. Right in and right out was denied for the church, therefore any connections to Chinden should also be denied for Costco/gasser.
9. Bainbridge north (the 55+ R-15 they're proposing) was not included in the study.
10. The applicant tried to only use a 1% background rate for traffic, which clearly indicates they are trying to skew numbers lower.
11. Crash reports are not up to date, they are only reference to 2015, and residents have seen significant increase in crashes, especially on the straight stretch in front of Spurwing, right where they want to allow access from Chinden to the site.
12. Per Meridian City code, backage roads are required, this was not even considered in the study.

Please keep these points in mind when making your recommendation to the commissioners.

Thank you,
David Reyes
I think the addition of a Costco at this site is totally outrageous and as a homeowner in Bainbridge, I’m against any rezoning. We are loyal Costco customers, but put it in an area that can house a warehouse size store, not a residential area. See the following reasons below.

Thank you

Steven Traviss/ Jennifer Hixson
- Significant traffic increase on W. Lost Rapids/N. Tree Farm of 3,000 to 5,000+ vehicle trips per day

- Significant increase in cut-thru traffic to/from Black Cat

- Declining home values

- Safety issues for residents and children in the community

- Safety and access issues with the new Keith Bird Park

- Health and quality of life issues with increased noise and vehicle emissions

- Mobility and safety issues with two unregulated direct access points to the site from Highway 20/26 Chinden Boulevard
I am writing in an effort to persuade our elected representatives to reconsider the Costco project planned for the southwest corner of Ten Mile Road and Chinden Boulevard (Highway 20/26). It is clear to me that this would have a negative impact on traffic in this area as well as the overall quality of life for those who live, work, and play in this area.

As you likely already know, Ten Mile Road is a two lane road that backs up regularly in it's current configuration. I'm sure that there are traffic studies and plans in place to remedy north/south traffic on Ten Mile but that's only a small piece of the puzzle. My biggest concern has to do with traffic on Lost Rapids. Even though there will be access to the planned Costco development, we all know that drivers will take any shortcut they can to get where they're going. This means traffic on Lost Rapids will increase. The last estimate was 3000-5000 vehicles per day on Lost Rapids and N. Tree Farm. These are residential streets that are main access roads to the Bainbridge subdivision. Keith Bird Park is a beautiful park. Brand new and directly on Lost Rapids. The safety of those who use the park will be decreased. With increased traffic and speeds on Lost Rapids, a logical progression would be to install speed bumps. Installation of speed bumps will only cause problems for the residents of Bainbridge as we commute. I purchased a home in this subdivision in part because of the access to Chinden and Ten Mile. The quality of life for those who live in this area will decrease. I am now questioning my move to Meridian.

Access to the Costco development from Chinden and Ten Mile will cause traffic problems in the area no matter how well these roads are improved. It simply doesn't make sense for this area. I believe that the area should have another Costco. It just shouldn't be in this residential area of town. Please reconsider moving this development to an area of Meridian zoned for commercial/shopping use only. Not in an area which is primarily residential. Ten Mile Road near the freeway would be a far better location than the proposed location. Thank you for your time and I look forward to the upcoming ACHD & Meridian City Planning and Zoning public hearings.

Rigo Delgadillo  
(208) 995-4887
Hello

I live in Bainbridge. My family and i moved here a little over 2 years ago. We moved to Idaho to get away from the rat race and craziness of the east coast. We are in the 1st division off of Black Cat. We knew this was going to be a good size development but we did not know the entire Chinden side side was zoned for business. I thought maybe some smaller businesses wouldn't be a bad thing but then i heard Costco was putting a store right in front of the development. I flipped!

Why on earth would they allow a Costco to muscle their way in, sandwiched between a beautiful new country club and a new, expensive, upscale, beautiful, quiet housing development? The reason has to be money. It always is. They are probably paying for your street widening and improvements. It's not worth it! We almost moved to Colorado but their growth is just out of control. It looked like this area was expanding but it seemed to be done smarter and more controled because they didn't want this looking like Colorado and everywhere else. There is no way a Costco should be built here! I will repeat that. There is no way a Costco should be put here and for so many reasons!

I'm pretty sure you guys know all the reasons why it shouldn't happen here. There are certainly enough Costco's in the world. Put them where they should be, as an anchor in a mall area.Come on guys, use your heads here. Do this the right way!

The traffic increase and noise, the increase in cut through traffic on Black Cat, the effects it will have on the health and quality of life in this whole area which is one of the main reasons we chose this area. A Costco here will turn this area into a traffic nightmare and you guys know it will plus it will kill the home values. It's a bad idea! Don't do it!

The Gordons
Mindy,  
Reviewing the TIS and the submitted application I came across the attached. I would request it be added as public comment/input for review.

Please respond to acknowledge receipt.

Thank you

Ken

Sent from Outlook
Discrepancy between TIS and allowed ITD access per submitted plan.

TIS: In the Executive summary section, page 5 lists the following;

Year 2018 Total traffic conditions for Costco (Phase 1)

Roadway improvements assumed to be in place in the year 2018 total traffic include:

- 2 way left turn lane between site access A and WB left turn lane at tree farm is provided for left-turns out of site access A

This repeated on page 7 under;

Year 2024 Total traffic conditions for total buildout (Phase 2)

- 2 way left turn lane between site access A and WB left turn lane at tree farm is provided for left-turns out of site access A

In the application as submitted to the P&Z;

Page 75 of the PDF, letter from ITD dated 10/18/17

Site Access A:

ITD will allow a temporary right- in/ right- out/ left- in at Site Access A located 1160ft west of Ten Mile Road until Chinden Blvd is widened to three lanes in the eastbound direction. At that time the movement will be limited to right- in/ right- out. The left-in movement may also be restricted prior if there are safety concerns.

Conclusion: ITD has not approved a LEFT OUT access from site access A. The TIS clearly stated this was assumed to be in place. There are no approvals or provisions for left turns out of the site to WB Chinden. The flawed TIS does not account for this and is a primary point regarding the volume of traffic to use W. Lost Rapids.
A TellUs Form has been dispatched to you for action. Please take action and submit to your department admin.

A Tell Us submission was received on 2/5/2018 5:12:29 PM
Tell Us Request: 18-00206
From: Susan Harrington
Subject: H-2018-0004
Category: Subdivision
Pont of Reference: Chinden & Tree Farm

Issue: Hi, I was given this link to comment on the proposed Costco project...sorry if this is the wrong site for my concerns. However, please do not put this large project in our residential neighborhoods. As a long time resident of Spurwing Greens I have seen traffic continue to grow and this will just add more. My only outlet from the neighborhood is Chinden and Tree Farm and I wait a long time at the signal. This is our only way out and if there is ever a disaster where we all need to get out it could end in a nightmare. All these people are trying to get on to Chinden and its going to be solid traffic and road rage. The City needs to be astute about planning, traffic and beautification. Please put this Costco at Chinden and Hwy 16. Meridian is a great place to live and City Government is doing a good job except for this project. thank you.

Department Assigned: Engineering

Click here to view the submission in a Web browser. After taking action, you can submit back to the department admin.

Click here to open this task in Forms.
A TellUs Form has been dispatched to you for action. Please take action and submit to your department admin.

A Tell Us submission was received on 2/5/2018 2:31:39 PM

Tell Us Request: 18-00199

From: Greg Stringham

Subject: Chinden and Ten Mile - Costco

Category: Construction

Point of Reference:

Issue: The new Costco proposed at the corner of Chinden and 10 Mile will make the traffic bottle that already exists there now much worse. Widening the roads to at least 5 lanes for a mile in each direction would be at lease a start. 10 Mile should be widened to the 5 lines all the way to Ustick, and Chinden west should be 5 lanes all the way to Highway 16 in conjunction with approving a project like Costco. These changes will at lease minimize the impace Costco would have on the area. Even with current conditions at that corner I have been backed up to Tree Farm on Chinden in the mornings as I leave for work. And back to Walmart on 10 Mile in the evenings. Adding that much more congestion to that corner will make the situation so much worse. Thanks for your consideration.

Department Assigned: Engineering

Click here to view the submission in a Web browser. After taking action, you can submit back to the department admin.

Click here to open this task in Forms.
A TellUs Form has been dispatched to you for action. Please take action and submit to your department admin.

A Tell Us submission was received on 2/5/2018 3:24:26 PM

Tell Us Request: 18-00202

From: Lisa Friel

Subject: H-2018-0004

Category: Other

Point of Reference: Chinden/Ten Mile

Issue: This email is being sent in regards to the possibility of a Costco going in at the corner of Chinden/Ten Mile. This is a horrible idea. Traffic is already a nightmare on Chinden (I commute every weekday back and forth from downtown Boise and live in Spurwing Greens) and I have seen far too many accidents to even count. A big box development like Costco is going to make the congestion in that area so much worse than it already is. It’s simply not a good idea in my opinion. Thank you for your time.

Department Assigned: Engineering

Click here to view the submission in a Web browser. After taking action, you can submit back to the department admin.

Click here to open this task in Forms.
A TellUs Form has been dispatched to you for action. Please take action and submit to your department admin.

A Tell Us submission was received on 2/5/2018 9:48:43 AM

Tell Us Request: 18-00187

From: Jason Zoeller

Subject: H-2018-0004 Development of Costco

Category: Other

Point of Reference: 10 mile and Chinden

Issue: Many in my surrounding area are becoming increasingly concerned about the future construction of Costco and Winco in north Meridian. I live off of Linder Rd which is at times impossible to get onto from my subdivision because of traffic. If these new huge developments get put in not only will 10 mile be even more busy but surrounding streets such as Linder will be extremely busy and dangerous. I as well as many others in the area feel as though the zoning has been out of control, such as massive re-zoning from agricultural to residential. This is causing overcrowding in schools, overcrowding on the roads, displacement of wildlife, future water shortages and of course higher taxes. I believe the issue lies with zoning or reckless zoning. Many people that I have talked to are ok with a changing community but a community bursting at the seems is scary. Anyway, those are my thoughts and are shared by many I've talked to. We're just a community that is worried about massive overgrowth resulting in an area that is unrecognizable to many that have lived here.

Please consider sending a physical questionnaire to our mailboxes about future projects that includes a place to state whether or not its welcomed by current taxpayers and residents.

Regards,
Jason Zoeller

Department Assigned: Engineering

Click here to view the submission in a Web browser. After taking action, you can submit back to the department admin.

Click here to open this task in Forms.
Mindy Wallace

From: KENNETH MARSHALL <KENMARSHALL2005@msn.com>
Sent: Sunday, February 04, 2018 2:13 PM
To: Mindy Wallace
Subject: Updated document
Attachments: plat1-1.docx

Mindy,

I have made some updates and corrections. Please have the attached be my official input.

Thank you

Ken

Sent from Outlook
Volume of traffic daily trips per number provided by Brighton = 16,000. The source of the data is unknown. The number may actually be higher and if it is valid will surely increase with time.

Since no data is available as to the ingress/egress directions for the total volume our analysis is based on the following presumptions;

30% of the volume will enter from EB Chinden. Per this approximation 30% will exit to WB Chinden. One way volume = 2400, aggregate total = 4800

40% of the volume will enter from WB Chinden. Per this approximation 40% will exit to EB Chinden. One way volume = 3200, aggregate total = 6400

30% of the volume will enter from NB Ten Mile. Per this approximation 30% will exit to SB Ten Mile. One way volume = 2400, aggregate total = 4800

Areas of concern.
W. Lost Rapids would be characterized as residential collector per the livable street design guide.

- Vehicle access demand: Moderate.
- Design implications: Not as high as commercial access; additional lanes not needed for through movements.

The proposed plan lacks direct egress access to WB Chinden. As shown in the following pages most of the egress traffic to WB Chinden will transit on W. Lost Rapids. Exit access number 1. The probability that half to most ingress traffic from EB Chinden will also transit on N Tree farm to W. Lost Rapids is very high. Enter at access number 1. If access 2 and 2A Are approved it will help reduce ingress from EB Chinden.

Ingress traffic from WB Chinden has two entry points, Ten Mile to proposed RIRO access number 4 and N Tree farm to W. Lost Rapids to access 1.

Egress traffic to EB Chinden per the proposed plat would be the two RIRO access points 2 and 2A, or exit access 1, and turn left EB to the proposed traffic light at Ten Mile, turn left to N Ten Mile and proceed to Chinden or turn right WB on Lost Rapids.

Concern for access and public safety with 2 and 2A. As proposed both are in violation of IDAPA 39.03.42.

The general concept drawing as presented indicate the following ingress/egress paths to and from the retail center. It should be noted of importance that the existing roadway configurations limit the number, locations and ingress/egress directions that can be accommodated at this location. Existing configuration is not exclusive of future lane/roadway expansions. Expansion of Ten Mile and Chinden have limited effect on the access points.

1. North side of the center to/from Highway 20/26 (Chinden). Plans indicate two entrance/exit access points. Both are Ingress/Egress RIRO Only to Eastbound Chinden. At least one of the access points potentially exits into a right turn only lane from Eastbound Chinden to Southbound Ten Mile [Ad 4]. Important to note that RIRO access from/to state Highway 20/26 is severely discouraged, see [Ref 7]. Failure to obtain RIRO access on the north side of the development will have serious amplification of traffic concerns on W. Lost Rapids.
2. East side of the center to/from Ten mile road. Plans indicate one entrance/exit access point. RIRO Ingress/Egress only to Southbound Ten Mile
3. South side of the center to/from West Lost Rapids road. Plans indicate two entrance/exit access points. Both can be ingress from Westbound Lost Rapids. Proximity of one to Ten Mile road would indicate Egress only to Westbound Lost Rapids. The second access point can be egress to both westbound and eastbound Lost Rapids.

Deficiencies for egress and ingress traffic to/from the center.

1. A primary deficiency is the lack of adequate egress from the retail center to Westbound 20/26 (Chinden). Egress traffic to westbound Chinden has effectively two paths.
   a. Exit the center on the south side to eastbound Lost Rapids. Turn left at Ten Mile, at a new proposed traffic signal, travel North on Ten Mile the short distance to the intersection at Chinden. Turn left onto westbound Chinden.
b. Exit the center on the south side to westbound Lost Rapids. Proceed on westbound Lost rapids, which changes to North Tree Farm Lane. Continue to the intersection at Chinden. Turn left onto westbound Chinden

A major issue with option 1.b is that the majority of egress traffic from the center to westbound Chinden will need to use the W. Lost Rapids/N. Tree Farm Lane path to westbound Chinden. The result here is several thousand vehicles per day transiting on what is a residential access road that runs between the existing Bainbridge residential development and the proposed Bainbridge North residential development [Ref 8]. As the distance from the W. Lost Rapids to N. Tree Farm Lane transition to the traffic light on Chinden is not extensive, the possibility of traffic backup due to inadequate buffer and queue storage the possibility of bleed thru traffic through the Bainbridge development increases significantly. The increased volume of traffic on N. Tree Farm Lane will also impact the operation of the signal at the intersection with Chinden. Increased demand for turn activity will result in increased stop times for traffic flow on Chinden.

2. The potential also exists for eastbound traffic on Chinden ingress to the retail center to utilize N. Tree Farm Lane south to W. Lost Rapids eastbound, entering the center on the south side. Failure to obtain RIRO access from/to Chinden will result in most ingress traffic having to utilize N. Tree Farm to W. Lost Rapids. Even if RIRO access is obtained any potential backup at Ten Mile can result in traffic opting to turn at N. Tree Farm Lane. Any additional traffic ingress to the center from N. Tree Farm Lane/W. Lost Rapids will only add to the aforementioned volume due to egress traffic heading to westbound Chinden.

3. Ingress retail center traffic traveling westbound on Chinden have effectively two paths to enter the center.
   a. Turn left at the traffic light at Ten Mile, travel the short distance southbound on Ten Mile and enter the facility on the east side RIRO access point(s). Alternately continue south to the new traffic signal at W. Lost Rapids. Turn Right (westbound) onto W. Lost Rapids and enter the center on the south side.
   b. The second ingress path for westbound Chinden traffic is to travel past the Ten Mile intersection and turn left at the intersection at N. Tree Farm Lane, traveling south on N. Tree Farm to W. Lost Rapids and enter the center on the south side. This adds to the traffic volume indicated in both 1.b and 2 above.

4. Egress traffic to Eastbound Chinden. Failure to obtain the RIRO access points will result in egress traffic to Eastbound Chinden having two exit paths.
   a. Exit the center on the south side to W. Lost rapids east. Proceed to the new traffic signal at Ten Mile, turn left and proceed to the traffic signal at Ten Mile.
   b. Exit the center on the south side to W. Lost rapids west. Proceed to the traffic signal at N. Tree Farm and Chinden. This would significantly add to the volume of traffic detailed in 1.b, 2 and 3.b.

Graphical representations.

Scenario 1.b.
The following graph displays the traffic on Lost Rapids at 10% to 30% in 5% increments of the total egress traffic from the 16,000. The remaining part of the chart details the traffic volumes at 50% of that total to 90% of that total that would be headed WestBound (WB). This analysis approximates that 30% of the retail traffic is egress Westbound 20/26.

Scenario 2.

The following graph displays the effects of ingress traffic from Eastbound Chinden as a percent of the totals from scenario 1.b in 10% increments from 50 to 90%. It also includes provisions for 100% if RIRO access is not obtained from/to Chinden.
Scenario 3.b and 4.b

This graph displays the effect of 3.b and 4.b inclusive with graph 2. AG values are from graph 2. LR totals are the sum total of traffic counts on W. Lost Rapids.
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: Lost Rapids

CIM Vision Category: Future Neighborhoods

New households: 400  New jobs: 500  Exceeds CIM forecast: YES

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.

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.

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.

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 ½ 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

This property requests access to US Highway 20/26 and Ten Mile Road. US 20/26 is identified as the #3 priority in the region in the Communities in Motion 2040 transportation plan as it 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. The Idaho Transportation Department has identified funding for US 20/26 to be widened from two lanes to four lanes from Star Road to Locust Grove Road. Consider reducing the three access points onto US 20/26 and/or requiring access points to be right-in, right-out only. Access management controls will support efficiency of travelers on the roadway and multi-modal safety. Ten Mile Road is also an arterial roadway.

More information about COMPASS and Communities in Motion 2040:
Web: www.compassidaho.org
Email: info@compassidaho.org
More information about the development review process:
http://www.compassidaho.org/dashboard/devreview.htm
This location in Meridian is transitioning from primarily farmland to suburban development. Currently there are approximately two houses for every one job in the area. More employment and mixed-uses, as proposed, could provide more shopping and service options for nearby neighborhoods.

There is planned bus service on US 20/26. Consider a safe and direct pedestrian pathway between the proposed multi-family residential development and US 20/26. Also, consider a pathway between the proposed Bainbridge North subdivision and the commercial center to promote non-motorized trips. Please consult Valley Regional Transit about reserving a location for a bus stop at or near US 20/26 and Ten Mile Road.