



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: City of Star Planning Department

MEETING DATE: April 15, 2025 – PUBLIC HEARING

FILE(S) #: AZ-24-08 – Annexation & Zoning
DA-24-08 – Development Agreement
PUD-24-03 – Planned Unit Development for Starling Springs Subdivision
PR-24-06 – Private Road

OWNER/APPLICANT/REPRESENTATIVE

Representative:

Michael O'Reilly
Nicolette Womack
Kimley-Horn
1100 W. Idaho St., Ste. 210

Applicant:

Martin Taylor
Toll Brothers
3103 W. Sheryl Dr. Ste. 100
Meridian, Idaho 83642

Owner:

Greg Dancer
9250 W. Joplin Road
Meridian, Idaho 83646

REQUEST

Request: The Applicant is requesting approval of an Annexation and Zoning (R-3-PUD-DA), Development Agreement, Planned Unit Development and Private Street for a proposed residential subdivision consisting of 353 residential lots and 74 common lots. The property is located at 8820, 8900, 9250 and 9326 W. Joplin Road in Star, Idaho and consists of approximately 129.39 acres with a proposed density of 2.73 dwelling units per acre.

PROPERTY INFORMATION

Property Location: The subject property is generally located at the northeast corner of N. Can Ada Road and W. Joplin Road. Ada County Parcel Numbers S0419234100, S0419244705, S0419131575, and S0419244630.

Surrounding Land Use/Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	Rural Urban Transition (RUT)	Estate Residential, Neighborhood Residential in South of the River Planning Area	Single Family Residential Agricultural
Proposed	Residential (R-3-DA/PUD)	Estate Residential, Neighborhood Residential in South of the River Planning Area	Single Family Residential
North of site	Rural Urban Transition (RUT)	Open Space/Greenway South of the River Planning Area	Vacant Ground/Boise River
South of site	Residential (R-4)/Rural Urban Transition (RUT)	Neighborhood Residential in South of the River Planning Area	Joplin Rim & Naismith Commons Subdivisions
East of site	Rural Urban Transition (RUT)	Neighborhood Residential in South of the River Planning Area	Vacant Ground/Agricultural
West of site	Agricultural (AG) Canyon County	Estate Rural Residential	Agricultural

Existing Site Characteristics: The property currently consists of single family residential with several outbuildings.

Irrigation/Drainage District(s): Pioneer Ditch Company LTD

P.O. Box 70
Star, Idaho 83669

Eureka Water Company
6820 W. Rosebriar Lane
Meridian, Idaho 83646

Flood Zone: This property is currently located in a Special Flood Hazzard Area.
FEMA FIRM Panel Number: 16001C0120J & 16001C0140J
Effective Date: 6/19/2020
Flood Zone: AE & X

Special On-Site Features:

- ★ Areas of Critical Environmental Concern – Yes, wetlands.
- ★ Evidence of Erosion – No evidence.
- ★ Fish Habitat – No.
- ★ Floodplain – Yes (Zone AE).
- ★ Mature Trees – Yes, along the Lawrence Kennedy Canal.
- ★ Riparian Vegetation – No.
- ★ Steep Slopes – Yes.
- ★ Stream/Creek – Yes (Eureka Drain & Phyllis Slough).
- ★ Unique Animal Life – No unique animal life has been identified.
- ★ Unique Plant Life – No unique plant life has been identified.
- ★ Unstable Soils – No known issues.
- ★ Historical Assets – No historical assets have been observed.
- ★ Wildlife Habitat – No known sensitive wildlife habitat observed.

APPLICATION REQUIREMENTS

Pre-Application Meeting Held	April 18, 2024
Neighborhood Meeting Held	July 10, 2024
Application Submitted & Fees Paid	October 10, 2024
Application Accepted	December 26, 2024
Residents within 300' Notified	April 1, 2025
Agencies Notified	November 26, 2024
Legal Notice Published	March 29, 2025
Property Posted	April 3, 2025

HISTORY

This property does not have any history of land use applications within the City of Star.

ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN
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UNIFIED DEVELOPMENT CODE:

8-1B-1: ANNEXATION AND ZONING; REZONE:

A. Process:

Annexation, Deannexation, and Zoning or Rezone Initiated By Property Owner: The applicant shall complete a pre-application conference with the administrator prior to submittal of an application for an annexation and zoning and/or rezone. An application and fees shall be submitted to the administrator on forms provided by the city.

B. Standards:

1. The subject property shall meet the minimum dimensional standards and/or density standards of the proper district.
2. The city shall require a development agreement in conjunction with the annexation and zoning, or rezone, pursuant to Idaho Code section 67-6511A, which may include a concept plan. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through execution of a development agreement. A development agreement, building elevations, including front and rear (when backing up to a collector or arterial street), and concept plan shall be required for any annexation or rezone to a commercial, mixed-use or residential zone or use, or land which includes steep slope (land over 25%) or floodway. An application for annexation or rezone shall not be accepted until any required traffic impact study is submitted and accepted by the appropriate transportation authority, or a letter from the transportation authority waiving said study is received by the administrator. A hearing date before the Council shall not be scheduled until any required traffic impact study has been approved and the transportation authority has issued a staff report on the development application. The administrator may waive these requirements in certain circumstances.
3. The termination of a development agreement shall result in the reversal of the official zoning map amendment approval and applicable development approval for any undeveloped portion of property subject to the development agreement. The undeveloped property subject to the development agreement shall be rezoned to the district classification as designated by the development agreement. When no designation is provided, the property shall revert to its original zoning or, if the original designation no longer exists, to the closest current equivalent zoning as determined by the current Comprehensive Plan Land Use Map designation.
4. An amendment or termination of a previously recorded development agreement shall be recorded in the office of the county recorder by the clerk.
5. An approved development agreement must be executed within one hundred eighty (180) days of the issuance of a final written decision approving the development agreement. A one-time administrative extension of maximum thirty (30) days may be granted by the zoning administrator. Additional extensions may be approved by majority vote of the city council. Failure to execute the development agreement within the required timeframe will result in the denial of all related applications.
6. Applicant may be responsible to participate in reimbursement costs associated with traffic

studies, in ITD proportionate share and/or additional mitigation contributions that may be established with transportation authorities, relative to traffic signals, access, or construction improvements associated with State Highways 16, 20/26 & 44, and/or with funding of police and fire protection as it relates to residential growth impacts, through mitigation measures as may be adopted by Council.

C. Required Findings: The council shall review the application at the public hearing. In order to grant an annexation and zoning or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
2. The map amendment complies with the regulations outlined for the proposed district;
3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and
4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city.
5. The annexation (as applicable) is in the best interest of city.

D. Exclusion or deannexation/disannexation of land(s). Applications to exclude or deannex or disannex land from within the incorporated limits of the city shall be processed in the same manner as applications to annex. The council may choose to grant or deny such applications to deannex, in its sole discretion, as provided in Idaho Code section 50-225. Decisions to grant or deny any application for exclusion, deannexation/disannexation do not require that the council articulate or provide findings justifying its decision.

8-1E-1: TERMS DEFINED:

PLANNED UNIT DEVELOPMENT (PUD): Property planned as a unit that demonstrates innovation and creativity in site design to protect natural features, preserve open space and create public amenities. A well-designed urban type development characterized by a wide mix of uses, on site amenities, trip capture, and connectivity within the community; conservation of open space and preservation of environmental attributes; an emphasis on community character and forming a sense of community. A PUD may contain a specific use exception for uses not allowed in the zoning district and may allow for a density bonus.

DEVELOPMENT AGREEMENT: A written agreement as a condition of annexation or rezone between the council and an owner or applicant concerning the use or development of a property in accord with Idaho Code section 67-6511A and chapter 1, "Administration", of this title.

8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED:

The following zoning districts are hereby established for the interpretation of this title, the

zoning districts have been formulated to realize the general purposes as set forth in this title. In addition, the specific purpose of each zoning district shall be as follows:

(R) RESIDENTIAL DISTRICT: To provide regulations and districts for various residential neighborhoods. Gross density in a Residential (R) district shall be determined according to the numeral following the R. The numeral designates the maximum number of dwelling units per acre. In zoning designations of R-1, R-2, R-3, R-4 and R-5, housing shall be single family detached unless approved with a PUD or development agreement. Connection to municipal water and sewer facilities are required for all subdivision and lot split applications submitted after the effective date hereof in all districts exceeding one dwelling unit per acre. Wells and septic systems may be permitted for larger lots in this land use designation that are not adjacent to municipal services, as determined by the Sewer District, and if approved by the applicable Health Department. Private streets may be approved in this district for access to newly subdivided or split property. This district does allow for some non-residential uses as specified in 8-3A-3.

(PUD) PLANNED UNIT DEVELOPMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., R-4-PUD), indicates that the development was approved by the city as a planned unit development, with specific allowances and design approved by Council.

(DA) DEVELOPMENT AGREEMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., C-2-DA), indicates that the zoning was approved by the city with a development agreement, with specific conditions of zoning.

8-3A-3: USES WITHIN ZONING DISTRICTS

The following table lists principal permitted (P), accessory uses (A), conditional (C), or prohibited (N) uses.

ZONING DISTRICT USES	R
Dwelling:	
Multi-Family	C
Secondary	A
Single Family Attached	P
Single Family Detached	P
Two-Family Duplex	P
Live/Work Multi-Use	N

8-3A-4: ZONING DISTRICT DIMENSIONAL STANDARDS:

Zoning District	Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side
R-3	35'	15' to living area/side load garage 20' to garage face	15'	<u>7.5'</u> ⁽²⁾	20'

Notes:

1. Front yard setback shall be measured from the face of the garage to the face of the sidewalk, allowing for 20' of parking on the driveway without overhanging onto the sidewalk.
2. Zero-Lot-Line, reduced street side yard setbacks and reduced front and rear setback waivers may be requested through the Development Agreement process. All other side yard setback requests for detached structures shall not be granted waivers, unless approved by Council as part of a Planned Unit Development.
3. All setbacks in the CBD, C-1, C-2, LO, LI, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone. A waiver may be requested if the adjacent property has the potential to redevelop as a non-residential use in the future.
4. As approved by the Fire District.
5. 35' height requirement unless a height exception is approved by Council through the Conditional Use Permit or Planned Unit Development Process.

8-3B-3: RESIDENTIAL DISTRICTS: ADDITIONAL RESIDENTIAL DISTRICT STANDARDS

J. Additional residential standards applying to all new residential subdivisions:

1. Residential Elevations:
 - i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.
 - ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following

minimum standards shall be applied to all new residential structure elements in all zones:

1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. A minimum of three (3) architectural elements shall be provided for all single-family residential structures. These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

8-3B-3 - FIGURE EXTERIOR ARCHITECTURAL ELEMENTS:



2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.
3. A minimum one (1) foot overhang shall be provided on all roof overhangs. Administrator may approve deviation from this standard.
4. Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.
5. Additional landscaping buffers may also be required.

2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:
 - a. 1 to 50 units = minimum of 5 architectural styles and/or floorplans
 - b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans
 - c. 101 and over units = minimum of 10 architectural styles and/or floorplans
3. Homeowners Associations. All subdivisions shall be maintained by a Homeowners Association with appropriate Conditions, Covenants and Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.
4. Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

8-4A-21: MAILBOXES:

All mailbox clusters shall be approved by the postmaster prior to installation. All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times. The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R's. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



8-4D-3: STANDARDS (PRIVATE STREETS):

All private streets shall be designed and constructed to the following standards:

A. Design Standards:

1. Easement: The private street shall be constructed on a perpetual ingress/egress easement or a single platted lot (with access easement) that provides access to all applicable properties.
2. Connection Point: Where the point of connection of the private street is to a public street, the private street shall be approved by the transportation authority.
3. Emergency Vehicle: The private street shall provide sufficient maneuvering area for emergency vehicles as determined and approved by the Star Fire District.
4. Gates: Private gates or other obstacles shall not be allowed, unless approved by Council and the Fire District.

B. Construction Standards:

1. Obtain approval from the county street naming committee and/or City for a private street name(s);
2. Contact the transportation authority to install an approved street name sign that complies with the regulations of the county street naming ordinance;
3. Roadway and Storm Drainage: The private street shall be constructed in accord with the roadway and storm drainage standards of the transportation authority or as approved by the city of Star based on plans submitted by a certified engineer.
4. Street Width and Construction: The private street may be constructed within an easement for low density developments of R-1 or less with a Fire District approved base and width of no less than 28'. All other residential developments shall be constructed within a common lot and shall have a 36' street width, and shall meet ACHD/HD4 construction standards, unless otherwise determined by the Council and Star Fire District.
5. Sidewalks: A minimum five foot (5') detached sidewalk shall be provided on at least

one side of the street in commercial districts. This requirement may be waived if the applicant can demonstrate that an alternative pedestrian path exists. Residential private streets in some lower density developments may request a modification or waiver of sidewalks to be approved by Council. All other residential developments shall have a minimum 5' detached sidewalks on both sides of the street and shall further meet the requirements of 8-4A-17 of this title.

6. All private streets shall be paved unless a waiver is obtained by Council. Waivers for paving shall only be considered in low density developments of R-1 or less. Any unpaved streets shall be required to meet all Highway District standards for paving the approaches onto public streets.

7. Fire Lanes: All drive aisles as determined by the Star Fire District to be fire lanes, shall be posted as fire lanes with no parking allowed. In addition, if a curb exists next to the drive aisle, it shall be painted red.

8. Permits shall not be issued for any structure using a private street until the private street has been approved and inspected by the City Engineer and Fire District, and the transportation authority has signed off on all permits associated with access to a public street.

C. The applicant or owner shall establish an on-going maintenance fund through the Owner's association with annual maintenance dues to ensure that funds are available for future repair and maintenance of all private streets. This shall be a requirement in a development agreement and/or as part of a planned unit development. A reserve account condition shall be included in the recorded CC&R's and shall be provided to the City for review. The condition of approval shall include the following:

1. Private Street Reserve Study Requirements.

- a. At least once every three years, the board shall cause to be conducted a reasonably competent and diligent visual inspection of the private street components that the association is obligated to repair, replace, restore, or maintain as part of a study of the reserve account requirements of the common interest development, if the current replacement value of the major components is equal to or greater than one-half of the gross budget of the association, excluding the association's reserve account for that period. The board shall review this study, or cause it to be reviewed, annually and shall consider and implement necessary adjustments to the board's analysis of the reserve account requirements as a result of that review.
- b. The study required by this section shall at a minimum include:
 - i. Identification of the private street components that the association is obligated to repair, replace, restore, or maintain.
 - ii. Identification of the probable remaining useful life of the components identified in paragraph (1) as of the date of the study.

- iii. An estimate of the cost of repair, replacement, restoration, or maintenance of the components identified in paragraph (1).
 - iv. An estimate of the total annual contribution necessary to defray the cost to repair, replace, restore, or maintain the components identified in paragraph (1) during and at the end of their useful life, after subtracting total reserve funds as of the date of the study.
 - v. A reserve funding plan that indicates how the association plans to fund the contribution identified in paragraph (4) to meet the association's obligation for the repair and replacement of all private street components.
- c. A copy of all studies and updates shall be provided to the City, to be included in the development application record.

8-4D-4: REQUIRED FINDINGS (PRIVATE STREETS):

In order to approve the application, the administrator and/or Council shall find the following:

- A. The design of the private street meets the requirements of this article;
- B. Granting approval of the private street would not cause damage, hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity; and
- C. The use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan.

8-4E-1: COMMON OPEN SPACE AND SITE AMENITY REQUIREMENTS - APPLICABILITY:

The standards for common open space and site amenities shall apply to all residential developments with a density exceeding one dwelling unit per acre.

8-4E-2: COMMON OPEN SPACE AND SITE AMENITY REQUIREMENTS - STANDARDS:

- A. Open Space and Site Amenity Requirement (see also Chapter 8 "Architectural Review"):
 - 1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the total gross acreage of land area of the development. A minimum of 10% of the total gross acreage of the development shall be for useable area open space. Open space shall be designated as a total of 15% minimum for residential developments in all zones with densities of R-2 or greater.
 - 2. Each development is required to have at least one site amenity.
 - 3. One additional site amenity shall be required for each additional twenty (20) acres of development area, plus one additional amenity per 75 residential units.
 - 4. Developments with a density of 1 dwelling unit per acre or less may request a waiver

of open space and amenities to the Council. Developments with a density of 2 dwelling units per acre or less may request a 50% reduction in total required open space and amenities to the Council.

5. For multi-family developments, see Section 8-5-20 for additional standards.

B. Qualified Usable Area Open Space: The following qualifies to meet the usable area open space requirements:

1. Any open space that is active or passive in its intended use, and accessible or visible by all residents of the development, including, but not limited to:

a. Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area;

b. Qualified natural areas, as determined by the Administrator;

c. Ponds or water features where active fishing, paddle boarding, or other activities are provided (50% qualifies towards total required usable area open space, must be accessible by all residents to qualify. Ponds must be aerated. All ponds shall be provided with safety floatation devices (rings) located at reasonable distances, as determined by the administrator;

d. A plaza.

e. Common lots that include a pathway providing local or regional connectivity that is a minimum of 20' in width.

f. Irrigation easements/ditches when a pathway is included (to be measured from the center of the ditch to the property line of the common lot).

2. Additions to a public park or other public open space area.

3. The buffer area along collector and arterial streets may be included in required overall common open space for residential subdivisions.

4. Parkways along local residential streets with detached sidewalks that meet all the following standards may count toward the common open space requirement:

a. The parkway is a minimum of eight feet (8') in width from street curb to edge of sidewalk and includes street trees as specified otherwise herein.

b. Except for alley accessed dwelling units, the area for curb cuts to each residential lot or common driveway shall be excluded from the open space calculation. For purposes of this calculation, the curb cut area shall be a minimum area of twenty-six feet (26') by the width of the parkway.

c. Stormwater detention facilities do not qualify to meet the common area open space requirements, unless all of the following is met:

1. Must be at least fifty feet by one hundred feet (50' x 100') in area;
2. Specifically designed as a dual use facility, as determined by the administrator, to include minimal slopes, grass throughout, and guarantee of water percolation within 24 hours of storm event.
3. Is located in a development that has a second usable open space area that contains a qualified site amenity as herein defined.

5. Visual natural space, including open ditches, wetlands, slopes or other areas that may not be readily accessible to residents, and is provided with open-style fencing, may qualify for up to 20% of the required open space total, as determined by the Administrator.

C. Qualified Site Amenities: Qualified site amenities shall include, but not be limited to, the following:

1. Clubhouse;
2. Fitness facilities, indoors or outdoors;
3. Public art;
4. Picnic area; or
5. Recreation amenities:
 - a. Swimming pool with an enlarged deck and changing and restroom facility (pools shall count towards 3 required site amenities).
 - b. Children's play structures.
 - c. Sports courts.
 - d. Additional open space in excess of 10% qualified usable space.
 - e. RV parking for the use of the residents within the development.
 - f. School and/or Fire station sites if accepted by the district.
 - g. Pedestrian or bicycle circulation system amenities meeting the following requirements:

(1) The system is not required for sidewalks adjacent to public right of

way;

(2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and

(3) The system is designed and constructed in accord with standards set forth by the city of Star;

h. Pond and/or waterway amenities including, but not limited to docks, shade structures, ADA access, and fish stocking.

6. Community Gardens.

D. Location: The common open space and site amenities shall be located on a common lot or an area with a common maintenance agreement.

E. Maintenance:

1. All common open space and site amenities shall be owned by and be the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

PLANNED UNIT DEVELOPMENT

8-7-1: PURPOSE:

A. The purpose of the planned unit development (PUD) requirements is to provide an opportunity for exemplary site development that meets the following objectives:

1. Preserves natural, scenic and historic features of major importance;

2. Allows for innovative design that creates visually pleasing and cohesive patterns of development; and

3. Creates functionally integrated development that allows for a more efficient and cost-effective provision of public services.

4. Master planning of large acreages that include a variety of residential and commercial uses within one development.

B. It is not the intent that the PUD process be used solely for the purposes of deviation from the dimensional standards in the district, however deviations from dimensional and other standards within this title, may be approved for portions of the development by the council if the PUD incorporates design features that add to the overall design and quality of the proposed development. By allowing dimensional standard deviations in portions of the development, exceptions in land uses allowed and pre-approvals of specific uses as conditions of approval

within the PUD application process, the City expects in return a unique development that provides upgraded open space and amenities, mixed uses, multiple residential styles and superior site design.

8-7-2: APPLICABILITY:

A planned unit development can be developed in any district. A PUD must have both commercial and a variety of residential components in order to qualify.

8-7-3: PROCESS:

A. Preapplication Meeting: The applicant shall complete a preapplication conference with the administrator or designee prior to submittal of an application for a planned unit development. The meeting should be held well in advance of the preparation of the planned unit development application, and before a neighborhood meeting is scheduled. A draft site plan and preliminary plat map (if required) shall be provided to staff at the meeting.

B. Application Requirements: An application, map requirements, and fees, shall be submitted to the administrator.

1. At the discretion of the administrator, designee or city engineer, appropriate supplementary information may also be required to sufficiently detail the proposed development within any special development area, including, but not limited to, hillside, floodplain, cemetery, manufactured home parks, or hazardous or unique areas of development. Phasing plans shall be included in the application if the project is to be phased.

2. A site amenity plan shall be provided with the planned unit development application.

C. Concurrent Review: Concurrent review of other applications may be required as determined by the administrator. In cases where subdivision platting would be necessary, concurrent review of preliminary plat is required.

D. Public Hearing Requirements: All planned unit development applications shall comply with the public notice and hearing procedures contained within this title.

8-7-4: STANDARDS:

The council may approve planned unit developments, in accord with the following standards:

A. General Use Standards:

1. Deviations from Underlying District Requirements: Deviations from dimensional and other standards within this title may be approved by the council if the PUD incorporates design features that add to the overall design and quality of the proposed development. The exception is that along the periphery of the planned development, the applicable setbacks as established by the district shall not be reduced. Internal setback deviations may be considered by Council

with approval from the Fire District, when emergency concerns are addressed. Examples for considerations may include, but are not limited to, alley-loaded homes providing multiple access points, and/or fire-sprinkled homes.

2. Allowed Uses: Applicant may request that specific conditional use(s) be allowed in the district as principal permitted use(s) and up to twenty-five percent (25%) of non-permitted uses be allowed as permitted uses if the council finds that compatibility within the PUD, compatibility with adjacent uses and compliance with the intent of the comprehensive plan is provided. It is at the sole discretion of the Council to approve non-permitted uses within the development, including the maximum amount of those non-permitted uses.

3. Private Streets and Service Drives: The uses within the planned unit development are interconnected through a system of roadways and/or pathways as appropriate. Private streets and service drives may be permitted, if designed and constructed to the transportation authority standards and in accord with this title. The approval of private streets shall not prevent access and/or interconnectivity to adjacent properties or otherwise create unreasonable development opportunities.

4. Buildings Clustered: Buildings shall be clustered where practical to preserve scenic or environmentally sensitive areas in the natural state, or to consolidate small open spaces into larger, more usable areas for common use and enjoyment.

5. Density Bonus: A residential density bonus may be given for dedications of land for public use such as school, park, fire station or recreational facility provided to the public entity by donation or at a cost less than, or equal to, the applicant's predevelopment cost for that land. The bonus shall be proportional to the amount of land being dedicated. For example, if ten (10) percent of the total property is being donated, the density bonus shall be ten (10) percent. However, in no case shall the bonus exceed twenty-five (25) percent of the units permitted by the district.

B. Private Open Space: In addition to the common open space and site amenity requirements of this title, a minimum of eighty (80) square feet of additional, private, usable open space shall be provided for each residential unit not planned as single-family detached. This requirement can be satisfied through porches, patios, decks, and enclosed yards. Landscaping, entryway and other accessways do not count toward this requirement.

C. Residential Use Standards:

1. Housing Types: A variety of housing types may be included within a single planned development, such as attached units (townhouses, duplexes), detached units (patio homes), single-family and multi-family units, regardless of the district classification of the site, provided that the overall density limit of the district is maintained. A minimum of two (2) housing types shall be provided for all PUD's.

D. Infill Planned Developments: Properties of five (5) acres or less within the city of Star, that are located in areas already substantially developed (at least 80 percent of the land area within 300 feet of the boundaries of the parcel) and where water, sewer, streets, schools and fire protection have already been developed and are provided. Upon recommendation of the administrator, the council may approve exceptions to other sections of this title as an incentive for in-fill development, including, but not limited to the following:

1. The council may allow up to a twenty-five percent (25%) increase in the density permitted for the district in which the site is located. It is at the sole discretion of the Council to approve the maximum density bonus requested. Density bonuses shall not be allowed in the CBD.
2. The council may also waive or modify open space and amenity requirements set forth in this section depending on the size and scale of the planned development and proximity to public open space, pathways or greenbelts.

E. Conditions, Bonds and Safeguards: In approving the planned unit development, the council may prescribe appropriate conditions, additional conditions, bonds, and safeguards in conformity with this title that:

1. Minimize adverse impact of the use on other property.
2. Control the sequence and timing, or phasing, of the uses.
3. Control the duration of the use. Assure that the use and the property in which the use is located is maintained properly.
4. Designate the exact location and nature of the use and the property development.
5. Require the provision for on site or off-site public facilities or services.
6. Require more restrictive standards than those generally required in this title.
7. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, which provides services within the city.

8-7-5: REQUIRED FINDINGS:

Upon recommendation from the administrator, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant a planned development request, the council shall make the following findings:

- A. The planned unit development demonstrates exceptional high quality in site design through the provision of cohesive, continuous, visually related and functionally linked patterns of development, street and pathway layout, and building design.
- B. The planned unit development preserves the significant natural, scenic and/or historic features.

- C. The arrangement of uses and/or structures in the development does not cause damage, hazard, or nuisance to persons or property in the vicinity.
- D. The internal street, bike and pedestrian circulation system is designed for the efficient and safe flow of vehicles, bicyclists and pedestrians without having a disruptive influence upon the activities and functions contained within the development, nor place an undue burden upon existing transportation and other public services in the surrounding area.
- E. Community facilities, such as a park, recreational, and dedicated open space areas are functionally related and accessible to all dwelling units via pedestrian and/or bicycle pathways.
- F. The proposal complies with the density and use standards requirements in accord with this title.
- G. The amenities provided are appropriate in number and scale to the proposed development.
- H. The planned unit development is in conformance with the comprehensive plan.

8-7-6: TIME LIMITATIONS:

The time limitations and extensions as set forth for conditional uses within this title shall also apply to planned unit developments.

8-7-7: MODIFICATIONS:

The modification provisions as set forth for conditional uses within this title shall also apply to planned unit developments.

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Estate Residential

Suitable primarily for single family residential use. Densities in this land use area are a maximum of 3 dwelling units per acre. Densities not exceeding 1 to 2 units per acre are to be encouraged in areas of the floodplain, ridgeline developable areas, hillside developable areas, and where new residential lots are proposed immediately adjacent to existing residential lots of greater than one acre where those existing larger lots are not likely to be subdivided in the future. Clustering is allowed to preserve open space.

South of the River Planning Area

Planning for the Boise River, including a new riverfront center, focusing on its adjacency to water and the natural environment, creating connected communities, and developing new family-friendly neighborhoods. The South of the River Subarea Plan comprises the area south of the Boise River to Chinden Road and between State Highway 16 (SH 16) and the north extension of Can-Ada Road. The area offers a more market-supportable balance between housing and commercial areas. The plan provides a greater degree of connectivity in both the transportation and pathway systems and integrates open space and amenities throughout the Subarea, identifying potential locations and connectivity.

It builds on the natural assets and other waterway and topographic features within the area of the Boise River and the southern bench as it elevates to Hwy 20/26.

The Riverfront Center is a specific section of the South of the River Subarea Plan and is planned to be a vibrant mixed-use center for the community that builds off River access and connection north to Main Street, the Riverwalk Park, and the River House. Uses encouraged are small-scale retail, restaurants, offices, and entertainment. High density housing is encouraged on the upper floors of buildings and at the fringes of the land use designation and transitioning into surrounding lower-density neighborhoods. The focus of the center should be a large-scale community civic space and gathering area at the river's edge that can be used for community events, markets, etc. Pedestrian and bicycle access through the Center and into surrounding neighborhoods is important. General character and design have been further clarified in Chapter 21 - South of the River Subarea Plan.

8.3 Goal:

Encourage the development of a diverse community that provides a mix of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible, an assortment of amenities within walking distance of residential development.

8.4 Objectives:

- Preserve the family friendly feel of Star
- Implement the Land Use Map and associated policies as the official guide for development.
- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

8.5.3 Policies Related Mostly to the Urban Residential Planning Areas:

- A. The Estate and Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.
- B. Low densities within the Estate and Neighborhood Residential Land Use are to be designed within the floodplain, ridgeline developable areas, hillside developable areas and where new residential lots are proposed adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.
- C. Site layout adjacent to and within the Special Transition Overlay Area shall provide for a transition in density and lot sizing.
- D. High Density residential uses should be located in close proximity to commercial centers located near highway corridors and on upper floors within the Central Business District land use area. High Density residential uses otherwise should not be dispersed throughout the community and should not be located along the Boise River.
- E. High Density residential may be limited to ensure compatibility and transition between uses adjacent to the site.
- F. High Density residential design specifications may include increased setbacks for multi-story buildings and increased landscape buffers.

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.
- Require more open space and trees in subdivisions.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.
- Support well-planned, pedestrian-friendly developments.
- Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.
- The City should utilize the 2018 Treasure Valley Tree Selection Guide when requiring trees within developments.

18.4 Implementation Policies:

- E. Development Agreements allow the city to enter into a contract with a developer upon rezoning. The Development Agreement may provide the city and the developer with certain assurances regarding the proposed development upon rezoning.

21.1 – South of the River Planning Area

Refer to the South of the River Area Document

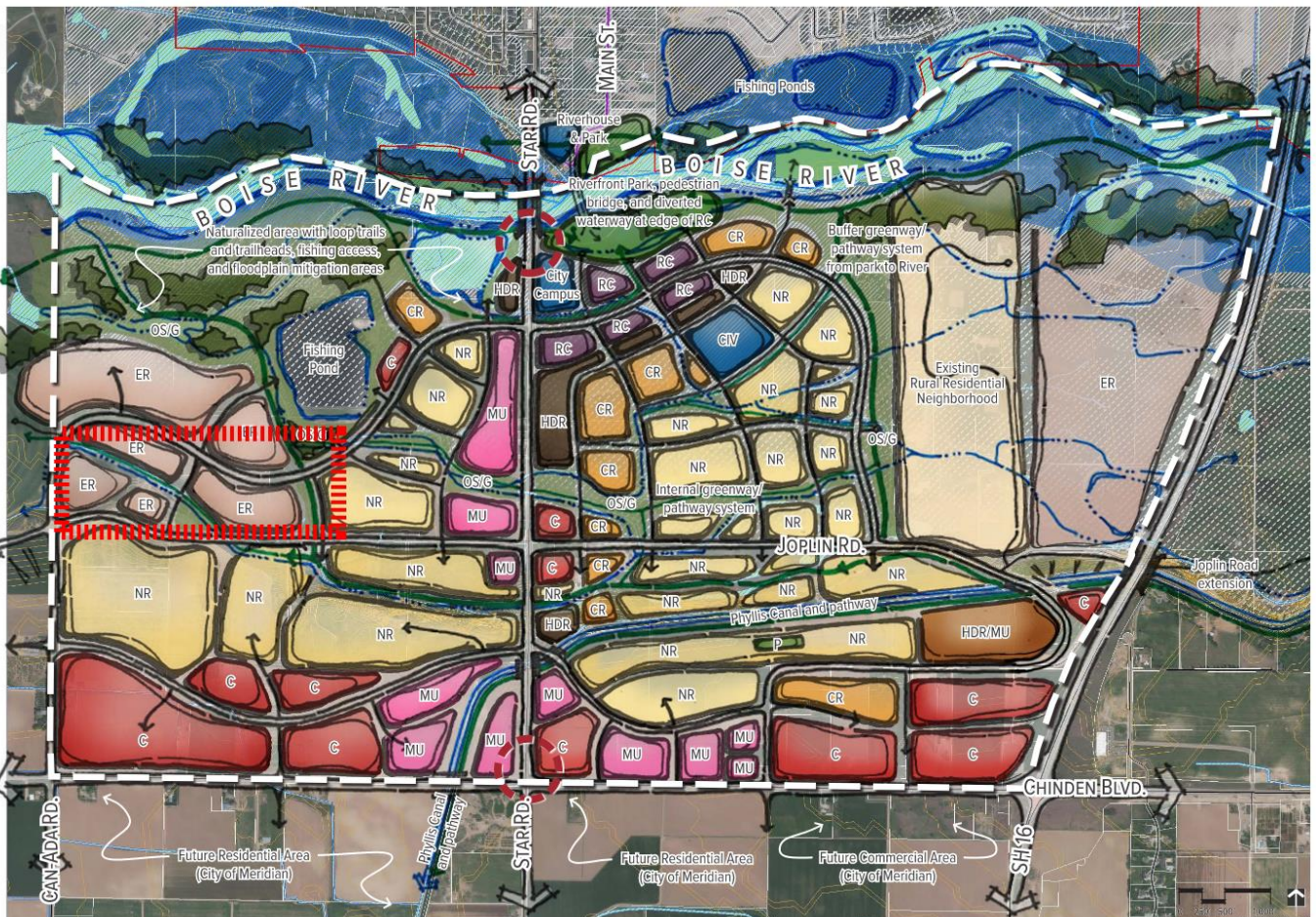
ILLUSTRATIVE VISION PLAN

The Illustrative Vision Plan highlights a visionary concept depicting the possible distribution of land uses, connectivity between neighborhoods and to arterials, and the level of amenities expected in regard to natural areas and open space, pathways and parks. The Vision Plan is illustrative in nature, and defines only one possible development option.

Map Legend:

- RR: Rural Residential
- ER: Estate Residential
- NR: Neighborhood Residential
- CR: Compact Residential
- HDR: High-Density Residential
- RC: Riverfront Center "Main Street"
- MU: Mixed-Use
- HDR/MU: High-Density Residential/Mixed-Use
- C: Commercial
- P: Parks
- CIV: Civic (School, City Facility)
- OS/G: Open Space/Greenway
- Greenway Gateway

Note: The Illustrative Vision Plan is conceptual in nature and distribution of land uses, road alignments, and park and school locations may change as development occurs.



PROJECT OVERVIEW COMPREHENSIVE PLAN & DEVELOPMENT CODE COMPLIANCE

ANNEXATION & ZONING:

The Annexation and Zoning request of the 129.39 acres from Rural Urban Transition to Residential (R-3-PUD-DA) with a Planned Unit Development (PUD) on the applicant's property will allow for the development of the property in a manner that will be consistent with the intent of the current Comprehensive Plan Map. The Future Land Use Map designates the property mostly as Estate Urban Residential with a small amount that is in the Neighborhood Residential, within the South of the River Planning Area. The applicant has provided a well-designed master planned development for the entire

property that incorporates elements of the listed land use designations. The overall density of the residential portions of the development is 2.66 dwelling units per acre, which is consistent with the Estate Residential (Maximum 3 Units per Acre) land use designation.

The Comprehensive Plan encourages the development of a diverse community that provides a mix of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible, an assortment of amenities within walking distance of residential development (*Goal 8.3*). The Estate and Neighborhood Residential Land Use designation encourages urban style development densities to limit urban sprawl (*Policy 8.3*). The Plan also encourages flexibility in site design and innovative land uses and supports well-planned, pedestrian-friendly developments (*8.5.9*).

PRIVATE STREETS:

The Applicant is requesting a portion of the proposed development to be gated with private roads. The Unified Development Code Section 8-4D-3 provides the requirements for private roads. All roads must be a minimum of 36 feet wide from back of curb to back of curb and have detached sidewalks that are a minimum of 5 feet in width. The planter strip should be a minimum of 8 feet wide. As this is a concept plan, we do not have road sections, this will be confirmed at the Preliminary Plat. Private streets shall be approved by Council.

PLANNED UNIT DEVELOPMENT:

The Planned Unit Development overall master plan consists of 345 residential units on a mixture of 5 different lot sizes broken down into five sections of the proposed development. Those sections are Riverbend, Courtyard, Brookside, Magnolia and Estate.

The neighborhoods include different lot sizes and residential dwellings:

Riverbend Lots: 60 (17%)

Lot dimensions: 80' x 135'

Courtyard Lots: 88 (25%)

Lot dimensions: 60' x 60'

Brookside Lots: 82 (24%)

Lot dimensions: 65' x 125'

Magnolia Lots: 92 (27%)

Lot dimensions: 55' x 130'

Estate Lots: 23 (7%)

Lot dimensions: 78' x 285'

The proposed setbacks are as follows:

<u>Setback</u>	<u>Estate & Riverbend</u>	<u>Brookside & Magnolia</u>	<u>Courtyard</u>
Front	20'	15' to living area/side load garage 20' to garage face	10' to living area 20' to garage
Rear	20'	15'	10'
Interior Side	7.5'	7.5'	4'/5'
Side Street	20'	20'	20'

The courtyard requested setbacks will require approval from Council through the PUD.

Primary access to the development will be from Joplin Road. The Applicant is proposing to build half of a collector road along the northern boundary of the property running east and west. The remaining portion of the road will be built by the adjoining landowner.

The development will provide stub streets to the north and connections to the east and west allowing for connectivity should those properties develop.

Pursuant to Section 8-7-2 of the UDC under Applicability, Planned Unit Developments must have both commercial and a variety of residential components in order to qualify. While the standard single-family detached and courtyard lots satisfy the residential components, a commercial component is required. The applicant is in agreement that a neighborhood office lot will be included along either one of the collector roadways or adjacent to Joplin Road. Staff will require an updated concept plan be submitted prior to recordation of the Development Agreement.

The Unified Development Code, Section 8-4E-2, requires a development of this size to have a minimum of eleven (11) site amenities. The amenities are grouped within three areas. Area 1 will feature a pool, pool house with conditioned space (flex room), dual pickle ball courts, playground, shade structure with picnic tables, and central pond. Area 2 will feature a tot lot and smaller shade structure with picnic tables. Area 3 will feature community wide additional open space, two regional pedestrian walkways from the draft Star Community Pathway Plan, and open water ways (Eureka & Phyllis Canals).

FUTURE PRELIMINARY PLAT:

This current application does not include a preliminary plat. **This application contains a conceptual site plan that will be part of the Development Agreement.** Once the applicant submits the preliminary plat application review, specific comments and conditions, including, but not limited to landscaping, streetlights, roadway design, shall be presented to Council at a future public hearing.

DEVELOPMENT AGREEMENT:

Through the Development Agreement process, the applicant is proposing to work with the City and neighboring property owners to provide further insurances that the development will be built as presented and/or modified by the Council through the review process. Items that should be considered by the applicant and Council and included in the Development Agreement are as follows:

- Future Commercial Development;
- ITD Proportionate Share Fees;
- Emergency Mitigation Fees;
- Future Residential Building Elevations;
- Setback Waivers through PUD & DA
- Collector Road Design
- Future Preliminary Plat
- Exterior Fencing Plan
- Compatibility Concerns from Neighboring Property Owners

AGENCY/DEPARTMENT RESPONSES

City Engineer	April 1, 2025
Central Dist. Health	December 16, 2024
ITD	December 16, 2024
Star Police Chief	April 9, 2025
Star Fire District	Pending

PUBLIC RESPONSES

No public comments have been received to date.

STAFF ANALYSIS & RECOMMENDATIONS

Based upon the information provided to staff in the applications and agency comments received to date, the proposed annexation and zoning request and associated applications meets the

requirements, standards and intent for development as they relate to the Comprehensive Plan and Unified Development Code.

The proposed maximum allowed density of 2.66 dwelling units per acre is within the range of 1-3 dwelling units per acre allowed in the Estate Residential Comprehensive Plan Land Use Map. Staff is supportive of the proposed mixture of land uses and diversity in lot sizes, housing sizes and density that the (R-3) zoning designation will provide.

Staff is supportive of adding a neighborhood commercial component to the development either along Joplin Road or somewhere along the northern boundary adjacent to the new collector roadway in order to help satisfy the commercial land use requirement for the PUD application.

The Council should consider the entire record and testimony presented at their scheduled public hearing prior to rendering its decision on the matter. Should the Council vote to approve the applications, either as presented or with added or revised conditions of approval, Council shall direct staff to draft findings of fact and conclusions of law for the Council to consider at a future date. A development agreement will also be brought back to the Council for review of proposed Conditions of Approval for the rezone.

FINDINGS

The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve these applications, the Unified Development Code requires that Council must find the following:

ANNEXATION/REZONE FINDINGS:

1. The map amendment complies with the applicable provisions of the Comprehensive Plan.

The purpose of the Star Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Star and its Impact Area. Some of the prime objectives of the Comprehensive Plan include:

- ✓ *Protection of property rights.*
- ✓ *Adequate public facilities and services are provided to the people at reasonable cost.*
- ✓ *Ensure the local economy is protected.*
- ✓ *Encourage urban and urban-type development and overcrowding of land.*
- ✓ *Ensure development is commensurate with the physical characteristics of the land.*

The goal of the Comprehensive Plan for Land Use is to encourage the development of a diverse community that provides a mixture of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible provides an assortment of amenities within walking distance of a residential development. The Council must find compliance with the Comprehensive Plan.

2. The map amendment complies with the regulations outlined for the proposed district, specifically, the purposes statement.

The Council must find that the proposal complies with the proposed district and purpose statement. The purpose of the residential districts is to provide regulations and districts for various residential neighborhoods with gross densities in compliance with the intent of the Comprehensive Plan designation. Housing shall be single family detached unless approved with a PUD or development agreement. Connection to municipal water and sewer facilities are required for all subdivision and lot split applications in all districts exceeding one dwelling unit per acre. Private streets may be approved in this district for access to newly subdivided or split property.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

The Council must find that there is no indication from the material submitted by any political agency stating that this annexation and zoning of this property will be materially detrimental to the public health, safety or welfare.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts.

The Council must find that it has not been presented with any information from agencies having jurisdiction that public services will be adversely impacted other than traffic, which will continue to be impacted as the City grows.

5. The annexation is in the best interest of the city.

The Council must find that this annexation is reasonably necessary for the orderly development of the City.

PRIVATE STREET FINDINGS:

- A. The design of the private street meets the requirements of this article;

The City must find that the proposed private streets meets the design standards in the Code.

- B. Granting approval of the private street would not cause damage, hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity:

The City must find that it has not been presented with any facts stating this private road will cause damage, hazard or nuisance, or other detriment to persons, property or uses in the vicinity.

- C. The use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan.

The City must find that the use is not in conflict with the comprehensive plan and/or regional transportation plan.

Upon granting approval or denial of the application, the Council shall specify:

1. The Ordinance and standards used in evaluating the application;
2. The reasons for recommending approval or denial; and
3. The actions, if any, that the applicant could take to obtain approval.

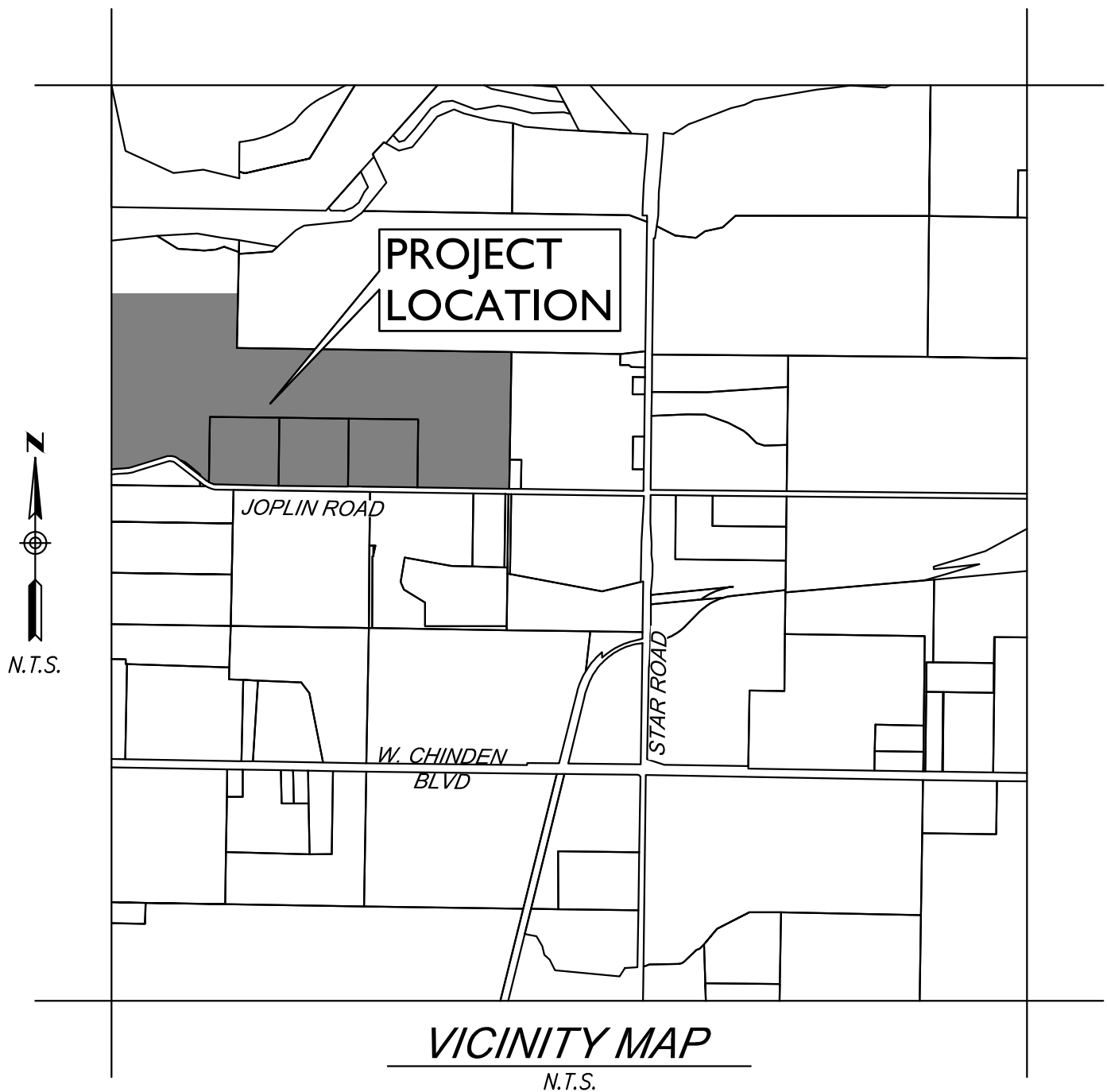
PLANNED UNIT DEVELOPMENT FINDINGS:

Upon recommendation from the administrator, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant a planned development request, the council shall make the following findings:

- A. The planned unit development demonstrates exceptional high quality in site design through the provision of cohesive, continuous, visually related and functionally linked patterns of development, street and pathway layout, and building design.*
- B. The planned unit development preserves the significant natural, scenic and/or historic features.*
- C. The arrangement of uses and/or structures in the development does not cause damage, hazard, or nuisance to persons or property in the vicinity.*
- D. The internal street, bike and pedestrian circulation system is designed for the efficient and safe flow of vehicles, bicyclists and pedestrians without having a disruptive influence upon the activities and functions contained within the development, nor place an undue burden upon existing transportation and other public services in the surrounding area.*
- E. Community facilities, such as a park, recreational, and dedicated open space areas are functionally related and accessible to all dwelling units via pedestrian and/or bicycle pathways.*
- F. The proposal complies with the density and use standards requirements in accord with chapter 3, "District Regulations", of this title.*
- G. The amenities provided are appropriate in number and scale to the proposed development.*
- H. The planned unit development is in conformance with the comprehensive plan.*

COUNCIL DECISION

The Star City Council _____ File Numbers AZ-24-08, DA-24-08, PUD-24-03, PR-24-06, and for Starling Springs Subdivision on _____ - _____, 2025.



T4N, R1W, SEC. 19



ANNEXATION & ZONING - REZONE APPLICATION

***All information must be filled out to be processed.

FILE NO.: AZ--24-08
Date Application Received: 10-10-2024 Fee Paid: \$2190.00
Processed by: City: BN

Applicant Information:

PRIMARY CONTACT IS: Applicant ☒ Owner ☐ Representative ☒

Applicant Name: Martin Taylor - Toll Brothers
Applicant Address: 3103 W Sheryl Dr, #100, Meridian, Idaho Zip: 83642
Phone: (208) 722-2431 Email: mtaylor1@tollbrothers.com

Owner Name: Greg Dancer
Owner Address: 9250 W Joplin Rd, Meridian, ID Zip: 83646
Phone: 208-989-0415 Email: gregdancer@hotmail.com

Representative (e.g., architect, engineer, developer):
Contact: Michael O'Reilly, PE & Nicolette Womack, AICP Firm Name: Kimley-Horn
Address: 1100 W Idaho St, Suite 210, Boise ID Zip: 83702
Phone: 208-207-8477 Email: Nicolette.Womack@kimley-horn.com

Property Information:

Site Address: 9326, 9250, 8900 and 8820 W Joplin Rd Parcel Number: S0419234100, S0419244705, S0419131575, and a portion of S0419244630
Total Acreage of Site: 129.46
Total Acreage of Site in Special Flood Hazard Area: 1.29
Proposed Zoning Designation of Site: R-2-P, R-3-P, R-8-P

Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing			
Proposed			
North of site	See	Preliminary Plat Checklist	
South of site			
East of site			
West of site			

Special On-Site Features (Yes or No – If yes explain):

Areas of Critical Environmental Concern - _____
Evidence of Erosion - _____
Fish Habitat - _____
Floodplain - _____
Mature Trees - _____
Riparian Vegetation - _____
Steep Slopes - _____ See Preliminary Plat Checklist
Stream/Creek - _____
Unique Animal Life - _____
Unique Plant Life - _____
Unstable Soils - _____
Wildlife Habitat - _____
Historical Assets - _____

Application Requirements:

(Applications are required to contain one copy of the following unless otherwise noted. **When combining with other applications (Prelim Plat, CUP, etc.) please include one paper copy for all applications**)

Applicant (√)	Description	Staff (√)
X	Pre-application meeting with the Planning Department required prior to neighborhood meeting.	BN
X	Copy of neighborhood meeting notice sent to property owners within 300 feet and meeting sign-in sheet. (Please contact the City for addresses & labels) (Applicants are required to hold a neighborhood meeting to provide an opportunity for public review of the proposed project prior to the submittal of an application.)	BN
X	Completed and signed Annexation & Zoning/Rezone Application	BN
X	Fee: (Include Development Agreement Fee). Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
X	Narrative fully describing the proposed project (must be signed by applicant)	BN
X	Legal description of the property to be annexed and/or rezoned: <ul style="list-style-type: none">• Include a metes & bounds description to the section line/centerline of all adjacent roadways, stamped and signed by a registered professional land surveyor, with a calculated closure sheet.• Scaled exhibit map showing the boundaries of the legal description in compliance w/the requirements of the Idaho State Tax Commission Property Tax Administrative Rules IDAPA 35.01.03.225.01h.• If requesting more than one zoning designation, include a legal description for each zone along with an overall annexation/rezone boundary description. Also include the boundaries of each different zone on the map.• Submit word.doc and pdf version with engineer's seal.	BN
X	Recorded warranty deed for the subject property	BN

X	If the signature on this application is not the owner of the property, an original notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application.	BN
X	One (1) 8½" X 11" copy and electronic copy in pdf. format of vicinity map showing the location of the subject property	BN
X	One (1) full-size 24" X 36" copy and one (1) 11" X 17" copy of associated CUP/PUD Site Plan/Preliminary Plat. If this application is not accompanied by a plat or site plan, please submit conceptual development plan for the property.	BN
X	Electronic copy in pdf. format of submitted plat, site or conceptual plan.	BN
X	List of name(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	BN
X	One (1) copy of names and addresses printed on address labels, of property owners within three hundred feet (300') of the external boundaries of the property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels.	BN
X	Two (2) copies of the Electronic versions of submitted application including neighborhood meeting information, signed application, narrative, legal description, warranty deed, vicinity map, preliminary plat/site plan, irrigation district information, <u>shall be submitted in original pdf format (no scans for preliminary plat/site plans) on two (2) thumb drives only (no discs)</u> with the files named with project name and plan type.	BN
X	Signed Certification of Posting with pictures. (see attached posting requirements and certification form) – To be completed by application after acceptance of application. Staff will notify applicant of hearing and posting date.	
X	*Applicant agrees to enter into a Development Agreement with this application. Applicant's Signature: _____	
X	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval, building permits. Please contact SSWD for details.	

FEE REQUIREMENT:

*** I have read and understand the above requirements. I further understand fees will be collected at the time of filing an application. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.*


Applicant/Representative Signature


Date

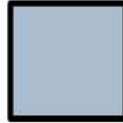
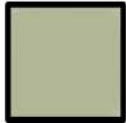


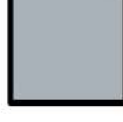




Total Site Area:	129.46	acre
Right of Way Area:	18.69	14%
Residential Lot Area:	67.22	52%
Common Lot Area:	43.55	34%

Residential Lots:	345	du	Avg Size	Avg Area
Courtyard:	88		60'x60'	3,600 sf
Magnolia:	92		55'x130'	7,150 sf
Brookside:	82		65'x125'	8,125 sf
Riverbend:	60		80'x135'	10,800 sf
Estate:	23		78'x285'	22,230 sf

Gross Density: 2.66 du/acre

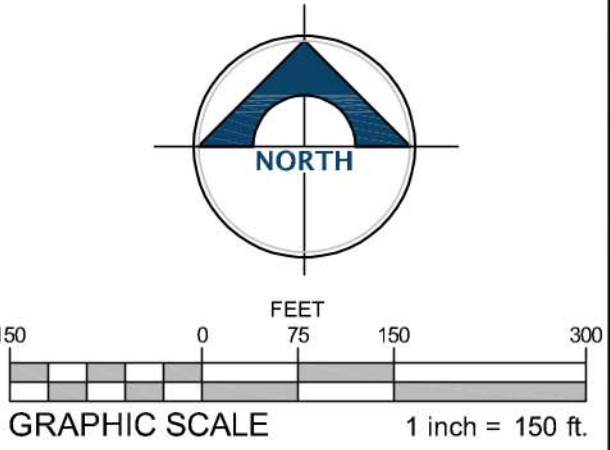
LEGEND:

 RIVERBEND (80' X 135')	 MAGNOLIA (55' X 130')
 COURTYARD (60' X 60')	 PROPOSED PONDS
 BROOKSIDE (65' X 125')	 OPEN SPACE
 ESTATE (78' X 285')	

CONCEPTUAL DEVELOPMENT
PLAN RENDERING

STARLING SPRINGS

CITY OF STAR, ADA COUNTY, IDAHO



PLAN SUMMARY:

SITE DATA:

ADDRESS: 8220 JOPLIN ROAD,
STAR, ID 83646

PARCEL(S): S0419131575, S0419234100
S0419244625, S0419244705
S0419223000

CURRENT ZONING: RUT COUNTY
ZONING

PROPOSED ZONING: ANNEXATION INTO
CITY OF STAR

OFFICE DATA:

PROJECT NUMBER: 8655

DATE: APRIL 3, 2005

SCALE: 1" = 150'

DRAWN BY: LAC

JUNIPER - COLLECTION



Aris

1st-Floor Primary Bedroom

3	2	1,558+
Bedrooms	Baths	Square Feet
0	2-3	1
Half Bath	Garages	Stories



Gemma

1st-Floor Primary Bedroom

3	2	1,688+
Bedrooms	Baths	Square Feet
0	2-3	1
Half Bath	Garages	Stories

JUNIPER - COLLECTION



Connor

1st-Floor Primary Bedroom

3-4

Bedrooms

2

Baths

1,857+

Square Feet

0

Half Bath

3-4

Garages

1

Stories



Paisley

3-5

Bedrooms

2-3

Baths

2,348+

Square Feet

0-1

Half Bath

3-4

Garages

2

Stories

JUNIPER - COLLECTION



Rachel

4-5

Bedrooms

3-4

Baths

2,553+

Square Feet

0-1

Half Bath

3-4

Garages

2

Stories

BROOKSIDE - COLLECTION



Camas

1st-Floor Primary Bedroom

3	2	2,128+
Bedrooms	Baths	Square Feet
1	3-4	1
Half Bath	Garages	Stories



Lochsa

1st-Floor Primary Bedroom

3	2	2,237+
Bedrooms	Baths	Square Feet
1	3-4	1
Half Bath	Garages	Stories

BROOKSIDE - COLLECTION



Bannock

1st-Floor Primary Bedroom

3-4 Bedrooms	2-3 Baths	2,357+ Square Feet
0-1 Half Bath	3-4 Garages	1 Stories



Forest

1st-Floor Primary Bedroom

4 Bedrooms	3 Baths	2,668+ Square Feet
0 Half Bath	4-6 Garages	1 Stories

CLUSTER - COLLECTION



City of Star

P.O. Box 130
Star, Idaho 83669
208-286-7247
Fax 208-286-7569

www.staridaho.org



Mayor:
Trevor A. Chadwick

Council:
Kevin Nielsen
Jennifer Salmonsens
Kevan Wheelock
David Hershey

1 April 2025

Michael O'Reilly
Kimley-Horn and Associates, Inc
1100 W Idaho Street, Suite 210
Boise, ID 83702

Re: Starling Springs – Annexation and PUD

Dear Mr. O'Reilly

The City of Star Engineering Department has reviewed the Annexation and Planned Unit Development for the Starling Springs Subdivision dated October 10, 2024. We reviewed the applicant's package to check conformance with the City's Subdivision Ordinance and coordinated our review with Shawn L. Nickel. We have the following comments and questions based on our review. Please note that these comments are directly related to the annexation and additional items may be added at the time of the preliminary plat review.

1. The legal description and the legal exhibit do not match, the following length in the legal description is match by a length of 1543.14 on the legal exhibit. It appears that the legal exhibit is correct.

THENCE LEAVING SAID SOUTH LINE 335' 01" 48' E A DISTANCE OF 1307.70 FEET TO A 3/8" IRON NAIL;
THENCE S00°52'35"W A DISTANCE OF 1317.99 FEET TO AN ALUMINUM CAP, CP&F 2023-047556, ON THE SOUTH LINE OF SAID N1/2;
THENCE ALONG SAID SOUTH LINE OF SAID N1/2 N88°57'17"W A DISTANCE OF 1309.07 FEET TO AN ALUMINUM CAP, CP&F 2022-066657, MARKING THE CENTER OF SAID SECTION 19;
THENCE CONTINUING ALONG SAID SOUTH LINE N89°17'11"W A DISTANCE OF 540.68 FEET;
THENCE LEAVING SAID SOUTH LINE THENCE N00°38'22"E, A DISTANCE OF 11.04 FEET;
THENCE N66°35'36"W, A DISTANCE OF 10.69 FEET;
THENCE N58°43'26"W, A DISTANCE OF 30.79 FEET;
THENCE N54°17'49"W, A DISTANCE OF 27.28 FEET;

2. It appears that the northern section (large acre lots) is not included in the legal description. Please provide verification that the lot split has been recorded by Ada County. Cannot annex only a portion of a parcel.

3. Portions of the property are located within the FEMA 0.1% Special Flood Hazard Area. Prior to the approval of any preliminary plat, a floodplain application shall be submitted.
4. Potable water cannot be used for irrigation purposes. A separate pressure irrigation system will be required. Construction plans for a subdivision-wide pressure irrigation system will be required for each final plat. Plan approvals and license agreements from the affected irrigation and/or canal companies will be required.
5. Street lighting shall be in accordance with ISPWC and the City of Star Supplementals. Cut sheet for lights and light poles shall be approved in writing by the City prior to installation.
6. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
7. Finish grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
8. Easements for sewer/water facilities will be required where placed outside of public right of way.
9. This subdivision will need to be annexed into the Star Sewer and Water District to provide water and sewer to the site.

We recommend that the conditions 1 and 2 listed above be addressed prior to approval of the Preliminary Plat. Any variance or waivers to the City of Star standards, ordinances, or policies must be specifically approved in writing by the City. Approval of the above-referenced Preliminary Plat does not relieve the Registered Professional Land Surveyor or the Registered Professional Engineer of those responsibilities.

If you have any questions, please do not hesitate to contact City Hall

Sincerely,



Ryan V. Morgan, P.E.
City Engineer



Ada County Transmittal
Division of Community and Environmental Health

Return to:

- ☐ ACZ
☐ Boise
☐ Eagle
☐ Garden City
☐ Meridian
☐ Kuna
☒ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat PP-24-08

Development Name/Section Starling Springs CDH File # _____

- ☐ 1. We have No Objections to this Proposal.
- ☐ 2. We recommend Denial of this Proposal.
- ☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- ☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____
- ☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- ☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water
- ☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water
- ☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.
- ☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- ☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.
- ☐ 11. Land development application, fee per lot, test holes and full engineering report is required.
- ☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.
- ☐ 13. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store
- ☐ 14. _____

Reviewed By: Row Boely

Date: 12/16/24

Shawn Nickel

Subject: Private Streets in Starling Springs Subdivision

From: Zachary Hessing <zhessing@adacounty.id.gov>
Sent: Wednesday, April 9, 2025 4:13 PM
To: Shawn Nickel <snickel@staridaho.org>
Subject: RE: Private Streets in Starling Springs Subdivision

Since this subdivision is a gated entry subdivision and the probability is high that the only traffic going through it will be people who live there, I am not as concerned. Here are a few things to keep in mind.

- 1) Law Enforcement needs access to the gates, if they can install an Opticom sensor on it so we can open it with our lights, that would be the best for safety.
- 2) Law Enforcement will not be able to enforce any traffic infractions. (Which includes speeding, parking, abandoned vehicles, etc.)
- 3) School busses will not drive into that area of the subdivision because Law Enforcement doesn't investigate crashes on private property. Kids will have to walk to intersecting streets where it is public roads.



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

December 16, 2024

Shawn Nickel
Planning Director & Zoning Administrator
City of Star
10769 West State Street
Star, Idaho 83669

VIA EMAIL

Development Application	AZ-24-08; DA-24-08; PUD-24-03; PP-24-08; PR-24-06
Project Name	Starling Springs Subdivision
Project Location	Approx ½ mile north of US-20/26 MP 33.26
Project Description	353 Residential Lots & 74 common Lots.
Applicant	Kimley-Horn representing Toll Brothers

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. This project does not abut the state highway system.
2. Traffic generation numbers were not provided with this application. Based on the size of this proposed subdivision and its proximity to **US-20/26**, ITD is requesting that the applicant provide a Traffic Impact Study (TIS) reflecting full build-out of the development. ITD needs more information on the trip generations to determine what mitigations, if any, that the applicant may be required to construct on the State Highway system.
3. Any necessary mitigation for traffic impacts identified by the Traffic Impact Study shall be the responsibility of the applicant to install.
4. Please contact me at your earliest convenience so I may assist you in the scope of the study.
5. ITD reserves the right to make further comments upon review of any submitted traffic generation data or other documents.

If you have questions regarding this application, you may contact Niki Benyakhlef at Niki.Benyakhlef@itd.idaho.gov or (208)334-8337.

Sincerely,

Niki Benyakhlef

Niki Benyakhlef
Development Services Coordinator
ITD District 3

Niki.Benyakhlef@itd.idaho.gov



Miranda Gold, President
 Alexis Pickering, Vice-President
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner
 Patricia Nilsson, Commissioner

Date: March 7, 2025

To: Martin Taylor – via email

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Starling Springs Subdivision

Trip Generation: This development is estimated to generate 3,161 vehicle trips per day, 319 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	
No	X
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	X
No	

ACHD Planned Improvements	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X

Comments:

connecting you to more



Project/File: **Starling Springs Subdivision/ SPP24-0003 / AZ-24-08, DA-24-08, PUD-24-03, PP-24-08, PR-24-06**

This is an annexation and rezone, planned unit development, private street, and preliminary plat application for the development of 353 residential lots and 74 common lots on 129.39-acres. This application includes a development agreement with the City of Star.

Lead Agency: City of Star

Site address: 8820, 8900, 9250, & 9326 W Joplin Road

Staff Approval: March 7, 2025

Applicant: Martin Taylor – via email
Toll Brothers
3103 W Sheryl Drive, #100
Meridian, ID 83642

Representative: Michael O'Reilly, PE & Nicolette Womack, AICP – via email
Kimley-Horn
1100 W Idaho Street, Suite 210
Boise, ID 83702

Staff Contact: KaraLeigh Troyer, Planner
Phone: 208-387-6391
E-mail: ktroyer@achdidaho.org

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ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

- Star Road is scheduled in the FYP to be widened to 5-lanes with enhanced pedestrian and bike facilities constructed on both sides of the roadway and Bridge #2030 widened from Chinden Boulevard (US 20-26) to State Street (SH-44) with a design and construction year yet to be determined.
- Star Road is scheduled in the FYP to receive a community improvement project including constructing enhanced pedestrian facilities on the west side of the roadway and installing a pedestrian bridge over the Lawrence Kennedy Canal (Bridge #1007) from Main Street to State Street (SH-44) in 2026.
- Star Road and Bridge #1092 is scheduled in the FYP to be replaced in 2028.
- Star Road is listed in the CIP to be widened to 5-lanes from Chinden Boulevard (US 20/26) to State Street (SH-44) between 2031 and 2035.
- Star Road is listed in the CIP to be widened to 5-lanes from McMillan Road to Chinden Boulevard (US 20/26) between 2031 and 2035.
- The intersection of Chinden Boulevard (US 20-26) and Star Road is listed in the CIP to be widened to 5-lanes on the north leg, 5-lanes on the south, 7-lanes east, and 7-lanes on the west leg, and signalized between 2031 and 2035.
- The intersection of State Street (SH-44) and Star Road is listed in the CIP to be widened to 4-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.

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Star Road	0-feet	Minor Arterial	662	"F"
Chinden Boulevard (US 20/26)	0-feet	Expressway	1,045	**N/A
Can Ada Road	0-feet	Collector	19	Better than "D"
Joplin Road	3,939-feet	Collector	39	Better than "D"

* Acceptable level of service for a two-lane minor arterial is "E" (575 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.

2. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Star Road from Joplin Road to Chinden Boulevard was 12,863 in March 2024.
- The average daily traffic count for Chinden Boulevard (US 20-26) east of Can Ada Road was 23,000 on May 23, 2024.
- There are no current average daily traffic counts for Can Ada Road from Joplin Road to Chinden Boulevard (US 20-26) was 342 in March 2024.
- The average daily traffic count for Joplin Road from Can Ada Road to Star Road was 612 in March 2024.

A. Site Specific Conditions of Approval

1. Prior to plan submittal, submit a revised preliminary plat showing the redesigned roadways to reduce the length of the roadways or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff. The roadways greater than 750-feet in length are as follows:

- Bushwren Drive
- Piratic Drive
- Myna Avenue
- Zakariah Place
- Duskytail Drive
- Fireball Way
- Brushrunner Court

Stop signs, speed humps/bumps, and valley gutters will not be accepted as traffic calming.

2. If this project, Starling Springs Subdivision, moves forward prior to Rivermoor Subdivision, construct a northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane at the Star Road and Joplin Road intersection. Turn lanes should be constructed with the first phase of development.
3. If the right-of-way vacation is approved, allowing the realignment of Joplin Road, construct the remainder of Joplin Road abutting the site outside of the right-of-way vacation as $\frac{1}{2}$ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk.

If the right-of-way vacation is not approved, construct Joplin Road as $\frac{1}{2}$ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached sidewalk abutting the site for the entirety of the site.

Or as an alternative to on-street bike lanes and standard sidewalks, 10-foot wide multi-use pathways may be constructed. An 8-foot wide planter strip is required for use of multi-use pathways.

4. For attached sidewalk internal to or abutting the site, dedicate right-of-way to extend 2-feet behind back of sidewalk. For detached sidewalk or multi-use pathways internal to or abutting the site, reduce right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk.

Sidewalk should be located either wholly within right-of-way or wholly within an easement.

5. Construct Bushwren Drive as a 36-foot wide collector roadway with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk. If a multi-use pathway is desired or required abutting Bushwren Drive, the multi-use pathway should be constructed to be 10-feet wide with a minimum 8-foot wide planter strip and the street section should be reduced to 26-feet with vertical curb and gutter.
6. Construct Beacon Ridge Way as a 52-foot wide collector street section with two 21-foot wide travel lanes, a 10-foot wide center landscape median, vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.

Plat the landscape median as right-of-way owned by ACHD. The applicant or future home-owners association should enter into a license agreement with ACHD if landscaping is desired within the island.

Provide written fire department approval for use of the reduced street section.

7. Provide written fire department approval to construct Beacon Ridge Way as a collector roadway projected to exceed the maximum 3,000 ADT providing sole access to the site and to construct an emergency access only driveway onto Joplin Road.
8. Construct the internal local streets as 36-foot wide local roadways with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.
9. Construct cul-de-sac turnarounds at the terminus of Isaiah Place, Zakariah Place, Brushrunner Court, Thornbill Court, and Redwing Court with minimum 50-foot wide turning radii.
10. Construct Beacon Ridge Way to intersect Joplin Road in alignment with the proposed Beacon Ridge Way on the south side of Joplin Road across from the site.
11. Construct Coppertail Drive, the west entrance of Coppertail Lane (private), Atoll Avenue, Beacon Ridge Way, and Thornbill Court either in alignment or 330-feet or more from any other streets intersecting Bushwren Drive.
12. Construct Isaiah Place 148-feet east of Myna Avenue, Longspur Avenue 196-feet east of Isaiah Place, Zakariah Place 200-feet west of Coppertail Drive, Coletto Way 283-feet west of the east entrance of Coppertail Lane (private), and Brushrunner Street 140-feet south of Bushwren Drive.
13. Stub Bushwren Drive to the site's north property line located 240-feet west of the site's east property line. Redesign the stub so that the roadway and property line do not intersect at a diagonal.
14. Install a sign at the northern terminus of Bushwren Drive stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
15. Construct a temporary cul-de-sac turnaround at the northern terminus of Bushwren Drive located 240-feet west of the site's east property line. The temporary turnaround should be paved and constructed to the same dimensional standards as a standard cul-de-sac turnaround with a minimum turning radius of 50-feet.
16. Terminate Bushwren Drive in either a standard or offset permanent cul-de-sac turnaround at the site's west property line. The cul-de-sac turnaround shall provide a minimum turning radius of 50-feet.
17. Install signage at the west terminus of Bushwren Drive that identifies the end of Ada County/ACHD Jurisdiction.
18. Construct Duskytail Drive to stub to the site's east property line.
19. Install a sign at the terminus of Duskytail Drive stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
20. Close the 8 existing driveways on Joplin Road with curb, gutter, and sidewalk.
21. Construct two 24-foot wide emergency-access only driveways from the site on to Joplin Road located 150-feet west of the site's east property line and 1,418-feet east of Can Ada Road to tie into internal local streets. Install bollards or gates to restrict the driveways to emergency access only as determined by the Star Fire District. The bollards or gates shall be located outside of the dedicated right-of-way.

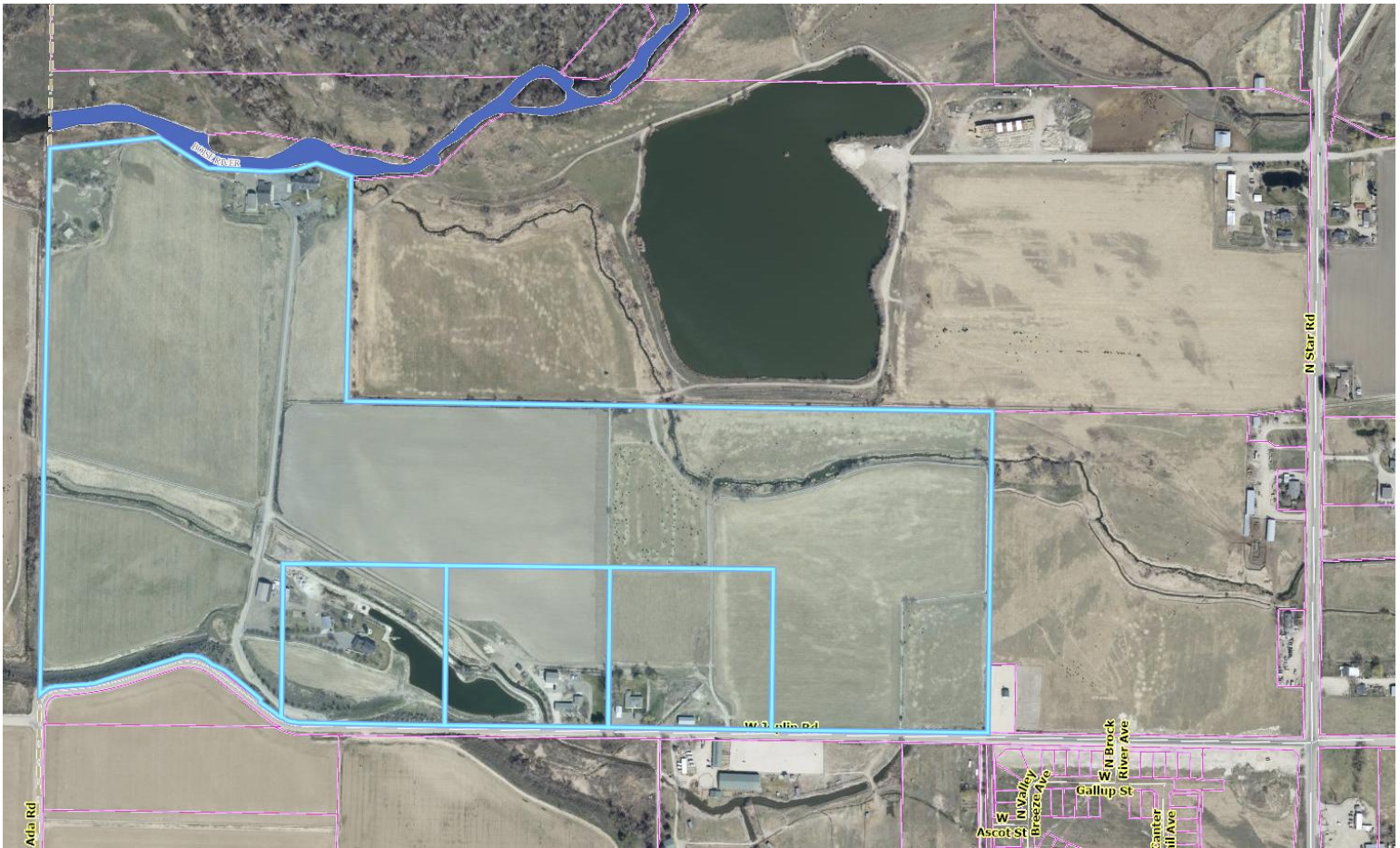
22. Construct a 24-foot wide curb-return type driveway located in alignment with Atoll Avenue on Bushwren Drive.
23. If the City of Star approves the private roads, the applicant shall be required to pave the private roadways (Coppertail Lane) a minimum of 20 to 24-feet wide and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Star, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private road. The signs may be ordered through the District.

The entrance portions of Coppertail Lane, a private road, are restricted to a maximum width of 36-feet within the right-of-way and the center landscape islands shall be located outside of the dedicated right-of-way. If Coppertail Lane is to be gated then the gates shall be located a minimum of 50-feet from the edge of the adjacent roadways and a turnaround should be provided.

24. Provide ACHD approved plans for the crossings of the crossing of the Phyllis Slough prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met
25. Other than the access specifically approved with this application, direct lot access is prohibited to Joplin Road, Bushwren Drive, and Beacon Ridge Way and should be noted on the final plat.
26. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
27. 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. The impact fee assessment will not be released until the civil plans are approved by ACHD.
28. Comply with all Standard Conditions of Approval.

B. Vicinity Map



[illegible]

D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

Kittelsohn & Associates prepared a traffic impact study (TIS) for the proposed Starling Springs. An executive summary of the findings **as presented by Kittelsohn & Associates** can be found as attachment 1. 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 TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.

a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Five Year Plan (FYP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the FYP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
 - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
 - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
 - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
 - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

b. TIS Findings: Staff has reviewed the submitted traffic impact study (TIS)

Can Ada Road/Chinden Boulevard (US 20-26) Intersection

- 2024 Existing Conditions

Northbound and southbound approaches exceed ACHD's acceptable level of service planning thresholds during weekday AM and PM peak hours under 2024 existing conditions. ITD's planned and funded ChindenWest corridor improvements will mitigate the intersection to be within ACHD and ITD standards through the installation of a traffic signal and two eastbound and westbound through lanes with no additional mitigations recommended under 2029 background traffic conditions and 2029 total traffic conditions.

- 2029 Background & Total Traffic Conditions

No additional mitigation is recommended beyond those identified in ITD's ChindenWest corridor improvement plan.

Star Road/Chinden Boulevard (US 20-26) Intersection

- 2024 Existing Conditions

Overall intersection operates under capacity but exceeds ACHD's acceptable level of service planning thresholds during the weekday PM peak hour. Westbound through, northbound through, and eastbound left turn movements operate under capacity but exceed ITD's thresholds during weekday PM peak hour. ITD's planned and funded ChindenWest corridor improvements will mitigate the intersection to be within ACHD and ITD standards through the widening of Chinden Boulevard (US 20-26) to four lanes.

- 2029 Background Traffic Conditions

Intersection exceeds ACHD's acceptable level of service planning thresholds during weekday PM peak hour and the westbound through, northbound through, and eastbound left turn movements operate overcapacity and exceed ACHD's and ITD's v/c threshold. The TIS recommends adding an additional eastbound left-turn lane and associated northbound receiving lane on Star Road to mitigate conditions at this intersection to be within ACHD and ITD standards. This is consistent with ACHD's CIP improvement programmed in 2031-2035.

- 2029 Total Traffic Conditions

No additional mitigations recommended beyond those identified under 2029 background traffic conditions.

Star Road/Joplin Road Intersection

- 2029 Background Traffic Conditions

Critical eastbound approach operates under capacity during both weekday AM and PM peak hours. Signal warrants evaluated show that all three volume based MUTCD signal warrants are met. However, the TIS does not recommend a traffic signal as all movements operate within ACHD LOS standards and under capacity.

- 2029 Total Traffic Conditions

Critical eastbound approach operates overcapacity during weekday AM and PM peak hours. In-process developments identified in this analysis have been conditioned to construct a dedicated northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane by ACHD. Assuming the left-turn lanes function as a two-way center left-turn

lane, the conditioned improvements will mitigate the intersection to be within ACHD standards and widening Star Road will further mitigate operations.

Star Road (Joplin Road to Chinden Boulevard (US 20-26))

- 2024 Existing Conditions

Southbound directional volume during weekday AM peak hour and northbound directional volume during the weekday PM peak hour exceed ACHD's 2-lane minor arterial standard. Roadway is forecast to meet ACHD volume thresholds for a five-lane minor arterial volume threshold. ACHD's CIP identifies this improvement is programmed for 2031-2035.

Star Road from Chinden Boulevard (US 20-26) to State Street (SH-44) is programed in the FYP with a design and construction year yet to be determined for the widening of Star Road to five lanes (2 thru-lanes in each direction with a center median and turn pockets where appropriate). As the appropriate mitigation is programmed in the FYP, ACHD will not be requiring the widening of Star Road through this project.

- 2029 Background & Total Traffic Conditions

No additional mitigations recommended beyond those identified under 2024 existing conditions

Site Accesses

The turn lane analysis resulted in no turn lane warrants being met at the site access location and intersection sight distance was determined to be adequate at the proposed site access.

- c. **Staff Comments/Recommendations:** Staff comments are provided by District Traffic Services and Development Review staff.

Star Road/Chinden Boulevard (US 20-26)

The TIS recommends the construction of an additional eastbound left-turn lane, and the construction of an associated northbound receiving lane on Star Road as identified in the ACHD CIP and Master Street Map.

Chinden Boulevard (US 20-26) is a state highway under the jurisdiction of ITD. Because of this ACHD is unable to require the construction of an additional eastbound left-turn lane. If ITD requires the construction of an additional eastbound left-turn lane then the applicant should be required to construct the associated northbound receiving lane on Star Road at the Star Road and Chinden Boulevard (US 20-26) intersection.

Star Road/Joplin Road

The TIS recommends the construction of a northbound left-turn, southbound left-turn, and southbound right-turn lane with at least 125 feet of storage. These turn lanes have been required through the construction of SPP21-0008 Rivermoor Subdivision. If Rivermoor Subdivision moves forward before this project, the applicant should not be required to construct these turn lanes as they will be constructed prior. If this project, Starling Springs Subdivision, moves forward prior to Rivermoor Subdivision, the applicant should be required to construct the recommended improvements including a northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane at the Star Road and Joplin Road intersection. These turn lanes should be constructed with the first phase of development.

If the right-of-way vacation is not approved, the applicant should be required to construct Joplin Road as ½ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached sidewalk abutting the site for the entirety of the site, as proposed.

Or as an alternative to on-street bike lanes and standard sidewalks, 10-foot wide multi-use pathways may be constructed. An 8-foot wide planter strip is required for use of multi-use pathways.

For attached sidewalk, the applicant should be required to dedicate right-of-way to extend 2-feet behind back of sidewalk. For detached sidewalk, the applicant may reduce right-of-way to 2-feet behind back of curb and should provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk. Sidewalk should be located either wholly within right-of-way or wholly within an easement.

2. Bushwren Drive

- a. **Existing Conditions:** Bushwren Drive does not exist within or abutting the site.
- b. **Applicant Proposal:** The applicant is proposing to construct Bushwren Drive as a 36-foot wide collector roadway with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk. The applicant is proposing to construct Bushwren within 50-feet of right-of-way with 8-foot wide sidewalk easements from 7-feet behind back of curb extending to 2-feet behind back of sidewalk.
- c. **Staff Comments/Recommendations:** Bushwren Drive has not been identified in the Master Street Map as a collector; however, the City of Star has requested the applicant construct a collector through their site. The proposed collector is consistent with the City of Star's South of the River Subarea Plan.

Additionally, the site is estimated to generate 3,141 trips per day according to the TIS. Per District policy 7207.1, new local roadways are limited to 1,000 trips per day. The traffic generated by the site will necessitate a collector roadway serve the site as Bushwren Drive does.

The applicant's proposal for Bushwren Drive meets District policy and should be approved, as proposed. If the City of Star requires or the applicant desires to construct a multi-use pathway abutting Bushwren Drive, the multi-use pathway should be constructed to be 10-feet wide with a minimum 8-foot wide planter strip and the street section should be reduced to 26-feet with vertical curb and gutter.

For detached sidewalk or multi-use pathways, right-of-way may be reduced to 2-feet behind back of curb with a right-of-way easement provided from 2-feet behind back of curb to extend to 2-feet behind back of sidewalk/multi-use pathway.

3. Beacon Ridge Way

- a. **Existing Conditions:** Beacon Ridge Way does not exist within or abutting the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Beacon Ridge Way as a 52-foot wide local street section with two 21-foot wide travel lanes, a 10-foot wide center landscape median, curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.
- c. **Staff Comments/Recommendations:** The applicant's proposal for Beacon Ridge Way does not meet District policy and should not be approved, as proposed. District policy 7207.1 requires the average daily traffic (ADT) to be less than 2,000 on new local street. District policy 7207.3.3 limits the maximum forecast ADT to 1,000 on local streets that provide sole access to a development. According to the forecast ADT provided by the TIS, the site is expected to generate 3,141 ADT exceeding both policies listed above as Beacon Ridge Way is proposed

as a local roadway providing the site's only access to any existing or proposed public roadway. Therefore, the applicant should be required to construct Beacon Ridge Way as a collector roadway with vertical curb.

The applicant should be required to plat the center landscape median as right-of-way owned by ACHD. The applicant or future home-owners association should enter into a license agreement with ACHD if landscaping is desired within the island. The applicant should provide written fire department approval for use of the reduced street section.

For detached sidewalk, right-of-way may be reduced to 2-feet behind back of curb and the applicant should be required to provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk.

4. Maximum Traffic on One Access- Beacon Ridge Way

- a. Staff Comments/Recommendations:** Beacon Ridge Way is proposed to provide sole access to the site. The TIS indicates that this development is estimated to generate 3,141 trips per day, exceeding the District Maximum Traffic on One Access Policy which limits traffic on one access to 3,000 average daily trips (ADT) on a collector roadway.

Typically, this development should be limited to 3,000 trips per day until secondary public street access becomes available via the extension of stub streets or secondary access is provided to the site. However, adjacent properties are not anticipated to develop in the near future. Due to this, staff recommends allowing Beacon Ridge Way to exceed the standard 3,000 ATD contingent upon fire department approval of the roadway and construction of an emergency access only driveway onto Joplin Road. The applicant should be required to provide written fire department approval.

5. Internal Local Streets

- a. Existing Conditions:** There are no existing local streets within or abutting the site.
- b. Applicant's Proposal:** The applicant is proposing to construct the internal local streets as 36-foot wide local roadways with rolled curb, gutter, and an 8-foot wide planter strip within 50-feet of right-of-way and 5-foot wide detached concrete sidewalk.

The applicant is proposing to terminate Redwing Court in a cul-de-sac to the west and dead-end to the east with a shared drive extending from the dead-end.

The applicant is proposing to terminate Isaiah Place, Zakariah Place, Brushrunner Court, and Thornbill Court in a cul-de-sac turnaround with 48-foot wide turning radius.

- c. Staff Comments/Recommendations:** The applicant's proposal for the internal local streets meets District policy and should be approved as proposed.

For detached sidewalk, right-of-way may be reduced to 2-feet behind back of curb and the applicant should be required to provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk.

The applicant's proposal for Redwing Court does not meet District policy 7207.2.4 which prohibits local streets terminating in a dead-end and should not be approved, as proposed. The applicant should be required to terminate Redwing Court in a cul-de-sac turnaround to the west and take shared driveway access off of Redwing Court to the east. Cul-de-sac turnarounds should be constructed with a minimum turning radius of 50-feet.

The applicant's proposal to terminate Isaiah Place, Zakariah Place, Brushrunner Court, and Thornbill Court in a cul-de-sac turnaround meets District policy however, the proposed radii do not. The applicant should be required to construct the cul-de-sac turnarounds with a minimum turning radius of 50-feet.

6. Roadway Offsets

- a. **Existing Conditions:** There are no roadways internal to the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Beacon Ridge Way to intersect Joplin Road, a collector roadway, 1,858-feet west of Brock River Avenue.

The applicant is proposing to align or offset the following roadways 330-feet or more from any other streets intersecting Bushwren Drive: Coppertail Drive, the west entrance of Coppertail Lane (private), Atoll Avenue, Beacon Ridge Way, and Thornbill Court.

The applicant is proposing to offset the following roadways less than 330-feet from any other roadways intersecting Bushwren Drive and Beacon Ridge Way, collector roadways (measured centerline to centerline):

- Isaiah Place 148-feet east of Myna Avenue.
 - Longspur Avenue 196-feet east of Isaiah Place.
 - Zakariah Place 200-feet west of Coppertail Drive.
 - Coletto Way 283-feet west of the east entrance of Coppertail Lane (private).
 - Brushrunner Street 140-feet south of Bushwren Drive.
- c. **Staff Comments/Recommendations:** The applicant should be required to construct Beacon Ridge Way to intersect Joplin Road in alignment with the proposed Beacon Ridge Way on the south side of Joplin Road across from the site. The location of Beacon Ridge Way was approved as part of ACHD's 2022 action on Beacon Crossing/Naismith Commons Subdivision.

The applicant's proposal for Coppertail Drive, Coppertail Lane (private), Atoll Avenue, Beacon Ridge Way, and Thornbill Court meets District policy and should be approved, as proposed.

The applicant's proposal for Myna Avenue, Isaiah Place, Longspur Avenue, Zakariah Place, Coletto Way, and Brushrunner Street do not meet District Collector Offset Policy, which requires local streets intersecting collector roadways to align or offset by 330-feet. However, staff recommends a modification of policy to allow the roadways to be located as proposed. Staff's recommendation is because not all segments of Bushwren Drive and Beacon Ridge Way will carry collector traffic volumes and lower speeds are anticipated due to the design of the roadways. This is a 55% modification of policy for Isaiah Place, 40% for Longspur Avenue, 39% modification of policy for Zakariah Place, 14% for Coletto Way, and 58% for Brushrunner Street and is approved by the Development Services Manager.

7. Stub Streets

- a. **Existing Conditions:** There are no stub streets to or from the site.
- b. **Applicant Proposal:** The applicant is proposing to stub Bushwren Drive to the site's west property line located 1,472-feet north of the site's south property line and to the site's north property line located 240-feet west of the site's east property line (measured centerline to property line).

The applicant is proposing to construct Duskytail Drive to dead-end to a common lot with landscaping 931-feet north of Joplin Road.

- c. **Staff Comments/Recommendations:** The applicant's proposal for Bushwren Drive meets District policy and should be approved, as proposed. The stub of Bushwren Drive located at the site's north property line intersects the property line at a diagonal. The applicant should be required to redesign the stub so that the roadway and property line do not intersect at a diagonal.

Consistent with District policy 7206.2.4.4, the applicant should be required to construct a temporary cul-de-sac turnaround at the northern terminus of Bushwren Drive located 240-feet west of the site's east property line, as the roadway extends greater than 150-feet in length from the nearest intersection. The temporary turnaround should be paved and constructed to the same dimensional standards as a standard cul-de-sac turnaround with a minimum turning radius of 50-feet.

The applicant should be required to install a sign at the northern terminus of Bushwren Drive stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

The site's west property line aligns with the western boundary of Ada County. Parcels to the west of the site lie within the jurisdiction of Canyon County. Therefore, the applicant should be required to construct either a standard or offset permanent cul-de-sac turnaround at the western terminus of Bushwren Drive. The cul-de-sac should be constructed with a minimum turning radius of 50-feet.

Additionally, the applicant should be required to install signage at the western terminus of Bushwren Drive that identifies the end of Ada County/ACHD's jurisdiction.

The applicant's proposal for Duskytail Drive does not meet District Stub Street policy and should not be approved, as proposed. Per District policy 7207.2.4.3, the applicant should be required to construct Duskytail Drive to stub to the site's east property line to provide connectivity to adjacent parcels through the future extension of the roadway.

The applicant should be required to install a sign at the terminus of Duskytail Drive stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

8. Driveways

8.1 Joplin Road

a. Existing Conditions: There are 8 existing driveways onto Joplin Road located as follows:

- A 33-foot wide paved driveway located 1,147-feet east of Can Ada Road.
- An 18-foot wide unimproved driveway located 1,816-feet west of the site's east property line.
- A 32-foot wide unimproved driveway located 1,719-feet west of the site's east property line.
- A 24-foot wide unimproved driveway located 1,605-feet east of the site's east property line.
- A 121-foot wide paved driveway located 1,467-feet west of the site's east property line.
- An 18-foot wide unimproved driveway located 1,276-feet west of the site's east property line.
- A 21-foot wide unimproved driveway located 1,051-feet west of the site's east property line.
- An 18-foot wide unimproved driveway located 328-feet west of the site's east property line.

b. Applicant's Proposal: The applicant is proposing to close the existing driveways with curb, gutter, and sidewalk.

The applicant is proposing to construct two 24-foot wide emergency-access only driveways from the site on to Joplin Road located 150-feet west of the site's east property line (measured centerline to property line) and 1,418-feet east of Can Ada Road (measured centerline to centerline) to tie into internal local streets.

- c. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveways on Joplin Road with curb, gutter, and sidewalk meets District policy and should be approved, as proposed.

The applicant's proposal to construct two emergency-access only driveways from the site onto Joplin Road to tie into internal local streets meets District policy and should be approved. The applicant should be required to install bollards or gates to restrict the driveways to emergency access only as determined by the Star Fire District. The bollards or gates shall be located outside of the dedicated right-of-way.

8.2 Bushwren Drive

- a. **Existing Conditions:** Bushwren Drive does not exist internal to the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct two 24-foot wide curb-return type driveways located in alignment with Atoll Avenue and 96-feet east of Atoll Avenue on Bushwren Drive (measured centerline to centerline).
- d. **Staff Comments/Recommendations:** The applicant's proposal to construct a 24-foot wide curb-return type driveway located in alignment with Atoll Avenue meets District policy and should be approved, as proposed.

The applicant's proposal to construct a 24-foot wide curb-return type driveway located 96-feet east of Atoll Avenue does not meet District Successive Driveway Policy and should not be approved, as proposed.

9. Private Roads

- a. **Applicant Proposal:** The applicant is proposing to construct private roadways to allow for a gated community. There are two proposed private entrance roads on either side of Coppertail Lane. The western entrance road of Coppertail Lane is proposed to intersect Bushwren Drive in alignment with the proposed public roadway, Coppertail Drive and the eastern entrance road of Coppertail Lane is proposed to intersect Bushwren Drive 283-feet east of Coletto Way (measured centerline to centerline).

The applicant is proposing to construct the entrance roads of Coppertail Lane as a 52-foot wide private roads with 21-foot wide travel lanes, a 10-foot wide landscape median, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk on both sides of the private road.

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

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

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

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.

- Construct a stub street to the surrounding parcels.

The entrance portions of Coppertail Lane are restricted to a maximum width of 36-feet within the right-of-way and the center landscape islands should be located outside of the dedicated right-of-way.

If Coppertail Lane is to be gated then the gates should be located a minimum of 50-feet from the edge of the adjacent roadways and a turnaround should be provided.

10. Traffic Calming

- a. Applicant's Proposal:** The applicant is proposing to construct the following roadways to extend to a length greater than 750-feet:

- Bushwren Drive
- Piratic Drive
- Myna Avenue
- Zakariah Place
- Duskytail Drive
- Fireball Way
- Brushrunner Court

- b. Staff Comments/Recommendations:** The applicant's proposal does not meet District Speed Control and Traffic Calming Policy for local and collector roadways and should not be approved, as proposed. Staff has concerns over Bushwren Drive due to its length and believes the design of the roadway will necessitate future traffic calming implementation by ACHD. Per District policy 7206.3.8, staff recommends the applicant be required to provide traffic calming for Bushwren Drive, a collector roadway, to discourage excessive speeds through the use of passive design elements approved by ACHD Traffic Services.

The applicant should be required to redesign internal local roadways- Piratic Drive, Myna Avenue, Zakariah Place, Duskytail Drive, Fireball Way, and Brushrunner Court- to be less than 750-feet in length or provide traffic calming including the use of passive design elements approved by ACHD Traffic Services.

Stop signs, speed humps/bumps, and valley gutters will not be accepted as traffic calming.

The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat.

11. Bridge for Phyllis Slough Crossing

The District will require that the applicant have ACHD approved plans for the crossing of the Phyllis Slough prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.

12. Other Access

Joplin Road, Bushwren Drive, and Beacon Ridge Way are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

F. Policy

1. Federal Accessibility Design Guidelines and Standards

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, <https://www.access-board.gov/prowag> and <https://www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf> for additional information).

2. Minor Improvements

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

3. Livable Street Performance Measures

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

4. Joplin Road, Bushwren Drive, & Beacon Ridge Way

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. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

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. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

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 or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path 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 47-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. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the top back of curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian Facilities: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 8-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. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the 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 or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Joplin Road 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 Joplin Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 50-70 feet of right-of-way.

5. Internal Local Roadways

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

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

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

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

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

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

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

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

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

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

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

6. Roadway Offsets

Collector Offset Policy: District policy 7206.4.5, states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).

Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

7. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 (collector)/ 7207.2.4.3 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 (collector)/ 7207.2.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 (collector)/ 7207.2.4.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

8. Driveways

8.1 Joplin Road & Bushwren Drive

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 (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.

Joplin Road Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 35 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 285-feet from any existing or proposed driveway.

Bushwren Drive & Beacon Ridge Way 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.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

8.2 Internal Local Roadways

Driveway Location Policy: District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

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

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

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

9. Private Roads

Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and
- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

10. Traffic Calming

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

Speed Control and Traffic Calming Policy (Collectors): District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

11. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

12. 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.

13. Pathway Crossings: United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

G. Attachment 1- Traffic Impact Study

EXECUTIVE SUMMARY

Kittelson & Associates, Inc (Kittelson) has prepared a Transportation Impact Study (TIS) for the Dancer Subdivision in Star, Idaho. The Dancer Subdivision is located in the northeast corner of the Can Ada Road and Joplin Road intersection, north of Chinden Boulevard (US 20-26). The proposed site consists of approximately 115 acres and is currently open land with some rural single-family housing and farmland. The site is currently not zoned in the City of Star but will be annexed into the city with development. The development plan proposes to build approximately 346 single-family homes on the site. Access to the site is proposed via one full-movement access to Joplin Road. The development is planned to be fully built-out by the year 2029. This TIS addresses the existing conditions (2024), background conditions (2029), and the development's impacts in the build-out year 2029 (total conditions). The TIS resulted in the following findings and recommendations.

FINDINGS

YEAR 2024 EXISTING CONDITIONS

- All study intersections were found to operate acceptably during the 2024 existing weekday AM and PM peak hours, except for:
 - **Can Ada Road / Chinden Boulevard (US 20-26)**
 - The northbound and southbound approaches operate at LOS F during both the weekday AM and PM peak hours, and overcapacity during the weekday PM peak hour.
 - ITD has planned and funded the ChindenWest corridor improvements, which include reconstructing the intersection of Can Ada Road / Chinden Boulevard (US 20-26) to be traffic signal controlled and include two eastbound and westbound through lanes, left-turn lanes on all approaches, and right-turn lanes on the eastbound, westbound, and northbound approaches. This will mitigate the intersection to within ACHD and ITD standards under existing 2024 conditions.
 - **Star Road / Chinden Boulevard (US 20-26)**
 - The overall intersection operates at LOS E, under capacity but exceeding v/c of 0.90 during the weekday PM peak hour, exceeding ACHD and ITD standards. Additionally, during the weekday PM peak hour, the westbound and northbound through movements, and the eastbound left turn movement operate under capacity but exceeding ITD's v/c threshold.
 - ITD has planned and funded the ChindenWest corridor improvements, which include widening Chinden Boulevard (US 20-26) to the west of Star Road to four lanes, which will improve westbound lane utilization through this intersection and subsequently will mitigate operations at this intersection to within ACHD and ITD standards under existing 2024 conditions.
- All study roadway segments were found to meet the ACHD volume thresholds under 2024 existing conditions, except for:
 - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**

- The southbound directional volume during the weekday AM peak hour and the northbound directional volume during the weekday PM peak hour exceed ACHD's 2-lane minor arterial standard.
- This roadway segment is forecast to meet the ACHD volume thresholds for a five-lane minor arterial volume threshold. ACHD's CIP identifies this improvement is programmed for 2031-2035.

YEAR 2029 BACKGROUND TRAFFIC CONDITIONS

- All study intersections were found to operate acceptably during the 2029 background weekday AM and PM peak hours, except for:
 - **Can Ada Road / Chinden Boulevard (US 20-26)**
 - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD and ITD standards.
 - **Star Road / Chinden Boulevard (US 20-26)**
 - Similar to existing 2024 conditions, under 2029 background conditions the intersection of operates overcapacity and LOS F during the weekday PM peak hour. Additionally, during the weekday PM peak hour, the westbound and northbound through movements, and the eastbound left turn movement operate overcapacity, exceeding ITD's v/c threshold.
 - Adding an additional eastbound left-turn lane and the associated northbound receiving lane on Star Road, will mitigate operations at this intersection to within ACHD and ITD standards under 2029 background conditions. This is consistent with ACHD's CIP improvement programmed in 2031-2035.
 - **Star Road / Joplin Road**
 - The critical eastbound approach at the Star Road / Joplin Road intersection operates under capacity but at LOS F during the weekday AM and PM peak hours.
 - Signal warrants were evaluated using 48-hour tube count data collected in March 2024, which show that all three (peak hour, four-hour, eight-hour) volume based MUTCD signal warrants are met under background 2029 conditions.
 - However, given that all movements operate within ACHD LOS standards and under capacity a traffic signal is not needed for acceptable operations at this intersection.
- All study roadway segments were found to meet the ACHD volume thresholds under 2029 background conditions, except for:
 - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
 - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD standards.

TRIP GENERATION & DISTRIBUTION

- The proposed Dancer Subdivision development, consisting of 346 single-family homes, is estimated to generate approximately 3,161 daily trip ends. Of those, approximately 231 are estimated to occur during the weekday AM peak hour (58 inbound / 173 outbound), and approximately 319 are estimated to occur during the weekday PM peak hour (201 inbound / 118 outbound).

YEAR 2029 TOTAL TRAFFIC CONDITIONS

- All study intersections were found to operate acceptably during the 2029 total weekday AM and PM peak hours, except for:
 - **Can Ada Road / Chinden Boulevard (US 20-26)**
 - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD and ITD standards.
 - **Star Road / Chinden Boulevard (US 20-26)**
 - No additional mitigation needs beyond those identified under 2029 background conditions are required to mitigate intersection operations to within ACHD and ITD standards.
 - **Star Road / Joplin Road**
 - The critical eastbound approach at the Star Road / Joplin Road intersection operates overcapacity but at LOS F during the weekday AM and PM peak hours.
 - ACHD has conditioned the in-process developments identified in this analysis with constructing a dedicated northbound left-turn, southbound left-turn, and southbound right-turn lane.
 - Constructing a dedicated northbound left-turn, southbound left-turn, and southbound right-turn lane assuming the left-turn lanes function as a two-way center left-turn lane will mitigate intersection operations to within ACHD standards under 2029 total traffic conditions.
 - Widening Star Road to five lanes will further mitigate operations at this intersection to within ACHD and ITD standards under 2029 total traffic conditions. This is consistent with ACHD's CIP improvement programmed in 2031-2035.
- All study roadway segments were found to meet the ACHD volume thresholds under 2029 background conditions, except for:
 - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
 - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD standards.

SITE ACCESS EVALUATION

- The proposed site access meets ACHD Policy for access spacing.
- The turn lane analysis using ACHD procedures resulted in no turn lane warrants being met at the site access location.
- Intersection sight distance is adequate at the proposed site access.

RECOMMENDATIONS

Based on the report's analyses and evaluation of findings the following recommendations were developed:

YEAR 2024 EXISTING CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2024 existing traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
 - **Can Ada Road / Chinden Boulevard (US 20-26)**
 - Construct a traffic signal as identified in ITD's ChindenWest project.
 - **Star Road / Chinden Boulevard (US 20-26)**
 - Construct Chinden Boulevard (US 20-26) widening west of Star Road as identified in ITD's ChindenWest project.
- **Study Roadway Segments**
 - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
 - Widen to five lanes (continuous left-turn lane).

YEAR 2029 BACKGROUND CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2029 background traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
 - **Star Road / Chinden Boulevard (US 20-26)**
 - Restripe additional eastbound left-turn lane.
 - Construct associated northbound receiving lane on Star Road as identified in ACHD CIP and Master Street Map.

YEAR 2029 TOTAL CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2029 total traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
 - **Star Road / Joplin Road**
 - Construct a northbound left-turn, southbound left-turn, and southbound right-turn lane with at least 125 feet of storage.

- **Site Accesses**

- Remove miscellaneous vegetation and shrubbery, and potential obstructions along Joplin Road as necessary to obtain and maintain adequate intersection sight distance.
- Site access should match the existing grade of Joplin Road at the intersection and back at least one car length.
- All access points for the development should be approved given the safety considerations, site operations, and circulation needs of the development, and consistency with the intent of the ACHD access management policy as described in the Site Access Evaluation section of this report.

MITIGATION TIMING & THRESHOLD EVALUATION

For each of the mitigations identified, the number of site development units and approximate year of need for the mitigation was evaluated. It should be noted that most mitigations are needed to address total conditions, so the site development may only trigger the need for the mitigation earlier. Table A shows the recommended mitigations and thresholds.

H. **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), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPMC, or ACHD requirements . The applicant's engineer should provide documentation of 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, ISPMC 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.

I. 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.

Request for Appeal of Staff Decision

To request an appeal of a staff level decision, see District policy 7101.6.7 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>

Request for Reconsideration of Commission Action

To request reconsideration of a Commission Action, see District policy 1006.11 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>