

CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: City of Star Planning Department Shu 1. Much

MEETING DATE: March 7, 2023 – PUBLIC HEARING FILE(S) #: AZ-22-10 Annexation and Zoning

DA-22-11 Development Agreement

PP-22-15 Preliminary Plat for Naismith Commons Subdivision

OWNER/APPLICANT/REPRESENTATIVE

Applicant/Representative:

Wendy Shrief J-U-B Engineers 2760 W. Excursion Lane, Ste. 400

Meridian, Idaho 83642

Property Owner:

Beacon Crossing, LLC 839 S. Bridgeway Place Eagle, Idaho 83616

REQUEST

Request: The Applicant is seeking approval of an Annexation and Zoning (R-4), a Development Agreement, and Preliminary Plat for a proposed residential subdivision consisting of 208 residential lots and 26 common lots. The property is located at 8895 W. Joplin Road in Star, Idaho, and consists of 52.54 acres with a proposed density of 3.96 dwelling units per acre.

PROPERTY INFORMATION

Property Location: The subject property is generally located near the southeast corner of W.

Joplin Road and N. Can Ada Road. Ada County Parcel No's. S0419314950

& S0419325800.

Surrounding Land Use/Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	Rural Urban Transition	Neighborhood Residential	Vacant/Agricultural Use
	(RUT)		
Proposed	Residential (R-4)	Neighborhood Residential	Single Family Residential
North of site	Rural Urban Transition	Neighborhood Residential	Single Family Residential
	(RUT)		/Agricultural
South of site	Rural Urban Transition	Neighborhood Residential	Single Family Residential
	(RUT)		/Agricultural
East of site	Residential (R-3)/Rural	Neighborhood Residential	Single Family Residential
	Urban Transition (RUT)		(Starpointe Subdivision)
			Jerry Gage Property
West of site	AG (Canyon Co.)	Estate Rural Residential	Vacant/Agricultural Use

Existing Site Characteristics: The property is currently vacant and is in agricultural use.

Irrigation/Drainage District(s):

Boise Project Board of Control
2465 W. Overland Road
Boise, Idaho 83705
Boise-Kuna Irrigation Dist.
129 N. School Avenue
6820 W. Joplin Road
Kuna, Idaho 83634
Meridian, Idaho 83646

Flood Zone: This property is not currently located in Special Flood Hazzard Zone.

FEMA FIRM Panel Number: 16001C0120J

Effective Date: 6/19/2020

Special On-Site Features:

- Areas of Critical Environmental Concern No known areas.
- Evidence of Erosion No evidence.
- ◆ Fish Habitat No.
- ◆ Floodplain No.
- ♠ Mature Trees None.
- ♣ Riparian Vegetation No.
- Steep Slopes No.
- Stream/Creek None.
- O Unique Animal Life No unique animal life has been identified.
- O Unique Plant Life No unique plant life has been identified.
- Unstable Soils No known issues.
- Historical Assets No historical assets have been observed.
- **②** Wildlife Habitat No known sensitive wildlife habitat observed.

APPLICATION REQUIREMENTS

Pre-Application Meeting Held September 9, 2021 Neighborhood Meeting Held March 17, 2022 **Application Submitted & Fees Paid** August 19, 2022 Application Accepted September 7, 2022 Residents within 300' Notified February 16, 2023 **Agencies Notified** September 7, 2022 Legal Notice Published February 19, 2023 **Property Posted** February 24, 2023

HISTORY

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

CODE DEFINITIONS / COMPREHENSIVE PLAN

UNIFIED DEVELOPMENT CODE:

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

- B. Standards:
- 1. The subject property shall meet the minimum dimensional standards of the proper district.
- 2. The city may 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 and concept plan shall be required for any rezone to a mixed-use zone, high density zone or land which includes steep slope (land over 25%) or floodway.
- 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 ninety (90) days of the meeting at which the development agreement is approved by the city council. 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.
- 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.

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

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.

<u>DA DEVELOPMENT AGREEMENT</u>: 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.

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ZONING DISTRICT USES	A	R-R	R
Accessory structure	А	А	А
Dwelling:			
Multi-family 1	N	N	С
Secondary 1	А	А	А
Single-family attached	N	N	С
Single-family detached	Р	Р	P
Two-family duplex	N	N	Р

8-3A-3: USES WITHIN ZONING DISTRICTS

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

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

Zoning District	Maximum Height	Minimum Yard Setbacks Note Conditions			
	Note Conditions	Front (1)	Rear	Interior Side	Street Side
R-4	35'	15' to living area 20' to garage face	15'	7.5' (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 overhang onto the sidewalk.
- 2. Zero-Lot-Line 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 as part of a Planned Unit Development.

- 3. All setbacks in the CBD, C-1. C-2, LO, IL, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone.
- 4. As approved by the Fire District.

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 gross land area of the development. Ten percent (10%) of that area shall be usable open space.
- 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 less than 1 dwelling units per acre may request a reduction in total required open space and amenities to the Council. Developments with a density of less than 2 dwelling units per acre may request a 50% reduction in total required open space to the Council.
- 5. For multi-family developments, see Section 8-5-20 for additional standards.
- B. Qualified Open Space: The following may qualify to meet the common 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;
- c. Ponds or water features where active fishing, paddle boarding or other activities are provided (50% qualifies towards total required open space, must be accessible by all residents to qualify.) ponds must be aerated;
- d. A plaza.
- 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.
- 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.
- b. Children's play structures.
- c. Sports courts.
- d. Additional open space in excess of 5% 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.
- q. 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;

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

8-6B-2: SUBDIVISION DESIGN AND IMPROVEMENT STANDARDS

- D. Common Driveways:
- 1. <u>Maximum Dwelling Units Served: Common driveways shall serve a maximum of two (2)</u> dwelling units and shall be approved by the Fire District.
- 2. For commercial or other non-residential uses, common driveways serving multiple structures and/or properties shall meet the requirements of the Fire District.
- 3. Width Standards: Common driveways shall be a minimum of twenty-eight feet (28') in width.
- 4. Maximum Length: Common driveways shall be a maximum of one hundred fifty feet (150') in length or less, unless otherwise approved by the fire district.
- 5. Improvement Standards: Common driveways shall be paved with a surface capable of supporting emergency services vehicles and equipment.
- 6. Abutting Properties: Unless limited by significant geographical features, all properties that abut a common driveway shall take access from the driveway.
- 7. Turning Radius: Common driveways shall be straight or provide a twenty-eight foot (28') inside and fifty foot (50') outside turning radius.
- 8. Depictions: For any plats using a common driveway, the setbacks, building envelope, and orientation of the lots and structures shall be shown on the preliminary and/or final plat.
- 9. Easement: A perpetual ingress/egress easement shall be filed with the county recorder, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment.

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Neighborhood Residential

Suitable primarily for single family residential use. Densities in the majority of this land use area are to range from 3.01 units per acre to 5 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 one acre and larger where those existing larger lots are not likely to be subdivided in the future.

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:

- 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 Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.

B. Low densities within the 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.

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- 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.

18.4 Implementation Policies:

F. 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

PROJECT OVERVIEW

ANNEXATION & ZONING:

The applicant is requesting approval of an annexation and zoning application with a zoning designation of Residential (R-4-DA) on 52.54 acres. This zoning district would allow for a maximum residential density of 4 dwelling units per acre. The property is located in an area that will be serviceable with central sewer and water provided by Star Sewer and Water District in the near future. The property will be accessed by a public road and all roads in the development will be public. The zoning request includes a development agreement that will address future density and development standards.

PRELIMINARY PLAT:

The Preliminary Plat submitted contains 208 single family residential lots and 23 common area lots, 3 of which are shared driveways, on 52.54 acres with a proposed density of 3.96 dwelling units per acre. The lots will have access and frontage from public streets. Lots will range in size from 6,550 square feet to 8,883 square feet with the average buildable lot being 6,827 square feet. Lot 1, Block 13 on the east side of the eastern collector road appears to be a lot providing for an existing barn or accessory building. Staff will require additional detail from the applicant on how the structure located on this lot is intended to be used as an accessory use, and how it will meet required setbacks.

The submitted preliminary plat is showing all local roads with a 50-foot wide right of way with paved streets measuring 36 feet from back of curb to back of curb. Primary access for the development will be on W. Tybee Street from N. Can Ada Road. The development will also have access to W. Joplin Road on the north of the development from N. Sellwood Avenue. A north/south collector roadway is proposed along the entire eastern boundary of the development, per ACHD requirements. This collector street will stub to the south for future access and circulation for the area. The Applicant is also proposing a stub street near the northwest corner of the property. Staff suggests that this road be moved north and placed between lots 5 & 6 of Block 11 on the preliminary plat.

The submitted preliminary plat is showing the three shared drives as 28-feet wide with a ribbon curb. While all shared drives must be approved by the Fire Department, this width satisfies the Unified Development Code requirements. The Applicant is proposing the entry to the development to have a 61-foot right of way with an 8-foot wide median, separating 21 feet wide travel lanes from back of curb to back of curb. Sidewalks will need to be detached with a minimum 6-foot-wide landscape strip.

The submitted preliminary plat shows the road improvement along Can Ada to have a 5-footwide sidewalk. N. Can Ada Road is classified as a Collector and the Unified Development Code, Section 8-4A-17 requires all sidewalks along Collector roads to be detached with a 7-foot-wide sidewalk. The applicant is proposing 13 feet of barrow ditch between the road and sidewalk for drainage, this satisfies the code. Landscaping and street trees will need to be planted on the subdivision side of the proposed sidewalk within the common lot. The proposed W. Joplin Road Section shows a 5-foot-wide detached sidewalk with an 8-foot-wide parkway planter strip. Joplin Road is classified as a Collector and the sidewalk will need to be 7 feet wide. Sidewalks within the development on the local streets are proposed to be attached with a 5-foot wide, concrete sidewalk. Code requires all sidewalks to be detached with a minimum 6-foot-wide landscape strip. Street names must be obtained by the Ada County Street Naming Committee prior to signature of the final plat. The applicant is proposing 8.08 acres (15.4%) of open space which satisfies the Unified Development Code. The Applicant states that 7.69 acres (14.6%) of the open space is usable, however the submitted plans do not detail the space or amenities. This will need to be detailed and approved by Staff prior to final plat approval.

The Unified Development Code, Section 8-4E-2 requires a development of this size to have a minimum of 5 site amenities. The applicant has not provided any details on amenities. Details on the types of amenities shall be provided to Council at the public hearing and a revised landscape plan will be required, calling out location and type of amenity before the final plat can be signed.

ADDITIONAL DEVELOPMENT FEATURES:

Sidewalks

Internal sidewalks are proposed at five-foot (5') widths and to be attached throughout the development. Section 8-4A-17 of the Unified Development Code requires sidewalks along local streets to be five-foot (5') wide, detached with a six-foot wide (6') parkway planter strip on both sides of roadway. Applicant will need to provide updated site plan showing this requirement has been met. Sidewalks along N. Can Ada Road and W. Joplin Road need to be seven-foot wide (7') and the applicant is showing 5 feet. This will also need to be updated on the revised site plan.

Lighting

Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has submitted a proposed streetlight plan. All proposed light locations satisfy City code. Applicant has provided a streetlight plan that meets City code for the location of the proposed streetlights. The applicant has provided the city pictures of the streetlights they are proposing in the development. These lights meet the style and intent of the city code. Staff recommends one streetlight be added at the intersection of W. Quoddy Way and N. Highbrook Avenue.

Street Names

Applicant has not provided documentation from Ada County that the street names are acceptable and have been approved. This will be required at final plat

• Subdivision Name

Applicant has provided a letter from Ada County that the subdivision name has been approved and reserved for this development. The subdivision name approved shall match the final plat prior to signatures on the mylar.

- Landscaping As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. The submitted landscape plan does not satisfy these requirements for open space and street trees. The Applicant shall submit a revised landscape plan showing the correct number of trees in the open space. With detached sidewalks, all street trees should be shown on the plan. If street trees are to be planned by the builder, the Certificate of Occupancy may be withheld pending confirmation that the correct number and species of tree(s) have been planted.
- <u>Setbacks</u> The applicant is not requesting a setback waiver and will follow the setbacks for the R-4 zone identified in this report.
- <u>Block lengths</u> All blocks shall meet the 750' block length requirement. **The Applicant is** showing Blocks 1 & 7 exceeding the maximum requirement. <u>These road lengths</u> will require waiver approval from Council or traffic calming measures.
- <u>Mailbox Cluster</u> **Applicant has not provided documentation from the Postmaster** depicting the approved location for the mailbox cluster. This will be required prior

to signing the final plat.

- <u>Phasing</u> The applicant has provided a phasing plan for the development to build out in 5 phases.
- <u>Common Driveways –</u> The preliminary plat indicates three locations that contain common driveways, each serving two lots. The Star Fire District must approve the use of common driveways. <u>If not approved, the applicant shall submit a revised preliminary plat showing the removal of the common driveways.</u>
- <u>ITD Proportionate Shares and Police and Fire District Mitigation Fees</u> In an effort to have growth pay for growth, Proportionate Shares for ITD and Mitigation Fees for Police and Fire protection will be required for all new homes constructed within this development. This is in addition to current ACHD, Parks and Fire Impact Fees being paid.
- <u>Spite Strip</u> Section 8-3A-3 paragraph F of the Unified Development Code states that Spite strips, common lots, unreasonable development phasing, or other means of any type purposely or unintentional that may result in the blocking of services or development, including but not limited to sewer, water, streets, or utilities are prohibited in any zoning district within the City of Star. The submitted preliminary plat appears to have a spite strip on Lot 5 of Block 2. <u>The plat shall be modified to remove this strip prior to final plat approval.</u>
- <u>South of the River Planning Area –</u> The application submitted meets the intent of the South of the River Planning Area and associated Vision Map. The plan calls out this area as Neighborhood Residential.

DEVELOPMENT AGREEMENT

Through the Development Agreement process, the applicant is proposing to work with the City 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 include the following:

- Density;
- ITD Proportionate Share Fees;
- Emergency Access;
- Mitigation Fees;
- Block Length Waiver;
- Common Driveways;
- Detached Sidewalks;
- Lot 1, Block 13 Barn

- Stub Street to the west;
- Amenities
- Spite Strip Lot

AGENCY RESPONSES

ITD October 5, 2022

Star Fire District Pending

ACHD November 1, 2022

City Engineer Pending

CHD4 October 6, 2022 COMPASS September 28, 2022

PUBLIC RESPONSES

No comments from the public have ben received.

STAFF RECOMMENDATION

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 including the preliminary plat, **as conditioned** meets the requirements, standards and intent for development as they relate to the Comprehensive Plan and Unified Development Code. The proposed density of 3.96 dwelling unit per acre is within the range of 3-5 dwelling units per acre allowed in the Neighborhood Residential Comprehensive Plan Future Land Use Map and the South of the River Area Plan. Staff is supportive of proposed diversity in lot sizes, housing sizes and density that the (R-4) zoning designation will provide.

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 zoning.

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 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.

PRELIMINARY PLAT FINDINGS:

1. The plat is in compliance with the Comprehensive Plan.

The City must find that this Plat follows designations, spirit and intent of the Comprehensive Plan regarding residential development and meets several of the objectives of the Comprehensive Plan such as:

- 1. Designing development projects that minimize impacts on existing adjacent properties, and
- 2. Managing urban sprawl to protect outlying rural areas.
- 2. Public Services are available or can be made available and are adequate to accommodate the proposed development.

The City must find that Agencies having jurisdiction on this parcel were notified of this action, and that it has not received notice that public services are not available or cannot be made available for this development.

- 3. There is public financial capability of supporting services for the proposed development; The City must find that they have not been notified of any deficiencies in public financial capabilities to support this development.
- 4. The development will not be detrimental to the public health, safety or general welfare; The City must find that it has not been presented with any facts stating this Preliminary Plat will be materially detrimental to the public health, safety and welfare. Residential uses are a permitted use.
- 5. The development preserves significant natural, scenic or historic features;

 The City must find that there are no known natural, scenic, or historic features that have been identified within this Preliminary Plat.

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.

CONDITIONS OF APPROVAL

 The approved Preliminary Plat for the Naismith Commons Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.

- 2. An additional streetlight shall be added at the intersection of W. Quoddy Way and N. Highbrook Avenue.
- 3. Applicant shall work with City Staff on the uses for Lot 1, Block 13 and how this will be platted, maintained and will meet the UDC.
- 4. The stub street in the northwest corner of the property shall be moved north and placed between Lots 5 & 6 of Block 12 on the preliminary plat.
- 5. The development shall provide a total of 5 amenities. The applicant shall provide staff with details on the required number of amenities for the development, including amenity specifics and location.
- 6. The Applicant shall provide a revised preliminary plat that shows the correct sidewalk widths, detached sidewalks and planter strips in the development and along N. Can Ada Road, W. Joplin Road and the internal, local streets meeting the requirements of the UDC. This shall be required prior to final plat approval.
- 7. If the common driveways are not approved, the applicant shall submit a revised preliminary plat showing the removal of the common driveways.
- 8. The Applicant shall submit a revised preliminary plat removing the spite strip on Lot 5 of Block 2 prior to final plat approval.
- 9. The applicant shall enter into a Development Agreement with the City, agreeing to proportionate share assessment by ITD regarding impacts to the State Highway System. These fees are currently being calculated at \$1,000.00 per residential lot. These fees will be collected by the City of Star, by phase, prior to final plat signature. The development agreement shall be signed and recorded as part of the ordinance for annexation and zoning and shall contain the details of the fees to be collected.
- 10. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision. Streetlights shall be continuous throughout the subdivision and shall be maintained by the Homeowners Association. **Streetlights shall be installed and energized prior to issuing of building permits.** Design shall follow Code with requirements for light trespass and "Dark Skies" lighting. **Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative.**
- 11. The property with the approved Preliminary Plat shall be satisfactorily weed abated, preventing a public nuisance, per Star City Code.
- 12. The property associated with this approved Final Plat, in addition to the property of all future phases shall be properly maintained throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily.
- 13. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
- 14. Street trees shall be installed per Chapter 8, Section 8-8C-2-M(2) Street Trees.

 Applicant shall provide locations for the local street trees at the time of final plat. If driveway locations will not be determined until sale of the lot, Applicant agrees to not receive the Certificate of Occupancy until street trees are confirmed in place. The

applicant shall provide a revised landscape plan showing all the required trees and amenity details.

- 15. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
- 16. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
- 17. A copy of the CC&R's shall be submitted to the City of Star at Final Plat.
- 18. A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service. Mailbox cluster locations shall be determined and located based on the Postmaster.
- 19. A form signed by the Star Sewer & Water District shall be submitted to the City prior to the signature of the Final Plat stating that all conditions of the District have been met, including annexation into the District.
- 20. Prior to signing the final plat, Applicant shall provide approval from Ada County for all street names, and they should be accurately reflected on the plat.
- 21. Prior to signing the final plat, the development name shall be accurately reflected on the mylar and be consistent with the approval from Ada County.
- 22. A plat note shall state that development standards for residential development shall comply with the effective building and zoning requirements at time of building permit issuance, unless amended in the Development Agreement or CUP conditions.
- 23. Development standards for single family residential units shall comply with effective building and zoning requirements at time of building permit issuance, or as approved through the Development Agreement or as stated herein.
- 24. All common areas shall be owned and maintained by the Homeowners Association.
- 25. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). Sign shall be approved by the City prior to start of construction.
- 26. A sign application is required for any subdivision signs.
- 27. Owner/Developer will agree to install a 2" (High Density Polyethylene) HDPE SDR-11 roll pipe in the shared utility trench to be used for future fiber optic and/or copper telecommunication cables.
- 28. Any additional Condition of Approval as required by Staff and City Council.

COU	NCIL DECISION
The Star City Council	File Number AZ-22-10/DA-22-11/PP-22-15 for
Naismith Commons Subdivision on	, 2023.

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

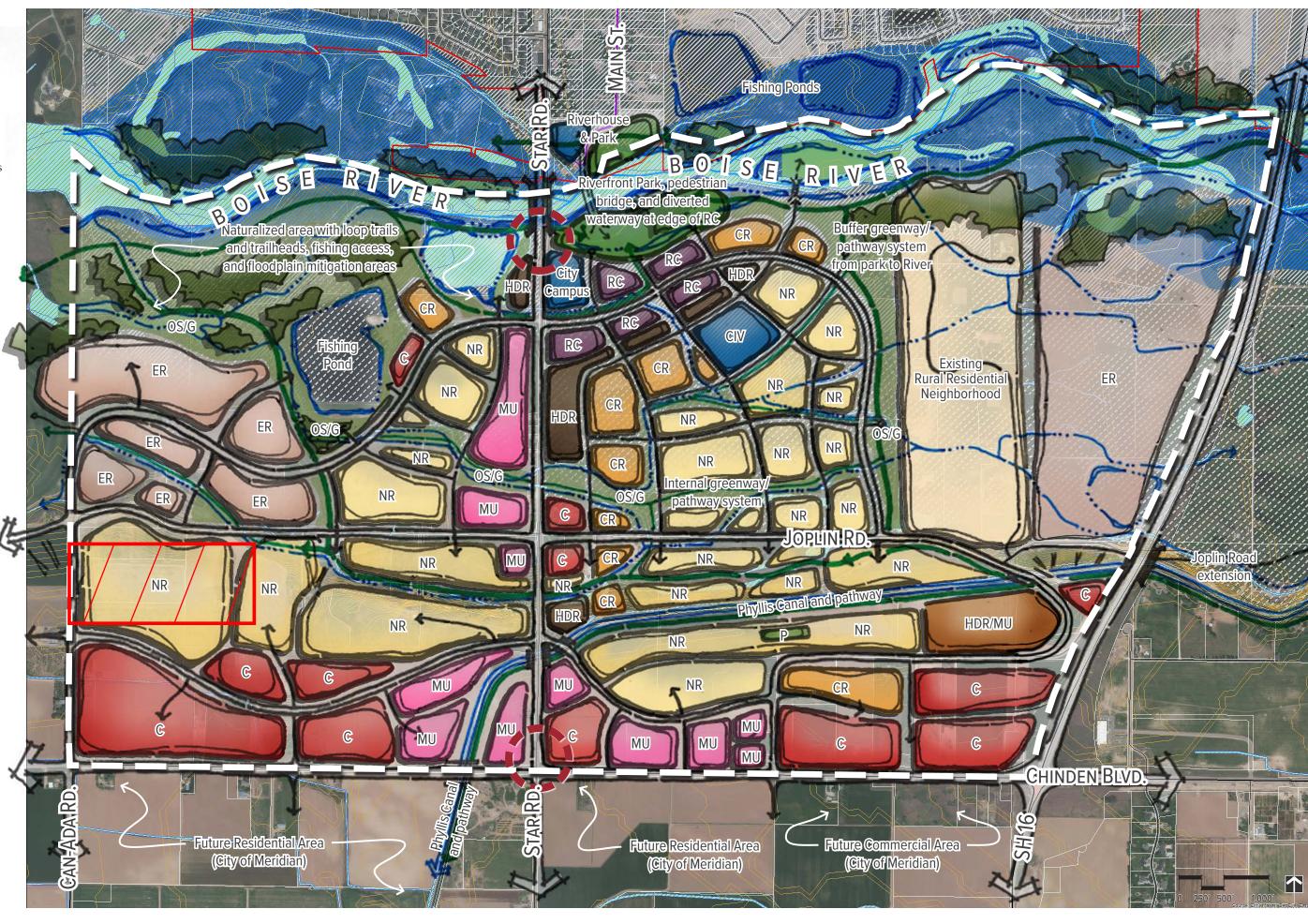
C: Commercial
P: Parks

CIV: Civic (School, City Facility)

OS/G: Open Space/

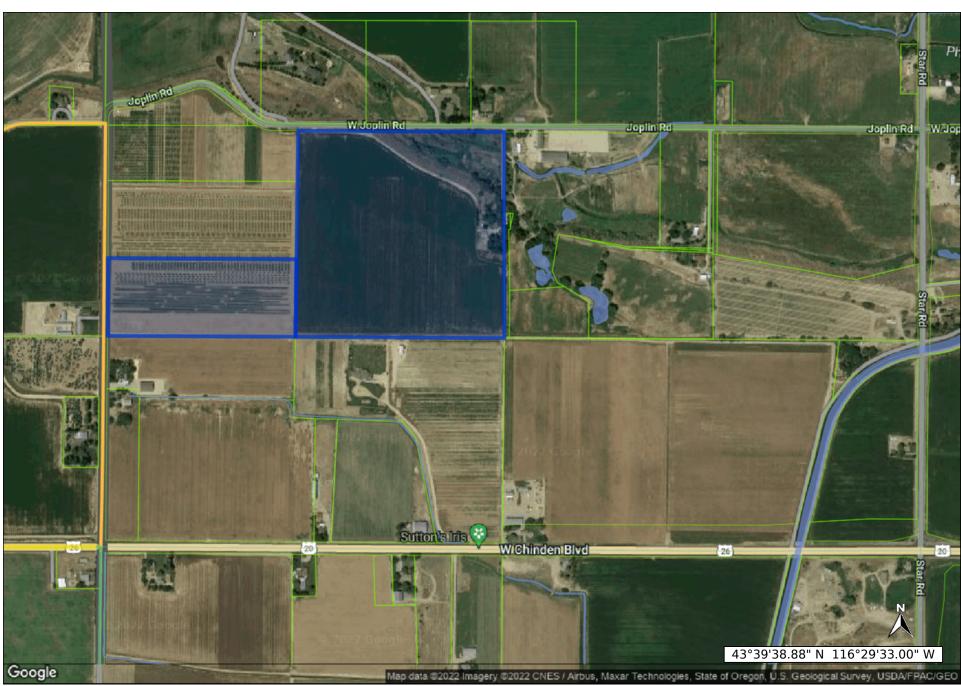
Greenway Gateway

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.





Vicinity Map





May 17, 2022

City of Star Planning and Zoning 10769 W. State Street Star, ID 83669

Re: Naismith Commons Subdivision | Annexation Rezone & Preliminary Plat Applications

Dear Staff and Council:

We are pleased to submit the enclosed applications associated with the Preliminary Plat for Naismith Commons Subdivision. JUB Engineering is representing the owner/developer, Beacon Crossing LLC, for this application.

Project Background

Naismith Commons Subdivision is a 52.54-acre single-family residential development located west of N. Can Ada Road and south of W. Joplin Road. The following applications will allow for an R-4 residential development consisting of 208 residential lots, 23 common lots, and three shared driveway lots. The average lot size will be 6,827 Sq.Sf., with the smallest lot being 6,550 Sq.Sf. The residential gross density is 3.96 DU/AC. The percentage of open space is 15.4 or 8.08 acres. Currently, the subject parcel is located in Ada County with an RUT zoning designation. Naismith Commons Subdivision will be developed in one phase.



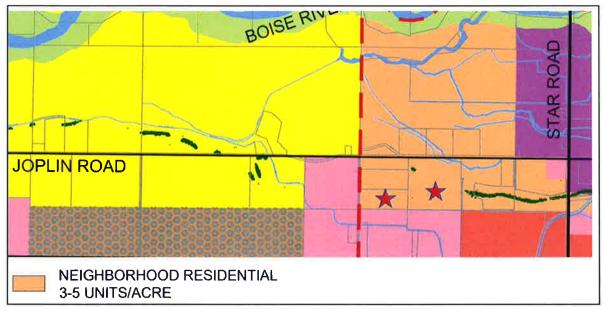
Vicinity Map, properties highlighted in blue



J.U.B ENGINEERS, INC.

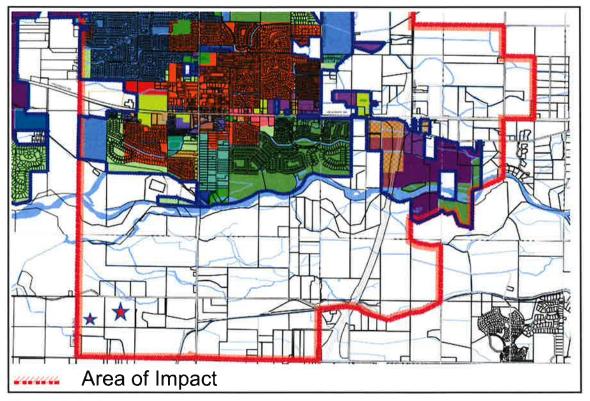
Comprehensive Plan & Zoning Map:

Both parcels have a Comprehensive Plan Land Use Map Designation of Neighborhood Residential which allows 3.01 to 5 units per acre, encouraging urban style development densities to limit urban sprawl, which is outlined in the City of Star's Comprehensive Plan. The proposed development is in conformance with the Comprehensive Plan and Land Use Map.



Comprehensive Plan Land Use Map

Both parcels are located within the City of Star's Area of Impact.



City of Star Zoning Map



Public facilities and services will be provided by the following agencies:

Sewer: Star Sewer and Water Water: Star Sewer and Water

Irrigation: Pioneer Irrigation District

Electric: Idaho Power

Fire: Middleton & Star Fire Districts
Schools: School District No. 2

Highway District: Ada County Highway District

Streets:

At full build out there will be two points of access to the development, W. Jopin Road and N. Can Ada Road. Public streets will be constructed to provide internal access throughout the development. The roadways will be designed to discourage through traffic between W. Jopin Road and N. Can Ada Road. Please refer to the preliminary plat for design details.

Flood Zone:

The two parcels are located in flood Zone X with a FEMA FIRM panel number 16001C0120J, effective date 06/19/2020. There are no special on-site features that will require inhanced mitigation or protection.

Design Concept:

Naismith Commons Subdivision will provide the City of Star with various upscale housing types that will encourage future quality development. The overall density and variety of lot sizes will also be consistent with the Comprehensive Plan and zoing requirements. The preliminary plat submitted shows the location of anticipated uses, but the specific home size, location, and orientation will be finalized as part of the final plat approval.

Landscaping and Amenities:

Naismith Commons Subdivision will be beatifuly landscaped with trees and other plant material. Block 7 Lot 1 will be naturescape and covered in a native dryland seed mix. A majority of the existing trees on this lot will remain.

Applications

As discussed during the pre-application meeting with city staff, the required applications include a Annexation and Rezone Application and a Preliminary Plat Application.

Preliminary Plat:

The proposed preliminary plat consists of 234 residential lots, 23 common lots, and three common shared driveway lots. The average lot size will be 6,827 Sq.Sf., with the smallest lot being 6,550 Sq.Sf. The residential gross density is 3.96 DU/AC. The percentage of open space is 15.4 or 8.08 acres.

Annexation & Rezone Application:

The applicant proposes annexation of approximately 52.54 acres currently zoned RUT in Ada County. We are requesting R-4 Residential zoning. The property is located within the City of Star's Area of Impact and the proposed zoning is compatible with the existing Neighborhood Residential Comprehensive Plan designation.



J.U.B ENGINEERS, INC.

We appreciate the opportunity to present these applications to the Planning and Zoning. As you complete your review, please don't hesitate to let me know if we can provide any additional information to clarify the project's vision. I can be reached via email at wshrief@jub.com or by phone at 208-376-7330

Sincerely,

Wendy Shrief, AICP

J-U-B ENGINEERS, Inc.



ANNEXATION & ZONING - REZONE APPLICATION

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

FILE NO.: Fee Paid: Fee Paid: Processed by: City:
Applicant Information:
PRIMARY CONTACT IS: Applicant X Owner Representative
Applicant Name: Wendy Shrief / JUB Engineers Applicant Address: 2760 W Excursion Ln. Ste 400 Meridian, ID Zip: 83642 Phone: 208-376-7330 Email: wshrief@jub.com
Owner Name: Beacon Crossing, LLC Owner Address: 839 S. Bridgeway Place, Eagle, ID Phone: 208-377-5700 Email: jbottles@markbottles.com
Representative (e.g., architect, engineer, developer): Contact: Wendy Shrief Firm Name: J-U-B Engineers Address: 2760 W Excursion Ln. Meridian, ID Zip: 83642 Phone: 208-376-7330 Email: wshrief@jub.com
Property Information:
Site Address: 8895 W Joplin Rd. Meridian, ID Parcel Number: \$\sumequad 0419314950 & \$\sumequad 041932580 \) Total Acreage of Site: \$\sumequad 052.54 \) Total Acreage of Site in Special Flood Hazard Area: \$\sumequad N/A \) Proposed Zoning Designation of Site: \$\sumequad N/A \)
Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	RUT	RUT	Farm Land
Proposed	R-4	Neighborhood Residential	Single-Family Residentia
North of site	RUT	Neighborhood Residential	Farm Land
South of site	RUT	Mixed Use	Farm Land
East of site	RUT & R-3-DA	Neighborhood Residential	Farm Land
West of site	RUT	Mixed Use	Farm Land

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

Areas of Critical Environmental Concern - None
Evidence of Erosion - None
Fish Habitat - None
Floodplain - None
Mature Trees - None
Riparian Vegetation - None
Steep Slopes - None
Stream/Creek - None
Unique Animal Life - None
Unique Plant Life - None
Unstable Soils - None
Wildlife Habitat - None
Historical Assets - None

Application Requirements:

(Applications are required to contain <u>one</u> 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		Staff	
(√)	Description	(√)	
X	Pre-application meeting with the Planning Department required prior to neighborhood meeting.		
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.)		
X	Completed and signed Annexation & Zoning/Rezone Application		
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.		
X	Narrative fully describing the proposed project (must be signed by applicant)		
	 Legal description of the property to be annexed and/or rezoned: 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. 		
X	Submit word.doc and pdf version with engineer's seal.		
X	Recorded warranty deed for the subject property		

	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.	
X		
Х	One (1) 8½" X 11" copy and electronic copy in pdf. format of vicinity map showing the location of the subject property	
Х	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.	
X	Electronic copy in pdf. format of submitted plat, site or conceptual plan.	
Х	List of name(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	
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.	
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, shall be submitted in original pdf format (no scans for preliminary plat/site plans) on two (2) thumb drives only (no discs) with the files named with project name and plan type.	
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.	
Х	*Applicant agrees to enter into a Development Agreement with this application. Applicant's Signature:	
Х	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval, building permits. Please contact SSWD for details.	

FEE REQUIREMENT:

Applicant/Representative Signature

S/16/22

Date

^{**} 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.



PRELIMINARY PLAT APPLICATION

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

FILE NO.:
Date Application Received: Fee Paid:
Processed by: City:
Applicant Information:
PRIMARY CONTACT IS: Applicant X Owner Representative
Applicant Name:wendy Shrief - J-U-B Engineers, Inc
Applicant Address: 2760 W Excursion Lane, Ste 400 Zip: 83642
Phone: (208) 376-7330 Email: wshriefajub.com
Owner Name: Beacon Crossing, LLC
Owner Address: 839 S Bridgeway Place, Eagle Zip: 83616
Phone: (208) 377-5700 Email: jbottles@markbottles.com
Representative (e.g., architect, engineer, developer):
Contact: <u>Wendy Shrief</u> Firm Name: <u>J-U-B Engineers, Inc</u>
Address: 2760 W Excursion Lane, Ste 400 Zip: 83642
Phone: (208) 376-7330 Email: wshrief@jub.com
TESTILIO TO DELL'AND TO STATE
Property Information:
Subdivision Name: Naismith Commons Subdivision
Site Location: 8895 w Joplin Rd, Meridian
Approved Zoning Designation of Site:
Parcel Number(s):
Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	RUT	Neighborhood Residential	Farm Land
Proposed	R-4	Neighborhood Residential	Single-Family Residential
North of site	RUT	Neighborhood Residential	Farm Land
South of site	RUT	Mixed Use	Farm Land
East of site	RUT &R-3-DA	Neighborhood Residential	Farm Land
West of site	RUT	Mixed Use	Farm Land

SITE DATA:

Break Total / Dwelli Minim	Acreage of Site - 52.54 down of Acreage of Land in Contiguous Ownership - 52.54 Acreage of Site in Special Flood Hazard Area - None ng Units per Gross Acre - 3.90 DU/AC. um Lot Size - 6,000 Sq.Sf. um Lot Width - 60.0
Total i	Number of Lots - 236 Total Number of Units - 205
Resi Com	idential - 205 mercial - N/A Duplex - N/A
Indu	Istrial - N/A Multi-family - N/A Multi-family - N/A
Percer Descri	nt of Site and Total Acreage of Common Area - 15.5 % / 8.13 acres nt of Common Space to be used for drainage - 6.4% ibe Common Space Areas (amenities, landscaping, structures, etc.) - 15.5 ksh Landscaping including trees, bushes and other plant material. Natural open space. sed Dedicated Lots & Acreage (school, parks, etc): N/A
Public	Streets - 16 Private Streets - N/A
	ibe Pedestrian Walkways (location, width, material) - N/A
Descri	ibe Bike Paths (location, width, material) - <u>N/A</u>
Total /	Acreage of Site in Special Flood Hazard Area - N/A A note must be provided on the final plat documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on
	the plat in situations where two or more flood zones intersect over the property or properties being surveyed.
b.	FEMA FIRM panel(s): #160xxxxxxC, 160xxxxxxE, etc.: 16001C0120J FIRM effective date(s): mm/dd/year 06/19/2020 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: 2000 X Base Flood Elevation(s): AE0 ft., etc.: N/A
C.	Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

- d. Please see link for help with FEMA information https://msc.fema.gov/portal/search.
- e. All maps will delineate flood plain lines.

PUBLIC SERVICES (D	escribe what services are available and agency providing service):
Potable Water -	Star Sewer and Water
Irrigation Water-	Pioneer Irrigation District
Sanitary Sewer-	Star Sewer and Water
Fire Protection -	Middleton & Star Fire Districts
SchoolsS	chool District No. 2
Roads - Ada	County Highway District

SPECIAL ON-SITE FEATURES (Yes or No – If yes explain in your narrative):

Areas of Critical Environmental Concern - N/A	Floodplain - N/A
Evidence of Erosion - N/A	Fish Habitat - N/A
Historical Assets - N/A	Mature Trees - N/A
Riparian Vegetation - <u>N/A</u>	Steep Slopes - N/A
Stream/Creek - N/A	Unstable Soils - N/A
Unique Animal Life - <u>N/A</u>	Unique Plant Life - N/A

Application Requirements:

(Applications are required to contain <u>one</u> copy of the following unless otherwise noted. When combining with other applications (Annexation, CUP, etc.) please include one paper copy for all applications)

Applicant		Staff
(<u>√</u>)	Description	(√)
Χ-	Pre-application meeting with Planning Department required prior to neighborhood meeting.	
	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	
X	public review of the proposed project prior to the submittal of an application.)	
χ	Completed and signed Preliminary Plat Application	
	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	
X	fee will apply to all electronic payments.	
X	Narrative explaining the project. (must be signed by applicant)	
X	Legal description of the property (word.doc and pdf version with engineer's seal)	
X	Recorded warranty deed for the subject property	
	If the signature on this application is not the owner of the property, an original notarized	
X	statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application.	
X	Approval of the proposed subdivision name from Ada County Surveyor's office.	
X	One (1) 8½" X 11" copy and electronic copy in pdf. format of vicinity map showing the location of the subject property	
χ	One (1) full-size copy and one (1) 11" X 17" copy of the Preliminary Plat	
Х	Electronic copy in pdf. format of Preliminary Plat	
χ	One (1) full-size copy and one (1) 11" X 17" copy of the landscape plan	
χ	Electronic copy in pdf. format of landscape plan	
X	Electronic copy in pdf. format of preliminary site grading & drainage plans	
Χ	Phasing plan shall be included in the application if the project is to be phased.	

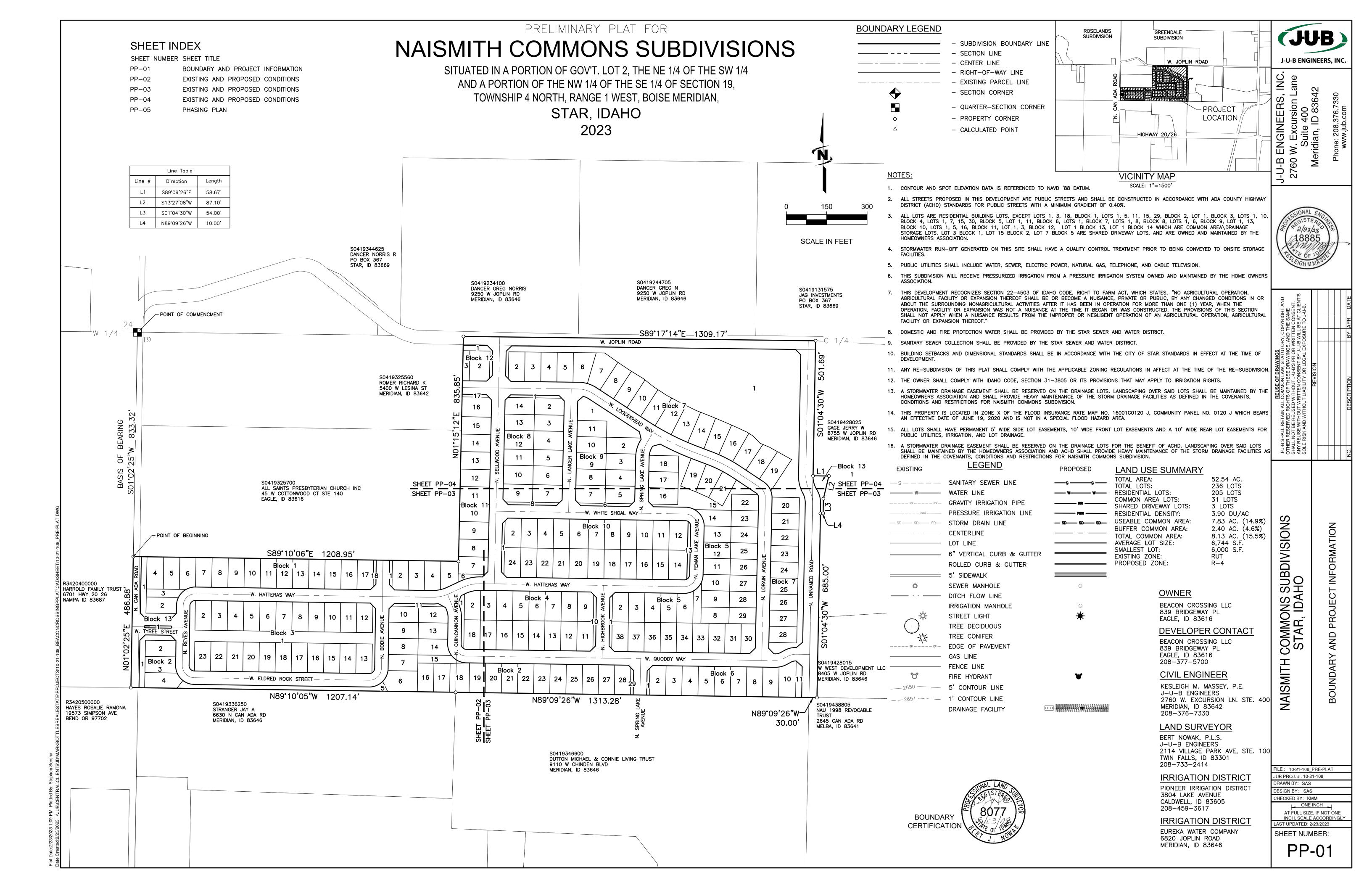
	Letter of authorization from the local Post Office approving mailbox delivery to subdivision	
Χ	including location(s) of mailbox clusters. Locations shall be indicated on Preliminary Plat.	
χ	List of name(s) and addresses of all canal or irrigation ditches within or contiguous to the proposed development.	
٧,	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	
χ	addresses and labels.	
χ	Site report of the highest seasonal groundwater elevation prepared by a registered soils scientist. (If requested by City Engineer)	
χ	Special Flood Information – Must be included on Preliminary Plat and Application form.	
χ	One (1) 8½" X 11" copy and electronic copy in pdf format of streetlight design and location information. Streetlights shall meet all City "Dark Sky" requirements.	
Х	Written confirmation that a traffic impact study is not required and/or has been submitted for review to Ada County Highway District/Canyon Highway District No. 4/Idaho Transportation Department (if applicable).	
X	One (1) copy of the Electronic versions of submitted application including neighborhood meeting information, signed application, narrative, legal description, warranty deed, vicinity map, preliminary plat, landscape plan, preliminary site grading & drainage plans, irrigation district information, streetlight design & location, confirmation of a traffic impact study shall be submitted in original pdf format (no scans for preliminary plat, landscape plans or grading and drainage plans) on a thumb drive only (no discs) with the files named with project name and plan type. We encourage you to also submit a colored version of the preliminary plat and/or landscape plan for presentation purposes prior to City Council.	
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	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval. Please contact SSWD for details.	

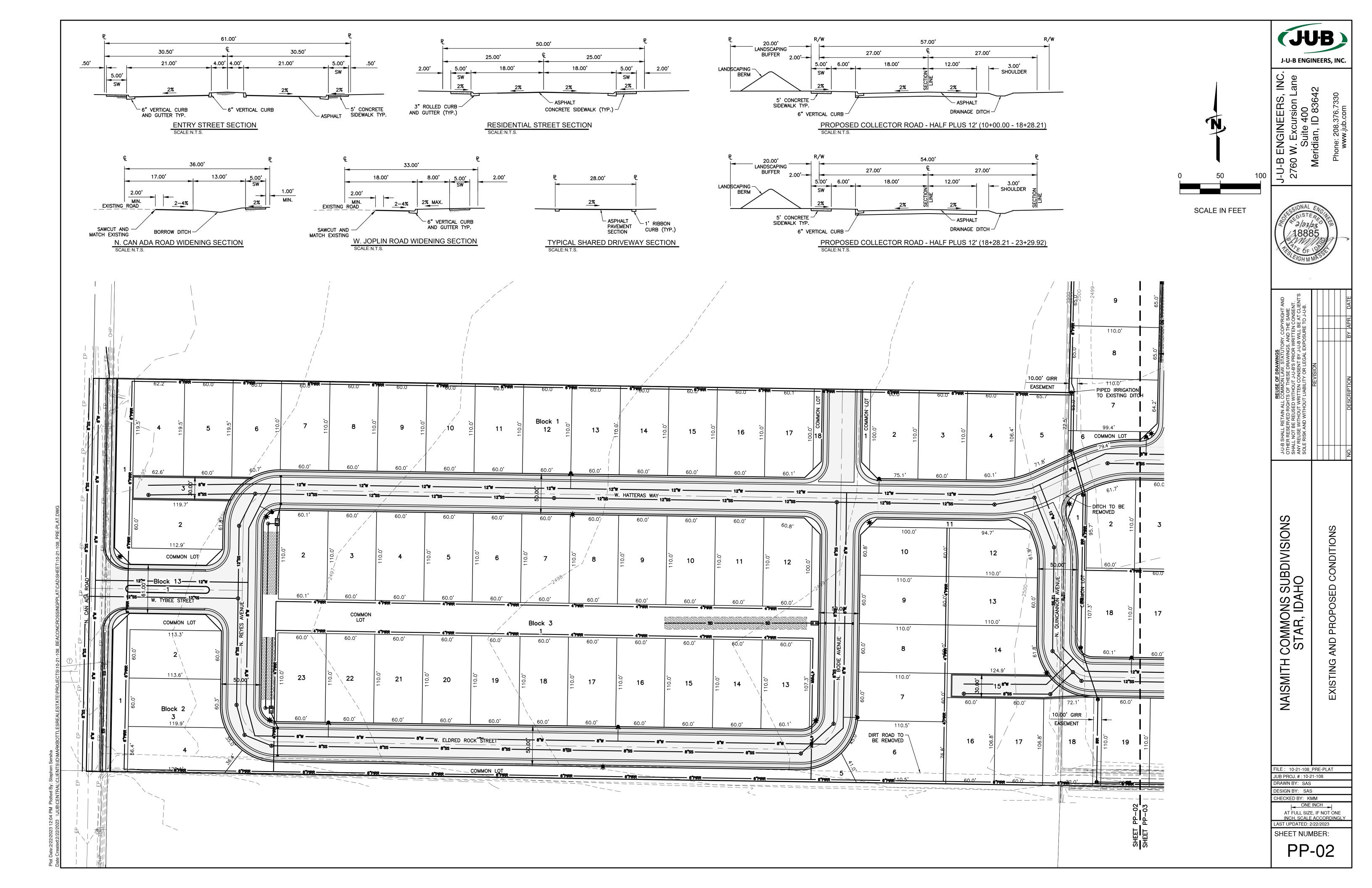
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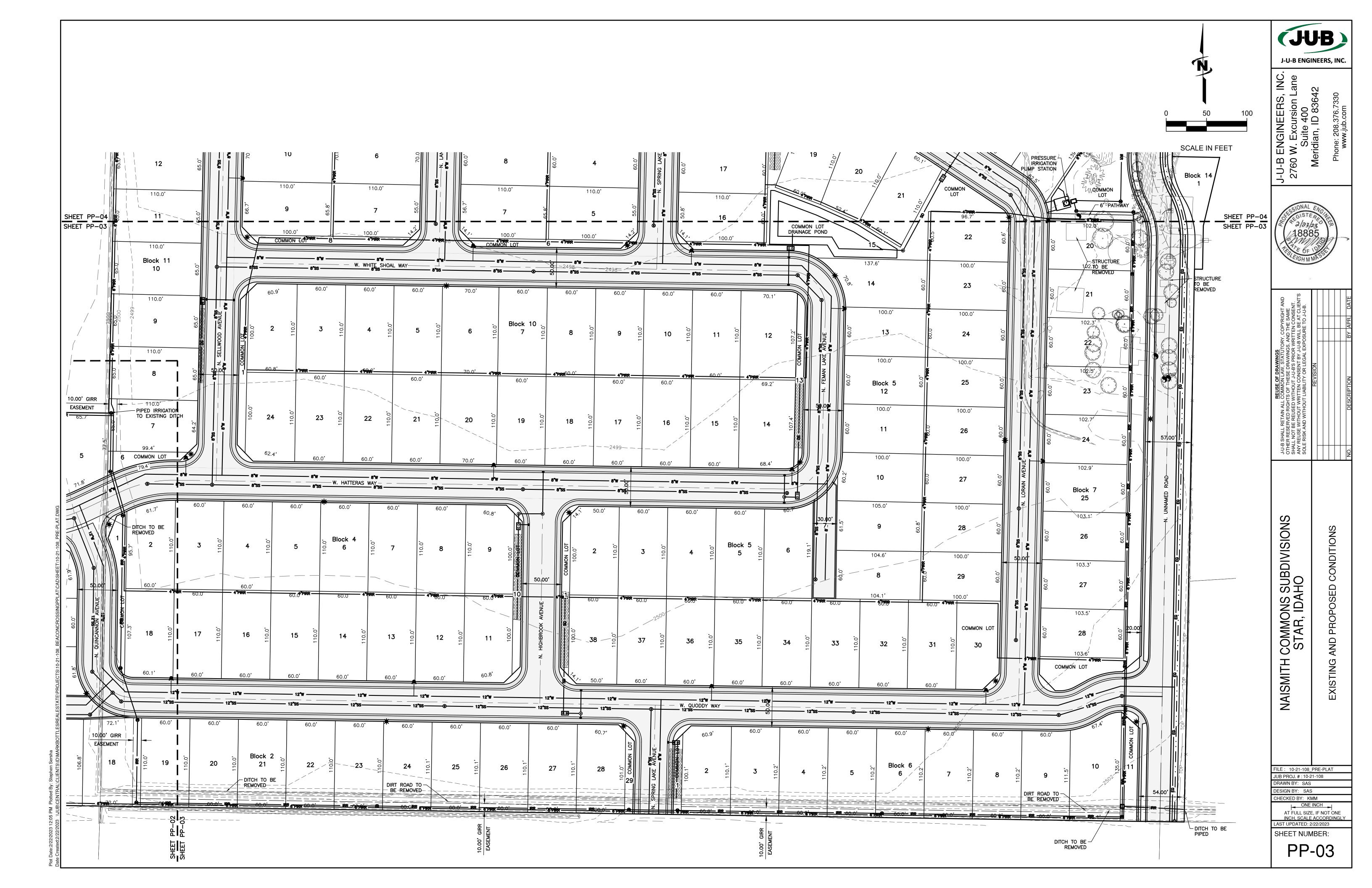
** I have read and understand the above requirements. I further understand fees will be collected at the time of filing an application. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other 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.

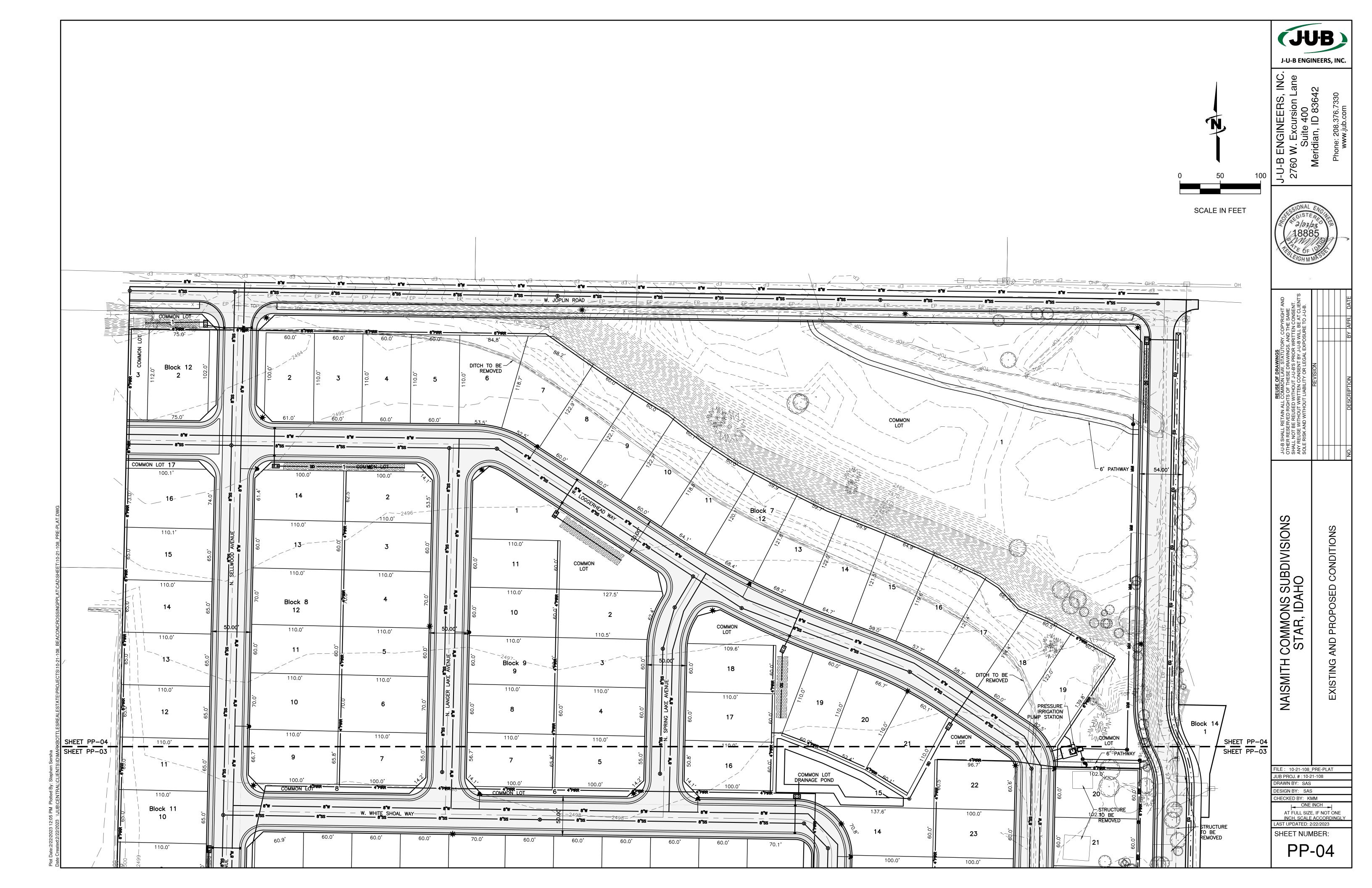
Applicant/Representative Signature

2/23/23 Date Revised

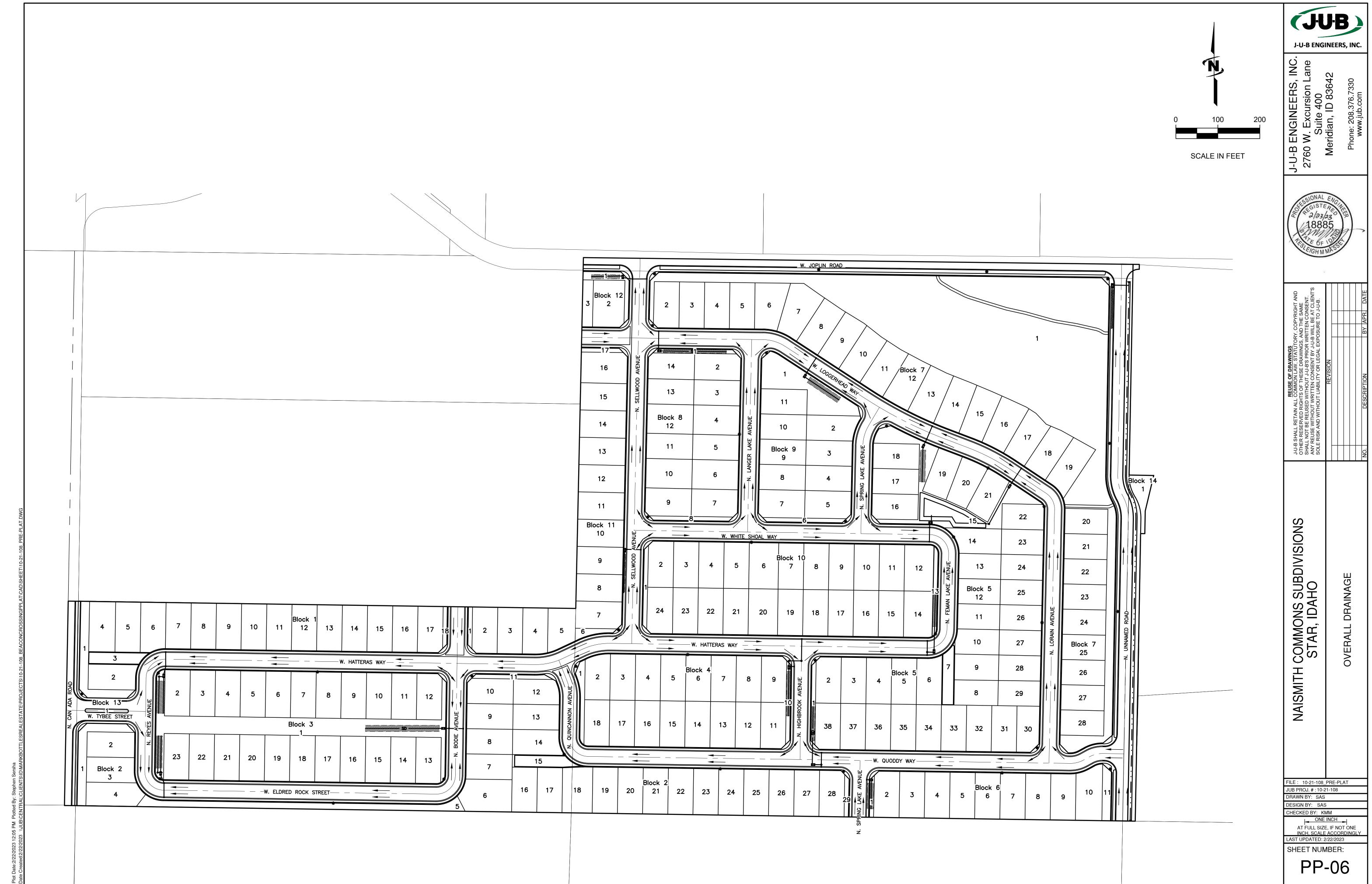


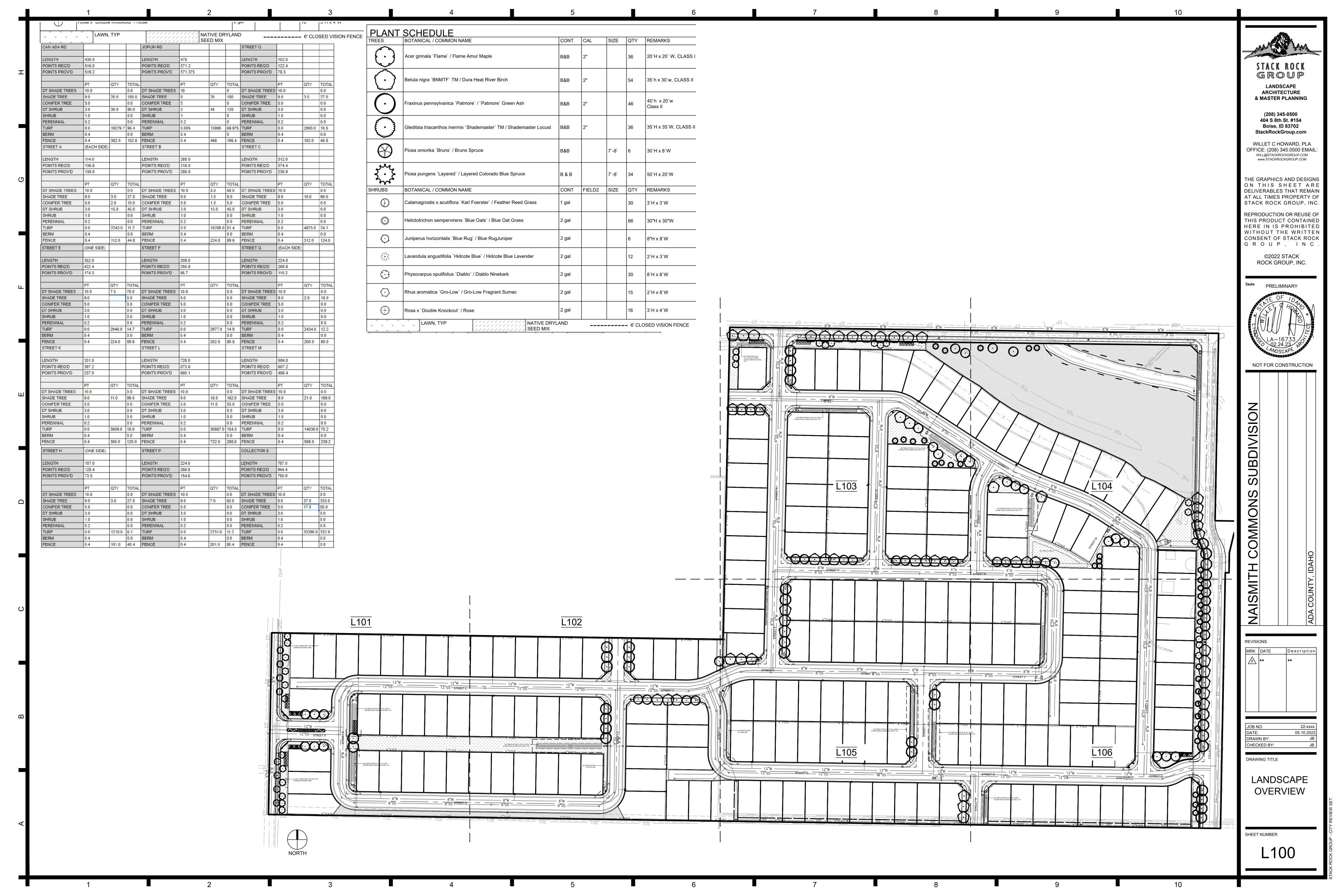


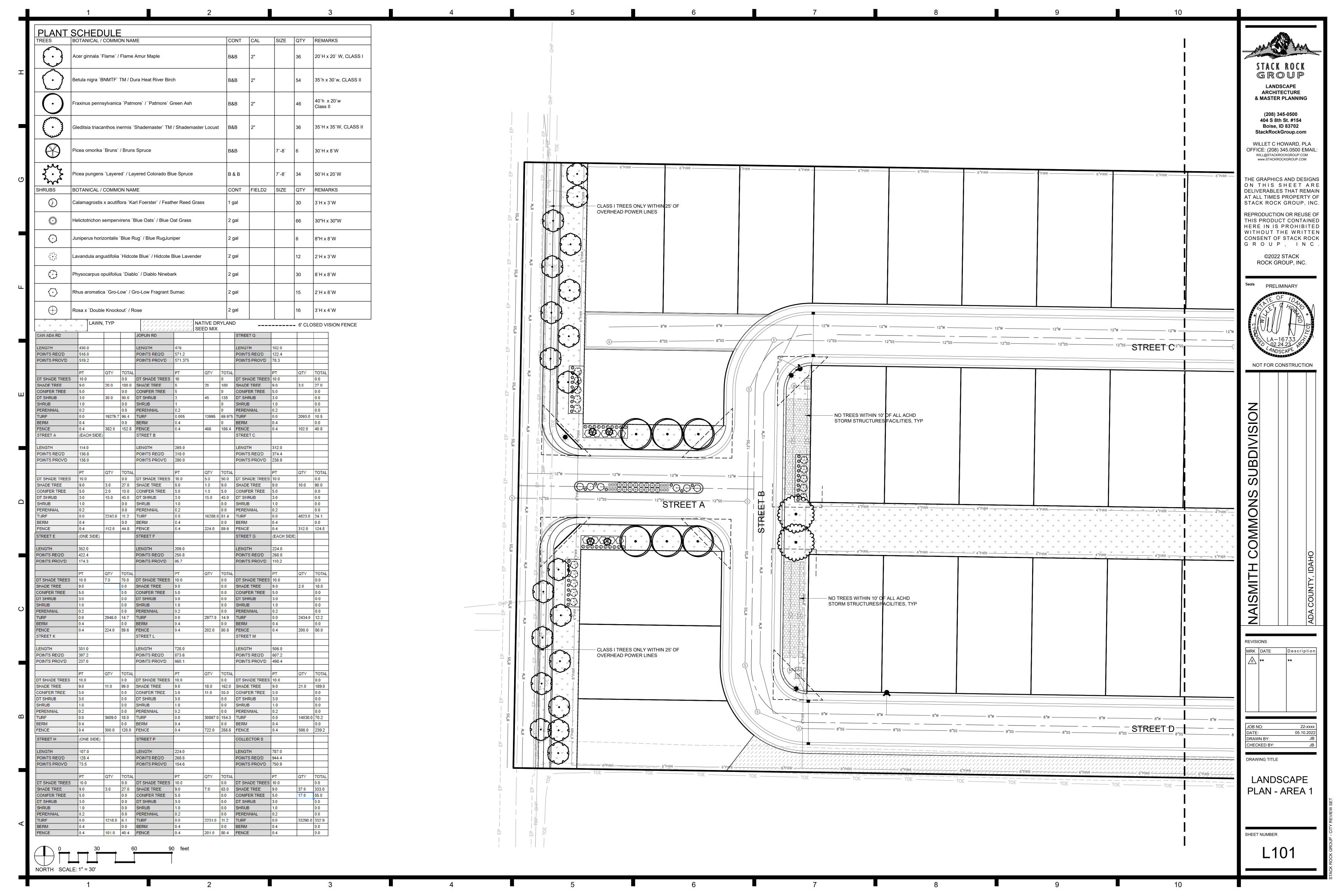


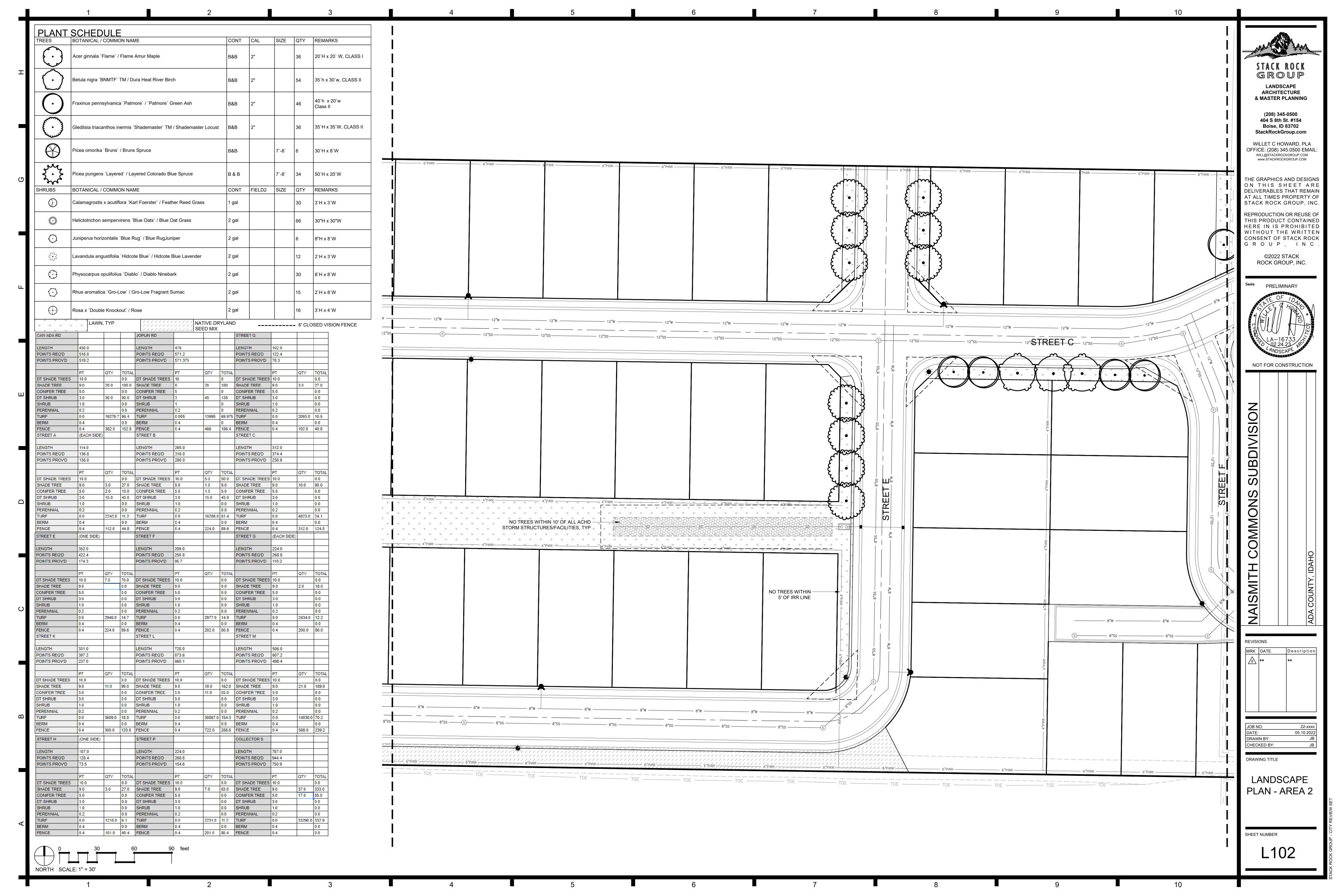


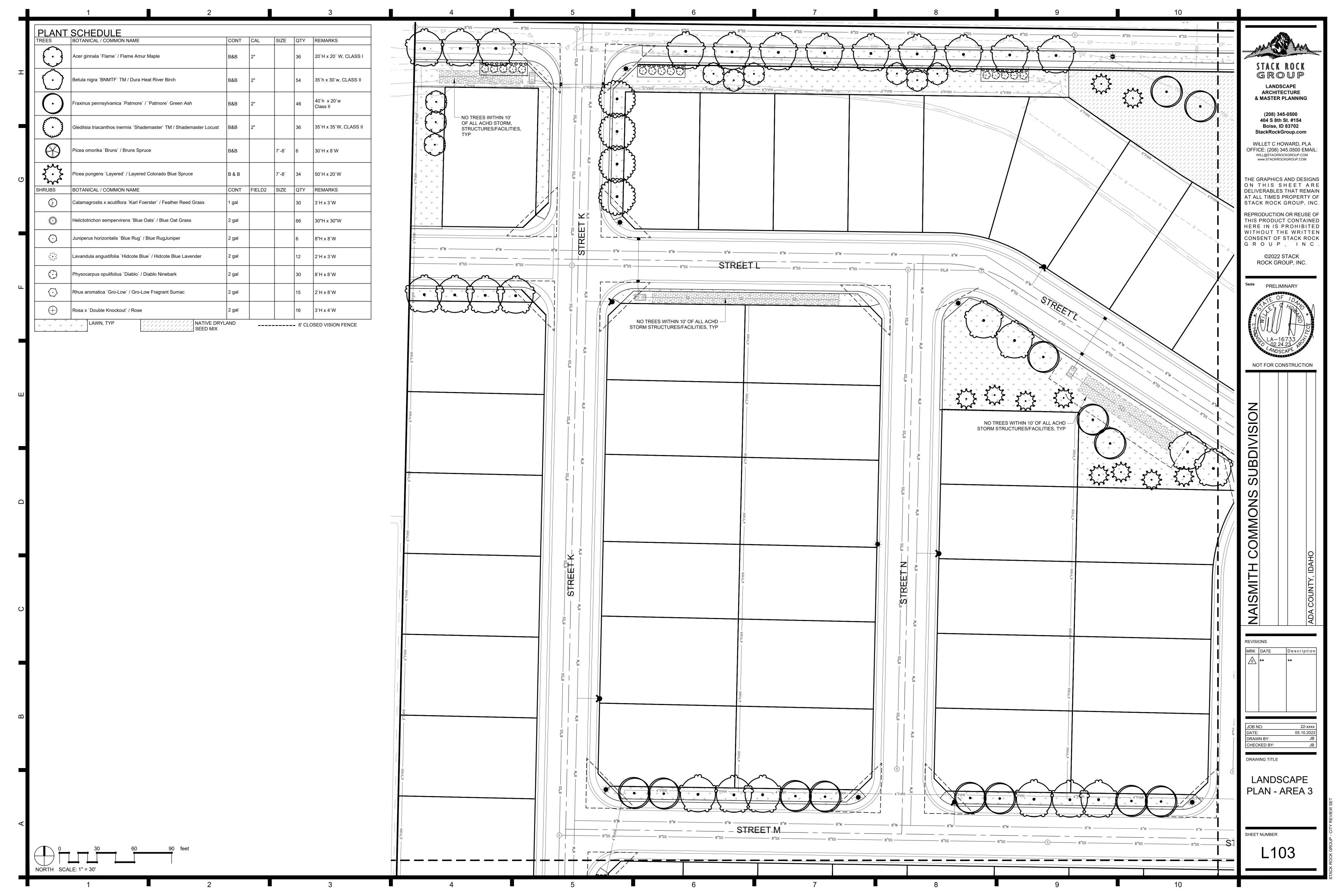


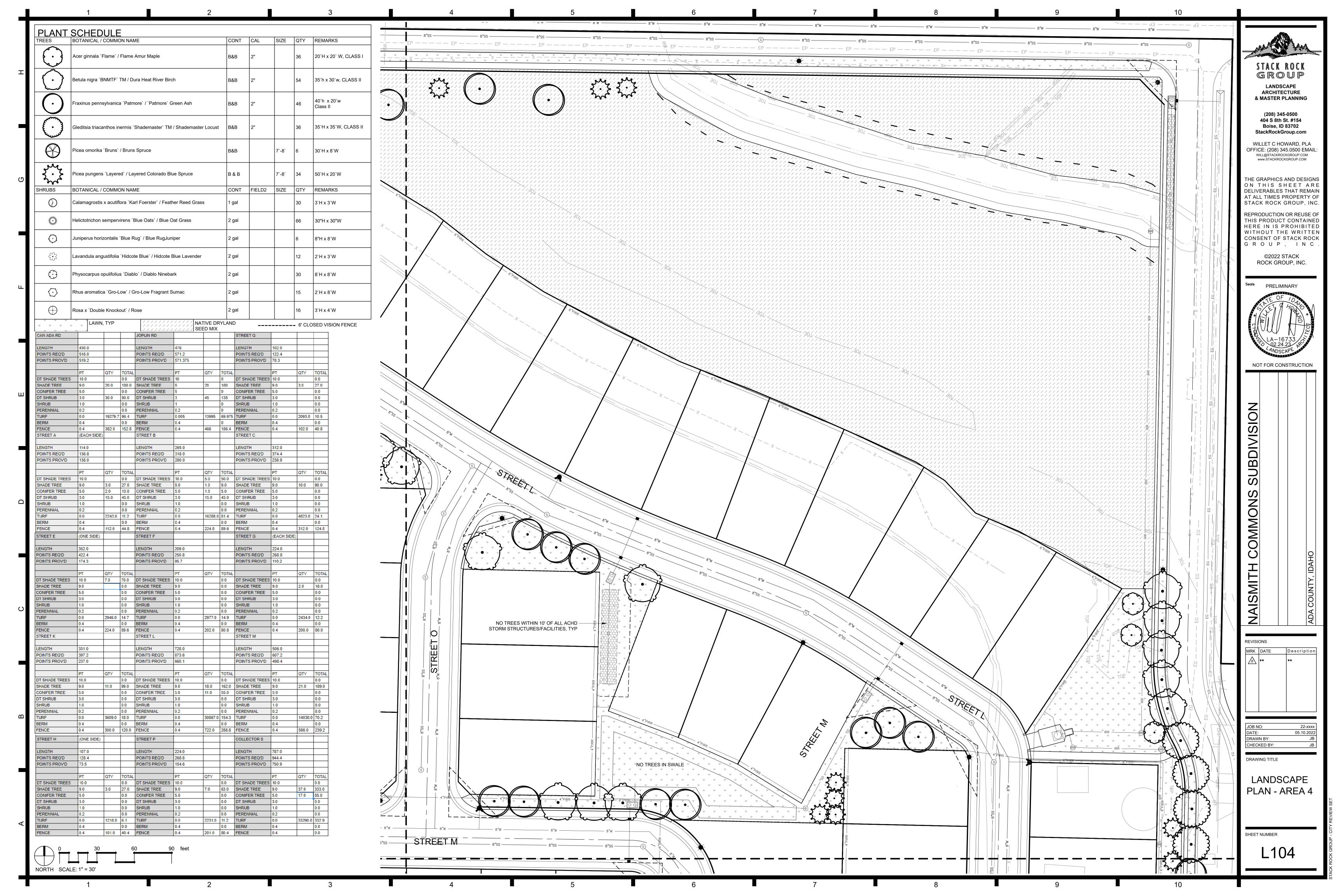


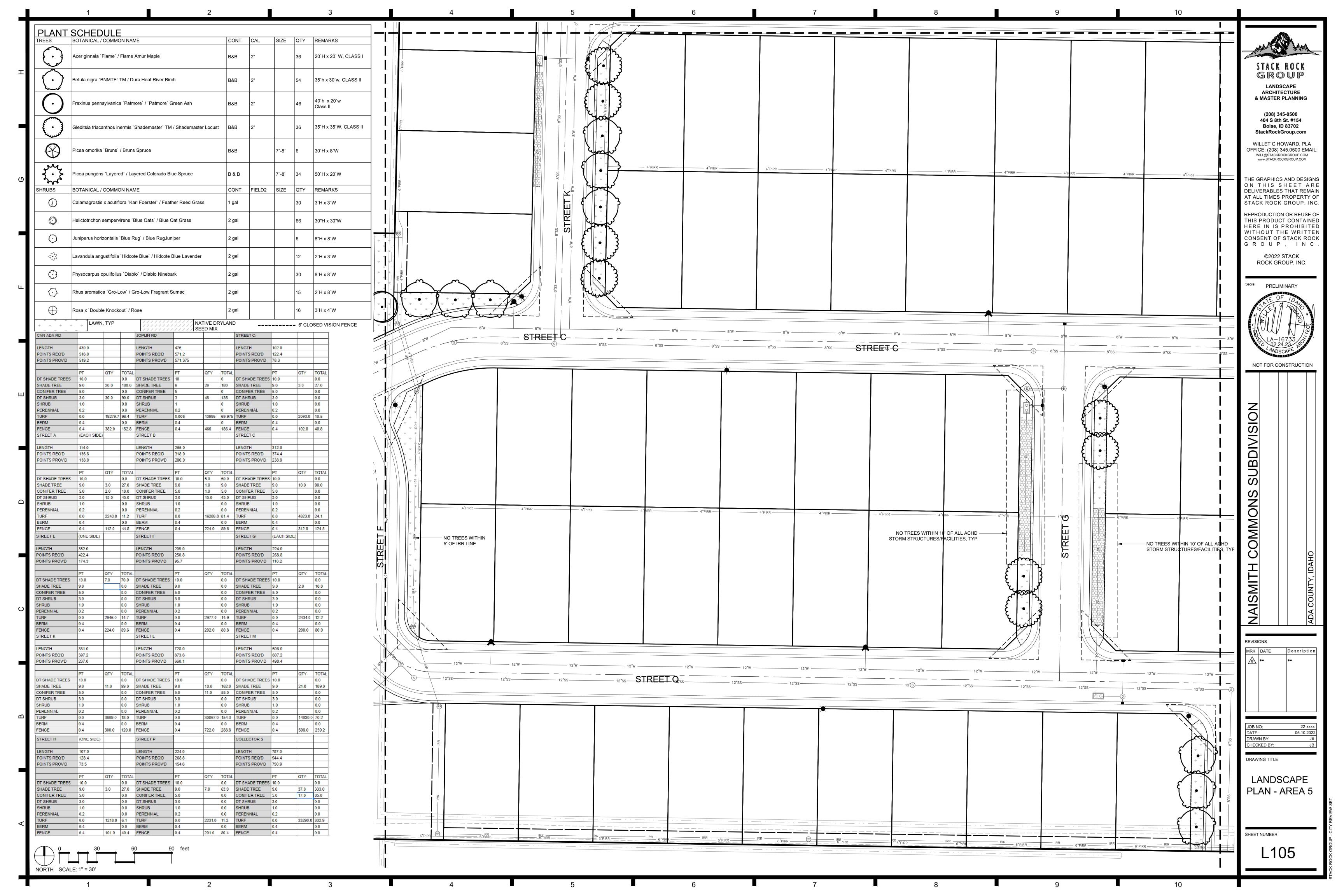


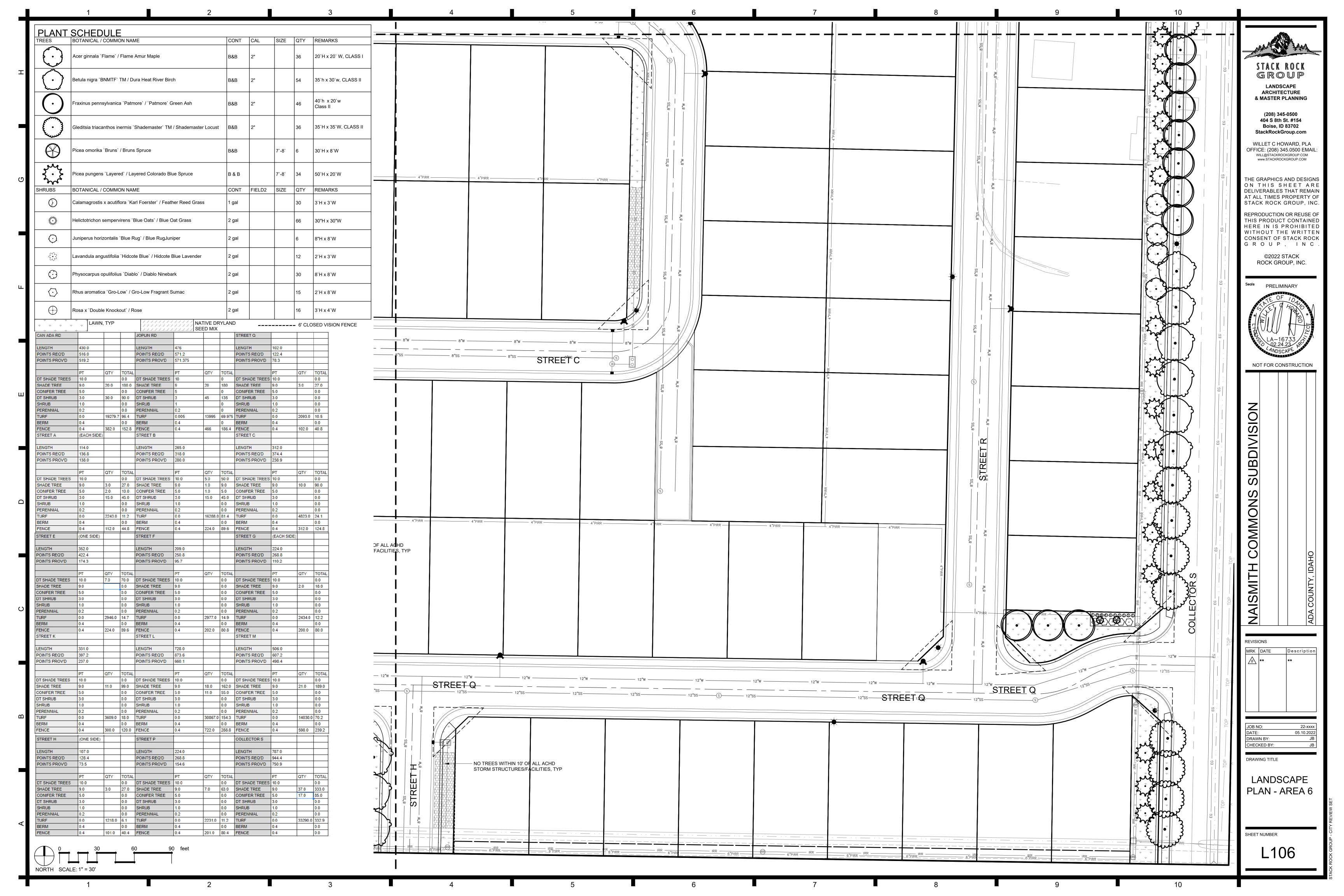


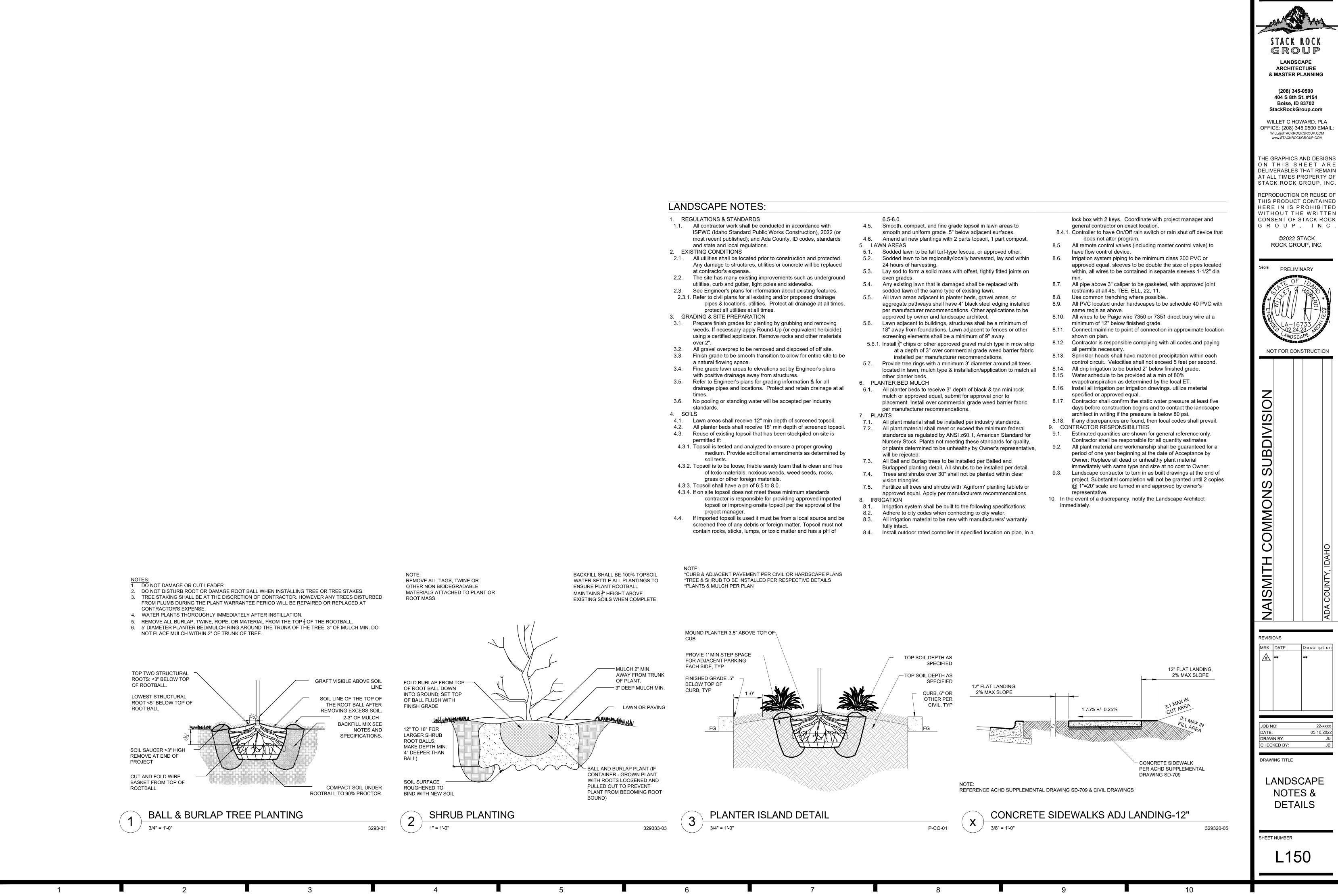












STACK ROCK GROUP

LANDSCAPE **ARCHITECTURE** & MASTER PLANNING

404 S 8th St. #154 Boise, ID 83702 StackRockGroup.com

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PRELIMINARY

NOT FOR CONSTRUCTION

Descriptio

05.10.202

LANDSCAPE NOTES & **DETAILS**

_150











CANYON HIGHWAY DISTRICT No. 4 15435 HIGHWAY 44 CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135 FAX 208/454-2008

October 6, 2022

City of Star 10769 W. State Street Star, Idaho 83669

Attention: Shawn Nickel, City Planner

JUB Engineers 2760 W. Excursion Lane Suite 400 Meridian, Idaho 83642 Attention: Wendy Shrief, Senior Planner

RE: Naismith Commons Subdivision

Annexation, Zoning, & Preliminary Plat

AZ-22-10, DA-22-11, PP-22-15

Dear Shawn:

Canyon Highway District No. 4 (CHD4) has reviewed the application for annexation to the City of Star, and for rezone and preliminary plat of Naismith Commons Subdivision, and offers the following comments:

Jurisdiction

By agreement with the Ada County Highway District (Exchange Maintenance Agreement December 29, 2005) CHD4 maintains Can Ada Rd between US 20/26 and Joplin Rd. This maintenance responsibility includes permitting of access and utility work, and traffic operations. Under this agreement, CHD4 is granted opportunity to review and comment on development projects which affects roads maintained by CHD4, and to issue permits for temporary traffic controls, new access, and utility or other work within the public right-of-way. ACHD has jurisdiction over the development; CHD4 provides comment to them regarding operation and maintenance of the affected roadways.

General

Can Ada Rd along the west boundary of the subject property is classified as a collector road on the functional classification maps adopted by ACHD and CHD4. The ACHD Master Street Map shows Can Ada Rd north of US 20/26 as a residential typology. CHD4 recommends this classification be reviewed, as the City of Star comprehensive plan north of US 20/26 includes significant commercial and residential land uses. Both Joplin Rd and Can Ada Rd adjacent to the subject property are likely to require classifications higher than residential uses to accommodate projected growth in the vicinity. No capital improvement projects are included for Joplin Rd or Can Ada Rd adjacent to the subject property on the 2040 ACHD Capital Improvement Project Map. The 36-foot half-width right-of-way proposed for Can Ada Rd appears consistent with the typical ACHD collector street section.

Traffic Impacts

The application indicates approximately 234 residential lots proposed for the 52 acre site. CHD4 requests opportunity to comment on the scope and results of any traffic impact study prepared for the project.

Development Review

In accordance with the 2005 Exchange Maintenance Agreement with ACHD, CHD4 requests opportunity to review and provide comment on improvement drawings for the project that affect the Can Ada Rd right-of-way maintained by CHD4. We recommend the developer submit plans to CHD4 at the same time any submittal are made to ACHD to promote parallel review paths.

Please feel free to contact me with any questions on these comments.

Respectfully,

Chris Hopper, P.E.

District Engineer

Canyon Highway District No. 4

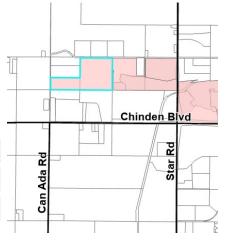
Communities in Motion 2050 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of Communities in Motion 2050 (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2050 goals.

Development Name: Naismith Commons

CIM Vision Category: Future Neighborhood New Jobs: 0

CIM Corridor: none New Households: 208





Safetv

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes and travel speeds.

Pedestrian level of stress



Bicycle level of stress



Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

Activity Center Access



Farmland Preservation



Net Fiscal Impact



Within CIM Forecast



Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

Nearest bus stop



Nearest public school

Nearest public park



Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Capacity



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Nearby the proposed project, Idaho Transportation Department plans to widen State Highway 44 from Middleton Road to Star Road in 2024. The long-term goal is to widen the corridor to six lanes with multi-use pathways, thus facilitating active transportation connections nearby the project location.

Communities in Motion 2050 2020 Change in Motion Report

Development Review Process

Web: www.compassidaho.org Email: info@compassidaho.org



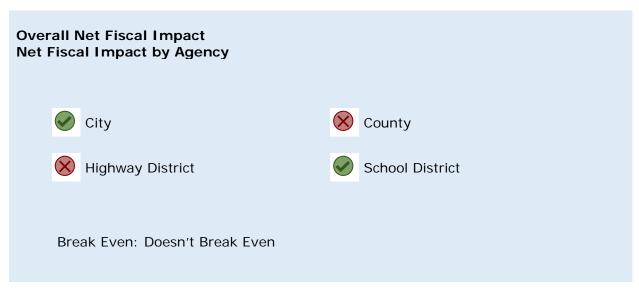
Sent: 9/28/22

Fiscal Impact Analysis Supplemental for the Development Review Checklist

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision- makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all.

More information about the COMPASS Fiscal Impact Tool is available at: www.compassidaho.org/prodserv/fiscalimpact.htm





Project/File: Naismith Subdivision/ SPP22-0003/ AZ-22-10/DA-22-11/PP-22-15

This is an annexation, rezone, and preliminary plat application to allow for the

development of 231 lot subdivision on 53 acres.

Lead Agency: City of Star

Site address: 8895 W Joplin Road

Staff Approval: November 7, 2022

Representative: Wendy Shrief

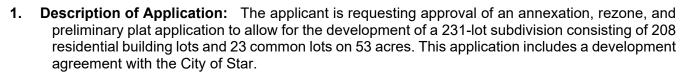
JUB Engineers, Inc.

Staff Contact: Mindy Wallace, AICP

Phone: 387-6178

E-mail: mcppwallace@achdidaho.org





This proposal is consistent with the City of Star's comprehensive plan which identifies the site as neighborhood residential.

2. Description of Adjacent Surrounding Area:

Direction	Land Use	Zoning
North	Rural urban transitional	RUT
South	Rural urban transitional	RUT
East	Rural urban transitional/ single family residential	RUT/R-3-DA
West	Canyon County	N/A

- 3. Site History: ACHD has not previously reviewed this site for a development application.
- **4. Transit:** Transit services are not available to serve this site.
- **5. 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.

1

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.

- **6. New Center Lane Miles:** The proposed development includes 1.8 centerline miles of new public road.
- 7. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
- 8. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):
 - Can Ada Bridge No. 1004 (740-feet north of State Street) is scheduled in the IFYWP to be replaced as part of ACHD's Bridge Maintenance program in 2025.
 - Star Road is listed in the CIP to be widened to 5-lanes from Chinden Boulevard to SH-44 between 2031 and 2035.
 - The intersection of Star Road and Chinden Boulevard 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 Can Ada Street and Chinden Boulevard 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.
- 9. Roadways to Bikeways Master Plan: ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies Joplin Road as a Level 2 facilities that will be constructed as part of a future ACHD project. The BMP also identifies level 1 facilities on the new collector roadways within the site. The applicant will construct the new collectors consistent with the MSM and the Roadways to Bikeways Master plan.

B. Traffic Findings for Consideration

1. Trip Generation: This development is estimated to generate 1,962 vehicle trips per day; 196 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. Traffic Impact Study

JUB Engineers Inc. prepared a traffic impact study for the proposed Naismith Subdivision (Beacon Crossing). Below is an executive summary of the findings **as presented by JUB Engineers Inc**. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have

additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

2022 Existing Conditions

All study area intersection and roadway segments operate at an acceptable level of service planning thresholds under 2022 existing conditions.

A turn lane analysis was completed for all study intersection with existing volumes and thought the analysis it was determined that an eastbound right turn lane is warranted at the US 20-26 Chinden Boulevard/Can Ada Road intersection. This project will not contribute any trips to that turning movement, therefore, no mitigation is recommended.

2025 Background Conditions

All study area intersections and roadway segment are anticipated at acceptable level of service planning thresholds under 2025 background conditions with the exception of the following:

US 20-26 Chinden Boulevard/Can Ada Road intersection – the northbound and southbound approaches are anticipated to exceed ACHD's acceptable level of service planning thresholds in the AM and PM peak hours. A signal warrant analysis was completed and found that a signal is warranted at this intersection and with signalization, the intersection is projected to operate acceptably.

US 20-26 Chinden Boulevard/Star Road intersection – overall this intersection is anticipated to exceed ACHD's acceptable level of service planning thresholds in the PM peak hours, however, each individual lane group is expected to operate acceptably.

Star Road/Joplin Road – although this intersection is anticipated to operate acceptably, the study recommends the construction of a northbound left turn lane and southbound right turn lane to accommodate background traffic conditions.

Star Road between US 20-26 Chinden Boulevard and Joplin Road is anticipated to exceed ACHD's acceptable level of service planning thresholds for a 2 lane minor arterial roadway.

2025 Total Traffic Conditions

All study area intersections and roadway segment are anticipated at acceptable level of service planning thresholds under 2025 total conditions with the exception of the following:

US 20-26 Chinden Boulevard/Can Ada Road intersection – the northbound and southbound approaches are anticipated to exceed ACHD's acceptable level of service planning thresholds in the AM and PM peak hours. A signal warrant analysis was completed and found that a signal is warranted at this intersection and with signalization, the intersection is projected to operate acceptably. This project will not contribute any trips to that turning movement, therefore, no mitigation is recommended. Additionally, this intersection is listed as a funded improvement in ACHD's CIP to be widened and signalized in 2031 to 2035.

US 20-26 Chinden Boulevard/Star Road intersection – the overall and the northbound though/right turn lane are anticipated to exceed ACHD's acceptable level of service planning thresholds in the PM peak hour. The TIS notes that is intersection is planned to be improved as part of ITD's Chinden West corridor project, which is funded and anticipated to begin in 2023. Therefore, no mitigation is required.

Star Road/Joplin Road – although this intersection is anticipated to operate acceptably, however, the study recommends the construction of a northbound left turn lane and southbound right turn lane to accommodate total traffic conditions at this intersection. Therefore, the applicant should be

required to construct the turn lanes consistent with the recommendations of the traffic impact study. The Rivermoor Subdivision located west of Star Road/Joplin Road intersection was also required to construct the same turn lanes. If the turn lanes are constructed prior to this project moving forward, then no additional improvement should be required.

Star Road between US 20-26 Chinden Boulevard and Joplin Road is anticipated to exceed ACHD's acceptable level of service planning thresholds for a 2 lane minor arterial roadway under existing, background, and total traffic conditions. This segment of Star Road is listed as a funded improvement in the CIP to be widened to 5 lanes between 2031 and 2035. The site traffic is also projected to be 6.5% of the total traffic on Star Road during the PM peak hour. Therefore, consistent with ACHD's Alternative Mitigation Policy, no improvements to Star Road are required as part of this application.

3. 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
Can Ada Road	485-feet	Collector	13	Better than "D"
Joplin Road	1,300-feet	Collector	20	Better than "D"
Star Road	N/A	Minor Arterial	549	Better than "E"

^{*} Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

4. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Can Ada Road south of Joplin was 203 on 1/11/22.
- The average daily traffic count for Joplin Road west of Star Road was 20 on 1/11/22.
- The average daily traffic count for Star Road north of US 20-26/Chinden Boulevard was 5.286 on 1/11/22.

C. Findings for Consideration

1. Joplin Road

a. Existing Conditions: Joplin Road is improved with 2-travel lanes, 24-feet of pavement, gravel shoulders and no curb, gutter or sidewalk abutting the site. There is 47-feet of right-of-way for Joplin Road (30-feet from centerline).

b. Policy:

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

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

^{*} Acceptable level of service for a three-lane minor arterial is "E" (720 VPH).

^{*} Acceptable level of service for a two-lane collector is "D" (425 VPH).

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. 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 54-feet of right-of-way.

- **c. Applicant Proposal:** The applicant has proposed to construct curb, gutter, and a 5-foot wide detached concrete sidewalk on Joplin Road abutting the site.
- d. Staff Comments/Recommendations: The applicant's proposal meets District Policy and should be approved, as proposed. The applicant should be required to construct Joplin Road abutting the site as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 5-foot detached (7-foot attached) concrete sidewalk abutting the site. An eight-foot wide planter strip should be provided if street trees are desired.

If detached sidewalks are constructed outside of the dedicated right-of-way, then a permanent right-of-way easement should be provided.

2. Can-Ada Road

a. Existing Conditions: Can-Ada Road is improved with 2-travel lanes, 24-feet of pavement, gravel shoulders and no curb, gutter or sidewalk abutting the site. There is 20-feet of right-of-way for Can-Ada Road (20-feet from centerline). This section of Can-Ada Road is on the county line with the east side of the roadway in Ada County and the west side of the road in Canyon County.

5

b. Policy:

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

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

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. 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 54-feet of right-of-way.

- **c. Applicant Proposal:** The applicant has proposed to widen the pavement on Can-Ada Road to 17-feet from center line with a gravel shoulder, barrow ditch and a 5-foot wide detached concrete sidewalk abutting the site.
- d. Staff Comments/Recommendations: The applicant's proposal does not meets District Policy and should not be approved, as proposed. The applicant should be required to construct Can-Ada Road abutting the site as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 5-foot detached (7-foot attached) concrete

sidewalk abutting the site. An eight-foot wide planter strip should be provided if street trees are desired.

If detached sidewalks are constructed outside of the dedicated right-of-way, then a permanent right-of-way easement should be provided

3. New North/South Collector - Master Street Map

a. Existing Conditions: There are no collector roadways within the site.

b. Policy:

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

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

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

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

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

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), 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.

Sidewalk Policy: 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 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway is located at the half mile site's east property line and should continue from Joplin Road south through the property stubbing to the south. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.



- **c. Applicant Proposal:** The applicant has not proposed to construct the new north/south collector roadway within the site.
- d. Staff Comments/Recommendations: Consistent with the MSM, the applicant should be required to construct the new north/south collector abutting the site's east property line as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 7-foot wide attached or 5-foot wide detached concrete sidewalk on the west side of the roadway plus 12-additional feet of pavement (to total 30-feet) a 3-foot wide gravel shoulder and barrow ditch on the east side of the roadway. The applicant should be required to dedicate right-of-way to encompass the improvements.

4. Internal Local Streets

a. Existing Conditions: There are no local streets within the site.

b. Policy:

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

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

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

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

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

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

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

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

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

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

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 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.

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

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

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.
- **c. Applicant's Proposal:** The applicant has proposed to construct the entry portion of Tybee Street with two 21-foot wide travel lanes, an 8-foot wide center landscape island, vertical curb, gutter, and 5-foot wide attached concrete sidewalk within 61-feet of right-of-way.

The applicant has proposed to construct all other internal local roads as 36-foot wide local street sections with rolled curb, gutter, and 5-foot attached concrete sidewalk within 50-feet of right-of-way.

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

The applicant should be required to plat the island as right-of-way dedicated to ACHD. The applicant or the future home owners association should enter into a license agreement with ACHD if landscaping is desired within the island.

5. Roadway Offsets

a. Existing Conditions: There are no roadways within the site.

b. Policy:

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).

- **c. Applicant's Proposal:** The applicant has proposed to construct one new local street, Sellwood Avenue to intersect Joplin Road, located approximately 135-feet east of the west property line and one new local street, Tybee Street to intersect Can-Ada Road, located approximately 250-feet south of the north property line.
- **d. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

6. Stub Streets

a. Existing Conditions: There are no stub street to or from the site.

b. Policy:

Stub Street Policy: District policy 7206.2.4.3 and 7207.2.4.3 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 and 7207.2.4, 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 IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE." OR "THIS STREET WILL BE EXTENDE 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 and 7207.2.4.4 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.

- c. Applicant Proposal: The applicant has proposed to construct one local stub street to the south, Spring Lake Avenue, located approximately 1,850-feet east of Can Ada Road, one unnamed local stub street to the west, located approximately 390-feet south of Joplin Road, and one stub local street to the east, Quoddy Way, located approximately 160-feet north of the south property line.
- **d. Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of the stub streets which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

Temporary turnarounds are not required at the terminus of the stub streets, as they are proposed to be less than 150-feet in length.

In addition to the local stub streets, the applicant should be required to stub the new north/south collector to the site's south property line. Install a sign at the terminus of the stub street which states, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE." If this stub street extends greater than 150-

feet in length, then a paved temporary turnaround constructed meeting the same dimensional standards as a standard cul-de-sac turnaround should be constructed at the terminus of the stub street.

7. Traffic Calming

- a. Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.
- **b. Staff Comments/Recommendations:** There are several long sections of local roadways proposed with the Naismith Commons Subdivision, which are greater than 750-feet in length and will need to be redesigned to reduce the length of the roadways or to include the use of passive design elements. The following roadways should be redesigned:
 - Sellwood Avenue
 - Hatteras Way
 - Quoddy Way
 - Loggerhead Way

Speed humps/bumps and valley gutter 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 ACHD's signature on the first final plat.

8. Bridge for Phyllis Slough Crossing

The District will require that the applicant have ACHD approved plans for the crossing of Phyllis Slough (New North/South Collector) 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.

9. 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.

10. 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.

11. Other Access

Joplin Road and Can-Ada Road 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.

D. Site Specific Conditions of Approval

- 1. Redesign the following roadways to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to ACHD's signature on the first final plat.
 - Sellwood Avenue
 - Hatteras Way
 - Quoddy Way
 - Loggerhead Way
- 2. Construction a northbound left turn lane and southbound right turn lane at the Star Road/Joplin Road intersection prior to ACHD's signature on the first final plat. If the turn lanes have already been constructed by others, then no improvements are required.
- 3. Construct Joplin Road abutting the site as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 5-foot detached (or 7-foot attached) concrete sidewalk abutting the site. An eight-foot wide planter strip should be provided if street trees are desired.
- 4. Construct Can Ada Road abutting the site as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 5-foot detached (or 7-foot attached) concrete sidewalk abutting the site. An eight-foot wide planter strip should be provided if street trees are desired.
- 5. Construct the new north/south collector roadway as half of a 36-foot wide collector street section with a 6-foot wide bike lane, vertical curb, gutter, and 5-foot detached (or 7-foot attached) concrete sidewalk on the west side of the roadway plus 12-additional feet of pavement (to total 30-feet) a 3-foot wide gravel shoulder and barrow ditch on the east side of the roadway. Dedicate right-of-way to encompass the improvements.
- **6.** Construct the entry portion of Tybee Street with two 21-foot wide travel lanes, an 8-foot wide center landscape island, vertical curb, gutter, and 5-foot wide attached concrete sidewalk within 61-feet of right-of-way, as proposed. Plat the island as right-of-way owned by ACHD. Enter into a license agreement for landscaping within the island.
- 7. Construct all other internal local roads as 36-foot wide local street sections with rolled curb, gutter, and 5-foot attached concrete sidewalk within 50-feet of right-of-way.
- **8.** Construct the new north/south collector roadway to intersect Joplin Road, located a half mile east of Can Ada Road at the site's east property line.
- **9.** Construct Sellwood Avenue to intersect Joplin Road, located 135-feet east of the west property line, as proposed.

- **10.** Construct Tybee Street to intersect Can-Ada Road, located 250-feet south of the north property line, as proposed.
- 11. Construct one stub street to the south, Spring Lake Avenue, located 1,850-feet east of Can Ada Road, as proposed. Install a sign at the terminus of the stub street which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE.". A temporary turnaround is not required at the terminus of this stub street.
- 12. Construct one unnamed stub street to the west, located 390-feet south of Joplin Road, as proposed. Install a sign at the terminus of the stub street which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE.". A temporary turnaround is not required at the terminus of this stub street.
- 13. Construct one stub street to the east, Quoddy Way, approximately 160-feet north of the south property line. Install a sign at the terminus of the stub street which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE.". A temporary turnaround is not required at the terminus of this stub street.
- 14. Construct one stub street to the south, new north/south collector, located at the east property line. Install a sign at the terminus of the stub street which states, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE." If this stub street extends greater than 150-feet in length, then a temporary turnaround is required at the terminus of this stub street. The temporary turnaround should be paved and be designed and constructed meeting the same dimensional standards as a cul-de-sac turnaround.
- **15.** The District will require that the applicant have ACHD approved plans for the crossing of Phyllis Slough (New North/South Collector) prior to the pre-construction meeting and final plat approval.
- **16.** Joplin Road, Can-Ada Road, and the new north/south collector are classified as collector roadways. Direct lot access is prohibited to these roadways and shall be noted on the final plat.
- **17.** 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.
- **18.** Payment of impact fees is due prior to issuance of a building permit.
- **19.** Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

- 1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
- 2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
- 3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
- **4.** Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
- **5.** A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
- **6.** All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

- 7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
- **8.** Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
- 9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
- **10.** Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
- 11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
- 12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

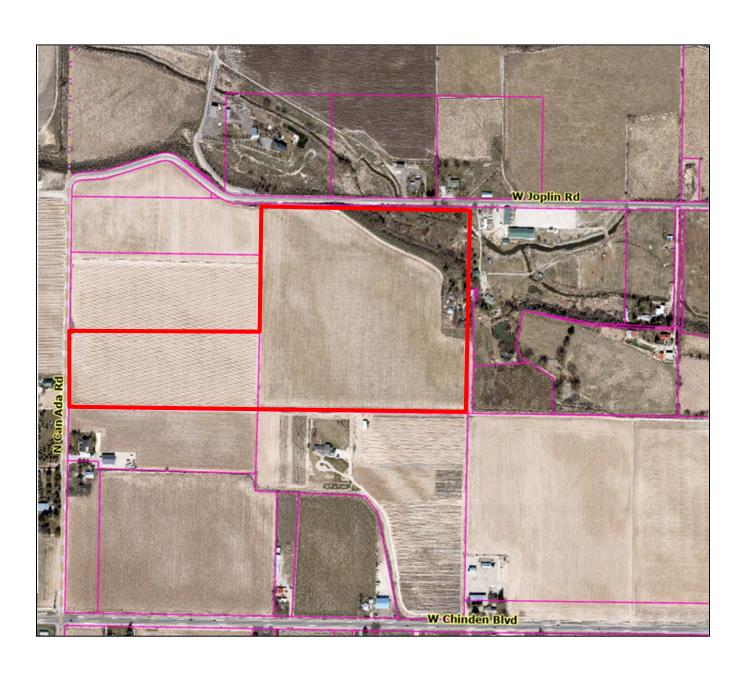
F. Conclusions of Law

- 1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
- 2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

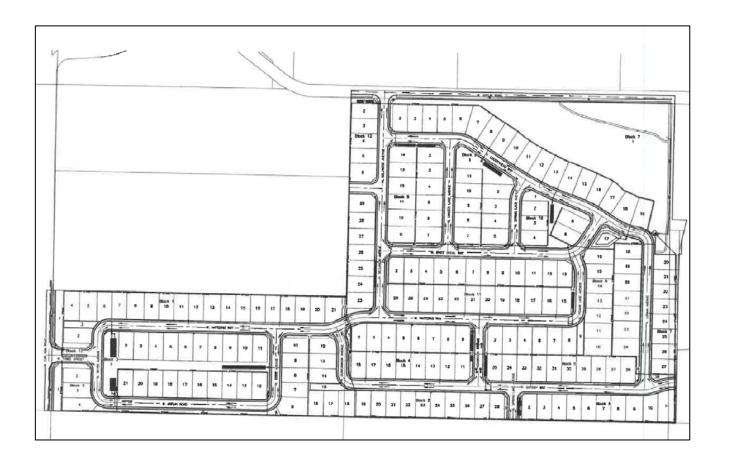
G. Attachments

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

VICINITY MAP



SITE PLAN



Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

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

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) Plan Review: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) Final Notification: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

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

Development Process Checklist

Items Completed to Date: Submit a development application to a City or to Ada County The City or the County will transmit the development application to ACHD The ACHD Planning Review Section will receive the development application to review The Planning Review Section will do one of the following: Send a "No Review" letter to the applicant stating that there are no site specific conditions of approval at this time. Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy. Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy. Items to be completed by Applicant: For ALL development applications, including those receiving a "No Review" letter: • The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements

including, but not limited to, driveway approaches, street improvements and utility cuts.

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

required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)

The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way,

DID YOU REMEMBER:

Construction (Non-Subdivisions)

☐ Driveway or Property Approach(s)

 Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way

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

Construction (Subdivisions)

☐ Sediment & Erosion Submittal

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

☐ Idaho Power Company

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

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

Request for Appeal of Staff Decision

- 1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. Time to Reply: The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

Request for Reconsideration of Commission Action

- 1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.
 - a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.
 - If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.
 - b. The request must be in writing and delivered to the Secretary of the Highway District no later than 11:00 a.m. 2 days prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.
 - c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.
 - d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.
 - e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.
 - f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028 (208) 334-8300 • itd.idaho.gov

October 5, 2022

City of Star

Attn: Shawn L. Nickel, P&Z Administrator

PO Box 130 Star, ID 83669

snickel@staridaho.org

Re: Naismith Commons Subdivision

Dear Mr. Nickel,

I apologize for the tardiness of this response. Idaho Transportation Department (ITD) has received notification for Naismith Commons Subdivision located on the south side of Joplin Road and on the west side of Can-Ada Road, Star, Idaho.

Traffic generation numbers were not provided with this application. Based on the size of this proposed development and proximity to State Highway 20/26, a Transportation Impact Study (TIS) will be required. ITD requests that the applicant provide a 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. Any necessary mitigation for traffic impacts identified by the TIS may be the responsibility of the applicant to install.

ITD reserves the right to make further comments upon review of any submitted traffic generation data or other documents.

Sincerely,

Wendy | Howell ITD – District 3

Development Services Coordinator