November 27, 2017

TO: ACHD Commission
FROM: Stacey Yarrington, Planner III
SUBJECT: Trident Ridge/ SPP17-0003/ PP-17-04
Staff Report for December 6, 2017 Commission Meeting

___________________________________________________________________________________

Executive Summary
The applicant is requesting approval of a preliminary plat consisting of 324 single family lots (93-acres) and a natural park with trails (51-acres), located on 144-acres. The site is currently zoned R-1 (Low density residential) and R-3 (Medium low density residential).

This application is on the consent agenda due to a modification to the Master Street Map designating Wing Road, between Beacon Light Road and Scenic View Lane, as a Collector Street; and a modification of policy for Maximum Traffic on One Access.

Policy Implications
Master Street Map
Staff has recommended that Wing Road, between Beacon Light Road and Scenic View Lane, be designated as a Collector Street and added to the Master Street Map. Staff’s recommendation is based on the estimated number of generated trips (3,094 ADT) associated with this development and the function of Wing Road as a collector street to serve adjacent parcels.

Maximum Traffic on One Access
Staff has recommended a modification of policy to allow the development to be constructed with one access as the phasing plan for the development shows a new east/west collector to be constructed in phase 1 that will provide for a future connection west to New Hope Road, when the adjoining property to the west redevelops. Additionally, the threshold will not be met until the 313th buildable lot; no other existing street will add traffic to this roadway; and with the condition that the applicant provide written fire department approval for the one access prior to first final plat submittal.

Recommendation
Staff recommends approval of the staff report as written.

Attachment(s):
Staff Report
COMPASS Development Checklist
This is a preliminary plat application consisting of 324 single family lots located on 144-acres.

Lead Agency: City of Star

Site address: 3463 N Wing Road and north of Beacon Light & west of Wing Rd

Commission Hearing: December 6, 2017

Commission Approval: Applicant/Representative: Hayden-Homes
Tim Mokwa
406 N. Main St, Ste. 109
Meridian, ID 83642

Staff Contact: Stacey Yarrington, Planner III
Phone: 387-6171
E-mail: syarrington@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting approval of a preliminary plat consisting of 324 single family lots (93-acres) and a natural park with trails (51-acres), located on 144-acres. The site is currently zoned R-1 (Low density residential) and R-3 (Medium low density residential). The City of Star’s Future land use map designates this area as Low density residential.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Low density Residential (City of Star), Rural Residential (Ada County)</td>
<td>R-1, RR, RUT</td>
</tr>
<tr>
<td>South</td>
<td>Rural Urban Transition (Ada County)</td>
<td>RUT</td>
</tr>
<tr>
<td>East</td>
<td>Medium low density residential (City of Star)</td>
<td>R-3</td>
</tr>
<tr>
<td>West</td>
<td>Medium low density residential (City of Star), Rural Residential (Ada County)</td>
<td>R-3, RR</td>
</tr>
</tbody>
</table>

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

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

5. New Center Lane Miles: The proposed development includes 3.34 centerline miles of new public road.
6. **Impact Fees**: There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP)**:
   - The intersection of Beacon Light Road and SH-16 is scheduled in the IFYWP to be widened to 5-lanes on the north leg, 5-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and reconstructed/signalized in 2018.
   - Floating Feather Road is listed in the CIP to be realigned and widened to 3-lanes from Plummer Lane to SH-16 between 2026 and 2030.
   - The intersection of Floating Feather Road and Plummer Road is listed in the CIP to be a single-lane roundabout between 2031 and 2035.

**B. Traffic Findings for Consideration**

1. **Trip Generation**: This development is estimated to generate 3,094 vehicle trips per day; 325 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**
   Thompson Engineer prepared a traffic impact study for the proposed Trident Ridge Subdivision. Below is an executive summary of the findings, **as presented by Thompson Engineers**. 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.

   **Executive Summary**

   **Proposed Development**
   1. Trident Ridge Subdivision is a proposed residential development containing 325 single-family detached housing units with an expected 2025 build-out year.
   2. Based on the ITE Trip Generation Manual, the development is estimated to generate approximately 3,094 trips per day, 244 trips in the AM peak hour and 325 trips during the PM peak hour.
      - The development is not expected to retain internal trips within the site or generate pass-by-trips.
      - All trips generated by the development are expected to be made by personal vehicles.
      - The estimated site traffic distribution patterns are:
        - 5% north of the site
        - 45% south of the site
        - 20% west of the site
        - 30% east of the site
   3. All proposed internal roadways are projected to carry less than 1,000 vehicles per day.
   4. The proposed roadway locations on Wing Road generally meet the ACHD’s access spacing and design, with the following exceptions:
      - Kosma Road is located approximately 200 feet south of Scenic View Road and does not meet the 285 feet minimum driveway separation or 330 feet minimum separation for local streets.
      - Kosma Road and Allyssa Road are spaced approximately 300 feet apart which does not meet the 330 feet minimum separation for local streets.
Proposed Mitigation for 2017 Existing Traffic
5. One study area intersection exceeds ACHD’s minimum operational thresholds with existing traffic conditions analyzed with the exiting intersection control and lane configuration: SH 16 and Beacon Light Road intersection. The following improvement options are proposed to mitigate 2017 existing traffic at the SH 16 and Beacon Light Road intersection:
   - Traffic signal, which is included in the ACHD Integrated Five Year Work Plan and Idaho Transportation Department (ITD) Idaho Transportation Investment Program.
   - Westbound left-turn lane on SH 16

Proposed Mitigation for 2025 (Build-out Year) Background Traffic
6. One study area intersection exceeds ACHD’s minimum operational thresholds with 2025 background traffic conditions analyzed with the exiting intersection control and lane configuration or with the preceding improvements needed to mitigate existing traffic conditions: SH 16 and Floating Feather Road intersection. The following improvements are proposed to mitigate 2025 background traffic at the SH 16 and Floating Feather Road intersection:
   - Traffic signal
   - Left-turn lanes on eastbound and westbound approaches

Proposed Mitigation for 2025 (Build-out Year) Total Traffic
7. All study area intersections meet ACHD’s minimum operational thresholds with 2025 total traffic conditions analyzed with the existing intersection control and lane configurations or with the preceding improvements needed to mitigate existing and 2025 background traffic conditions. No additional intersection improvements beyond the other mitigations are needed to mitigate 2025 total traffic.

Proposed Mitigation for 2035 (Horizon Year) Background Traffic
8. One study area intersection exceeds ACHD’s minimum operational thresholds with 2035 background traffic conditions analyzed with the exiting intersection control and lane configuration or with the preceding improvements needed to mitigate existing and 2025 background traffic conditions: SH 16 and Beacon Light Road intersection. The following improvements are proposed to mitigate 2035 background traffic at the SH 16 and Beacon Light Road intersection:
   - Westbound right-turn lane on SH 16
   - Modify signal to allow overlap signal phasing for westbound right-turn movement

Proposed Mitigation for 2035 (Horizon Year) Total Traffic
9. All study area intersections meet ACHD’s minimum operational thresholds with 2035 total traffic conditions analyzed with the existing intersection control and lane configurations or with the preceding improvements needed to mitigate existing, 2025 background traffic and 2035 background traffic conditions. No additional intersection improvements beyond the other mitigations are needed to mitigate 2035 total traffic.

Staff Comments/Recommendations: ACHD’s Traffic Services and Planning Review staffs have reviewed and generally agree with the findings and conclusions of the submitted traffic impact study for Trident Ridge Subdivision.

The study notes that a traffic signal is warranted at the SH-16/Beacon Light Road intersection with a westbound left-turn lane and a dedicated westbound right-turn lane.

The study also notes that a traffic signal is warranted at the SH-16/Floating Feather Road intersection with dedicated left-turn lanes on the eastbound and westbound approaches. The SH-
16/Floating Feather Road intersection is not programmed in ACHD’s CIP as this intersection was identified as a possible future overpass by ITD in 2013; and is therefore unfunded. The applicant should coordinate with ITD to evaluate the need for the additional turn lanes at SH 16 and Floating Feather Road and whether an interim signal at this location is required until a final design for the intersection is completed.

As noted above, SH-16 Beacon Light Road intersection and SH-16/Floating Feather Road intersection are expected to operate at acceptable levels of service under build out conditions with these improvements.

Area roadways are expected to operate at acceptable levels of service under build out conditions.

3. **Condition of Area Roadways**

   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
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<tbody>
<tr>
<td><strong>SH-16</strong></td>
<td>0-feet</td>
<td>Principal Arterial</td>
<td>725</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Beacon Light Road</td>
<td>0-feet</td>
<td>Minor Arterial</td>
<td>138</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Wing Road</td>
<td>1,950-feet</td>
<td>Local</td>
<td>15</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Pollard Lane</td>
<td>0-feet</td>
<td>Collector</td>
<td>50</td>
<td>Better than “D”</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Floating Feather</td>
<td>0-feet</td>
<td>Local</td>
<td>107</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

| **SH-16**        | 0-feet   | Principal Arterial       | 725                         | N/A                         | N/A                   |
| Beacon Light Road| 0-feet   | Minor Arterial           | 138                         | Better than “E”             | Better than “E”       |
| Wing Road        | 1,950-feet | Local                  | 15                          | N/A                         | N/A                   |
| Pollard Lane     | 0-feet   | Collector                | 50                          | Better than “D”             | Better than “D”       |
| Floating Feather | 0-feet   | Local                    | 107                         | N/A                         | N/A                   |

* Acceptable level of service for a two-lane minor arterial is “E” (575 VPH).
* Acceptable level of service for a two-lane collector is “D” (425 VPH).
** ACHD does not set level of service thresholds for State Highways.

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 SH-16 north of SH-44 was 13,103 on 04/04/2017.
   - The average daily traffic count for Beacon Light Road west of Pollard Lane was 877 on 06/27/2017.
   - The average daily traffic count for Wing Road north of Beacon Light Road was 87 on 06/27/2017.
   - The average daily traffic count for Pollard Lane south of Beacon Light Road was 349 on 06/27/2017.
   - The average daily traffic count for Floating Feather Road west of Pollard Lane was 678 on 06/27/2017.

C. **Findings for Consideration**

1. **Phasing and Maximum Traffic on One Access**

   District policy 7206.3.3 states that if a proposed development only has one access to a public street that is classified a collector, or if it proposes to extend public streets from existing development with only one collector street access to the public street system, the maximum forecast ADT to be allowed at any point on the collector street is 3,000. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into
consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).

**Staff Comments/Recommendation:** The applicant is proposing 8 phases for the Trident Ridge development. Access to the development is via Wing Road, which is proposed to be reclassified as a collector street and terminates in a cul-de-sac. New developments with only one collector street access to a public street are allowed to have a maximum forecast of 3,000 ADT.

The phasing plan for the development shows a new east/west collector to be constructed in phase 1 that will provide a future connection, west to New Hope Road, but will not connect until the adjoining property to the west is redeveloped. There are 324 total lots (3,094 ADT) proposed with the development. The threshold for one access will be met with the 313th buildable lot, exceeding the Maximum Traffic on One Access policy. However, staff recommends a modification of policy to allow the development to be constructed with the condition that the applicant be required to provide written fire department approval for the one collector street access prior to first final plat submittal, due to the fact that no other existing street will add traffic to this roadway.

2. **Wing Road (on site)**
   a. **Existing Conditions:** Wing Road is improved with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 45 to 60-feet of right-of-way for Wing Road (32-feet from centerline on west side and 25-feet from centerline on the east side).

   Wing Road currently terminates in a cul-de-sac, approximately 2,590-feet north of Beacon Light Road. There is 50-feet of unopened right-of-way that extends north of the cul-de-sac to within 3-feet of the north property line.

   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 7206.2.2 states that an adjacent collector street shall consist of pavement widening to one-half the required width, including vertical curb, gutter, and concrete sidewalk (minimum 7-foot attached or 5-foot detached), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide 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 sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

c. **Applicant Proposal**: The applicant is proposing to construct Wing Road as a collector street. The applicant is proposing to construct Wing Road from the south property line, north approximately 620-feet, as ½ of a 36-foot street section with vertical curb, gutter, and detached 5-foot wide sidewalk. The applicant is proposing to construct the remaining portion of Wing Road north to the Wing Road/Scenic View Lane intersection as a 36-foot wide street section (back of curb to back of curb) with vertical curb, gutter, and detached 5-foot wide sidewalk within 60-feet of right-of-way.

The applicant is not proposing to make improvements to the unopened Wing Road right-of-way, from the Wing/Scenic View intersection, north along the proposed 93-acre proposed natural park to the northwest property line. The applicant has indicated their intent to vacate the unopened right-of-way.

d. **Staff Comments/Recommendations**: Wing Road is currently designated as a local street. Staff recommends that Wing Road, between Beacon Light Road and Scenic View Lane be designated as a Collector Street and added to the Master Street Map. Staff’s recommendation is based on the estimated number of generated trips (3,094 ADT) associated with this development, and the function of Wing Road as a collector to serve adjacent parcels.

Staff further recommends that the applicant should be required to construct Wing Road from the south property line, north approximately 620-feet, as ½ of a 36-foot street section with vertical curb, gutter, and either 7-foot wide attached or 5-foot wide detached sidewalk, plus 12-feet of additional pavement with 3-foot wide gravel shoulder and borrow ditch on the unimproved side; and construct the remaining portion of Wing Road north to the Wing/Scenic View intersection as a 36-foot wide street section (back of curb to back of curb) with vertical curb, gutter, and either 7-foot wide attached sidewalk within 54-feet of right-of-way, or 5-foot wide detached sidewalk within 60-feet of right-of-way; including improving the existing cul-de-sac with vertical curb, gutter, and sidewalk.
The applicant should be required to provide a permanent right-of-way easement for any public sidewalk placed outside of the dedicated right-of-way to 2 feet behind the back edge of sidewalk.

The applicant’s proposal to not improve the unopened Wing Road right-of-way does not meet District Collector Street policy which requires right-of-way to be vacated or improved. However, staff recommends a waiver of policy to allow the unopened Wing Road right-of-way to remain unimproved as it is not necessary to serve the site, as the portion of the subdivision adjacent to the right-of-way is open space.

Staff further recommends that the unopened right-of-way not be required to be vacated at this time as it provides the only public right-of-way frontage for parcel R4830410530 on the northeast side of the right-of-way and could potentially provide for future access to the property. An application to vacate the right-of-way would require a separate public hearing and decision by the Commission.

3. Wing Road (off site)
   a. Off-site Streets Policy: District policy 7206.2.3 states that if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or with a minimum of 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot gravel shoulders from the site to a public street specified by the District; OR the developer shall provide 24-feet of pavement with 3-foot gravel shoulders and a minimum 6-foot wide detached asphalt/concrete pedestrian facility, from the site to a public street specified by the District.

   Alternatives to pavement widening including sidewalks and pathways or other proposals, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); number of pedestrians (existing and projected); location of pedestrian “attractors” and “generators” (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

   b. Applicant’s Proposal: The applicant is not proposing any improvements to Wing Road off-site.

   c. Staff Comment/Recommendation: If Wing Road is reclassified to be a collector street then the applicant should be required to improve Wing Road from the site’s south property line south to Beacon Light Road with a minimum of 30-feet of pavement and 3-foot wide gravel shoulders.
4. Wing Road/ Beacon Light Road Intersection (off-site)

ACHD traffic engineering staff is recommending that the applicant be required to improve the intersection of Wing Road and Beacon Light Road due to the number of new trips generated by this development that will access this intersection.

The Wing Road/Beacon Light intersection is a 3-legged intersection with the north leg restricted with stop control. Staff is recommending that the intersection should be improved to include a dedicated eastbound right turn lane on Wing Road, 100-feet in length with taper, with the southbound and northbound legs restricted to stop control, allowing the Beacon Light leg to continue to function as a minor arterial with through traffic traveling east and west/south.

Additional pavement widening to approximately 30-feet along the west edge of the Wing/Beacon Light intersection may be necessary for proper function of the intersection.

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

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

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

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

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

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

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

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

b. Applicant Proposal: The applicant is proposing to construct a new residential collector street, Foxglove Drive, as a 35-foot wide street section, with rolled curb, gutter, and attached 5-foot wide sidewalk within 50-feet of right-of-way.

c. Staff Comments/Recommendations: The applicant should be required to construct a new collector street, Foxglove Drive, from Wing Road to the west property line, as a 36-foot wide street section, with vertical curb, gutter, and attached 7-foot wide sidewalk or detached 5-foot wide sidewalk.

The applicant should be required to provide a permanent right-of-way easement for any public sidewalk placed outside of the dedicated right-of-way to 2-feet behind the back edge of the sidewalk.

6. Internal Streets

a. Existing Conditions: Scenic View Lane, a private road, currently exists along the northeast property line.

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 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

   Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that 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 concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

   The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

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

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

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

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

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

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

**Cul-de-sac Streets Policy:** District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

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

**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 is proposing to construct the internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.

The applicant is proposing to reconstruct Scenic View Lane as a public street with a 33-foot street section with rolled curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.

The applicant is proposing to construct cul-de-sacs at the terminus of Kosma Road (east and west), Allyssa Road, Skylar Road, Nolan Avenue, Tansy Court, and Amalia Street.

The applicant is proposing to construct knuckles at the Skylar/Eleanor Way intersection, and the Hosta Avenue/Allyssa Drive intersection.

The applicant is proposing to construct the entrance of Trident Drive with 2, 20-foot wide travel lanes, a 12-foot wide landscaped median, curb, gutter, and 5-foot wide attached sidewalk within 68-feet of right-of-way.

**Staff Comments/Recommendations:** The applicant’s proposal to construct the internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way, meets District policy and should be approved, as proposed. The applicant should be required to provide written fire department approval for the reduced street sections at time of plan submittal.

The applicant’s proposal to construct cul-de-sacs at the terminus of Kosma Road (east and west), Allyssa Road, Skylar Road, Nolan Avenue, Tansy Court, and Amalia Street meets District policy and should be approved, as proposed. The applicant should construct the cul-de-sacs with a minimum turning radius of 45-feet.

The applicant’s proposal to construct knuckles at the Skylar/Eleanor Way intersection and the Hosta Avenue/Allyssa Drive intersection meets District policy and should be approved, as proposed.

The applicant’s proposal to construct the entrances of Trident Drive with 2, 20-foot wide travel lanes, a 12-foot wide landscaped median, curb, gutter, and 5-foot wide attached sidewalk within 68-feet of right-of-way, meets District policy and should be approved, as proposed.

The landscape medians on Trident Drive should be platted as right-of-way owned by ACHD; and the Developer or Homeowners Association will need to apply for a license agreement if landscaping is to be placed within the medians.

7. **Roadway Offsets**

a. **Existing Conditions:** There is an existing private road, Scenic View Lane, located along the northeast property line.

b. **Policy:**

Collector Offset Policy: District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

Local Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

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 is proposing to construct a new collector, Foxglove Drive, to intersect Wing Road approximately 915-feet north of Beacon Light Road.

The applicant is proposing to construct the following local streets to intersect Wing Road:

- Trident Drive located approximately 545-feet north of Foxglove Drive and 610-feet south of Allyssa Road (measured centerline to centerline).
- Allyssa Road located approximately 610-feet north of Trident Drive and 525-feet south of Scenic View Road (measured centerline to centerline).
- Scenic View Road, a local street, located approximately 525-feet north of Allyssa Road, in alignment with the Wing Road cul-de-sac (measured centerline to centerline).

The applicant is proposing to connect the following local streets to intersect Foxglove Avenue:

- A new local street, located approximately 650-feet west of Wing Road and 575-feet west of Eleanor Way.
- Eleanor Way located approximately 130-feet east of the west property line and 575-feet west of a new local street.

The applicant is proposing to construct internal local streets with a minimum offset of 125-feet.

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

8. **Stub Streets**

a. **Existing Conditions:** There are no existing stub streets to the site.

b. **Policy:**

**Stub Street Policy:** District policy 7206.2.4 (collector)/7207.2.4 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.5.4 (collector)/7207.2.5.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.” or “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

In addition, stub streets must meet the following conditions:

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

**Temporary Dead End Streets Policy:** District policy 7206.2.4 (collector)/7207.2.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. **Applicant Proposal:** The applicant is proposing to construct 3 stub streets and one 50-foot wide right-of-way access point as follows:
• A collector stub street, Foxglove Drive, to the west, located approximately 2,068-feet north of New Hope Road, is less than 150-feet in length.

• 50-feet wide access right-of-way (unimproved) between Foxglove Drive and the south property line, located in alignment with the new local street, is approximately 25 to 30-feet in length.

• A local stub street, Allyssa Drive, to the east, located approximately 850-feet north of Amalia Street, is less than 150-feet in length.

• A local stub street, Amalia Street, to the east, located along the south property line is 310-feet in length terminating in a cul-de-sac.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct the 3 stub streets, Foxglove Drive, Allyssa Drive, and Amalia Street, meets District policy and should be approved, as proposed.

Staff recommends approval of the applicant’s proposal to provide a 50-feet wide right-of-way access point between the south side of Foxglove Drive and the site’s south property line, as the access will provide for future connectivity; and the access point meets District Roadway Offset policy. Staff further recommends approval to not improve the 50-foot wide access point as the access point does not extend far enough to provide any current public benefit for access.

![Diagram of street layout]

The applicant should be required to provide signage at the terminus of the 2 local stub streets, Allyssa Drive and Amalia Street, and the 50-foot wide access point, stating that "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

The applicant should be required to provide signage at the terminus of the collector stub street, stating that "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

9. **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 a maintenance and/or license agreement.

b. **Applicant’s Proposal:** The applicant is proposing to place stamped colored concrete on Kosma Road and on Allyssa Road.

c. **Staff Comments/Recommendations:** There are several long sections of local roadways proposed with the Trident Ridge Subdivision, which are greater than 1,000-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:

   - Kosma Road
   - Allyssa Road
   - Skylar Road

Speed humps/bumps, stamped concrete, and valley gutters will not be accepted as traffic calming.

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

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

11. **Landscaping**
   **Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm 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.

12. **Other Access**
   Wing Road and Foxglove Drive 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. Construct Wing Road from the south property line, north 620-feet, as one-half of a 36-foot street section with vertical curb, gutter, and either 7-foot wide attached or 5-foot wide detached sidewalk, plus 12-feet of additional pavement with 3-foot wide gravel shoulder and borrow ditch on the unimproved side; and construct the remaining portion of Wing Road north to the Wing/Scenic View intersection as a 36-foot wide street section with vertical curb, gutter, and either 7-foot wide attached sidewalk within 54-feet of right-of-way, or 5-foot wide detached sidewalk within 60-feet of right-of-way; including improving the existing cul-de-sac with vertical curb, gutter, and sidewalk.

2. For all public streets, provide a permanent right-of-way easement for any public sidewalk placed outside of the dedicated right-of-way to 2 feet behind the back edge of sidewalk.
3. IF Wing Road is reclassified to be a collector street THEN improve Wing Road from the site’s south property line, south to Beacon Light Road with a minimum of 30-feet of pavement and 3-foot wide gravel shoulders.

4. Improve the Beacon Light/Wing Road intersection to include a dedicated eastbound right turn lane 100-feet in length with taper, with the southbound and northbound legs restricted to stop control.

5. Widen the pavement to 30-feet along the west edge of the Beacon Light/ Wing Road intersection.

6. Provide written fire department approval for the one collector street access prior to first final plat submittal.

7. Construct a new collector, Foxglove Drive, to intersect Wing Road approximately 915-feet north of Beacon Light Road.

8. Construct a new collector street, Foxglove Drive, as a 36-foot wide street section, with vertical curb, gutter, and 7-foot wide attached sidewalk or 5-foot wide detached sidewalk within 50-feet of right-of-way.

9. Re-construct Scenic View Lane as a public street with a 33-foot street section with rolled curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.

10. Construct the internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.

11. Construct cul-de-sacs at the terminus of Kosma Road (east and west), Allyssa Road, Skylar Road, Nolan Avenue, Tansy Court, and Amalia Street with a minimum turning radius of 45-feet.

12. Construct knuckles at the Skylar/Eleanor Way intersection and the Hosta Avenue/Allyssa Drive intersection.

13. Construct a new local street, Trident Drive, to intersect Wing Road to the west and east, 545-feet north of Foxglove Drive and 920-feet south of Kosma Road.

14. Construct the entrances of Trident Drive with 2, 20-foot wide travel lanes, a 12-foot wide landscaped median, curb, gutter, and 5-foot wide attached sidewalk within 68-feet of right-of-way.

15. The landscape medians on Trident Drive should be platted as right-of-way owned by ACHD; and the Developer or Homeowners Association will need to apply for a license agreement if landscaping is to be placed within the medians.

16. Provide written fire department approval for the reduced street sections at time of plan submittal.

17. Construct a new local street to intersect Catmint Drive and Foxglove Drive, located approximately 650-feet west of Wing Road and 575-feet east of Eleanor Way.

18. Provide 50-feet wide dedicated right-of-way to the south property line in alignment with the new local street. Provide signage at the terminus of the access point, stating that "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

19. Construct a collector stub street, Foxglove Drive, to the west, located 2,068-feet north of New Hope Road. Provide signage at the terminus of the collector stub street, stating that “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

20. Construct a local stub street, Allyssa Drive, to the east, located approximately 850-feet north of Amalia Street. Provide signage at the terminus of the local stub street, stating that "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
21. Construct a local stub street, Amalia Street, to the east, located along the south property line terminating in a cul-de-sac. Provide signage at the terminus of the local stub street, stating that "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

22. Submit a revised preliminary plat showing the following redesigned roadways to reduce the length of the roadways or include the use of passive design elements, for review and approval prior to ACHD’s signature on the first final plat:
   - Kosma Road
   - Allyssa Road
   - Skylar Road.

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


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. Appeal Guidelines
6. Compass Checklist
Communities in Motion 2040 Development Review

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

Development Name: Trident Ridge
Agency: Star

CIM Vision Category: Future Neighborhood

New households: 324  New jobs: 0  Exceeds CIM forecast: Yes

CIM Corridor: Beacon/Purple Sage
Pedestrian level of stress: N/A
Bicycle level of stress: N/A

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

Housing within 1 mile: 307
Jobs within 1 mile: 120
Jobs/Housing Ratio: 0.4

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

Nearest police station: 3.1 miles
Nearest fire station: 3.1 miles

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

Farmland consumed: Yes
Farmland within 1 mile: 1,137 acres
Farmland Value: N/A

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

Nearest bus stop: 2.8 miles
Nearest public school: 2.2 miles
Nearest public park: 1.4 miles
Nearest grocery store: 3.1 miles

Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.

Recommendations

This proposal is in a largely farmland and hillside area. Necessary services, such as public transportation, public parks and schools, and employment, are several miles from this location. This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands.

The designated park area is at the terminus of Wing Road. There does not appear in the site plan a description of how patrons would access the park. Please consider both bicycle and pedestrian access internal to the proposal and vehicular access from Wing Road.

More information about COMPASS and Communities in Motion 2040:
Web: www.compassidaho.org
Email info@compassidaho.org
For more information about the development review process contact COMPASS at (208) 475-2239
A potential Beacon Light to Purple Sage connection is identified in Communities in Motion 2040 regional transportation plan. As State Highway 44 is the only continuous east-west route between Ada and Canyon Counties north of the Boise River. Growth in Middleton, Star, and Eagle has resulted in greater demand on the streets and highways in this area. Terrain in the foothills acts as a barrier to road connectivity. If a connection between Beacon Light Road and Purple Sage Roads can be created north of Star, the two roads can serve as an alternate east-west route for northern Ada and Canyon Counties. The location of this development may be in the route needed to make this connection. More information on Beacon Light/Purple Sage is available at: