

9. Construct 5 knuckles internal to the site, as proposed.
10. Construct a 20-foot wide public alley that runs north/south between Lilburn Street and Aragon Street, as proposed.
11. Construct the four 20-foot wide proposed north/south alleys as private alleys:
  - Two alleys between Stock Bridge Street and Sugar Hill Street
  - Two alleys between Fannin Street and Stillmore Street
12. Construct one new local street, Milestone Avenue, to intersect Floating Feather Road located 660-feet west of SH-16.
13. Construct all internal local streets to align or offset a minimum of 125-feet.
14. Construct 2 stub streets to the west in the following locations:
  - Stillmore Street, located 990-feet south of Statesboro Street
  - Statesboro Street, located 990-feet north of Stillmore Street
15. Install a sign at the terminus of the two stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
16. Close the existing driveway onto Floating Feather Road located 351-feet west of SH-16 with vertical curb, gutter and 5-foot wide detached or 7-foot wide attached concrete sidewalk.
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.

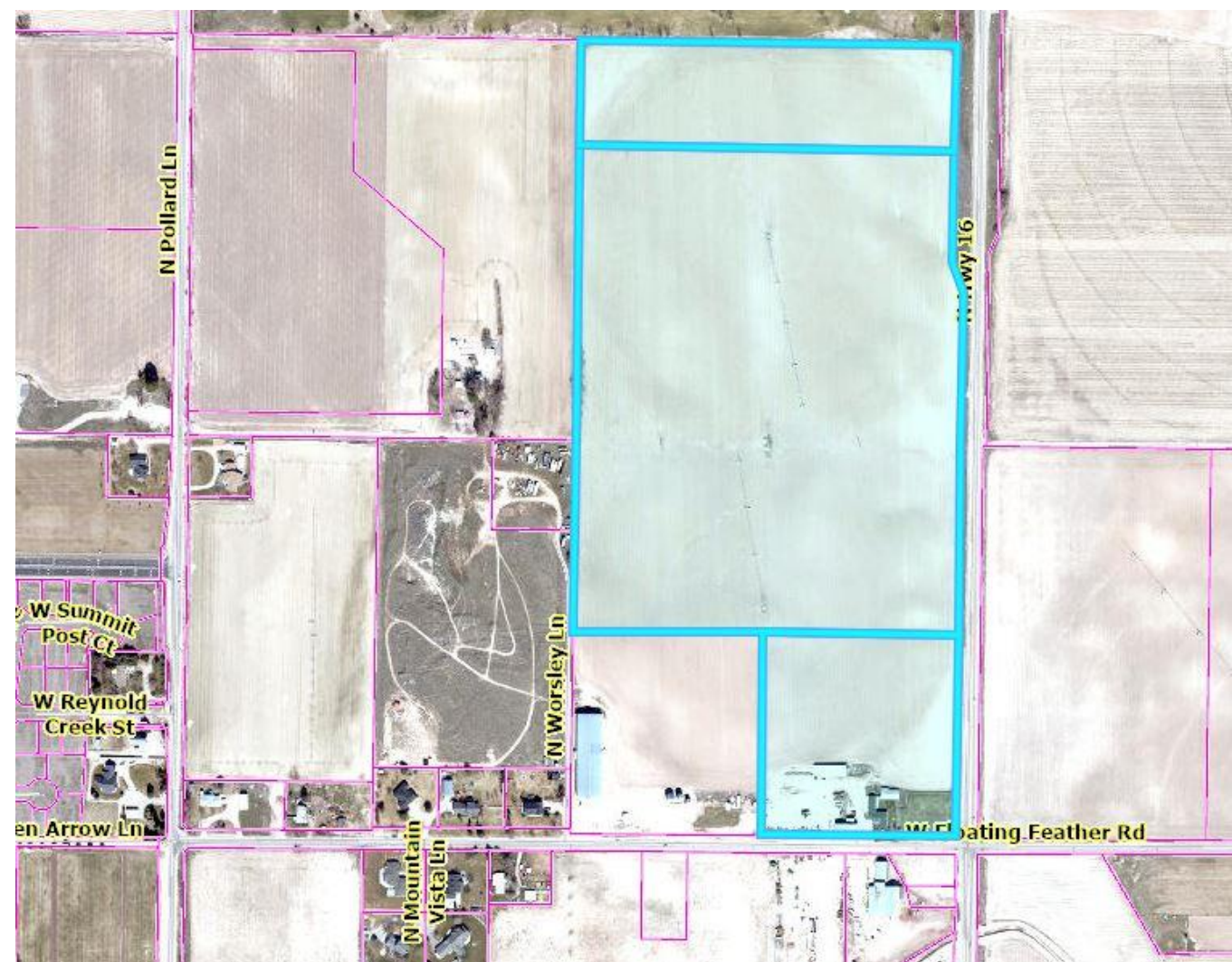
## **F. Conclusions of Law**

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.

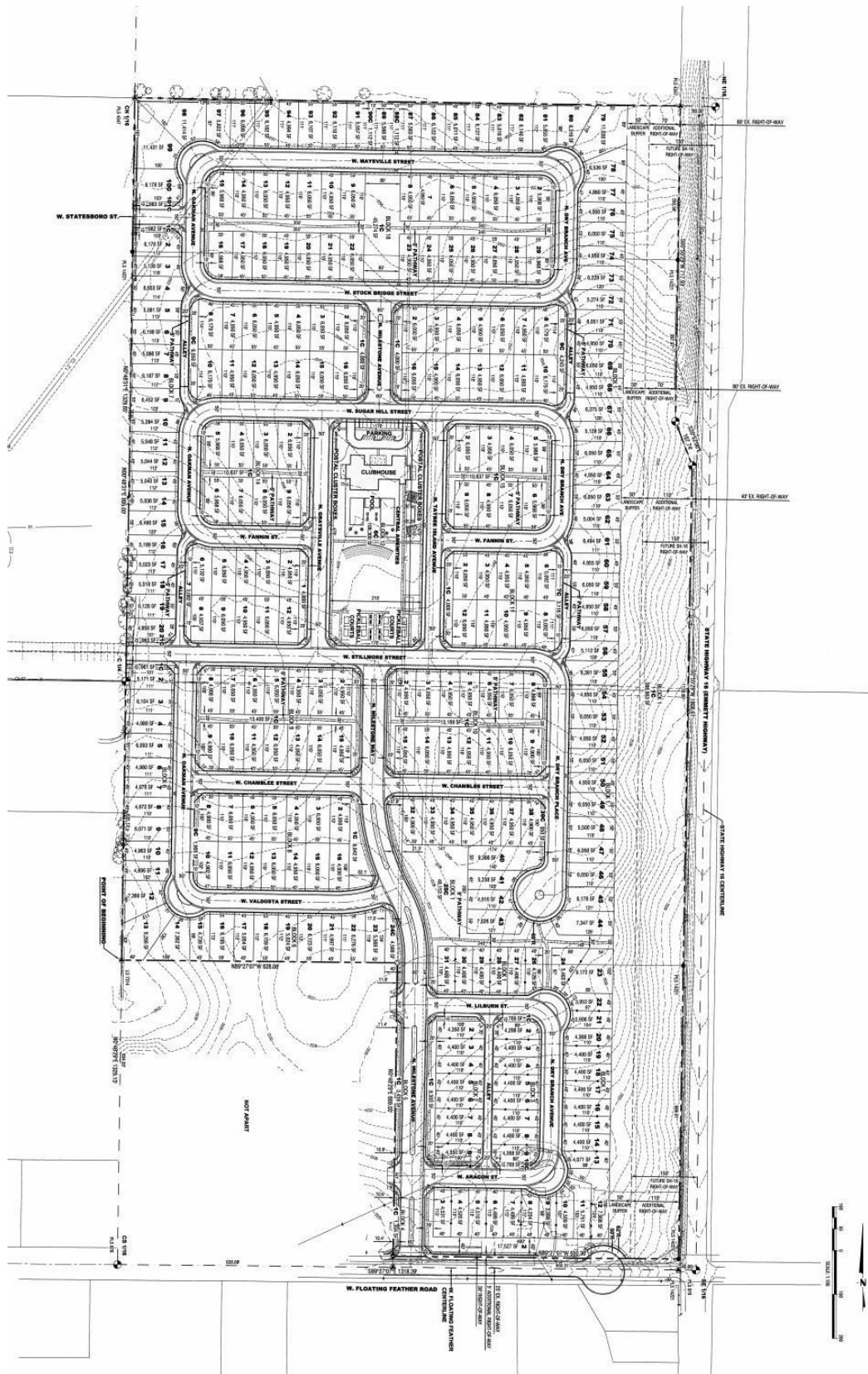
## **G. Attachments**

1. Vicinity Map
2. Site Plan
3. TIS Executive Summary
4. ITD Comment Letter
5. Utility Coordinating Council
6. Development Process Checklist
7. Appeal Guidelines

VICINITY MAP



SITE PLAN



## EXECUTIVE SUMMARY

Kittelson & Associates, Inc. (Kittelson) has prepared a Transportation Impact Study (TIS) for the Hoot Nanney Development. The Hoot Nanney Development is located in the northwest corner of the SH 16/Floating Feather Road intersection just outside the City of Star but within the Star area of impact. The proposed site is currently vacant farmland and consists of approximately 67 acres. The development will be annexed into the City of Star. The development plan proposes to build approximately 279 detached active senior adult living houses. The anticipated buildout year for the development is 2026.

The TIS resulted in the following findings and recommendations.

## FINDINGS

### Existing Conditions

- All study intersections were found to operate at acceptably during the existing weekday AM and PM peak hours, with the exception of:
  - **Existing Floating Feather Road/SH 16 (PM Peak Hour)**
    - The westbound approach is at LOS F and overcapacity. This is due to high northbound and southbound traffic volumes on SH 16, which results in very few gaps in traffic for the minor street unsignalized left-turn and through movements on Floating Feather Road.
    - The intersection will operate within ACHD and ITD thresholds with the existing Floating Feather Road westbound approach restricted to right-in/right-out/left-in.
    - ACHD and ITD's planning documents show that this section of Floating Feather Road will be realigned in the future so that Floating Feather Road is continuous between Palmer Lane (to the east of SH 16) and Pollard Lane (to the west of SH 16). The timing of that realignment on the east side is unknown. In addition, ITD has identified the realigning Floating Feather Road as an overpass of SH 16 in the future.
- All study roadway segments operate within the ACHD volume threshold under existing conditions.

### Year 2026 Background Traffic Conditions

- Year 2026 background traffic volumes were forecast using a 4% compounded annual growth rate on SH 16 and an 8% compounded annual growth rate on all other roadways plus the addition of in-process traffic from the Rosti Farm Subdivision.

- The following assumption for transportation projects was included in the 2026 background traffic conditions due to planned improvements in the area from the in-process development.
  - The Rosti Farm development has been conditioned with building the Floating Feather Road realignment between Plummer Lane and SH 16, along with a right-in/right-out/left-in intersection at SH 16. Given the background traffic from the Rosti Farm development is included in background conditions, the Floating Feather Road realignment between Plummer Lane and SH 16 and right-in/right-out/left-in intersection at SH 16 was also included.
- Year 2026 background traffic analysis (without inclusion of site-generated traffic) found that all study intersections are expected to operate at acceptable operating standards during the weekday AM and PM peak hours, with the exception of:
  - **Existing Floating Feather Road/SH 16 (AM & PM Peak Hours)**
    - As under existing conditions, the minor street approaches operate at LOS F and overcapacity in the weekday p.m. peak hour.
    - The intersection will operate within ACHD and ITD thresholds with the existing Floating Feather Road restricted to right-in/right-out/left-in.
    - ACHD and ITD's planning documents show that this section of Floating Feather Road will be realigned in the future so that Floating Feather Road is continuous between Palmer Lane (to the east of SH 16) and Pollard Lane (to the west of SH 16). The timing of that realignment on the east side is unknown. In addition, ITD has identified the realigning Floating Feather Road as an overpass of SH 16 in the future.
- All study roadway segments operate within the ACHD volume threshold under year 2026 background traffic conditions.

## Trip Generation and Distribution

- The proposed Hoot Nanney Development with 279 detached senior adult houses is estimated to generate a total of 1,388 daily net new trip ends, of these 89 are estimated to occur in the weekday a.m. peak hour (29 inbound / 60 outbound), and 107 are estimated to occur in the weekday p.m. peak hour (65 inbound / 42 outbound).
- Access to the Hoot Nanney Development is proposed via one full access on Floating Feather Road at the following location:
  - Site Access A / Floating Feather Road: unsignalized full access on Floating Feather Road approximately 660 feet west of SH 16.
- The study analyzed the following two scenarios for future traffic conditions:
  - Scenario 1: Assumes the existing Floating Feather Road remains connected to SH 16.



- Scenario 2: Assumes the west leg of the existing Floating Feather Road will be disconnected from SH 16. This is consistent with ITD's plan to disconnect the existing Floating Feather Road at SH 16 as the realignment of Floating Feather Road is constructed to the south.
- 

### Year 2026 Total Traffic Conditions

- Year 2026 total traffic conditions found that the site generated trips did not impact any additional intersections not previously identified in the background traffic conditions.
- All findings and mitigations required for intersections to meet operational standards outlined under background conditions remain consistent in the year 2026 total traffic conditions.
- All study roadway segments operate within the ACHD volume threshold under total conditions.

### Site Access Evaluation

- No turn lanes are warranted at Floating Feather Road / Site Access A.
- The intersection sight distance evaluation identified that intersection sight distance can be achieved at all the site intersections.
- The site access meets ACHD requirements for access spacing.

## RECOMMENDATIONS

Based on the report's analyses and evaluation findings, recommendations were developed accordingly for time scenario's conditions.

### Year 2021 Existing Traffic Condition Mitigations (Without the Proposed Development)

The following mitigations are recommended to accommodate the year 2021 existing traffic volume to meet ACHD and ITD thresholds.

#### ***Existing Floating Feather Road / SH 16***

- Existing Floating Feather Road restricted to right-in/right-out/left-in

### Year 2026 Background Traffic Condition Mitigations (Without the Proposed Development)

No mitigations beyond those presented for existing conditions are recommended to accommodate the year 2026 background traffic volumes.

## Year 2026 Total Traffic Conditions Mitigations (With the Hoot Nanney Development)

No mitigations beyond those presented for existing conditions are recommended to accommodate the year 2026 total traffic volumes. An alternative to restricting the existing Floating Feather Road intersection would be to terminate the connection to SH 16 on the west leg if the new Floating Feather Road realignment and intersection are completed. Based on the ACHD bicycle plan, Floating Feather Road is projected to be a Level 2 facility including shoulder bike lane, conventional bike lane, buffered bike lane. Therefore, as these roadways are built to ACHD standards, appropriate bike facilities should be considered.

### **All Site Accesses**

With approval from ACHD, construct all accesses to the development with the following designations:

- All local streets within the development should be constructed with one travel lane in each direction.
- Site driveways with access to public streets should provide sufficient stacking distance for four vehicles (100 feet) to ensure acceptable operation and accommodate larger vehicles, including utility service and delivery vehicles.
- The site access along Floating Feather Road should match the existing grade or be higher at the intersection to ensure the best possible sight distance.
- All accesses and internal streets should be designed to provide adequate intersection site distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.
- Site accesses are assumed to match the existing grade of the connected roadway at the intersection and back at least one car length. Significant changes to the approach grade could impact the sight distances.
- Shrubbery, weeds, and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- If widening occurs along any of the site access road, care should be taken to ensure adequate grades and intersection sight distance is maintained.





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

**IDAHO TRANSPORTATION DEPARTMENT**

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

June 17, 2021

Sabrina Durtschi  
Toll Brothers  
3103 W Sheryl Drive, Suite 100  
Meridian, ID 83642  
[sdurtschi@tollbrothers.com](mailto:sdurtschi@tollbrothers.com)  
Phone: 208-250-6161

VIA EMAIL

RE: Hoot Nanney Development – ITD Development Condition Memo

Dear Ms. Durtschi,

The Idaho Transportation Department (ITD) appreciated the opportunity to review the Hoot Nanney Development Traffic Impact Study (TIS) located on the northwest corner of SH-16 and Floating Feather Road. We have completed our review and although we do not have any technical questions, we do have concerns for the development's added trips to the intersection of SH-16 /Floating Feather Road.

ITD has entered into an agreement with the city of Star to collect a proportionate share contribution from each new development for impacts to the State highway system. As two agencies we are working together to accelerate highway construction within Star's area of impact to accommodate new development growth. ITD values your contribution to the transportation system so we can help keep goods, services and the public moving at an efficient pace.

Per the TIS, the intersection of SH-16 and Floating Feather Road has failing westbound movements by 2026 buildout. The TIS recommends either limiting the Floating Feather Road / SH-16 intersection to right-in, right-out, left-in or eliminating the west leg of Floating Feather Road completely when the west leg of realigned Floating Feather is constructed under the Rosti Farm Development. This is in alignment with discussions the department has had with ACHD regarding this intersection. Due to additional development in the area, the road also meets warrants for dedicated northbound and southbound right turn lanes along with extending the existing northbound and southbound left turn lanes to meet current ITD design standards. As discussed at the D3 TIS Committee Review meeting on April 14, 2021, ITD shall start asking for proportionate share to restrict and improve this intersection moving forward.

ITD determined Hoot Nanney Development's proportionate share contribution as the following. Details



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of the proportionate share calculation are included in the attached ITD Staff Technical Report.

Intersection	Proportionate Share Contribution
SH-16 / Floating Feather Road	\$39,222
<b>TOTAL</b>	<b>\$39,222</b>
<b><i>Approximate per household unit</i></b>	<b><i>\$141</i></b>

Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Star, ID as we want all residents to travel safely and efficiently around the Treasure Valley. If you have any questions please contact me by email at [jayme.coonce@itd.idaho.gov](mailto:jayme.coonce@itd.idaho.gov) or 208-334-8302.

Sincerely,

Jayme Coonce, P.E.  
ITD – District 3  
Engineer Manager

Cc:  
Shawn Nickel – City of Star  
Paige Bankhead – ACHD  
Lauren Nuxoll – Kittelson & Associates

# 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](http://iducc.com) for e-mail notification information.

# Development Process Checklist

## Items Completed to Date:

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

## Items to be completed by Applicant:

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

### DID YOU REMEMBER:

#### *Construction (Non-Subdivisions)*

##### ☐ **Driveway or Property Approach(s)**

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

##### ☐ **Working in the ACHD Right-of-Way**

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

#### *Construction (Subdivisions)*

##### ☐ **Sediment & Erosion Submittal**

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

##### ☐ **Idaho Power Company**

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

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

## Request for 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.



100 E Bower Street, Suite 110  
Meridian, ID 83642  
(208) 288-1992

September 7, 2021

Mayor Trevor Chadwick  
City of Star  
P.O. Box 130  
Star, ID 83669

**Re: Milestone Ranch Subdivision Preliminary Plat Application**

Dear Mayor:

Keller Associates, Inc. has reviewed the Preliminary Plat for the Milestone Ranch Subdivision dated August 17, 2021. We reviewed the applicant's package to check conformance with the City's Subdivision Ordinance and coordinated our review with Shawn L. Nickel. We have the following comments and questions based on our review.

1. Streetlighting shall be in accordance with ISPWC and the City of Star Supplementals. Cut sheet for lights and light poles shall be approved in writing by the City prior to installation.
2. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
3. Potable water cannot be used for irrigation purposes. A separate pressure irrigation system will be required. Construction plans for a subdivision-wide pressure irrigation system will be required for each final plat. Plan approvals and license agreements from the affected irrigation and/or canal companies will be required.
4. Finish grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
5. 10-foot easements for pressure irrigation lines will need to be shown once the applicant determines the alignment location(s) for the facilities. Show all ditch and drainage easements.
6. Easements for sewer/water facilities will be required where placed outside of public right of way.

We recommend that the preliminary plat be **APPROVED with the conditions listed above**. Any variance or waivers to the City of Star standards, ordinances, or policies must be specifically approved in writing by the City. Approval of the above-referenced preliminary plat does not relieve the Registered Professional Land Surveyor or the Registered Professional Engineer of those responsibilities.

If you have any questions, please do not hesitate to call Keller Associates at (208) 288-1992.

Sincerely,

**KELLER ASSOCIATES, INC.**

A handwritten signature in blue ink, appearing to read "Ryan V. Morgan".

Ryan V. Morgan, P.E.  
City Engineer

cc: File



# ADA COUNTY DEVELOPMENT SERVICES

200 W. FRONT STREET, BOISE, IDAHO 83702-7300  
<https://adacounty.id.gov/developmentservices>

PHONE (208) 287-7900  
FAX (208) 287-7909

BUILDING • COMMUNITY PLANNING • ENGINEERING & SURVEYING • PERMITTING

June 4, 2021

Shawn Nickel  
City of Star Planning & Zoning  
10769 W State St  
Star, ID 83669

RE: AZ-21-10 / 8542 W Floating Feather Road / Milestone Ranch Subdivision

Shawn,

The City of Star has requested feedback regarding the proposed annexation and preliminary plat for the Milestone Ranch Subdivision, which will consist of 240 single-family homes and 44 duplex lots on 70.52-acres at 8542 W Floating Feather Road. Ada County is supportive of the application due to the proximity of the site to existing public services. *Goal 2.2f* of the Ada County Comprehensive Plan encourages residential development to occur at urban densities within Areas of City Impact where public facilities are available.

The layout of the subdivision also complies with many of the goals of the Star Comprehensive Plan, as adopted by Ada County. The proposal to set aside over 15% of the site as usable open space, which will include pickleball courts, pool, playground, picnic shelter and pedestrian pathways is compatible with *Residential Policy 3* of the Star Comprehensive Plan, which encourages neighborhood parks and open spaces to be provided within residential areas.

The stub streets proposed to the west are supported by *Goal 4.3* of the Ada County Comprehensive Plan which supports the development of local transportation systems that are well-connected both internally and to the regional transportation system, and *Goal 4.3d* which calls for new developments to provide stub streets that will connect to future developments on adjacent lands wherever possible. The additional sidewalk connections provided with the stub streets are also supported by *Transportation Policy 9* of the Star Comprehensive Plan, which encourages non-motorized pathways between residential areas to reduce vehicle trips and improve access for non-drivers.

Regarding land use, the Comprehensive Plan currently adopted by Ada County for the Star Area of City Impact designates the site as *Light Industrial (10-acres)*, *Multiple Use 1 (20-acres)*, and *Medium Density Residential (50-acres)*. Light Industrial is intended for light industrial uses supporting commercial and agricultural activities, other light industrial uses that may include offices and supporting commercial uses; Multiple Use 1 is intended for residential, limited office and commercial uses; and Medium Density Residential is intended for single-family residential development at densities of up to four units per acre. Star has since adopted an updated Comprehensive Plan designating the site as *Compact Residential (5-10 units per acre)*. The proposed density within the development is over 4-units per acre and is consistent with the



existing and proposed residential developments in the area and provides a variety of housing styles. Ada County looks forward to working with Star in the renegotiation and adoption of the updated Comprehensive Plan.

Thank you for this opportunity to provide feedback.

Sincerely,

*Stacey Yarrington*

Stacey Yarrington  
Community & Regional Planner  
Ada County Development Services

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MIDDLETON RURAL FIRE DISTRICT

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Milestone Ranch Subdivision

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STAR FIRE PROTECTION DISTRICT

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DATE: October 5, 2021

TO: City of Star, Planning & Zoning

FROM: Victor Islas, Deputy Chief

SUBJECT: Fire District Review

PROJECT NAME: Milestone Ranch Subdivision (AZ-21-10, DA-21-15, PP-21-14)

**Fire District Summary Report:**

**Overview:** This development can be serviced by the Star Fire Protection District. This development shall comply with the 2018 International Fire Code (IFC) and any codes set forth by the City of Star, Idaho.

**Fire Response Time:** This development will be served by the Star Fire Protection District Station 51, located at 11655 W. State St., Star, Idaho. Station 51 is 3.4 miles with a travel time of 7 minutes under ideal driving conditions to the purposed entrance off W. Floating Feather Rd.

**Accessibility:** Roadway Access, Traffic, Radio Coverage

Access roads shall be provided and maintained following Appendix D and Section 503 of the IFC. Access shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus.

Access road design shall be designed and constructed to allow for evacuation simultaneously with emergency response operations.

All access roads in this development shall remain clear and unobstructed during construction of the development. Additional parking restrictions may be required as to always maintain access for emergency vehicles. Hydrants shall always remain unobstructed per city code.

One- or two-family dwelling residential developments: Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall provide with at least two separate and approved fire apparatus access roads.

Note: Development to the west of the property is in the works. This will give two additional access points to the development. The developer will continue to work with the Fire District on access points.

NO PARKING Signs per IFC D103.6 alleyways.

The fire district requires that Autoturn models be submitted for review. Autoturn models should be reflect the utilization of a 36' long fire engine and a 50' long ladder truck.

Traffic calming devices will require approval by the Fire District.

An unobstructed vertical clearance of no less than 13 feet 6 inches shall be always maintained.

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(208) 286-7772  
11665 W. STATE ST., SUITE B  
STAR, IDAHO 83669

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**MIDDLETON RURAL FIRE DISTRICT**

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Milestone Ranch Subdivision

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**STAR FIRE PROTECTION DISTRICT**

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The applicant shall work with City of Star, Ada County and Fire District to provide an address identification plan and signage which meets the requirements set forth by each agency. Addressing shall be placed in a position that is plainly legible and visible from the street or road fronting the property, as set forth in International Fire Code Section 505.1

Upon commencement of initial construction of a new structure, a clear visible freestanding sign or post shall be erected and maintained in place until the permanent address numerals are attached or otherwise displaced upon the premises at completion.

Developer to meet with Fire District to review flag lots for approval.

**Water Supply:**

Water supply requirements will be followed as described in Appendix B of the 2018 International Fire Code unless agreed upon by the Fire District.

1. Fire Flow: One- and two-family dwellings not exceeding 3,600 square feet require a fire-flow of 1,000 gallons per minute for a duration of 1 hour to service the entire project. One- and two-family dwellings in excess of 3,600 square feet require a minimum fire flow as specified in Appendix B of the International Fire Code.
2. Fire Sprinkler systems may be required for multi-family buildings.
3. Water Supply: Acceptance of the water supply for fire protection will be by the Fire District and water quality by the Star Sewer & Water District for bacteria testing.
4. Water Supply: Final Approval of the fire hydrant locations shall be by the Star Fire Protection District or their designee in accordance with International Fire Code Section (IFC) 508.5.4 as follows:
  - a. Fire hydrants shall have a Storz LDH connection in place of the 4 1/2" outlet. The Storz connection may be integrated into the hydrant, or an approved adapter may be used on the 4 1/2" outlet.
  - b. Fire hydrants shall have the Storz outlet face the main street or parking lot drive aisle.
  - c. Fire hydrants shall be placed on corners when spacing permits.
  - d. Fire hydrants shall not have any vertical obstructions to outlets within 10'.
  - e. Fire hydrants shall be placed 18" above finished grade to the center of the Storz outlet.
  - f. Fire hydrants shall be provided to meet the requirements of the City of Star and Star Sewer and Water District Standards.
  - g. Show all proposed or existing hydrants for all new construction or additions to existing buildings within 1,000 feet of the project.

**Inspections:**

Final inspection by the Fire District of the above listed including hydrant flow must be completed before building permits are issued

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11665 W. STATE ST., SUITE B  
STAR, IDAHO 83669

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MIDDLETON RURAL FIRE DISTRICT

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Milestone Ranch Subdivision

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STAR FIRE PROTECTION DISTRICT

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**Additional Comments:**

Side Setback as per City Code. Any modification to setback will require review and approval by the Fire District.

Per Star City Code 8-6B-2-H Flag lots are prohibited, unless approved by the Fire District. Developer to meet with Fire District to review flag lots.

Streetlights shall be turned on once residential building begins, Lighting is essential in assisting first responders with identifying entrances safely while responding to calls for service.

Additional life safety review and permits will be required for commercial and residential buildings prior to construction.

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