



March 27, 2023

City of Star Planning & Zoning
PO Box 130
Star, Idaho 83669
Attention: Shawn Nickel, Administrator

Kittelson & Associates
101 S. Capitol Blvd Suite 600
Boise, Idaho 83702
Attention: Jamie Markosian, P.E.

RE: Willow Brook Golf Community Updated TIS- January 25, 2023

Canyon Highway District No. 4 (CHD4) has reviewed the updated TIS (Jan 25, 2023) prepared for Willow Brook Golf Community, and offers the following comments on this matter:

Jurisdiction

By agreement with the City (*Canyon 4/Star Public Agency Coordination Agreement, June 6th, 2007*), CHD4 acts as the supervisory authority for all public roads within the City limits that also lie within Canyon County (except those highways under the jurisdiction of Idaho Transportation Department). This supervisory authority includes highway planning, the establishment of design and use standards, access controls, review and approval of plats and development plans, and other operations and management duties assigned to highway districts under Idaho Code.

General

1. A final version of the TIS sealed by a professional engineer should be provided to public agencies for permanent records.
2. The proximity of this development to roads maintained by and under jurisdiction of CHD4 (including Purple Sage Rd and Deep Canyon Drive) will place demand on the CHD4 road system, and CHD4 reserves the right to review and comment on development plans and land use actions that may affect those roads, and to require mitigation of traffic impacts from the proposed development even if the development is located outside of CHD4 boundaries. CHD4 requests the City of Star place conditions on the approval of the development to satisfy traffic mitigation requested below.

Traffic Mitigation

1. SH 44 & Can Ada Rd intersection: CHD4 recommends the City collect a proportionate share of costs to improve the intersection, either through an established per-lot fee or by collection of 18% of the intersection cost proportion in the report. This intersection is not eligible for funding through impact fees, nor is it currently funded for improvement by ITD. The intersection currently operates at LOS F in the pm peak hour; CHD4 recommends improvements providing a LOS D or better **shall** be operating prior to issuance of building permits for any phase of the development. The development may choose to construct these improvements to allow issuance of building permits, and would

be eligible for reimbursement of costs in excess of their proportionate share via a reimbursement agreement or similar mechanism.

2. Purple Sage/Can Ada Intersection: With traffic contributions from this development and other adjacent development, this intersection is likely to be included on future updates to the Mid-Star CIP, and may be eligible for impact fee funding and/or reimbursement agreements. Improvements to this intersection should be planned as operational warrants and/or safety thresholds are met. This development may be conditioned to improve the intersection as a condition of future phases. Consideration for allowing construction of the intersection improvements with initial phases (at developer's discretion) should be made to minimize impacts to the public in the future when traffic volumes are much higher (roundabouts operate very efficiently at lower volumes, and also provide an amenity to the project entrance). Can Ada Rd north of the intersection should be re-aligned to connect to the roundabout. As shown the north leg of Can Ada appears to create a 3-leg intersection approximately 100-feet west of the roundabout on Purple Sage Rd; this intersection spacing is undesirable.
3. Can Ada Rd- Purple Sage to Lanktree Gulch: Reclassification of this segment from collector to minor arterial may be approved provided additional right-of-way to accommodate an arterial street standard is provided. This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A full 3-lane section will be required at all locations serving private roads or private driveways. CHD4 recommends the City require a proportionate share contribution from the development (34% of total 2045 traffic) for costs of additional right-of-way and travel lanes.
4. Can Ada Rd- Lanktree Gulch to New Hope: Reclassification of this segment from collector to minor arterial may be approved provided additional right-of-way to accommodate an arterial street standard is provided. This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A full 3-lane section will be required at all locations serving private roads or private driveways. CHD4 recommends the City require a proportionate share contribution from the development (34% of total 2045 traffic) for costs of additional right-of-way and travel. The existing alignment and grade of Can Ada Rd between New Hope and Lanktree Gulch is not suitable for increases in development traffic, including construction haul trucks. CHD4 recommends this segment be improved coincident with development of the site. CHD4 has developed a concept for re-alignment and regrading of portions of this segment that may be useful to the developer.
5. Purple Sage Rd- Blessinger to Can Ada: This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A complete 3-lane section will be required to accommodate left turn movements at the private driveways fronting the majority of the segment. Timing for this work is not included in the TIS mitigation evaluation; CHD4 recommends the City require amendment of the TIS to include the timing, development threshold, and proportionate share of cost for this

work. At a minimum, the development should be conditioned to improve this segment to 3-lanes with the final phases.

6. Deep Canyon Drive- Purple Sage Rd to Canyon County line: This segment has been excluded from consideration for trips from the development. Due to the existing front-on residential development, horizontal and vertical geometry, and limited right-of-way width traffic from the development should be discouraged from using this segment. CHD4 recommends the City require the development to provide construction of traffic calming measures on this segment (speed humps or other measures approved by CHD4 and affected property owners) to minimize cut through traffic on the portion of Deep Canyon Drive within Canyon County.

The CHD4 Board strongly requests the City condition the proposed development with the conditions outlined above, as CHD4 does not have direct jurisdiction over the development, but will experience impacts from it nonetheless.

Please feel free to contact me with and questions on these recommended conditions, and thank you for the opportunity to review.

Respectfully,



Chris Hopper, P.E.
District Engineer
Canyon Highway District No. 4

File: Development/Star/Willowbrook