



# CITY OF STAR

## LAND USE STAFF MEMO

**TO:** Mayor & Council

**FROM:** City of Star Planning Department *Shen J. Smith*

**MEETING DATE:** **May 9, 2023 – PUBLIC HEARING**

**RE:** **Willowbrook Development – TRANSPORTATION ANALYSIS**

**FILE(S) #:** **AZ-21-12 Annexation and Zoning  
DA-21-20 Development Agreement**

City Staff is providing the Council with a summary of the Transportation Agencies and Star Transportation and Pathway Committee review of the Willowbrook application. These highlighted portions of the reports are intended to provide a basis for recommended conditions of approval that may be included in the final Development Agreement should the application be approved by City Council. Council may consider the recommended conditions by Staff and the Agencies and may add additional conditions as part of the approval.

### **General Analysis**

ACHD, ITD and CHD4 have each accepted and reviewed the TIS and have made recommendations to the City.

- (ACHD) accepted the TIS methodology used to study the development application for annexation. The TIS Recognized 17 intersections and roadways that will need improvements prior to potential 2045 buildout of the development.
- (ACHD) stated that *the land uses proposed may need to be revised, or a request to modify the MSM (Master Street Map) may be necessary to change the lane configurations at the intersections listed above to allow for right-of-way preservation necessary to accommodate future impacts from preliminary plats within the development.*
- (ACHD) will require that the site traffic distribution be reviewed with each phase and preliminary plat submittal as part of the required future traffic impact studies. This will allow ACHD to evaluate whether additional mitigation measures are necessary if site

traffic distribution is not as estimated in TIS by the applicant's engineer.

- (ACHD) - *i. Traffic Impact Studies –Updated traffic impact studies will be required with each phase of the development to verify assumptions and establish conditions. ii. Disclaimer: No waiver or modification of policy is approved or recommended unless specifically called out by policy section and specifically approved in this report. Additional requirements may be required at each preliminary plat phase.*
- (ACHD) *Recommendation to City of Star/Recommended Conditions ACHD is a recommending body for an annexation and rezone application and is not party to the City of Star's Development Agreement with the applicant.*
- (CHD4) stated that *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 CDH4 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 below. (ITD) Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. Your development will bring a significant impact to the transportation system within the Star community and surround areas. We appreciate your consideration of our recommendations, as we want all residents to travel safely and efficiently around the Treasure Valley.*

**(Star Transportation & Pathways Committee)** The Star Transportation and Pathways Committee is comprised of local community members residing in the Star City limits and Area of City Impact. The 6-member Committee is appointed by the Mayor and City Council. One of their tasks is to review development applications for compliance to transportation and pathway related issues within a specific development. They primarily review applications and make recommendations to Council on compliance with City adopted maps including the Economic Corridor Access and Roadways Connection Management Plan (ECAMP) and the Master Pathways Plan.

## **Aerie Way and SH-16**

### **(ITD Review)**

Once the Applicant builds and extends the local road Aerie Way to SH-16, **ITD will recommend** Applicant design and build the following improvements on the west side of the highway:

- The Applicant shall design and construct a 14-foot-wide southbound SH-16 acceleration lane to meet current AASHTO Policy on Geometric Design of Highways and Streets Standards.
- Applicant shall design and construct a southbound right turn lane onto Aerie Way to ITD's right turn lane design standards for 65 MPH. (See Figure 3B-4 of the ITD Traffic Manual).
- Right-of-way dedication/donation will be required as necessary for all the above improvements to accommodate pavement widening and drainage needs that do not fit into ITD's existing right-of-way.
- Coordinate with the Spring Valley Development to construct these improvements for access at Aerie Way and SH-16. Design and construction of the planned grade separated bridge over SH-16 will be done in conjunction with permitting the right-in, right-out (RIRO) access off Aerie Way.

**ITD would recommend** developing a Transportation Mitigation Agreement (TMA) with the Applicant that would include all mitigation to SH-16 and SH-44 along with any applicable extraordinary share and proportionate share agreements developed in conjunction with the City of Star. In addition, all future phases of Willowbrook will need an updated tis to be reviewed and approved by ITD.

In addition, it's important to note that the department will soon begin evaluation of the 2004 State Highway 16 (SH-16) environmental study from SH-44 to SH-52 in Emmett. This process is estimated to take approximately 24 months to complete. Given the growth during the last 20 years, we expect the analysis to result in an official corridor plan, particularly within the four miles north of the SH-44 and SH-16 intersection in Star. A new corridor plan may result in updated access mitigation in the future.

### **(ACHD Review)**

The applicant has proposed to construct a new arterial roadway, Aerie Way to provide access to the site. This roadway is proposed to extend from SH-16 to intersect Deep Canyon Drive. Aerie Way is not currently shown on ACHD's Master Street Map or planned to be constructed in the CIP and would require the applicant to acquire property from an adjacent landowner and BLM to accommodate the construction of a roadway in this location. The study assumed that this roadway would be constructed under background conditions in 2045 (under the select roadway improvement scenario).

The TIS also notes that Aerie Lane would need to be constructed as a 2-lane minor arterial roadway. ACHD is supportive of the applicant's proposal to construct a new arterial roadway to provide access to the site, as it reduces the impacts to the existing local street network. The applicant will be responsible to acquire all of the right-of-way necessary to construct a public street through SH-16 Page 11 of 18 the adjacent parcels, this includes acquiring perpetual right-of-way Grants to ACHD from the BLM, that include the entire roadway prism for Aerie Way. **If the applicant is unable to obtain the right-of-way from private property owners or perpetual right-of-way easements from BLM, then the land uses proposed within the master planned community should be reevaluated and the site should be redesigned to reduce the impacts to the existing local street network. No connection to Deep Canyon Drive will be considered until Aerie Way is constructed and provides access to the site.**

### **Deep Canyon Drive – Ada County**

#### **(ACHD Review)**

**To reduce the impacts of this development on Deep Canyon Drive and to ensure that traffic volumes remain below 2,000 vehicle trips per day, ACHD will not consider a connection to Deep Canyon Drive until Aerie Way is constructed and provides access to the site. **ACHD recommends** that the City of Star include this in the development agreement. See finding 13. Page 12 of 18 Once Aerie way is constructed and provides access to the site ACHD may consider allowing a connection to Deep Canyon Drive based on information provided in updated traffic impact studies, site design, and any other information applicable at the time of a future development applications.**

**If the applicant is unable to make improvements to impacted intersections and roadway segments when needed to serve the site, the applicant may need to wait for ACHD to make them before proceeding with future phases of the development. All intersection and roadway improvements necessary to serve the site will be verified through traffic impact studies submitted with future preliminary plat applications.**

### **Lanktree Gulch Road – Ada County**

#### **(ACHD Review)**

To mitigate traffic volumes on Lanktree Gulch Road, the applicant has proposed to reclassify from a rural local, to a collector roadway, to allow additional capacity based on definition only. ACHD does not accept this as mitigation and will not reclassify Lanktree Gulch Road to a collector roadway to accommodate traffic generated by the proposed development. Widening of Lanktree Gulch Road will also not be considered as acceptable mitigation, as this roadway was to rural local residential street standards and has limited right-of-way, making improvements infeasible anyway. **ACHD recommends**

**that the site be redesigned to reduce the impacts to Lanktree Gulch Road, or the density of the proposed land uses be reduced to ensure that Lanktree Gulch remains within local street thresholds.** This will be verified through future traffic impact studies and ACHD may require changes to development applications to ensure Lanktree Gulch Road remains at less than 2,000 trips per day.

### **Wing Road Extension**

City Staff is unsure of the TIS referenced extension of Wing Road from W. Beacon Lights Road north to W. Lanktree Gulch Road, as ACHD has not referenced the extension within their review letter. It is assumed that this analysis will be part of future updates to the TIS as the phases within the preliminary plat are reviewed. Staff has concerns with the intersection of W. Beacon Light Road and N. Wing Road and **would recommend that Council include a condition** referencing future review by ACHD during the preliminary plat review process, should Wing Road be considered for connection to Willowbrook.

### **New East/West Collector Roadway**

#### **(ACHD Review)**

*The concept plan provided in the annexation and rezone application and in the TIS shows a new east/west collector roadway that is proposed to intersect Deep Canyon Drive/Aerie Way and extend west thought the site to intersect Can Ada Road. This roadway is not shown on ACHD's Master Street Map. Page 13 of 18 \*Proposed collector in Red If, the new east/west collector is proposed to be a public street, then it should be designed and constructed meeting ACHD policies and standards, as no cross section or phasing plan was provided as part of this application. The design and construction of the collector roadway will be evaluated as part of a future preliminary plat application and the collector will be restricted at Deep Canyon Drive until Aerie Way is constructed and provides access to the site. Based on the concept plan, this roadway is proposed to provide access to the first phase of the development including the golf course. The City of Star has indicated that the golf course will be approved under the development agreement included as part of this application, without a subsequent development application. Because of this ACHD is unable to establish conditions of approval for the new collector roadway or any public streets proposed to provide access to the golf course. **To provide access to the golf course, the applicant should be required to apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site.** ACHD will not approve or accept any new public street within the site without the review and approval through a preliminary plat application.*

## **Can Ada Road & Intersection at Hwy 44**

### **(ACHD Review)**

*The TIS recommends the reclassification of the collector portion of Can-Ada Road (between New Hope Road and Purple Sage Road) to a minor arterial roadway to accommodate the site generated traffic. ACHD is supportive of this proposal and recommends that the City of Star work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of roadway. Improvements to Can-Ada Road, adjacent to, and off-site, will be evaluated as part of future traffic impact studies and preliminary plat applications. **ACHD also recommends** that the site be designed to put more traffic on Can-Ada Road, a minor arterial/collector roadway instead of impacting the existing local residential street network.*

### **(ITD Review)**

*The TIS indicates that per a SH-44 Corridor Plan, ITD will construct improvements at the Can Ada Road/SH-44 Intersection in 2025. The referenced plan was being developed at the time and never adopted by the department, or approved by the Federal Highway Administration (FHWA). ITD does not have an approved corridor plan for this section of the roadway. ITD has started a new SH-44 Planning and Environmental Linkage (PEL) Study from Interstate 84 to Can Ada Road. It could be several years before a plan is adopted. **Based on the future needs identified in the TIS, ITD recommends** that the applicant design and build a signalized intersection at the corner of SH-44 and Can Ada Road to mitigate this development.*

### **(CDH4 Review)**

*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 proportionate in the report. This intersection is not eligible for funding through impact fees, nor is it currently funded for improvements 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.*

**City Staff comment: The Council may wish to consider a late-comers agreement with the applicant for the initial construction of the Can Ada/Hwy 16 signal to be assessed for future developments along the Can Ada Road corridor.**

## **Can Ada Road – Purple Sage to Lanktree Gulch**

### **(CDH4 Review)**

*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. **CDH4 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.*

## **Can Ada Road – Lanktree Gulch to New Hope**

### **(CHD4 Review)**

*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. **CDH4 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 Road 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.*

### **(ACHD Review)**

*The TIS recommends the reclassification of the collector portion of Can-Ada Road (between New Hope Road and Purple Sage Road) to a minor arterial roadway to accommodate the site generated traffic. ACHD is supportive of this proposal and recommends that the City of Star work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of roadway. Improvements to Can-Ada Road, adjacent to, and off-site, will be evaluated as part of future traffic impact studies and preliminary plat applications.*



## Deep Canyon/Purple Sage – Canyon County

### **(CHD4 Review)**

Deep Canyon Drive-Purple Sage Road 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.

**CDH4 recommends** the City require the development to provide construction of traffic calming measures on this segment (speed bumps 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.

### ACHD Golf Course Reference and Future Development Conditions

*The City of Star has indicated that the golf course will be approved under the development agreement included as part of this application and ACHD is unclear of when additional development additional development applications including, but not limited to preliminary plats, conditional use permit, and design review applications would be transmitted for review and comment. Because of this **ACHD recommends that the City of Star include the following site specific conditions** as part of their action on the annexation and rezone application and development agreement OR that the City require development applications for all future phases that will be transmitted to ACHD for review and approval, allowing ACHD to establish site specific conditions of approval at that time.*

- 1. No connection (public or private) to Deep Canyon Drive will be considered until Aerie Way is constructed and open to provide access to the site.*
- 2. To provide access to the golf course, apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site.*
- 3. ACHD will not approve or accept any new public streets within the site without the review and approval through a preliminary plat application. All new public streets shall be designed and constructed to ACHD standards.*
- 4. All new right-of-way to support the construction of new public streets within the development shall be dedicated as part of the final plat process. Individual warranty deeds for right-of-way dedication will not be accepted within the master planned development area.*
- 5. City of Star shall work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of Can-Ada Road from New Hope Road north to Purple Sage Road as a minor arterial roadway.*



6. *The applicant shall be required to make all of the improvements needed to mitigate the traffic impacts of the development, except for local streets, as outlined in the executive summary of the traffic impact study (attachment 3). Page 15 of 18 a. ACHD will provide a detailed analysis of when improvements are warranted as part of the review of future preliminary plat applications.*

7. *Provide the City of Star a detailed phasing plan which identifies the number of units or commercial square footage proposed for each phase, and where access is proposed. a. ACHD will review the phasing plan and provide comments to the City of Star based on the trip thresholds and proposed access locations.*

8. *If roadway improvements assumed to be constructed under the select improvements scenario in the TIS are not constructed when needed to serve the site then the applicant shall submit a revised master plan application that reduces the density to keep the exiting roadway network at acceptable level of service planning thresholds, based on ACHD policy. 14. Summary/Disclaimer a. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats: i. Traffic Impact Studies – Updated traffic impact studies will be required with each phase of the development to verify assumptions and establish conditions.*

### **City of Star Transportation & Pathways Committee Review and Recommendations**

The Star Transportation and Pathway Committee met May 3, 2023 to review the Willowbrook Development AZ -21-12 Annexation and Rezone request. The committee voted unanimously to recommend the following conditions be included in the Development agreement for the development:

1. *The Developer shall construct a 10' wide detached public asphalt pathway generally running in a north south direction connecting the future City Park at the north end of Wing Road to the BLM property northerly of the proposed development in accordance with the Pathways Masterplan approved by the City. The developer shall dedicate an easement to the City for the Pathway. Maintenance of the pathway shall be by the development until such time as the City agrees to assume maintenance. The pathway alignment shall be shown on the approved Preliminary plat and construction shall be done on a schedule as dictated by the Council when reviewing the phasing plan for the development.*
2. *The Developer shall construct a 10' wide detached public asphalt pathway generally running in an east west direction from the proposed roundabout at intersection of Purple Sage Road and Can Ada Road to the proposed roundabout on the north edge of the proposed development at the end of the extension of Purple Sage Road connection to Deep Canyon Road in accordance with the Pathways Masterplan approved by the City. The developer shall dedicate an easement to the City for the Pathway. Maintenance of the pathway shall be by the development until such time as the City agrees to assume maintenance. The pathway alignment shall be shown on the approved Preliminary plat*

*and construction shall be done on a schedule as dictated by the Council when reviewing the phasing plan for the development.*

- 3. The Developer shall construct a parking lot connecting to Deep Canyon Road in the proposed Native Common Space north of Deep Canyon Road. The parking lot shall have the capacity for at least five truck and connected horse trailers and 10 vehicles. The horse trailer stall shall be designed for drive thru parking. An easement for the parking lot shall be dedicated to the City to allow for public use. The parking lot shall be shown on the approved Preliminary plat and construction shall be done on a schedule as dictated by the Council when reviewing the phasing plan for the development.*
- 4. Should the development include construction of any schools, the developer shall include a 8 'wide asphalt public pathway connection to the required pathway system.*
- 5. The recommended conditions of approval identified in the ITD review letter dated April 20, 2023, The CDH4 review letter dated March 27,2023 and the ACHD review letter dated May 3, 2023 be included as conditions of approval in the Development Agreement.*

**Based on the Transportation Agencies review and comments, City Staff has provided to the Council specific conditions of approval from the Agencies that may be included in the Development Agreement to address transportation impacts. These include, but may not be limited to the following:**

- 1. Adopt all recommended Transportation Agency conditions of approval (ACHD, ITD, CHD4). Specific attention shall be given to the following:**
  - a. No connection (public or private) to Deep Canyon Drive will be considered until Aerie Way is constructed and open to provide access to the site. ACHD will not consider a connection to Deep Canyon Drive until Aerie Way is constructed and provides access to the site. Once Aerie way is constructed and provides access to the site ACHD may consider allowing a connection to Deep Canyon Drive based on information provided in updated traffic impact studies, site design, and any other information applicable at the time of a future development applications (preliminary plats, final plat phases, commercial uses). ACHD Recommendation**
  - b. Once the Applicant builds and extends the local road Aerie Way to SH-16, the Applicant shall design and build the following improvements on the west side of the Highway 16:**
    - i. The Applicant shall design and construct a 14-foot-wide southbound SH-16 acceleration lane to meet current AASHTO Policy on Geometric Design of Highways and Streets Standards.**
    - ii. Applicant shall design and construct a southbound right turn lane onto Aerie Way to ITD's right turn lane design standards for 65 MPH. (See Figure 3B-4 of the ITD Traffic Manual).**

- iii. Right-of-way dedication/donation will be required as necessary for all the above improvements to accommodate pavement widening and drainage needs that do not fit into ITD's existing right-of-way.
- iv. Coordinate with the Spring Valley Development to construct these improvements for access at Aerie Way and SH-16. Design and construction of the planned grade separated bridge over SH-16 will be done in conjunction with permitting the right-in, right-out (RIRO) access off Aerie Way. ITD Recommendation
- c. The Applicant shall develop a Transportation Mitigation Agreement (TMA) with ITD that would include all mitigation to SH-16 and SH-44 along with any applicable extraordinary share and proportionate share agreements developed in conjunction with the City of Star. In addition, all future phases of Willowbrook will need an updated TIS to be reviewed and approved by ITD. ITD Recommendation
- d. ACHD recommends that the site be redesigned to reduce the impacts to Lanktree Gulch Road, or the density of the proposed land uses be reduced to ensure that Lanktree Gulch remains within local street thresholds. This will be verified through future traffic impact studies and ACHD may require changes to development applications to ensure Lanktree Gulch Road remains at less than 2,000 trips per day. ACHD Recommendation
- e. The applicant shall submit a Certificate of Zoning Compliance/Design Review (CZC) application prior to final administrative approval of the Golf Course Facility approved by Council as part of this Development Agreement. The application shall be reviewed by ACHD to provide access to the golf course, apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site. ACHD Recommendation
- f. ACHD will not approve or accept any new public streets within the site without the review and approval through a preliminary plat application. All new public streets shall be designed and constructed to ACHD standards. ACHD Recommendation
- g. All new right-of-way to support the construction of new public streets within the development shall be dedicated as part of the final plat process. Individual warranty deeds for right-of-way dedication will not be accepted within the master planned development area. ACHD Recommendation
- h. City of Star shall work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of Can-Ada Road from New Hope Road north to Purple Sage Road as a minor arterial roadway. ACHD Recommendation
- i. The applicant shall be required to make all of the improvements needed to mitigate the traffic impacts of the development, except for local streets, as outlined in the executive summary of the traffic impact study (attachment

- 3). Page 15 of 18 a. ACHD will provide a detailed analysis of when improvements are warranted as part of the review of future preliminary plat applications. ACHD Recommendation**
- j. Provide the City of Star a detailed phasing plan which identifies the number of units or commercial square footage proposed for each phase, and where access is proposed a. ACHD will review the phasing plan and provide comments to the City of Star based on the trip thresholds and proposed access locations. ACHD Recommendation This shall be required with the first preliminary plat submittal (City Staff).**
- k. If roadway improvements assumed to be constructed under the select improvements scenario in the TIS are not constructed when needed to serve the site then the applicant shall submit a revised master plan application that reduces the density to keep the exiting roadway network at acceptable level of service planning thresholds, based on ACHD policy. 14. Summary/Disclaimer a. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats: i. Traffic Impact Studies –Updated traffic impact studies will be required with each phase of the development to verify assumptions and establish conditions. ACHD Recommendation**
- l. The applicant shall design and build a signalized intersection at the corner of SH-44 and Can Ada Road to mitigate this development. This shall be coordinated between ACHD, ITD and CHD4. (ITD & CHD4 Recommendation) This shall be required with the first preliminary plat submittal and accepted by the transportation agencies. Existing mitigation funds collected by the City from other approved developments specific to this intersection prior to its construction by the applicant shall be included in the costs of design and construction of the intersection. The Council may wish to consider a late-comers agreement with the applicant for the initial construction of the Can Ada/Hwy 16 signal to be assessed for future developments along the Can Ada Road corridor. (City Staff)**
- m. The applicant shall construct traffic calming measures on the Canyon County segment of Deep Canyon-Purple Sage Road (speed bumps 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. CHD4 Recommendation This shall be required with the first preliminary plat submittal and accepted by the transportation agencies. City Staff**
- n. The applicant shall work with the transportation agencies and/or the City on proportionate funding contributions associated with costs for additional right-of-way and travel lanes for the reclassification of the segment of Can**

Ada Road from Purple Sage to Lanktree Gulch. CHD4/City Staff  
Recommendation

- o. The applicant shall work with the transportation agencies and/or the City on proportionate funding contributions associated with costs for additional right-of-way and travel lanes for the reclassification of the segment of Can Ada Road from Lanktree Gulch to New Hope. This segment shall be improved coincident with development of the site. The applicant should coordinate with CHD4 on their concept for re-alignment of this segment of Can Ada.** CHD4/City Staff Recommendation
- p. ACHD and the City should provide further review of any future extension of N. Wing Road north into the development. Special attention should be given to the intersection of W. Beacon Light Road and N. Wing Road.** City Staff Recommendation
- 2. Adopt Star Transportation and Pathway Committee conditions as recommended and/or modified by Council. Specific attention shall be given to the following:**

  - a. The Developer shall construct a 10' wide detached public asphalt pathway generally running in a north south direction connecting the future City Park at the north end of Wing Road to the BLM property northerly of the proposed development in accordance with the Pathways Masterplan approved by the City. The developer shall dedicate an easement to the City for the Pathway. Maintenance of the pathway shall be by the development until such time as the City agrees to assume maintenance. The pathway alignment shall be shown on the approved Preliminary plat and construction shall be done on a schedule as dictated by the Council when reviewing the phasing plan for the development.** Star Transportation & Pathway Committee Recommendation
  - b. The Developer shall construct a 10' wide detached public asphalt pathway generally running in an east west direction from the proposed roundabout at intersection of Purple Sage Road and Can Ada Road to the proposed roundabout on the north edge of the proposed development at the end of the extension of Purple Sage Road connection to Deep Canyon Road in accordance with the Pathways Masterplan approved by the City. The developer shall dedicate an easement to the City for the Pathway. Maintenance of the pathway shall be by the development until such time as the City agrees to assume maintenance. The pathway alignment shall be shown on the approved Preliminary plat and construction shall be**

- done on a schedule as dictated by the Council when reviewing the phasing plan for the development.**
- c. **The Developer shall construct a parking lot connecting to Deep Canyon Road in the proposed Native Common Space north of Deep Canyon Road. The parking lot shall have the capacity for at least five truck and connected horse trailers and 10 vehicles. The horse trailer stall shall be designed for drive thru parking. An easement for the parking lot shall be dedicated to the City to allow for public use. The parking lot shall be shown on the approved Preliminary plat and construction shall be done on a schedule as dictated by the Council when reviewing the phasing plan for the development.** Star Transportation & Pathway Committee Recommendation
  - d. **Should the development include construction of any schools, the developer shall include an 8 'wide asphalt public pathway connection to the required pathway system.** Star Transportation & Pathway Committee Recommendation
  - e. **The recommended conditions of approval identified in the ITD review letter dated April 20, 2023, The CDH4 review letter dated March 27,2023 and the ACHD review letter dated May 3, 2023 be included as conditions of approval in the Development Agreement.** Star Transportation & Pathway Committee Recommendation