

**CITY COUNCIL REGULAR MEETING AGENDA**City Hall - 10769 W State Street, Star, Idaho  
Tuesday, February 18, 2025 at 7:00 PM

**PUBLIC NOTICE: THIS MEETING IS RECORDED AND PLACED IN AN ONLINE FORMAT. PERSONS MAY EITHER VIEW OR LISTEN TO VIDEO / AUDIO OF THIS MEETING UNTIL SUCH TIME THE RECORDING IS DESTROYED UNDER THE CITY'S RETENTION POLICY.**

1. **CALL TO ORDER** – Welcome/Pledge of Allegiance
2. **INVOCATION**
3. **ROLL CALL**
4. **PRESENTATIONS**
  - A. **Sports & Recreation Update**
  - B. **Police Chief Report**
  - C. **Fire Chief Report**
5. **CONSENT AGENDA (ACTION ITEM)** *\*All matters listed within the Consent Agenda have been distributed to each member of the Star City Council for reading and study, they are considered to be routine and will be enacted by one motion of the Consent Agenda or placed on the Regular Agenda by request.*
  - A. **Approval of Claims**
  - B. **Rosti Farms #8 Final Plat**
  - C. **Addington Subdivision #1 Final Plat**
  - D. **Milepost Commons #2 Final Plat**
  - E. **Trapper Ridge #4 Final Plat**
6. **PUBLIC HEARINGS with ACTION ITEMS:** (The Council at its option may suspend the rules requiring three separate readings on three separate days for ordinances on the agenda for approval. This may be by a single motion to suspend the rules under Idaho Code 50-902; second of the motion; ROLL CALL VOTE; Title of the Ordinance is read aloud; motion to approve; second of the motion: ROLL CALL VOTE.)
  - A. **State & Main Streets Multiple Use Development Conditional Use Permit (CU-24-07)** The Applicant is requesting approval of a Conditional Use Permit for the development of a 46,800 square foot, multiple use building consisting of approximately 10,000 square feet of commercial space at ground level, and 30 residential units on the second and third floors with rooftop residential common area amenities. The project is located at 17 N. Main Street, and 10992, 11000, 11026, 11046, & 11070 W. State Street in Star, Idaho, and consists of .95 acres. **THIS ITEM WILL BE TABLED TO APRIL 1, 2025 (ACTION ITEM)**
  - B. **Pollard Elementary School Conditional Use Permit (CU-24-09)** The Applicant is requesting approval of a Conditional Use Permit for a proposed new elementary school. The subject property is generally located on the west side of N. Pollard Lane, south of Beacon Light Road and adjacent to the Star Middle School. Ada County Parcel No. R7747350415. **(ACTION ITEM)**
  - C. **Queen's Way Subdivision (CUP-24-09, RZ-24-02, PP-21-10, DA-24-10)** The Applicant is requesting approval of a Rezone (C-1 to CBD), a Development Agreement, a Conditional Use Permit for a 20,000 square foot multiple use building consisting of 9 residential units and retail space, and a 19,300 square foot flex space building, and a Preliminary Plat for 3 lots. The property is located at 11735 W. State Street in Star, Ada County, Idaho. **THIS ITEM WILL BE TABLED INDEFINATELY (ACTION ITEM)**
7. **ACTION ITEMS:**(The Council at its option may suspend the rules requiring three separate readings on three separate days for ordinances on the agenda for approval. This may be by a single motion to suspend the rules under Idaho Code 50-902; second of the motion; ROLL CALL VOTE; Title of the Ordinance is read aloud; motion to approve; second of the motion: ROLL CALL VOTE.)
  - A. **Ada County Development Impact Fees (ACTION ITEM)**
  - B. **Ordinance 413-2025 Unified Development Code Amendment (ACTION ITEM)**
  - C. **Resolution 2025-01 City of Star Master Pathways Plan Adoption (ACTION ITEM)**
  - D. **Ordinance 414-2025 Willowbrook Development Annexation Amended Legal Description (ACTION ITEM)**
  - E. **Cushing Terrell Fee Proposal for Freedom Park Community Event Center (ACTION ITEM)**
8. **ADJOURNMENT**

Any person needing special accommodation to participate in the above noticed meeting should contact the City Clerk's Office at 208-286-7247, at least 24 hours in advance of the meeting date.



CITY OF STAR, IDAHO  
**CITY COUNCIL REGULAR MEETING AGENDA**

City Hall - 10769 W State Street, Star, Idaho  
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The meeting can be viewed via a link posted to the City of Star website at [staridaho.org](http://staridaho.org). Information on how to participate in a public hearing remotely will be posted to [staridaho.org](http://staridaho.org) under the meeting information. The public is always welcomed to submit comments in writing.

**Land Use Public Hearing Process**

Public signs up to speak at the public hearing

Mayor Opens the Public Hearing

Mayor asks council if there is any Ex Parte Contact

Applicant has up to **20 minutes** to present their project

Council can ask the applicant questions and staff questions

Public Testimony (**3 minutes per person**)

1. Those for the project speak
2. Those against the project speak
3. Those who are neither for or against but wish to speak to the project
4. Council may ask the individual speaking follow-up questions that does not count towards their 3 minutes

Applicant rebuttal (**10 minutes**)

Council can ask the applicant and staff questions

Mayor closes the public hearing

Council deliberates

Motion is made to approve, approve with conditions, deny or table the application to a date certain in the future

Thank you for coming to the Star City Council meeting, public involvement is fantastic and helps in shaping our city for the future. As this is a public hearing, there will be no cheering, clapping, jeering or speaking out during the hearing. Only the person at the podium has the floor to speak during their allotted time. If someone does speak out, cheer, claps, etc. they will be asked to leave the hearing and or escorted out of the hearing. We want to keep these hearings civil so everyone can be heard.

Thank you for your participation.

Mayor Trevor Chadwick

# Sports & Recreation Update

Winter 20205

# Sports

## ADULT

- Soccer – Open Play
- Volleyball – Open Play

## YOUTH

- Basketball – 358 capped
- Volleyball – 161
- Futsal – 30

# Sports – Upcoming Activities

- New Registration System
- New Schedule
- NFL Flag Boys and Girls
- Sideline Cheer
- Soccer (boys & girls)
- Adult Softball
- Adult Soccer
- Adult Volleyball
- Adult Pickleball
- Adult Cornhole

# Recreation – Before/After School Program

Section 4, Item A.

- 62 Unique Participants
- 6 Adult/14 Teens
- Star Elementary School
- Morning/Afternoon Options
- Tutoring Services
- Activities
  - STEM
  - ART
  - P.E.
  - Robotics

# Recreation – December/January 2024

- December 24 Events/Activities
- Lego Minecraft Coding – January
- Lego Robotics/Stem Design
- Homeschool PE for Tots/Elementary age
- Grinch Breakfast – 300 Attendees
- Tree Lighting – 150 Lego units in 90 mins
- School's Out Camps
- Painting Classes
- HALO
- Adult Fitness
- Tumbling

# Recreation – Upcoming Activities

- School's Out Day Camp – March
- Parent's Night Out – 3<sup>rd</sup> Friday monthly
- Car Care with Steve Green – April
- Adult Paint and Sip – March
- County Line Dancing – April
- Drones – April
- Podcasting – April
- Ultimate Spring Break Camp – March
- Sports Camps – March



# Requests

- Facility like Meridian Home Court – 49,000 s.f building on 4 acres
  - 4 full size basketball courts
  - 14 pickleball courts
  - 7 volleyball courts
  - 7000 s.f community education center
- March 12, 2025 – IRPA Brown Bag Lunch  
11:30–12:30



# January 2025 Police Report

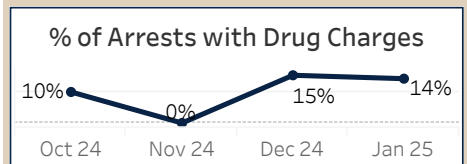
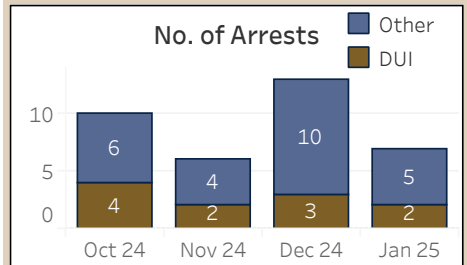
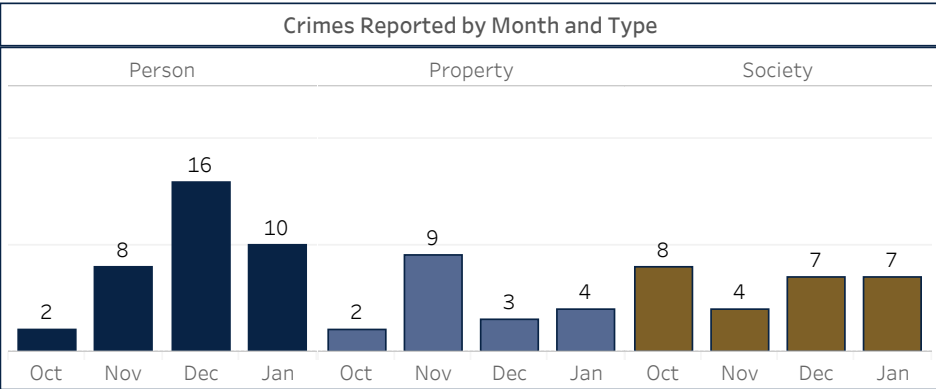
Release Date 2025-02-14

## Offenses Reported<sup>1</sup>

Types	2022	2023 <sup>2</sup>	2024*	2025 YTD
Person	110	96	96	10
Property	92	117	64	4
Society	67	134	94	7
<b>Total Crimes</b>	<b>269</b>	<b>347</b>	<b>254</b>	<b>21</b>
<b>Crimes/1,000 Pop</b>	<b>17.7</b>	<b>19.6</b>	<b>12.5</b>	

**Case Report Types**

- Person Crimes** = murder, manslaughter, rape/sodomy, assault, intimidation and kidnapping offenses
- Property Crimes** = robbery, burglary, larceny/theft, arson, destruction of property, counterfeiting, fraud, embezzlement, blackmail and stolen property offenses
- Society Crimes** = drugs/narcotics, gambling, pornography, prostitution and weapons law violations



## Police Activity<sup>3</sup>

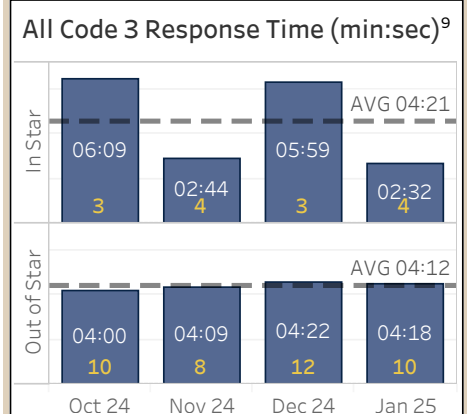
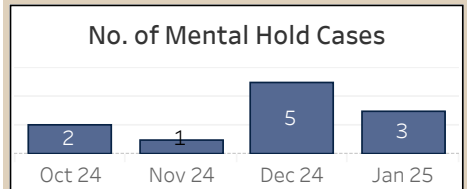
	2025 Monthly Avg <sup>4</sup>	Oct 24	Nov 24	Dec 24	Jan 25	January 2024
Citizen Calls for Service (CFS)	311	318	318	297	311	255
Proactive Policing	2,566	1,825	2,097	2,080	2,566	1,633

**Citations<sup>8</sup>**

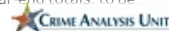
	Oct 24	Nov 24	Dec 24	Jan 25
Infraction	30	47	59	56
Misdemeanor	11	19	9	13

## Select Call Types

	2025 Monthly Avg <sup>4</sup>	Oct 24	Nov 24	Dec 24	Jan 25	January 2024
Crash Response	30	26	33	36	30	36
Crisis/Mental Health <sup>5</sup>	6	9	8	9	6	11
Domestic Violence	5	2	6	11	5	4
Juvenile Activity	23	19	19	12	23	15
Location Checks <sup>6</sup>	706	282	433	442	706	427
Property Crime Calls <sup>7</sup>	10	18	20	11	10	11
School Checks	66	50	36	54	66	65
Traffic Stops	377	261	315	348	377	251
Welfare Checks	15	16	22	25	15	20



<sup>1</sup>Offense Reports are compiled from NIBRS RMS. <sup>2</sup>Counts updated to reflect NIBRS audit update. <sup>3</sup>Police Activity reflects calls in the City of Star and all calls dispatched with a Star deputy. <sup>4</sup>Monthly averages are based on all prior months of the current year. <sup>5</sup>Calls are for Crisis/Mental Hold/Suicidal Subject/Attempted Suicide. <sup>6</sup>Location checks include Construction Site, Property, and Security checks. <sup>7</sup>Property Crime Calls include Theft, Vandalism, Burglary, Fraud. <sup>8</sup>Infraction and Misdemeanor Citations issued by a Star deputy as listed in the current Patrol schedule. <sup>9</sup>Code 3 Calls represent all incidents routed at Priority 3, where Priority 3 calls require an immediate emergency response. \*Total counts/rate may change pending review of year-end totals. to be finalized on the 2024 annual report.



# 2025 INCIDENT REPORT

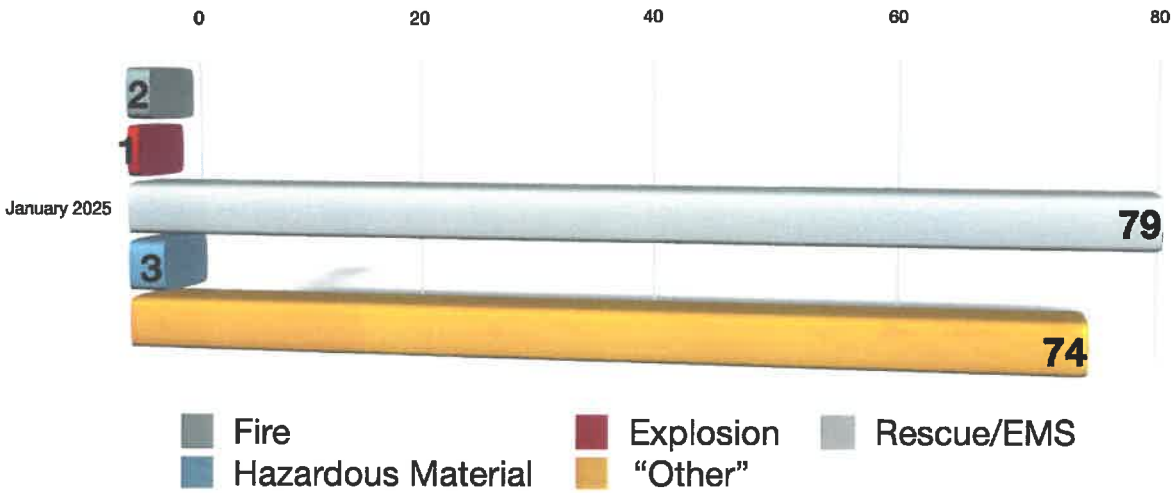
Release Date: 02/01/2025



## STAR FIRE PROTECTION DISTRICT

### INCIDENT TYPES

MONTH / Year	Fire	Explosion	Rescue/EMS	Hazardous Material	"Other"	Total
January 2025	2	1	79	3	74	159



- FIRE call types include: Structure, Grass and Vegetation, Vehicle and other Fire types
- Rescue & EMS: All EMS calls and vehicle accidents with or without injury
- Hazardous Conditions: Carbon Monoxide alarm, Gas leaks, Electrical hazards
- Other call types: Service calls, Good intent calls and false alarms

# FAST FACTS

- \* In the month of January 2024 Star Fire units ran 138 calls compared to 203 calls in January 2025.
  - \* **This is a 47% increase compared to last year**
- \* In January 2025 units from other agencies responded into Star **26 times** due to lack of units or because additional resources were needed.
- \* In 2024 Fire units from other agencies were dispatched **167 times** into Star Fire District
  - \* January 2024 = 13 times other agencies responded into Star to assist
  - \* January 2025 = 26 times other agencies responded into Star to assist
  - \* **This is a 100% increase from the year prior and a 136% increase over 2 years**

**Call volume is INCREASING  
Response times are getting LONGER  
Help is being required MORE OFTEN**

Vendor Name	Doc #	Invoice #/Description	Date	Warrant	Amount	Inv Date	Period	Fund	Org	Account	Object
ADA COUNTY LANDFILL	CL 4696	69514 Landfill Fees	02/05/25	23819	15.00	01/30/25	1/25	10	0	41595	831
ADA COUNTY LANDFILL	CL 4696	70045 Landfill Fees	02/05/25	23819	15.00	01/31/25	1/25	10	0	41595	831
ALYSON LIKES	CL 4676	Jan 2025 Rise HIIT Instruction	01/31/25	23807	140.00	01/29/25	1/25	10	158	44022	352
ASSOCIATION OF IDAHO CITIES	CC 106	CC-106 Membership Dues Meyer	02/11/25	-99324	45.00	02/05/25	2/25	10	351	48990	570
BILLS MACHINE SHOP	CL 4664	25-1119 Dump Trailer Repair	01/31/25	-99351	1,506.67	01/28/25	1/25	10	0	41580	433
BRANDEE MANDIS	CL 4680	Jan 2025 Homeschool/PE	01/31/25	23808	252.00	01/29/25	1/25	10	110	44022	352
BRUCE BORUP	CL 4668	Permit Overpayment Refund	01/31/25	23809	15.00	01/30/25	1/25	10	0	40700	884
CANYON COUNTY CLERK	CL 4690	Jan 2025 Prosecution Services	02/04/25	23820	100.00	02/03/25	1/25	10	0	41300	328
D&B SUPPLY CO	CL 4651	0349 Service Kits	01/31/25	23810	176.87	01/28/25	1/25	10	568	41560	626
D&B SUPPLY CO	CL 4651	5899 Return	01/31/25	23810	-15.98	01/28/25	1/25	10	568	41560	626
D&B SUPPLY CO	CL 4651	8594 Tools with Return	01/31/25	23810	5.09	01/16/25	1/25	10	0	41570	613
D&B SUPPLY CO	CL 4651	8794 Tools	01/31/25	23810	56.36	01/16/25	1/25	10	0	41570	613
D&B SUPPLY CO	CL 4651	5169 Service Kits	01/31/25	23810	198.16	01/27/25	1/25	10	568	41560	437
DANA PARTRIDGE	CL 4667	Services 01/17/25 to 01/29/25	01/31/25	-99349	2,779.11	01/30/25	1/25	10	0	41740	565
DANICA HINKLE	CL 4654	Riverhouse Deposit Refund	01/29/25	23804	500.00	01/23/25	1/25	10	0	40700	882
DENIELLE REDONDO	CL 4675	Jan 2025 Barre Instruction	01/31/25	23811	308.00	01/29/25	1/25	10	156	44022	352
ECI CONTRACTORS	CL 4685	Jan 2025 Electrical Inspection	02/03/25	-99340	17,583.72	02/03/25	1/25	10	0	40500	454
FIREWORKS & STAGE FX AMERICA LLC	CL 4672	Contract Fireworks Show July 4	01/31/25	23812	36,300.00	01/31/25	1/25	10	0	45000	597
GAMEFACE ATHLETICS	CL 4673	321116 Mayors Youth Council Polos	01/31/25	-99346	600.00	01/31/25	1/25	10	0	45070	590
IDAHO COWBOY SUPPLY	CL 4708	02237 Hat for Officer McCray	02/11/25	23823	285.00	02/10/25	2/25	10	0	42110	365
IDAHO DEPARTMENT OF LABOR	CL 4655	0007009720 Unemployment Insurance	01/29/25	23805	64.20	01/21/25	1/25	10	0	41740	556
INSPECT LLC	CL 4683	Jan 2025 Plumbing Inspections	02/03/25	-99342	22,413.90	02/03/25	1/25	10	0	40500	453
JEAN HENSCHIED	CL 4679	Jan 2025 Intro Yoga Instruction	01/31/25	23813	280.00	01/25/25	1/25	10	153	44022	352
JEAN WOLFORD PHOTOGRAPHY	CL 4682	102195 Christmas Event Photography	02/03/25	23817	300.00	12/28/24	1/25	10	57	45000	598
LARA YOUNGMAN	CL 4674	Jan 2025 Mat Pilates Instruction	01/31/25	-99345	308.00	01/29/25	1/25	10	151	44022	352
LARRY BEARG	CL 4677	Jan 2025 Tai Chi Instruction	01/31/25	-99344	448.00	01/29/25	1/25	10	152	44022	352
NIKI DEAN	CL 4678	Jan 2025 Restorative Yoga	01/31/25	23814	147.00	01/29/25	1/25	10	153	44022	352
NIKI DEAN	CL 4678	Jan 2025 Gentle Yoga	01/31/25	23814	784.00	01/29/25	1/25	10	153	44022	352
NIKI DEAN	CL 4700	Jan 2025 B Yoga Instructor Balance	02/05/25	23822	154.00	02/06/25	1/25	10	153	44022	352
OFFICE SAVERS ONLINE	CL 4659	11638 Copy Paper	01/30/25	-99356	119.98	01/22/25	1/25	10	0	41810	611
OFFICE SAVERS ONLINE	CL 4659	11640 Pens	01/30/25	-99356	49.92	01/22/25	1/25	10	0	41810	611
PORTAPROS LLC	CL 4658	133217G-1 960 S Main Portable	01/30/25	-99357	1,332.80	01/28/25	1/25	10	567	41550	435
PORTAPROS LLC	CL 4671	133295G-1 Star Mid Sch Portable Rstrm	01/31/25	-99347	168.40	01/30/25	1/25	10	567	41550	435
PORTAPROS LLC	CL 4695	112049BG-1 River Walk Pk Portable Rstrm	02/05/25	-99335	791.20	01/31/25	1/25	10	567	41550	435
RIMI INC	CL 4684	Jan 2025 Mechanical Inspections	02/03/25	-99341	21,526.42	02/03/25	1/25	10	0	40500	455
ROYALTY ELECTRIC LLC	CL 4669	25007 Access Control Devices Install	01/31/25	-99348	6,390.00	01/24/25	1/25	10	0	42200	371
ROYALTY ELECTRIC LLC	CL 4669	25006-5 Replace Lights City Hall	01/31/25	-99348	620.00	01/24/25	1/25	10	717	45110	755
ROYALTY ELECTRIC LLC	CL 4689	25001-2 Phone Service January	02/04/25	-99337	1,080.00	02/10/25	1/25	10	0	41100	416
SBI CONTRACTING INC	CL 4670	11524 Replaced Mirror Blake Pk	01/31/25	23815	99.00	01/30/25	1/25	10	0	41580	438
SBI CONTRACTING INC	CL 4691	25007ABP Bronze Plaque Veteran's Garden	02/04/25	23821	13,125.00	01/31/25	1/25	10	0	45100	747
SHERWIN WILLIAMS	CL 4663	0736-6 Window Caulking	01/31/25	-99352	18.69	01/27/25	1/25	10	555	41540	434
SHERWIN WILLIAMS	CL 4663	0779-6 Riverhouse Touchup	01/31/25	-99352	27.08	01/28/25	1/25	10	555	41540	434
SHERWIN WILLIAMS	CL 4663	0754-9 Colormatch Pro	01/31/25	-99352	47.99	01/28/25	1/25	10	0	41570	613
STAPLES	CC 105	CC-105 Binders	02/07/25	-99326	59.32	02/03/25	2/25	10	0	41810	611
STAPLES	CC 106	CC-106 Forms	02/11/25	-99324	24.36	01/21/25	2/25	10	0	41810	611
STAPLES	CC 106	CC-106 Phone Rest	02/11/25	-99324	15.36	01/25/25	2/25	10	0	41810	611
STAPLES	CC 106	CC-106 Envelopes	02/11/25	-99324	27.55	01/21/25	2/25	10	0	41810	611
STAR FIRE DEPARTMENT	CL 4686	Jan 2025 Star Fire Impact Fees	02/03/25	23818	178,506.12	02/03/25	1/25	10	0	40000	734
STAR FIRE DEPARTMENT	CL 4687	669 Permts Mitigation Fee 2022	02/03/25	23818	802,800.00	02/03/25	1/25	10	0	44000	366
STAR FIRE DEPARTMENT	CL 4687	240 Permts Mitigation Fee 2024	02/03/25	23818	864,000.00	02/03/25	1/25	10	0	44000	366
STAR FIRE DEPARTMENT	CL 4687	882 Permts Mitigation Fee 2023	02/03/25	23818	1,058,400.00	02/03/25	1/25	10	0	44000	366
STAR FIRE DEPARTMENT	CL 4687	194 Permts Mitigation Fee 2023	02/03/25	23818	698,400.00	02/03/25	1/25	10	0	44000	366
TAYLOR HAMMICH	CL 4681	Jan 2025 Tumbling/Tots Instruction	01/31/25	-99343	1,596.25	12/30/24	1/25	10	159	44022	352
THE HOME DEPOT	CC 105	CC-105 Table for Clerk's Office	02/07/25	-99326	208.54	02/05/25	2/25	10	0	41810	611
UNITED STATES POSTAL SERVICE	CC 106	CC-106 Postage	02/11/25	-99324	12.05	02/03/25	2/25	10	0	41810	641
VALLEY WIDE COOP	CL 4698	E87592 Gas Credit Allowance	02/05/25	-99333	-47.53	01/31/25	1/25	10	0	41560	626
VALLEY WIDE COOP	CL 4698	A87960 Fuel	02/05/25	-99333	1,235.50	01/08/25	1/25	10	0	41560	626
WESTERN RECORDS DESTRUCTION	CL 4697	0736023 02-64 Gallon City Hall	02/05/25	-99334	62.00	02/01/25	1/25	10	0	41100	411
WESTERN STATES EQUIPMENT CO	CL 4666	00306632 Lift Paint City Hall	01/31/25	-99350	603.88	01/22/25	1/25	10	0	41570	442
WOODY'S OUTDOOR POWER INC	CL 4665	154015 Air Filters/Sparkplugs	01/31/25	23816	33.30	01/29/25	1/25	10	568	41560	437
YORGASON LAW OFFICES PLLC	CL 4688	379 City Attorney Additional Service	02/04/25	-99338	254.00	02/03/25	1/25	10	0	41300	322
YORGASON LAW OFFICES PLLC	CL 4688	379 City Attorney Monthly Service	02/04/25	-99338	3,500.00	02/03/25	1/25	10	0	41300	322
YOUNG ELEVATOR INC	CL 4653	1393 Callback for Alarm Fault	01/29/25	-99359	87.50	01/24/25	1/25	10	331	48900	333
YOUNG ELEVATOR INC	CL 4656	1408 Routine Service/Maintenance	01/30/25	-99358	150.00	01/29/25	1/25	10	331	48900	333
YOUNG ELEVATOR INC	CL 4692	1409 Routine Service/Maintenance	02/05/25	-99336	150.00	01/29/25	1/25	10	331	48900	333
ZD FENCING	CL 4657	343 Wrought Iron Gate Installation	01/30/25	23806	400.00	01/30/25	1/25	10	0	45100	738



# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

**FROM:** City of Star - Planning & Zoning Department *Shawn T. Mosh*

**MEETING DATE:** February 18, 2023

**FILE(S) #:** FP-24-18, Final Plat, Rosti Farms Subdivision Phase 8

### REQUEST

Applicant is seeking approval of a Final Plat for Rosti Farms Subdivision Phase 8, consisting of 36 residential lots and 5 common lots on 17.66 acres. The property is located at 1460 N. Pollard Lane in Star, Idaho. Ada County Parcel Number S0409120600.

**APPLICANT/REPRESENTATIVE:**

Kyle Prewett  
Toll Brothers  
3103 W. Sheryl Drive  
Meridian, Idaho 83642

**OWNER:**

Toll Southwest, LLC  
313 W. Sheryl Drive  
Meridian, Idaho 83642

### PROPERTY INFORMATION

Land Use Designation - Residential R-3-PUD-DA

**Phase 8**

Acres - 17.66 acres  
Residential Lots - 36  
Common Lots - 5  
Commercial Lots - 0

### HISTORY

June 16, 2020 Council approved applications for Annexation and Zoning (AZ-20-03) and Preliminary Plat/PUD (PP-20-02) for Rosti Farms Subdivision. The

- preliminary plat was approved for 426 single family residential lots, 60 common lots and 7 commercial lots.
- November 17, 2020 Council approved applications for the Final Plats of Rosti Farms Subdivision, Phase 1 & 2. (FP-20-17, FP-20-19). Phase 1 included 48 residential lots and 11 common lots on 20.76 acres. Phase 2 consisted of 36 residential lots and 5 common lots on 9.07 acres.
- April 6, 2021 Council approved applications for the Final Plats of Rosti Farms Subdivision, Phase 3 & 4. (FP-21-04, FP-21-07). Phase 3 included 56 residential lots and 4 common lots on 21.43 acres. Phase 4 included 45 residential lots and 10 common lots on 15.29 acres.
- September 7, 2021 Council approved applications for the Final Plats of Rosti Farms Subdivision, Phase 5. (FP-21-17). Phase 5 included 73 residential lots and 5 common lots on 28.86 acres.
- October 12, 2021 Council approved applications for the Final Plats of Rosti Farms Subdivision, Phase 6. (FP-21-22). Phase 6 included 31 residential lots and 4 common lots on 12.49 acres.
- September 2, 2022 Council rescinded the approval for the Final Plat of Rosti Farms Subdivision, Phase 6, (FP-21-22) at the request of the Applicant so they could re-phase the development based on market conditions. A new Phase 6 will be submitted and transmitted for review and approval.
- November 15, 2022 Council approved applications for the Final Plat of Rosti Farms Subdivision, Phase 6. (FP-21-17). Phase 6 included 58 residential lots and 4 common lots on 18.94 acres.
- March 7, 2023 Council approved applications for the Final Plat of Rosti Farms Subdivision, Phase 7. (FP-22-30). Phase 7 included 31 residential lots and 4 common lots on 12.49 acres.

**GENERAL DISCUSSION**

The Final Plat layout for Phase 8 generally complies with the approved Preliminary Plat. Including Phase 8, there will be a total of 383 lots platted, leaving 43 residential lots for future phases of the development. The preliminary plat was approved with 426 residential lots.

**Staff Reviewed Comments from the Preliminary Plat Approval/Findings of Fact:**

Lot sizes as listed on the preliminary plat range in size from the smallest at 6,000 sq. feet with an average lot size of 8,832 sq. feet. The subdivision is proposed to develop in ten (10) phases. The

Applicant has provided a variety of lot widths and depths for several different housing plans and types.

Common/open space for the development consists of 31.53 acres (18.26%) total open space within common lots. The development is required to provide a minimum of 15% open space, 10% usable. The open space provided by the applicant currently includes large open space areas and amenities including a community pool and pool house, multiple tot-lots, multiple plazas with picnic shelters with benches and pathways and natural areas throughout the development.

The current Zoning Ordinance requires one site amenity for each 20-acres of development area (total of 9 amenities is required). Proposed amenities within the development include the following:

1. Swimming Pool & Pool House
2. Tot Lot #1 (Children’s Play Structure Amenity)
3. Tot Lot #2 (Children’s Play Structure Amenity)
4. Picnic Area
5. Plaza #1 (Quality of Life Amenity)
6. Plaza #2 with Shelter (Quality of Life Amenity)
7. Pocket Park #1 (Quality of Life Amenity)
8. Pocket Park #2 (Quality of Life Amenity)
9. Pocket Park #3 (Quality of Life Amenity)
10. Pathways throughout ((Pedestrian or Bicycle Circulation Amenity)
11. Open Style Fencing Along Drains and Canals (Quality of Life Amenity)

As part of the landscape plan provided to the City, landscaping is depicted in the open space areas and along the exterior roadways within common area lots, with street trees being proposed within the front yards of the residential lots. The proposed street tree locations are consistent with the UDC, Chapter 4, Section B-7 C-3 Street Trees, requiring a minimum density of one (1) tree per thirty-five (35) linear feet.

The subdivision has been approved with the following dimensional standards:

**Proposed Setbacks:**

- Minimum Residential Lot Frontage: 35 feet
- Front Setbacks (Measured from the back of sidewalk or property line): 20 feet
- Rear Setbacks: 15 feet
- **Interior Setbacks: 5 feet (for one and two-stories) – Deviation from current standards**
- Local Street Side Setbacks: 20 feet
- Street Landscape Buffers:
  - Arterial Roadway: 35 feet
  - State Highway 16: 50 feet
  - Residential Collectors: 20 feet



- Maximum Building Height: 35 feet
- Minimum Lot Size: 6,000 Square Feet
- Average Lot Size: 8,832 Square Feet

**Staff analysis of Final Plat Submittal:**

**Lot Layout** – The gross density of Phase 8 is 2.03 du/acre, with lots ranging in size from 7,800 square feet to 15,491 square feet with an average buildable lot of 9,859 square feet.

**Common/Open Space and Amenities** - Completed in Phase 1:

- Tot Lot
- Benches
- Pathways
- Pool / Pool-house
- Picnic shelter

**Mailbox Clusters** – The Star Postmaster, Mel Norton has approved the mailbox clusters for this development to be placed in two locations. Location A is Lot 1, Block 7 on the west side of N. Rosti Farms Way, by the club house parking lot. Location B is Lot 8, Block 19, also on the west side of N. Rosti Farms Way.

Postmaster’s letter of approval was included in the application material.

The Unified Development Code Section 8-4A-21: states that All mailbox clusters shall be approved by the postmaster prior to installation. **All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times.** The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R’s. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



Section 8-3B-3 of the Unified Development Code sets forth additional residential district standards in the City of Star.

J. Additional residential standards applying to all new residential subdivisions:

1. Residential Elevations:

- i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.
- ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following minimum standards shall be applied to all new residential structure elements in all zones:
  - 1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. **A minimum of three (3) architectural elements shall be provided for all single-family residential structures.** These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

Section 8-3B-3 designates EXTERIOR ARCHITECTURAL ELEMENTS:



- 2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.

3. A minimum one (1) foot overhang shall be provided on all roof overhangs. Administrator may approve deviation from this standard.
  4. **Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.**
  5. Additional landscaping buffers may also be required.
2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:
    - a. **1 to 50 units = minimum of 5 architectural styles and/or floorplans**
    - b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans
    - c. 101 and over units = minimum of 10 architectural styles and/or floorplans
  3. Homeowners Associations. All subdivisions shall be maintained by a Homeowners association with appropriate Conditions, Covenants and Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.

Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

**Streetlights** –A Streetlight design has been provided with the final plat application and the proposed light style and type meet Dark Sky requirements and comply with the City Code. A streetlight plan was also included in the final plat application. Staff is supportive of the location of streetlights in this phase.

**Street Names** – Letter or approval of street names from Ada County was included in the application packet and are reflected accordingly on the submitted final plat.

**Sidewalks** – Sidewalks are proposed to be 5 foot wide and detached throughout the development.

**Landscaping** - As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape plan appears to satisfy these requirements.**

**PUBLIC NOTIFICATIONS**

Notifications of this application were sent to agencies having jurisdiction on January 27, 2025.

DEQ      February 5, 2025  
ITD      February 4, 2025

**FINDINGS**

The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve this Final Plat, the Unified Development Code requires that Council must find the following:

- A. The Plat is in conformance with the Comprehensive Plan.  
*The Council finds that this subdivision upon Preliminary Plat approval was in conformance with the Comprehensive Plan; no changes have been made to change this status.*
- B. Public services are available or can be made available and are adequate to accommodate the proposed development.  
*Staff finds that all public services are available and able to accommodate this development.*
- C. There is public financial capability of supporting services for the proposed development.  
*Staff knows of no financial hardship that would prevent services from being provided.*
- D. The development will not be detrimental to the public health, safety or general welfare; and,  
*Staff finds no facts to support that this subdivision phase will be detrimental to the public health, safety or general welfare.*
- E. The development preserves significant natural, scenic or historic features.  
*Staff finds that existing conditions have not substantially changed from the approved Preliminary Plat of this subdivision.*

## CONDITIONS OF APPROVAL

### **Conditions Included in the Findings of Fact or Development Agreement.**

1. Commercial uses may include those listed in the attached Exhibit A.
2. Any future multi-family use will require Council approval of a conditional use permit.
3. Developer has set aside extra land to accommodate potential roadway right-of-way needs. If at any point prior to proceeding with the applicable phase, ITD confirms less right-of-way is needed for adjacent roadways (for example, because right-of-way and funding have not been secured for the proposed interchange or because the intersection design has changed), then Developer may proceed with an alternate layout to utilize the available land similar to the concept shown on the attached Exhibit B.
4. Developer has set aside 4.23 acres for neighborhood commercial and 12.73 acres for mixed use development in Phase 10. If market conditions or transportation access conditions do not support the larger mixed-use area, then Developer may request the City to approve an amended plat of the mixed-use area to provide additional residential lots.
5. **Applicant shall retain trees along the northern boundary of the development when possible.**
6. **Fencing in the back yards of the homes adjacent to the irrigation and drainage ditches shall be required to be open fencing, to comply with UDC standards for fencing.**
7. **Council has approved for the following as part of the preliminary plat:**
  - a. **Interior side yard setbacks are a minimum of 5 feet for all structures.**

### **Conditions Specific to Signature of Final Plat.**

1. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signature of the final plat.**
2. **Per the Development Agreement and prior to signing the final plat, developer is to pay the traffic mitigation fee required by the Idaho Transportation Department. The developer will pay the City \$2053.11 per buildable lot within each phase prior to signature on the final plat for the applicable phase, capped at \$874,625. The City will allocate funds to roadway improvements in the vicinity of the project. Phase 7 has 31 residential lots for a fee of \$73,911.96 (36 x \$2053.11).**

### **Additional Conditions of Approval.**

1. The approved Preliminary Plat for Rosti Farms Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The development shall be subject to additional Fire and Police emergency mitigation fees collected at the time of building permit for each residential dwelling. The fee shall be determined by City Council.**

3. **All future building permits for single family dwellings shall be reviewed for compliance with Section 8-3B-3, including exterior finishes, dwelling unit design and rear elevation design along collector roadways.**
4. **The mailbox cluster must be covered and reasonably lit, per Section 8-4A-21 of the UDC.**
5. As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **Street trees shall be installed per Chapter 8, Section 8-8C-2-M(2) Street Trees. Applicant shall provide locations for the local street trees at the time of final plat. If driveway locations will not be determined until sale of the lot, Applicant agrees to not receive the Certificate of Occupancy until street trees are confirmed in place.**
6. All streets shall have a minimum street width of 36' and shall be constructed to HD#4/ACHD standards.
7. The property associated with this approved Final Plat, in addition to the property of all future phases shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
8. The property associated with this approved Final Plat, in addition to the property of all future phases shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of preliminary plat/final plat approvals.
9. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
10. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
11. The approved Preliminary Plat shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages. (See Section 8-4 B Landscaping Requirements)
12. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.

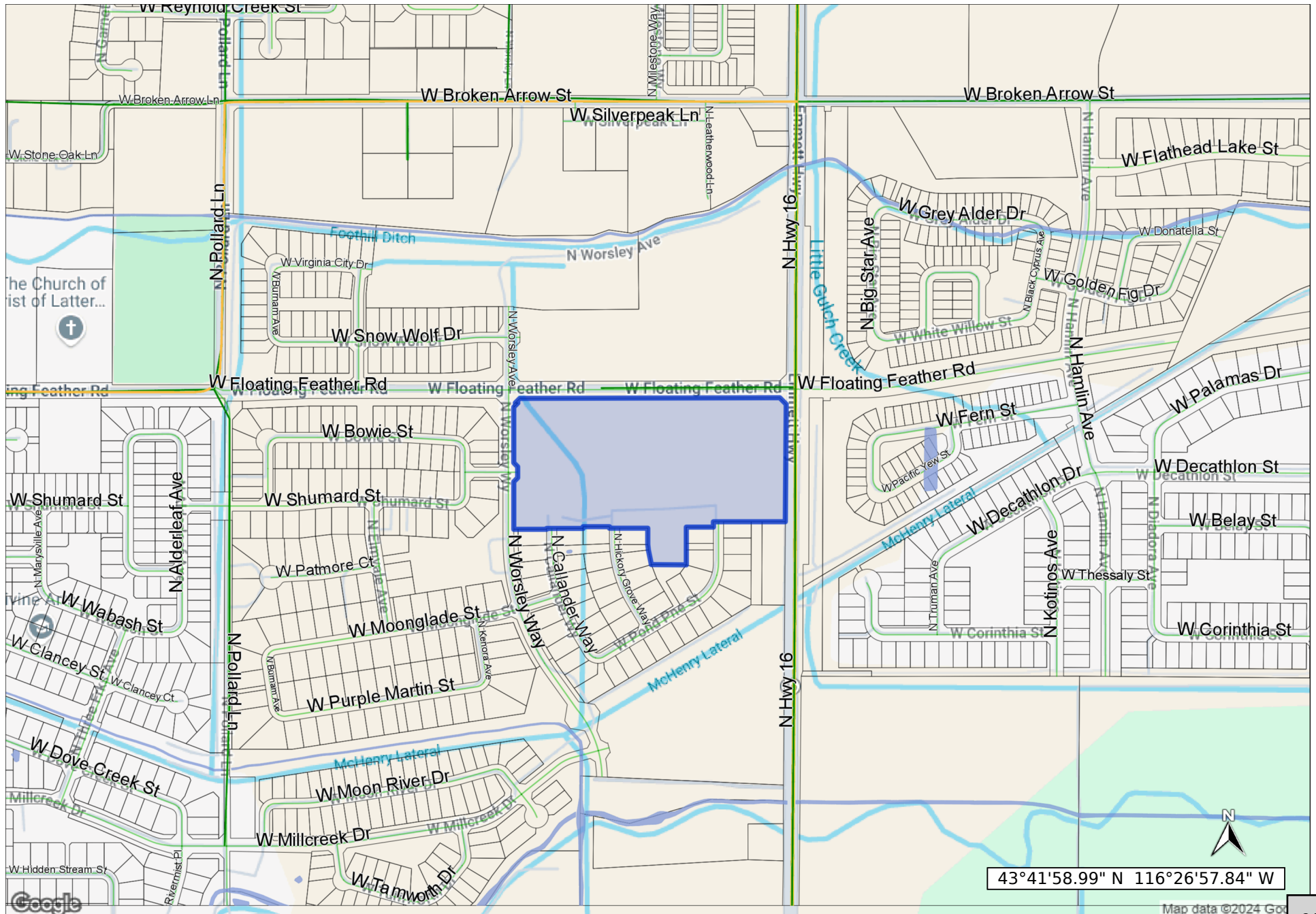
- 13. A plat note shall state that development standards for residential development shall comply with the effective building and zoning requirements at time of building permit issuance.
- 14. The subsequent Final Plats shall comply with and be in accordance with the current City of Star Code, with the exception of any waivers granted by Council.
- 15. Requested surety shall be required at 150% of the total estimated installed cost, as approved by the City Engineer or Administrator. The term of approval shall not exceed 180 days. (See Section 8-1 C-1 of the Unified Development Code for a list of eligible items.)
- 16. A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service.
- 17. A form signed by the Star Sewer & Water District shall be submitted to the City prior to the signature of the Final Plat stating that all conditions of the District have been met.
- 18. A separate sign application is required for any subdivision sign.
- 19. Applicant shall provide the City with two (2) full size and two (1) 11"x17" copy of the signed recorded final plat with all signatures, prior to any building permits being issued.
- 20. Development standards for single family residential units shall comply with effective building and zoning requirements at time of building permit issuance, or as approved through the Development Agreement or as stated herein.
- 21. The mylar/final plat shall be signed by the owner, Surveyor, Central District Health, ACHD and City Engineer, prior to being delivered to the City of Star for City Clerk's signature.
- 22. All common areas shall be maintained by the Homeowners Association.
- 23. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of construction.**
- 24. A copy of the recorded CC&R's shall be submitted to the City of Star prior to any building permits being issued.
- 25. Any additional Condition of Approval as required by Staff and City Council.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File # FP-24-18 Rosti Farms Subdivision, Final Plat, Phase 8 on \_\_\_\_\_, 2025.

# Rosti Farms Subdivision No. 8

## Vicinity Map





# Toll Brothers®

## LAND DEVELOPMENT

Section 5, Item B.

PAVING THE WAY FOR AMERICA'S LUXURY HOMEBUILDER

December 2, 2024

City of Star  
Planning & Zoning  
P.O. Box 130  
Star, Idaho 83669

**RE: Rosti Farms Subdivision No. 8 – Final Plat**

Dear Planning Staff,

On behalf of Toll Southwest LLC, please accept for your review a Final Plat application for Rosti Farms Subdivision No. 8. This plat has been submitted in conformance with the City of Star's Zoning Code and per the approved Preliminary Plat of Rosti Farms Subdivision.

Rosti Farms No. 2 is located at 0 W Rosti Farms St., Star, Idaho 83669, in a portion of the W ½ of the NW ¼ of Section 9, Township 4 North, Range 1 West, Boise Meridian, City of Star, County of Ada, State of Idaho, parcel number S0409120600.

Phase 8 of Rosti Farms Subdivision will include 36 single-family residential lots and 5 common lots on 17.66 acres. The gross density of the phase is 2.03 dwelling units per acre. Lot sizes range from 7,800 SF to 15,491 SF with an average lot size of 9,859 SF.

Open space consists of 3.04 acres (40.6%) of the Phase and will include green space and walking paths. The main amenity for the community, including a pool, pool house, playground area, and gazebo, is located in Phase 1.

The approved setback and dimensional standards per Rosti Farms Subdivision Development Agreement, are as follows:

- Minimum Residential Lot Frontage: 35 feet
- Front Setbacks (Measured from Back of Sidewalk or Property Line): 20 Feet
- Rear Setbacks: 15 Feet
- Interior Setbacks: 5 Feet (For One and Two-Stories)
- Local Street Side Setbacks: 20 Feet
- Street Landscape Buffers:
  - Arterial Roadway: 35 Feet
  - State Highway 16: 50 Feet
  - Residential Collectors: 20 Feet
- Maximum Building Height: 35 Feet
- Minimum Lot Size: 5,823 SF
- Average Lot Size: 8,790 SF

Construction of Phase 8 will be in compliance with the approved Preliminary Plat. Thank you for your time and consideration of this Final Plat application. If you have any questions or need further information, please don't hesitate to reach out to me at 208-576-3625 or [kprewett@tollbrothers.com](mailto:kprewett@tollbrothers.com).

# *Toll Brothers*<sup>®</sup>

## LAND DEVELOPMENT

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Section 5, Item B.

PAVING THE WAY FOR AMERICA'S LUXURY HOMEBUILDER

Respectfully Submitted,

*Kyle Prewett*

Kyle Prewett  
Land Entitlement Manager, Idaho  
Toll Brothers



## FINAL PLAT APPLICATION

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

FILE NO.: FP-24-17  
 Date Application Received: 12-03-2024 Fee Paid: \$2710.00  
 Processed by: City: BN

### Applicant Information:

**PRIMARY CONTACT IS:** Applicant  Owner  Representative

Applicant Name: Toll Southwest LLC  
 Applicant Address: 3103 W. Sheryl Dr., Suite 100, Meridian, ID Zip: 83642  
 Phone: 208.424.0020 Email: mtaylor1@tollbrothers.com

Owner Name: Toll Southwest LLC  
 Owner Address: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Representative (e.g., architect, engineer, developer):  
 Contact: Kyle Prewett Firm Name: Toll Brothers  
 Address: 3103 W. Sheryl Dr., Suite 100, Meridian, ID Zip: 83642  
 Phone: 208.576.3625 Email: kprewett@tollbrothers.com

### Property Information:

Subdivision Name: Rosti Farms Subdivision Phase: 8

Parcel Number(s): S0409120600

Approved Zoning: R3-PUD-DA Units per acre: 2.03

Total acreage of phase: 17.66 Total number of lots: 41

Residential: 36 Commercial: 0 Industrial: 0

Common lots: 5 Total acreage of common lots: 7.40 Percentage: 41.9

Percent of common space to be used for drainage: 6.44 Acres: 0.48

Special Flood Hazard Area: total acreage N/A number of homes 0

Changes from approved preliminary plat pertaining to this phase:

	Preliminary Plat	Final Plat
Number of Residential Lots:	<u>35</u>	<u>36</u>
Number of Common Lots:	<u>7</u>	<u>5</u>
Number of Commercial Lots:	<u>0</u>	<u>0</u>
Roads:	<u>5</u>	<u>5</u>

Amenities: Walking Path Walking Path

**Flood Zone Data: (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision Name: N/A Phase: \_\_\_\_\_

Special Flood Hazard Area: total acreage \_\_\_\_\_ number of homes \_\_\_\_\_

- a. A note must be provided on the final plat documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plat in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxC, 160xxxxxE, etc.: \_\_\_\_\_  
 FIRM effective date(s): mm/dd/year \_\_\_\_\_  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: \_\_\_\_\_  
 Base Flood Elevation(s): AE\_\_\_\_.0 ft., etc.: \_\_\_\_\_
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

**Application Requirements:**

*(Applications are required to contain one copy of the following unless otherwise noted.)*

Applicant (✓)	Description	Staff (✓)
✓	Completed and signed copy of Final Plat Application	BN
✓	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
✓	Electronic copy of letter of intent and statement of compliance (or substantial compliance) with the approved Preliminary Plat and Conditions of Approval. The letter of intent shall include the following: <ul style="list-style-type: none"> <li>• Gross density of the phase of the Final Plat submitted</li> <li>• Lot range and average lot size of phase</li> <li>• Description of approved open space being provided in the submitted phase including percentage of overall open space, number and type of approved amenities</li> <li>• List any specific approved building setbacks previously approved by Council.</li> </ul>	BN
✓	Electronic copy of legal description of the property (word.doc and pdf version with engineer's seal and closure sheet)	
✓	Electronic copy of current recorded warranty deed for the subject property	BN
✓	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant and/or representative is authorized to submit this application.	BN
✓	Electronic copy of subdivision name approval from Ada County Surveyor's office.	BN
✓	Copy of the "final" street name evaluation/approval or proof of submittal request from Ada County Street Naming	BN
✓	Electronic copy of vicinity map showing the location of the subject property	BN
✓	One (1) 24" X 36" paper copy of the Final Plat & Electronic Copy**	BN
✓	One (1) 11" X 17" paper copy of the Final Plat	BN
✓	Electronic copy of the Final landscape plan**	BN

✓	One (1) 11" X 17" copy of the Final landscape plan	Section 5, Item B. <b>BN</b>
✓	Electronic copy of site grading & drainage plans**	<b>BN</b>
✓	Electronic copy of originally approved Preliminary Plat**	<b>BN</b>
✓	Electronic copy of a Plat with all phases marked with changes, if applicable**	<b>BN</b>
✓	Electronic copy of final engineering construction drawings, stamped and signed by a registered engineer**	
N/A	Storm drainage calculations must be submitted for <u>private</u> streets/drives and parking areas within subdivisions**	
✓	Electronic copy of streetlight <b>design</b> and <b>location</b> information	
N/A	Special Flood Information – Must be included on Preliminary/Final Plat and Application form.	
N/A	Electronic copy of all easement agreements submitted to the irrigation companies	
✓	Electronic copy of the proposed Covenants, Conditions, & Restrictions (CC&R's)	<b>BN</b>
✓	One (1) copy of Electronic versions of submitted applications, including signed Final Plat Application, legal description, recorded warranty deed, vicinity map, final plat, landscape plan, site grading & drainage plans, copy of original Preliminary Plat, plat with phases marked, engineering construction drawings, storm drainage calculations, streetlight design and location, and signed irrigation agreements, CC&R's <u>shall be submitted in original pdf format (no scans for preliminary plat, landscape plans or grading and drainage plans) on a thumb drive only (no discs) with the files named with project name and plan type.</u>	<b>BN</b>
✓	<p><b>Upon Recording of Final Plat, the applicant shall submit the following to the Planning Department prior to building permit issuance:</b></p> <ul style="list-style-type: none"> <li>• One (1) 11" X 17" and (1) 18" X 24" <b>recorded</b> copy of Final Plat</li> <li>• Electronic copy of final, approved construction drawings</li> <li>• Electronic copy of as-built irrigation plans</li> <li>• Electronic copy of recorded CC&amp;R's</li> <li>• Proof of required Construction Sign installation at entrance to development (as conditioned in Preliminary Plat approval) – Picture of installed sign</li> <li>• Electronic copies shall be submitted in pdf format on a thumb drive with the files named with project name and plan type. **Original pdf's are required for all plans – No Scanned PDF's please.</li> </ul>	
	**NOTE: No building permits will be issued until property is annexed into the Star Sewer & Water District and all sewer hookup fees are paid.	

**FEE REQUIREMENT:**

*\*\* I have read and understand the above requirements. I further understand fees are due at the time of filing. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.*

*Kyle Prewett*

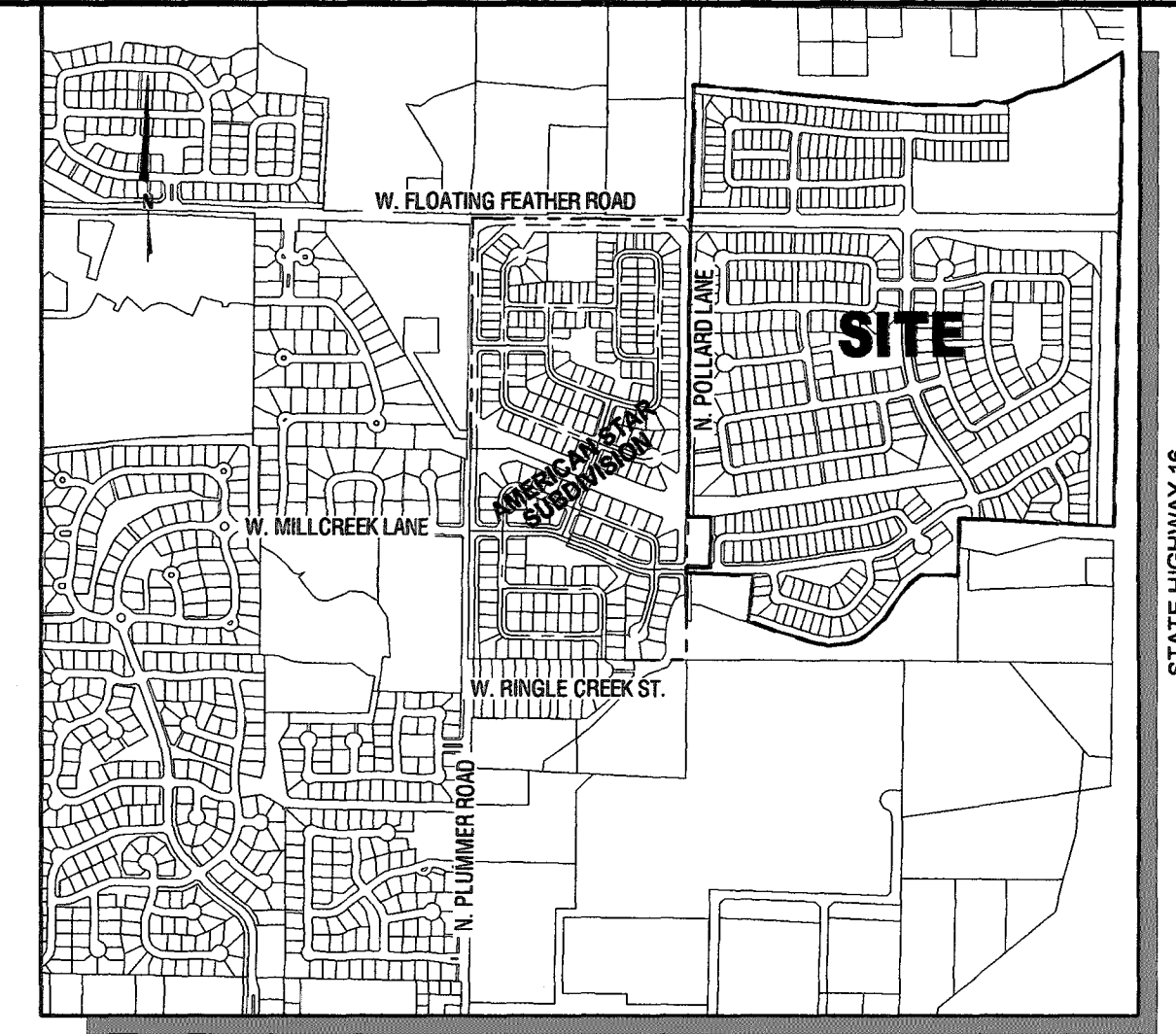
Applicant/Representative Signature

12/2/24

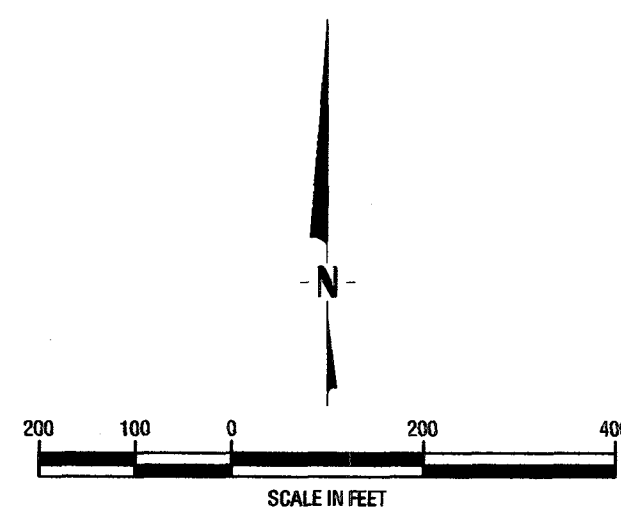
Date

# PRELIMINARY PLAT REVISED ROSTI FARMS SUBDIVISION

A PORTION OF THE NE 1/4 OF THE NW 1/4 SECTION 09  
T.4N., R.1W., B.M. STAR, ADA COUNTY, IDAHO



VICINITY MAP  
NOT TO SCALE



S0403336110  
LEGACY EXPANSION, LLC  
1252 STATE HIGHWAY 16  
EAGLE, ID 83616

S0403336110  
LEGACY EXPANSION, LLC  
1252 N HWY 16  
EAGLE, ID 83616

S50409110001  
CLOUD BERRY, LLC  
STATE HIGHWAY 16  
EAGLE, ID 83616

RUT  
S50409141800  
CT PALMER FARM, LLC  
STATE HIGHWAY 16  
EAGLE, ID 83616

S0409131400  
DAVID JORDAN LOWE  
STATE HIGHWAY 16  
EAGLE, ID 83616

RUT  
S0409131605  
REVELS FAMILY TRUST  
771 STATE HIGHWAY 16  
EAGLE, ID 83616

R543760200  
MICHAEL D. HAGOOD  
W FLOATING ROAD  
STAR, ID 83669

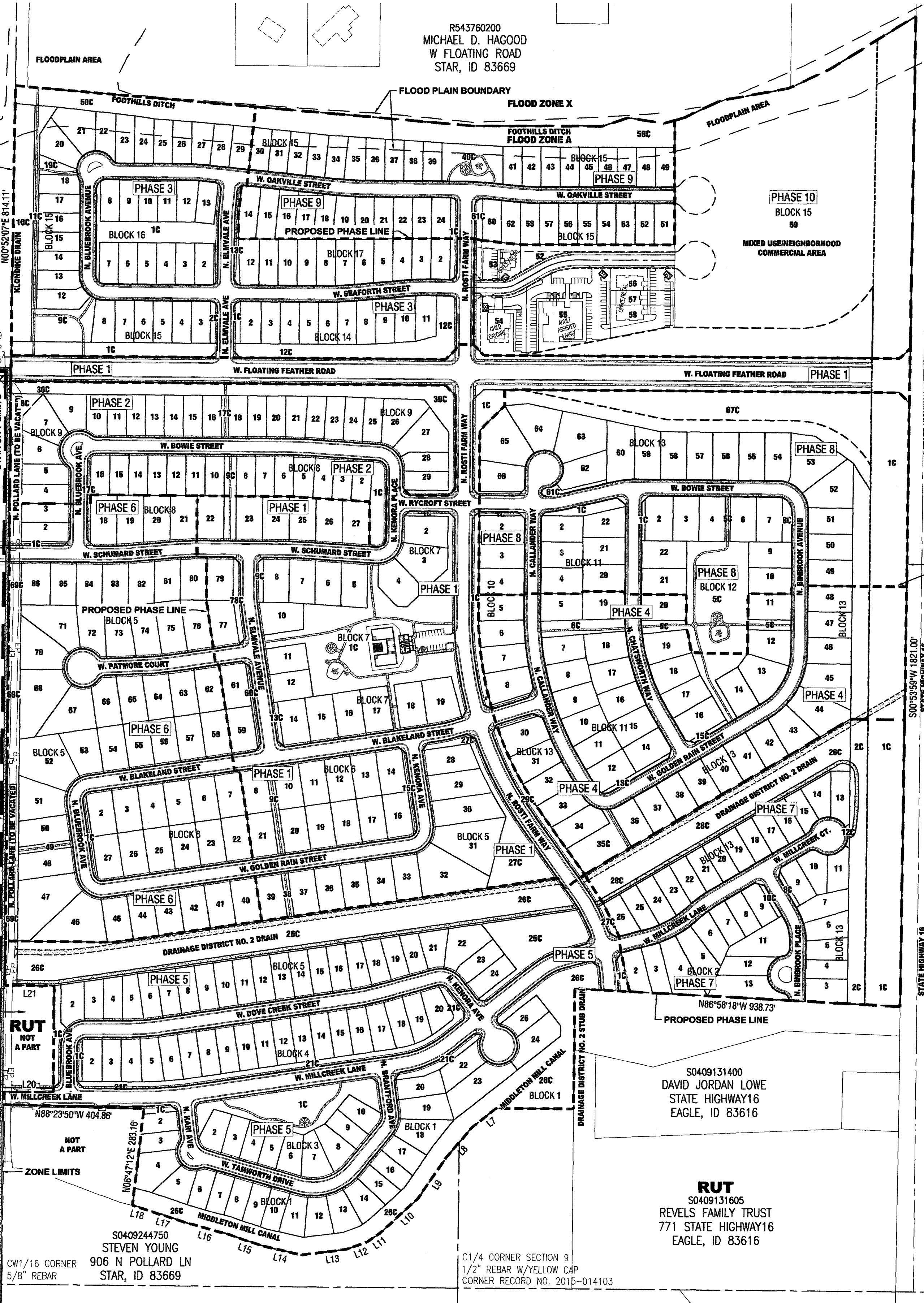
RUT  
S0404336500  
STAR CEMETERY  
9350 W FLOATING ROAD  
STAR, ID 83669

R-3  
AMH DEVELOPMENT, LLC  
1078 N PLUMMER ROAD  
STAR, ID 83669

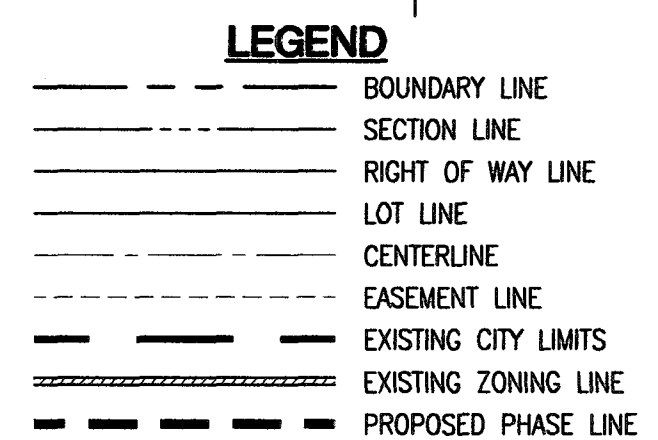
R-3  
S0409223003  
AMH DEVELOPMENT, LLC  
1078 N PLUMMER ROAD  
STAR, ID 83669

S0409244390  
EARNEST BRADBURY  
1024 N POLLARD LN  
STAR, ID 83669

R-3  
AMH DEVELOPMENT, LLC  
1078 N PLUMMER ROAD  
STAR, ID 83669



LINE NO.	LENGTH	DIRECTION
L1	32.23	N74°00'00"E
L2	28.52	N74°00'00"E
L3	113.30	N64°19'44"E
L4	202.39	N78°28'38"E
L5	128.58	N64°41'47"E
L6	293.31	N58°28'19"E
L7	88.44	S0°55'59"W
L8	115.00	S40°37'03"W
L9	145.83	S34°22'19"W
L10	145.77	S47°47'02"W
L11	43.88	S54°34'01"W
L12	65.71	S70°03'01"W
L13	131.91	S83°03'43"W
L14	117.72	N78°40'28"W
L15	105.68	N71°11'11"W
L16	115.02	N74°54'37"W
L17	134.10	N71°08'39"W
L18	35.22	N78°17'48"W
L19	38.37	N00°35'51"E
L20	143.00	S89°33'59"E
L21	143.00	N89°33'59"W

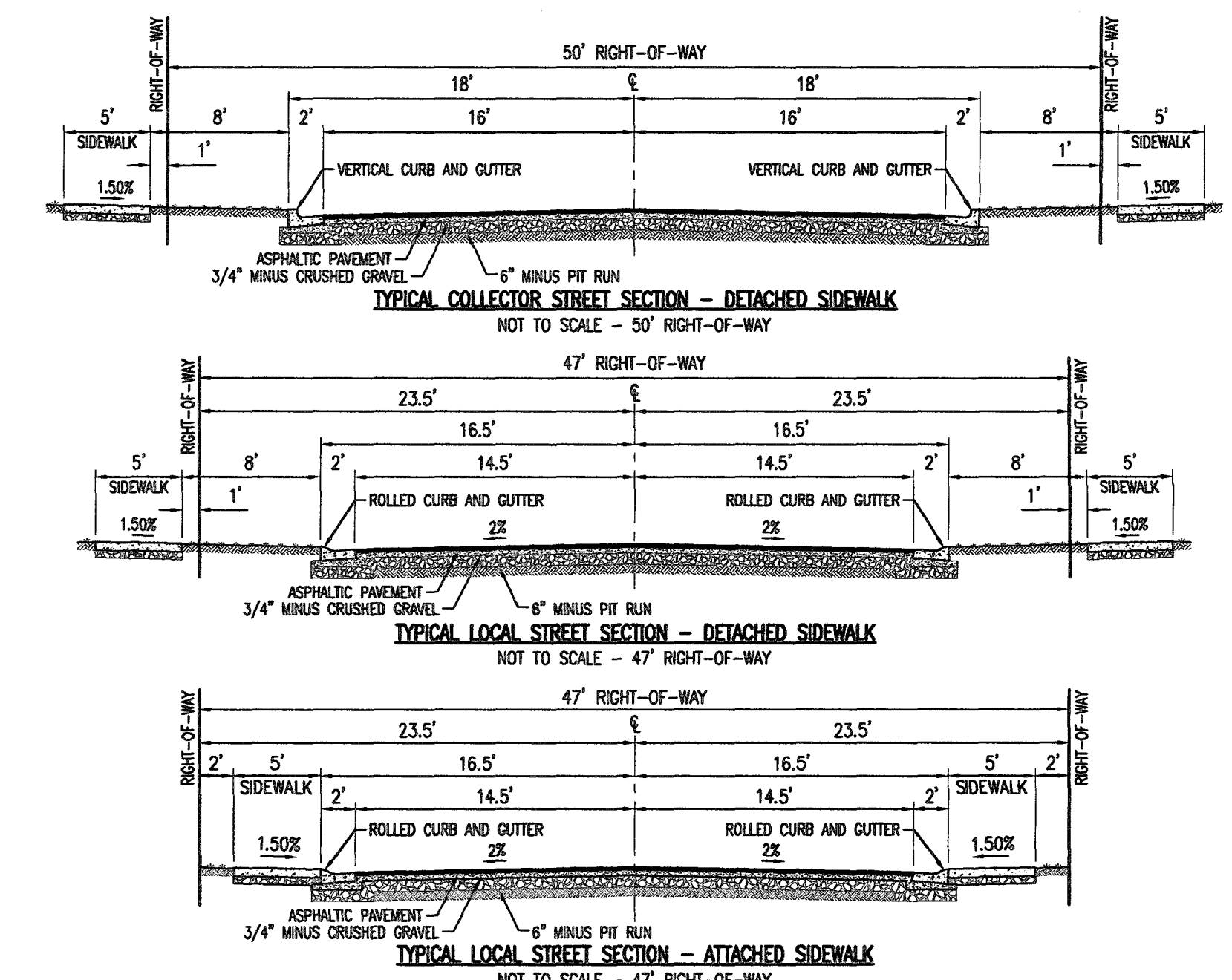


### PRELIMINARY PLAT NOTES

- SANITARY SEWER AND DOMESTIC WATER SERVICE TO BE PROVIDED BY STAR SEWER AND WATER DISTRICT.
- SUBJECT PROPERTY FALLS WITHIN FEMA FLOOD HAZARD ZONES A AND X. SEE FIRM PANEL 160001C0130H, DATED FEBRUARY 19, 2003.
- ALL LOTS ARE HEREBY DESIGNATED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE OVER THE TEN (10) FEET ADJACENT TO ANY PUBLIC STREET. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.
- UNLESS OTHERWISE SHOWN AND DIMENSIONED, ALL LOTS ARE HEREBY DESIGNATED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE FIVE (5) FEET ADJACENT TO ANY INTERIOR LOT LINE, AND OVER THE TWELVE (12) FEET ADJACENT TO ANY REAR LOT LINE OR SUBDIVISION BOUNDARY.
- THIS SUBDIVISION WILL BE SUBJECT TO THE TERMS OF A DEVELOPMENT AGREEMENT WITH THE CITY OF STAR.
- IRRIGATION WATER SHALL BE PROVIDED FROM THE MIDDLETON MILL IRRIGATION DISTRICT AND FOOHILLS DITCH COMPANY IN COMPLIANCE WITH IDAHO CODE 31-3805(B). LOTS WITHIN THE SUBDIVISION SHALL BE ENTITLED TO IRRIGATION WATER RIGHTS, AND THE INDIVIDUAL LOTS SHALL BE SUBJECT TO IRRIGATION WATER ASSESSMENTS.
- BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF STAR OR AS OTHERWISE APPROVED WITHIN THE PUD.
- LOTS 1, 25, AND 26, BLOCK 1; LOTS 1 AND 10, BLOCK 2; LOT 1, BLOCK 3; LOTS 1 AND 21, BLOCK 4; LOTS 1, 25, 26, 27, 38, 49, 60, 69 AND 78, BLOCK 5; LOTS 1, 9, AND 15, BLOCK 6; LOTS 1, 9, AND 13, BLOCK 7; LOTS 1, 8, 17, AND 30, BLOCK 8; LOTS 1, BLOCK 10; LOTS 1, 6 AND 13, BLOCK 11; LOTS 1, 5, 8, AND 15, BLOCK 12; LOTS 1, 2, 8, 12, 27, 28, 29, 35, 61 AND 67, BLOCK 13; LOTS 1 AND 12, BLOCK 14; LOTS 1, 2, 9, 10, 11, 19, 40, 50 AND 61, BLOCK 15; LOT 1, BLOCK 16; LOTS 1 AND 13, BLOCK 17. ARE OPEN SPACE LOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION OR ITS ASSIGNS. ALL OTHER LOTS IN THIS SUBDIVISION ARE FOR SINGLE-FAMILY DWELLINGS, EXCEPT LOTS 53-59, BLOCK 15 WHICH MAY BE DEVELOPED AS MIXED USE.
- DIRECT LOT ACCESS TO N. POLLARD LANE, W. FLOATING FEATHER ROAD, AND STATE HIGHWAY 16 IS PROHIBITED.

### PRELIMINARY PLAT DATA

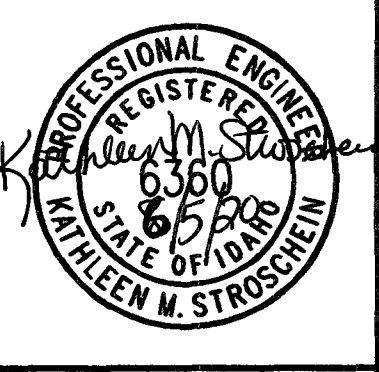
TOTAL ACRES	171.70 AC	USEABLE COMMON OPEN SPACE (15.30%)	24.45 AC	ZONING	EXISTING: RUT/MU PROPOSED: R-3-PUD
SINGLE-FAMILY RESIDENTIAL	96.38 AC	DRAINAGE DISTRICT #2 DRAIN (MULTI-USE PATHWAY)	5.84 AC	CENTRAL ANCHURY AREA (POOL FACILITY/PLAY EQUIP.)	2.92 AC
FUTURE MIXED USE COMMERCIAL AREA	16.97 AC	POCKET PARK (PUBLIC SHELTER/PLAZA)	1.04 AC	PEDESTRIAN PATHWAY LOTS	0.94 AC
PUBLIC RIGHT-OF-WAY	26.44 AC	COMMON LOT WITH PATHWAY	0.65 AC	EASTERLY CENTRAL COMMON LOT (PLAY EQUIP.)	1.82 AC
W. FLOATING FEATHER ROAD RIGHT-OF-WAY	5.16 AC	POLLARD LANE (TO BE VACATED) MULTI-USE PATHWAY	1.38 AC	NORTH ANCHURY COMMON LOT (PLAY EQUIP.)	0.44 AC
FUTURE STATE HWY 16 RIGHT-OF-WAY (SOUTH OF FLOATING FEATHER)	4.30 AC	LINEAR OPEN SPACE (NORTH)	0.59 AC	PEDESTRIAN PATHWAYS/OPEN AREA	0.50 AC
OPEN SPACE (USABLE & ADDITIONAL OPEN SPACE)	32.45 AC	MILLCREEK LANE COLLECTOR BUFFERS	1.06 AC	ROSTI FARM WAY COLLECTOR BUFFERS	3.90 AC
TOTAL LOTS	493	STATE HIGHWAY 16 LANDSCAPE BUFFERS (RESIDENTIAL AREA)	1.75 AC	FLOATING FEATHER/ROSTI FARM BUFFERS	1.27 AC
SINGLE-FAMILY RESIDENTIAL LOTS	426	POLLARD LANE SIDEWALK/LANDSCAPE BUFFER	0.25 AC	END BLOCK BUFFERS	1.27 AC
MIXED-USE LOTS (COMMERCIAL AREA)	7	TOTAL COMMON OPEN SPACE	32.45 AC	CUL-DE-SAC BUFFER	0.01 AC
OPEN SPACE LOTS	60	TOTAL COMMON OPEN SPACE PERCENTAGE	20.43%	STORM DRAIN LOTS	0.61 AC
SINGLE-FAMILY RESIDENTIAL PERCENTAGE	50.31%	ACREAGE USED TO CALCULATE OPEN SPACE REQUIREMENT: 158.85 AC	(EXCLUDES SH-16 R-O-W = 6.69 AC. & FLOATING FEATHER R-O-W = 5.16 AC.)	KLONDIKE DRAIN LOT	0.89 AC
MIXED-USE AREA PERCENTAGE	9.88%			FOOTHILLS DITCH LOT	2.63 AC
PUBLIC RIGHT-OF-WAY PERCENTAGE	20.91%				
OPEN SPACE/COMMON PERCENTAGE	18.90%				
SINGLE FAMILY LOT DISTRIBUTION	426				
55' WIDE LOTS	(57.04%) 243				
75' WIDE LOTS	(42.96%) 183				



OWNERS OF RECORD  
SAM AND KARI ROSTI  
SAMUEL J. ROSTI  
ROSTI LAND, LLC  
1468 N. POLLARD ROAD  
STAR, IDAHO 83669  
PHONE: (208) 980-0384

DEVELOPER  
TOLL SOUTHWEST, LLC  
3103 W. SHERMAN DRIVE, SUITE 100  
MERIDIAN, IDAHO 83842  
PHONE: (208) 454-0020

PLANNER  
BECKY MCKAY  
ENGINEERING SOLUTIONS  
1029 N. ROSARIO STREET, STE. 100  
MERIDIAN, IDAHO 83842  
PHONE: (208) 938-9880  
FAX: (208) 938-0441  
EMAIL: beckymckay@engsol.org



NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY PLAT REVIEW	01/06/20	RJH
2	PRELIMINARY PLAT REVIEW	08/05/20	RLS

ENGINEERING SOLUTIONS  
1029 N. ROSARIO STREET, SUITE 100  
MERIDIAN, IDAHO 83842  
PHONE: (208) 938-9880 FAX: (208) 938-0441

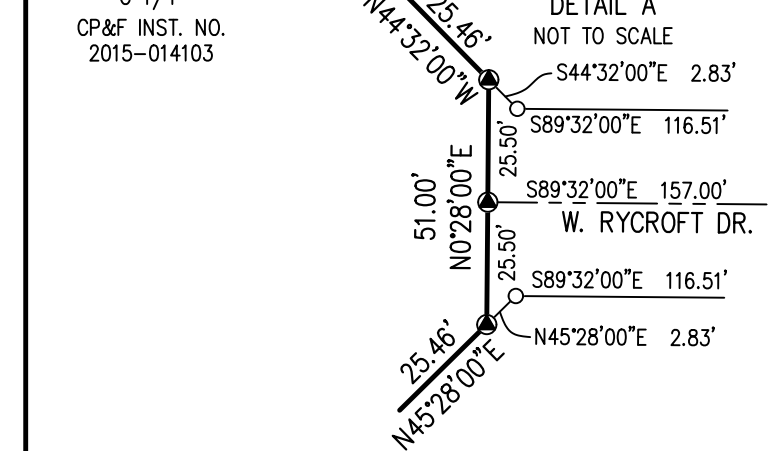
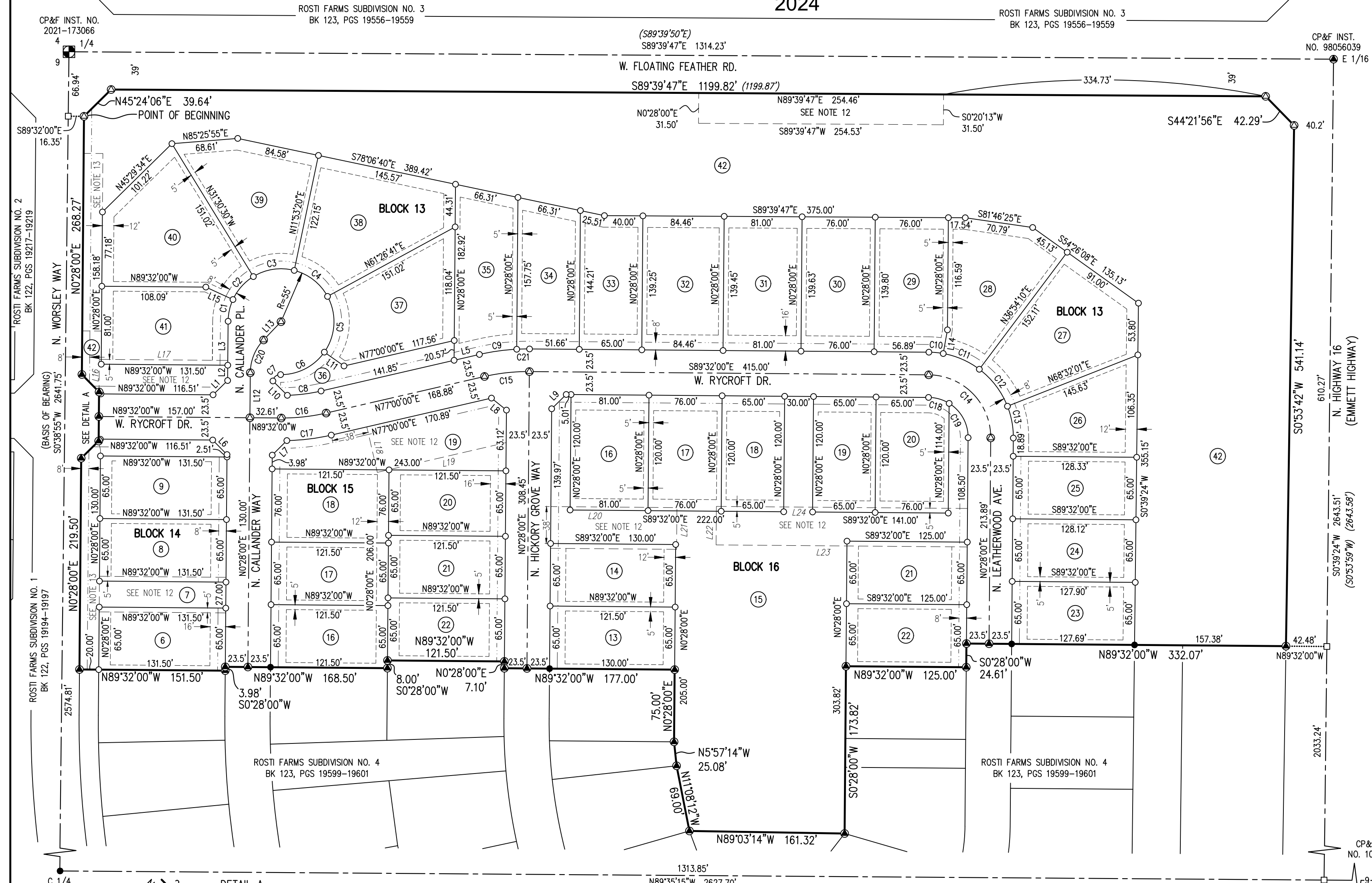
ROSTI FARMS SUBDIVISION  
A PORTION OF THE NE 1/4 OF THE NW 1/4 SECTION 09, T.4N., R.1W., B.M.  
PRELIMINARY PLAT

DATE ISSUED: 02/03/2020  
PROJECT NO.: 190515  
DWG. FILE: 190515-P-PREL.dwg  
SCALE: AS SHOWN  
DRAWN BY: KDM  
CHECKED BY: BZM

PP-01  
SHEET 1 OF 3

# ROSTI FARMS SUBDIVISION NO. 8

## A SUBDIVISION BEING LOT 1, BLOCK 1 OF ROSTI FARMS SUBDIVISION NO. 1, AND A PORTION OF THE W 1/2 OF THE NW 1/4 OF SECTION 9, T4N, R1W, BM, CITY OF STAR, ADA COUNTY, IDAHO 2024



### SURVEYOR'S NARRATIVE

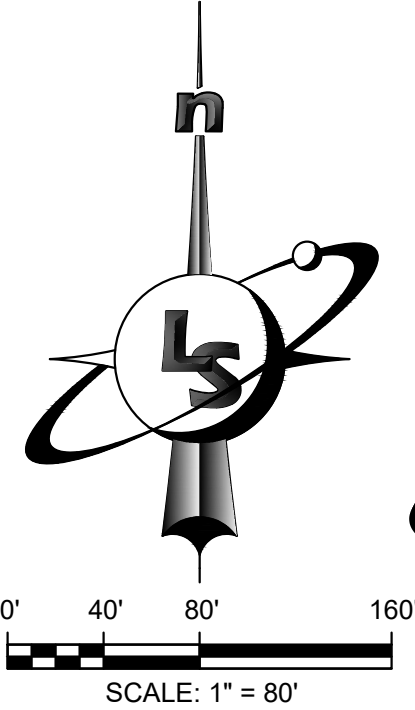
THE BOUNDARY FOR THIS SUBDIVISION WAS DEVELOPED FROM SURVEYED TIES TO CONTROLLING SECTION CORNER MONUMENTATION, THE PLATTED SUBDIVISION BOUNDARIES OF ROSTI FARMS SUBDIVISION NO. 1, ROSTI FARMS SUBDIVISION NO. 2, ROSTI FARMS SUBDIVISION NO. 4, INFORMATION FROM RECORD OF SURVEY NUMBERS 109, 111, 2649, 4288, 6767, 7072, 11174, AND CURRENT DEEDS OF RECORD. THE SURVEYED MONUMENTATION AND CONTROLLING BOUNDARIES FIT THE RECORDS WELL AND WERE ACCEPTED TO ESTABLISH THE BOUNDARY FOR THIS SUBDIVISION SHOWN HEREON.

LINE	LENGTH	BEARING
L1	21.19'	S45°28'00"W
L2	15.89'	S0°28'00"W
L3	45.67'	S0°28'00"W
L4	21.16'	S45°12'57"E
L5	27.04'	N77°00'00"E
L6	21.19'	S44°32'00"E
L7	21.42'	S45°05'11"W
L8	19.94'	S51°16'00"E
L9	21.19'	S45°28'00"W
L10	21.16'	S45°12'57"E
L11	25.00'	S54°53'53"E
L12	46.71'	N0°28'00"E

LINE	LENGTH	BEARING
L13	26.19'	N43°41'12"E
L14	25.00'	N10°09'39"E
L15	31.00'	N65°16'38"W
L16	33.87'	S0°28'00"W
L17	133.50'	N89°32'00"W
L18	48.50'	S13°00'00"E
L19	137.43'	N77°00'00"E
L20	131.00'	S89°32'00"E
L21	43.37'	S0°28'00"W
L22	40.00'	N0°28'00"E
L23	261.00'	N89°32'00"W
L24	261.00'	S89°32'00"E

CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	23.28'	55.00'	24°15'22"	S12°35'41"W	23.11'
C2	32.42'	55.00'	33°46'08"	S41°36'26"W	31.95'
C3	44.10'	55.00'	45°56'46"	S81°27'53"W	42.93'
C4	45.12'	55.00'	47°00'26"	N52°03'31"W	43.87'
C5	61.11'	55.00'	63°39'25"	N31°16'24"E	58.01'
C6	53.15'	55.00'	55°21'53"	N62°47'03"E	51.10'
C7	10.93'	7.50'	83°30'31"	S48°42'44"W	9.99'
C8	35.40'	176.50'	11°29'28"	N82°44'44"E	35.34'
C9	39.18'	223.50'	10°02'37"	S82°01'18"W	39.13'
C10	14.97'	88.50'	9°41'40"	N84°41'10"W	14.96'

CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C11	41.31'	88.50'	26°44'30"	N66°28'05"W	40.93'
C12	48.86'	88.50'	31°37'51"	N37°16'55"W	48.24'
C13	33.88'	88.50'	21°55'59"	N10°30'00"W	33.67'
C14	102.10'	65.00'	90°00'00"	N44°32'00"W	91.92'
C15	47.01'	200.00'	13°28'00"	S83°44'00"W	46.90'
C16	47.01'	200.00'	13°28'00"	N83°44'00"E	46.90'
C17	46.60'	223.50'	11°56'42"	N82°58'21"E	46.51'
C18	22.60'	41.50'	31°12'11"	N73°55'55"W	22.32'
C19	42.59'	41.50'	58°47'49"	N28°55'55"W	40.74'
C20	37.72'	50.00'	43°13'12"	S22°04'36"W	36.83'
C21	13.35'	223.50'	3°25'23"	N88°45'18"E	13.35'

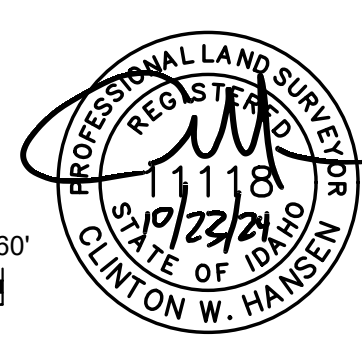


### LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- CENTERLINE
- LOT LINE
- SURVEY TIE LINE
- PUBLIC UTILITY, PRESSURE IRRIGATION & LOT DRAINAGE EASEMENT LINE - SEE NOTES 1 & 2
- EXISTING ADA COUNTY HIGHWAY DISTRICT PERMANENT SIDEWALK EASEMENT, INSTRUMENT NO. \_\_\_\_\_
- OTHER EASEMENT LINE AS NOTED
- FOUND ALUMINUM CAP MONUMENT
- SET 5/8"x30" REBAR w/PLASTIC CAP
- SET 1/2"x24" REBAR w/PLASTIC CAP
- FOUND 5/8" REBAR, PLS 11118 OR AS NOTED
- FOUND 1/2" REBAR, PLS 11118 OR AS NOTED
- LOT NUMBER
- RECORD DATA

### NOTES

1. ALL LOT LINES COMMON TO PUBLIC STREETS ARE HEREBY DESIGNATED TO HAVE A SIXTEEN (16) FOOT PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE, UNLESS OTHERWISE SHOWN. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF PROPER HARD-SURFACED DRIVEWAYS AND WALKWAYS FOR ACCESS TO EACH INDIVIDUAL LOT.
2. ALL LOTS ARE HEREBY DESIGNATED AS HAVING A FIVE (5) FOOT PERMANENT EASEMENT ON EACH SIDE OF THE INTERIOR SIDE LOT LINES, AND A TWELVE (12) FOOT PERMANENT EASEMENT CONTIGUOUS TO ALL REAR LOT LINES, FOR PUBLIC UTILITIES, PRESSURE IRRIGATION, AND LOT DRAINAGE, UNLESS OTHERWISE SHOWN. ALL OTHER EASEMENTS ARE AS SHOWN.
3. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF STAR APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAN.
4. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISION.
5. IRRIGATION WATER HAS BEEN PROVIDED BY THE MIDDLETON IRRIGATION ASSOCIATION, INC. AND Foothills Ditch Company in compliance with IDAHO CODE SECTION 31-3805(1)(b). LOTS WITHIN THE SUBDIVISION SHALL BE ENTITLED TO IRRIGATION WATER FROM THESE IRRIGATION ENTITIES, TO BE DELIVERED TO LOTS THROUGH A PRESSURIZED IRRIGATION SYSTEM OWNED AND MAINTAINED BY THE HOMEOWNER ASSOCIATION. THE HOMEOWNER ASSOCIATION WILL BE SUBJECT TO ASSESSMENTS BY THESE IRRIGATION ENTITIES.
6. MAINTENANCE OF ANY IRRIGATION OR DRAINAGE PIPE OR DITCH CROSSING A LOT SHALL BE THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE ENTITY OR THE HOMEOWNER ASSOCIATION.
7. LOTS 36 AND 42, BLOCK 13; LOT 7, BLOCK 14; LOT 19, BLOCK 15; AND LOT 15, BLOCK 16 ARE DESIGNATED AS COMMON LOTS AND SHALL BE OWNED AND MAINTAINED BY HEIRLOOM RIDGE HOMEOWNERS ASSOCIATION, INC. OR ITS ASSIGNS. SAID LOTS ARE COVERED BY BLANKET EASEMENTS FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE.
8. THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
9. THIS SUBDIVISION IS SUBJECT TO THE TERMS OF A DEVELOPMENT AGREEMENT RECORDED AS INSTRUMENT NO. 2020-156437, RECORDS OF ADA COUNTY, IDAHO.
10. THIS SUBDIVISION IS SUBJECT TO THE TERMS OF AN ADA COUNTY HIGHWAY DISTRICT TEMPORARY LICENSE AGREEMENT RECORDED AS INSTRUMENT NO. \_\_\_\_\_, RECORDS OF ADA COUNTY, IDAHO.
11. THIS SUBDIVISION SHALL BE SUBJECT TO THE TERMS AND CONDITIONS OF THE COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED AS INSTRUMENT NO. 2021-176543, ADA COUNTY RECORDS, AND AS MAY BE AMENDED.
12. PORTIONS OF LOTS 41 AND 42, BLOCK 13; LOTS 6, 7, AND 8, BLOCK 14; LOT 19, BLOCK 15; AND LOTS 14 THROUGH 21, BLOCK 16 AS SHOWN ARE SERVIENT TO AND CONTAIN THE ADA COUNTY HIGHWAY DISTRICT STORM WATER DRAINAGE SYSTEM AS SHOWN. THESE LOTS ARE ENCUMBERED BY THAT CERTAIN MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON NOVEMBER 10, 2015 AS INSTRUMENT NO. 2015-103256, OFFICIAL RECORDS OF ADA COUNTY, AND INCORPORATED HEREIN BY THIS REFERENCE AS IF SET FORTH IN FULL (THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEM ARE DEDICATED TO ADA COUNTY HIGHWAY DISTRICT PURSUANT TO SECTION 40-2302, IDAHO CODE THE MASTER EASEMENT IS FOR THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM.
13. LOT 42, BLOCK 13 AND LOT 7, BLOCK 14 ARE SUBJECT TO AN EXISTING ADA COUNTY HIGHWAY DISTRICT PERMANENT EASEMENT AS SHOWN IN INSTRUMENT NO. 2021-053244, RECORDS OF ADA COUNTY, IDAHO.



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 231 E. 5TH STREET, MERIDIAN ID 83642  
 (208) 288-2040 www.landsolutions.biz

**CERTIFICATE OF OWNERS**

KNOW ALL MEN BY THESE PRESENTS: THAT WE, THE UNDERSIGNED, ARE THE OWNERS OF THE REAL PROPERTY DESCRIBED BELOW IN ADA COUNTY, IDAHO, AND THAT WE INTEND TO INCLUDE THE FOLLOWING DESCRIBED PROPERTY IN THIS PLAT OF ROSTI FARMS SUBDIVISION NO. 8;

A SUBDIVISION BEING LOT 1, BLOCK 1 OF ROSTI FARMS SUBDIVISION NO. 1 AS SHOWN IN BOOK 122 OF PLATS ON PAGES 19194 THROUGH 19197, RECORDS OF ADA COUNTY, IDAHO, AND A PORTION OF THE W 1/4 OF THE NE 1/4 OF SECTION 9, TOWNSHIP 4 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF STAR, ADA COUNTY, IDAHO, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT AN ALUMINUM CAP MONUMENT MARKING THE NORTHWEST CORNER OF THE NE 1/4 OF SAID SECTION 9, FROM WHICH A 1/2 INCH REBAR MARKING THE SOUTHWEST CORNER OF SAID NE 1/4 BEARS S 0°38'55" W A DISTANCE OF 2641.75 FEET;

THENCE ALONG THE WESTERLY BOUNDARY OF SAID NE 1/4 S 0°38'55" W A DISTANCE OF 66.94 FEET TO A POINT;

THENCE LEAVING SAID WESTERLY BOUNDARY S 89°32'00" E A DISTANCE OF 16.35 FEET TO A POINT MARKING THE NORTHWESTERLY CORNER OF SAID LOT 1, BLOCK 1 OF ROSTI FARMS SUBDIVISION NO. 1 AND THE **POINT OF BEGINNING**;

THENCE ALONG THE NORTHWESTERLY BOUNDARY OF SAID LOT 1 AND THE SOUTHERLY BOUNDARY OF ROSTI FARMS SUBDIVISION NO. 3 AS SHOWN IN BOOK 123 OF PLATS ON PAGES 19556 THROUGH 19559, RECORDS OF ADA COUNTY, IDAHO, N 45°24'06" E A DISTANCE OF 39.64 FEET TO A POINT;

THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY OF ROSTI FARMS SUBDIVISION NO. 3, BEING THE SOUTHERLY RIGHT-OF-WAY OF W. FLOATING FEATHER ROAD, S 89°39'47" E A DISTANCE OF 1199.82 FEET (FORMERLY 1199.87 FEET) TO A POINT;

THENCE CONTINUING ALONG SAID BOUNDARY AND RIGHT-OF-WAY S 44°21'56" E A DISTANCE OF 42.29 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF N. HIGHWAY 16 (EMMETT HIGHWAY);

THENCE LEAVING SAID SUBDIVISION BOUNDARY AND ALONG SAID WESTERLY RIGHT-OF-WAY S 0°53'42" W A DISTANCE OF 541.14 FEET TO A POINT MARKING THE NORTHEAST CORNER OF ROSTI FARMS SUBDIVISION NO. 4 AS SHOWN IN BOOK 123 OF PLATS ON PAGES 19599 THROUGH 19601, RECORDS OF ADA COUNTY, IDAHO;

THENCE ALONG THE NORTHERLY BOUNDARY OF SAID ROSTI FARMS SUBDIVISION NO. 4 THE FOLLOWING DESCRIBED COURSES AND DISTANCES:

THENCE N 89°32'00" W A DISTANCE OF 332.07 FEET TO A POINT;

THENCE S 0°28'00" W A DISTANCE OF 24.61 FEET TO A POINT;

THENCE N 89°32'00" W A DISTANCE OF 125.00 FEET TO A POINT;

THENCE S 0°28'00" W A DISTANCE OF 173.82 FEET TO A POINT;

THENCE N 89°03'14" W A DISTANCE OF 161.32 FEET TO A POINT;

THENCE N 11°08'12" W A DISTANCE OF 69.00 FEET TO A POINT;

THENCE N 5°57'14" W A DISTANCE OF 25.08 FEET TO A POINT;

THENCE N 0°28'00" E A DISTANCE OF 75.00 FEET TO A POINT;

THENCE N 89°32'00" W A DISTANCE OF 177.00 FEET TO A POINT;

THENCE N 0°28'00" E A DISTANCE OF 7.10 FEET TO A POINT;

THENCE N 89°32'00" W A DISTANCE OF 121.50 FEET TO A POINT;

THENCE S 0°28'00" W A DISTANCE OF 8.00 FEET TO A POINT;

THENCE N 89°32'00" W A DISTANCE OF 168.50 FEET TO A POINT;

THENCE S 0°28'00" W A DISTANCE OF 3.98 FEET TO A POINT;

THENCE N 89°32'00" W A DISTANCE OF 151.50 FEET TO A POINT ON THE EASTERLY BOUNDARY OF SAID ROSTI FARMS SUBDIVISION NO. 1;

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING DESCRIBED COURSES AND DISTANCES:

THENCE N 0°28'00" E A DISTANCE OF 219.50 FEET TO A POINT;

THENCE N 45°28'00" E A DISTANCE OF 25.46 FEET TO A POINT;

THENCE N 0°28'00" E A DISTANCE OF 51.00 FEET TO A POINT;

THENCE N 44°32'00" W A DISTANCE OF 25.46 FEET TO A POINT;

THENCE N 0°28'00" E A DISTANCE OF 268.27 FEET THE **POINT OF BEGINNING**.

THIS PARCEL CONTAINS 17.66 ACRES MORE OR LESS.

ALL THE LOTS IN THIS SUBDIVISION WILL BE ELIGIBLE TO RECEIVE WATER AND SEWER SERVICE FROM THE STAR SEWER AND WATER DISTRICT. THE STAR SEWER AND WATER DISTRICT HAS AGREED IN WRITING TO SERVE ALL THE LOTS IN THIS SUBDIVISION.

**CERTIFICATE OF OWNERS - CONTINUED**

THE PUBLIC STREETS SHOWN ON THIS PLAT ARE HEREBY DEDICATED TO THE PUBLIC. PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENTS ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT THE RIGHT OF ACCESS TO, AND USE OF, THESE EASEMENTS IS HEREBY RESERVED FOR PUBLIC UTILITIES, DRAINAGE AND FOR ANY OTHER USES AS MAY BE DESIGNATED HEREON AND NO PERMANENT STRUCTURES OTHER THAN FOR SAID USES ARE TO BE ERECTED WITHIN THE LIMITS OF SAID EASEMENTS.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HAND THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

TOLL SOUTHWEST LLC, A DELAWARE LIMITED LIABILITY COMPANY

\_\_\_\_\_  
BY RYAN HAMMONS, DIVISION PRESIDENT

**ACKNOWLEDGMENT**

STATE OF IDAHO }  
COUNTY OF ADA } S.S.

ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE PERSONALLY APPEARED RYAN HAMMONS, KNOWN TO ME TO BE THE DIVISION PRESIDENT OF TOLL SOUTHWEST LLC, A DELAWARE LIMITED LIABILITY COMPANY, WHO SUBSCRIBED SAID LIMITED LIABILITY COMPANY'S NAME TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN SAID LIMITED LIABILITY COMPANY'S NAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES \_\_\_\_\_

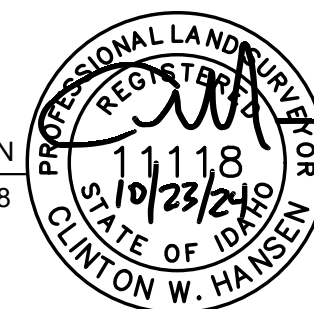
RESIDING AT \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC FOR THE STATE OF IDAHO

**CERTIFICATE OF SURVEYOR**

I, CLINTON W. HANSEN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, AND THAT THIS PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN FROM THE FIELD NOTES OF A SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

CLINTON W. HANSEN  
PLS 11118





HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

\_\_\_\_\_  
CENTRAL DISTRICT HEALTH, EHS      DATE

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

\_\_\_\_\_  
CITY CLERK

APPROVAL OF THE CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO, ON THIS DAY, \_\_\_\_\_, HEREBY APPROVE THIS PLAT.

\_\_\_\_\_  
CITY ENGINEER ~ STAR, IDAHO

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
PRESIDENT, ADA COUNTY HIGHWAY DISTRICT

CERTIFICATE OF THE COUNTY SURVEYOR

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR ADA COUNTY, IDAHO, HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

\_\_\_\_\_  
ADA COUNTY SURVEYOR

CERTIFICATE OF THE COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER THE REQUIREMENTS OF I.C. 50-1308, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE: \_\_\_\_\_  
\_\_\_\_\_  
COUNTY TREASURER

CERTIFICATE OF COUNTY RECORDER

STATE OF IDAHO }  
COUNTY OF ADA } S.S.      INSTRUMENT NO. \_\_\_\_\_

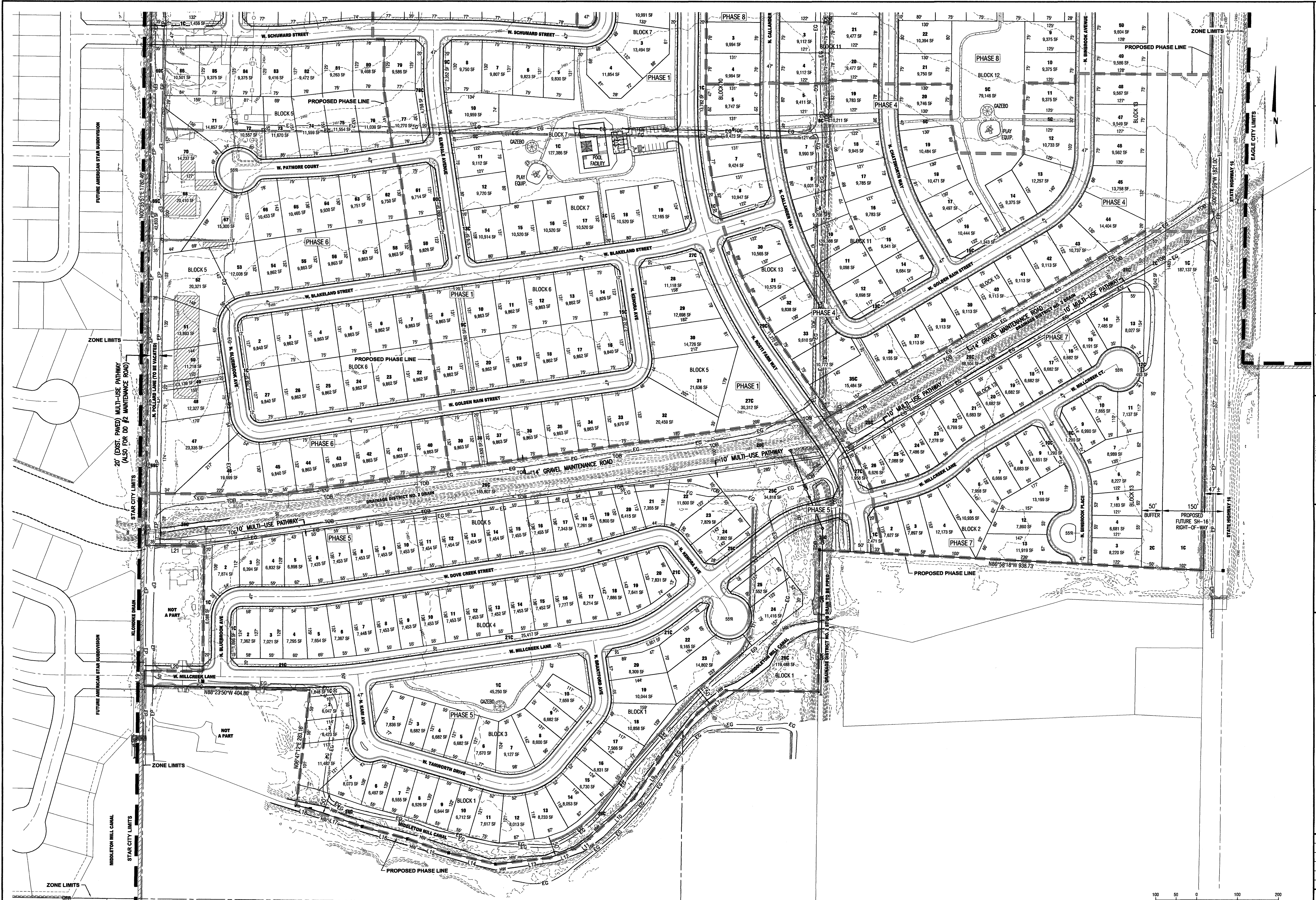
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF LAND SOLUTIONS, P.C., AT \_\_\_\_ MINUTES PAST \_\_\_\_ O'CLOCK \_\_.M. ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, IN BOOK \_\_\_\_ OF PLATS AT PAGES \_\_\_\_\_.

\_\_\_\_\_  
DEPUTY      EX-OFFICIO RECORDER

FEE: \_\_\_\_\_

CLINTON W. HANSEN  
PLS 11118





**OWNERS OF RECORD**  
SAM AND KARI ROSTI  
SAMUEL J. ROSTI  
ROSTI LAND, LLC  
1460 N. POLAR ROAD  
STAR, IDAHO 83409  
PHONE (208) 980-0884

**DEVELOPER**  
TOLL SOUTHWEST, LLC  
3103 W. SHERRY DRIVE SUITE 100  
MERIDIAN, IDAHO 83842  
PHONE (208) 464-6020

**PLANNER**  
BECKY MCKAY  
ENGINEERING SOLUTIONS  
1029 N. ROSARIO STREET, STE. 100  
MERIDIAN, IDAHO 83842  
PHONE (208) 939-9990  
FAX (208) 938-0941  
EMAIL: beckym@engsol.org



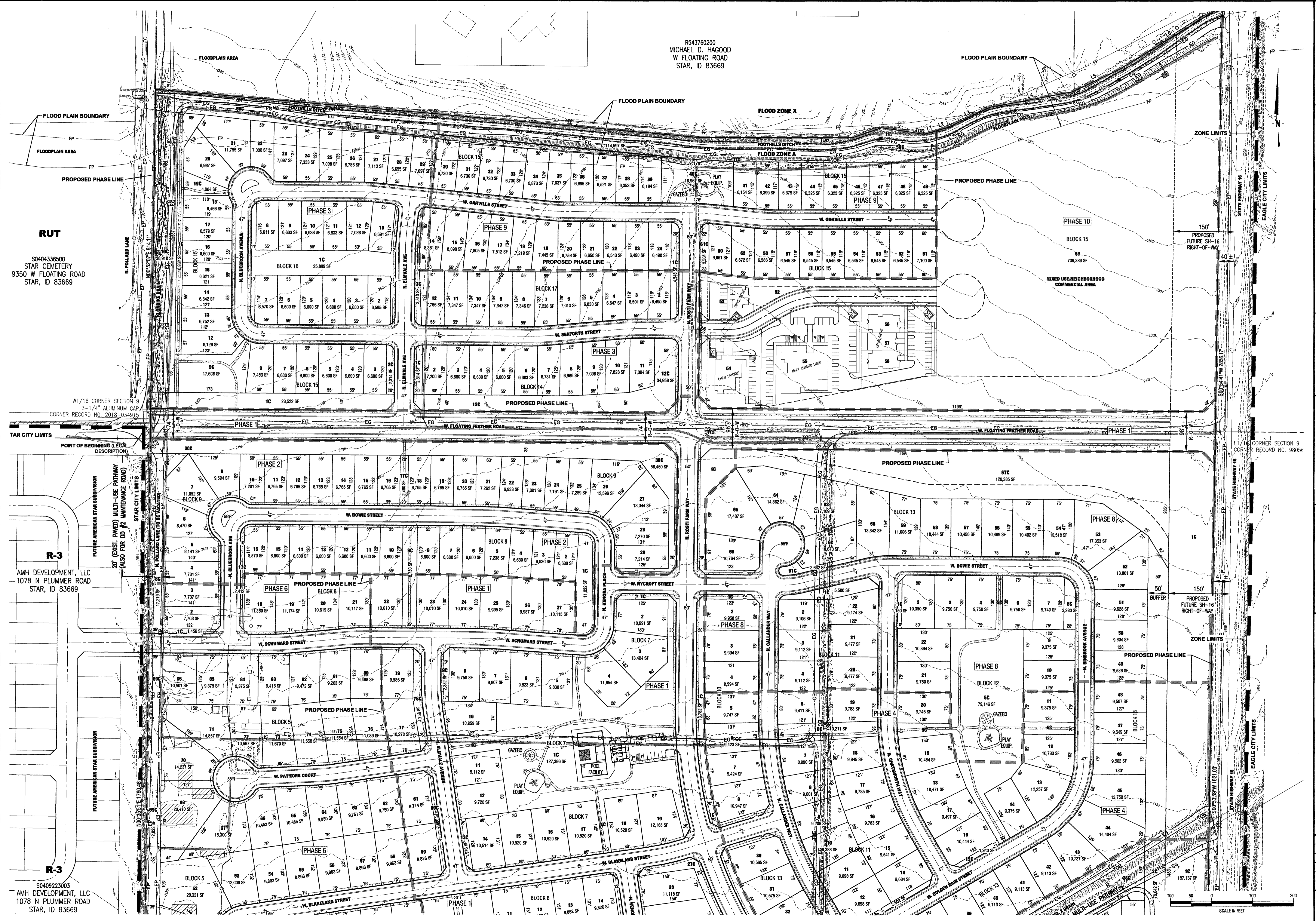
NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY PLAN REV.	01/08/20	KMH
2	PRELIMINARY PLAN REV.	06/05/20	RLS

**ENGINEERING SOLUTIONS, LP**  
1029 N. ROSARIO STREET, SUITE 100  
MERIDIAN, IDAHO 83842  
PHONE (208) 938-9990 FAX (208) 938-0941

**ROSTI FARMS SUBDIVISION**  
A PORTION OF THE NE 1/4 OF THE NW 1/4 SECTION 08, T.4N., R.1W., B.M.  
**PRELIMINARY PLAN**

DATE ISSUED: 02/03/2020  
PROJECT NO.: 190515  
DWG. FILE: 190515-P-PREL.dwg  
SCALE: AS SHOWN  
DRAWN BY: KDH  
CHECKED BY: BZM

**PP-02**  
SHEET 2 OF 3



R543760200  
 MICHAEL D. HAGOOD  
 W FLOATING ROAD  
 STAR, ID 83669

**RUT**  
 S0404336500  
 STAR CEMETERY  
 9350 W FLOATING ROAD  
 STAR, ID 83669

**R-3**  
 AMH DEVELOPMENT, LLC  
 1078 N PLUMMER ROAD  
 STAR, ID 83669

**R-3**  
 S0409223003  
 AMH DEVELOPMENT, LLC  
 1078 N PLUMMER ROAD  
 STAR, ID 83669

**OWNERS OF RECORD**  
 SAM AND KARI ROSTI  
 SAMUEL J. ROSTI  
 ROSTI LAND, LLC  
 1460 N POLLARD ROAD  
 STAR, ID 83669  
 PHONE: (208) 860-0884

**DEVELOPER**  
 TOLL SOUTHWEST, LLC  
 3103 W. SHERWIN DRIVE, SUITE 100  
 MERIDIAN, IDAHO 83842  
 PHONE: (208) 467-0020

**PLANNER**  
 BECKY MCKAY  
 ENGINEERING SOLUTIONS  
 1029 N. ROSARIO STREET, STE. 100  
 MERIDIAN, ID 83842  
 PHONE: (208) 939-0981  
 FAX: (208) 938-0941  
 EMAIL: becky@engsol.com



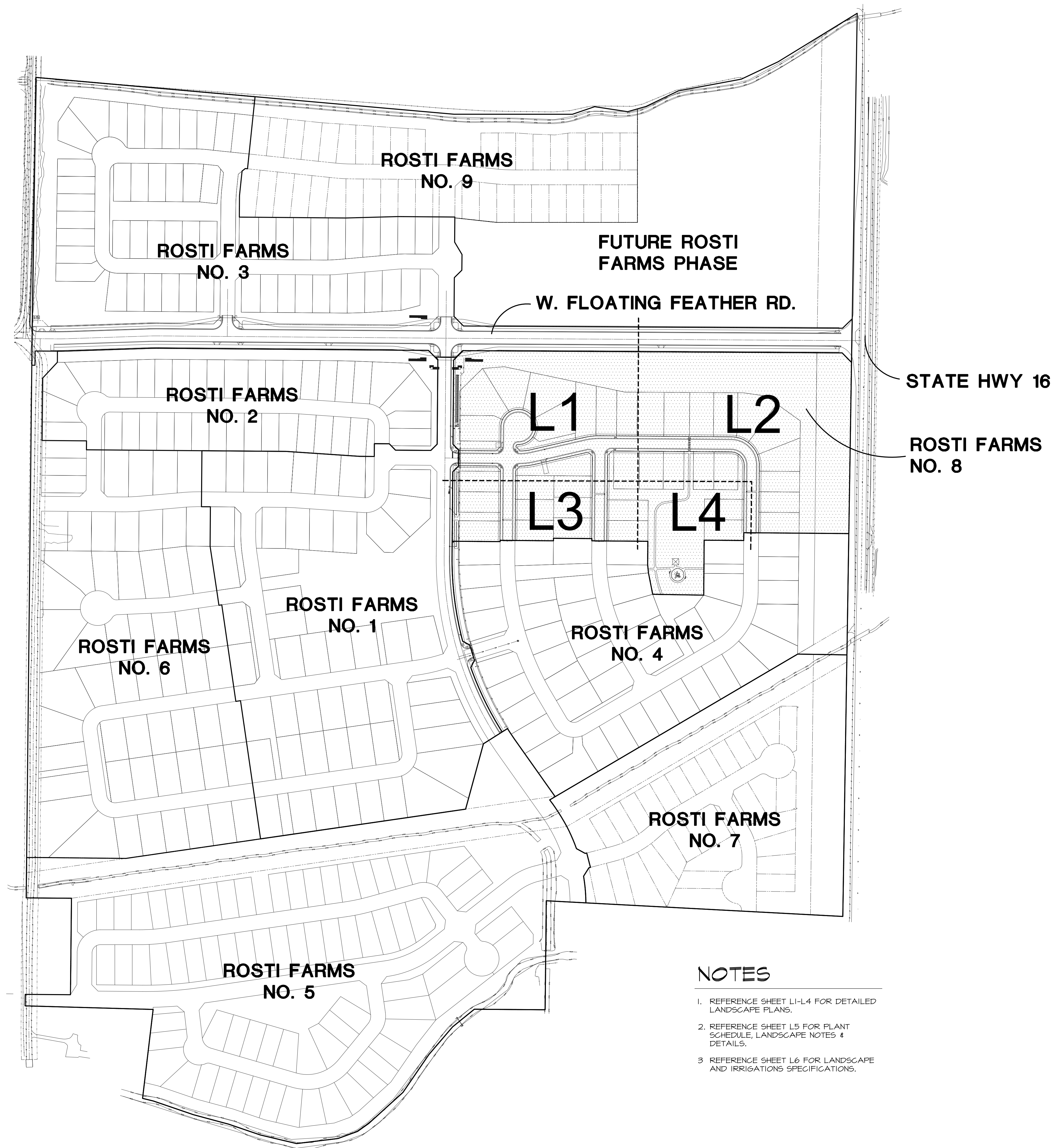
NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY PLAN REV.	01/08/2021	KOH
2	PRELIMINARY PLAN REV.	08/05/2020	RLS

**ENGINEERING SOLUTIONS, LP**  
 1029 N. ROSARIO STREET, SUITE 100  
 MERIDIAN, IDAHO 83842  
 PHONE: (208) 939-0981  
 FAX: (208) 938-0941

**ROSTI FARMS SUBDIVISION**  
 A PORTION OF THE NE 1/4 OF SECTION 09, T.4N., R.1W., B.M.  
 PRELIMINARY PLAT

DATE ISSUED	02/03/2020
PROJECT NO.	190515
DWG. FILE	190515-P-PREL.dwg
SCALE	AS SHOWN
DRAWN BY	KOH
CHECKED BY	BZM

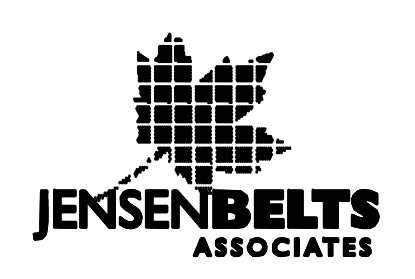
**PP-03**  
 SHEET 3 OF 3



**NOTES**

- 1. REFERENCE SHEET L1-L4 FOR DETAILED LANDSCAPE PLANS.
- 2. REFERENCE SHEET L5 FOR PLANT SCHEDULE, LANDSCAPE NOTES & DETAILS.
- 3. REFERENCE SHEET L6 FOR LANDSCAPE AND IRRIGATIONS SPECIFICATIONS.

Issue	Description	Date
ISSUE		6-21-24



Site Planning  
Landscape Architecture  
1509 Tyrell Lane, Ste 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com

**ROSTI FARMS SUBDIVISION NO. 8**  
STAR, IDAHO

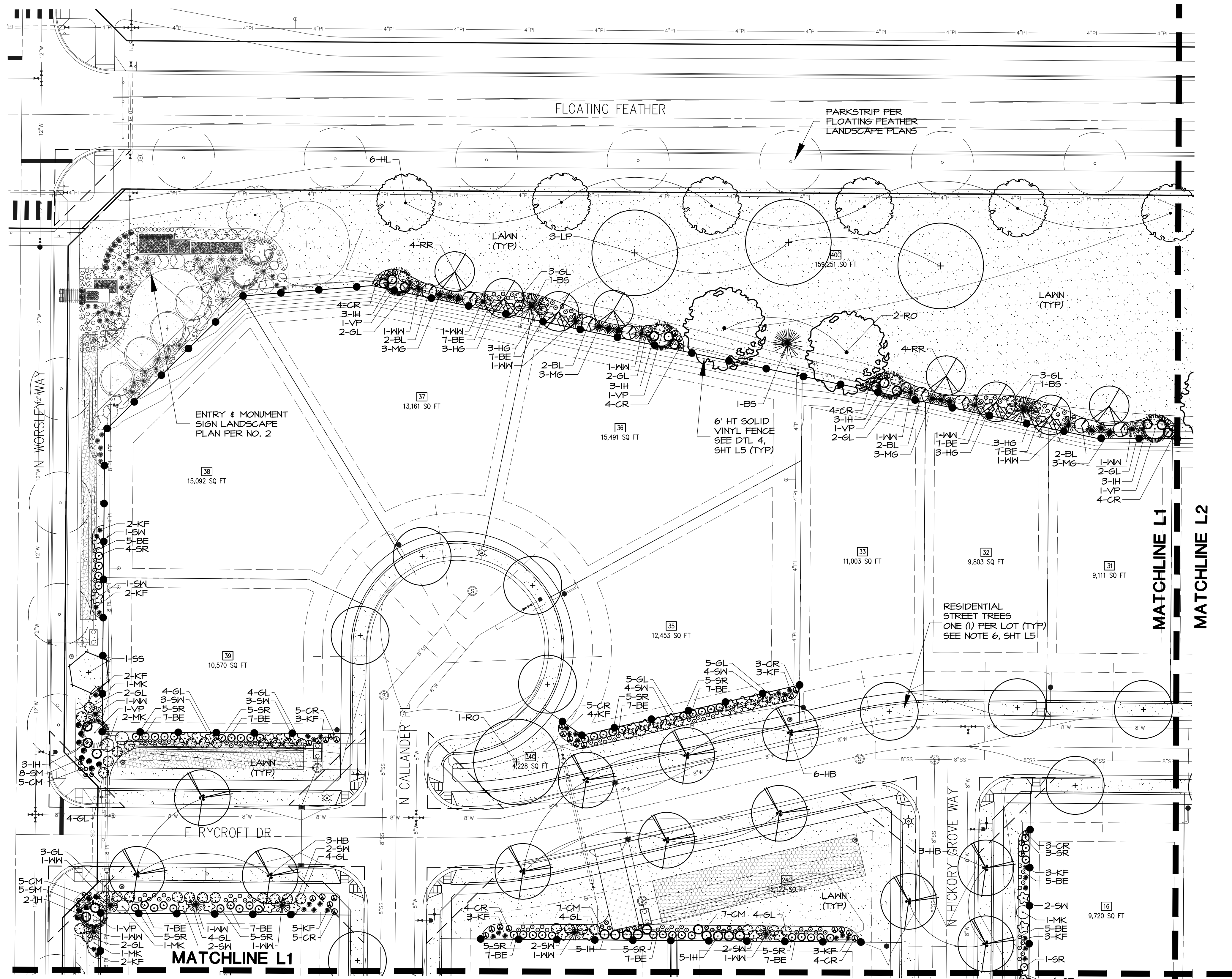
**FINAL PLAT LANDSCAPE PLAN**

Job Number 2013

Drawn JVN Checked KCS  
Scale AS SHOWN

Sheet Title  
**OVERALL PLAN**

Sheet Number  
**LO**  
1 of 7 Sheets



### PLANT SCHEDULE

(REFERENCE SHT L5)

SYM	COMMON NAME
-----	-------------

**EVERGREEN TREES**

BS	COLORADO BLUE SPRUCE
SR	SKYROCKET JUNIPER
VP	VANDERWOLFS PINE
WK	KEEPING WHITE SPRUCE

**SHADE TREES (CLASS III)**

LP	LONDON PLANETREE
RO	RED OAK

APPROVED RESIDENTIAL STREET TREE SELECTION LIST (SEE NOTE 6, SHT L5):

**STREET TREES (CLASS II)**

HB	GREENSPIRE LINDEN
HL	PYRAMIDAL EUROPEAN HORNBEAM
	SKYLINE HONEYLOCUST
	PACIFIC SUNSET MAPLE
	REDSPIRE PEAR
	MORAINNE SWEETGUM
	TULIP TREE

**ORNAMENTAL TREES (CLASS I)**

CP	CHANTICLEER PEAR
RR	ROYAL RAINDROPS CRABAPPLE
SS	SPRINGSNOW CRABAPPLE

**SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**

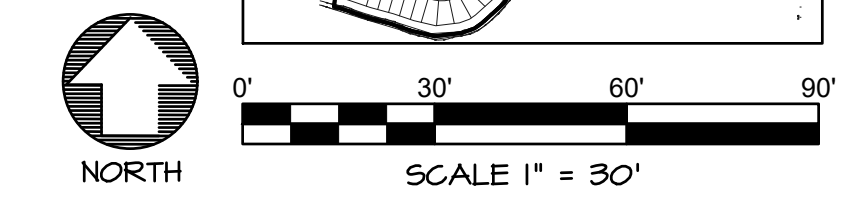
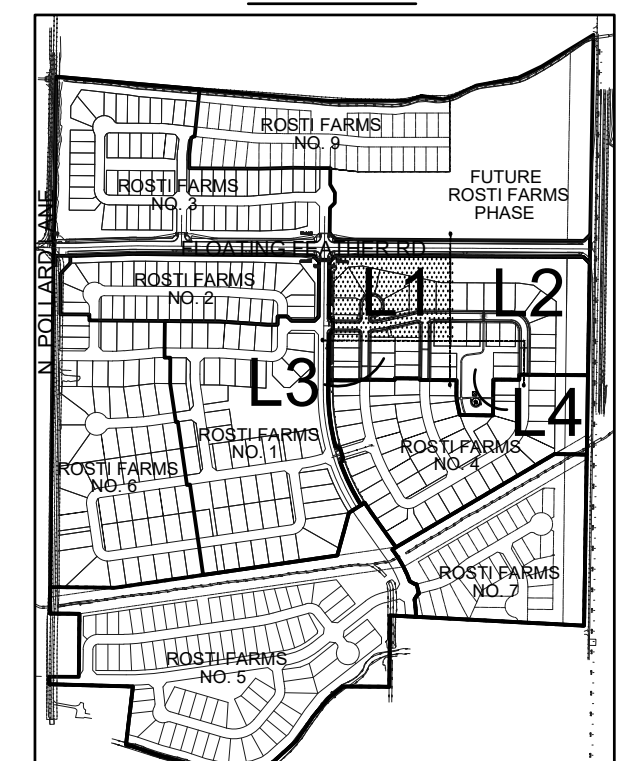
BE	BLACK EYED SUSAN
BL	BLACK LACE ELDERBERRY
CM	WALKER'S LOW CATMINT
CR	RED FLOWER CARPET ROSE
GL	GRO-LOW SUMAC
HG	HENRY GARNET SWEETSPIRE
IH	IVORY HALO DOGWOOD
KF	KARL FORSTER REED GRASS
MG	MAIDEN GRASS
MK	MISS KIM LILAC
SM	SLOWMOUND MUGO PINE
SN	SUMMERWINE NINEBARK

- LAWN
- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 4, SHT L5.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO COMMON AREAS & CONNECTION PATHWAYS (TYP). SEE DTL 5, SHT L5.

### NOTES

- REFER TO SHT L5 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
- REFER TO SHT L6 FOR LANDSCAPE SPECIFICATION AND IRRIGATION PERFORMANCE SPECIFICATION.

### KEY MAP



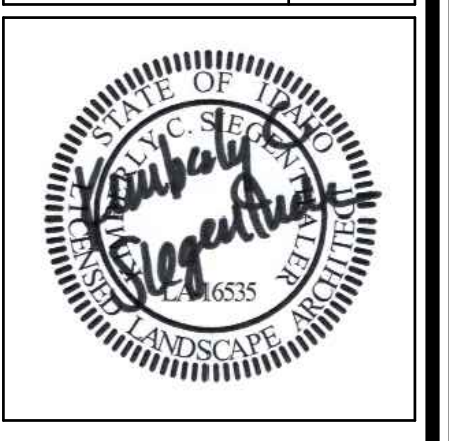
**ROSTI FARMS SUBDIVISION NO. 8**  
**STAR, IDAHO**  
**FINAL PLAT LANDSCAPE PLAN**

Job Number 2013

Drawn JVN  
Checked KCS  
Scale AS SHOWN

Sheet Title  
**LANDSCAPE PLAN**

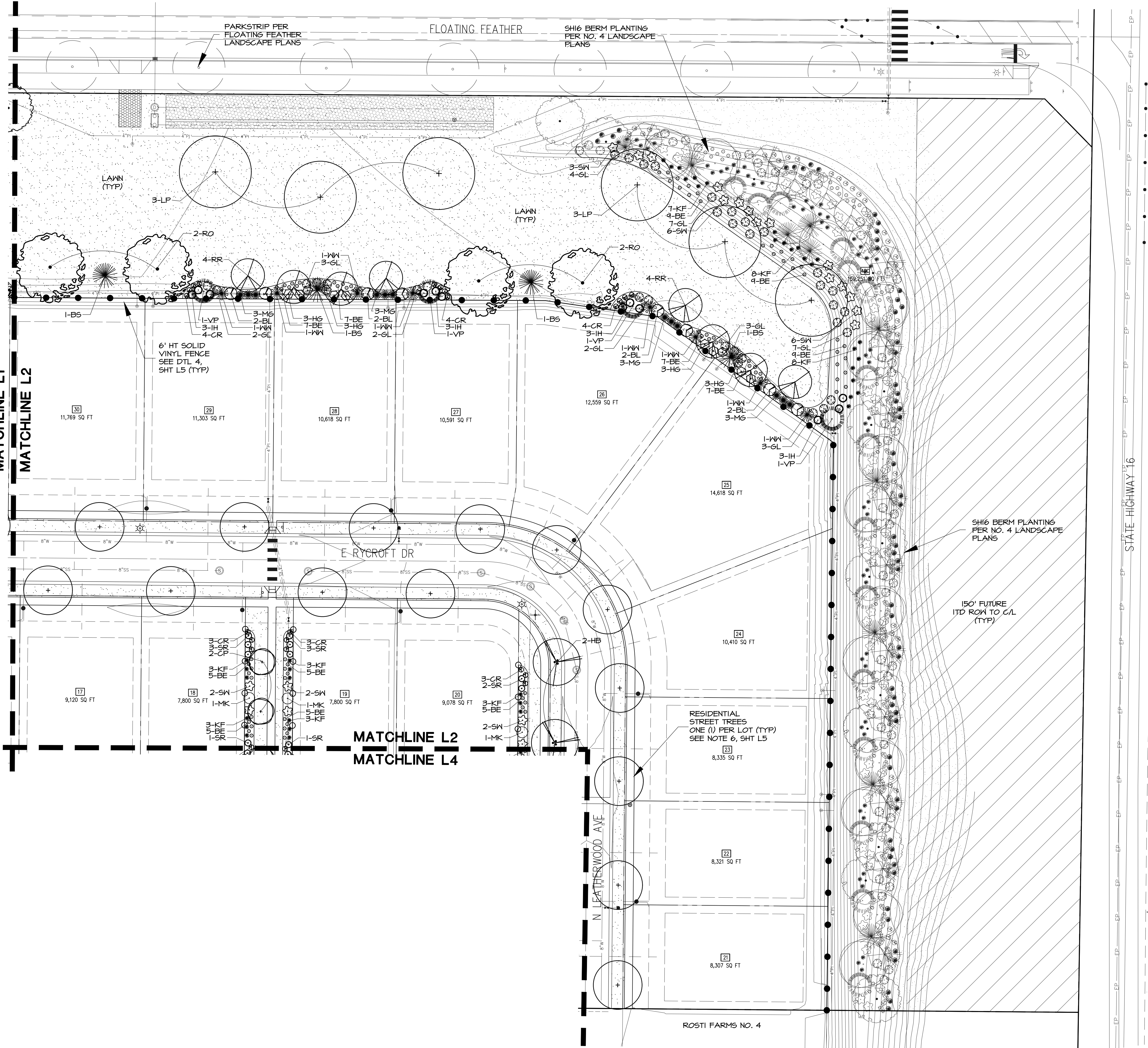
Sheet Number  
**L1**  
2 of 7 Sheets



**JENSEN BELTS ASSOCIATES**

Site Planning  
Landscape Architecture

1509 Tyrell Lane, Ste 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com



### PLANT SCHEDULE

(REFERENCE SHT L5)

SYM COMMON NAME

- EVERGREEN TREES**
- BS COLORADO BLUE SPRUCE
  - SR SKYROCKET JUNIPER
  - VP VANDERWOLFS PINE
  - WN KEEPING WHITE SPRUCE

- SHADE TREES (CLASS III)**
- LP LONDON PLANETREE
  - RO RED OAK

APPROVED RESIDENTIAL STREET TREE SELECTION LIST (SEE NOTE 6, SHT L5):

- STREET TREES (CLASS II)**
- HB GREENSPIRE LINDEN
  - HL PYRAMIDAL EUROPEAN HORNBEAM
  - SKYLINE HONEYLOCUST
  - PACIFIC SUNSET MAPLE
  - REDSPIRE PEAR
  - MORAIN SWEETGUM
  - TULIP TREE

- ORNAMENTAL TREES (CLASS I)**
- CP CHANTICLEER PEAR
  - RR ROYAL RAINDROPS CRABAPPLE
  - SS SPRINGSNOW CRABAPPLE

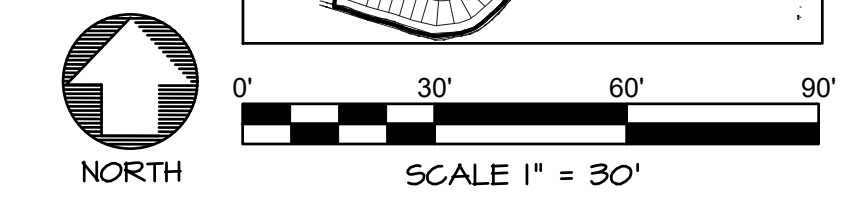
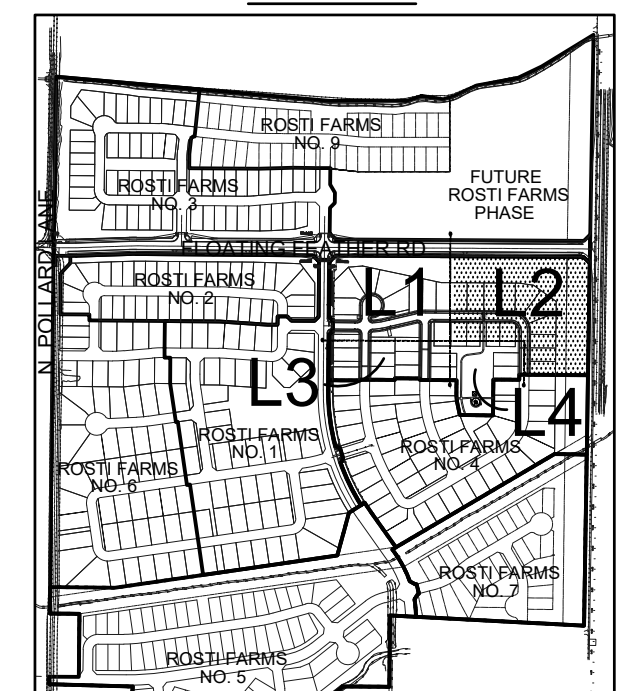
- SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**
- BE BLACK EYED SUSAN
  - BL BLACK LACE ELDERBERRY
  - CM WALKER'S LOW CATMINT
  - CR RED FLOWER CARPET ROSE
  - GL GRO-LOW SUMAC
  - HG HENRY GARNET SWEETSPIRE
  - IH IVORY HALO DOGWOOD
  - KF KARL FORSTER REED GRASS
  - MG MAIDEN GRASS
  - MK MISS KIM LILAC
  - SM SLOWMOUND MUGO PINE
  - SN SUMMERWINE NINEBARK

- LAWN
- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 4, SHT L5.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO COMMON AREAS & CONNECTION PATHWAYS (TYP). SEE DTL 5, SHT L5.

### NOTES

- REFER TO SHT L5 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
- REFER TO SHT L6 FOR LANDSCAPE SPECIFICATION AND IRRIGATION PERFORMANCE SPECIFICATION.

### KEY MAP



Issue	Description	Date
1555UE		6-21-24



Site Planning  
Landscape Architecture  
1509 Tyrell Lane, Ste 130  
Boise, Idaho 83706  
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www.jensenbelts.com

# ROSTI FARMS SUBDIVISION NO. 8

## STAR, IDAHO

### FINAL PLAT LANDSCAPE PLAN

Job Number 2013

Drawn JVN  
Checked KCS  
Scale AS SHOWN

Sheet Title  
**LANDSCAPE PLAN**

Sheet Number  
**L2**

3 of 7 Sheets

Issue Description	Date
ISSUE	6-21-24



**JENSEN BELTS ASSOCIATES**

Site Planning  
Landscape Architecture

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Boise, Idaho 83706  
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**ROSTI FARMS SUBDIVISION NO. 8  
STAR, IDAHO  
FINAL PLAT LANDSCAPE PLAN**

Job Number 2013	
Drawn JVN	Checked KCS
Scale AS SHOWN	
Sheet Title	
<b>LANDSCAPE PLAN</b>	
Sheet Number	
<b>L3</b>	
4 of 7 Sheets	

## PLANT SCHEDULE

(REFERENCE SHT L5)

SYM	COMMON NAME
-----	-------------

**EVERGREEN TREES**

BS COLORADO BLUE SPRUCE  
SR SKYROCKET JUNIPER  
VP VANDERWOLFS PINE  
WK KEEPING WHITE SPRUCE

**SHADE TREES (CLASS III)**

LP LONDON PLANETREE  
RO RED OAK

APPROVED RESIDENTIAL STREET TREE SELECTION LIST (SEE NOTE 6, SHT L5):

**STREET TREES (CLASS II)**

HB GREENSPIRE LINDEN  
HL PYRAMIDAL EUROPEAN HORNBEAM  
SKYLINE HONEYLOCUST  
PACIFIC SUNSET MAPLE  
REDSPIRE PEAR  
MORAIN SWEETGUM  
TULIP TREE

**ORNAMENTAL TREES (CLASS I)**

CP CHANTICLEER PEAR  
RR ROYAL RAINDROPS CRABAPPLE  
SS SPRINGSNOW CRABAPPLE

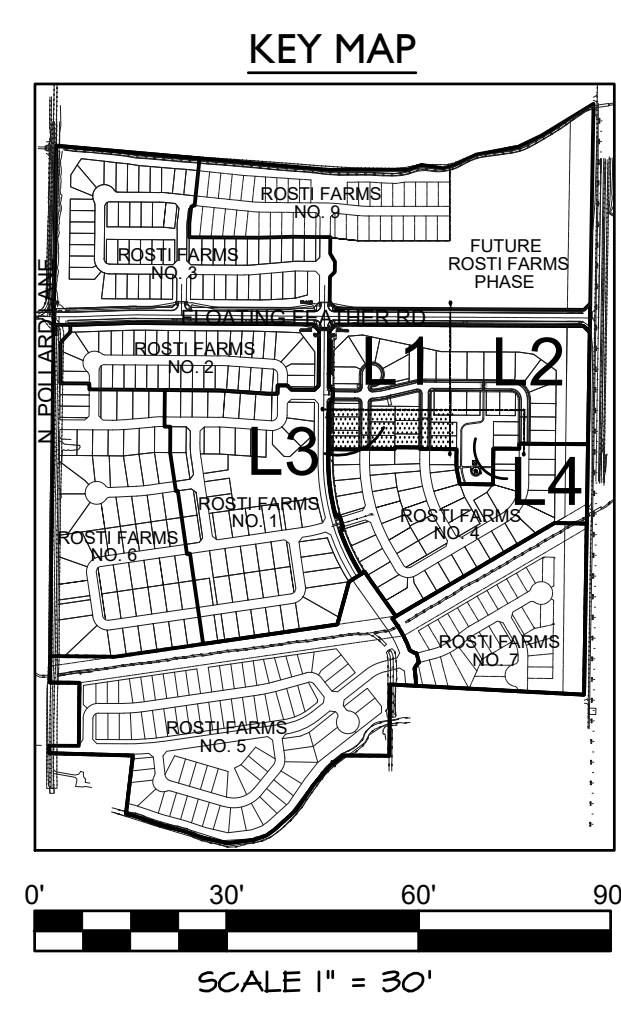
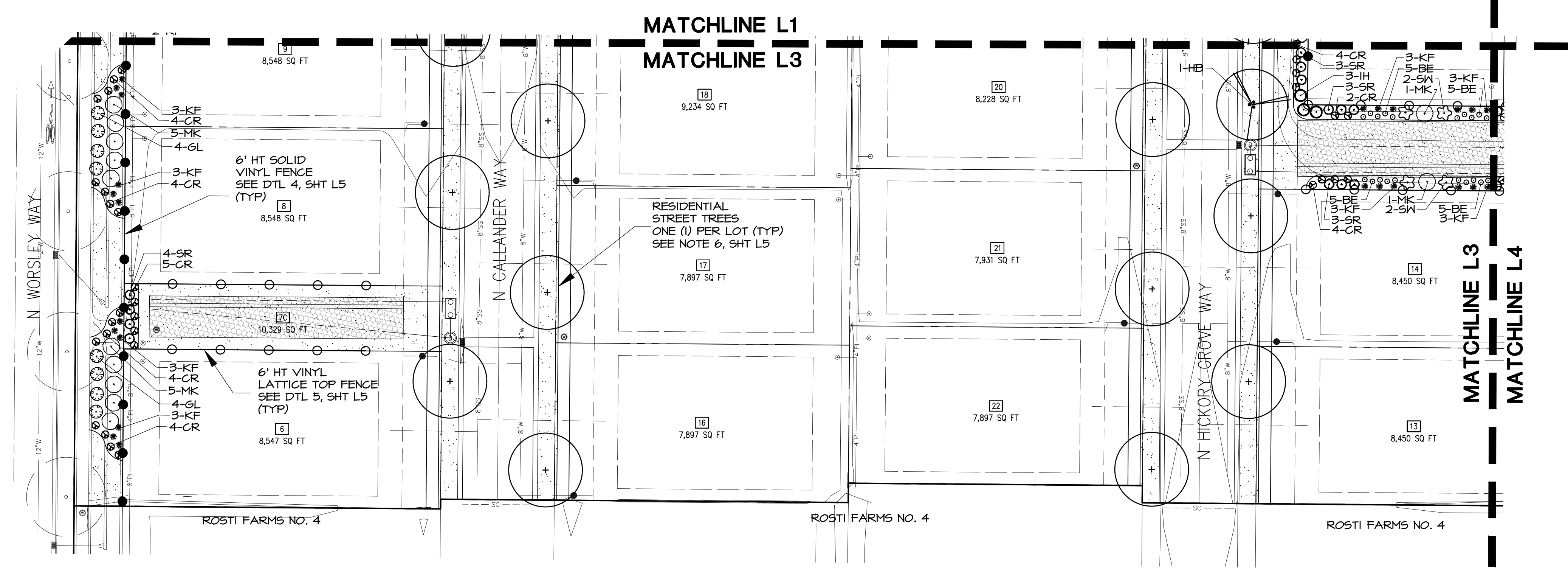
**SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**

BE BLACK EYED SUSAN  
BL BLACK LAGE ELDERBERRY  
CM WALKER'S LOW CATMINT  
CR RED FLOWER CARPET ROSE  
GL GRO-LOW SUMAC  
HG HENRY GARNET SWEETSPIRE  
IH IVORY HALO DOGWOOD  
KF KARL FORSTER REED GRASS  
MG MAIDEN GRASS  
MK MISS KIM LILAC  
SM SLOWMOUND MUGO PINE  
SN SUMMERWINE NINEBARK

- LAWN
- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 4, SHT L5.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO COMMON AREAS & CONNECTION PATHWAYS (TYP). SEE DTL 5, SHT L5.

## NOTES

- REFER TO SHT L5 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
- REFER TO SHT L6 FOR LANDSCAPE SPECIFICATION AND IRRIGATION PERFORMANCE SPECIFICATION.



Issue Description	Date
ISSUE	6-21-24



**JENSEN BELTS ASSOCIATES**

Site Planning  
Landscape Architecture

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Boise, Idaho 83706  
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**ROSTI FARMS SUBDIVISION NO. 8  
STAR, IDAHO  
FINAL PLAT LANDSCAPE PLAN**

Job Number 2013	
Drawn JVN	Checked KCS
Scale AS SHOWN	
Sheet Title	
<b>LANDSCAPE PLAN</b>	
Sheet Number	
<b>L4</b>	
5 of 7 Sheets	

## PLANT SCHEDULE

(REFERENCE SHT L5)

SYM	COMMON NAME
-----	-------------

**EVERGREEN TREES**

BS	COLORADO BLUE SPRUCE
SR	SKYROCKET JUNIPER
VP	VANDERWOLFS PINE
WK	KEEPING WHITE SPRUCE

**SHADE TREES (CLASS III)**

LP	LONDON PLANETREE
RO	RED OAK

APPROVED RESIDENTIAL STREET TREE SELECTION LIST (SEE NOTE 6, SHT L5):

**STREET TREES (CLASS II)**

HB	GREENSPIRE LINDEN
HL	PYRAMIDAL EUROPEAN HORNBEAM
	SKYLINE HONEYLOCUST
	PACIFIC SUNSET MAPLE
	REDSPIRE PEAR
	MORAIN SWEETGUM
	TULIP TREE

**ORNAMENTAL TREES (CLASS I)**

CP	CHANTICLEER PEAR
RR	ROYAL RAINDROPS CRABAPPLE
SS	SPRINGSNOW CRABAPPLE

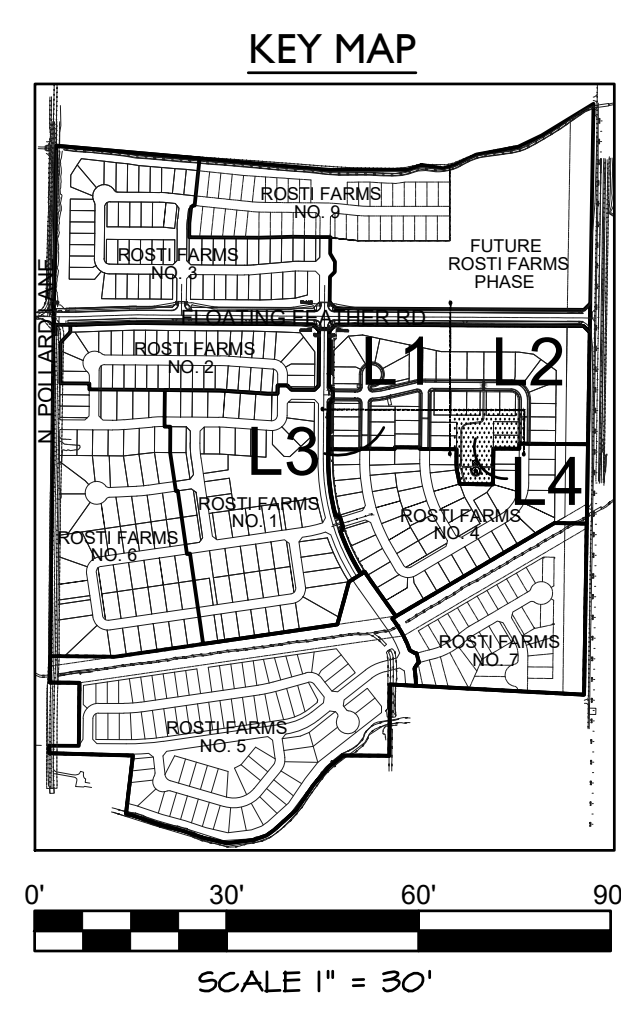
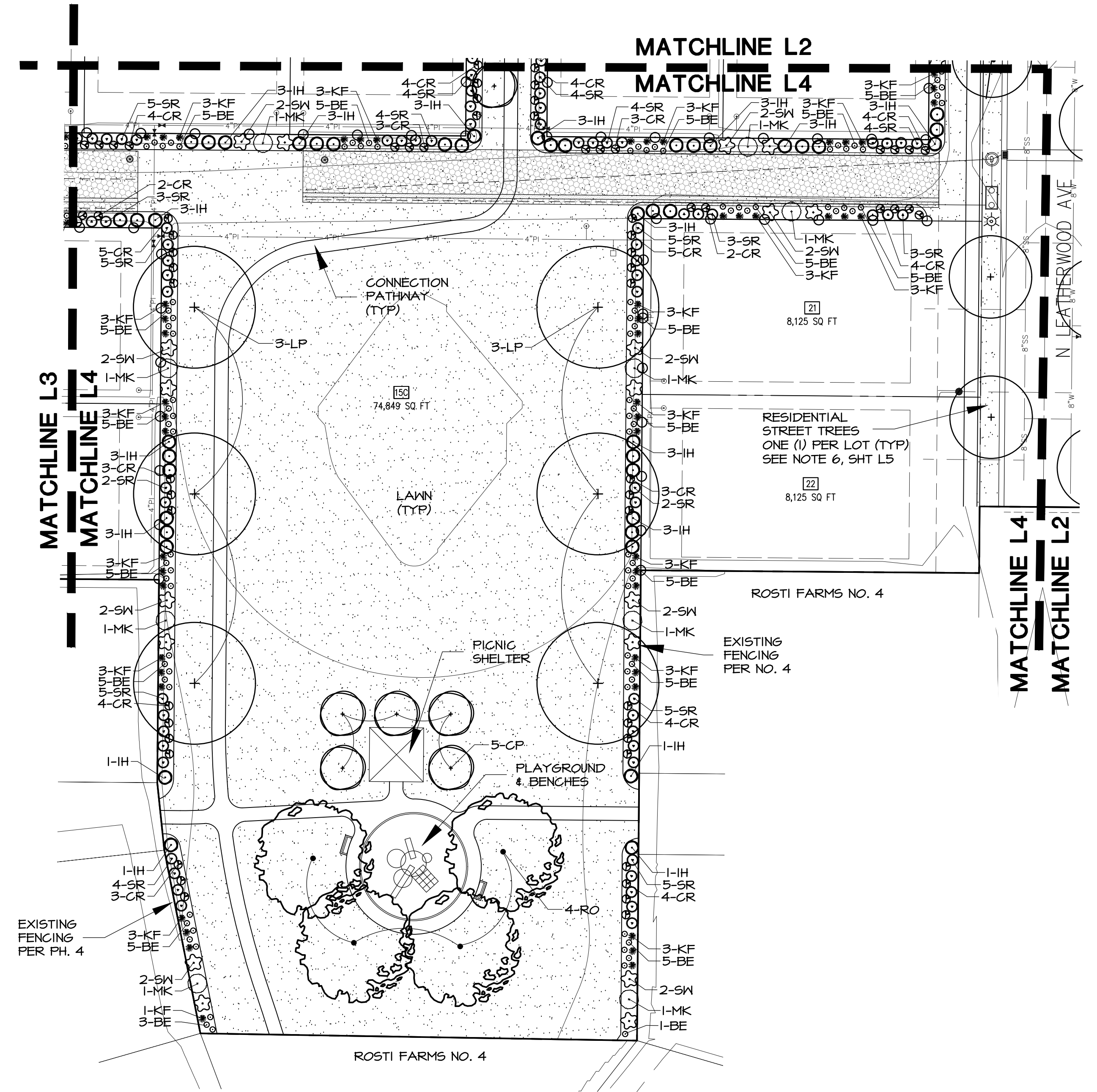
**SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**

BE	BLACK EYED SUSAN
BL	BLACK LACE ELDERBERRY
CM	WALKER'S LOW CATMINT
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IH	IVORY HALO DOGWOOD
KF	KARL FORSTER REED GRASS
MG	MAIDEN GRASS
MK	MISS KIM LILAC
SM	SLOWMOUND MUGO PINE
SN	SUMMERWINE NINEBARK

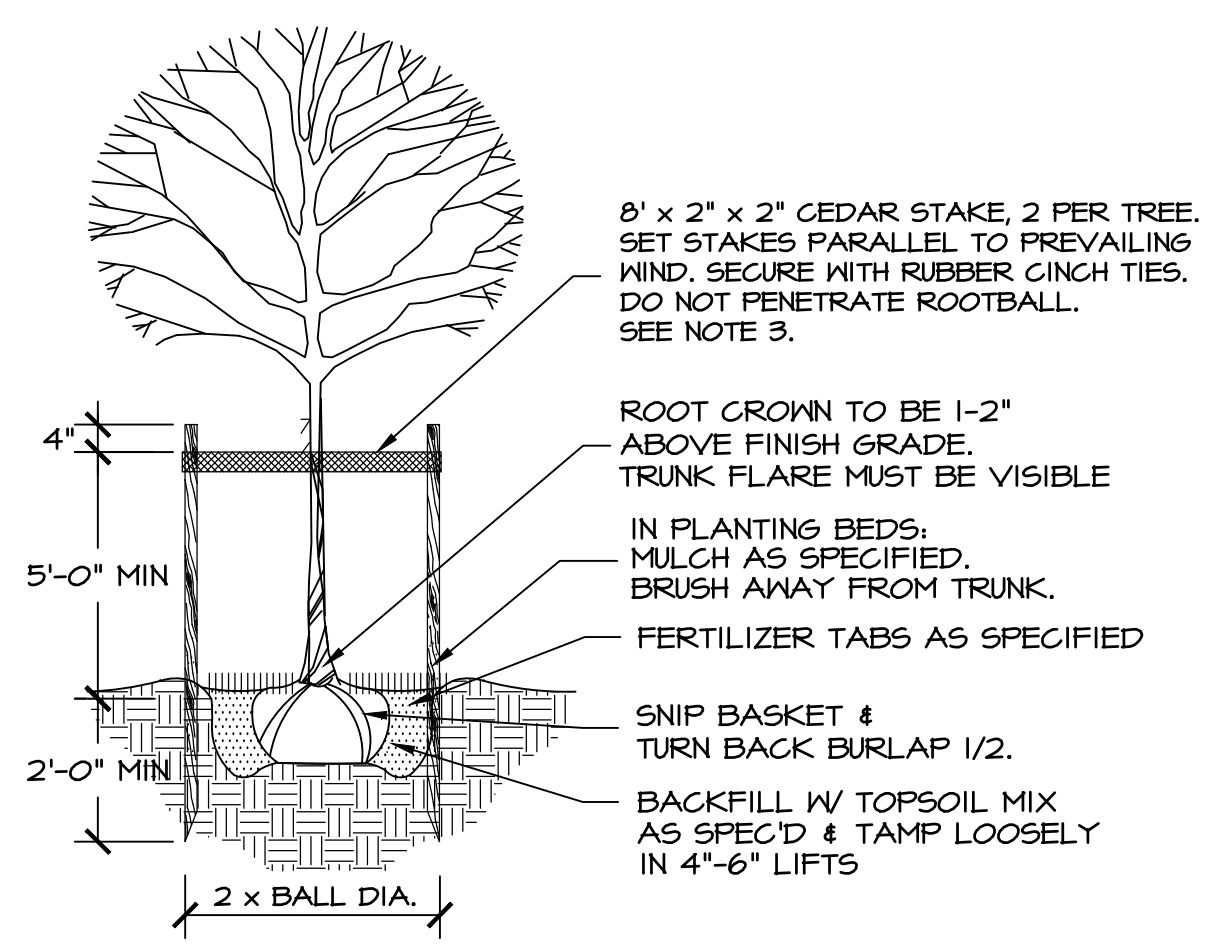
- LAWN
- 6' VINYL FENCE ALONG PERIMETER LANDSCAPE BUFFERS AND SIDE LOTS (TYP). SEE DTL 4, SHT L5.
- 6' VINYL LATTICE TOP FENCE ADJACENT TO COMMON AREAS & CONNECTION PATHWAYS (TYP). SEE DTL 5, SHT L5.

## NOTES

- REFER TO SHT L5 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
- REFER TO SHT L6 FOR LANDSCAPE SPECIFICATION AND IRRIGATION PERFORMANCE SPECIFICATION.

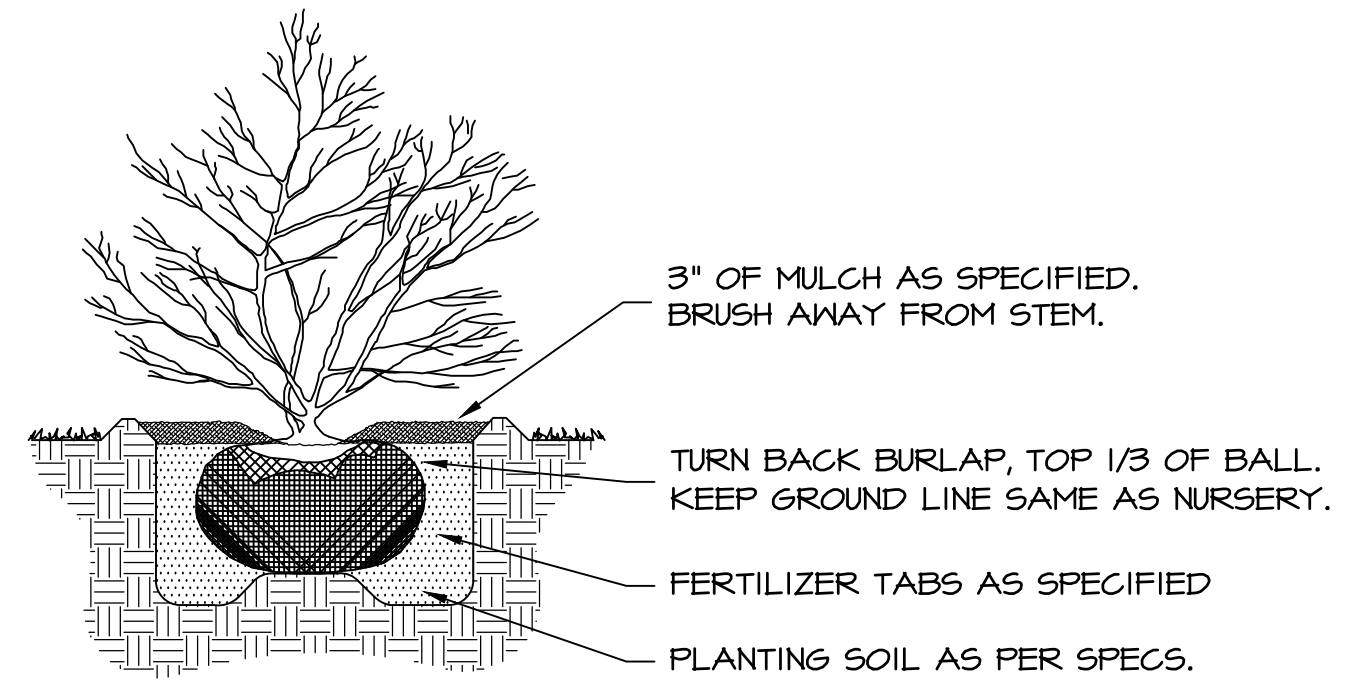






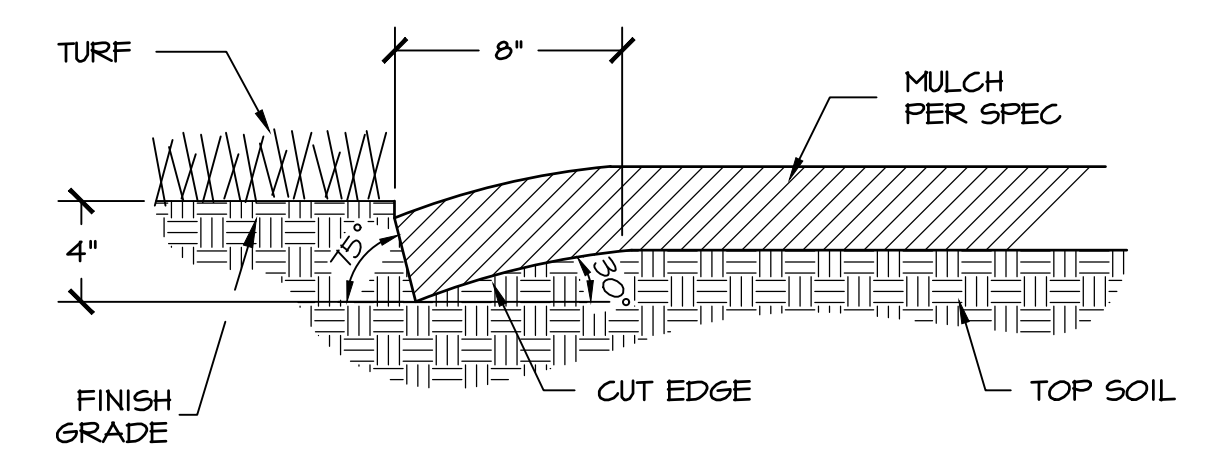
**NOTES:**  
 1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.  
 2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/2 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.  
 3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.  
 4. TREES PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

① TREE PLANTING/STAKING NOT TO SCALE

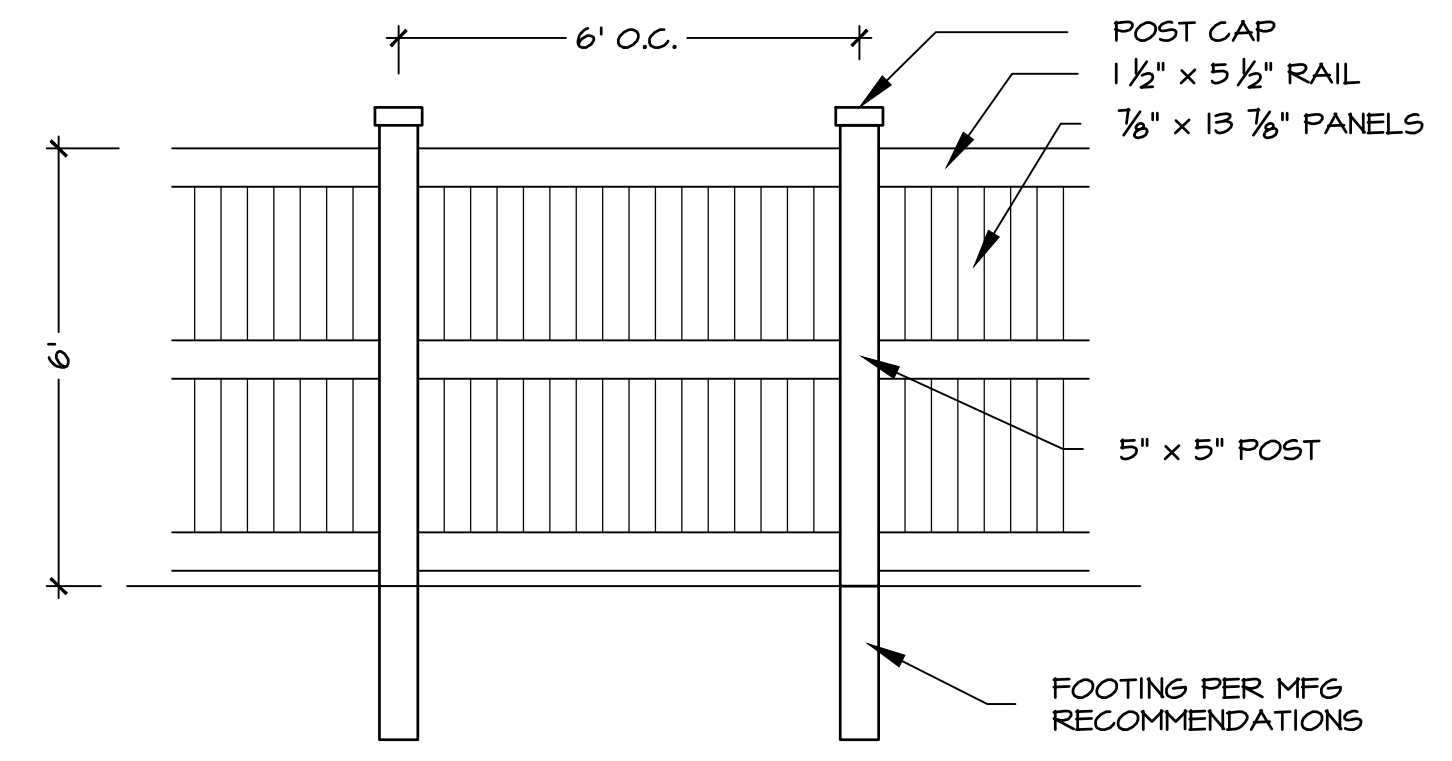


**NOTE:** DIG HOLE TWICE THE SIZE OF ROOTBALL.

② SHRUB PLANTING NOT TO SCALE

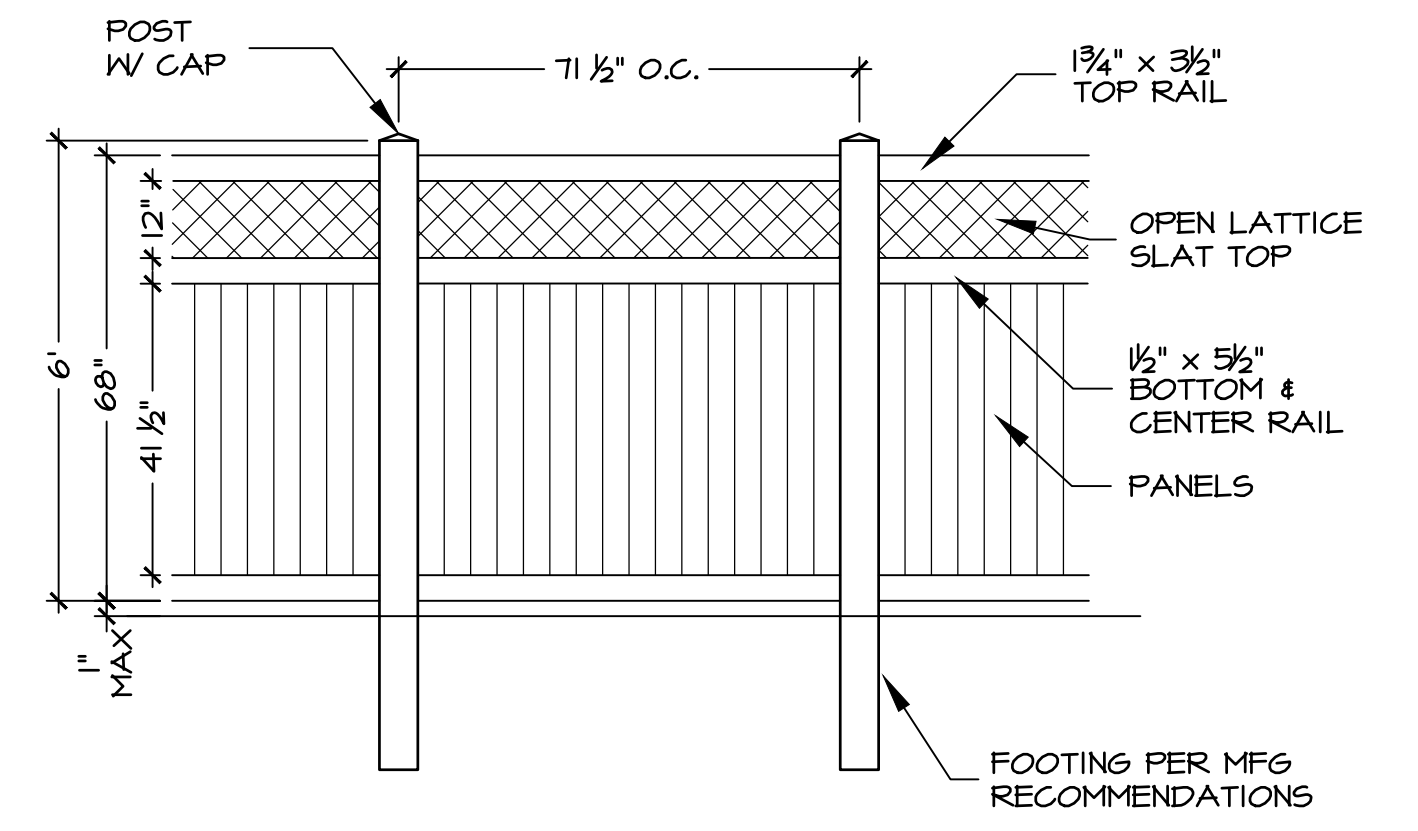


③ PLANTER CUT BED EDGE NOT TO SCALE



**NOTES:**  
 1. VINYL FENCE STYLE MAY VARY SLIGHTLY.  
 2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.  
 3. 6" WIDE MOW STRIP TO BE INSTALL AT BASE OF FENCE ON COMMON LOT/LANDSCAPE BUFFER SIDE.

④ VINYL FENCE NOT TO SCALE

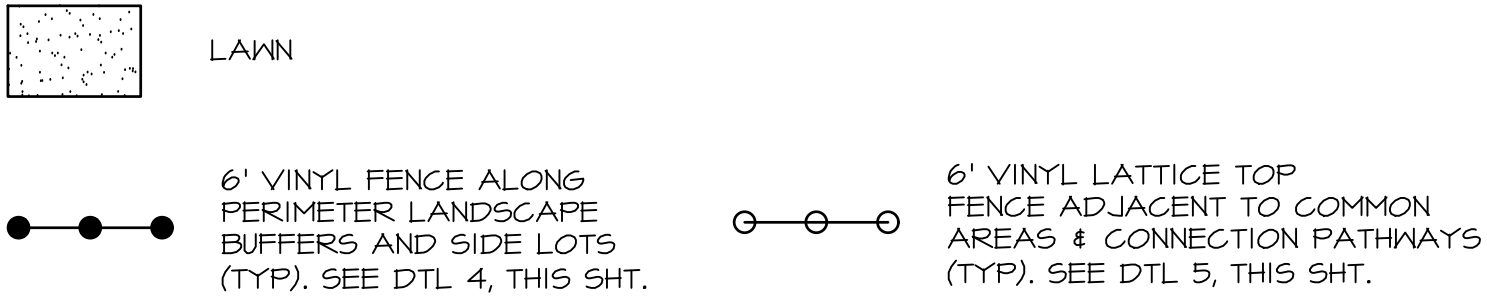


**NOTES:**  
 1. VINYL FENCE STYLE MAY VARY SLIGHTLY.  
 2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.  
 3. 6" WIDE MOW STRIP TO BE INSTALL AT BASE OF FENCE ON COMMON LOT/LANDSCAPE BUFFER SIDE.

⑤ VINYL LATTICE TOP FENCE NOT TO SCALE

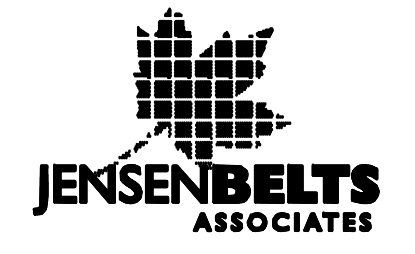
## PLANT SCHEDULE

SYM	COMMON NAME	BOTANICAL NAME	SIZE	MATURE SIZE
<b>EVERGREEN TREES</b>				
B5	COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCO'	6'-8' HT B4B	30' HT x 15' W
SR	SKYROCKET JUNIPER	JUNIPERUS SCOPULORUM 'SKYROCKET'	6'-8' HT B4B	15' HT x 3' W
VP	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	6'-8' HT B4B	25' HT x 12' W
WN	KEEPIING WHITE SPRUCE	PICEA GLAUCO 'PENDULA'	6'-8' HT B4B	25' HT x 8' W
<b>SHADE TREES (CLASS III)</b>				
LP	LONDON PLANETREE	PLATANUS x ACERIFOLIA	2" CAL B4B	75' HT x 60' W
RO	RED OAK	QUERCUS RUBRA	2" CAL B4B	70' HT x 45' W
<b>APPROVED RESIDENTIAL STREET TREE SELECTION LIST (SEE NOTE 6, THIS SHT):</b>				
<b>STREET TREES (CLASS II)</b>				
HB	GREENSPIRE LINDEN	TILIA CORDATA 'GREENSPIRE'	2" CAL B4B	45' HT x 30' W
HL	PYRAMIDAL EUROPEAN HORNBEAM	CARPINUS BETULUS 'FASTIGIATA'	2" CAL B4B	40' HT x 30' W
	SKYLINE HONEYLOCUST	GLIEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B4B	40' HT x 30' W
	PACIFIC SUNSET MAPLE	ACER TRUNCATUM x A. PLATANOIDES 'WARRENRED'	2" CAL B4B	30' HT x 25' W
	REDSPIRE PEAR	PYRUS CALLERYANA 'REDSPIRE'	2" CAL B4B	30' HT x 25' W
	MORAIN SWEETGUM	LIQUIDAMBER STYRACIFLUA 'MORAIN'	2" CAL B4B	40' HT x 40' W
	TULIP TREE	LIRIODENDRON TULIPIFERA	2" CAL B4B	50' HT x 30' W
<b>ORNAMENTAL TREES (CLASS I)</b>				
CP	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'	2" CAL B4B	30' HT x 15' W
RR	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KMS'	2" CAL B4B	20' HT x 15' W
SS	SPRINGSNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B4B	20' HT x 15' W
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>				
BE	BLACK EYED SUSAN	RUBBECKIA FULGIDA 'GOLDSTRUM'	1 GAL	2' HT x 2' W
BL	BLACK LACE ELDERBERRY	SAMBUCUS NIGRA 'EVA'	5 GAL	8' HT x 8' W
CM	WALKER'S LOW CATMINT	NEPETA x FAASSENII 'WALKER'S LOW'	1 GAL	2' HT x 2.5' W
CR	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	3 GAL	3' HT x 3' W
GL	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL	2.5' HT x 6' W
H6	HENRY GARNET SWEETSPIRE	ITEA VIRGINICA 'HENRY GARNET'	5 GAL	5' HT x 5' W
IH	IVORY HALO DOGWOOD	CORNUS ALBA 'BAUHALO'	5 GAL	5' HT x 6' W
KF	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL	4' HT x 2' W
M6	MAIDEN GRASS	MISCANTHUS SINENSIS 'PURPURASCENS'	1 GAL	5' HT x 3' W
MK	MISS KIM LILAC	SYRINGA PUBESCENS 'MISS KIM'	5 GAL	6' HT x 6' W
SM	SLOWMOUND MUGO PINE	PINUS MUGO 'SLOWMOUND'	3 GAL	1.5' HT x 2' W
SN	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SEWARD'	5 GAL	6' HT x 6' W



## NOTES

- ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH STAR CITY ORDINANCE REQUIREMENTS.
- REFER TO THIS SHT FOR LANDSCAPE DETAILS AND SHT L6 - SPEC SECTION 32 90 00 FOR LANDSCAPE SPECIFICATIONS.
- ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. REFER TO IRRIGATION PERFORMANCE SPEC SECTION 32 04 00, SHT L6.
- TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES IN PARKSTRIPS. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS (IF PRESENT).
- NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
- CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES. **BUILDER SHALL BE REQUIRED TO INSTALL STREET TREES 5' FROM BACK OF SIDEWALKS EVERY 35' ADJACENT TO ALL BUILDABLE HOME LOTS PRIOR TO OCCUPANCY. FLEXIBILITY IN TREE PLACEMENT AND QUANTITIES TO BE GIVEN FOR DRIVEWAY AND UTILITY CONFLICTS.** TREES TO BE SELECTED FROM THE SHADE/STREET TREES (CLASS II) LIST IN THE PLANT SCHEDULE AS SHOWN ON THIS SHT. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
- PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
- ALL EXISTING TREES ON-SITE TO BE EVALUATED FOR LOCATION, HEALTH, AND DESIRABILITY PRIOR TO REMOVAL.



Site Planning  
 Landscape Architecture  
 1509 Tyrell Lane, Ste 130  
 Boise, Idaho 83706  
 Ph. (208) 343-7175  
 www.jensenbelts.com

**ROSTI FARMS SUBDIVISION NO. 8**  
**STAR, IDAHO**  
**FINAL PLAT LANDSCAPE PLAN**

Job Number 2013

Drawn JJK  
 Checked KCS  
 Scale AS SHOWN

Sheet Title  
**LANDSCAPE DETAILS**

Sheet Number  
**L5**  
 6 of 7 Sheets

DEVELOPER  
 TOLL SOUTHWEST  
 3103 W. SHERYL DRIVE, STE 100  
 MERIDIAN, ID 83642  
 Phone (208) 424-0020



1445 N. Orchard St.  
Boise ID 83706 • (208) 373-0550



Brad Little, Governor  
Jess Byrne, Director

February 5, 2025

Shawn L. Nickel  
Planning Director and Zoning Administrator  
Star City Hall  
P.O. Box 130  
Star, Idaho 83669  
[snickel@staridaho.org](mailto:snickel@staridaho.org)

Subject: Agency Transmittal - Rosti Farms Sub Final Plat PH 8

Dear Mr. Nickel:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: <https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/>.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

**1. AIR QUALITY**

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.

- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.

For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

## 2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

## 3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.

- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

#### 4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of stormwater or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.

For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.

- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

#### 5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.

- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.
- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

## 6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Troy Smith  
Regional Administrator

**From:** Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>  
**Sent:** Tuesday, February 4, 2025 8:33 AM  
**To:** Shawn Nickel <snickel@staridaho.org>  
**Cc:** Barbara Norgrove <bnorgrove@staridaho.org>  
**Subject:** RE: Agency Transmittal - Rosti Farms Sub Final Plat PH 8

Good Morning,

After careful review of the transmittal submitted to ITD on January 2, 2025, regarding Rosti Farms Sub Final Plat PH 8, the Department has no comments or concerns to make at this time.

Thank you,



*Niki Benyakhlef*  
Development Services Coordinator

**District 3 Development Services**  
O: 208.334.8337 | C: 208.296.9750  
Email: [niki.benyakhlef@itd.idaho.gov](mailto:niki.benyakhlef@itd.idaho.gov)  
Website: [itd.idaho.gov](http://itd.idaho.gov)



# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

**FROM:** City of Star – Planning & Zoning Department *Shawn J. M...*

**MEETING DATE:** February 18, 2025

**FILE(S):** FP-24-16, Final Plat, Addington Subdivision

### REQUEST

Applicant is seeking approval of a Final Plat for Addington Subdivision, Phase 1, consisting of 15 residential lots and 1 common lot on 2.93 acres. The subject property is located north of State Street on the east side of N. Highbrook Way in Star, Idaho. Ada County Parcel Number R8108003014.

**APPLICANT/REPRESENTATIVE:**

Tamara Thompson  
The Land Group, Inc.  
462 E. Shore Drive  
Eagle, Idaho 83616

**OWNER:**

P. Eric Davis  
STC Development LLC.  
199 N. Capital Blvd., Ste. 300  
Boise, Idaho 83702

### PROPERTY INFORMATION

Land Use Designation - Residential R-7-DA

Acres - **2.93** acres

Residential Lots - **15**

Common Lots - 1

Light Office Lots - 0

Commercial Lots - 0



**HISTORY**

- September 19, 2017 Council approved annexation and zoning (R-7) as part of the Sample Property Annexation, Ordinance 264.
- April 19, 2022 Council approved the applications for preliminary plat (PP-22-02) and Private Road (PR-22-01) for Addington Subdivision.
- April 19, 2022 Staff received a request for reconsideration from the applicant stating that certain items were not considered during the public hearing.
- July 19, 2022 Council granted the request for reconsideration with specific allowances on what conditions of approval would be considered. A hearing date of September 6, 2022, was scheduled.
- September 6, 2022 Council voted 4-0 to approve the Preliminary Plat with modified conditions of approval, through reconsideration.
- October 15, 2024 Council voted 3-1 to approve a Preliminary Plat modification to the development.

**GENERAL DISCUSSION**

The applicant is requesting approval of the Final Plat for Addington Subdivision consisting of 15 residential lots and 1 common lots on 2.93 acres.

The Final Plat layout generally complies with the approved, modified Preliminary Plat.

**Staff Reviewed Comments from the Modified Preliminary Plat Approval/Findings of Fact:**

**PRELIMINARY PLAT & PRIVATE STREET:**

The Preliminary Plat submitted and approved contains 31 single family residential lots and 1 common area lot on 5.58 acres with a proposed density of 5.56 dwelling units per acre. The lots will have access and frontage from a proposed private street and alleyway. The submitted, modified preliminary plat includes 36' street widths for the majority of the project, with the exception of two locations that avoid existing irrigation boxes. Back of curb widths at these locations is 30'. The Preliminary Plat is showing 3 different sections, a 36' with detached sidewalks, a 36' with attached sidewalks, and a 23' alleyway.

The application is showing 2.93 acres (25.59%) open space. This meets the Code standards.

The Unified Development Code, Section 8-4E-2, requires a development of this size to have a minimum of 1 site amenity. The applicant is proposing a shade structure in a pocket park with a walking path.

**ADDITIONAL DEVELOPMENT FEATURES:**

- Sidewalks  
Internal sidewalks are proposed at five-foot (5') widths and will be both attached and detached throughout the development.
- Lighting  
Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has submitted a proposed streetlight plan. All proposed lighting locations satisfy City code. Applicant has provided a streetlight plan.
- Street Names  
Applicant has provided documentation from Ada County that the street name is acceptable and has been approved.
- Subdivision Name  
Applicant has provided a letter from Ada County that the subdivision name has been approved and reserved for this development.
- Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape plan appears to satisfy these requirements for the open areas. The plan does not show the appropriate number of required street trees. These will need to be added once driveways are designed to meet the requirement and receive occupancy permits.**
- Setbacks – The applicant is not requesting any setback waivers and will follow the approved setbacks for the R-7 zone, as listed herein.
- Mailbox Cluster – Applicant has provided documentation from the Star Postmaster depicting the approved location for the mailbox cluster within the development as a single location.

- Phasing – The development will be built in two phases.
- Storm Water - Storm water will be discharged off-site into Drain 9. The original approved preliminary plat noted discharge to Drain 9 with permeable pavers. Under the new plat, the pavers have been removed as DD2 will allow discharge of storm water to Drain 9 at (3) locations, (2) within the subdivision (Joslyn Ln.) and (1) from Center Street (ACHD roadway). License agreements will be required by DD2 for both the Developer and ACHD.

*G. Existing Site Characteristics:*

**Existing Site Characteristics:** The property is currently vacant ground.

**Irrigation/Drainage District(s):** Middleton Irrigation Association  
Middleton Mill Ditch Company  
P.O. Box 848  
Middleton, Idaho 83644

**Flood Zone:** This property is not currently located in a Flood Hazzard Area.  
FEMA FIRM Panel Number: 16001C0130J & 16001C0125J  
Effective Date: 6/19/2020

**Special *On-Site Features:***

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

**Staff Analysis of Final Plat Submittal:**

The approved preliminary plat consisted of a maximum of 31 residential lots and 3 common lot. The final plat contains 15 residential lots. After Phase 1, there are 16 lots remaining for future phases.

Lot Layout – The density of Addington Estates Phase 1 is 5.56 du/acre. The Final Plat indicates lot sizes range in size from 3,304 square feet to 6,103 square feet. The average buildable lot is 3,600 square feet. This is in line with the approved preliminary plat.

Common/Open Space and Amenities – The development contains 32,684 square feet of open space, which equates to approximately 25% of the development. The amenity will be a covered picnic area and large grassy play area.

Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2- M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape plan does not appear to satisfy street tree requirements. If street trees are to be planted by the builder, the Certificate of Occupancy may be withheld pending confirmation that the correct number and species of tree(s) have been planted.**

Setbacks – The applicant has not been approved for any special setbacks and the development will comply with the standard setbacks of the R-7 zone as follows:

Zoning District	Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side
R-6 to R-11 attached housing	35'	15' to Living Area. 20' to Garage Face 10' if Alley Load	15', 4' if Alley Load	0' for Common Walls 5' at End of Building	20'

Mailbox Cluster – Applicant has provided documentation from the Star Postmaster depicting the approved location for the mailbox cluster. The Unified Development Code Section 8-

4A-21: states that All mailbox clusters shall be approved by the postmaster prior to installation. **All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times.** The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R's. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



Section 8-3B-3 of the Unified Development Code sets forth additional residential district standards in the City of Star.

J. Additional residential standards applying to all new residential subdivisions:

- 1. Residential Elevations:
  - i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.
  - ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following minimum standards shall be applied to all new residential structure elements in all zones:
    - 1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. **A minimum of three (3) architectural elements shall be provided for all single-family residential**

**structures.** These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

Section 8-3B-3 designates EXTERIOR ARCHITECTURAL ELEMENTS:



2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.
  3. A minimum one (1) foot overhang shall be provided on all roof overhangs. Administrator may approve deviation from this standard.
  4. **Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.**
  5. Additional landscaping buffers may also be required.
2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles

and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:

- a. **1 to 50 units = minimum of 5 architectural styles and/or floorplans**
  - b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans
  - c. 101 and over units = minimum of 10 architectural styles and/or floorplans
3. Homeowners Associations. All subdivisions shall be maintained by a Homeowners association with appropriate Conditions, Covenants and Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.

Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

Street Names – The applicant has provided documentation from the Ada County Street Naming Committee that the proposed street name is approved. The name is reflected properly on the submitted final plat.

Subdivision Name – The applicant has provided documentation that the proposed subdivision name has been approved by Ada County Development Services. The name is reflected accurately on the final plat.

Lighting - Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has submitted a proposed streetlight plan. All proposed light locations satisfy City code. The Applicant has provided a street light design/cut sheet with this application that meets the requirements of the city.

Fencing – Applicant is proposing a solid extension to match Endsley Court for a total height of 9'. **Any fencing over 6' shall require a building permit. Staff will make this a condition of approval.**

Sidewalks - Internal sidewalks are proposed at five-foot (5') widths with eight (8) foot planter strips where sidewalks are detached within the development.

Floodplain – The property is not located in a Flood Hazzard Area.

**PUBLIC NOTIFICATIONS**

Notifications of this application were sent to agencies having jurisdiction on January 9, 2025.

**FINDINGS**

The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve this Final Plat, the Unified Development Code requires that Council must find the following:

- A. The Plat is in conformance with the Comprehensive Plan.  
*The Council finds that this subdivision upon Preliminary Plat approval was in conformance with the Comprehensive Plan; no changes have been made to change this status.*
- B. Public services are available or can be made available and are adequate to accommodate the proposed development.  
*Staff finds that all public services are available and able to accommodate this development.*
- C. There is public financial capability of supporting services for the proposed development.  
*Staff knows of no financial hardship that would prevent services from being provided.*
- D. The development will not be detrimental to the public health, safety or general welfare; and,  
*Staff finds no facts to support that this subdivision phase will be detrimental to the public health, safety or general welfare.*
- E. The development preserves significant natural, scenic or historic features.  
*Staff finds that existing conditions have not substantially changed from the approved Preliminary Plat of this subdivision.*

**CONDITIONS OF APPROVAL**

**Conditions included in the Findings of Fact or Development Agreement.**

- Street widths shall be 36' back of curb to back of curb, where possible to meet City requirements.
- \$1,000 per lot ITD proportionate shares shall be collected for each building lot within the development at the time of final plat.
- A pathway aligning to the north to provide pedestrian connectivity to the proposed subdivision to the north shall be included in the revised preliminary plat. Staff shall provide the exact location prior to final plat submittal.



- **Provide within the development public easements on the private street sidewalks and the pathway connection to the north. All pathways shall be improved with either concrete or paved surfaces. – (As revised by Council through the reconsideration request).**
- **Meet all conditions for the original preliminary plat application.**
- **Council approves waiver to minimum frontage width requirement.**
- **The applicant shall install “No Parking, Tow Away Area” on bottleneck areas of the roadway.**
- **Provide streetlight at emergency access on east side of development.**

### **Conditions Specific to Signature of Final Plat.**

1. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signature of the final plat.**
2. **Per the approved Findings of Fact, and prior to signing the final plat, developer is to pay the traffic mitigation fee required by the Idaho Transportation Department. The developer will pay the city \$1,000 per buildable lot within each phase prior to signature on the final plat for the applicable phase, capped at \$34,000. \$15,000 is due (15 residential lots x \$1000) to be paid before signing the final plat for Phase 1.**
3. **Any fencing greater than 6’ shall require a building permit.**
4. **The applicant shall provide a fire district approved turn-around with Phase 1. If Phase 2 does not move forward, or is modified, the applicant shall provide a permanent turn-around that meets all emergency requirements. The permanent turn-around shall be fully improved with curb, gutter and sidewalk.**

### **Additional Conditions of Approval**

1. The approved Final Plat for Addington Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The development shall be subject to additional Fire and Police emergency mitigation fees collected at the time of building permit for each residential dwelling. The fee shall be determined by City Council.**
3. **Applicant shall provide a revised preliminary plat and landscape plan showing the private street meeting the City of Star requirements of 50 feet of easement with 36 feet, from back of curb to back of curb of travel lane, in as many sections as possible, as approved by Council. The revised plat and plan shall indicate that the sidewalks and pathway to the north are to be provided with a recorded public access easement, and that all pathways shall be improved with a concrete or paved surface. The pathway to the north (Phase 2) shall be aligned with the pathway located in the future subdivision to the north. Staff shall provide the exact location to the applicant.**

4. **The applicant shall comply with the Residential Standards for all new houses, as required in Section 8-3B-3 of the UDC.**
5. **The mailbox cluster must be covered and reasonably lit.**
6. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision. Streetlights shall be continuous throughout the subdivision and shall be maintained by the Homeowners Association. **Streetlights shall be installed and energized prior to issuing of building permits.** Design shall follow Code with requirements for light trespass and "Dark Skies" lighting. **Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative. A streetlight shall be provided near the eastern emergency access. Even after installation, streetlights may require shielding to prevent light trespass.**
7. **All future building permits for single family dwellings shall be reviewed for compliance with Section 8-3B-3J, including exterior finishes, dwelling unit design and rear elevation design along collector roadways.**
8. **The mailbox cluster must be covered and reasonably lit, per Section 8-4A-21 of the UDC.**
9. **The Applicant/Owner shall submit a private street maintenance plan, including future funding, in compliance with Section 8-4D-3C of the UDC.**
10. As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **Street trees shall be installed per Chapter 8, Section 8-8C-2-M(2) Street Trees. Applicant shall provide locations for the local street trees at the time of final plat. If driveway locations will not be determined until sale of the lot, Applicant agrees to not receive the Certificate of Occupancy until street trees are confirmed in place.**
11. The private streets shall have a minimum street width of 36' and shall otherwise be constructed to ACHD standards, unless otherwise approved by Council and the Fire District. The private street shall meet all requirements of the Star Fire District.
12. **The Applicant/Owner shall submit a private street maintenance plan, including future funding, in compliance with Section 8-4D-3C of the UDC, with the submittal of the final plat application.**
13. The property associated with this approved Final Plat, in addition to the property of all future phases shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
14. The property associated with this approved Final Plat, in addition to the property of all future phases shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access

the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of preliminary plat/final plat approvals.

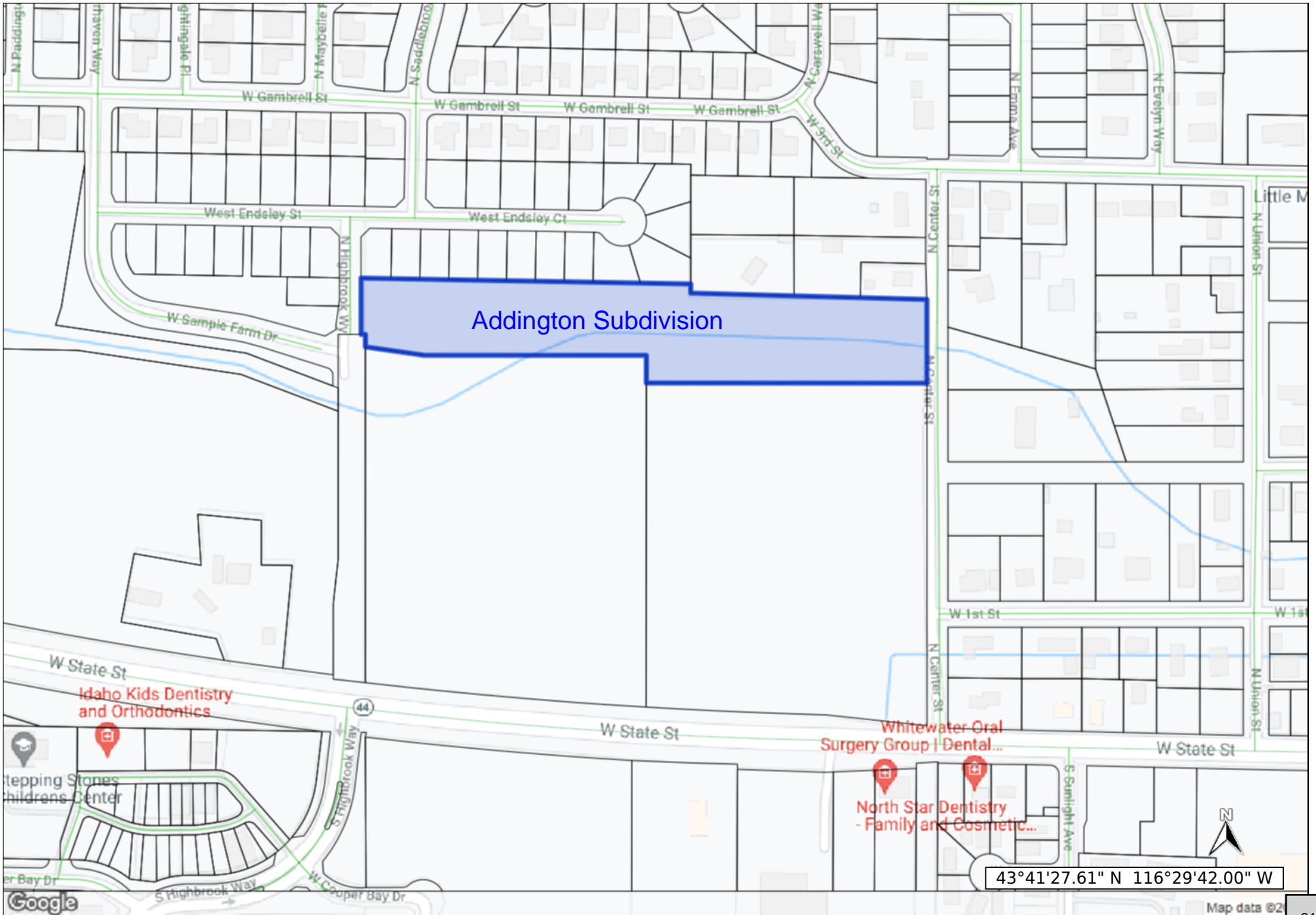
15. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
16. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
17. The approved Preliminary Plat shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages. (See Section 8-4 B Landscaping Requirements)
18. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
19. A plat note shall state that development standards for residential development shall comply with the effective building and zoning requirements at time of building permit issuance.
20. Requested surety shall be required at 150% of the total estimated installed cost, as approved by the City Engineer or Administrator. The term of approval shall not exceed 180 days. (See Section 8-1 C-1 of the Unified Development Code for a list of eligible items.)
21. A form signed by the Star Sewer & Water District shall be submitted to the City prior to the signature of the Final Plat stating that all conditions of the District have been met.
22. A separate sign application is required for any subdivision sign.
23. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signature of the final plat.**
24. Applicant shall provide the City with two (2) full size and two (1) 11"x17" copy of the signed recorded final plat with all signatures, prior to any building permits being issued.
25. Development standards for single family residential units shall comply with effective building and zoning requirements at time of building permit issuance, or as approved through the Development Agreement or as stated herein.
26. The mylar/final plat shall be signed by the owner, Surveyor, Central District Health, ACHD and City Engineer, prior to being delivered to the City of Star for City Clerk's signature.
27. All common areas shall be maintained by the Homeowners Association.
28. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust,

music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of construction.**

- 29. A copy of the recorded CC&R's shall be submitted to the City of Star prior to any building permits being issued.
- 30. **Prior to signature of the final plat**, a signed Irrigation District Agreement with the Irrigation Districts shall be provided to the City of Star. This requirement shall be with each subsequent Final Plat application.
- 31. Any additional Condition of Approval as required by Staff and City Council.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File # FP-24-16 Addington Subdivision Phase 1 Final Plat,  
on \_\_\_\_\_, \_\_\_\_\_ 2025.





November 26, 2024

Shawn Nickel  
Planning Director and Zoning Administrator  
City of Star – Planning and Zoning Department  
10769 W. State Street  
Star, ID 83669

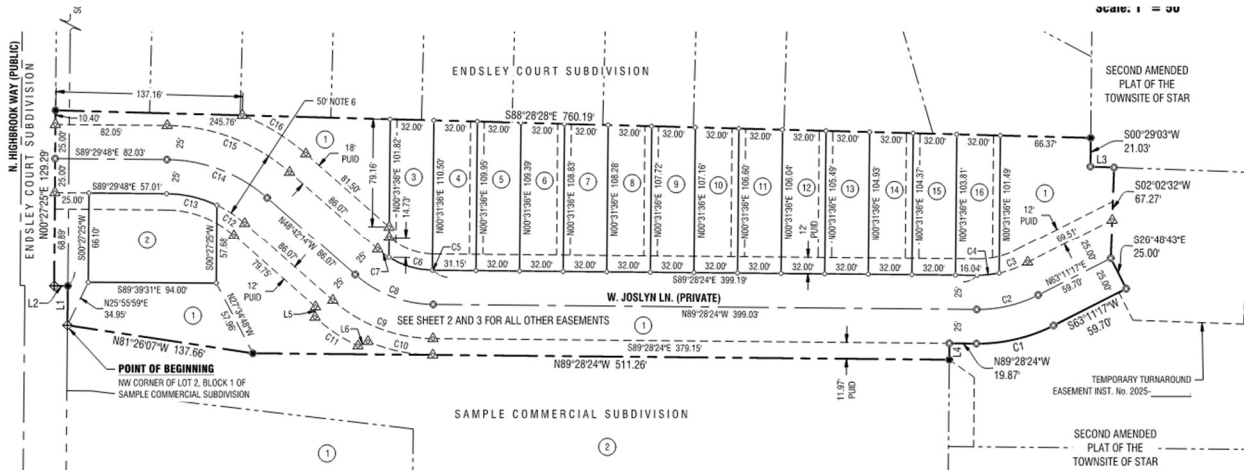
RE: Addington Subdivision Phase 1  
Final Plat | PN 121064

Dear Shawn,

Attached to this letter is the final plat application for the Addington Subdivision, Phase 1. This application includes the western portion of parcel R8108003014.

The Addington Subdivision preliminary plat modification, file number PP-22-02 MOD was approved by Star City Council on October 15, 2024. The original preliminary plat and private street (PP-22-02 & PR-22-01) was approved in April 2022.

The preliminary plat contains 31 single family residential lots and 3 common lots on 5.58 acres with a density of 5.56 du/acre. Phase 1 includes 15 building lots and 1 common lot on 2.93 acres for a density of 5.12 du/acre.



The average lot size is 3,600 SF. The lot sizes range from 6,103 to 3,304 SF.

The open space (minus the roadway) is 32,684sf/127,690sf= 25.99%; including the roadway is 73,688sf/127,690sf = 57.70%

The open space amenities include an 8' x 8' covered picnic area and grassy play areas.

The approved dimensional standards are:

Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
	Front (1)	Rear	Interior Side	Street Side
35'	15' to living area 20' to garage 10' if alley load	15' 4' if alley load	0' for common walls 5' at end of building	20'

The minimum lot width is approved at 31'.

A temporary turnaround will be constructed, to be removed with construction of phase 2.

The final plat is consistent with the approved preliminary plat and associated conditions of approval.

Sincerely,



Tamara Thompson  
 Director of Client Services  
**The Land Group, Inc.**



## FINAL PLAT APPLICATION

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

FILE NO.: FP-24-16  
 Date Application Received: 12-2-2024 Fee Paid: \$2460.00  
 Processed by: City: BN

### Applicant Information:

**PRIMARY CONTACT IS:** Applicant  Owner  Representative

Applicant Name: The Land Group, Inc. - Tamara Thompson  
 Applicant Address: 462 E. Shore Dr., Eagle, ID Zip: 83616  
 Phone: 208.939.4041 Email: tamara@thelandgroupinc.com

Owner Name: STC Development, LLC. - P. Eric Davis  
 Owner Address: 199 N. Capital Blvd., Suite 300, Boise, ID Zip: 83702  
 Phone: 208.331.0110 Email: davis@retailwest.com

Representative (e.g., architect, engineer, developer):  
 Contact: Tamara Thompson Firm Name: The Land Group, Inc.  
 Address: 462 E. Shore Dr., Eagle, ID Zip: 83616  
 Phone: 208.939.4041 Email: tamara@thelandgroupinc.com

### Property Information:

Subdivision Name: Addington Subdivision Phase: 1

Parcel Number(s): R8108003014

Approved Zoning: R-7 Units per acre: ±5.11

Total acreage of phase: ±2.93 Total number of lots: 16

Residential: 15 Commercial: N/A Industrial: N/A

Common lots: 1 Total acreage of common lots: ±1.69 Percentage: 57.74%

Percent of common space to be used for drainage: 0.00% Acres: 0.00

Special Flood Hazard Area: total acreage n/a number of homes n/a

Changes from approved preliminary plat pertaining to this phase:

	Preliminary Plat	Final Plat
Number of Residential Lots:	<u>16 - All attached single family</u>	<u>15 - (14) attached &amp; (1) detached</u>
Number of Common Lots:	<u></u>	<u></u>
Number of Commercial Lots:	<u></u>	<u></u>
Roads:	<u></u>	<u></u>



Amenities: \_\_\_\_\_  
 \_\_\_\_\_

**Flood Zone Data: (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision Name: Addington Subdivision Phase: 1

Special Flood Hazard Area: total acreage n/a number of homes n/a

- a. A note must be provided on the final plat documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plat in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxC, 160xxxxxE, etc.: 16001C0125J  
 FIRM effective date(s): mm/dd/year 6/19/2020  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: Zone X - Area of Minimal Flood Hazard  
 Base Flood Elevation(s): AE \_\_\_\_\_.0 ft., etc.: n/a
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

**Application Requirements:**

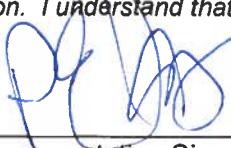
*(Applications are required to contain one copy of the following unless otherwise noted.)*

Applicant (√)	Description	Staff (√)
<del>X</del>	Completed and signed copy of Final Plat Application	BN
<del>X</del>	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
<del>X</del>	Electronic copy of letter of intent and statement of compliance (or substantial compliance) with the approved Preliminary Plat and Conditions of Approval. The letter of intent shall include the following: <ul style="list-style-type: none"> <li>• Gross density of the phase of the Final Plat submitted</li> <li>• Lot range and average lot size of phase</li> <li>• Description of approved open space being provided in the submitted phase including percentage of overall open space, number and type of approved amenities</li> <li>• List any specific approved building setbacks previously approved by Council.</li> </ul>	BN
<del>X</del>	Electronic copy of legal description of the property (word.doc and pdf version with engineer's seal and closure sheet)	BN
<del>X</del>	Electronic copy of current recorded warranty deed for the subject property	BN
<del>X</del>	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant and/or representative is authorized to submit this application.	BN
<del>X</del>	Electronic copy of subdivision name approval from Ada County Surveyor's office.	BN
<del>X</del>	Copy of the "final" street name evaluation/approval or proof of submittal request from Ada County Street Naming	BN
<del>X</del>	Electronic copy of vicinity map showing the location of the subject property	BN
<del>X</del>	One (1) 24" X 36" paper copy of the Final Plat & Electronic Copy**	BN
<del>X</del>	One (1) 11" X 17" paper copy of the Final Plat	BN
<del>X</del>	Electronic copy of the Final landscape plan**	BN

X	One (1) 11" X 17" copy of the Final landscape plan	BN
X	Electronic copy of site grading & drainage plans**	BN
X	Electronic copy of originally approved Preliminary Plat**	BN
N/A	Electronic copy of a Plat with all phases marked with changes, if applicable**	
X	Electronic copy of final engineering construction drawings, stamped and signed by a registered engineer**	BN
X	Storm drainage calculations must be submitted for <u>private</u> streets/drives and parking areas within subdivisions**	BN
X	Electronic copy of streetlight <b>design</b> and <b>location</b> information	
N/A	Special Flood Information – Must be included on Preliminary/Final Plat and Application form.	
X	Electronic copy of all easement agreements submitted to the irrigation companies	BN
X	Electronic copy of the proposed Covenants, Conditions, & Restrictions (CC&R's)	BN
X	One (1) copy of Electronic versions of submitted applications, including signed Final Plat Application, legal description, recorded warranty deed, vicinity map, final plat, landscape plan, site grading & drainage plans, copy of original Preliminary Plat, plat with phases marked, engineering construction drawings, storm drainage calculations, streetlight design and location, and signed irrigation agreements, CC&R's shall be submitted in original pdf format (no scans for preliminary plat, landscape plans or grading and drainage plans) on a thumb drive only (no discs) with the files named with project name and plan type.	BN
	<p><b>Upon Recording of Final Plat, the applicant shall submit the following to the Planning Department prior to building permit issuance:</b></p> <ul style="list-style-type: none"> <li>• One (1) 11" X 17" and (1) 18" X 24" <b>recorded</b> copy of Final Plat</li> <li>• Electronic copy of final, approved construction drawings</li> <li>• Electronic copy of as-built irrigation plans</li> <li>• Electronic copy of recorded CC&amp;R's</li> <li>• Proof of required Construction Sign installation at entrance to development (as conditioned in Preliminary Plat approval) – Picture of installed sign</li> <li>• Electronic copies shall be submitted in pdf format on a thumb drive with the files named with project name and plan type. **Original pdf's are required for all plans – No Scanned PDF's please.</li> </ul>	
	**NOTE: No building permits will be issued until property is annexed into the Star Sewer & Water District and all sewer hookup fees are paid.	

**FEE REQUIREMENT:**

*\*\* I have read and understand the above requirements. I further understand fees are due at the time of filing. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.*

  
 Applicant/Representative Signature  
 P. ERIC DAVIS

11/25/2024  
 Date



**Addington Townhomes Sub. - Amended Preliminary Plat**

**STC Development**

NORTH OF HWY 44 BETWEEN N. HIGHBROOK WAY AND N. CENTER ST.  
STAR, IDAHO

**Landscape Requirements:**

AS IDENTIFIED IN THE STAR, IDAHO CITY ORDINANCE:

**LANDSCAPE BUFFERS ALONG STREETS (8-8D-2-M)**  
ONE (1) TREE PER THIRTY-FIVE (35) LINEAR FEET WITH SHRUBS, LAWN, OR OTHER VEGETATIVE GROUND COVER.

STREET	TREES REQUIRED	TREES PROVIDED
N. HIGHBROOK WAY (LESS DRIVE/EASEMENTS)	3 TREES (120 L.F. / 35)	1 SHADE TREE 4 ORNAMENTAL TREES*
N. CENTER ST (LESS DRIVE/EASEMENTS)	5 TREES (172 L.F. / 35)	3 SHADE TREES 4 ORNAMENTAL TREES*

\*COLUMNAR SWEETGUM SUBSTITUTED FOR REQUIRED SHADE TREE AT 2:1 USING ORNAMENTAL TREE SUBSTITUTION ALLOWANCE FROM MUNICIPAL CODE.

**QUALIFIED OPEN SPACE (8-4E-2)**  
TOTAL LAND AREA OF ALL COMMON OPEN SPACE SHALL EQUAL OR EXCEED FIFTEEN PERCENT (15%) OF THE GROSS LAND AREA OF DEVELOPMENT. A MINIMUM OF 10% OF THE TOTAL GROSS ACREAGE OF THE DEVELOPMENT SHALL BE FOR USEABLE AREA OPEN SPACE. OPEN SPACE SHALL BE DESIGNATED AS A TOTAL OF 15% MINIMUM FOR RESIDENTIAL DEVELOPMENTS IN ALL ZONES WITH DENSITIES OF R-2 OR GREATER.

REQUIRED S.F.	PROVIDED S.F.
36,459.72 S.F. (15% x 243065 S.F.)	54,014.4 S.F. (22.22%)

NEW RESIDENTIAL SUBDIVISION COMMON AREA LANDSCAPES SHALL BE COMPRISED OF THE FOLLOWING: LAWN, EITHER SEED OR SOD, A MINIMUM OF ONE DECIDUOUS SHADE TREE PER FOUR THOUSAND (4,000) SQUARE FEET. (8-8D-2-J-5)

PROVIDED S.F.	REQUIRED TREES	PROVIDED TREES
54,014.4 S.F.	14 TREES (64014.4 / 4000)	43 TREES*

\*A MIX OF DECIDUOUS SHADE AND CONIFEROUS TREES HAVE BEEN PROVIDED IN THE COMMON LOTS AND THROUGHOUT THE SITE.

**Automatic Underground Irrigation Notes:**

- ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH ENSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES.
- EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
- POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 18" AT NON-MOW FESCUE AREAS, 6" AT SOD LAWN AREAS.
- PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEMS - WITH DRIP CONTROL ZONE KIT AND 150 MESH FILTER (MIN.).
- ELECTRONIC WATER DISTRIBUTION/ TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
  - E.A. PRECISE INDIVIDUAL STATION TIMING
  - E.B. RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES
  - E.C. AT LEAST ONE PROGRAM FOR EACH HYDROZONE
  - E.D. SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF
  - E.E. POWER FAILURE BACKUP FOR ALL PROGRAMMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% COVERAGE WITH HEAD TO HEAD SPACING OR TRIANGULAR SPACING AS APPROPRIATE.
- SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES SUCH AS SIDEWALKS, DRIVEWAYS, AND PARKING AREA.
- EACH VALVE SHALL BE INSTALLED IN A VALVE BOX LARGE ENOUGH TO ALLOW FOR MAINTENANCE AND REMOVAL. ONLY ONE VALVE PER BOX.

**Landscape Plan Notes:**

- CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY.
- ALL PLANT MATERIAL SHALL CONFORM TO THE CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S NATIONAL STANDARD SPECIFICATIONS.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS AND CONTRACT SPECIFICATIONS.
- CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION CONTRACTOR. NO SUBSTITUTIONS WILL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT.
- ALL NON-TURF PLANTERS SHALL RECEIVE 4" LAYER OF DECORATIVE MULCH.
- IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
- PLANT QUANTITIES IDENTIFIED ON THE PLAN AREA APPROXIMATE. CONTRACTOR SHALL VERIFY.

**Preliminary Plat Landscape Notes:**

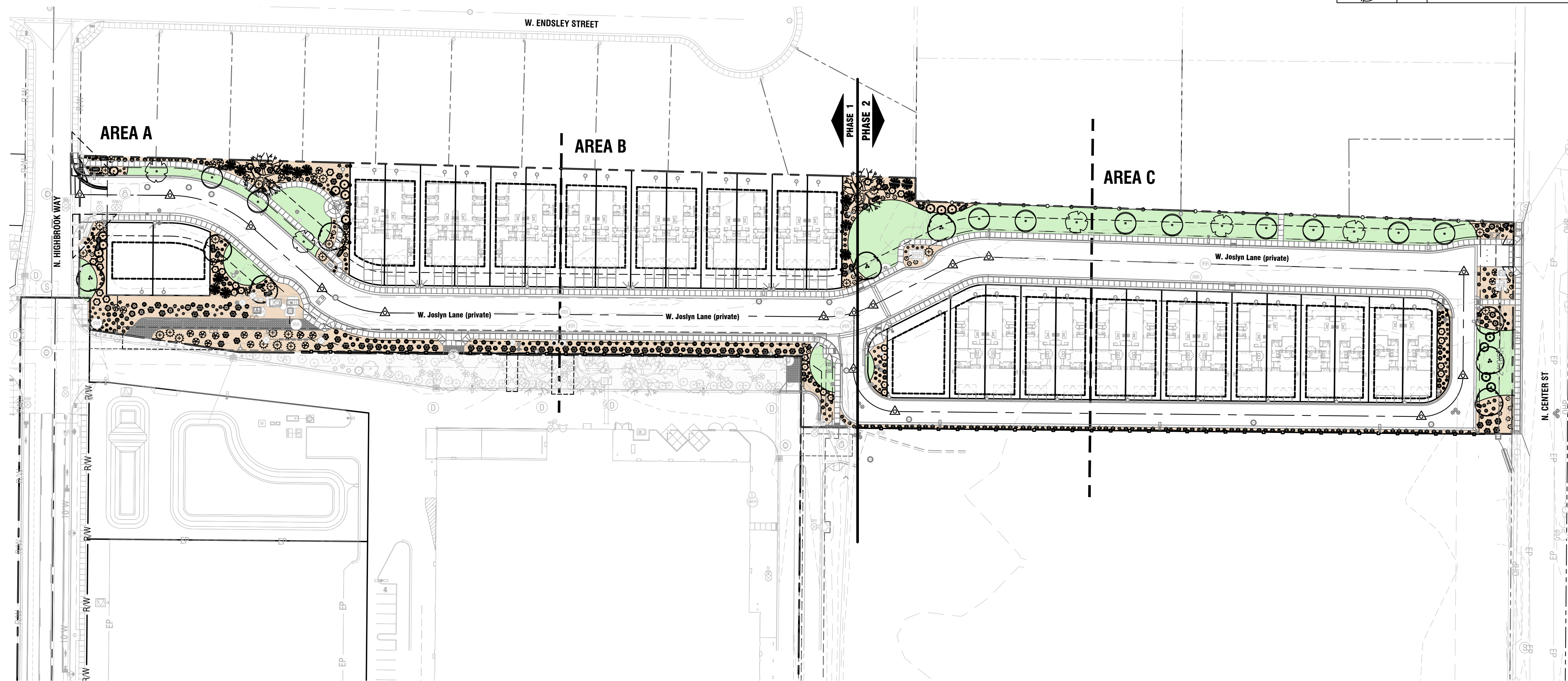
- NO SLOPES GREATER THAN 20% SLOPE EXIST OR ARE PROPOSED ON THIS SITE.
- REFER TO PLAN SHEETS FOR SIGHT TRIANGLES PER STAR ORDINANCE.
- FENCING BY OWNER, BUILDER, OR DEVELOPER.
- ANY TREES PLANTED WITHIN A PARKWAY STRIP SHALL BE CENTERED IN PARKWAY STRIP.
- NO TREES EXIST ON SITE THAT REQUIRE MITIGATION PER STAR ORDINANCE.

**Street Tree Notes:**

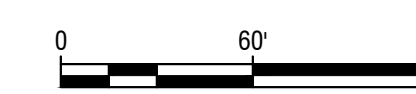
- TREES SHALL NOT BE PLANTED WITHIN A MINIMUM 5' OF ANY SSWD WATER SERVICE.
- ANY TREES PLANTED WITHIN A CLEAR VISION TRIANGLE SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET (8') ABOVE THE GROUND OR SIDEWALK SURFACE AND 14 FEET (14') ABOVE ADJACENT STREET SURFACE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUNDCOVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE THREE FEET (3') FROM THE LOWEST ADJACENT STREET.
- ROOTBARRIERS SHALL BE INSTALLED AT CURBS AND SIDEWALKS AT STREET TREES WHERE THE PARKWAY STRIP IS LESS THAN 8' WIDE.

**PLANT SCHEDULE**

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
<b>TREES</b>					
	AN	ACER TRUNCATUM 'NORWEGIAN SUNSET' / NORWEGIAN SUNSET MAPLE	2" CAL.	B&B	CLASS II; MATURITY: 35' H X 25' W
	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W
	LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W
	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W
	PD	PINUS NIGRA 'OREGON GREEN' / OREGON GREEN PINE	6' HT.	B&B	CONIFEROUS; MATURITY: 18' H X 12' W
	QM	QUERCUS MACROCARPA / BURR OAK	2" CAL.	B&B	CLASS III; MATURITY: 50' H X 40' W
<b>SHRUBS</b>					
	AL	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	3 GAL		MATURITY: 1.5' H X 3.5' W
	BB	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL		MATURITY: 2.5' H X 2.5' W
	CA	CORNUS ALBA 'BAILHALO' TM / IVORY HALO DOGWOOD	5 GAL		MATURITY: 5' H X 5' W
	CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL		MATURITY: 4' H X 3' W
	CS	CORNUS ALBA 'SIBIRICA' / REDBARK DOGWOOD	5 GAL		MATURITY: 9' H X 5' W
	EU	EUONYMUS JAPONICUS 'GREENSPIRE' / GREENSPIRE UPRIGHT EUONYMUS	2 GAL		MATURITY: 6' H X 3' W
	HX	HEMEROCALLIS X 'PARDON ME' / PARDON ME DAYLILY	1 GAL		MATURITY: 2' H X 2' W
	JS	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	5 GAL		MATURITY: 15H X 3'W
	LM	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' / MUNSTEAD ENGLISH LAVENDER	1 GAL		MATURITY: 2' H X 2' W
	PH	PINUS SYLVESTRIS 'HILLSIDE CREEPER' / HILLSIDE CREEPER SCOTCH PINE	2 GAL		MATURITY: 2' H 6' W
	PM	PINUS MUJGO 'SLOWMOUND' / SLOWMOUND MUJGO PINE	2 GAL		MATURITY: 3' H X 3' W
	PS	PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK	5 GAL		MATURITY: 5H X 5W
	RT	RHUS TYPHINA 'BAILTIGER' / TIGER EYE STAGHORN SUMAC	5 GAL		MATURITY: 6W X 6H



**Landscape Plan - Overall**  
Horizontal Scale: 1" = 60'



Revisions

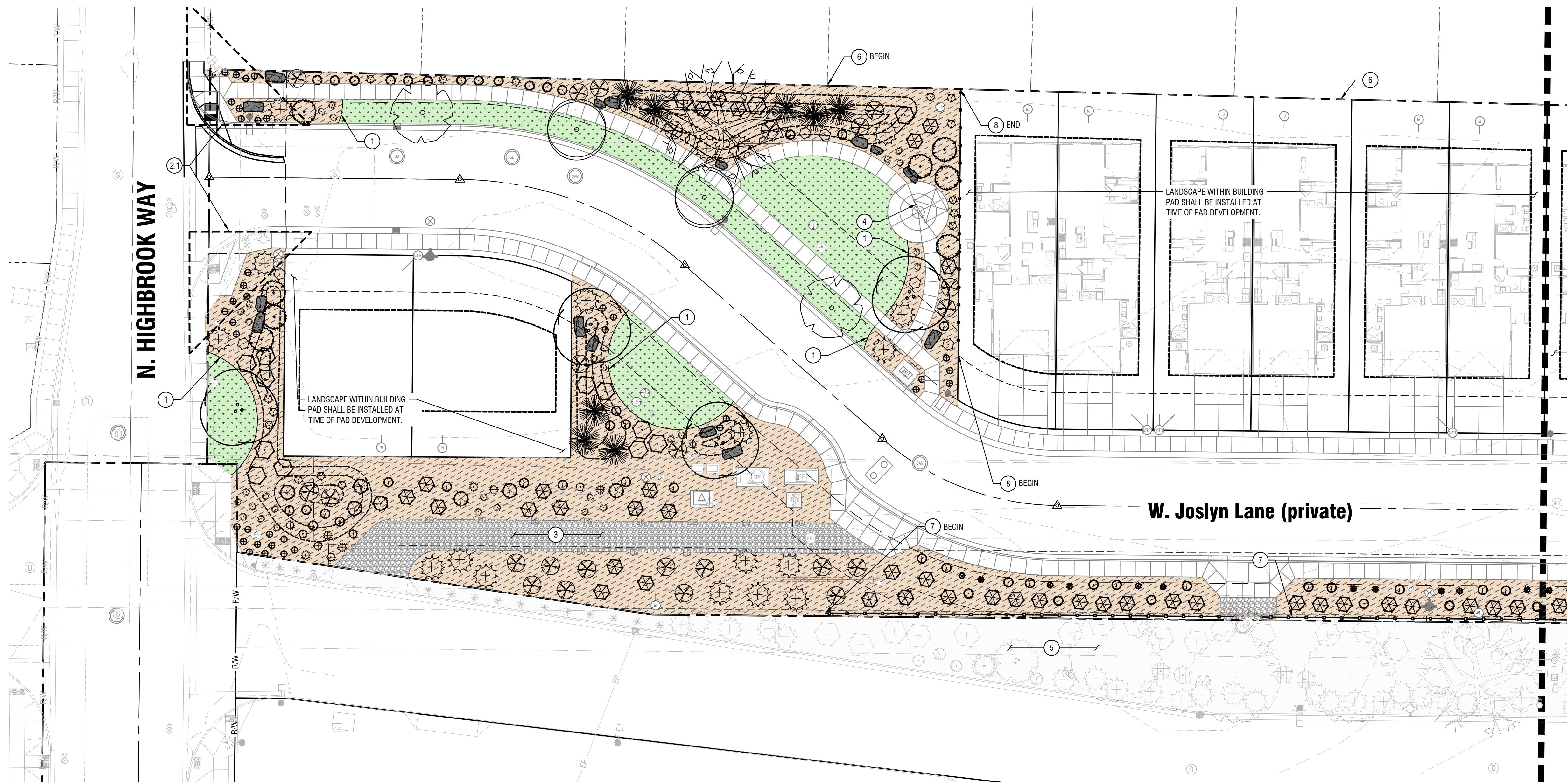
1.	

STATE OF IDAHO  
JAMES B. LEDY  
LA-16989  
LICENSED LANDSCAPE ARCHITECT

07/30/2024  
Project No.: 121064  
Date of Issuance: 07.30.2024  
Project Milestone: Amended Preliminary Plat

**Landscape Plan Overall**

**L1.00**



**Landscape Plan - Area A**  
Horizontal Scale: 1" = 20'

**Landscape Plan Notes:**

- A. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY.
- B. ALL PLANT MATERIAL SHALL CONFORM TO THE CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S NATIONAL STANDARD SPECIFICATIONS.
- C. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS AND CONTRACT SPECIFICATIONS.
- D. CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION CONTRACTOR.
- E. NO SUBSTITUTIONS WILL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT.
- F. ALL NON-TURF PLANTERS SHALL RECEIVE 4" LAYER OF DECORATIVE MULCH.
- G. IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
- H. PLANT QUANTITIES IDENTIFIED ON THE PLAN AREA APPROXIMATE. CONTRACTOR SHALL VERIFY.

**Preliminary Plat Landscape Notes:**

- 1. NO SLOPES GREATER THAN 20% SLOPE EXIST OR ARE PROPOSED ON THIS SITE.
- 2. REFER TO PLAN SHEETS FOR SIGHT TRIANGLES PER STAR ORDINANCE.
- 3. FENCING BY OWNER, BUILDER, OR DEVELOPER.
- 4. ANY TREES PLANTED WITHIN A PARKWAY STRIP SHALL BE CENTERED IN PARKWAY STRIP.
- 5. NO TREES EXIST ON SITE THAT REQUIRE MITIGATION PER STAR ORDINANCE.

**Street Tree Notes:**

- 1. TREES SHALL NOT BE PLANTED WITHIN A MINIMUM 5' OF ANY SSWD WATER SERVICE.
- 2. ANY TREES PLANTED WITHIN A CLEAR VISION TRIANGLE SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET (8') ABOVE THE GROUND OR SIDEWALK SURFACE AND 14 FEET (14') ABOVE ADJACENT STREET SURFACE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUNDCOVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE THREE FEET (3') FROM THE LOWEST ADJACENT STREET.
- 3. ROOTBARRIERS SHALL BE INSTALLED AT CURBS AND SIDEWALKS AT STREET TREES WHERE THE PARKWAY STRIP IS LESS THAN 8' WIDE.

**Material Legend:**

TURF SOD	4"-DEPTH BLACK & TAN ROCK MULCH.
CONCEPTUAL LANDSCAPE BERM, 1' CONTOURS.	LARGE LANDSCAPE BOULDERS, 4'-6" DIA. TYP PER DETAIL 4/L1.50.

**Keynotes:**

- 1. PLANTER CUT EDGE PER DETAIL 1/L1.50.
- 2. CLEAR VISION TRIANGLE. ALL IMPROVEMENTS WITH VISION TRIANGLE SHALL CONFORM TO CITY CODE.
- 2.1. 40-FT X 40-FT STREET INTERSECTION TRIANGLE
- 2.2. 20-FT X 10-FT STREET TO DRIVEWAY TRIANGLE
- 3. MAINTENANCE ROAD FOR GRAVITY IRRIGATION OR PUBLIC UTILITY. REFER TO UTILITY PLAN OR MORE INFORMATION.
- 4. 8' X 8' SHADE STRUCTURE AT PLAZA WITH TABLE.
- 5. LANDSCAPE IMPROVEMENTS PREVIOUSLY INSTALLED BY ADJACENT DEVELOPMENT. RETAIN & PROTECT.
- 6. SCREEN EXTENSION FENCE ON PROJECT SIDE OF EXISTING FENCE. SEE DETAIL 6/L1.50.
- 7. 9-FT TALL SCREEN FENCE PER DETAIL 6/L1.50.
- 8. 4-FT TALL WROUGHT IRON FENCE TO BE INSTALLED WITH HOUSE CONSTRUCTION.

**Addington Townhomes Sub. - Amended Preliminary Plat**  
**STC Development**

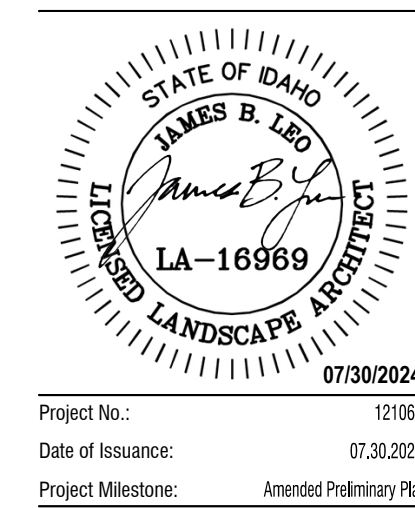
NORTH OF HWY 44 BETWEEN N. HIGHBROOK WAY AND N. CENTER ST.  
STAR, IDAHO

Revisions	
1.	

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
<b>TREES</b>					
	AN	ACER TRUNCATUM 'NORWEGIAN SUNSET' / NORWEGIAN SUNSET MAPLE	2" CAL.	B&B	CLASS II; MATURITY: 35' H X 25' W
	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W
	LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W
	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W
	PO	PINUS NIGRA 'OREGON GREEN' / OREGON GREEN PINE	6' HT.	B&B	CONIFEROUS; MATURITY: 18' H X 12' W

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
	QM	QUERCUS MACROCARPA / BURR OAK	2" CAL.	B&B	CLASS III; MATURITY: 50' H X 40' W
<b>SHRUBS</b>					
	AL	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	3 GAL.		MATURITY: 1.5' H X 3.5' W
	BB	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.		MATURITY: 2.5' H X 2.5' W
	CA	CORNUS ALBA 'BAILHALO' TM / IVORY HALO DOGWOOD	5 GAL.		MATURITY: 5' H X 5' W
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	HX	HEMEROCALLIS X 'PARDON ME' / PARDON ME DAYLILY	1 GAL.		MATURITY: 2' H X 2' W

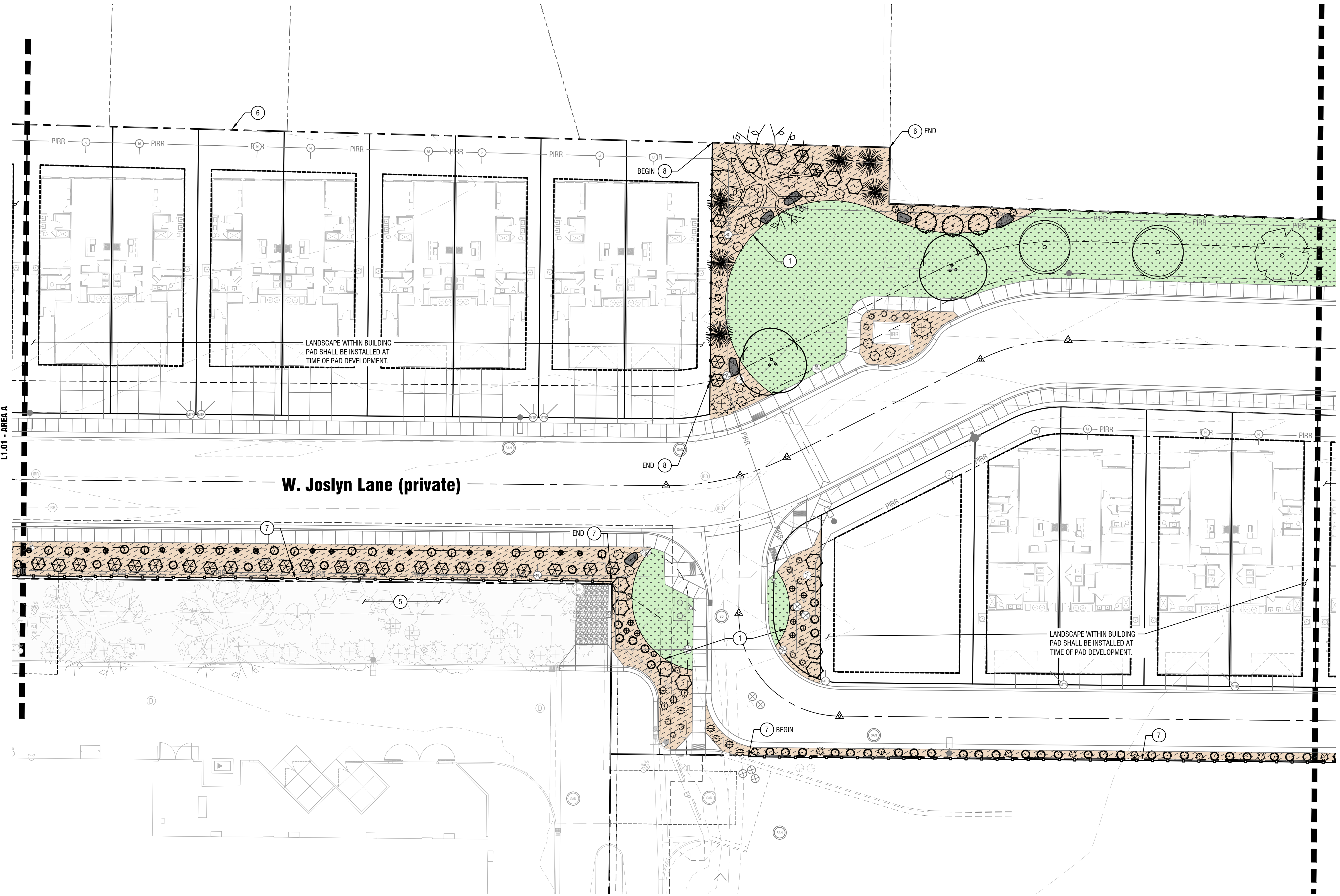
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
	JS	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	5 GAL.		MATURITY: 15H X 3'W
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	PM	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE	2 GAL.		MATURITY: 3' H X 3' W
	PS2	PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK	5 GAL.		MATURITY: 5H X 5W
	RT	RHUS TYPHINA 'BALTIGER' / TIGER EYE STAGHORN SUMAC	5 GAL.		MATURITY: 6'W X 6'H



Project No.: 121054  
Date of Issuance: 07.30.2024  
Project Milestone: Amended Preliminary Plat

**Landscape Plan Area A**

DATE PLOTTED: 07/30/2024 10:45:11 AM  
DATE PRINTED: 07/30/2024 10:45:11 AM  
DRAWN BY: JBL  
CHECKED BY: JBL



**Landscape Plan Notes:**

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CONCEPTUAL LANDSCAPE BERM, 1' CONTOURS.	LARGE LANDSCAPE BOULDERS, 4-6' DIA. TYP PER DETAIL 4/L1.50.

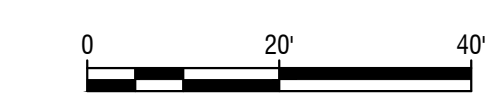
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CALLOUT NUMBERS COORDINATED TO NUMBERED NOTES BELOW.

**Landscape Plan - Area B**

Horizontal Scale: 1" = 20'



SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
<b>TREES</b>					
	AN	ACER TRUNCATUM 'NORWEGIAN SUNSET' / NORWEGIAN SUNSET MAPLE	2" CAL.	B&B	CLASS II; MATURITY: 35' H X 25' W
	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W
	LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W
	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W
	PO	PINUS NIGRA 'OREGON GREEN' / OREGON GREEN PINE	6' HT.	B&B	CONIFEROUS; MATURITY: 18' H X 12' W

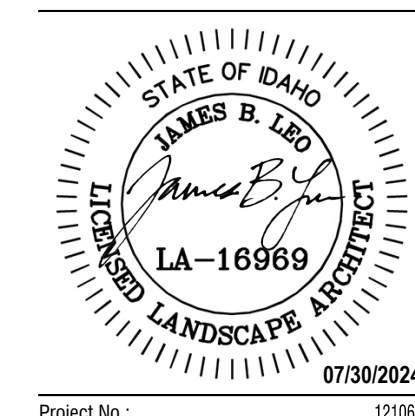
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
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	BB	BOUTELOUIA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.		MATURITY: 2.5' H X 2.5' W
	CA	CORNUS ALBA 'BAILHALO' TM / IVORY HALO DOGWOOD	5 GAL.		MATURITY: 5' H X 5' W
	CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL.		MATURITY: 4' H X 3' W
	CS	CORNUS ALBA 'SIBIRICA' / REDBARK DOGWOOD	5 GAL.		MATURITY: 9' H X 5' W
	EU	EUONYMUS JAPONICUS 'GREENSPIRE' / GREENSPIRE UPRIGHT EUONYMUS	2 GAL.		MATURITY: 6' H X 3' W
	HX	HEMEROCALLIS X 'PARDON ME' / PARDON ME DAYLILY	1 GAL.		MATURITY: 2' H X 2' W

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
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	LM	LAVANDULA ANGSTIFOLIA 'MUNSTEAD' / MUNSTEAD ENGLISH LAVENDER	1 GAL.		MATURITY: 2' H X 2' W
	PH	PINUS SYLVESTRIS 'HILLSIDE CREEPER' / HILLSIDE CREEPER SCOTCH PINE	2 GAL.		MATURITY: 2' H 6' W
	PM	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE	2 GAL.		MATURITY: 3' H X 3' W
	PS2	PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK	5 GAL.		MATURITY: 5H X 5W
	RT	RHUS TYPHINA 'BAILTIGER' / TIGER EYE STAGHORN SUMAC	5 GAL.		MATURITY: 6'W X 6'H

**Addington Townhomes Sub. - Amended Preliminary Plat**  
**STC Development**

NORTH OF HWY 44 BETWEEN N. HIGHBROOK WAY AND N. CENTER ST.  
STAR, IDAHO

Revisions	
1.	



Project No.: 121054  
Date of Issuance: 07.30.2024  
Project Milestone: Amended Preliminary Plat

**Landscape Plan Area B**

**L1.02**

Final Plat for

# Addington Subdivision - Phase 1

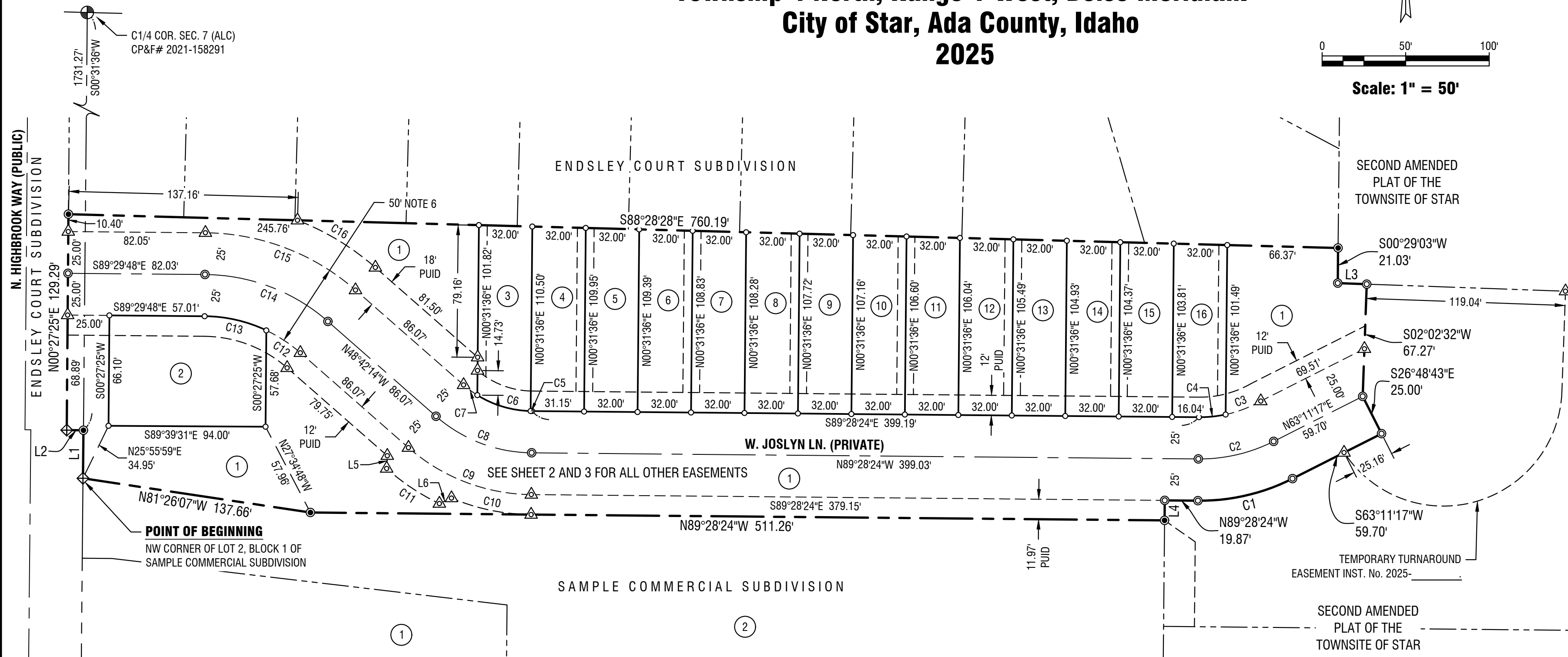
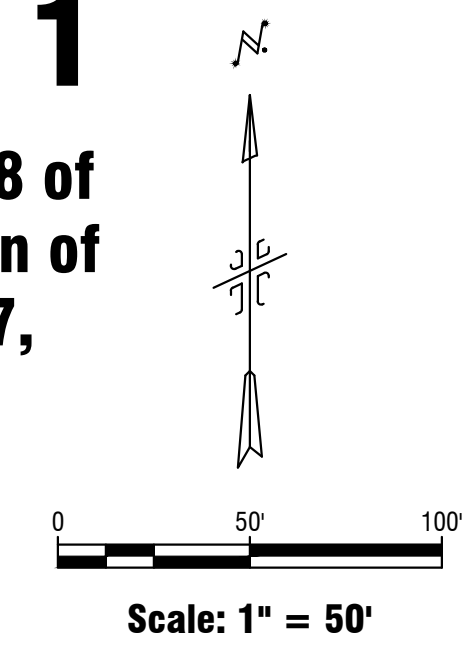
A parcel of land being a Re-Subdivision of a portion of Block 8 of the Second Amended Plat of the Townsite of Star and a portion of the Southeast quarter of the Southwest quarter of Section 7, Township 4 North, Range 1 West, Boise Meridian.  
 City of Star, Ada County, Idaho  
 2025

**Reference Surveys**

1. PLAT for SAMPLE COMMERCIAL SUBDIVISION, BOOK 125 OF PLATS AT PAGE 19927, RECORDS OF ADA COUNTY, IDAHO.
2. PLAT for ENDSLEY COURT SUBDIVISION, BOOK 117 OF PLATS AT PAGE 17841, RECORDS OF ADA COUNTY, IDAHO.
3. SECOND AMENDED PLAT OF THE TOWNSITE OF STAR, BOOK 3 OF PLATS AT PAGE 138, RECORDS OF ADA COUNTY, IDAHO.
4. RECORD OF SURVEY No. 5676, RECORDS OF ADA COUNTY, IDAHO.
5. RECORD OF SURVEY No. 8422, RECORDS OF ADA COUNTY, IDAHO.
6. RECORD OF SURVEY No. 14445, RECORDS OF ADA COUNTY, IDAHO.

**Notes**

1. ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY LINE, PRIVATE ROADWAY, AND THE EXTERIOR SUBDIVISION BOUNDARY HAVE A TWELVE (12) FOOT WIDE PERMANENT PUBLIC UTILITIES, PRESSURE IRRIGATION, AND PROPERTY DRAINAGE (PUID) EASEMENT, UNLESS DIMENSIONED OTHERWISE.
2. EACH SIDE OF INTERIOR LOT LINES FOR LOTS 3-16, BLOCK 1 HAVE A FIVE (5) FOOT WIDE (PUID) EASEMENT, UNLESS DIMENSIONED OTHERWISE. LOTS THAT CONTAIN ATTACHED DWELLINGS SHARING A COMMON WALL ALONG A COMMON LOT LINE, LOTS 3&4, 5&6, 7&8, 9&10, 11&12, 13&14, 15&16, SHALL NOT BE ENCUMBERED BY THE EASEMENTS ALONG SAID SHARED COMMON LOT LINE.
3. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF STAR APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT. CURRENT REGULATION FOR THE FRONT SETBACKS IS 15' TO LIVING SPACE AND 20' TO THE GARAGE.
4. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISION AND SHALL BE SUBJECT TO THE CITY OF STAR APPROVAL.
5. LOT 1, BLOCK 1; IS A NON-BUILDABLE COMMON USE LANDSCAPING AREA LOTS WHICH SHALL BE OWNED AND MAINTAINED BY THE ADDINGTON COMMUNITY ASSOCIATION, INC. OR ASSIGNS, FOR SUCH USES AS DESIGNATED WITHIN THE DECLARATION OF COVENANTS, CONDITIONS & RESTRICTIONS FOR THE SUBDIVISION, RECORDED IN INSTRUMENT No. \_\_\_\_\_, RECORDS OF ADA COUNTY, AS AMENDED FROM TIME TO TIME.
6. A PORTION OF LOT 1, BLOCK 1 IS ENCUMBERED WITH A ROADWAY INGRESS/EGRESS ACCESS EASEMENT FOR THE BENEFIT OF LOTS 2-16, BLOCK 1. SAID EASEMENT SHALL BE OWNED AND MAINTAINED BY THE ADDINGTON COMMUNITY ASSOCIATION, INC. OR ASSIGNS
7. DEVELOPMENT STANDARDS FOR RESIDENTIAL DEVELOPMENT SHALL COMPLY WITH THE EFFECTIVE BUILDING AND ZONING REQUIREMENTS AT TIME OF BUILDING PERMIT ISSUANCE, UNLESS AMENDED IN THE DEVELOPMENT AGREEMENT OR CUP CONDITIONS.
8. IN COMPLIANCE WITH THE IDAHO CODE SECTION 31-3805 (1)(b) THE OWNER OF THIS SUBDIVISION HAS PROVIDED AN UNDERGROUND IRRIGATION SYSTEM AND SHALL BE OWNED & MAINTAINED BY THE ADDINGTON COMMUNITY ASSOCIATION, INC. LOTS WITHIN THE SUBDIVISION WILL BE OBLIGATED FOR ASSESSMENTS FROM THE MIDDLETON MILL DITCH COMPANY FOR SAID IRRIGATION WATER. EASEMENTS ARE PROVIDED FOR ALL PRESSURE IRRIGATION PIPING.
9. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
10. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE ADA COUNTY HIGHWAY DISTRICT AS RECORDED IN INSTRUMENT No. 2022-048056, RECORDS OF ADA COUNTY, IDAHO.
11. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE DRAINAGE DISTRICT No. 2 AS RECORDED IN INSTRUMENT No. 2021-020382, AND TO THE ADDENDUM TO THE LICENSE AGREEMENT RECORDED IN INSTRUMENT No. 2021-147958, RECORDS OF ADA COUNTY, IDAHO.
12. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE MIDDLETON MILL DITCH COMPANY, MIDDLETON IRRIGATION ASSOCIATION, INC., AND THE FLAKE DITCH COMPANY, AS RECORDED IN INSTRUMENT No. 2021-036679, RECORDS OF ADA COUNTY, IDAHO.
13. THIS SUBDIVISION IS SUBJECT TO A DEVELOPMENT AGREEMENT #DA-20-05, ASSOCIATED WITH REZONE APPLICATION #AZ-20-05 RECORDED IN INSTRUMENT No. 2021-034559 AND ALL SUBSEQUENT MODIFICATIONS.
14. DIRECT ACCESS TO N. HIGHBROOK WAY FROM ANY BUILDABLE LOT IS PROHIBITED.
15. THIS SUBDIVISION IS LOCATED WITHIN ZONE X AS IDENTIFIED ON THE FLOOD INSURANCE RATE MAP (FIRM) PANEL NUMBER 16001C0135J.



CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	58.69'	123.00'	27°20'19"	S76°51'27"W	58.13'
C2	46.76'	98.00'	27°20'19"	N76°51'27"E	46.32'
C3	22.57'	74.37'	17°23'04"	N69°06'31"E	22.48'
C4	16.09'	73.00'	12°37'38"	S84°12'47"W	16.06'
C5	0.85'	63.00'	0°46'32"	N89°05'08"W	0.85'
C6	33.70'	63.00'	30°39'01"	N73°22'22"W	33.30'
C7	10.27'	63.00'	9°20'37"	S53°22'33"E	10.26'
C8	62.62'	88.00'	40°46'10"	S69°05'19"E	61.30'
C9	80.41'	113.00'	40°46'10"	S69°05'19"E	78.72'
C10	48.97'	124.12'	22°36'19"	S78°17'22"E	48.65'

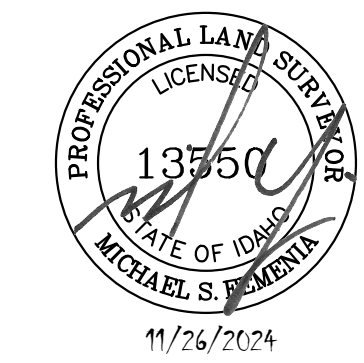
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C11	38.03'	131.00'	16°38'05"	S56°21'02"E	37.90'
C12	24.47'	88.00'	15°56'05"	N56°40'16"W	24.39'
C13	38.18'	88.00'	24°51'29"	N77°04'03"W	37.88'
C15	98.25'	138.00'	40°47'34"	S69°06'01"E	96.19'
C16	54.78'	155.90'	20°07'57"	S58°45'51"E	54.50'

LINE	BEARING	LENGTH
L1	N00°31'36"E	28.77'
L2	N89°27'08"W	10.00'
L3	S87°57'28"E	17.33'

LINE	BEARING	LENGTH
L4	S00°31'36"W	11.97'
L5	S02°39'41"W	7.67'
L6	N65°27'08"E	7.98'

**Legend**

- ⊕ FOUND ALUMINUM (ALC)/BRASS(BCP) CAP MONUMENT
- FOUND 5/8" REBAR WITH PLASTIC CAP, MSF 13550 OR AS SHOWN
- ⊕ FOUND 1-1/4" COPPER DISC, TLG PLS 13550
- ⊙ SET 5/8"x24" REBAR WITH PLASTIC CAP, MSF 13550
- SET 1/2"x24" REBAR WITH PLASTIC CAP, MSF 13550
- ⊕ SET 1-1/4" COPPER DISC W/MAGNET, PLS 13550
- △ CALCULATED POINT (NOTHING FOUND OR SET)
- ① LOT NUMBER
- SECTION LINE
- SUBDIVISION BOUNDARY LINE
- CENTERLINE
- LOT LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- TIE LINE
- PUID PUBLIC UTILITY, IRRIGATION, AND DRAINAGE EASEMENT



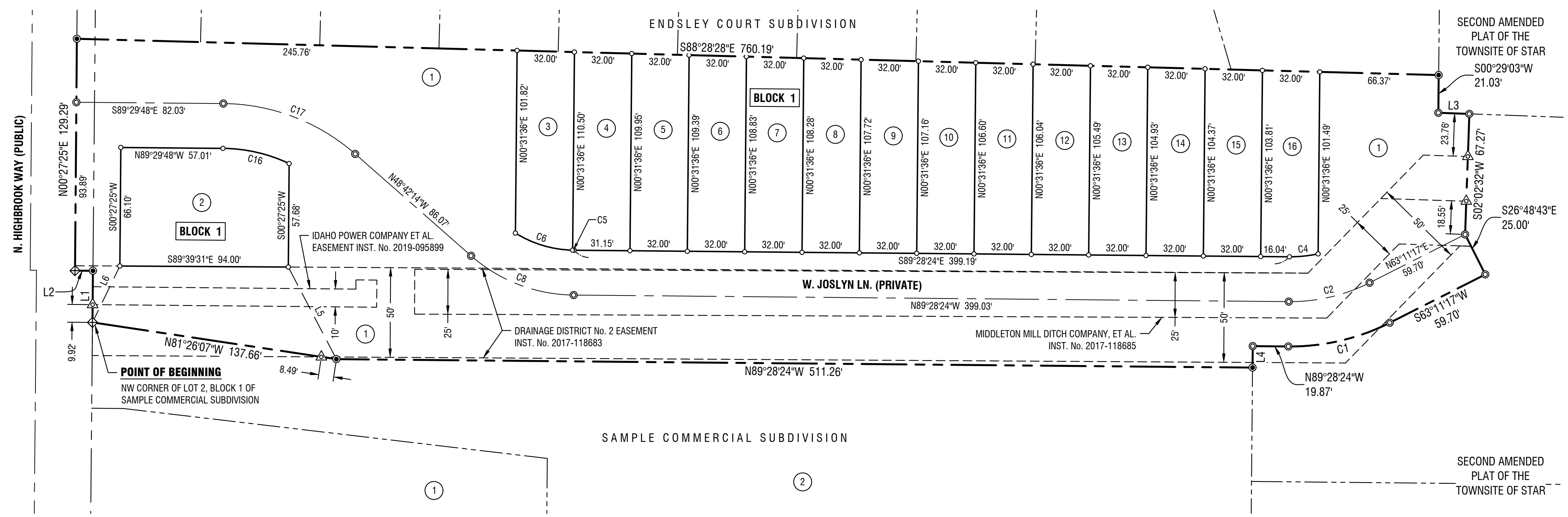
**Survey Narrative**

THIS PLAT WAS PREPARED FOR THE DEVELOPMENT OF THE ADDINGTON SUBDIVISION PHASE 1. THE PROPERTY BEING PLATTED IS ADJACENT TO THE SOUTHERLY BOUNDARY LINE OF ENDSLEY COURT SUBDIVISION, THE WEST RIGHT OF WAY OF HIGHBROOK WAY (SAMPLE COMMERCIAL SUBDIVISION), THE CORNER MONUMENTS FOR SAID SUBDIVISION AND RIGHT OF WAYS WERE HELD FOR THOSE BOUNDARY LINES. THE SOUTH 1/4 CORNER AND THE SOUTHEAST CORNER OF SECTION 7 WERE HELD FOR THE BASIS OF BEARINGS.



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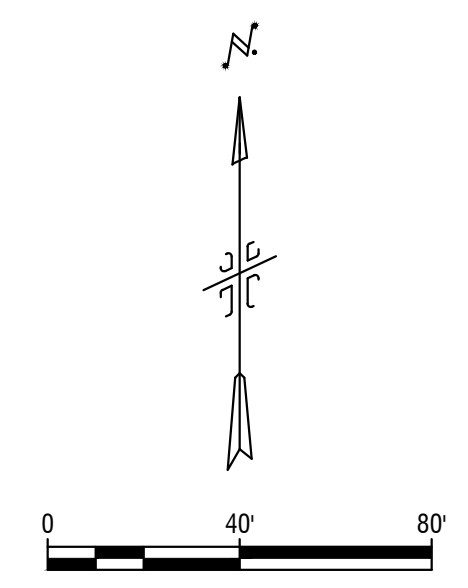
# Final Plat for Addington Subdivision - Phase 1



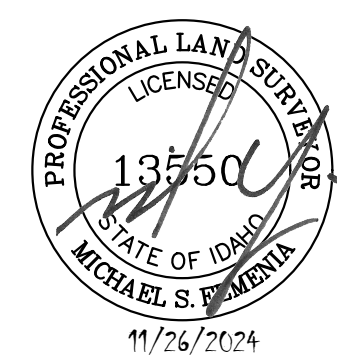
**1** Easements for Drainage District No. 2 (Drain 9A), Middleton Mill Ditch Company et al. (Flake Lateral), and Idaho Power Company et al.

Curve Table					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	58.69'	123.00'	27°20'19"	N76°51'27"E	58.13'
C2	46.76'	98.00'	27°20'19"	N76°51'27"E	46.32'
C4	16.09'	73.00'	12°37'38"	S84°12'47"W	16.06'
C5	0.85'	63.00'	0°46'32"	N89°05'08"W	0.85'
C6	33.70'	63.00'	30°39'01"	N73°22'22"W	33.30'
C8	62.62'	88.00'	40°46'10"	S69°05'19"E	61.30'
C16	38.18'	88.00'	24°51'29"	N77°04'03"W	37.88'
C17	80.45'	113.00'	40°47'34"	N69°06'01"W	78.76'

Line Table		
LINE	BEARING	LENGTH
L1	N00°31'36"E	28.77'
L2	N89°27'08"W	10.00'
L3	S87°57'28"E	17.33'
L4	S00°31'36"W	11.97'
L5	S27°34'48"E	57.96'
L6	N25°55'59"E	34.95'

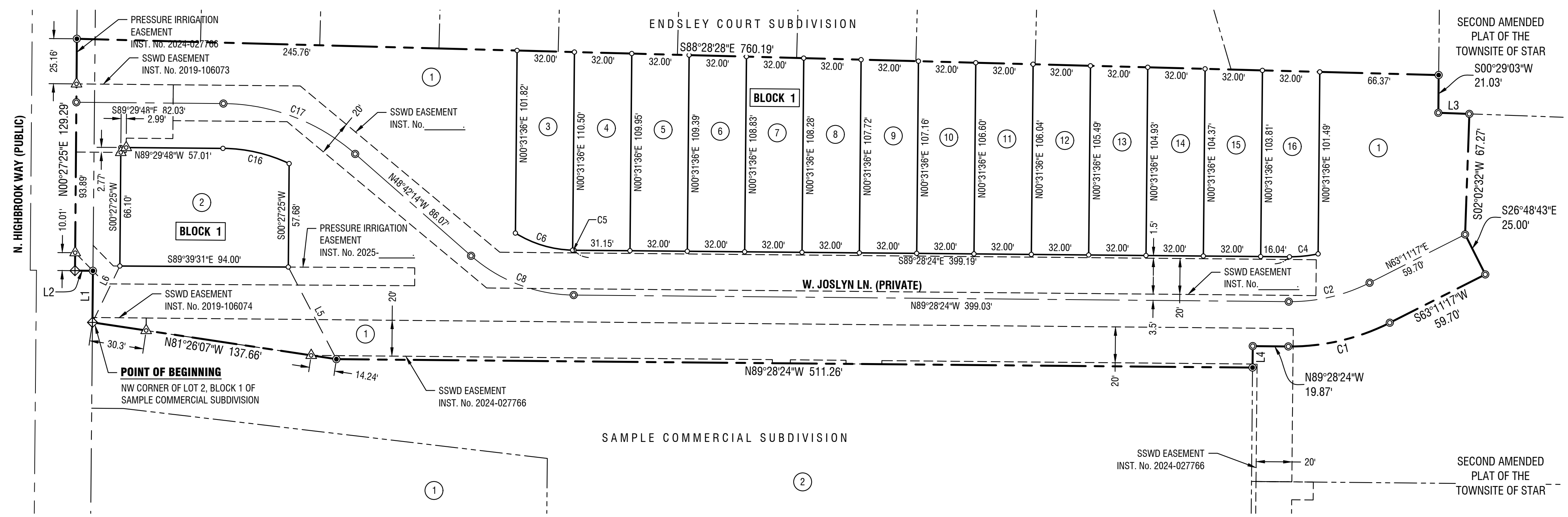


**Scale: 1" = 40'**  
See Sheet 1 for Notes & Legend

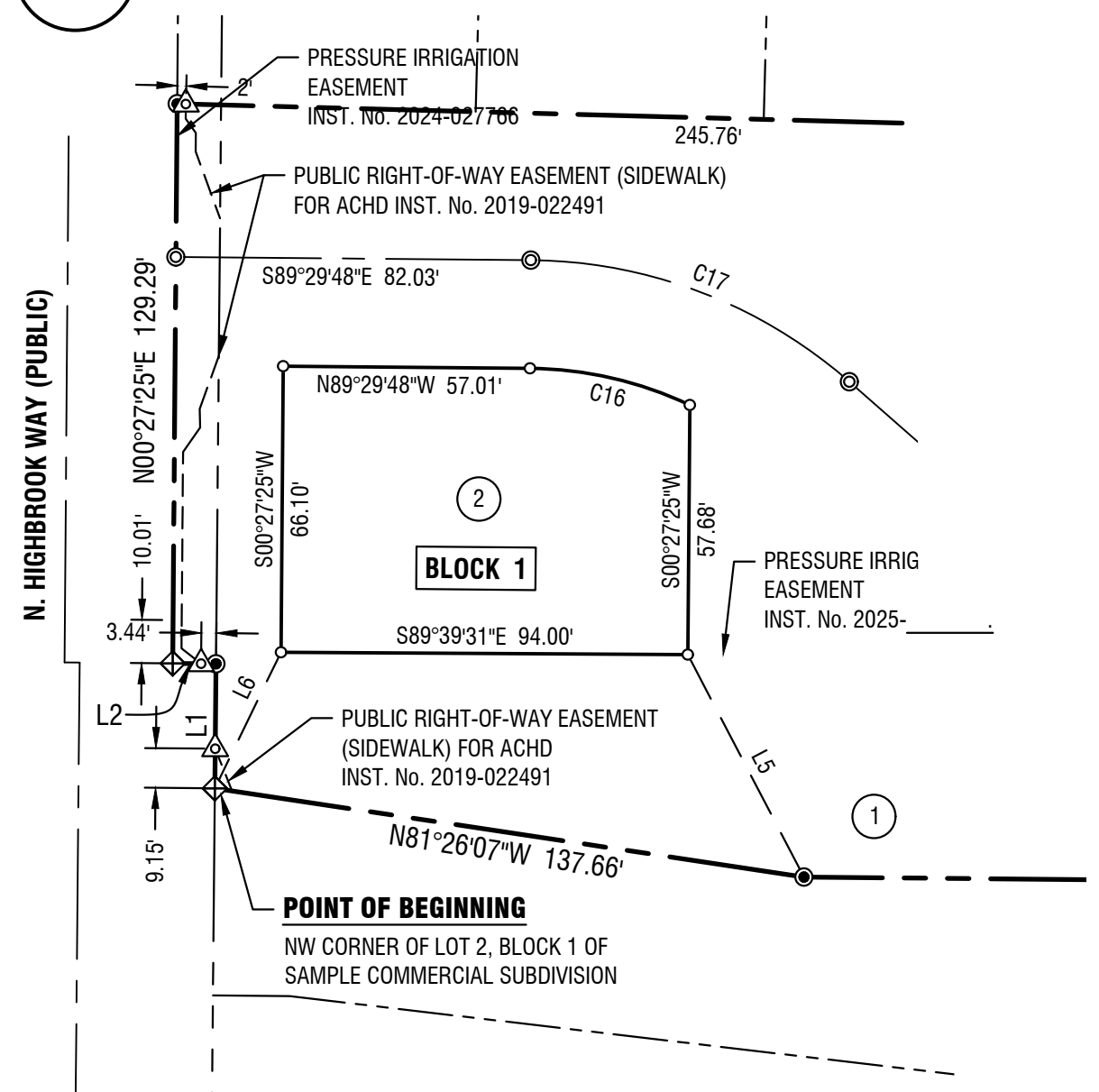


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# Final Plat for Addington Subdivision - Phase 1

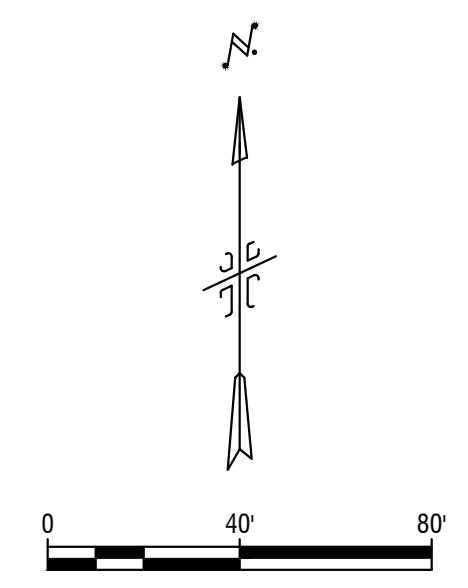


## 1 Easements for Star Sewer & Water District (SSWD), and Pressure Irrigation

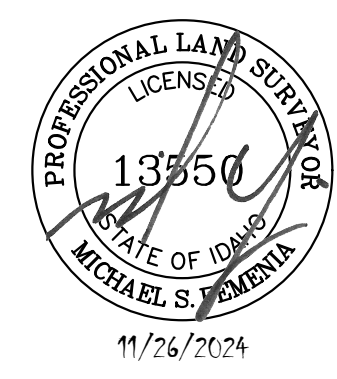


CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	58.69'	123.00'	27°20'19"	N76°51'27"E	58.13'
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C4	16.09'	73.00'	12°37'38"	S84°12'47"W	16.06'
C5	0.85'	63.00'	0°46'32"	N89°05'08"W	0.85'
C6	33.70'	63.00'	30°39'01"	N73°22'22"W	33.30'
C8	62.62'	88.00'	40°46'10"	S69°05'19"E	61.30'
C16	38.18'	88.00'	24°51'29"	N77°04'03"W	37.88'
C17	80.45'	113.00'	40°47'34"	N69°06'01"W	78.76'

LINE	BEARING	LENGTH
L1	N00°31'36"E	28.77'
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L6	N25°55'59"E	34.95'



Scale: 1" = 40'  
See Sheet 1 for Notes & Legend



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## 2 Easements for Ada County Highway District, and Pressure Irrigation



# Final Plat for Addington Subdivision - Phase 1

## Certificate of Owners

KNOW ALL PERSONS BY THESE PRESENTS: THAT THE UNDERSIGNED, IS THE OWNER OF THE REAL PROPERTY HEREAFTER DESCRIBED:

A PARCEL OF LAND BEING A RE-SUBDIVISION OF A PORTION OF BLOCK 8 OF THE SECOND AMENDED PLAT OF THE TOWNSITE OF STAR, AS SAME IS SHOWN ON THE OFFICIAL PLAT THEREOF, AT BOOK 3, PAGE 138 OF PLATS, ADA COUNTY RECORDS AND A PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF STAR, ADA COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH ONE QUARTER CORNER OF SAID SECTION 7, (FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 7 BEARS SOUTH 88° 16' 03" EAST, 2640.76 FEET DISTANT); THENCE ON THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 7, NORTH 00°31'36" EAST, 885.62 FEET, TO THE NORTHWESTERLY CORNER OF THE SAMPLE COMMERCIAL SUBDIVISION, AS SAME IS SHOWN ON THE OFFICIAL PLAT THEREOF, AT BOOK 125, PAGE 19927 OF PLATS, ADA COUNTY RECORDS, AND THE POINT OF BEGINNING;  
THENCE CONTINUING ON SAID MID-SECTION LINE, NORTH 00° 31' 36" EAST, 28.77 FEET;  
THENCE LEAVING SAID MID-SECTION LINE, NORTH 89° 27' 08" WEST, 10.00 FEET, TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF NORTH Highbrook Way;  
THENCE ON SAID EASTERLY RIGHT OF WAY LINE, NORTH 00° 27' 25" EAST, 129.29 FEET, TO THE SOUTHWESTERLY CORNER OF BLOCK 2 OF ENDSLEY COURT SUBDIVISION, AS SAME IS SHOWN ON THE OFFICIAL PLAT THEREOF, AT BOOK 117, PAGE 17841 OF PLATS, ADA COUNTY RECORDS;  
THENCE ON THE SOUTH BOUNDARY LINE OF SAID BLOCK 2, SOUTH 88° 28' 28" EAST, 760.19 FEET;  
THENCE LEAVING SAID SOUTH BOUNDARY LINE, SOUTH 00° 29' 03" WEST, 21.03 FEET;  
THENCE SOUTH 87° 57' 28" EAST, 17.33 FEET;  
THENCE SOUTH 02° 02' 32" WEST, 67.27 FEET;  
THENCE SOUTH 26° 48' 43" EAST, 25.00 FEET;  
THENCE SOUTH 63° 11' 17" WEST, 59.70 FEET TO A POINT OF CURVATURE;  
THENCE 58.69 FEET ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 123.00 FEET, A CENTRAL ANGLE OF 27° 20' 19", AND WHOSE CHORD BEARS SOUTH 76° 51' 27" WEST, 58.13 FEET;  
THENCE NORTH 89° 28' 24" WEST, 19.87 FEET;  
THENCE SOUTH 00° 31' 36" WEST, 11.97 FEET, TO THE NORTHEASTERLY CORNER OF SAID SAMPLE COMMERCIAL SUBDIVISION;  
THENCE ON THE NORTH BOUNDARY LINE OF SAID SAMPLE COMMERCIAL SUBDIVISION, NORTH 89° 28' 24" WEST, 511.26 FEET;  
THENCE CONTINUING ON SAID NORTH BOUNDARY LINE, NORTH 81° 26' 07" WEST, 137.66 FEET TO THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PARCEL CONTAINS 2.93 ACRES, MORE OR LESS.

IT IS THE INTENTION OF THE UNDERSIGNED TO HEREBY INCLUDE THE ABOVE DESCRIBED PROPERTY IN THIS PLAT AND TO DEDICATE TO THE PUBLIC THE PUBLIC STREETS AS SHOWN ON THIS PLAT. THE PRIVATE ROADS AND THE EASEMENTS AS SHOWN ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC. HOWEVER, THE RIGHT TO USE SAID PRIVATE ROADS AND EASEMENTS IS HEREBY PERPETUALLY RESERVED FOR PUBLIC UTILITIES AND SUCH OTHER USES AS DESIGNATED WITHIN THIS PLAT AND NO PERMANENT STRUCTURES ARE TO BE ERRECTED WITHIN THE LINES OF SAID EASEMENTS. ALL LOTS WITHIN THIS PLAT WILL BE ELIGIBLE TO RECEIVE WATER AND SEWER SERVICE FROM AN EXISTING STAR SEWER AND WATER DISTRICT MAIN LINE LOCATED IN THE SUBJECT SUBDIVISION, AND STAR SEWER AND WATER DISTRICT, HAS AGREED IN WRITING TO SERVE ALL OF THE LOTS WITHIN THIS SUBDIVISION.

STC DEVELOPMENT, LLC an IDAHO LIMITED LIABILITY COMPANY

BY: P. ERIC DAVIS  
MANAGER

## Acknowledgment

STATE OF )  
 ) S.S.  
COUNTY OF )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED P. ERIC DAVIS, KNOWN OR IDENTIFIED TO ME TO BE THE MANAGER OF SAID LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF SAID LIMITED LIABILITY COMPANY, AND ACKNOWLEDGED TO ME THAT SUCH LIMITED LIABILITY COMPANY EXECUTED THE SAME.

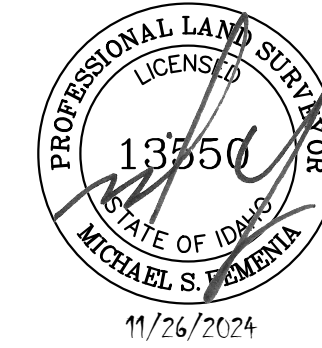
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR \_\_\_\_\_  
RESIDING IN \_\_\_\_\_

MY COMMISSION EXPIRES \_\_\_\_\_

## Certificate of Surveyor

I, MICHAEL S. FEMENIA, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO, AND THAT THIS PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.



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# Final Plat for Addington Subdivision - Phase 1

### Approval of Central District Health

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

\_\_\_\_\_  
CENTRAL DISTRICT HEALTH

### Approval of Ada County Highway District

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE \_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR 20 \_\_\_\_.

\_\_\_\_\_  
ADA COUNTY HIGHWAY DISTRICT

\_\_\_\_\_  
PRESIDENT

### Approval of City Engineer

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO,  
ON THIS DAY \_\_\_\_\_, HEREBY APPROVE APPROVE THIS PLAT.

\_\_\_\_\_  
CITY ENGINEER

### Approval of City of Star

I, THE UNDERSIGNED, \_\_\_\_\_, CITY CLERK IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO,  
DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE \_\_\_\_ DAY OF \_\_\_\_\_,  
IN THE YEAR 20 \_\_\_\_, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

\_\_\_\_\_  
CITY OF STAR CLERK

### Certificate of County Surveyor

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

\_\_\_\_\_  
COUNTY SURVEYOR

PLS \_\_\_\_\_

DATE \_\_\_\_\_

### Certificate of the County Treasurer

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER THE REQUIREMENTS OF IDAHO CODE 50-1308 DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND/OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

\_\_\_\_\_  
DATE

\_\_\_\_\_  
COUNTY TREASURER

### County Recorder's Certificate

STATE OF IDAHO )  
                          ) SS  
COUNTY OF ADA )

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF THE LAND GROUP, INC.

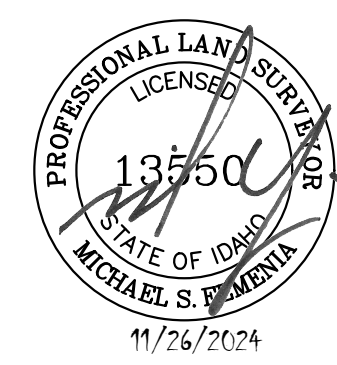
AT \_\_\_\_ MINUTES PAST \_\_\_\_ O'CLOCK \_\_\_\_ M., ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR 20 \_\_\_\_.

IN BOOK \_\_\_\_ OF PLATS AT PAGES \_\_\_\_ THROUGH \_\_\_\_\_, INSTRUMENT No. \_\_\_\_\_.

\_\_\_\_\_  
DEPUTY

\_\_\_\_\_  
EX-OFFICIO RECORDER

FEE: \_\_\_\_\_



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**Street Tree Notes:**

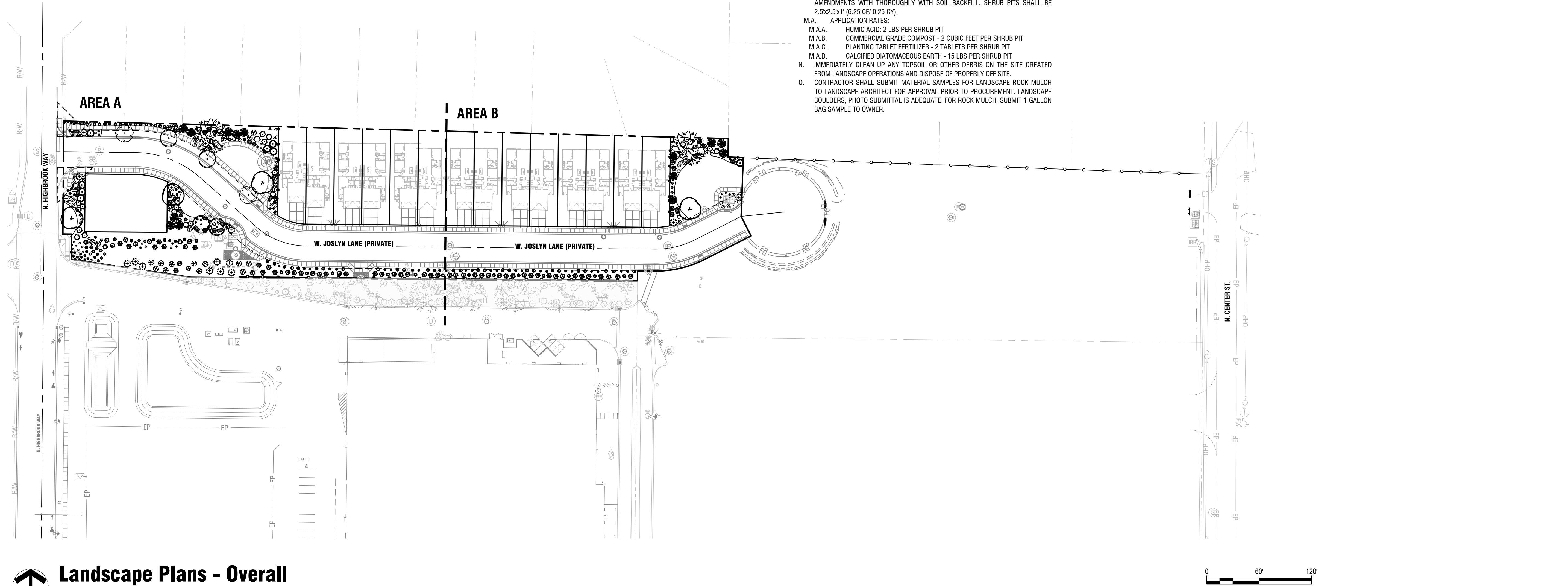
1. TREES SHALL NOT BE PLANTED WITHIN A MINIMUM 5' OF ANY SSWD WATER SERVICE.
2. ANY TREES PLANTED WITHIN A CLEAR VISION TRIANGLE SHALL BE PRUNED TO A MINIMUM OF EIGHT FEET (8') ABOVE THE GROUND OR SIDEWALK SURFACE AND 14 FEET (14') ABOVE ADJACENT STREET SURFACE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUND COVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE THREE FEET (3') FROM THE LOWEST ADJACENT STREET.
3. ROOTBARRIERS SHALL BE INSTALLED AT CURBS AND SIDEWALKS AT STREET TREES WHERE THE PARKWAY STRIP IS LESS THAN 8' WIDE.

**Landscape Notes:**

- A. CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
- B. FINISH GRADES TO BE SMOOTH AND EVEN GRADIENTS WITH POSITIVE DRAINAGE IN ACCORDANCE WITH SITE GRADING PLAN. REMOVE RIDGES AND FILL DEPRESSIONS. AS REQUIRED TO MEET FINISH GRADES, PLACE 4" OF ROCK MULCH OVER SUBGRADE SOIL TO ACHIEVE FINISH GRADE. FINISH GRADE RELATED TO ADJACENT SITE ELEMENTS SHALL BE:
  - B.A. 1-INCH BELOW TOP OF ADJACENT PAVEMENT, VALVE BOX, VAULT, ETC.
  - B.B. 3-INCHES BELOW TOP OF CURB UNLESS NOTED OTHERWISE.
- C. ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 18" OF TOPSOIL. SOD AREAS A MINIMUM OF 12" OF TOPSOIL. SPREAD, COMPACT AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE.
- D. RE-USE EXISTING SURFACE TOPSOIL WHERE POSSIBLE. VERIFY SUITABILITY OF SURFACE SOIL TO PRODUCE TOPSOIL MEETING REQUIREMENTS AND AMEND WHEN NECESSARY. TOPSOIL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTORS ARE RESPONSIBLE TO EITHER: A) PROVIDE APPROVED IMPORTED TOPSOIL, OR B.) IMPROVE ON-SITE TOPSOIL WITH METHODS APPROVED BY LANDSCAPE ARCHITECT. SUPPLEMENT WITH IMPORTED TOPSOIL WHEN QUANTITIES ARE INSUFFICIENT. CLEAN TOPSOIL OF ROOTS, PLANTS, SODS, STONES, CLAY LUMPS AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
- E. IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, PROVIDE NEW TOPSOIL THAT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
- F. OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS IN A DEPTH OF NOT LESS THAN 4 INCHES.
- G. ALL LANDSCAPE AREAS SHALL BE WEED FREE AT THE TIME OF LANDSCAPE INSTALLATION REMOVE ALL ROOTS, WEEDS, ROCKS AND FOREIGN MATERIAL ON THE SURFACE.
- H. NEW TREE PLANTING, SEE DETAIL 3 & 5/L1.50. CONTRACTOR SHALL STAKE ALL TREES DEEMED NECESSARY, I.E.... FROM BEING BLOWN OVER, PLANTED WITH LOOSE ROOT BALL, ETC. CONTRACTOR'S OPTION.
- I. NEW SHRUB PLANTING, SEE DETAIL 2/L1.50.
- J. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
- K. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF SUBSTANTIAL COMPLETION. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
- L. TREE PIT BACKFILL PLANTING MIX: BLEND TOPSOIL AND SOIL AMENDMENTS AND FERTILIZER FOR TREE PIT BACKFILL AT THE FOLLOWING RATES. BLEND AMENDMENTS THOROUGHLY WITH SOIL BACKFILL. TREE PITS SHALL BE 5'x5'x1.5' (37.5 CF/ 1.5 CY).
  - L.A. APPLICATION RATES:
    - L.A.A. HUMIC ACID: 25 LBS PER TREE PIT
    - L.A.B. COMMERCIAL GRADE COMPOST - 10 CUBIC FEET PER TREE PIT
    - L.A.C. PLANTING TABLET FERTILIZER - 4 TABLETS PER TREE PIT
    - L.A.D. CALCIFIED DIATOMACEOUS EARTH - 75 LBS PER TREE PIT
- M. SHRUB PIT BACKFILL PLANTING MIX: BLEND TOPSOIL AND SOIL AMENDMENTS AND FERTILIZER FOR SHRUB PIT BACKFILL AT THE FOLLOWING RATES. BLEND AMENDMENTS WITH THOROUGHLY WITH SOIL BACKFILL. SHRUB PITS SHALL BE 2.5'x2.5'x1' (6.25 CF/ 0.25 CY).
  - M.A. APPLICATION RATES:
    - M.A.A. HUMIC ACID: 2 LBS PER SHRUB PIT
    - M.A.B. COMMERCIAL GRADE COMPOST - 2 CUBIC FEET PER SHRUB PIT
    - M.A.C. PLANTING TABLET FERTILIZER - 2 TABLETS PER SHRUB PIT
    - M.A.D. CALCIFIED DIATOMACEOUS EARTH - 15 LBS PER SHRUB PIT
- N. IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
- O. CONTRACTOR SHALL SUBMIT MATERIAL SAMPLES FOR LANDSCAPE ROCK MULCH TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PROCUREMENT. LANDSCAPE BOULDERS, PHOTO SUBMITTAL IS ADEQUATE. FOR ROCK MULCH, SUBMIT 1 GALLON BAG SAMPLE TO OWNER.

**PLANT SCHEDULE**

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
<b>TREES</b>					
	AN	ACER TRUNCATUM 'NORWEGIAN SUNSET' / NORWEGIAN SUNSET MAPLE	2" CAL.	B&B	CLASS II; MATURITY: 35' H X 25' W
	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W
	LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W
	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W
	PD	PINUS NIGRA 'OREGON GREEN' / OREGON GREEN PINE	6' HT.	B&B	CONIFEROUS; MATURITY: 18' H X 12' W
	OM	QUERCUS MACROCARPA / BURR OAK	2" CAL.	B&B	CLASS III; MATURITY: 50' H X 40' W
<b>SHRUBS</b>					
	AL	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	3 GAL		MATURITY: 1.5' H X 3.5' W
	BB	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL		MATURITY: 2.5' H X 2.5' W
	CA	CORNUS ALBA 'BAILHALD' TM / IVORY HALO DOGWOOD	5 GAL		MATURITY: 5' H X 5' W
	CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL		MATURITY: 4' H X 3' W
	CS	CORNUS ALBA 'SIBIRICA' / REDBARK DOGWOOD	5 GAL		MATURITY: 9' H X 5' W
	EU	EUONYMUS JAPONICUS 'GREENSPIRE' / GREENSPIRE UPRIGHT EUONYMUS	2 GAL		MATURITY: 6' H X 3' W
	HK	HEMEROCALLIS X 'PARDON ME' / PARDON ME DAYLILY	1 GAL		MATURITY: 2' H X 2' W
	JS	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	5 GAL		MATURITY: 15H X 3W
	LM	LAVANDULA ANGSTIFOLIA 'MUNSTEAD' / MUNSTEAD ENGLISH LAVENDER	1 GAL		MATURITY: 2' H X 2' W
	PH	PINUS SYLVESTRIS 'HILLSIDE CREEPER' / HILLSIDE CREEPER SCOTCH PINE	2 GAL		MATURITY: 2' H 6' W
	PM	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE	2 GAL		MATURITY: 3' H X 3' W
	PS2	PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK	5 GAL		MATURITY: 5H X 5W
	RT	RHUS TYPHINA 'BAILTIGER' / TIGER EYE STAGHORN SUMAC	5 GAL		MATURITY: 6W X 6H



**Landscape Plans - Overall**  
Horizontal Scale: 1" = 60'

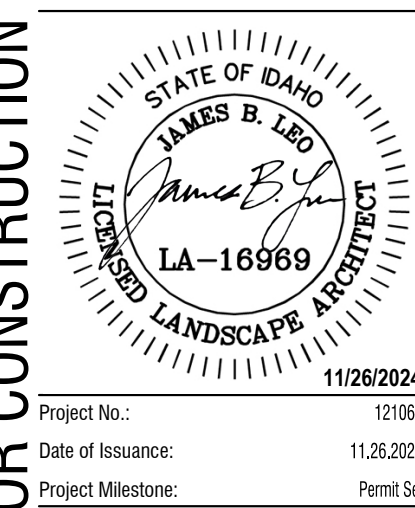


**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Highbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions

1.	



Project No.: 121064  
Date of Issuance: 11/26/2024  
Project Milestone: Permit Set

**Landscape Plans Overall**

**L1.00**

NOT FOR CONSTRUCTION

DATE PLOTTED: 11/26/2024 11:26:04 AM  
DATE PRINTED: 11/26/2024 11:26:04 AM  
DRAWING NUMBER: 2024-11-26-01

**Sheet Notes:**

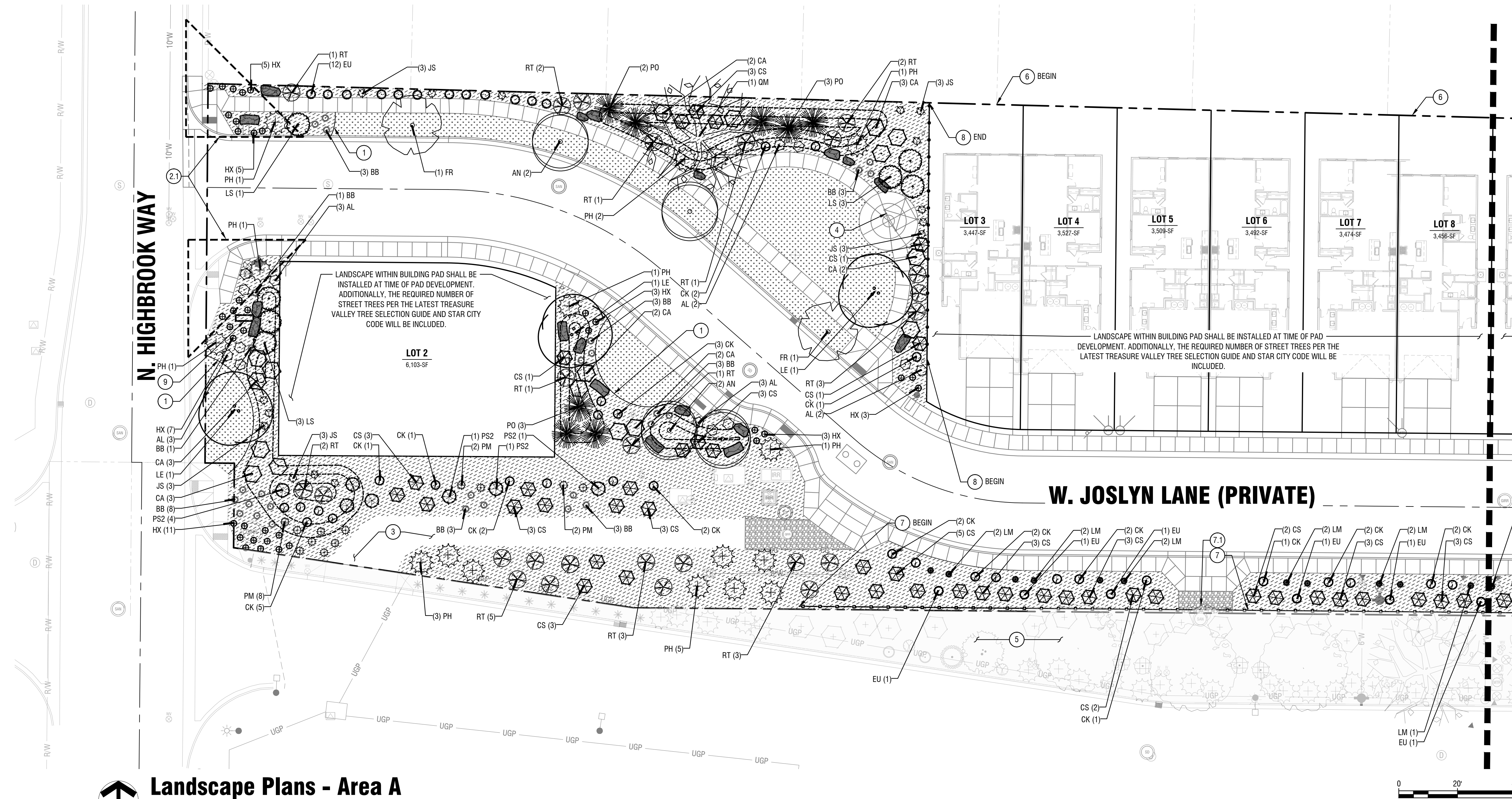
- SEE SHEET L1.00 FOR LANDSCAPE AND STREET TREE NOTES.
- SEE SHEET L1.50 FOR DETAILS.

**Material Legend:**

- 70/30 KENTUCKY BLUE/PERENNIAL RYE TURF SOD
- 4"-DEPTH, 1" BLACK & TAN ROCK MULCH
- LANDSCAPE BERM, 1' CONTOUR INTERVAL
- LARGE LANDSCAPE BOULDERS, 4'-8" DIA. TYP. PER DETAIL 4/L1.50

**Keynotes:**

- PLANTER CUT EDGE PER DETAIL 1/L1.50.
- CLEAR VISION TRIANGLE. ALL IMPROVEMENTS WITH VISION TRIANGLE SHALL CONFORM TO CITY CODE.
- 40-FT X 40-FT STREET INTERSECTION TRIANGLE.
- MAINTENANCE ROAD FOR GRAVITY IRRIGATION OR PUBLIC UTILITY, REFER TO UTILITY PLAN OR MORE INFORMATION.
- 8' X 8' SHADE STRUCTURE WITH TABLE, BY DEVELOPER.
- LANDSCAPE IMPROVEMENTS PREVIOUSLY INSTALLED BY ADJACENT DEVELOPMENT, RETAIN & PROTECT.
- INSTALL VINYL SCREEN EXTENSION FENCE ON PROJECT SIDE OF EXISTING FENCE. SEE DETAIL 6/L1.50.
- INSTALL 9-FT TALL VINYL SCREEN FENCE PER DETAIL 6/L1.50.
- 8-FT WIDE TOTAL DOUBLE SWING GATE.
- 4-FT TALL WROUGHT IRON FENCE TO BE INSTALLED WITH HOUSE CONSTRUCTION.
- FUTURE SUBDIVISION SIGN FOR REFERENCE ONLY.



**Landscape Plans - Area A**  
Horizontal Scale: 1" = 20'

**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Highbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions

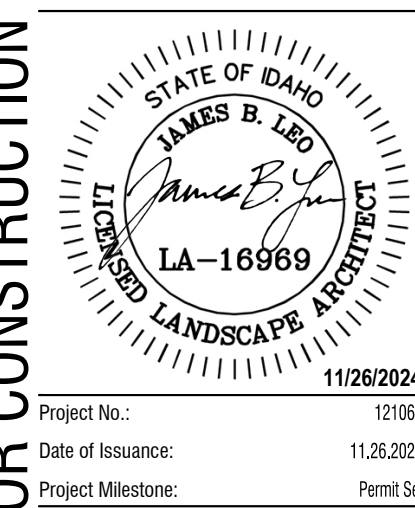
No.	Description
1.	

PLANT SCHEDULE					
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
<b>TREES</b>					
	AN	ACER TRUNCATUM 'NORWEGIAN SUNSET' / NORWEGIAN SUNSET MAPLE	2" CAL.	B&B	CLASS II; MATURITY: 35' H X 25' W
	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W
	LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W
	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W
	PO	PINUS NIGRA 'OREGON GREEN' / OREGON GREEN PINE	6' HT.	B&B	CONIFEROUS; MATURITY: 18' H X 12' W

PLANT SCHEDULE (CONTINUED)					
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
	OM	QUERCUS MACROCARPA / BURR OAK	2" CAL.	B&B	CLASS III; MATURITY: 50' H X 40' W
<b>SHRUBS</b>					
	AL	ARONIA MELANOCARPA 'UCONNAM165' TM / LOW SCAPE MOUND BLACK CHOKEBERRY	3 GAL.		MATURITY: 1.5' H X 3.5' W
	BB	BOUTELOUA GRACILIS 'BLONDE AMBITION' / BLONDE AMBITION BLUE GRAMA	1 GAL.		MATURITY: 2.5' H X 2.5' W
	CA	CORNUS ALBA 'BAILHALO' TM / IVORY HALO DOGWOOD	5 GAL.		MATURITY: 5' H X 5' W
	CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL.		MATURITY: 4' H X 3' W
	CS	CORNUS ALBA 'SIBIRICA' / REDBARK DOGWOOD	5 GAL.		MATURITY: 9' H X 5' W
	EU	EUONYMUS JAPONICUS 'GREENSPIRE' / GREENSPIRE UPRIGHT EUONYMUS	2 GAL.		MATURITY: 6' H X 3' W
	HX	HEMEROCALLIS X 'PARDON ME' / PARDON ME DAYLILY	1 GAL.		MATURITY: 2' H X 2' W

PLANT SCHEDULE (CONTINUED)					
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
	JS	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	5 GAL.		MATURITY: 15H X 3' W
	LM	LAVANDULA ANGSTIFOLIA 'MUNSTEAD' / MUNSTEAD ENGLISH LAVENDER	1 GAL.		MATURITY: 2' H X 2' W
	PH	PINUS SYLVESTRIS 'HILLSIDE CREEPER' / HILLSIDE CREEPER SCOTCH PINE	2 GAL.		MATURITY: 2' H X 6' W
	PM	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE	2 GAL.		MATURITY: 3' H X 3' W
	PS2	PHYSOCARPUS OPULIFOLIUS 'SEWARD' / SUMMER WINE® NINEBARK	5 GAL.		MATURITY: 5H X 5W
	RT	RHUS TYPHINA 'BAILTIGER' / TIGER EYE STAGHORN SUMAC	5 GAL.		MATURITY: 6' W X 6' H

**NOT FOR CONSTRUCTION**



**Landscape Plans  
Area A**

**Sheet Notes:**

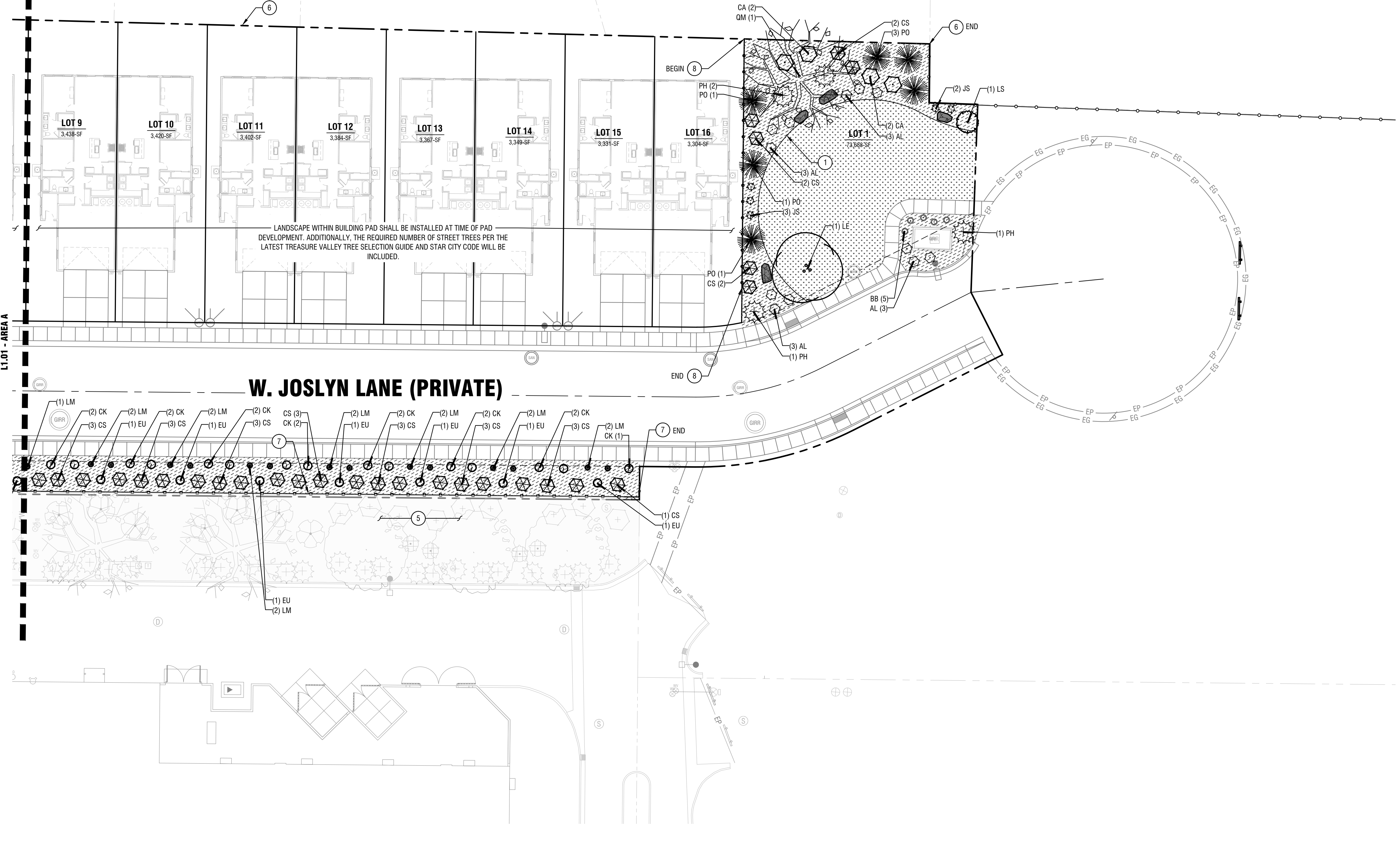
- 1. SEE SHEET L1.00 FOR LANDSCAPE AND STREET TREE NOTES.
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**Landscape Plans - Area B**  
Horizontal Scale: 1" = 20'

PLANT SCHEDULE						PLANT SCHEDULE (CONTINUED)						PLANT SCHEDULE (CONTINUED)						
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS	SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS	SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS	
<b>TREES</b>						<b>SHRUBS</b>												
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	FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W		FR	FRAXINUS PENNSYLVANICA 'RUGBY' TM / PRAIRIE SPIRE ASH	2" CAL.	B&B	CLASS II; MATURITY: 40' H X 20' W		LE	LIRIODENDRON TULIPIFERA 'EMERALD CITY' TM / EMERALD CITY TULIP TREE	2" CAL.	B&B	CLASS III; MATURITY: 55' H X 25' W	
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	LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / COLUMNAR SWEET GUM	2" CAL.	B&B	CLASS II; MATURITY: 50' H X 8' W		OM	QUERCUS MACROCARPA / BURR OAK	2" CAL.	B&B	CLASS III; MATURITY: 50' H X 40' W		JS	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	5 GAL.		MATURITY: 15H X 3W	
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							EU	EUONYMUS JAPONICUS 'GREENSPIRE' / GREENSPIRE UPRIGHT EUONYMUS	2 GAL.		MATURITY: 6' H X 3' W							
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**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Hightbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions

1.	
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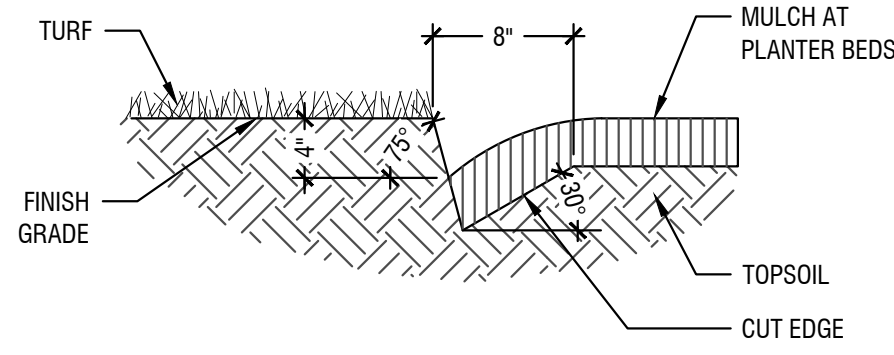
Project No.: 121054  
Date of Issuance: 11/26/2024  
Project Milestone: Permit Set

**Landscape Plans Area B**

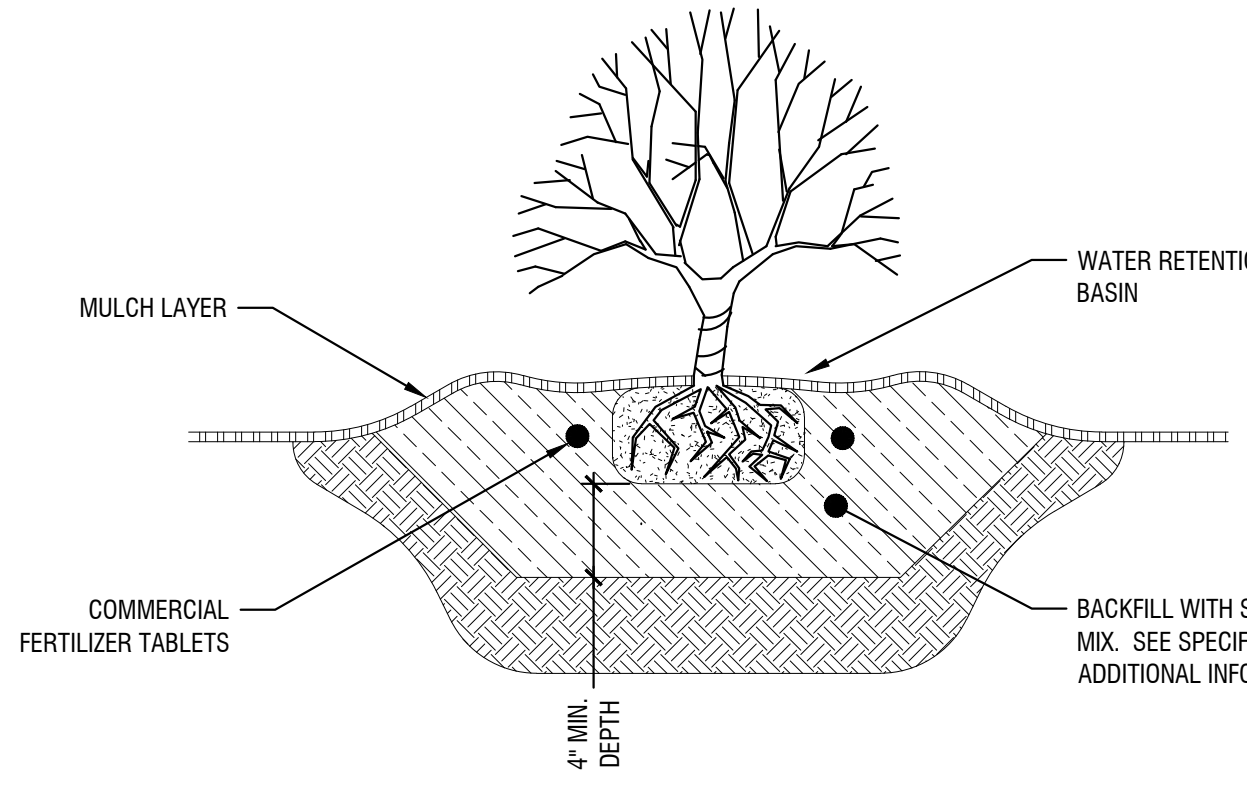
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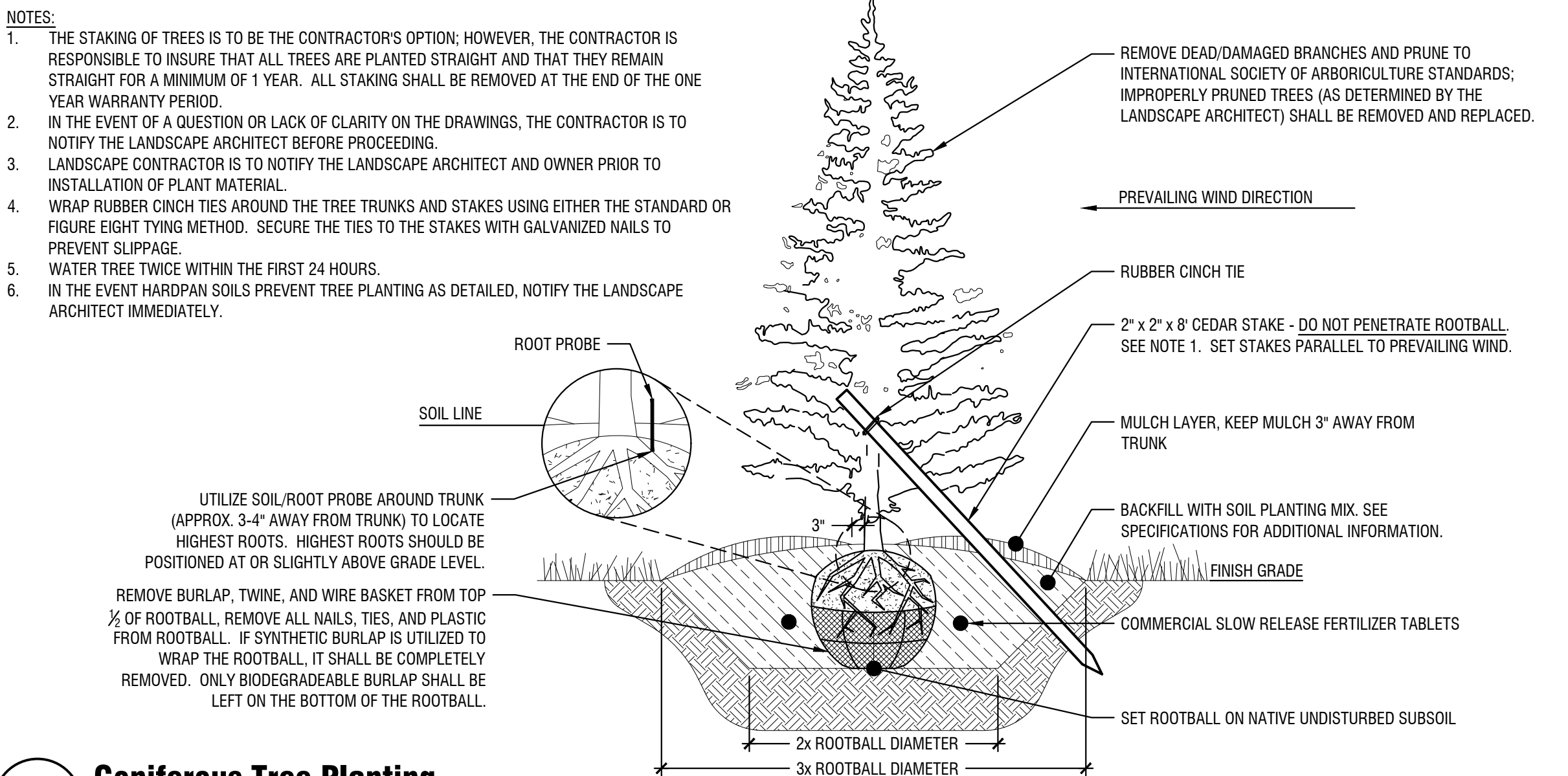
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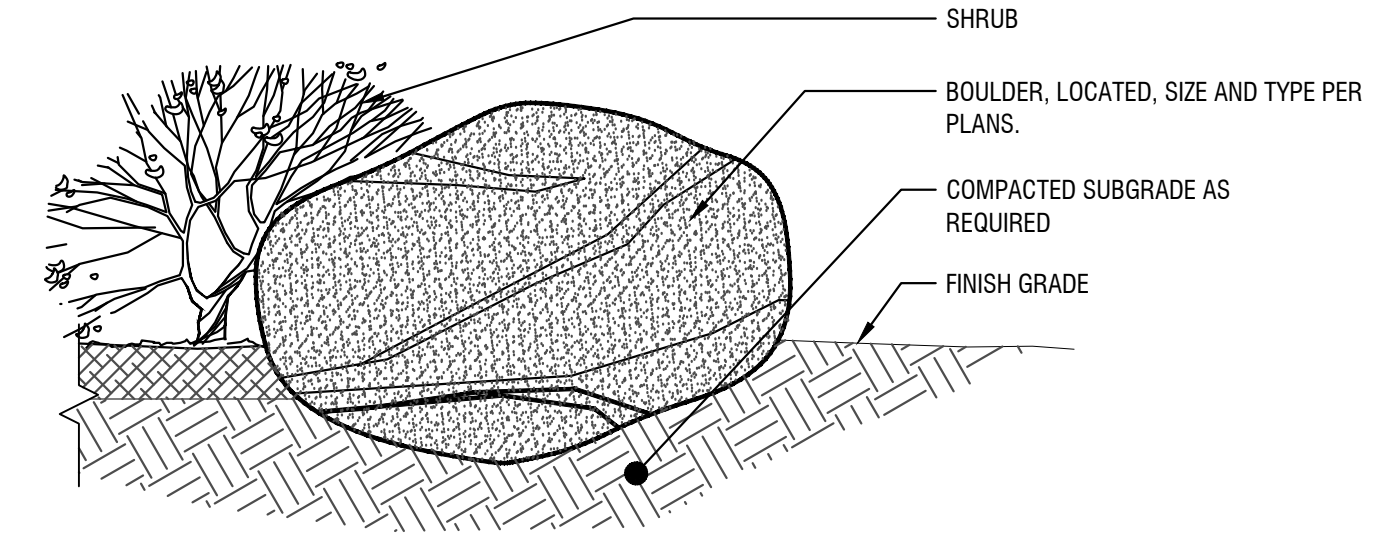
**1 Planter Edge Cut Edge**  
Scale: NTS



**2 Shrub Planting**  
Scale: NTS

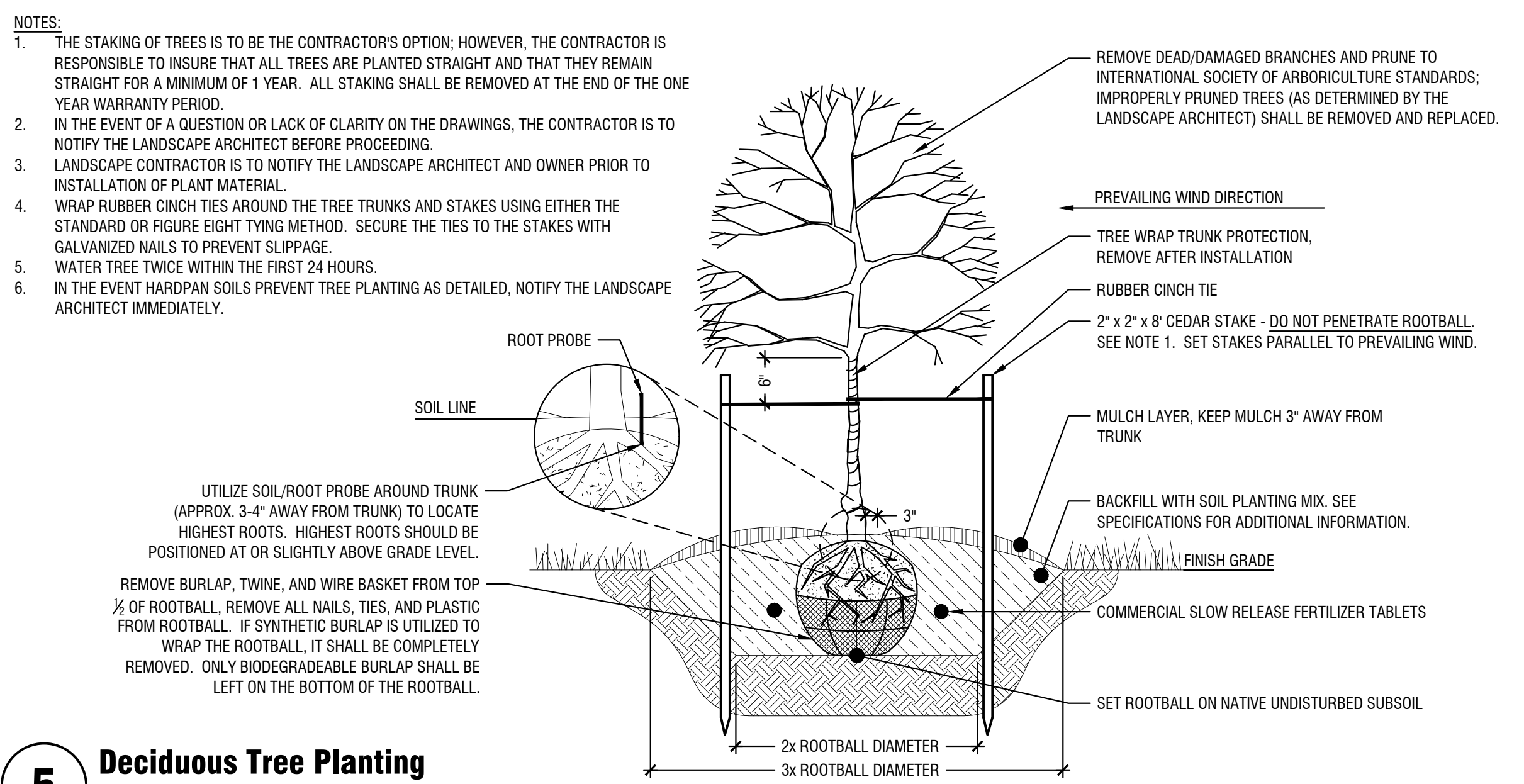


**3 Coniferous Tree Planting**  
Scale: NTS

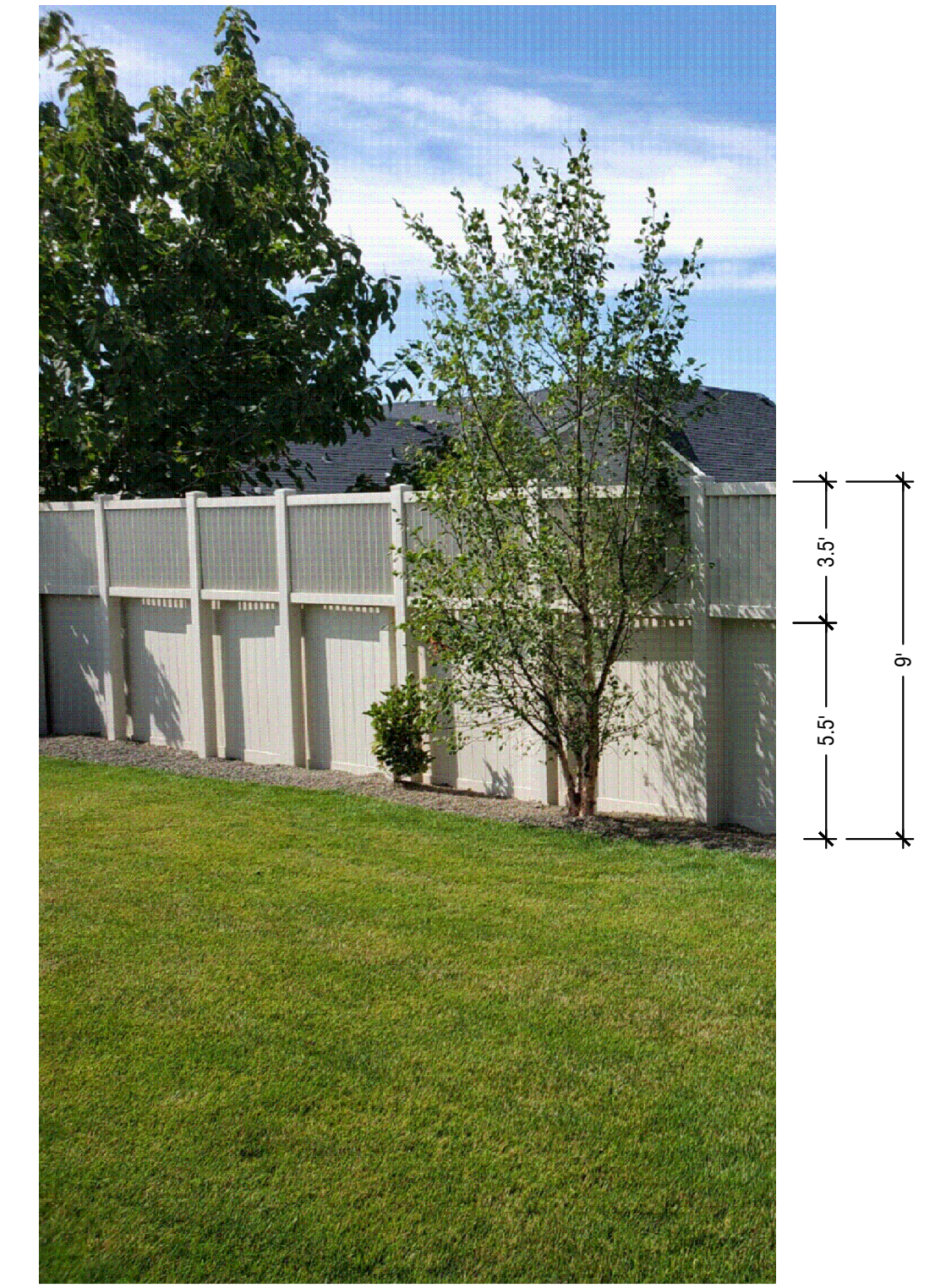


**NOTES:**  
1. NOTIFY LANDSCAPE ARCHITECT WHEN PLACING BOULDERS FOR APPROVAL.  
2. PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION SYSTEM.  
3. CLEAN ALL BOULDERS OF DIRT AND LOOSE DEBRIS.  
4. WHEN PLACING BOULDERS, BURY 1/4 TO 1/3 OF BOULDER BELOW FINISH GRADE.  
5. DO NOT SCAR OR DAMAGE BOULDERS.

**4 Boulder Installation**  
Scale: NTS



**5 Deciduous Tree Planting**  
Scale: NTS



**6 Screen Fence Detail**  
Scale: NTS

LA 169869 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024 - 11/26/2024

**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Hightbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions table with 1 row and 2 columns.

Professional seal for James B. Led with State of Idaho License LA-169869 and date 11/26/2024.

Project No.: 121064  
Date of Issuance: 11/26/2024  
Project Milestone: Permit Set

**L1.50**



### Irrigation Execution:

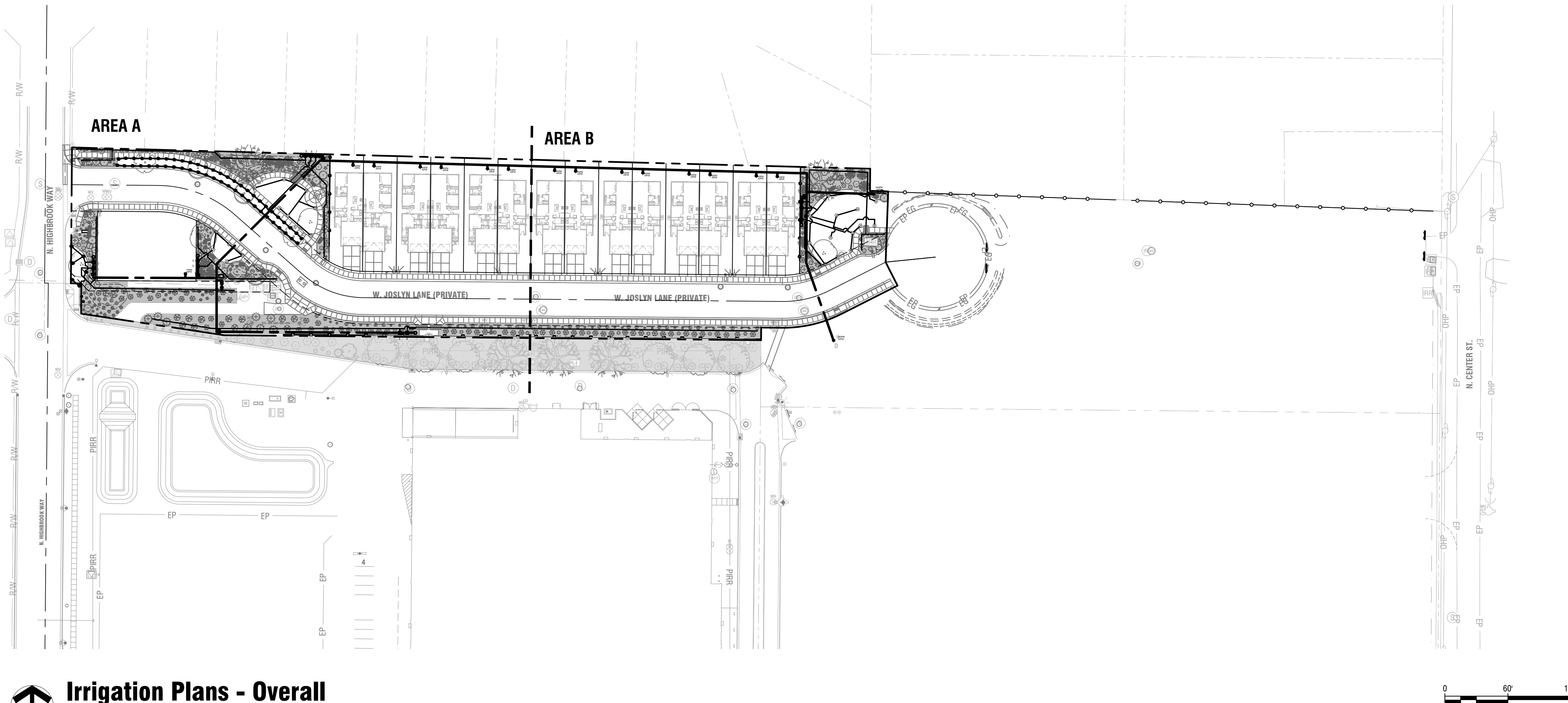
- A. REMOTE CONTROL VALVES:
  - A.A. INSTALLED (1) REMOTE CONTROL VALVE PER VALVE BOX. ENSURE THAT ADEQUATE SPACE IS PROVIDED AROUND ENTIRE VALVE FOR EASE OF MAINTENANCE. ROUND VALVE BOXES ARE NOT PERMITTED. VALVE BOXES SHALL BE GREEN OR BLACK WITH GREEN LIDS.
- B. IRRIGATION CONTROL WIRE:
  - B.A. ALL WIRE SPLICES SHALL BE INSTALLED WITH A WATERPROOF WIRE CONNECTERS AND DBY/R CAP OR BLAZING NUT WIRE SPLICE CONNECTOR.
  - B.B. ALL WIRE SPLICES SHALL BE LOCATED IN VALVE BOXES AND INDICATED ON AS-BUILT DRAWINGS. PROVIDE AS A MINIMUM, 30' OF EXTRA WIRE AT ALL WIRE SPLICES AND REMOTE CONTROL VALVE CONNECTIONS.
  - B.C. CONTROL WIRE SHALL BE INSTALLED WITH PROPOSED MAINLINE. IF CONTROL WIRE LEAVES PIPING TRENCH, WIRE SHALL BE INSTALLED AT A MINIMUM DEPTH OF 12".
- C. PIPING (USE THE FOLLOW):
  - C.A. 2-1/2" AND SMALLER | SDR 21 SCH. 40 PVC, SOLVENT-CEMENT JOINTS.
  - C.B. 3" AND LARGER | SDR 26 CLASS 200 RUBBER GASKETED PVC WITH DUCTILE IRON JOINT RESTRAINT SYSTEM, LEEMCO OR APPROVED EQUAL.
  - C.C. TRENCHES SHALL BE PHOTO DOCUMENTED AND SUBMITTED TO LANDSCAPE ARCHITECT PRIOR TO BACKFILLING.
  - C.D. BACKFILL TRENCHES CONSISTING OF SAND, FINE GRAVEL OR SELECT EARTH FREE OF LARGE LUMPS OR ROCKS LARGER THAN 3/4" SHALL BE USED IN AND AROUND INSTALLED PIPE.

### Drip Irrigation Notes:

- A. ALL PLANTER BEDS ARE TO BE IRRIGATED W/ DRIP IRRIGATION AS INDICATED ON PLANS. THE CONTRACTOR IS RESPONSIBLE TO INSTALL THE DRIP SYSTEM AS PER MANUFACTURERS RECOMMENDATIONS AND THE FOLLOWING REQUIREMENTS:
  - A.A. EACH DRIP ZONE SHALL RECEIVE A DRIP ZONE CONTROL KIT WITH PRESSURE REGULATION AND 120 MESH (MIN.) STAINLESS STEEL FILTRATION SCREEN.
  - A.B. ALL TUBING IS TO BE STAKED DOWN WITH 6" SOIL STAPLES AT 24" INTERVALS (MIN). ALL FITTINGS SHALL RECEIVE (2) STAPLES IN OPPOSING DIRECTIONS.
- B. IF WEED BARRIER FABRIC IS USED IN LANDSCAPE BEDS, DRIP IRRIGATION SHALL BE INSTALLED UNDERNEATH FABRIC AND STAPLED AS INDICATED ABOVE.
- C. ALL LATERAL LINES FROM VALVES TO HEADERS ARE TO BE BURIED AT DEPTH INDICATED IN TRENCH SECTION DETAIL, SIZE AS NECESSARY.
- D. AFTER INSTALLATION OF THE IRRIGATION SYSTEM THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE OWNER WITH AS-BUILT DRAWINGS AND INSTRUCTIONS FOR MAINTENANCE OF THE DRIP SYSTEM.

### Irrigation Notes:

- A. SYSTEM DESIGN BASED ON THE ASSUMPTION OF THE AVAILABILITY OF 50 G.P.M. AND 90 P.S.I. AT THE POINT OF CONNECTION. COORDINATE WITH PLAN SHEET C4.00 SERIES ON CONNECTION TO EXISTING PIRR MAIN LINE.
- B. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY.
- C. COORDINATE ALL IRRIGATION INSTALLATION OPERATIONS WITH CIVIL, MECHANICAL, AND ELECTRICAL ENGINEERING SHEETS.
- D. CONTRACTOR TO COORDINATE INSTALLATION OF IRRIGATION CONDUIT AND SLEEVES UNDER HARD SURFACES WITH RESPECTIVE CONTRACTORS.
- E. ALL SLEEVES TO BE INSTALLED AS PART OF IRRIGATION CONTRACT. APPROXIMATE LOCATION OF SLEEVES ARE SHOWN ON THE IRRIGATION PLAN. FIELD VERIFY LOCATION. ALL ENDS OF SLEEVES TO BE TAPED OR GAPPED AND MARKED WITH A 2"X 4" PAINTED STAKE EXTENDING TO 24" ABOVE GRADE. STAKES ARE NOT TO BE REMOVED UNTIL THE IRRIGATION SYSTEM IS COMPLETE. ALL SLEEVES SHALL EXTEND A MINIMUM OF 18" BEYOND BACK OF CURB OR EDGE OF PAVEMENT. PROVIDE COMPACTED BACKFILL.
- F. CONTRACTOR TO OBTAIN AND PAY FOR ALL PERMITS AND FEES REQUIRED FOR THIS WORK.
- G. IRRIGATION CONTROLLER(S) ARE TO BE LOCATED AS SHOWN ON PLAN. CONTROLLERS SHALL BE WIRED TO POWER SUPPLY BY A LICENSED ELECTRICIAN PER LOCAL CODES. IRRIGATION CONTRACTOR TO PROVIDE ALL REQUIRED CONNECTIONS TO 24 VOLT IRRIGATION CONTROL WIRE INSIDE THE BUILDINGS THROUGH APPROPRIATE SIZED CONDUIT.
- H. IRRIGATED AREAS CONTAINING VEGETATION WHICH POTENTIALLY MAY IMPEDE PERFORMANCE OF A POP-UP SPRINKLER AND/OR ROTOR HEADS ARE TO BE REPLACED WITH A 12" HIGH POP-UP HEADS.
- I. ALL ELECTRICAL WORK TO MEET OR EXCEED N.E.C., STATE CODES, LOCAL CODES, AND MANUFACTURER'S RECOMMENDATIONS.
- J. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ROCK AND DEBRIS BROUGHT TO THE SURFACE AS A RESULT OF TRENCHING OPERATIONS.
- K. CONTRACTOR SHALL REFER TO SPECIFICATIONS AND DETAIL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
- L. ALL 24 VOLT POWER WIRES SHALL BE #14 AWG COPPER. ALL ABOVE GROUND 120 VOLT AND 24 VOLT WIRE SHALL BE IN PVC CONDUIT. ALL 24 VOLT WIRES SHALL BE TAPED TOGETHER AT TEN FOOT (10'-0") INTERVALS.
- M. INSTALLATION SHALL COMPLY WITH ALL NATIONAL, STATE, AND LOCAL LAWS AND ORDINANCES.
- N. IRRIGATION CONTRACTOR SHALL PROVIDE AN AS-BUILT IRRIGATION PLAN UPON COMPLETION OF INSTALLATION AND PRIOR TO FINAL PAYMENT.
- O. THE ENTIRE SYSTEM SHALL BE GUARANTEED TO BE COMPLETE AND PERFECT IN EVERY DETAIL FOR A PERIOD OF ONE YEAR FROM THE DATE OF ITS ACCEPTANCE. REPAIR OR REPLACEMENT OF ANY DEFECTS OCCURRING WITHIN THAT YEAR SHALL BE FREE OF EXPENSE TO THE OWNER.
- P. AS PART OF THIS CONTRACT, PERFORM AT NO EXTRA COST WINTERIZATION AND SPRING START UP OF THE SYSTEM DURING THE GUARANTEE PERIOD.
- Q. ALL MATERIALS SHALL BE NEW AND WITHOUT FLAWS OR DEFECTS OF THE QUALITY AND PERFORMANCE SPECIFIED, AND SHALL MEET THE REQUIREMENTS OF THIS SYSTEM. USE MATERIALS AS SPECIFIED, NO SUBSTITUTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN PERMISSION OF THE OWNER.
- R. IRRIGATION CONTRACTOR SHALL MAKE NECESSARY MINOR FIELD ADJUSTMENTS TO SPRINKLER NOZZLES, SPRINKLERS, PIPE, AND OTHER IRRIGATION EQUIPMENT LOCATIONS TO FIT THE AS-BUILT SITE. ADJUST HEAD AND PIPE LOCATIONS AS REQUIRED TO AVOID DAMAGING EXISTING TREE ROOTS. ADJUSTMENTS SHALL ENSURE HEAD TO HEAD COVERAGE.
- S. IRRIGATION PIPING LAYOUT IS SCHEMATIC. WHERE LINES ARE SHOWN BELOW PAVEMENT ADJACENT TO LANDSCAPE AREAS, THEY ARE TO BE LOCATED IN THE LANDSCAPE AREA UNLESS SHOWN WITH A SLEEVE SYMBOL.
- S.A. IRRIGATION MAINLINE SHALL BE SLEEVED UNDER ALL HARDSCAPE. SLEEVING MAY NOT BE SHOWN FOR MAINLINE FOR GRAPHICAL PURPOSES.
- T. LOCATION OF EXISTING EQUIPMENT ARE SCHEMATIC IN NATURE. FIELD VERIFY ALL BASE AND EXISTING IRRIGATION ELEMENTS AND CONDITIONS PRIOR TO CONSTRUCTION AND PROVIDE NECESSARY ADJUSTMENTS.
- V. IN THE EVENT OF A DISCREPANCY, IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT.
- W. CONTRACTOR SHALL SCHEDULE A MEETING WITH LANDSCAPE ARCHITECT AND OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF IRRIGATION CONTROL SYSTEM TO DETERMINE PROCEDURES OF INSTALLATION OF IRRIGATION CONTROL SYSTEM.
- X. PIPE VELOCITIES SHALL NOT EXCEED 5 FT/SEC.
- Y. AREAS WHERE FULL CIRCLE HEADS ARE REQUIRED, NON-REVERSING CIRCLE HEADS SHALL BE INSTALLED. PARTIAL CIRCLE HEADS WITH REVERSING DIRECTION ARE PROHIBITED FOR USE OF 360° ROTATION.
- Z. PROVIDE AND INSTALL GROUNDING ALONG THE TWO WIRE PATH PER MANUFACTURERS RECOMMENDATIONS.



**Irrigation Plans - Overall**  
 Horizontal Scale: 1" = 60'

# Addington Subdivision - Phase 1 STC Development

NE Corner of N. Hightbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions	
1.	

**NOT FOR CONSTRUCTION**

STATE OF IDAHO  
 JAMES B. LED  
 LA-16969  
 LICENSED LANDSCAPE ARCHITECT

Project No.: 121064  
 Date of Issuance: 11/26/2024  
 Project Milestone: Permit Set

**Irrigation Plans Overall**



**Sheet Notes:**

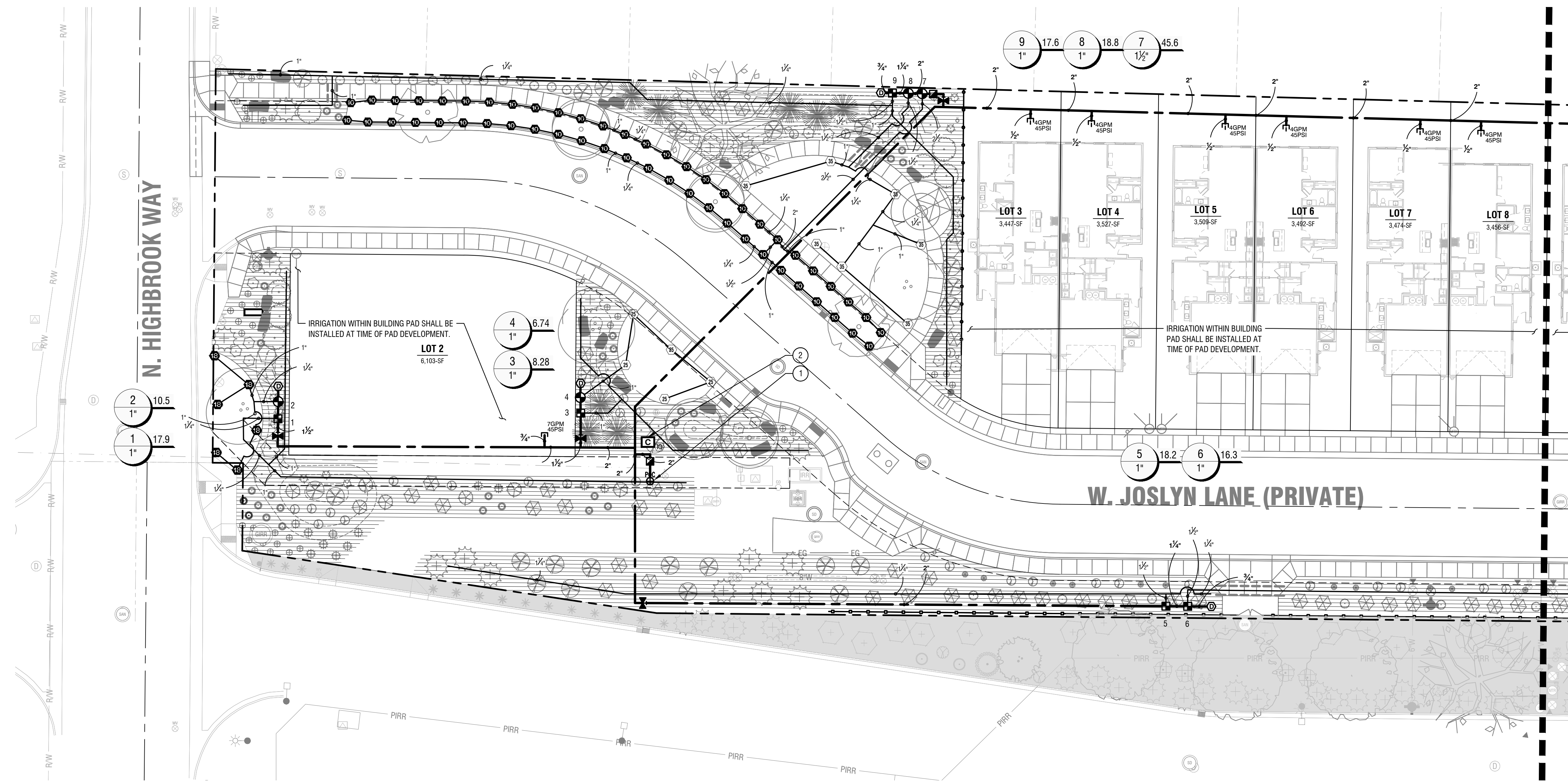
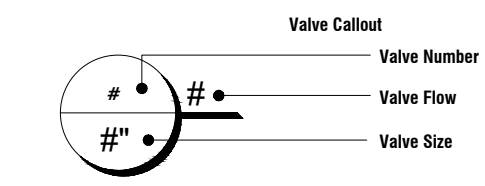
- SEE SHEET L2.00 FOR IRRIGATION SYSTEM NOTES.
- SEE SHEET L2.50 & L2.51 FOR IRRIGATION DETAILS.

**Keynotes:**

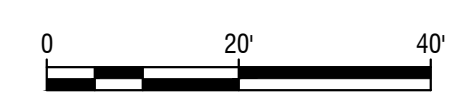
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IRRIGATION SCHEDULE			
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI	DETAIL
4 5 6 7 8 9	RAIN BIRD 1806-SAM-PRS ADJ TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	30	8/L2.50
10 11 12 13 14 15	RAIN BIRD 1806-SAM-PRS HE-VAN SERIES TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	30	8/L2.50
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	PSI	DETAIL
25	RAIN BIRD 5006-PL-PC-FC-MPR-SAM 25 TURF ROTOR. 6.0" POP-UP. PLASTIC RISER, WITH FLOW SHUT-OFF DEVICE. MATCHED PRECIPITATION ROTOR (MPR NOZZLE). ARC AND RADIUS AS PER SYMBOL. 25 FT - RED. 30 FT - GREEN. 35 FT - BEIGE. WITH SEAL-A-MATIC CHECK VALVE.	45	7/L2.50
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL	
26	RAIN BIRD XCZ-100-PRB-COM WIDE FLOW DRIP CONTROL KIT FOR COMMERCIAL APPLICATIONS. 1/2" BALL VALVE WITH 1IN. PESB VALVE AND 1IN. PRESSURE REGULATING 40PSI QUICK-CHECK BASKET FILTER. 5 GPM-20 GPM.	9/L2.50	
27	AREA TO RECEIVE DRIPLINE NETA-FIM TLV-06-18 TECHLINE PRESSURE COMPENSATING LANDSCAPE DRIPLINE WITH CHECK VALVE. 0.6 GPH EMITTERS AT 18" O.C. DRIPLINE LATERALS SPACED AT 18" APART. WITH EMITTERS OFFSET FOR TRIANGULAR PATTERN. 17MM.	10/L2.50	
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL	
28	RAIN BIRD PESB 1", 1 1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY. GLOBE CONFIGURATION. WITH SCRUBBER TECHNOLOGY FOR RELIABLE PERFORMANCE IN DIRTY WATER IRRIGATION APPLICATIONS.	6/L2.50	
29	RAIN BIRD 44-RC 1IN. BRASS QUICK-COUPLING VALVE, WITH CORROSION-RESISTANT STAINLESS STEEL SPRING. THERMOPLASTIC RUBBER COVER, AND 2-PIECE BODY.	5/L2.50	
30	SHUT OFF VALVE	3/L2.50	
31	DRAIN VALVE	4/L2.50	
32	RAIN BIRD ESP-LXD-LXMMSS-LXMMSSPED 50 STATION 2-WIRE. EXTERIOR STAINLESS STEEL PEDESTAL. WITH FLOW SENSING.	2/L2.51	
33	RAIN BIRD IQ-NCC-EN IQ NCC ETHERNET CARTRIDGE UPGRADES ESP-LX SERIES CONTROLLERS TO SATELLITE CONTROLLERS FOR CENTRAL CONTROL CONNECTIVITY. INCLUDES EMBEDDED ETHERNET NETWORK MODEM WITH RJ-45 PORT, AND PATCH CABLE. REQUIRES LAN NETWORK STATIC IP ADDRESS. ADD WIFI MODEM FOR WIRELESS CONNECTIVITY. USED FOR DIRECT OR SERVER SATELLITE APPLICATIONS.		
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37	IRRIGATION MAINLINE: PVC SCHEDULE 40 PVC SCH. 40 PIPE SHALL BE USED WITH SOLVENT WELD SCH. 40 FITTINGS FROM 1/2" - 2-1/2" PIPE SIZES. ALL PIPE 3" AND ABOVE SHALL BE CLASS 200 WITH DUCTILE JOINT RESTRAIN FITTINGS BY LEEMCO.	1/L2.50	
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L2.02 - AREA B



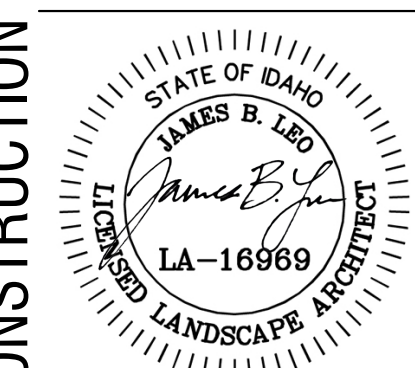
**Irrigation Plans - Area A**

Horizontal Scale: 1" = 20'

**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Highbrook Way & W. Sample Farm Drive  
Star, Idaho 83369

NOT FOR CONSTRUCTION



11/26/2024  
Project No.: 121064  
Date of Issuance: 11/26/2024  
Project Milestone: Permit Set

**Irrigation Plans  
Area A**

**L2.01**





**Sheet Notes:**

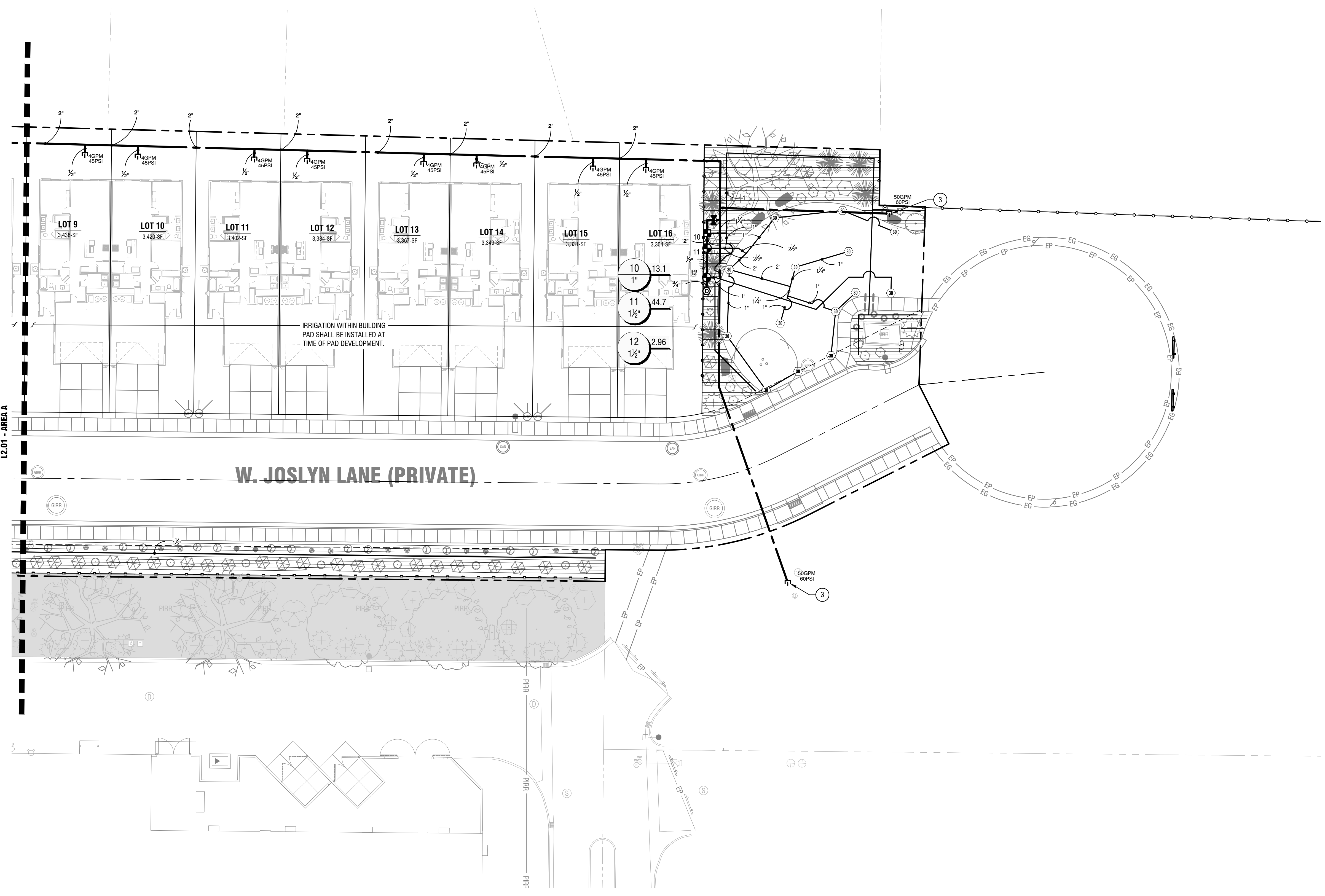
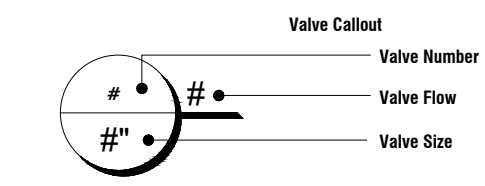
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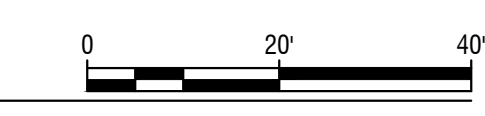
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**Irrigation Plans - Area B**  
Horizontal Scale: 1" = 20'



**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Hightbrook Way & W. Sample Farm Drive  
Star, Idaho 83669

Revisions

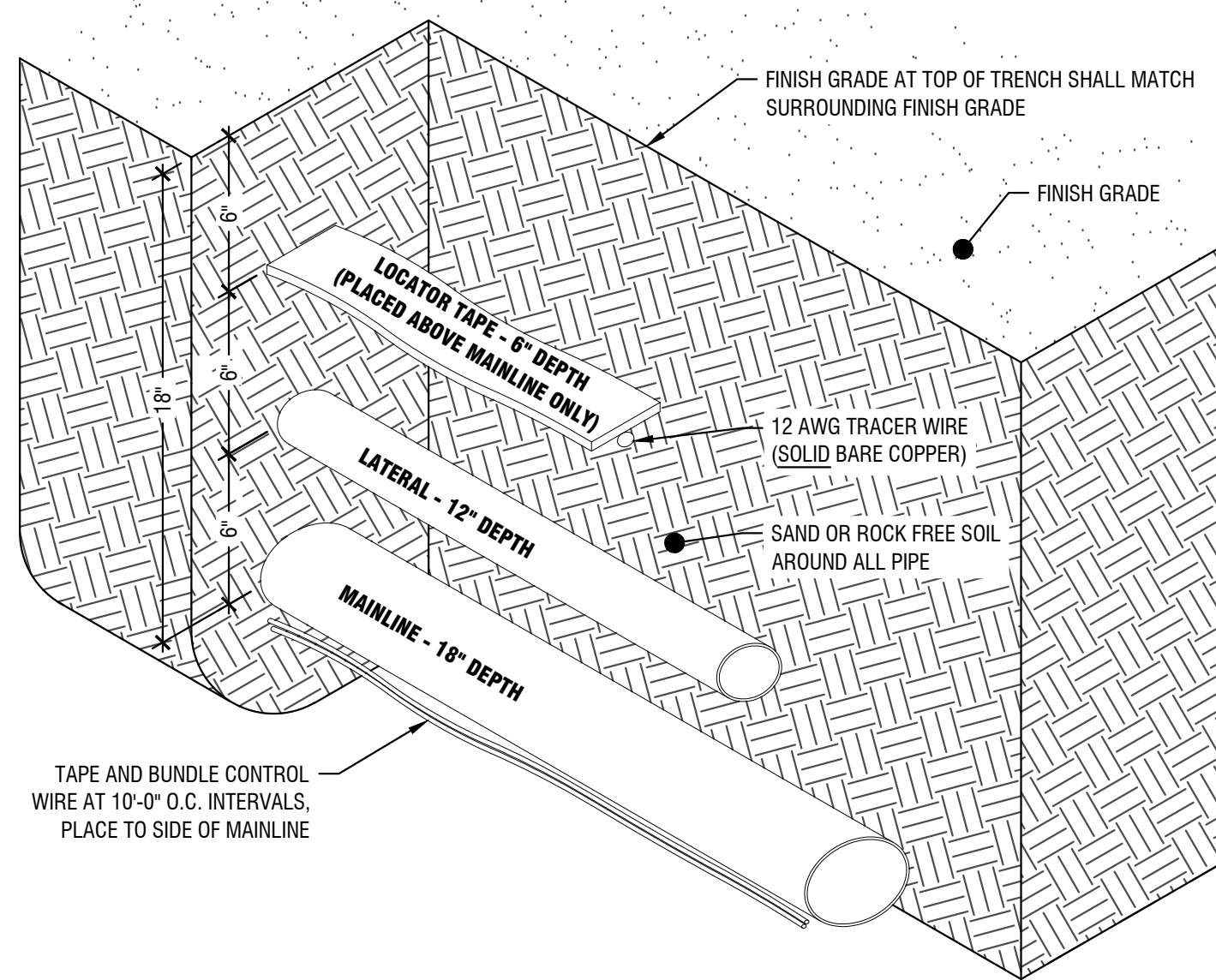
1.	
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STATE OF IDAHO  
JAMES B. LED  
LA-16969  
LICENSED LANDSCAPE ARCHITECT

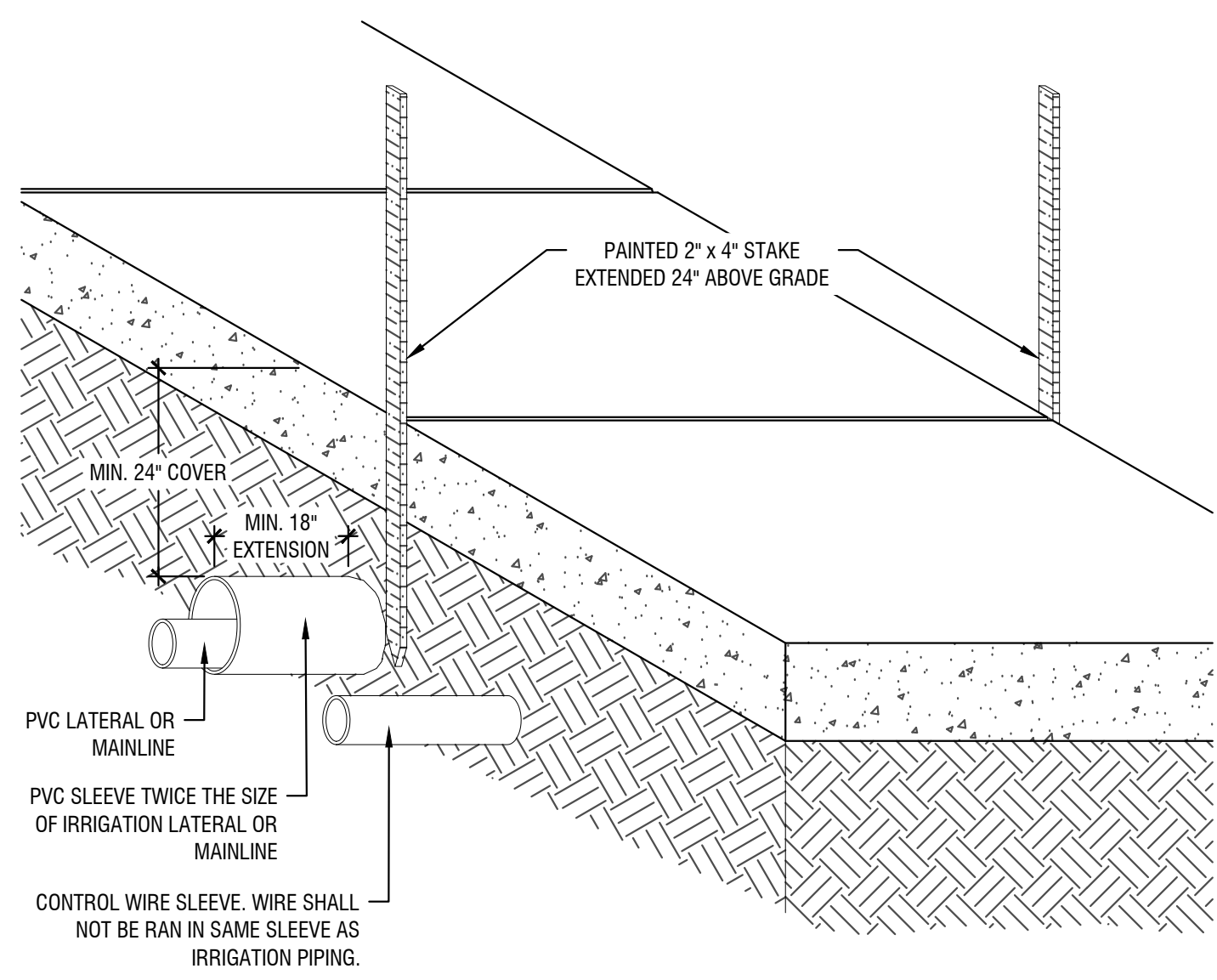
11/26/2024  
Project No.: 121064  
Date of Issuance: 11/26/2024  
Project Milestone: Permit Set

**Irrigation Plans  
Area B**

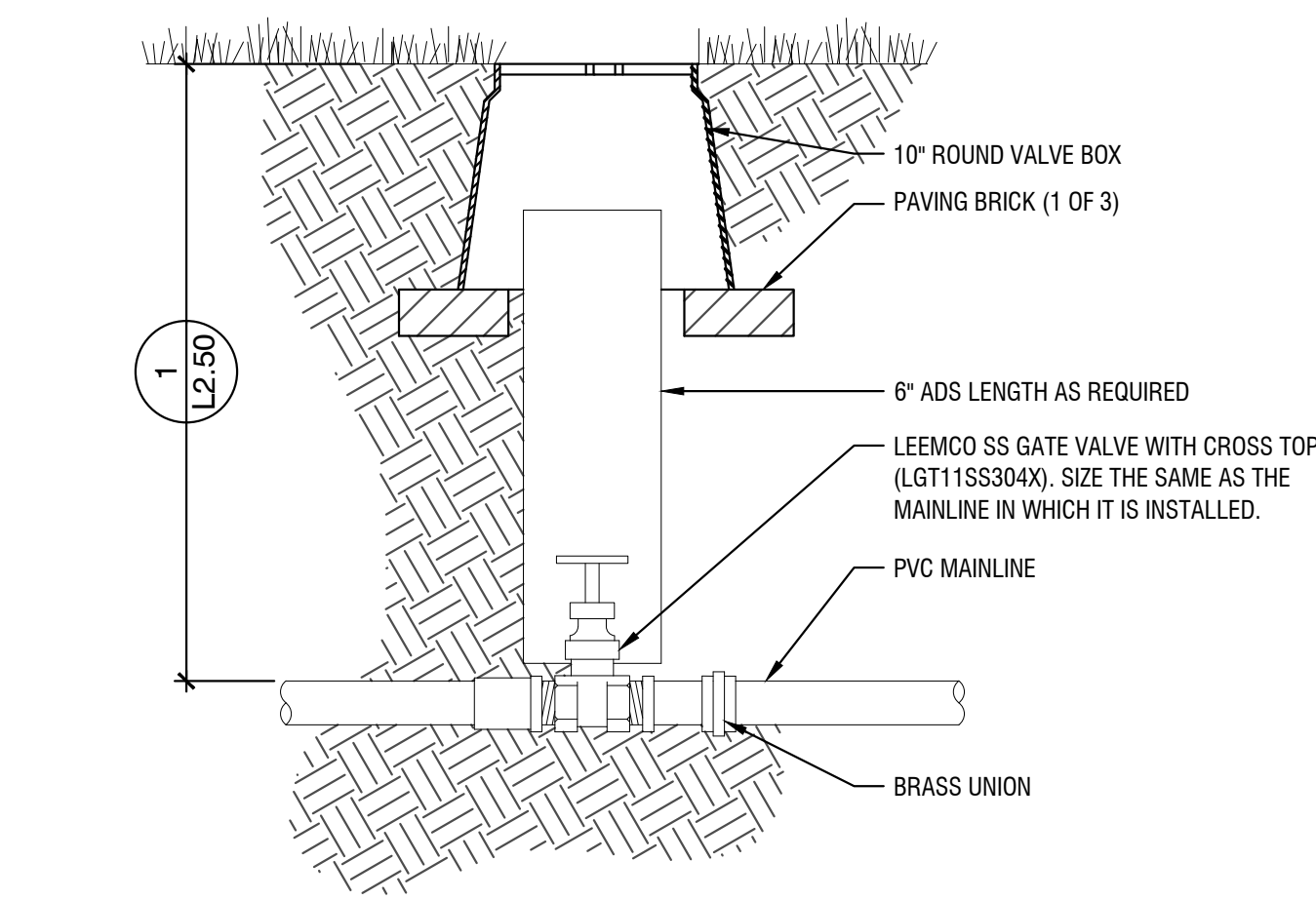
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PROJECT NUMBER: 121064



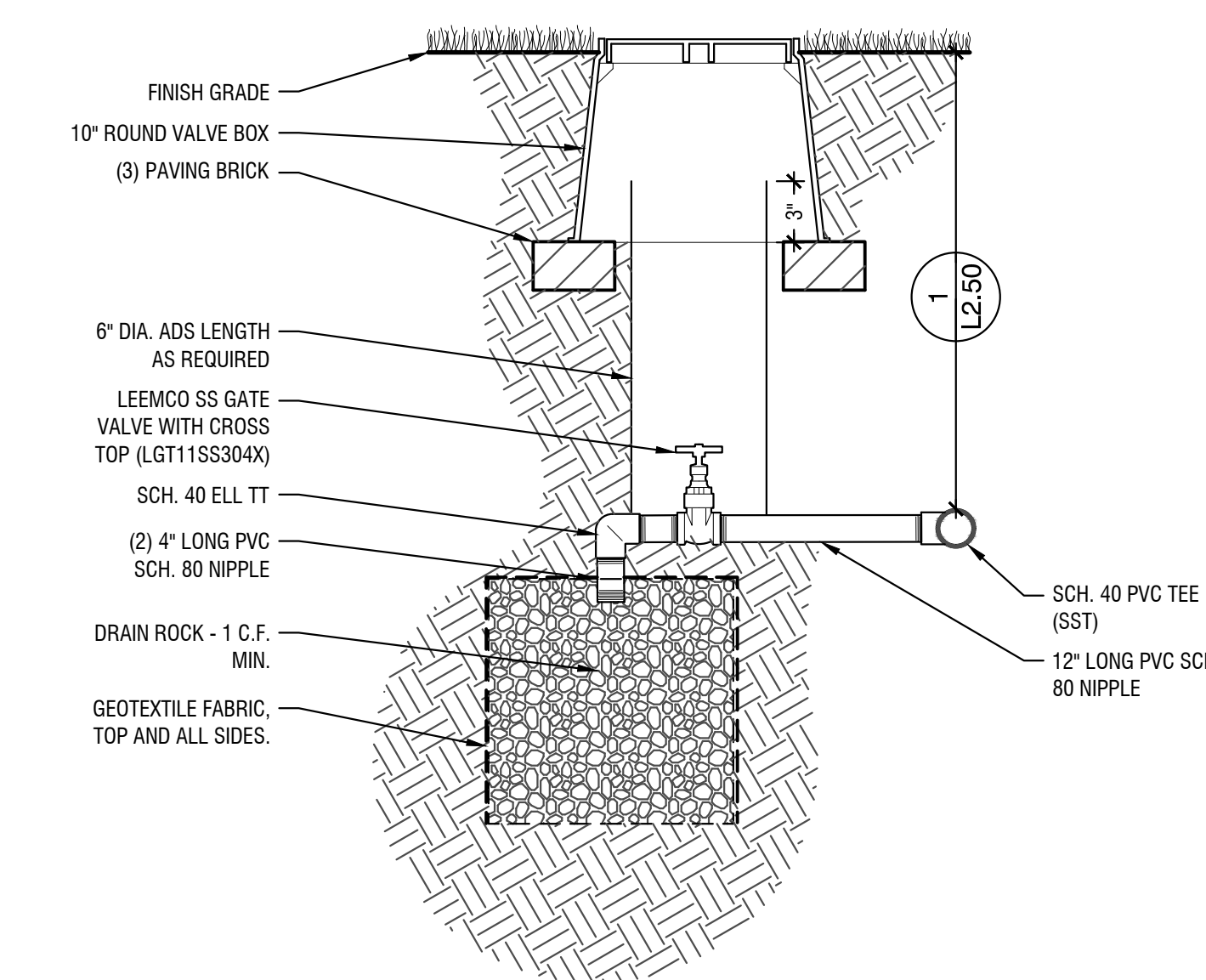
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SCALE: NTS



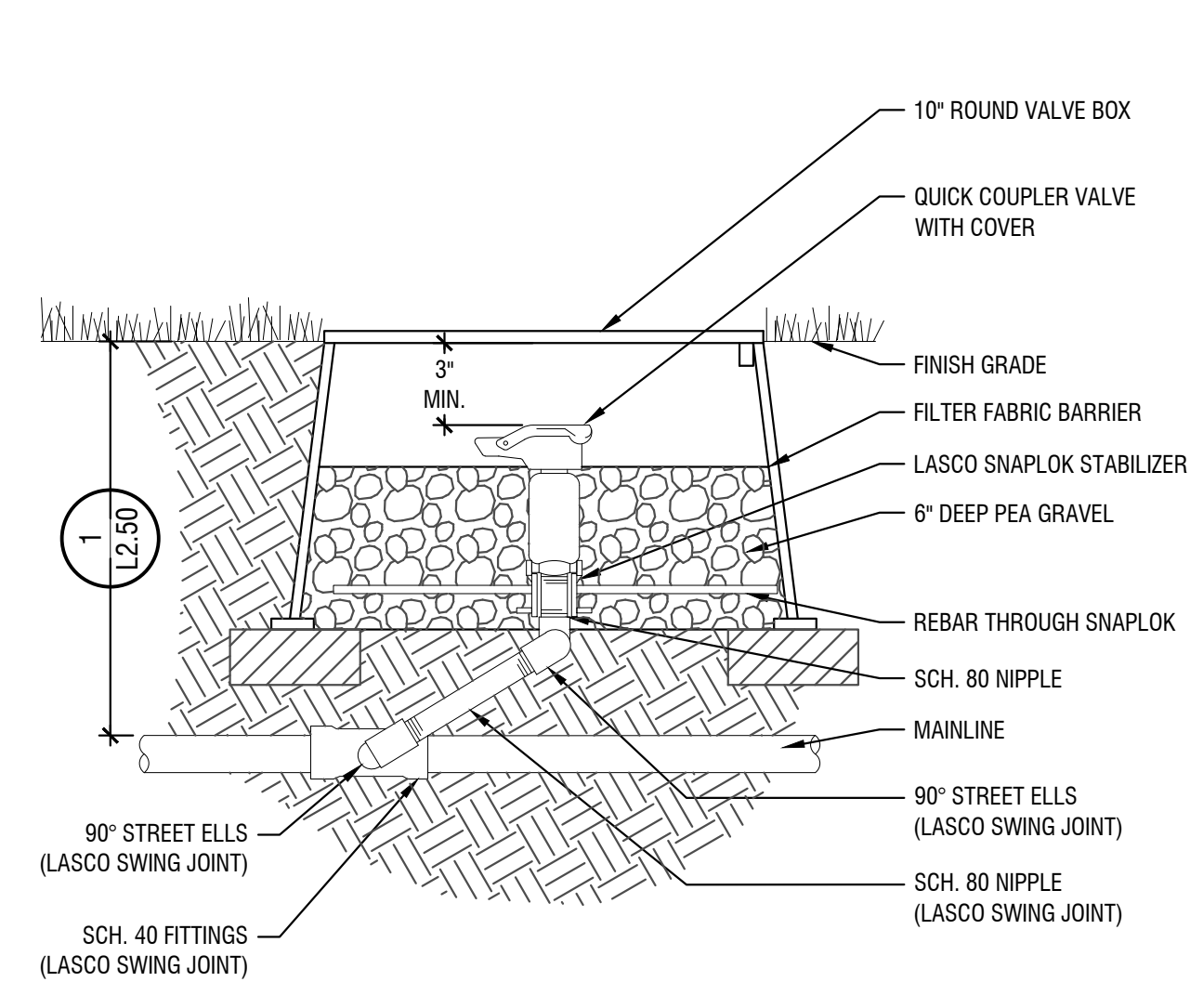
**2 SLEEVING SECTION**  
SCALE: NTS



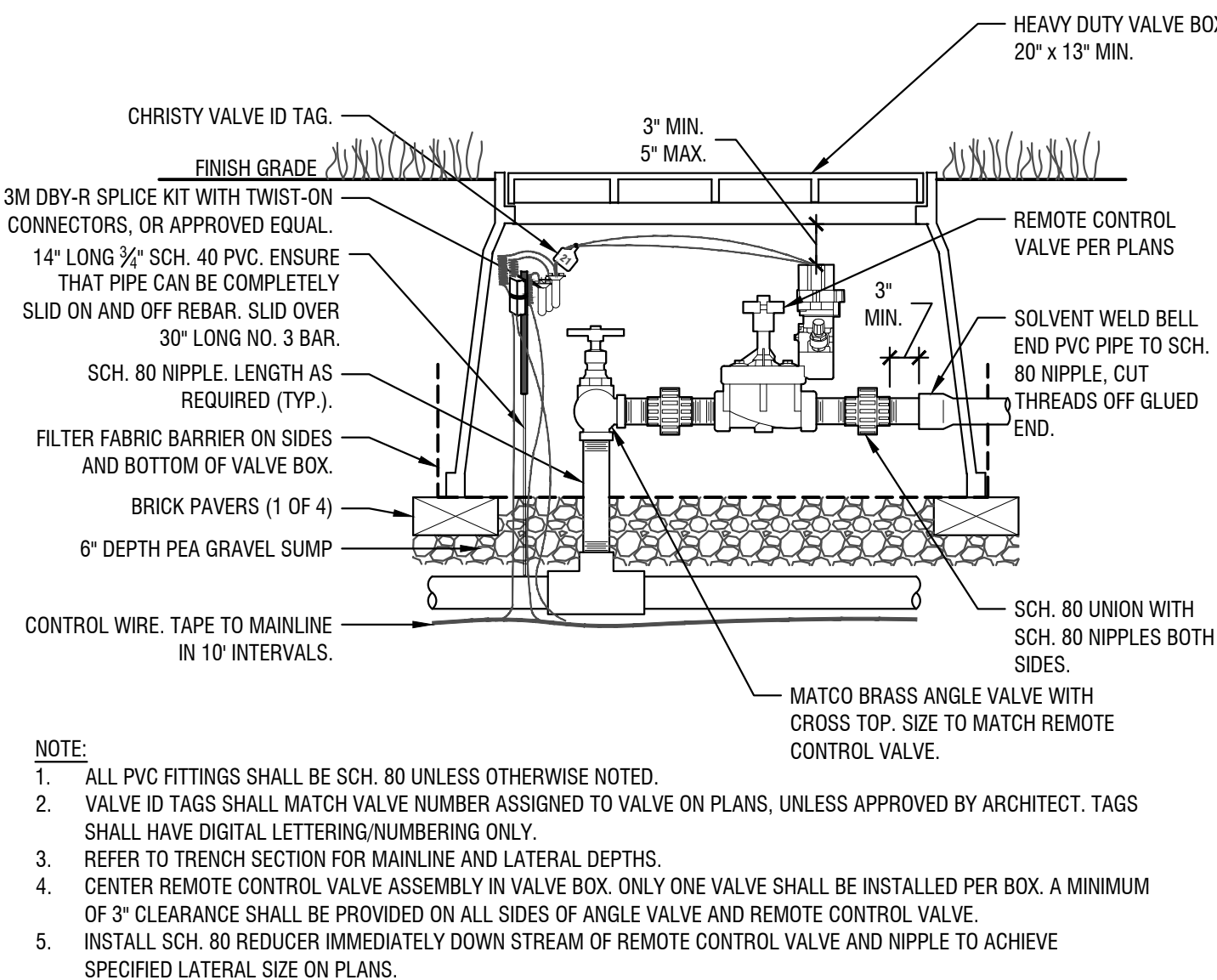
**3 ISOLATION VALVE**  
SCALE: NTS



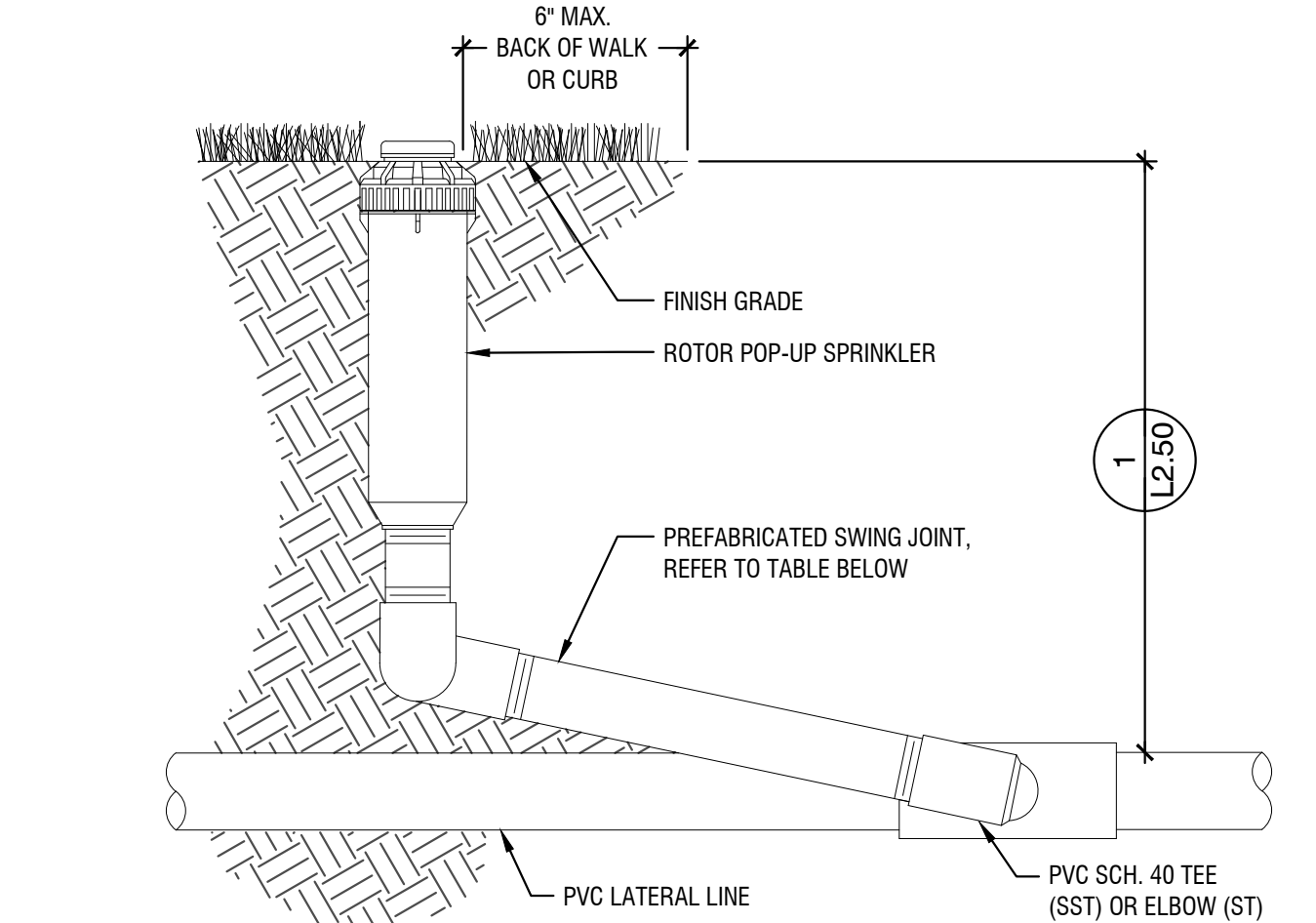
**4 DRAIN VALVE**  
SCALE: NTS



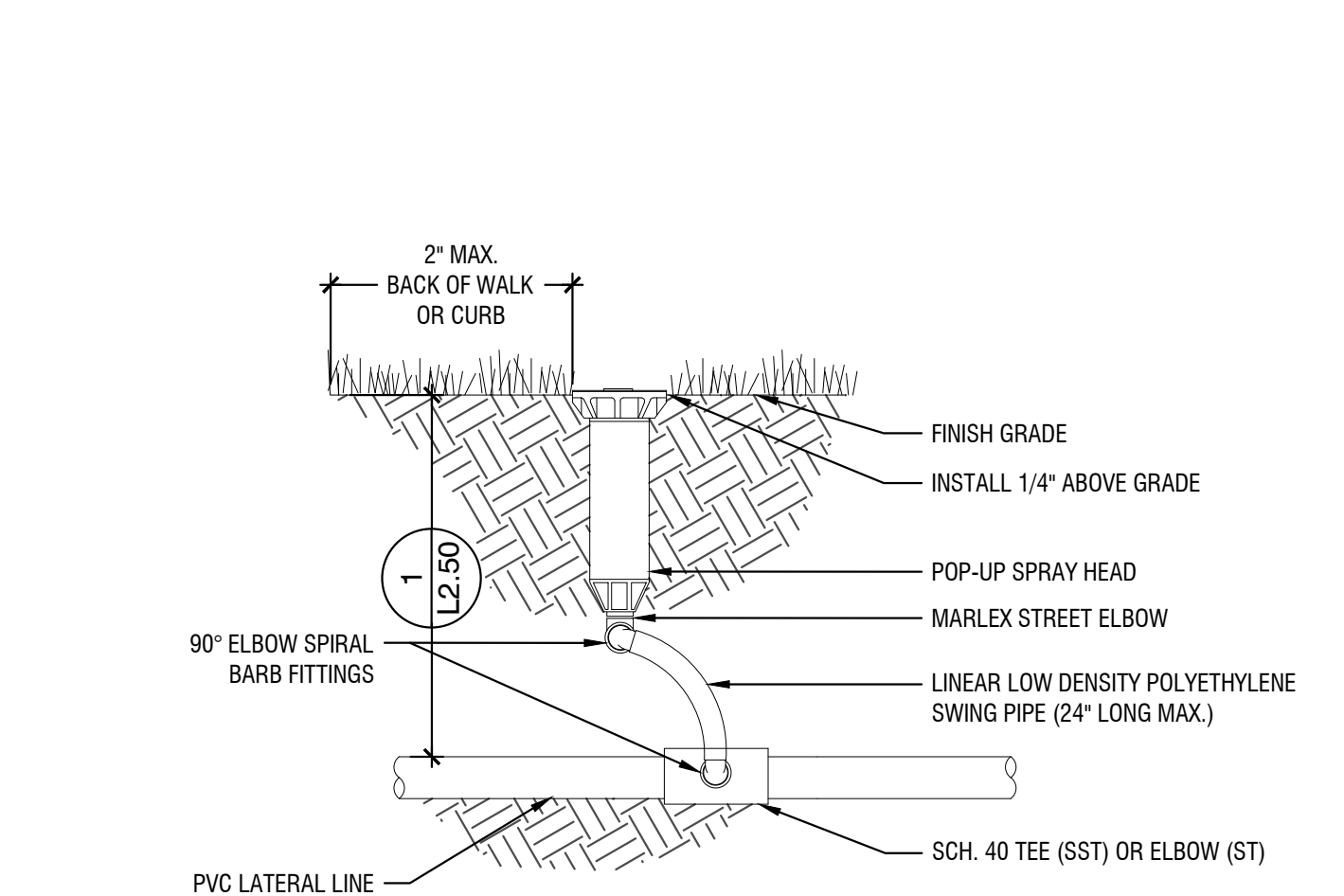
**5 QUICK COUPLER VALVE**  
SCALE: NTS



**6 REMOTE CONTROL VALVES (2 WIRE)**  
SCALE: NTS

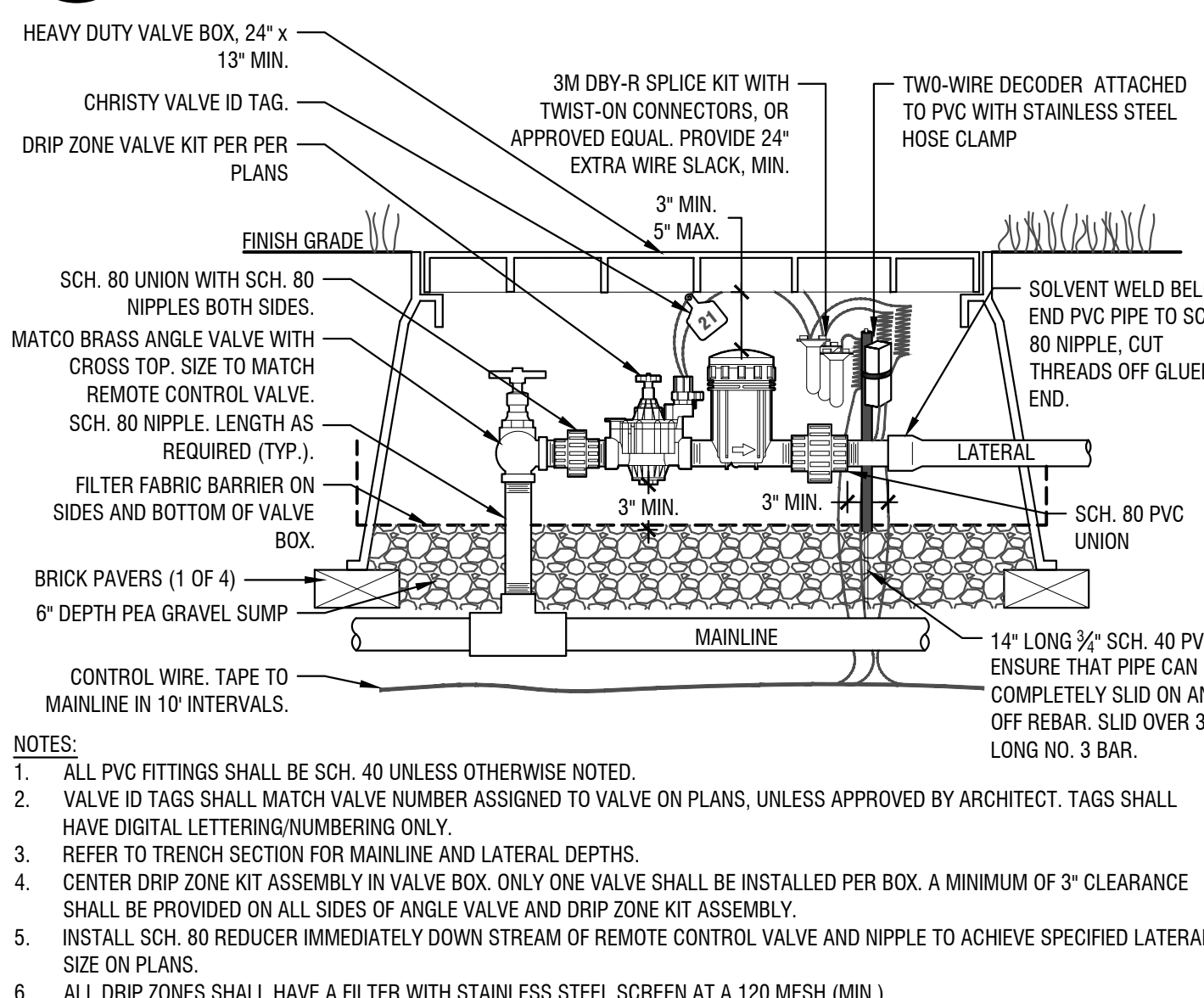


**7 ROTOR SPRINKLER**  
SCALE: NTS

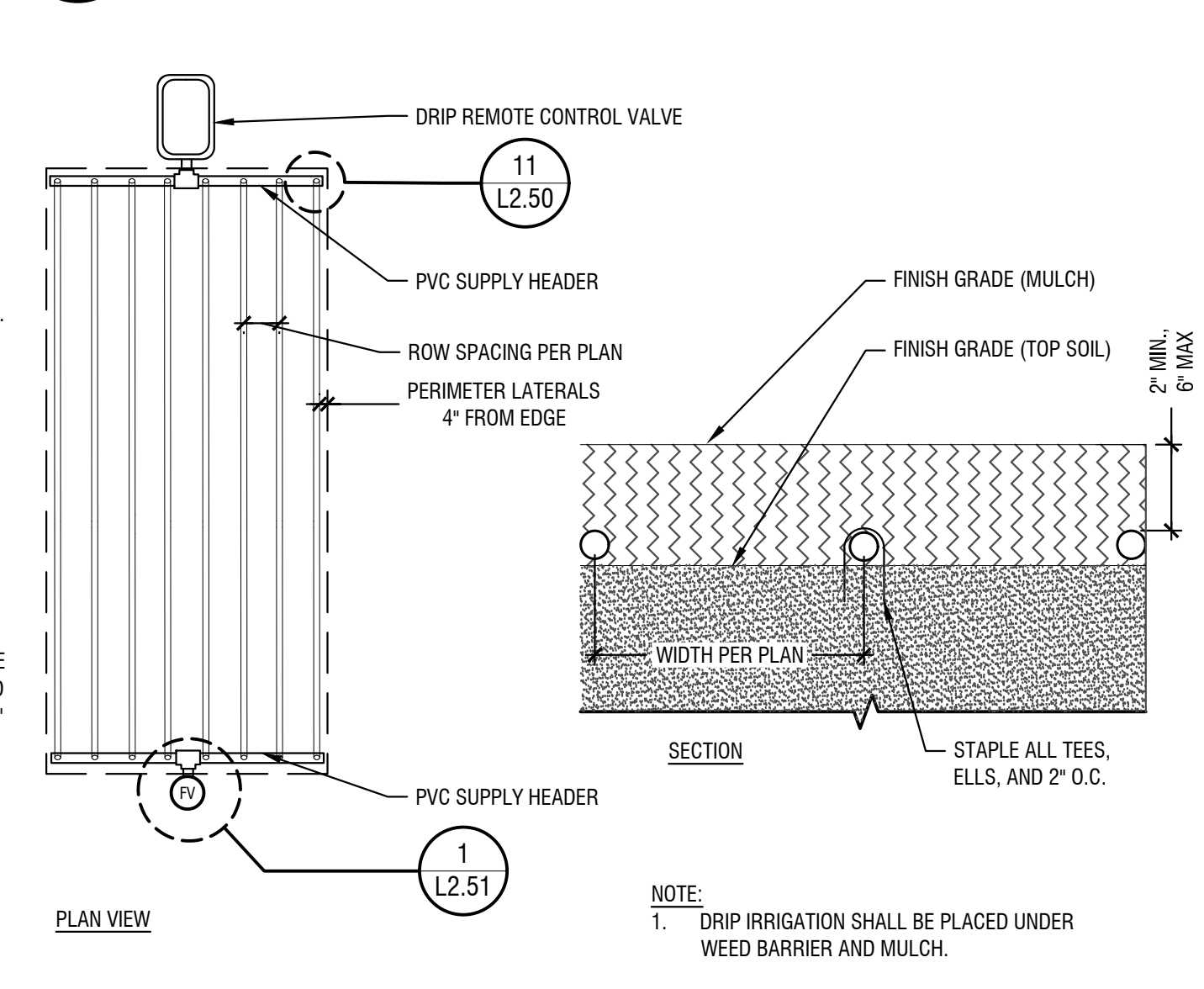


**8 SPRAY HEAD SPRINKLER**  
SCALE: NTS

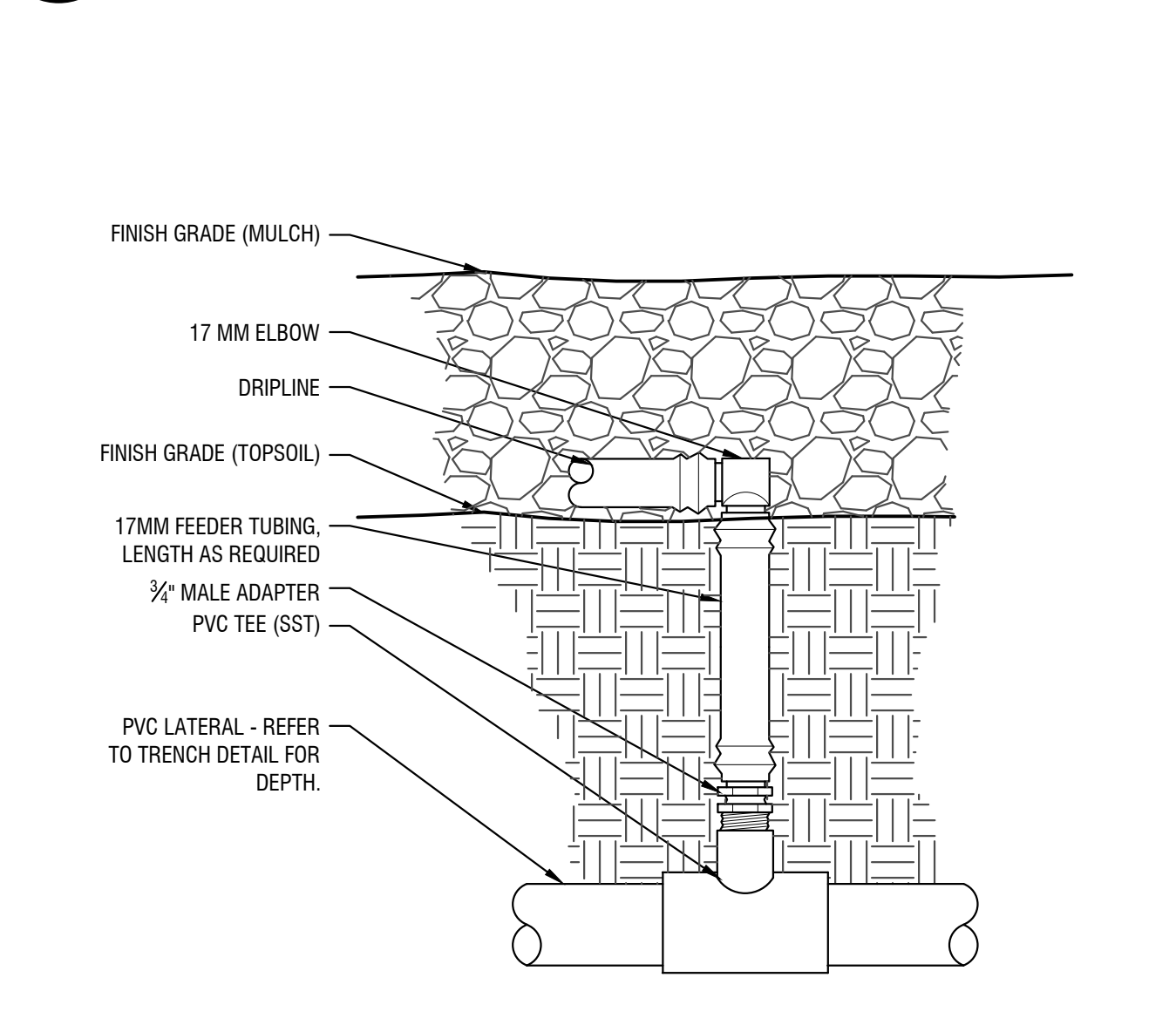
SWING JOINT			
ROTOR GPM	PRODUCT	SIZE	LENGTH
0 - 6	RAIN BIRD TSJ HUNTER HSL-0	3/4"	12" OR 18"
6 +	RAIN BIRD SJ HUNTER HSL-1	1"	12" OR 18"



**9 DRIP REMOTE CONTROL VALVE - TWO WIRE**  
SCALE: NTS



**10 DRIPLINE LAYOUT**  
SCALE: NTS



**11 DRIPLINE LATERAL CONNECTION**  
SCALE: NTS

NOT FOR CONSTRUCTION

**Addington Subdivision - Phase 1  
STC Development**

NE Corner of N. Highbrook Way & W. Sample Farm Drive  
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Revisions

1.	
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STATE OF IDAHO  
JAMES B. LED  
LANDSCAPE ARCHITECT  
LA-16969  
11/26/2024  
Project No.: 121064  
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Project Milestone: Permit Set

**Irrigation Plans  
Details**





# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

**FROM:** City of Star – Planning & Zoning Department *Shen J. Muth*

**MEETING DATE:** February 18, 2025

**FILE(S):** FP-24-17, Final Plat, Milepost Commons Subdivision, Phase 2

### REQUEST

The Applicant is seeking approval of a Final Plat for Milepost Commons Subdivision No. 2, consisting of 21 residential lots and 2 common lot on 7.47 acres. The property is located at 2400 N. Pollard Lane in Star, Ada County, generally located on the east side of N. Pollard Lane between W. Beacon Light Road and W. Broken Arrow Street. The Ada County Parcel Number is S0404244210.

**APPLICANT/REPRESENTATIVE:**

Van Elg  
J-U-B Engineers, Inc.  
2760 W. Excursion Lane, Ste. 400  
Meridian, Idaho 83642

**OWNER:**

Toll West Inc.  
3103 W. Sheryl Drive, Ste. 100  
Meridian, Idaho 83642

### PROPERTY INFORMATION

Land Use Designation -	Residential R-4-DA
Acres -	<b>7.47</b> acres
Residential Lots -	<b>21</b>
Common Lots -	2
Light Office Lots -	0
Commercial Lots -	0

**HISTORY**

The property was previously annexed into the City and zoned R-4 as part of the West Ada School District property. The property was subsequently sold to Toll Brothers.

March 5, 2024 Council approved applications for a Development Agreement Modification (DA-21-15-MOD) and Preliminary Plat (PP-23-05) for Milepost Commons Subdivision. Preliminary Plat was approved for a maximum of 72 residential lots on 19.93 acres for a density of 3.6 du.ac.

February 4, 2025 Council approved applications for the Final Plat of Milepost Commons, Phase 1. (FP-24-15). Phase 1 included 37 residential lots and 12 common lots on 11.65 acres.

**GENERAL DISCUSSION**

The applicant is requesting approval of the Final Plat for Milepost Commons Subdivision, Phase 2 consisting of 21 residential lots and 2 common lots on 7.47 acres.

The Final Plat layout generally complies with the approved Preliminary Plat.

**Staff Reviewed Comments from the Preliminary Plat Approval/Findings of Fact:**

**PRELIMINARY PLAT:**

The Preliminary Plat contains 72 single family detached residential lots, and 11 common area lots on 19.93 acres. This equates to 3.6 dwelling units per acre. The lots will have access and frontage from public streets. The development has two lot widths, including 45, and 55 feet with depths ranging from 115 to 121 feet. Single family detached lots will range in size from 5,135 square feet to 10,827 square feet with the average buildable lot of 6,014 square feet. The submitted preliminary plat includes all local roads with a 50-foot wide right of way with paved streets measuring 36 feet from back of curb to back of curb. Sidewalks are proposed to be detached with a 5-foot, concrete sidewalk and 8-foot side landscape strip, except along W. Stillmore Street, where the sidewalks is proposed to be attached. The applicant is proposing 6.23 acres (31.3%) of open space and 4.04 acres (20.3%) of usable open space. These percentages satisfy the Unified Development Code requirement of 15% open space with 10% useable.

The Unified Development Code, Section 8-4E-2 requires a development of this size to have a minimum of three (3) site amenities. The applicant is proposing a 1.0-acre central park with a bocce ball court and landscaped pathways. There will also be additional large open areas with

seating and pathways. The residents of Milepost Commons will also have access to Milestone Ranch and their amenities, as the plan is to have this development also age restricted and an extension of Milestone Ranch.

Primary access to the development will be off N. Pollard Road via W. Stillmore Street, located south of the property. Milepost Commons will also provide stub streets on the south to Iron Mountain Vista Subdivision and the east to Milestone Ranch Subdivision.

#### **ADDITIONAL DEVELOPMENT FEATURES:**

- Sidewalks  
Internal sidewalks are proposed at five-foot (5') widths and will be detached with an eight-foot (8') landscape strip. The sidewalk along W. Stillmore Street will be attached.
- Lighting  
Streetlights shall reflect the "Dark Sky" criteria. The same streetlight design shall continue throughout the entire development. The applicant has not submitted a streetlight location plan, **this needs to be submitted and approved prior to approval of the final plat.** The Applicant has provided a streetlight design/cut sheet, and the proposed fixture meets city requirements and is the preferred fixture for use throughout the City of Star. The streetlights should match those in Milestone Ranch Subdivision.
- Street Names Applicant has provided documentation from Ada County that the street names are acceptable and have been approved.
- Subdivision Name – The applicant has provided documentation from Ada County that the proposed development name has been approved for use and reserved for this development.
- Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. The submitted landscape plan appears to satisfy these requirements for the open areas and detached sidewalks.
- Setbacks – **The applicant is requesting an interior side yard setback of five (5') which is consistent with the approved setbacks located in the Milestone Ranch Subdivision to**

**the east.** The remaining setbacks are proposed to satisfy the R-4 zone requirements of the Unified Development Code.

- Block lengths – All blocks meet the 750' block length requirement.
- Mailbox Cluster – Applicant has provided documentation from Mel Norton, Star Postmaster depicting the approved location for the mailbox cluster for the development. The approval is to add additional clusters to the Milestone Ranch mail clusters.
- Phasing – The development is scheduled to be built out in three (3) phases.
- Structure Height – Applicant is proposing that all residential structures will be single story.
- Additional Comments – Applicant is proposing this development will be an age 55 and older, active adult community.

**Staff Analysis of Final Plat Submittal:**

The approved preliminary plat consisted of a maximum of 72 residential lots. After Phase 2 is platted, 58 residential lots will be platted, leaving 14 residential lots for future phases.

Lot Layout – The density of Milepost Commons Subdivision, Phase 2 is 2.81 du/acre. The Final Plat indicates lot sizes range in size from 5,732 square feet to 11,950 square feet with the average lot size of 7,559 square feet. This is in line with the approved preliminary plat.

Common/Open Space and Amenities – The development is proposing approximately 2.14 acres (18.4%) usable open space. Amenities include green space and walking paths and Bocce Ball courts. Residents also have access to the amenities in Milestone Ranch Subdivision.

Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2- M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape appears to satisfy these requirements. If street trees are to be planted by the builder, the Certificate of Occupancy may be withheld pending confirmation that the correct number and species of tree(s) have been planted.**

Setbacks – The applicant has not been approved for any special setbacks and the development will comply with the standard setbacks of the R-4 zone as follows:

Zoning District	Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side
R-4	35'	15' to living area 20' to garage face	15'	7.5'(2)	20'

Mailbox Cluster – Applicant has provided documentation from Mel Norton, Star Postmaster depicting the approved location for the mailbox cluster for the development. The approval is to add additional clusters to the Milestone Ranch mail clusters. The Unified Development Code Section 8-4A-21: states that All mailbox clusters shall be approved by the postmaster prior to installation. **All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times.** The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R's. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



Section 8-3B-3 of the Unified Development Code sets forth additional residential district standards in the City of Star.

J. Additional residential standards applying to all new residential subdivisions:

1. Residential Elevations:



- i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.
- ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following minimum standards shall be applied to all new residential structure elements in all zones:
  - 1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. **A minimum of three (3) architectural elements shall be provided for all single-family residential structures.** These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

Section 8-3B-3 designates EXTERIOR ARCHITECTURAL ELEMENTS:



- 2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.
- 3. A minimum one (1) foot overhang shall be provided on all roof

overhangs. Administrator may approve deviation from this standard.

4. **Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.**

5. Additional landscaping buffers may also be required.

2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:

- a. **1 to 50 units = minimum of 5 architectural styles and/or floorplans**

- b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans

- c. 101 and over units = minimum of 10 architectural styles and/or floorplans

3. Homeowners Associations. All subdivisions shall be maintained by a Homeowners association with appropriate Conditions, Covenants and Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.

Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

Street Names – The applicant has provided documentation from the Ada County Street Naming Committee that the proposed street names are approved.

Subdivision Name – The applicant has provided documentation that the proposed subdivision name has been approved by Ada County Development Services. The name is reflected accurately on the final plat.

Lighting - Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has submitted a proposed streetlight plan that meets city standards. **Streetlights shall be the same as in Milepost Ranch.**

Fencing – **Applicant is proposing a solid 6’ tall vinyl fence throughout the development. Fence to be installed per plan.**

Sidewalks - Sidewalks are proposed to be detached with a 5-foot, concrete sidewalk and 8-foot side landscape strip, except along W. Stillmore Street, where the sidewalks are proposed to be attached.

Floodplain – The property is located in a Flood Hazard Area and will need to meet all related requirements prior to issuing building permits and/or as required by the Flood Plain Administrator or applicable agency or district.

**PUBLIC NOTIFICATIONS**

Notifications of this application were sent to agencies having jurisdiction on January 27, 2025.

Star City Engineer	February 3, 2025
DEQ	February 5, 2025

**FINDINGS**

The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve this Final Plat, the Unified Development Code requires that Council must find the following:

- A. The Plat is in conformance with the Comprehensive Plan.  
*The Council finds that this subdivision upon Preliminary Plat approval was in conformance with the Comprehensive Plan; no changes have been made to change this status.*
  
- B. Public services are available or can be made available and are adequate to accommodate the proposed development.  
*Staff finds that all public services are available and able to accommodate this development.*
  
- C. There is public financial capability of supporting services for the proposed development.  
*Staff knows of no financial hardship that would prevent services from being provided.*
  
- D. The development will not be detrimental to the public health, safety or general welfare; and,

*Staff finds no facts to support that this subdivision phase will be detrimental to the public health, safety or general welfare.*

E. The development preserves significant natural, scenic or historic features.

*Staff finds that existing conditions have not substantially changed from the approved Preliminary Plat of this subdivision.*

## CONDITIONS OF APPROVAL

### Conditions included in the Findings of Fact & Development Agreement.

1. Side yard setbacks shall be 7.5'. A waiver has not been granted as part of the DA Modification.
2. Council approves minimum rear yard setbacks of 10'.
3. A sidewalk/pathway shall be provided in the northwest corner of the Milepost Commons Development along Big Gulch Creek. The sidewalk/pathway shall be in alignment with the pathway installed to the south, between Big Gulch Creek and Iron Mountain Estates. This pathway would be located in the southwest portion of the project, at W Stillmore Street, and in the northwest portion of the project, near the end point of the 12' gravel access road.

### Conditions Specific to Signature of Final Plat.

1. **Per the Development Agreement and prior to signing the final plat, developer is to pay the traffic mitigation fee required by the Idaho Transportation Department. The developer will pay the city \$1,000 per buildable lot within each phase prior to signature on the final plat for the applicable phase, capped at \$72,000. \$21,000 is due (21 residential lots x \$1000) to be paid before signing the final plat of phase 2.**
2. **Prior to signing the final plat the connection of W. Stillmore Street needs to be finished at N. Pollard Lane or sufficient bonding in place according to the Unified Development Code. The connection of this roadway to N. Pollard is subject to approval of the Floodplain application/FEMA requirements.**
3. **Prior to signature of the final plat**, a signed Irrigation District Agreement with the Irrigation Districts shall be provided to the City of Star. This requirement shall be with each subsequent Final Plat application.
4. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signing the final plat.**
5. The applicant may be required to provide "No Construction Entrance" signs in neighboring subdivisions to deter cross-through construction traffic.

## Additional Conditions of Approval

1. The approved Final Plat for Milepost Commons Subdivision, Phase 1 shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The applicant shall receive approval of all Floodplain applications and meet all FEMA requirements, if applicable, prior to approval of the final plat. The applicant shall also submit a Permit to Develop in an Area of Special Flood Hazard to the Floodplain Manager for review and approval prior to any development work on the property.**
3. **The applicant shall comply with the Residential Standards for all new houses, as required in Section 8-3B-3 of the UDC.**
4. **The development shall be subject to additional Fire and Police emergency mitigation fees collected at the time of building permit for each residential dwelling. The fee shall be determined by City Council.**
5. All entrances into the subdivision (W. Stillmore Street and/or N. Sugar Loop Ave. & N. Kenora Avenue) shall be cleaned nightly to include dirt, dust, rocks, mud, and other debris. All trash shall be secured on site and trash receptacles emptied on a regular basis to avoid blowing debris.
6. During the entire construction process, dust from the site must be minimized as much as possible. Water trucks should be used as appropriate. Excess dust could result in fines and/ or work stoppage.
7. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision. Streetlights shall be continuous throughout the subdivision and shall be maintained by the Homeowners Association. **Streetlights shall be installed and energized prior to issuing of building permits.** Design shall follow Code with requirements for light trespass and "Dark Skies" lighting. **Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative. Even after installation, streetlights may require shielding to prevent light trespass.**
8. **All future building permits for single family dwellings shall be reviewed for compliance with Section 8-3B-3J, including exterior finishes, dwelling unit design and rear elevation design along collector roadways.**
9. **The mailbox cluster must be covered and reasonably lit, per Section 8-4A-21 of the UDC.**
10. As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **Street trees shall be installed per Chapter 8, Section 8-8C-2-M(2) Street Trees. Applicant shall provide locations for the local street trees at the time of final**

**plat. If driveway locations will not be determined until sale of the lot, Applicant agrees to not receive the Certificate of Occupancy until street trees are confirmed in place.**

11. All streets shall have a minimum street width of 36' and shall be constructed to ACHD standards.
12. The property associated with this approved Final Plat, in addition to the property of all future phases shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
13. The property associated with this approved Final Plat, in addition to the property of all future phases shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of preliminary plat/final plat approvals.
14. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
15. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
16. The approved Preliminary Plat shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages. (See Section 8-4 B Landscaping Requirements)
17. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
18. A plat note shall state that development standards for residential development shall comply with the effective building and zoning requirements at time of building permit issuance.
19. Requested surety shall be required at 150% of the total estimated installed cost, as approved by the City Engineer or Administrator. The term of approval shall not exceed 180 days. (See Section 8-1 C-1 of the Unified Development Code for a list of eligible items.)
20. A form signed by the Star Sewer & Water District shall be submitted to the City prior to the signature of the Final Plat stating that all conditions of the District have been met.
21. A separate sign application is required for any subdivision sign.

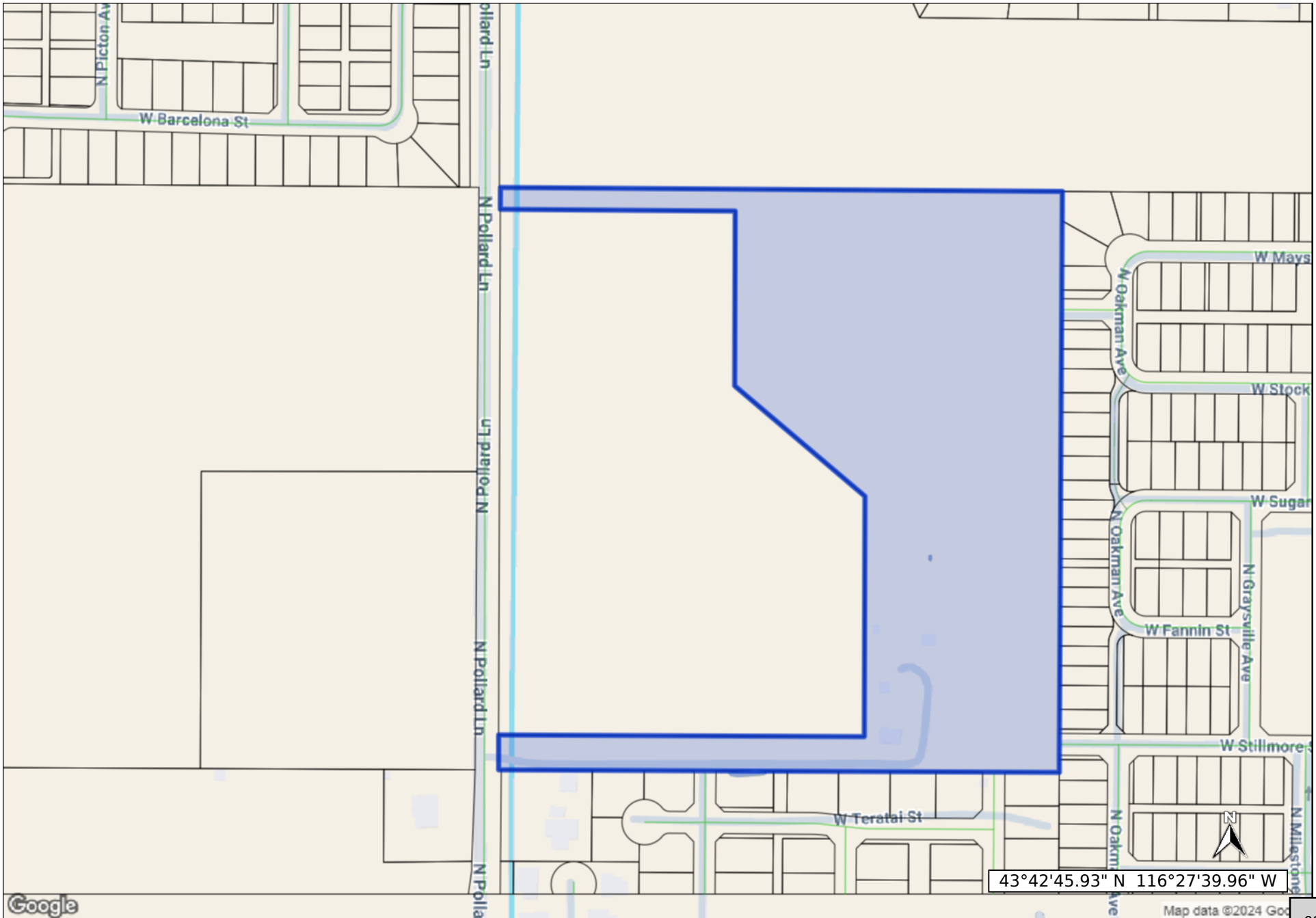
- 22. Applicant shall provide the City with two (2) full size and two (1) 11"x17" copy of the signed recorded final plat with all signatures, prior to any building permits being issued.
- 23. Development standards for single family residential units shall comply with effective building and zoning requirements at time of building permit issuance, or as approved through the Development Agreement or as stated herein.
- 24. The mylar/final plat shall be signed by the owner, Surveyor, Central District Health, ACHD and City Engineer, prior to being delivered to the City of Star for City Clerk's signature.
- 25. All common areas shall be maintained by the Homeowners Association.
- 26. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of construction.**
- 27. A copy of the recorded CC&R's shall be submitted to the City of Star prior to any building permits being issued.
- 28. Any additional Condition of Approval as required by Staff and City Council.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File # FP-24-17 Milepost Commons Subdivision, Phase 2  
on \_\_\_\_\_, \_\_\_\_\_ 2025.

# Milepost Commons No 2

## Vicinity Map





# Toll Brothers®

## LAND DEVELOPMENT

Section 5, Item D.

PAVING THE WAY FOR AMERICA'S LUXURY HOMEBUILDER

December 2, 2024

City of Star  
Planning & Zoning  
P.O. Box 130  
Star, Idaho 83669

**RE: Milepost Commons Subdivision No. 2 – Final Plat**

Dear Planning Staff,

On behalf of Toll West Inc., please accept for your review a Final Plat application for Milepost Commons Subdivision No. 2. This plat has been submitted in conformance with the City of Star's Zoning Code and per the approved Preliminary Plat of Milepost Commons Subdivision.

Milepost Commons No. 2 is located at 2400 N Pollard Ln., Star, Idaho 83669, in the SE ¼ of the NW ¼ of Section 4, Township 4 North, Range 1 West, Boise Meridian, City of Star, County of Ada, State of Idaho, parcel number S0404244210.

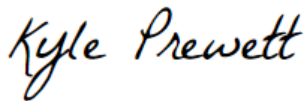
Phase 2 of Milepost Commons Subdivision will include 21 single-family residential lots and 2 common lots on 7.47 acres. The gross density of the phase is 2.81 dwelling units per acre. Lot sizes range from 5,732 SF to 102,066 SF with an average lot size of 12,532 SF.

Open space consists of 3.04 acres (40.6%) of the Phase and will include green space, walking paths, bocce ball courts, and shade structure. Please note that residents of Milepost Commons will have access to the amenities located in Milestone Ranch Subdivision, and vice-versa. Amenities in Milestone Ranch include a clubhouse, indoor pool, outdoor pool, pickleball courts, dog park, and walking paths.

The City Council has approved reduced minimum rear yard setbacks for this Subdivision. The approved rear yard setback of 10' is a reduction from the typical 15' for the R-4 zoning designation.

Construction of Phase 2 will be in compliance with the approved Preliminary Plat. Thank you for your time and consideration of this Final Plat application. If you have any questions or need further information, please don't hesitate to reach out to me at 208-576-3625 or [kprewett@tollbrothers.com](mailto:kprewett@tollbrothers.com).

Respectfully Submitted,



Kyle Prewett  
Land Entitlement Manager, Idaho  
Toll Brothers



# FINAL PLAT APPLICATION

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

FILE NO.: <b>FP-24-17</b>
Date Application Received: <b>12-06-2024</b> Fee Paid: <b>\$2620.00</b>
Processed by: City: <b>BN</b>

## Applicant Information:

**PRIMARY CONTACT IS:** Applicant \_\_\_ Owner \_\_\_ Representative X

Applicant Name: Toll Brothers - Hannah Shurance  
Applicant Address: 3103 W Sheryl Drive, Ste 100 Meridian, ID Zip: 83642  
Phone: (520) 870-4501 Email: HSurance@tollbrothers.com

Owner Name: Toll West, Inc - Hannah Shurance  
Owner Address: 3103 W Sheryl Drive, Ste 100 Zip: 83642  
Phone: (520) 870-4501 Email: HShurnace@tollbrothers.com

Representative (e.g., architect, engineer, developer):  
Contact: Keith Morse Firm Name: J-U-B Engineers, Inc.  
Address: 2760 W Excursion Lane, Ste 400 Meridian, ID Zip: 83642  
Phone: (208) 376-7330 Email: kmorse@jub.com

## Property Information:

Subdivision Name: Milepost Commons Subdivision Phase: No 2

Parcel Number(s): S0404244210

Approved Zoning: R-4, DA Units per acre: 3.56

Total acreage of phase: 7.47 acres Total number of lots: 23

Residential: 21 Commercial: 0 Industrial: 0

Common lots: 2 Total acreage of common lots: 3.04 Percentage: 40.7%

Percent of common space to be used for drainage: 3.0% Acres: .09

Special Flood Hazard Area: total acreage 0.03 acres number of homes 0

Changes from approved preliminary plat pertaining to this phase:

	Preliminary Plat	Final Plat
Number of Residential Lots:	<u>72</u>	<u>21</u>
Number of Common Lots:	<u>11</u>	<u>2</u>
Number of Commercial Lots:	<u>0</u>	<u>0</u>
Roads:	<u>7</u>	<u>4</u>

Amenities: Bocce Ball Pavilion

**Flood Zone Data: (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision Name: Milepost Commons Subdivision Phase: No 2

Special Flood Hazard Area: total acreage 0.03 acres number of homes 0

- a. A note must be provided on the final plat documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plat in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxC, 160xxxxxE, etc.: 16001C0130J  
 FIRM effective date(s): mm/dd/year 6/19/20  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: A  
 Base Flood Elevation(s): AE .0 ft., etc.: None
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

**Application Requirements:**

*(Applications are required to contain one copy of the following unless otherwise noted.)*

Applicant (√)	Description	Staff (√)
X	Completed and signed copy of Final Plat Application	BN
	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
X	Electronic copy of letter of intent and statement of compliance (or substantial compliance) with the approved Preliminary Plat and Conditions of Approval. The letter of intent shall include the following: <ul style="list-style-type: none"> <li>• Gross density of the phase of the Final Plat submitted</li> <li>• Lot range and average lot size of phase</li> <li>• Description of approved open space being provided in the submitted phase including percentage of overall open space, number and type of approved amenities</li> <li>• List any specific approved building setbacks previously approved by Council.</li> </ul>	BN
X	Electronic copy of legal description of the property (word.doc and pdf version with engineer's seal and closure sheet)	BN
X	Electronic copy of current recorded warranty deed for the subject property	BN
X	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant and/or representative is authorized to submit this application.	BN
X	Electronic copy of subdivision name approval from Ada County Surveyor's office.	BN
X	Copy of the "final" street name evaluation/approval or proof of submittal request from Ada County Street Naming	BN
X	Electronic copy of vicinity map showing the location of the subject property	BN
X	One (1) 24" X 36" paper copy of the Final Plat & Electronic Copy**	BN
X	One (1) 11" X 17" paper copy of the Final Plat	BN
X	Electronic copy of the Final landscape plan**	BN

X	One (1) 11" X 17" copy of the Final landscape plan	BN
X	Electronic copy of site grading & drainage plans**	BN
X	Electronic copy of originally approved Preliminary Plat**	BN
X	Electronic copy of a Plat with all phases marked with changes, if applicable**	BN
X	Electronic copy of final engineering construction drawings, stamped and signed by a registered engineer**	BN
X	Storm drainage calculations must be submitted for <u>private</u> streets/drives and parking areas within subdivisions**	BN
X	Electronic copy of streetlight <b>design</b> and <b>location</b> information	
N/A	Special Flood Information – Must be included on Preliminary/Final Plat and Application form.	
X	Electronic copy of all easement agreements submitted to the irrigation companies	
X	Electronic copy of the proposed Covenants, Conditions, & Restrictions (CC&R's)	BN
X	One (1) copy of Electronic versions of submitted applications, including signed Final Plat Application, legal description, recorded warranty deed, vicinity map, final plat, landscape plan, site grading & drainage plans, copy of original Preliminary Plat, plat with phases marked, engineering construction drawings, storm drainage calculations, streetlight design and location, and signed irrigation agreements, CC&R's shall be submitted in original pdf format (no scans for preliminary plat, landscape plans or grading and drainage plans) on a thumb drive only (no discs) with the files named with project name and plan type.	BN
Noted	<p><b>Upon Recording of Final Plat, the applicant shall submit the following to the Planning Department prior to building permit issuance:</b></p> <ul style="list-style-type: none"> <li>• One (1) 11" X 17" and (1) 18" X 24" <b>recorded</b> copy of Final Plat</li> <li>• Electronic copy of final, approved construction drawings</li> <li>• Electronic copy of as-built irrigation plans</li> <li>• Electronic copy of recorded CC&amp;R's</li> <li>• Proof of required Construction Sign installation at entrance to development (as conditioned in Preliminary Plat approval) – Picture of installed sign</li> <li>• Electronic copies shall be submitted in pdf format on a thumb drive with the files named with project name and plan type. **Original pdf's are required for all plans – No Scanned PDF's please.</li> </ul>	
	**NOTE: No building permits will be issued until property is annexed into the Star Sewer & Water District and all sewer hookup fees are paid.	

Section 5 - Item D.

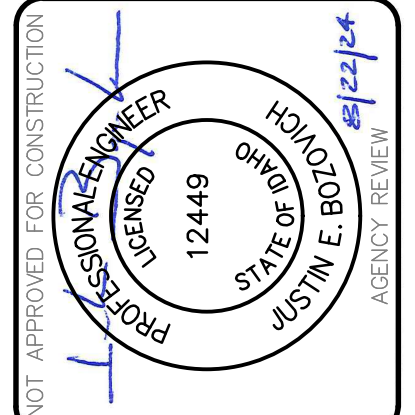
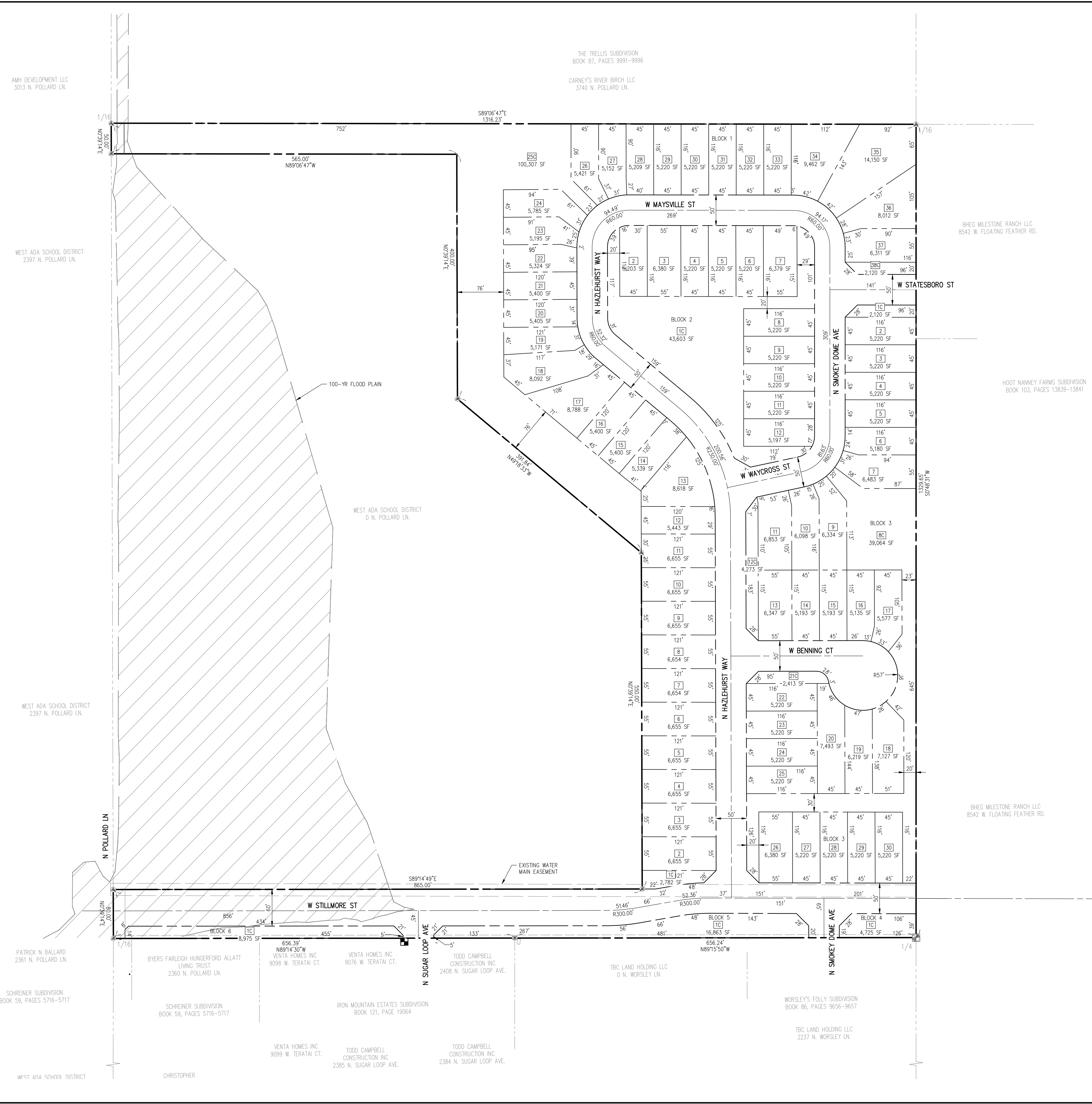
**FEE REQUIREMENT:**

*\*\* I have read and understand the above requirements. I further understand fees are due at the time of filing. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.*

*Kevin H. Morse*  
Applicant/Representative Signature

5 Dec 2024  
Date

\\IDNASP01\ESE\PROJECTS\IDAHO\7832 - MILEPOST (MILESTONE RANCH)\ENGINEERING\PRELIM\7832-5-PLAN-PP-DWG-Daniel Rowett-6/22/2024 2:30 PM

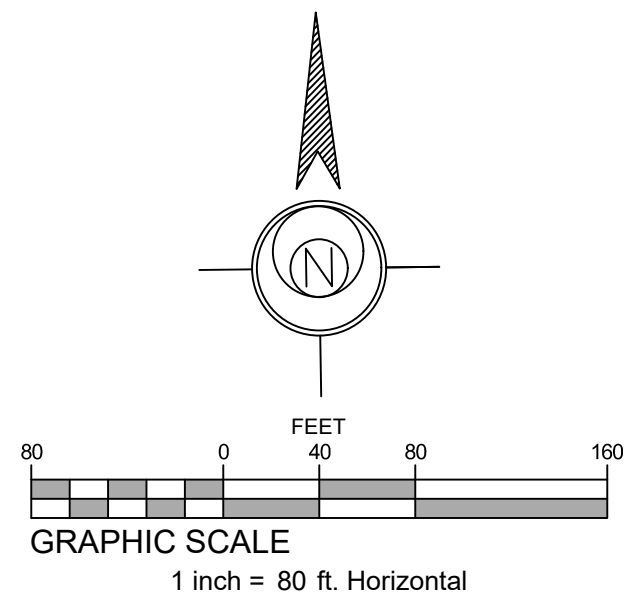


**ESE CONSULTANTS**  
 ENGINEERING • PLANNING • SURVEYING • ENVIRONMENTAL  
 ESE Consultants, Inc.  
 3103 W. Sheryl Drive • Suite 100 • Meridian, ID 83642  
 T: 208-424-0020

REV.	DATE	DESCRIPTION	DR	DR	DR
B	8/22/24	AGENCY COMMENTS PRELIM SUBMITTAL			
A	12/17/23				

**PRELIMINARY PLAT**  
**MILEPOST COMMONS SUBDIVISION**  
 SEC. 4, T. 4N., R. 1W., B.M., STAR, ADA COUNTY, IDAHO

DATE:	02/21/2023	SCALE:	1" = 80'
DESIGN:	JEB	DRAWN:	PDL/MGF/DKR
JOB NO.:	7832	FILE NAME:	7832-5-PLAN-PP
REF. NO.:			
SHEET NO.:	<b>3</b>	OF	<b>5</b>

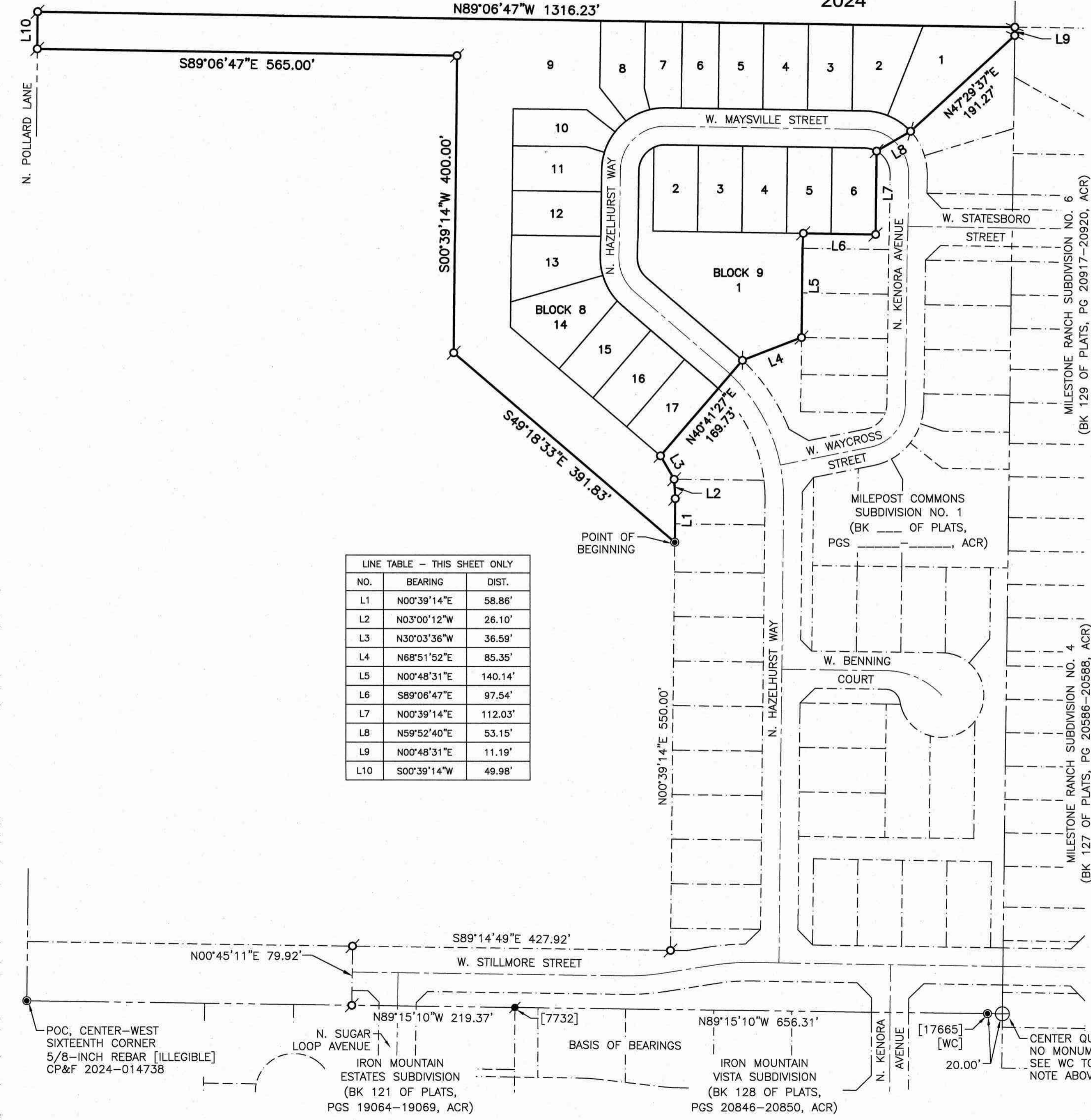


# PLAT OF MILEPOST COMMONS SUBDIVISION NO. 2

SITUATE IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF  
SECTION 4, TOWNSHIP 4 NORTH, RANGE 1 WEST, BOISE MERIDIAN  
CITY OF STAR, COUNTY OF ADA, STATE OF IDAHO  
2024

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

THE TRELIS SUBDIVISION  
(BK 87 OF PLATS, PGS 9991-9996, ACR)

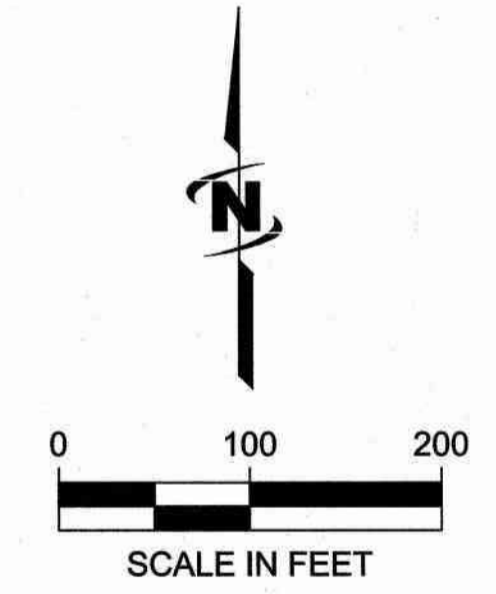


LINE TABLE - THIS SHEET ONLY

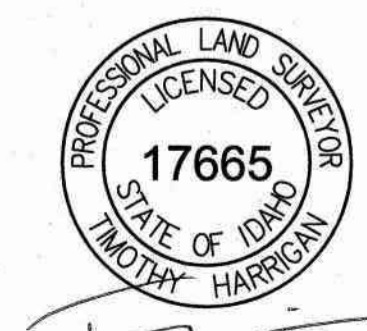
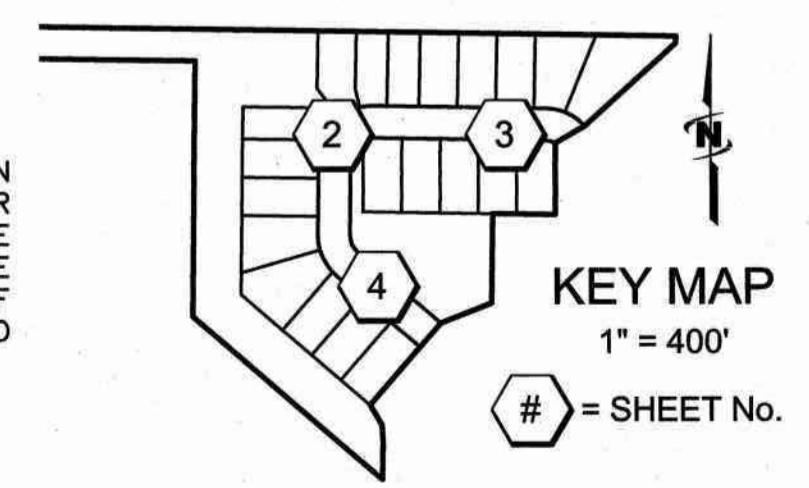
NO.	BEARING	DIST.
L1	N00°39'14"E	58.86'
L2	N03°00'12"W	26.10'
L3	N30°03'36"W	36.59'
L4	N68°51'52"E	85.35'
L5	N00°48'31"E	140.14'
L6	S89°06'47"E	97.54'
L7	N00°39'14"E	112.03'
L8	N59°52'40"E	53.15'
L9	N00°48'31"E	11.19'
L10	S00°39'14"W	49.98'

### LEGEND

- SUBDIVISION BOUNDARY LINE
  - LOT LINE
  - RIGHT-OF-WAY LINE
  - SECTION LINE
  - CENTER LINE
  - - - ADJACENT PROPERTY LINE
  - - - TIE LINE
  - - - UTILITY EASEMENT LINE
  - - - TEMPORARY EASEMENT LINE
  - - - IRRIGATION EASEMENT LINE
  - - - PERMANENT ACHD EASEMENT LINE
- 
- ⊕ - CENTER QUARTER CORNER (NOT SET)
  - ☆ - SET 1/2-INCH x 24-INCH REBAR WITH PLASTIC CAP MARKED "JUB PLS 17665"
  - ⊙ - SET 5/8-INCH x 24-INCH REBAR WITH PLASTIC CAP MARKED "JUB PLS 17665"
  - - FOUND 1/2-INCH REBAR AS NOTED
  - - FOUND 5/8-INCH REBAR AS NOTED
  - ⊙ - FOUND MONUMENT AS NOTED
  - - DIMENSION POINT - NOT FIELD LOCATED
  - C# - CURVE COURSE NUMBER (TYPICAL)
  - L# - LINE COURSE NUMBER (TYPICAL)
  - # - LOT NUMBER (TYPICAL)
  - [####] - PLS NUMBER FOUND ON MONUMENT
  - ACR - ADA COUNTY RECORDS
  - ORAC - OFFICIAL RECORDS ADA COUNTY
  - POC - POINT OF COMMENCEMENT
  - WC - WITNESS CORNER



**CENTER QUARTER NOTE:**  
THE CENTER QUARTER CORNER FALLS IN AN EXISTING FENCEPOST. A WITNESS CORNER WAS FOUND ON THE EAST-WEST CENTERLINE OF THE SECTION, 20.00- FEET WEST OF THE CENTER QUARTER CORNER. SEE CP&F 2024-\_\_\_\_\_ FOR WITNESS CORNER TO THE CENTER QUARTER CORNER.



12/3/2024

SEE SHEET 5 FOR NOTES, EASEMENT NOTES, REFERENCES, AND SURVEYOR'S NARRATIVE



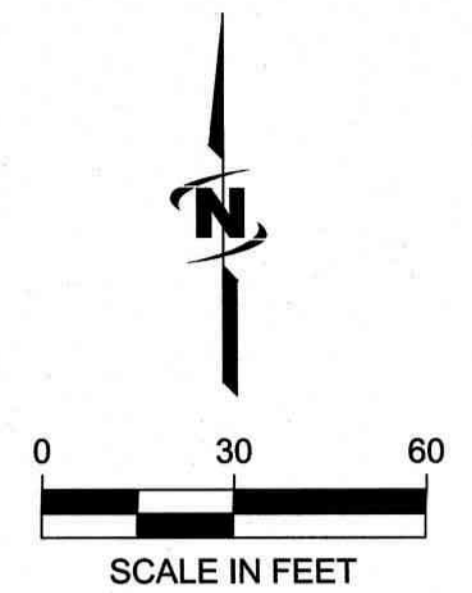
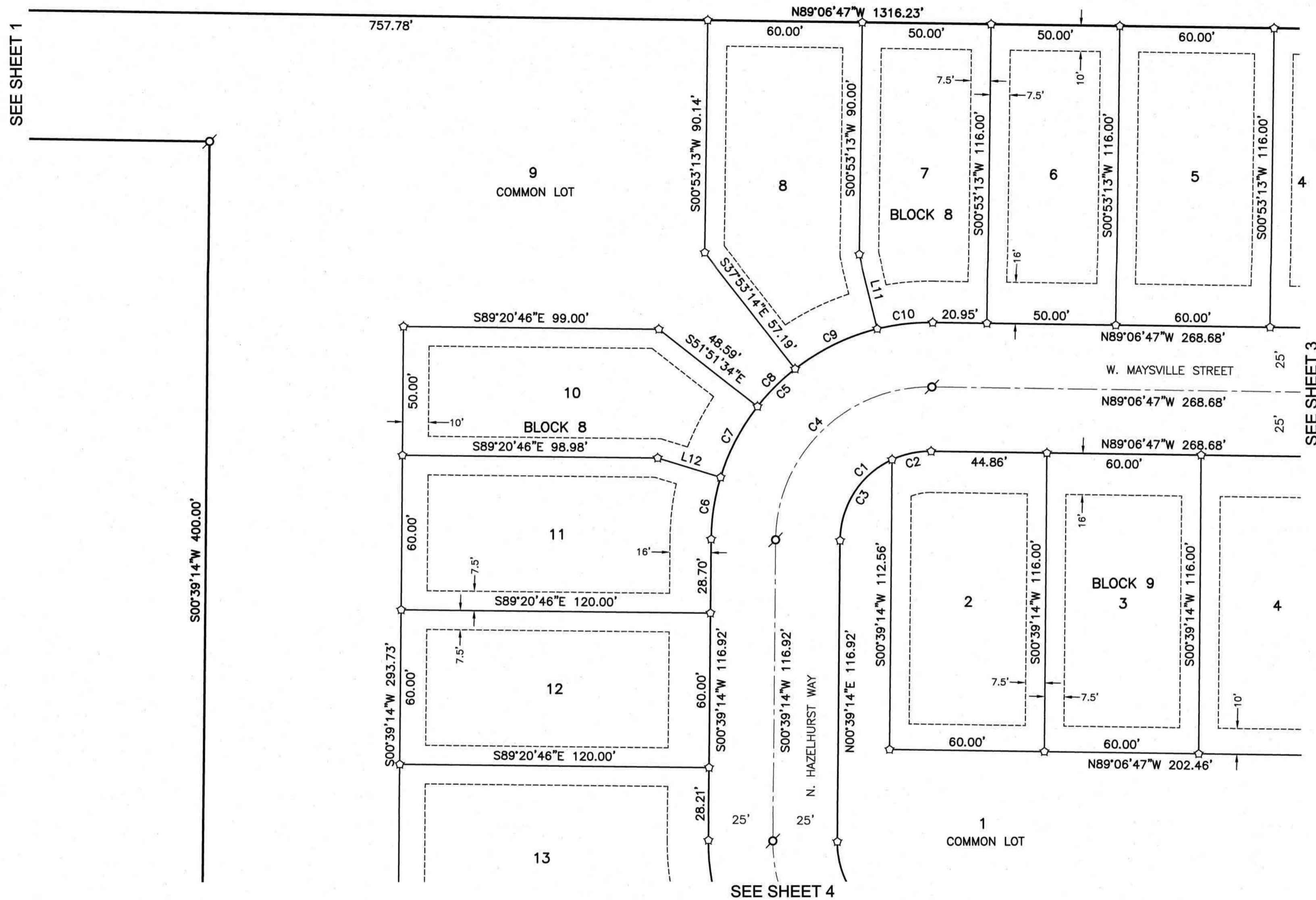
2760 West Excursion Lane, Suite 400, Meridian, ID 83642-5752  
p 208 376 7330 w www.jub.com  
JOB No. 10-24-025

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# PLAT OF MILEPOST COMMONS SUBDIVISION NO. 2

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

THE TRELIS SUBDIVISION  
(BK 87 OF PLATS, PGS 9991-9996, ACR)

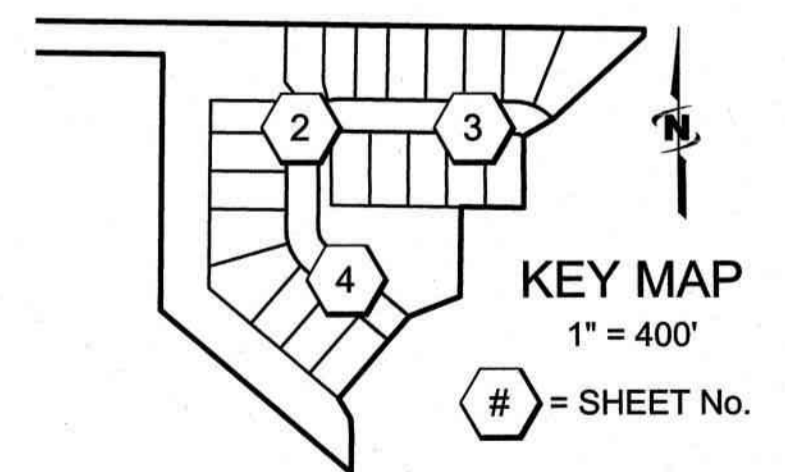


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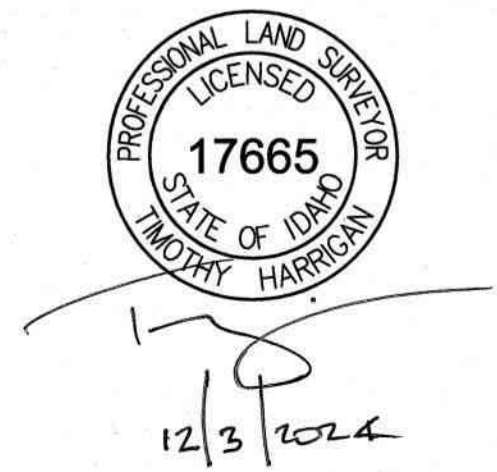
NO.	BEARING	DIST.
L11	S13°46'41"E	29.74'
L12	S72°53'59"E	25.54'

CURVE TABLE - THIS SHEET ONLY

NO.	RADIUS	DELTA	LENGTH	CH. BEARING	CH. DIST.
C1	35.00'	90°13'59"	55.12'	S45°46'14"W	49.60'
C2	35.00'	25°36'36"	15.64'	S78°04'55"W	15.51'
C3	35.00'	64°37'23"	39.48'	S32°57'56"W	37.42'
C4	60.00'	90°13'59"	94.49'	S45°46'14"W	85.03'
C5	85.00'	90°13'59"	133.86'	S45°46'14"W	120.45'
C6	85.00'	16°26'47"	24.40'	S08°52'38"W	24.32'
C7	85.00'	21°02'24"	31.21'	S27°37'13"W	31.04'
C8	85.00'	13°58'20"	20.73'	S45°07'36"W	20.68'
C9	85.00'	24°06'33"	35.77'	S64°10'02"W	35.50'
C10	85.00'	14°39'54"	21.76'	S83°33'16"W	21.70'



SEE SHEET 1 FOR LEGEND.  
SEE SHEET 5 FOR NOTES,  
EASEMENT NOTES, REFERENCES,  
AND SURVEYOR'S NARRATIVE

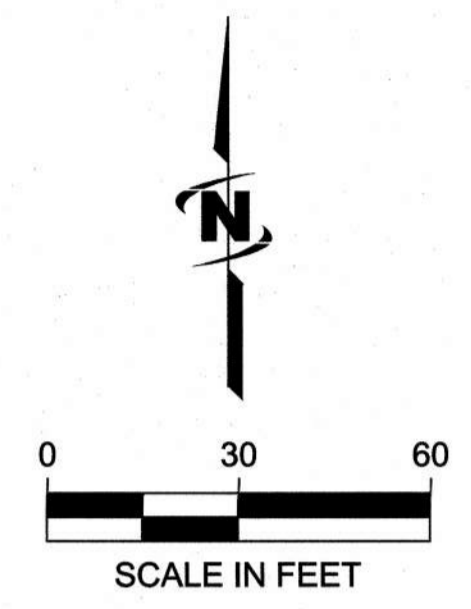
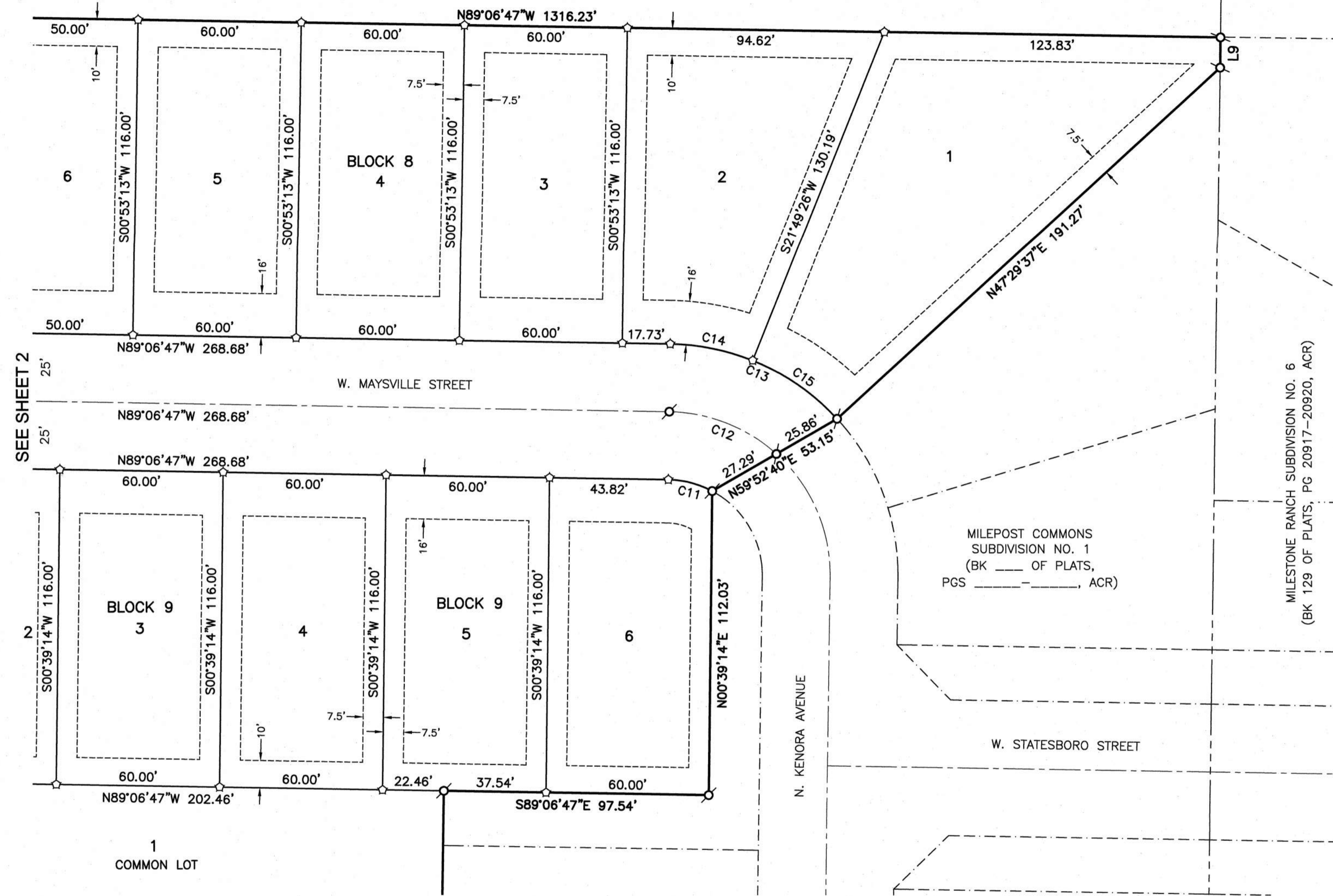


J-U-B ENGINEERS, INC.  
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# PLAT OF MILEPOST COMMONS SUBDIVISION NO. 2

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

THE TRELIS SUBDIVISION  
(BK 87 OF PLATS, PGS 9991-9996, ACR)

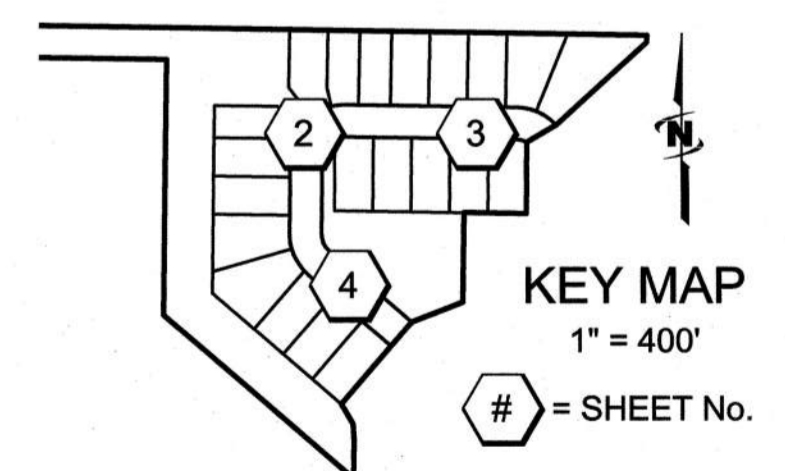


SEE SHEET 2

SEE SHEET 2

MILEPOST COMMONS  
SUBDIVISION NO. 1  
(BK \_\_\_\_\_ OF PLATS,  
PGS \_\_\_\_\_ - \_\_\_\_\_, ACR)

MILESTONE RANCH SUBDIVISION NO. 6  
(BK 129 OF PLATS, PG 20917-20920, ACR)



CURVE TABLE - THIS SHEET ONLY

NO.	RADIUS	DELTA	LENGTH	CH. BEARING	CH. DIST.
C11	35.00'	27°34'01"	16.84'	N75°19'47"W	16.68'
C12	60.00'	41°17'06"	43.23'	N68°28'14"W	42.30'
C13	85.00'	46°35'39"	69.12'	N65°48'58"W	67.23'
C14	85.00'	20°55'56"	31.05'	N78°38'49"W	30.88'
C15	85.00'	25°39'43"	38.07'	N55°21'00"W	37.75'

LINE TABLE - THIS SHEET ONLY

NO.	BEARING	DIST.
L9	N00°48'31"E	11.19'



12/3/2024

SEE SHEET 1 FOR LEGEND.  
SEE SHEET 5 FOR NOTES,  
EASEMENT NOTES, REFERENCES,  
AND SURVEYOR'S NARRATIVE

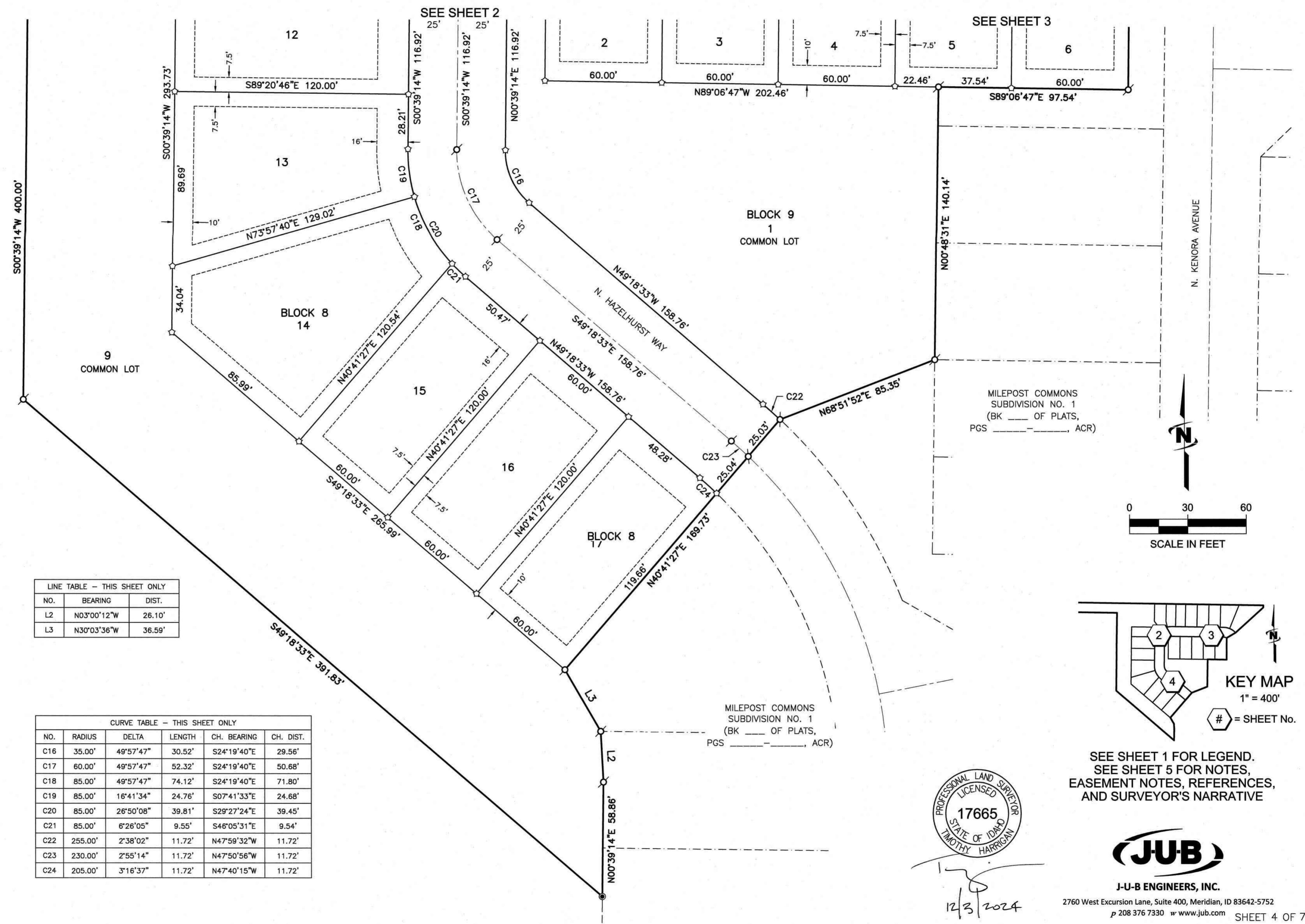


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PLAT OF  
**MILEPOST COMMONS SUBDIVISION NO. 2**

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

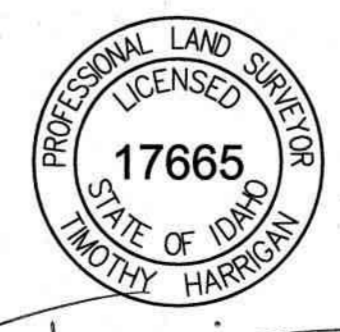
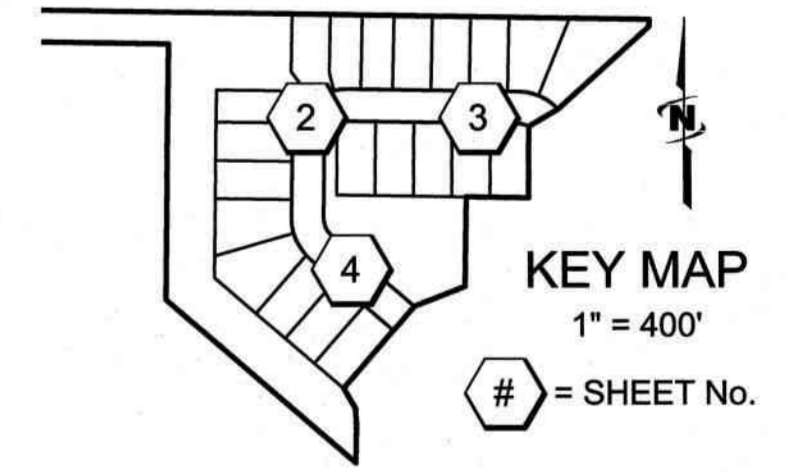
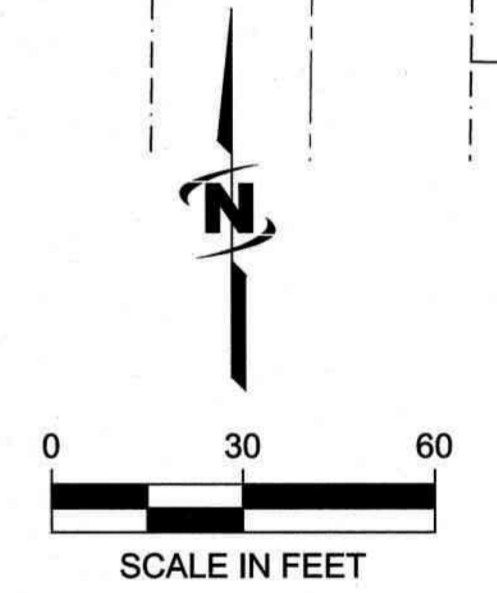


LINE TABLE - THIS SHEET ONLY

NO.	BEARING	DIST.
L2	N03°00'12"W	26.10'
L3	N30°03'36"W	36.59'

CURVE TABLE - THIS SHEET ONLY

NO.	RADIUS	DELTA	LENGTH	CH. BEARING	CH. DIST.
C16	35.00'	49°57'47"	30.52'	S24°19'40"E	29.56'
C17	60.00'	49°57'47"	52.32'	S24°19'40"E	50.68'
C18	85.00'	49°57'47"	74.12'	S24°19'40"E	71.80'
C19	85.00'	16°41'34"	24.76'	S07°41'33"E	24.68'
C20	85.00'	26°50'08"	39.81'	S29°27'24"E	39.45'
C21	85.00'	6°26'05"	9.55'	S46°05'31"E	9.54'
C22	255.00'	2°38'02"	11.72'	N47°59'32"W	11.72'
C23	230.00'	2°55'14"	11.72'	N47°50'56"W	11.72'
C24	205.00'	3°16'37"	11.72'	N47°40'15"W	11.72'



12/3/2024

SEE SHEET 1 FOR LEGEND.  
SEE SHEET 5 FOR NOTES,  
EASEMENT NOTES, REFERENCES,  
AND SURVEYOR'S NARRATIVE



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PLAT OF  
**MILEPOST COMMONS SUBDIVISION NO. 2**

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

**NOTES**

1. LOT 9 OF BLOCK 8 AND LOT 1 OF BLOCK 9 ARE COMMON LOTS WHICH SHALL BE OWNED AND MAINTAINED BY THE MILESTONE RANCH SUBDIVISION HOMEOWNERS' ASSOCIATION.
2. THE PRESSURIZED IRRIGATION SYSTEM SHALL BE OWNED AND MAINTAINED BY THE MILESTONE RANCH SUBDIVISION HOMEOWNERS' ASSOCIATION. IRRIGATION WILL BE PROVIDED BY THE FARMERS UNION DITCH COMPANY. THE LOTS WITHIN THIS SUBDIVISION WILL BE OBLIGATED FOR ASSESSMENTS FROM THE FARMERS UNION DITCH COMPANY.
3. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF RE-SUBDIVISION.
4. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF STAR APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT.
5. LOTS SHALL NOT BE REDUCED IN SIZE WITHOUT PRIOR APPROVAL FROM THE HEALTH AUTHORITY.
6. NO ADDITIONAL DOMESTIC WATER SUPPLIES SHALL BE INSTALLED BEYOND THE WATER SYSTEM APPROVED IN THE SANITARY RESTRICTION RELEASE.
7. REFERENCE IS MADE TO THE PUBLIC HEALTH LETTER ON FILE WITH THE ADA COUNTY RECORDER REGARDING ADDITIONAL RESTRICTIONS.
8. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES, "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
9. THIS SUBDIVISION IS SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS, CONTAINED IN INSTRUMENT NO. \_\_\_\_\_, ORAC, AND AS MAY BE AMENDED.
10. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH ADA COUNTY HIGHWAY DISTRICT RECORDED AS INSTRUMENT NO. 20\_\_\_\_\_, ORAC.

**EASEMENT NOTES**

1. LOT 9 OF BLOCK 8 AND LOT 1 OF BLOCK 9 ARE HEREBY DESIGNATED AS BEING SUBJECT TO A BLANKET UTILITY EASEMENT OVER SAID LOTS.
2. ALL UTILITY EASEMENTS SHOWN OR DESIGNATED HEREON ARE NON-EXCLUSIVE, PERPETUAL, SHALL RUN WITH THE LAND, ARE APPURTENANT TO THE LOTS SHOWN HEREON, AND ARE HEREBY RESERVED FOR THE INSTALLATION, MAINTENANCE, OPERATION, AND USE OF PUBLIC & PRIVATE UTILITIES, PRESSURIZED IRRIGATION, SEWER SERVICE, CABLE TELEVISION/DATA; APPURTENANCES THERETO; AND LOT DRAINAGE.
3. ALL SIDEWALK EASEMENTS SHOWN OR DESIGNATED HEREON ARE NON-EXCLUSIVE, PERPETUAL, SHALL RUN WITH THE LAND, ARE APPURTENANT TO THE LOTS PLATTED HEREON, AND ARE HEREBY RESERVED FOR INGRESS, EGRESS, AND THE INSTALLATION, OPERATION, USE, AND MAINTENANCE OF SIDEWALKS AND APPURTENANCES THERETO.
4. NO UTILITY EASEMENT SHOWN OR DESIGNATED HEREON SHALL PRECLUDE THE CONSTRUCTION AND MAINTENANCE OF HARD-SURFACED DRIVEWAYS, LANDSCAPING, PARKING, SIDE AND REAR PROPERTY LINE FENCES, OR OTHER SUCH NON-PERMANENT IMPROVEMENTS.
5. ALL EASEMENTS ARE PARALLEL WITH THE LINES, AND CONCENTRIC WITH THE CURVES THAT THEY ARE DIMENSIONED FROM UNLESS OTHERWISE NOTED.
6. PORTIONS OF LOT 9 OF BLOCK 8 AND LOT 1 OF BLOCK 9 ARE SERVIENT TO AND CONTAIN THE ACHD STORM WATER DRAINAGE SYSTEM. THESE LOTS ARE ENCUMBERED BY THAT CERTAIN FIRST AMENDED MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON NOVEMBER 10, 2015 AS INSTRUMENT NO. 2015-103256, OFFICIAL RECORDS OF ADA COUNTY, AND INCORPORATED HEREIN BY THIS REFERENCE AS IF SET FORTH IN FULL (THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEM ARE DEDICATED TO ACHD PURSUANT TO SECTION 40-2302 IDAHO CODE. THE MASTER EASEMENT IS FOR THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM.
7. UNLESS OTHERWISE SHOWN OR NOTED HEREON, ALL FRONT LOT LINES HAVE A 16-FOOT WIDE PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENT, ALL REAR LOT LINES HAVE A 10-FOOT WIDE PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENT, AND ALL SIDE LOT LINES HAVE A 7.5-FOOT WIDE PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENT.
8. SEE INSTRUMENT NO. 2024-\_\_\_\_\_, OFFICIAL RECORDS OF ADA COUNTY FOR PERMANENT ACHD SIDEWALK EASEMENTS.

**REFERENCE DOCUMENTS**

SUBDIVISIONS: THE TRELIS SUBDIVISION (BK 87 OF PLATS, PGS 9991-9996, ACR), MILESTONE RANCH SUBDIVISION NO. 6 (BK 129 OF PLATS, PGS 20917-20920, ACR), MILEPOST COMMONS SUBDIVISION NO. 1 (BK \_\_\_\_\_ OF PLATS, PGS \_\_\_\_\_ - \_\_\_\_\_, ACR)  
 SURVEYS: ROS NO. 12518  
 DEEDS: 2020-121455, ORAC  
 EASEMENTS: XXX, ORAC

**SURVEYOR'S NARRATIVE**

1. THE PURPOSE OF THIS SURVEY IS TO SUBDIVIDE THE LAND SHOWN HEREON IN ACCORDANCE WITH IDAHO CODE RELATING TO PLATS AND SURVEYS.
2. THE BOUNDARY LINES SHOWN HERE WERE ESTABLISHED BY HOLDING THE MONUMENTS FOUND REPRESENTING THE GOVERNMENT CORNERS ALONG ALIQUOT SECTION LINES, AND BY HOLDING THE MONUMENTS FOUND REPRESENTING THE CORNERS OF MILESTONE RANCH SUBDIVISION NO. 6 (BK 129 OF PLATS, PGS 20917-20920, ACR) AND MILEPOST COMMONS SUBDIVISION NO. 1 (BK \_\_\_\_\_ OF PLATS, PGS \_\_\_\_\_ - \_\_\_\_\_, ACR)



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PLAT OF  
**MILEPOST COMMONS SUBDIVISION NO. 2**

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

**CERTIFICATE OF OWNERS**

KNOW ALL MEN BY THESE PRESENTS: THAT TOLL WEST INC. DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THAT REAL PROPERTY TO BE KNOWN AS MILEPOST COMMONS SUBDIVISION NO. 2, AND THAT IT INTENDS TO INCLUDE SAID REAL PROPERTY, AS DESCRIBED BELOW, IN THIS PLAT:

A TRACT OF LAND SITUATE IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF STAR, COUNTY OF ADA, STATE OF IDAHO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER-WEST SIXTEENTH CORNER OF SAID SECTION 4; THENCE FROM SAID POINT OF COMMENCEMENT, COINCIDENT WITH THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 4, THE FOLLOWING THREE (3) CONSECUTIVE COURSES AND DISTANCES:

1. SOUTH 89°15'10" EAST, A DISTANCE OF 1,312.63 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 4;
2. REVERSING COURSE, NORTH 89°15'10" WEST, COINCIDENT WITH THE NORTHERLY LINE OF THE PLAT OF IRON MOUNTAIN VISTA SUBDIVISION, RECORDED IN BOOK 128 OF PLATS, AT PAGES 20846 THROUGH 20850, ADA COUNTY RECORDS, A DISTANCE OF 656.31 FEET TO A 5/8-INCH REBAR MARKING THE NORTHWESTERLY CORNER OF SAID PLAT, AND
3. CONTINUING NORTH 89°15'10" WEST, COINCIDENT WITH THE NORTHERLY LINE OF THE PLAT OF IRON MOUNTAIN ESTATES SUBDIVISION, RECORDED IN BOOK 121 OF PLATS, AT PAGES 19064 THROUGH 19069, ADA COUNTY RECORDS, A DISTANCE OF 219.37 FEET;

THENCE LEAVING SAID NORTHERLY LINE, NORTH 00°45'11" EAST, A DISTANCE OF 79.92 FEET TO A POINT ON THE SOUTHERLY LINE OF THE TRACT OF LAND DESCRIBED IN THE QUITCLAIM DEED RECORDED AS INSTRUMENT NO. 2020-121455, OFFICIAL RECORDS OF ADA COUNTY, HEREINAFTER REFERRED TO AS THE "WEST ADA SCHOOL DISTRICT TRACT"; THENCE COINCIDENT WITH THE RESPECTIVE SOUTHERLY AND EASTERLY LINES OF SAID WEST ADA SCHOOL DISTRICT TRACT, THE FOLLOWING TWO (2) CONSECUTIVE COURSES AND DISTANCES:

1. SOUTH 89°14'49" EAST, A DISTANCE OF 427.92 FEET, AND
2. NORTH 00°39'14" EAST, A DISTANCE OF 550.00 FEET TO A 5/8-INCH REBAR MARKING AN ANGLE POINT IN SAID EASTERLY LINE, SAID ANGLE POINT ALSO BEING THE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE FROM SAID POINT OF BEGINNING, LEAVING SAID EASTERLY LINE, THE FOLLOWING TEN (10) CONSECUTIVE COURSES AND DISTANCES:

1. CONTINUING NORTH 00°39'14" EAST, A DISTANCE OF 58.86 FEET,
2. NORTH 03°00'12" WEST, A DISTANCE OF 26.10 FEET,
3. NORTH 30°03'36" WEST, A DISTANCE OF 36.59 FEET,
4. NORTH 40°41'27" EAST, A DISTANCE OF 169.73 FEET,
5. NORTH 68°51'52" EAST, A DISTANCE OF 85.35 FEET,
6. NORTH 00°48'31" EAST, A DISTANCE OF 140.14 FEET,
7. SOUTH 89°06'47" EAST, A DISTANCE OF 97.54 FEET,
8. NORTH 00°39'14" EAST, A DISTANCE OF 112.03 FEET,
9. NORTH 59°52'40" EAST, A DISTANCE OF 53.15 FEET, AND
10. NORTH 47°29'37" EAST, A DISTANCE OF 191.27 FEET TO A POINT ON THE WESTERLY LINE OF THE PLAT OF MILESTONE RANCH SUBDIVISION NO. 6, RECORDED IN BOOK 129 OF PLATS, AT PAGES 20917 THROUGH 20920, ADA COUNTY RECORDS;

THENCE NORTH 00°48'31" EAST, COINCIDENT WITH SAID WESTERLY LINE, A DISTANCE OF 11.19 FEET TO THE CENTER-NORTH SIXTEENTH CORNER OF SAID SECTION 4; THENCE LEAVING SAID WESTERLY LINE, NORTH 89°06'47" WEST, COINCIDENT WITH THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 4, A DISTANCE OF 1,316.23 FEET TO THE NORTHWEST SIXTEENTH CORNER OF SAID SECTION 4; THENCE LEAVING SAID NORTH LINE, SOUTH 00°39'14" WEST, COINCIDENT WITH THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 4, A DISTANCE OF 49.98 FEET TO THE NORTHWESTERLY CORNER OF THE AFORESAID WEST ADA SCHOOL DISTRICT TRACT;

THENCE LEAVING SAID WEST LINE, COINCIDENT WITH THE RESPECTIVE NORTHERLY AND EASTERLY LINES OF SAID WEST ADA SCHOOL DISTRICT TRACT, THE FOLLOWING THREE (3) CONSECUTIVE COURSES AND DISTANCES:

1. SOUTH 89°06'47" EAST, A DISTANCE OF 565.00 FEET,
2. SOUTH 00°39'14" WEST, A DISTANCE OF 400.00 FEET, AND
3. SOUTH 49°18'33" EAST, A DISTANCE OF 391.83 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 7.47 ACRES OF LAND, MORE OR LESS.

END OF DESCRIPTION.

**CERTIFICATE OF OWNERS  
(CONTINUED)**

THE PUBLIC STREETS SHOWN ON THIS PLAT ARE HEREBY DEDICATED TO THE PUBLIC. THE EASEMENTS SHOWN ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, HOWEVER THE RIGHT TO USE SAID EASEMENTS IS HEREBY RESERVED FOR THE USES SPECIFICALLY DEPICTED ON THE PLAT, AND FOR ANY OTHER PURPOSES DESIGNATED HEREON, AND NO PERMANENT STRUCTURES, OTHER THAN FOR SUCH USES AND PURPOSES, ARE TO BE ERRECTED WITHIN THE LINES OF SAID EASEMENTS. ALL OF THE LOTS WITHIN THIS SUBDIVISION ARE ELIGIBLE TO RECEIVE WATER AND SEWER SERVICE FROM THE STAR SEWER AND WATER DISTRICT, AND THE STAR SEWER AND WATER DISTRICT HAS AGREED IN WRITING TO SERVE ALL LOTS WITHIN THE SUBDIVISION. IRRIGATION WATER HAS BEEN PROVIDED BY THE FARMERS UNION DITCH COMPANY IN COMPLIANCE WITH IDAHO CODE 31-3805(1)(B). LOTS WITHIN THIS SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS, AND WILL BE OBLIGATED FOR ASSESSMENTS FROM THE FARMERS UNION DITCH COMPANY.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND:

TOLL WEST INC.

BY: \_\_\_\_\_  
RYAN HAMMONS, DIVISION PRESIDENT

**ACKNOWLEDGMENT**

STATE OF \_\_\_\_\_ }  
COUNTY OF \_\_\_\_\_ } ss.

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR 20 \_\_\_\_\_, BEFORE ME, A NOTARY PUBLIC IN AND FOR THE STATE OF \_\_\_\_\_, PERSONALLY APPEARED RYAN HAMMONS, KNOWN OR IDENTIFIED TO ME TO BE THE DIVISION PRESIDENT OF TOLL WEST INC., THAT EXECUTED THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT TOLL WEST INC. EXECUTED THE SAME.

NOTARY PUBLIC FOR \_\_\_\_\_  
MY COMMISSION NO. \_\_\_\_\_  
MY COMMISSION EXPIRES \_\_\_\_\_

**CERTIFICATE OF SURVEYOR**

I, TIMOTHY HARRIGAN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, AND THAT THIS PLAT OF MILEPOST COMMONS SUBDIVISION NO. 2 IS TRUE AND CORRECT AS DESCRIBED IN THE CERTIFICATE OF OWNERS AND AS SHOWN HEREON, AND WAS SURVEYED IN ACCORDANCE WITH IDAHO CODE RELATING TO PLATS AND SURVEYS.

\_\_\_\_\_  
TIMOTHY HARRIGAN PLS 17665  
12/3/2024  
DATE  
PROFESSIONAL LAND SURVEYOR  
LICENSED  
17665  
STATE OF IDAHO  
TIMOTHY HARRIGAN



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PLAT OF  
**MILEPOST COMMONS SUBDIVISION NO. 2**

BOOK \_\_\_\_\_ OF PLATS, PAGE \_\_\_\_\_

**APPROVAL OF CENTRAL DISTRICT HEALTH**

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE RE-IMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

\_\_\_\_\_  
CENTRAL DISTRICT HEALTH DATE

**APPROVAL OF ADA COUNTY HIGHWAY DISTRICT**

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
COMMISSION PRESIDENT  
ADA COUNTY HIGHWAY DISTRICT

**APPROVAL OF CITY ENGINEER**

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO, ON THIS DAY

\_\_\_\_\_, HEREBY APPROVE THIS PLAT.

\_\_\_\_\_  
CITY ENGINEER

**APPROVAL OF CITY COUNCIL**

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_, BY THE CITY OF STAR, IDAHO.

\_\_\_\_\_  
CITY CLERK

**CERTIFICATE OF COUNTY SURVEYOR**

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

\_\_\_\_\_  
ADA COUNTY SURVEYOR DATE

**CERTIFICATE OF COUNTY TREASURER**

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF ADA, STATE OF IDAHO, PER REQUIREMENTS OF IDAHO CODE 50-1308, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND/OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS PROPOSED SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATE IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

\_\_\_\_\_  
ADA COUNTY TREASURER DATE

**COUNTY RECORDER'S CERTIFICATE**

STATE OF IDAHO }  
COUNTY OF ADA } SS. INSTRUMENT NO. \_\_\_\_\_

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED AT THE REQUEST OF JUB ENGINEERS, INC.

AT \_\_\_\_\_ MINUTES PAST \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M.,

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_, IN MY OFFICE, AND WAS RECORDED IN

BOOK \_\_\_\_\_ OF PLATS AT PAGES \_\_\_\_\_ THROUGH \_\_\_\_\_.

FEE: \_\_\_\_\_

\_\_\_\_\_  
DEPUTY EX-OFFICIO RECORDER



12/3/2024



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# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

**FROM:** City of Star – Planning & Zoning Department *Shen T. Smith*

**MEETING DATE:** February 18, 2025

**FILE(S) #:** FP-25-01, Final Plat, Trapper Ridge Subdivision – Phase 4

### REQUEST

Applicant is seeking approval of a Final Plat for Trapper Ridge Subdivision, Phase 4, consisting of 42 residential lots and 2 common lots on 12.59 acres. The phase is the northern portion of the preliminary plat, north of W. New Hope Road in Star, Idaho. The subject property is located west of N. Cherry Laurel Way and north of W. Mountain Iris Street. Ada County Parcel Numbers R6046660220, R6046660100 & R6046660317.

**Applicant/Representative:**

Kent Brown  
Kent Brown Planning Services  
3161 E. Springwood Drive  
Meridian, Idaho 83642

**Owner**

Endurance Holdings  
1977 E. Overland Rd  
Meridian, ID 83642

### PROPERTY INFORMATION

Land Use Designation - Residential R-3

Acres - 12.59 acres

Residential Lots - 42

Common Lots - 2

### HISTORY

May 7, 2019 The Rezone (RZ-18-06) and Preliminary Plat (PP-18-05) for Trapper Ridge Subdivision was approved by the Council.

July 16, 2019            The Final Plat (FP-19-05) for Trapper Ridge Subdivision, Phase 1 was approved by the Council.

April 21, 2020        The Final Plat (FP-20-06) for Trapper Ridge Subdivision, Phase 2 was approved by the Council.

August 17, 2021      The Final Plat (FP-21-16) for Trapper Ridge Subdivision, Phase 3 was approved by the Council.

**GENERAL DISCUSSION**

The applicant is requesting approval of the Final Plat for Trapper Ridge Subdivision, Phase 4 consisting of 42 residential lots and 2 common lots on 12.59 acres.

The Final Plat layout generally complies with the approved Preliminary Plat.

**Original Preliminary Plat Review:**

- Site Data: All Phases
- Total Acreage of Site – 68.42 acres
- Total Number of Lots – 207 lots
- Total Number of Residential Lots – 200 lots
- Total Number of Common Lots – 7 lots
- Total Number of Commercial Lots – None
- Type of Units – Single Family Units
- Dwelling Units Per Gross Acre – 2.92 Units per acre
- Total Acreage of Common Lots – 14.11 acres
- Percent of Site as Common Area – 20.62%

***General Site Design Features:***

Landscaping

The landscape plan submitted was approved as far as the locations. However, the UDC, Chapter 4, Section B-7 C-3 Street Trees, states that a minimum density of one (1) tree per thirty-five (35) linear feet is required. The submitted landscape plan appears to satisfy this requirement.

Open Space

Open space for the subdivision comes in the form of passive green space with amenities.

***Street Design:***

Public Streets

The development is proposing to have 36-foot-wide streets from back of curb to back of curb. This satisfies UDC Section 8-6B-2.

Sidewalks

Sidewalks are proposed at five-foot (5') widths and will be attached throughout the overall subdivision.

Streetlights

Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. **The applicant did not originally submit a plan or design/cuts sheet for streetlights. Working with City Staff, the Applicant has agreed to change the streetlight design in the development to downward facing lights. Applicant also changed the streetlights along W. New Hope Road to match the current downward facing, city preferred fixture. The remaining phases will need to adhere to the current downward facing**

**Staff Analysis of Final Plat Submittal:**

The approved preliminary plat consisted of a maximum of 200 residential lots. Once Phase 4 is platted, this will be the last phase of the original 200 residential lots approved.

Lot Layout – The density of Trapper Ridge Subdivision, Phase 4 is 3.33 du/acre. The Final Plat indicates lot sizes range in size from 7,626 square feet to 12,788 square feet. The average buildable lot size is 8,668 square feet. This is in line with the approved preliminary plat.

Common/Open Space and Amenities – This phase will have a pocket park and a micro pathway. Previous phases contain a tot lot and 1.4-acre park. A future phase will contain an 11-acre natural habitat park.

Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2- M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape plan appears to satisfy these requirements. If street trees are to be planted by the builder, the Certificate of Occupancy may be withheld pending confirmation that the correct number and species of tree(s) have been planted.**

Setbacks – The applicant has not been approved for any special setbacks and the development will comply with the standard setbacks or the R-3 zone as follows:

Zoning District	Maximum Height  Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side

R-3	35'	15' to living area 20' to garage face	15'	5' per story	20'
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Mailbox Clusters – Applicant has provided documentation from Mel Norton, Star Postmaster depicting the approved location for the mailbox cluster for the development. The approval is to add additional clusters to the Trapper Ridge mail clusters. The Unified Development Code Section 8-4A-21: states that All mailbox clusters shall be approved by the postmaster prior to installation. **All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times.** The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R's. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



Section 8-3B-3 of the Unified Development Code sets forth additional residential district standards in the City of Star.

J. Additional residential standards applying to all new residential subdivisions:

1. Residential Elevations:
  - i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.
  - ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following



minimum standards shall be applied to all new residential structure elements in all zones:

1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. **A minimum of three (3) architectural elements shall be provided for all single-family residential structures.** These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

Section 8-3B-3 designates EXTERIOR ARCHITECTURAL ELEMENTS:



2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.
3. A minimum one (1) foot overhang shall be provided on all roof overhangs. Administrator may approve deviation from this standard.
4. **Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.**
5. Additional landscaping buffers may also be required.

2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:

**a. 1 to 50 units = minimum of 5 architectural styles and/or floorplans**

- b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans
- c. 101 and over units = minimum of 10 architectural styles and/or floorplans

Homeowners Associations. All subdivisions shall be maintained by a Homeowners association with appropriate Conditions, Covenants and Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.

Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

Street Names – Applicant has provided documentation from Ada County that the proposed street names have been approved and they are reflected correctly on the final plat.

Subdivision Name – Ada County Development Services has approved the subdivision name and approval letter is part of the application packet.

Fencing – Applicant is proposing a solid 6' tall vinyl fence along the perimeter of the development. There will also be a 5' tall wrought iron fence along the north back of the lots. All Fencing to be installed per plan.

Sidewalks – Sidewalks are proposed to be attached, 5-foot-wide, concrete throughout the development. This development was approved prior to detached sidewalks becoming required by code.

Lighting - Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has submitted a proposed streetlight plan that meets city standards.

**PUBLIC NOTIFICATIONS**

Notifications of this application were sent to agencies having jurisdiction on January 26, 2025.

ITD  
DEQ

February 11, 2025  
February 5, 2025

**FINDINGS**

The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve this Final Plat, the Unified Development Code requires that Council must find the following:

- A. The Plat is in conformance with the Comprehensive Plan.  
*The Council finds that this subdivision upon Preliminary Plat approval was in conformance with the Comprehensive Plan; no changes have been made to change this status.*
- B. Public services are available or can be made available and are adequate to accommodate the proposed development.  
*Staff finds that all public services are available and able to accommodate this development.*
- C. There is public financial capability of supporting services for the proposed development.  
*Staff knows of no financial hardship that would prevent services from being provided.*
- D. The development will not be detrimental to the public health, safety or general welfare; and,  
*Staff finds no facts to support that this subdivision phase will be detrimental to the public health, safety or general welfare.*
- E. The development preserves significant natural, scenic or historic features.  
*Staff finds that existing conditions have not substantially changed from the approved Preliminary Plat of this subdivision.*

**CONDITIONS OF APPROVAL**

**Conditions included in the Findings of Fact & Development Agreement.**

- 1. Side yard setbacks shall be 5' per story. A waiver has not been granted as part of the Development Agreement.

**Conditions Specific to Signature of Final Plat.**

- 1. **Prior to signature of the final plat**, a signed Irrigation District Agreement with the Irrigation Districts shall be provided to the City of Star. This requirement shall be with each subsequent Final Plat application.
- 2. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signing the final plat.**

### **Additional Conditions of Approval**

1. The approved Final Plat for Trapper Ridge Subdivision, Phase 4 shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The development shall be subject to additional Fire and Police emergency mitigation fees collected at the time of building permit for each residential dwelling. The fee shall be determined by City Council.**
3. **The applicant shall comply with the Residential Standards for all new houses, as required in Section 8-3B-3 of the UDC.**
4. All public streets shall have a minimum street width of 36' and shall be constructed to ACHD standards.
5. The property associated with this approved Final Plat, in addition to the property of all future phases shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
6. The property associated with this approved Final Plat, in addition to the property of all future phases shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of preliminary plat/final plat approvals.
7. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
8. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
9. The approved Preliminary Plat shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages. (See Section 8-4 B Landscaping Requirements)
10. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
11. Streetlight design shall follow Code with requirements for light trespass and "Dark Skies" lighting. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision and shall be maintained by the Homeowners Association. **Streetlights shall be installed prior to issuing any building permits.**

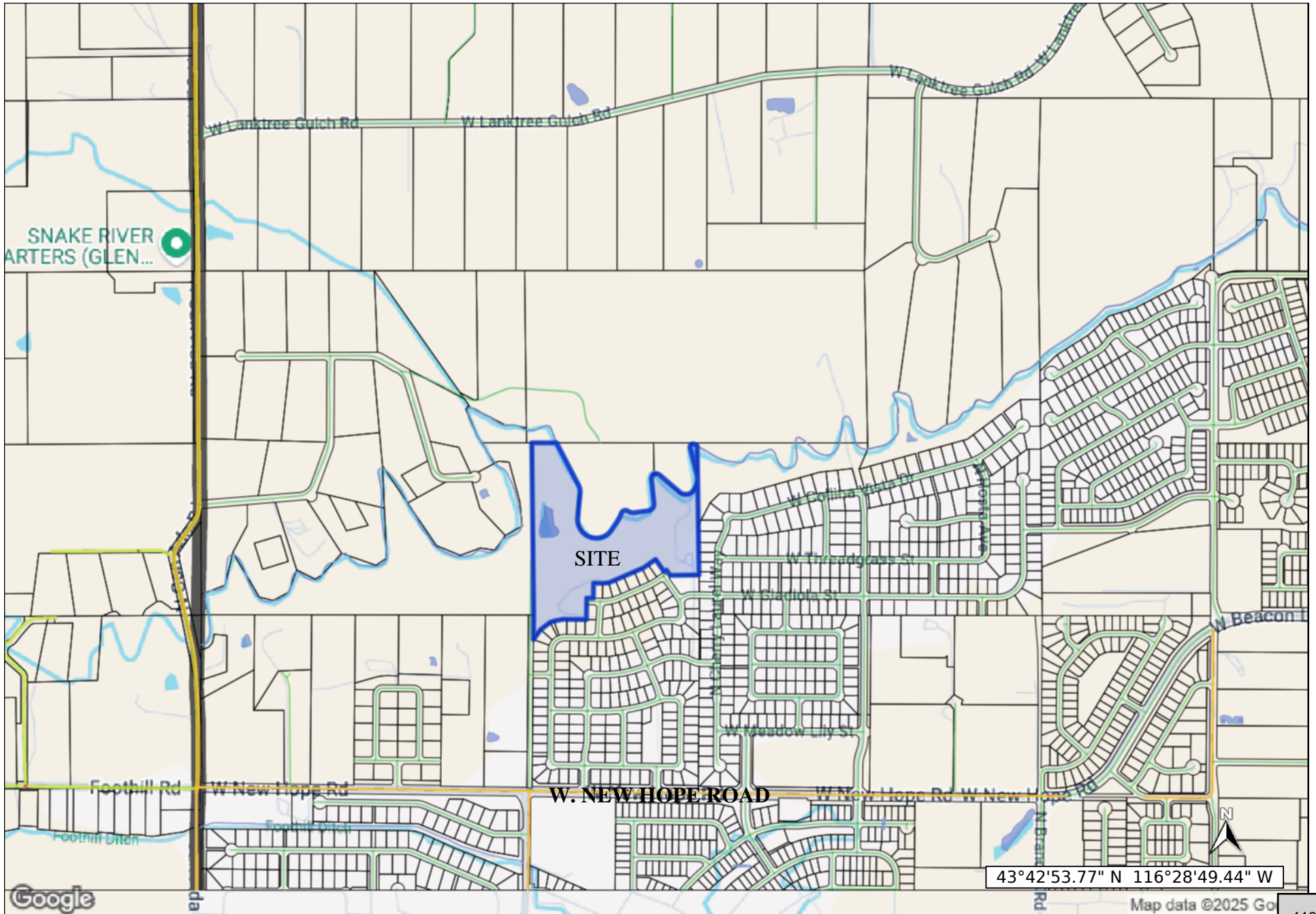
- 12. A plat note shall state that development standards for residential development shall comply with the effective building and zoning requirements at time of building permit issuance.
- 13. Requested surety shall be required at 150% of the total estimated installed cost, as approved by the City Engineer or Administrator. The term of approval shall not exceed 180 days. (See Section 8-1 C-1 of the Unified Development Code for a list of eligible items.)
- 14. A form signed by the Star Sewer & Water District shall be submitted to the City prior to the signature of the Final Plat stating that all conditions of the District have been met.
- 15. A separate sign application is required for any subdivision sign.
- 16. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signature of the final plat.**
- 17. Applicant shall provide the City with two (2) full size and two (1) 11"x17" copy of the signed recorded final plat with all signatures, prior to any building permits being issued.
- 18. Development standards for single family residential units shall comply with effective building and zoning requirements at time of building permit issuance, or as approved through the Development Agreement or as stated herein.
- 19. The mylar/final plat shall be signed by the owner, Surveyor, Central District Health, ACHD and City Engineer, prior to being delivered to the City of Star for City Clerk's signature.
- 20. All common areas shall be maintained by the Homeowners Association.
- 21. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of construction.**
- 22. A copy of the recorded CC&R's shall be submitted to the City of Star prior to any building permits being issued.
- 23. **Prior to signature of the final plat**, a signed Irrigation District Agreement with the Irrigation Districts shall be provided to the City of Star. This requirement shall be with each subsequent Final Plat application.
- 24. Any additional Condition of Approval as required by Staff and City Council.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File # FP-25-01 Trapper Ridge Subdivision, Phase 4 Final Plat, on \_\_\_\_\_, 2025.

# Trapper Ridge Subdivision No 4

## Vicinity Map



# KENT BROWN PLANNING SERVICES

January 27, 2025

Star City Council  
PO Box 130  
Star, ID 83669

**RE: Final Plat for Trapper Ridge Subdivision No. 4**

Dear Mayor and Council:

On behalf of Endurance Holdings, please accept this request for Final Plat approval. The lot count for Trapper Ridge No. 4 is 42 single-family residential and 2 common lots. This subdivision is generally located near the northeast corner of New Hope Road and Munger Road.

- Trapper Ridge Subdivision No.4 is in compliance with the original preliminary plat (RZ18-06 &PP18-05) and meets all requirements of conditions.
- Trapper Ridge Subdivision No. 4 Final Plat is in conformance with:
  1. The approved preliminary plat layout and uses
  2. Acceptable engineering, architectural and surveying practices and local standards.

Evidence of Substantial compliance for the Trapper Ridge Subdivision:

<b>APPROVED PRELIMINARY SUBDIVISION</b>	<b>PHASE FOUR</b>
<b>Total Residential lots -200</b>	<b>Total Residential lots -42</b>
Range of residential lots – 7,033- 14,076	Range of residential lots – 7,626- 12788
Gross Density – 2.92	Gross Density -1.9
<b>OPEN SPACE</b>	Average lot size 8668.5
Qualified open space – 14.11 acres (21.7%)	Qualified open space – 11.59 acres (52.58%)
<b>AMENITIES:</b> Tot lot and 1.4 ac park-(phase one) and pathways connections to neighborhood and 11+ ac natural habitat park-(Phase four) .	<b>AMENITIES:</b> Micro pathway and pocket of park and 1.59 ac natural habitat park-(Phase four) .

Thank you for your consideration, if you have any questions please call me.

Sincerely,



Kent Brown, Planner



## FINAL PLAT APPLICATION

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

FILE NO.: FP/25/01  
 Date Application Received: 1/13/2025 Fee Paid: \$2740.00  
 Processed by: City: \_\_\_\_\_

### Applicant Information:

**PRIMARY CONTACT IS:** Applicant \_\_\_ Owner \_\_\_ Representative X

Applicant Name: Kent Brown  
 Applicant Address: 3161 E Springwood Drive Meridian Idaho Zip: 83642  
 Phone: 208-871-6842 Email: kentlkb@gmail.com

Owner Name: Endurance Holdings LLC  
 Owner Address: 1977 E Overland Road Meridian Idaho Zip: 83642  
 Phone: 208-871-6842 Email: kentlkb@gmail.com

Representative (e.g., architect, engineer, developer):  
 Contact: Kent Brown Firm Name: Kent Brown Planning Services  
 Address: 3161 E Springwood Drive Meridian Idaho Zip: 83642  
 Phone: 208-871-6842 Email: kentlkb@gmail.com

### Property Information:

Subdivision Name: Trapper Ridge Subdivision Phase: Four

Parcel Number(s): R6046660110

Approved Zoning: R-3 Units per acre: 1.9

Total acreage of phase: 22.04 Total number of lots: 44

Residential: 42 Commercial: 0 Industrial: 0

Common lots: 2 Total acreage of common lots: 12.59 Percentage: 52.58

Percent of common space to be used for drainage: 0 Acres: 0

Special Flood Hazard Area: total acreage 0 number of homes 0

Changes from approved preliminary plat pertaining to this phase:

	Preliminary Plat	Final Plat
Number of Residential Lots:	<u>42</u>	<u>42</u>
Number of Common Lots:	<u>2</u>	<u>2</u>
Number of Commercial Lots:	<u>0</u>	<u>0</u>
Roads:	<u>2</u>	<u>2</u>



Amenities: micro pathway and small park  
large natural space along the northern plat boundary

**Flood Zone Data: (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision Name: Trapper Ridge Subdivision No 4 Phase: Four

Special Flood Hazard Area: total acreage 0 number of homes 0

- a. A note must be provided on the final plat documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plat in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxC, 160xxxxxE, etc.: 16027C300 & 16027C275  
 FIRM effective date(s): mm/dd/year 03/23/2011  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: \_\_\_\_\_  
 Base Flood Elevation(s): AE\_\_\_\_.0 ft., etc.: \_\_\_\_\_
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

**Application Requirements:**

*(Applications are required to contain one copy of the following unless otherwise noted.)*

Applicant (√)	Description	Staff (√)
KB	Completed and signed copy of Final Plat Application	BN
KB	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
KB	Electronic copy of letter of intent and statement of compliance (or substantial compliance) with the approved Preliminary Plat and Conditions of Approval. The letter of intent shall include the following: <ul style="list-style-type: none"> <li>• Gross density of the phase of the Final Plat submitted</li> <li>• Lot range and average lot size of phase</li> <li>• Description of approved open space being provided in the submitted phase including percentage of overall open space, number and type of approved amenities</li> <li>• List any specific approved building setbacks previously approved by Council.</li> </ul>	BN
KB	Electronic copy of legal description of the property (word.doc and pdf version with engineer's seal and closure sheet)	BN
KB	Electronic copy of current recorded warranty deed for the subject property	BN
KB	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant and/or representative is authorized to submit this application.	BN
KB	Electronic copy of subdivision name approval from Ada County Surveyor's office.	BN
KB	Copy of the "final" street name evaluation/approval or proof of submittal request from Ada County Street Naming	BN
KB	Electronic copy of vicinity map showing the location of the subject property	BN
KB	One (1) 24" X 36" paper copy of the Final Plat & Electronic Copy**	BN
KB	One (1) 11" X 17" paper copy of the Final Plat	BN
KB	Electronic copy of the Final landscape plan**	BN

KB	One (1) 11" X 17" copy of the Final landscape plan	Section 5, Item E. <b>BN</b>
KB	Electronic copy of site grading & drainage plans**	<b>BN</b>
KB	Electronic copy of originally approved Preliminary Plat**	<b>BN</b>
KB	Electronic copy of a Plat with all phases marked with changes, if applicable**	<b>BN</b>
KB	Electronic copy of final engineering construction drawings, stamped and signed by a registered engineer**	<b>BN</b>
N/A	Storm drainage calculations must be submitted for <u>private</u> streets/drives and parking areas within subdivisions**	
KB	Electronic copy of streetlight <b>design</b> and <b>location</b> information	<b>BN</b>
N/A	Special Flood Information – Must be included on Preliminary/Final Plat and Application form.	
KB	Electronic copy of all easement agreements submitted to the irrigation companies	<b>BN</b>
KB	Electronic copy of the proposed Covenants, Conditions, & Restrictions (CC&R's)	<b>BN</b>
KB	One (1) copy of Electronic versions of submitted applications, including signed Final Plat Application, legal description, recorded warranty deed, vicinity map, final plat, landscape plan, site grading & drainage plans, copy of original Preliminary Plat, plat with phases marked, engineering construction drawings, storm drainage calculations, streetlight design and location, and signed irrigation agreements, CC&R's <u>shall be submitted in original pdf format (no scans for preliminary plat, landscape plans or grading and drainage plans) on a thumb drive only (no discs) with the files named with project name and plan type.</u>	<b>BN</b>
	<b>Upon Recording of Final Plat, the applicant shall submit the following to the Planning Department prior to building permit issuance:</b> <ul style="list-style-type: none"> <li>• One (1) 11" X 17" and (1) 18" X 24" <b>recorded</b> copy of Final Plat</li> <li>• Electronic copy of final, approved construction drawings</li> <li>• Electronic copy of as-built irrigation plans</li> <li>• Electronic copy of recorded CC&amp;R's</li> <li>• Proof of required Construction Sign installation at entrance to development (as conditioned in Preliminary Plat approval) – Picture of installed sign</li> <li>• Electronic copies shall be submitted in pdf format on a thumb drive with the files named with project name and plan type. **Original pdf's are required for all plans – No Scanned PDF's please.</li> </ul>	
	**NOTE: No building permits will be issued until property is annexed into the Star Sewer & Water District and all sewer hookup fees are paid.	

**FEE REQUIREMENT:**

*\*\* I have read and understand the above requirements. I further understand fees are due at the time of filing. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.*

Kent Brown  
Applicant/Representative Signature

January 6, 2025  
Date

**AFFIDAVIT OF LEGAL INTEREST**

STATE OF IDAHO)  
 ) ss  
COUNTY OF ADA)

I \_\_\_\_\_, \_\_\_\_\_  
 (name) (address)  
\_\_\_\_\_, \_\_\_\_\_ \_\_\_\_\_  
 (city) (state) (zip)

being first duly sworn upon oath, depose and say: That I am the record owner of the property described on the attached, and I grant my permission to \_\_\_\_\_, \_\_\_\_\_  
 (name)  
\_\_\_\_\_, \_\_\_\_\_ \_\_\_\_\_  
 (address) (state) (zip)

to submit the accompanying application pertaining to that property.

Address or location of property: \_\_\_\_\_

I agree to indemnify, defend and hold the City of Star and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

I understand there may be direct costs incurred by the City in obtaining a review of the application by architects, engineers, or other professionals necessary to enable the City to approve or disapprove the application. I understand that I will be billed on a monthly basis and will remit payment within 30 days.

I hereby grant permission to the City of Star staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Type of application: \_\_\_\_\_

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
(Signature)

SUBSCRIBED AND SWORN to before me the day and year first above written.

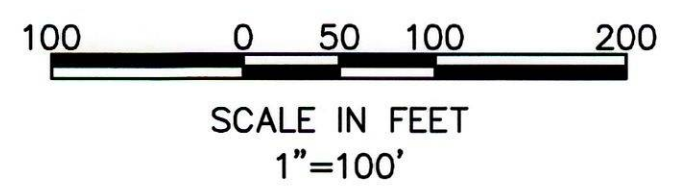
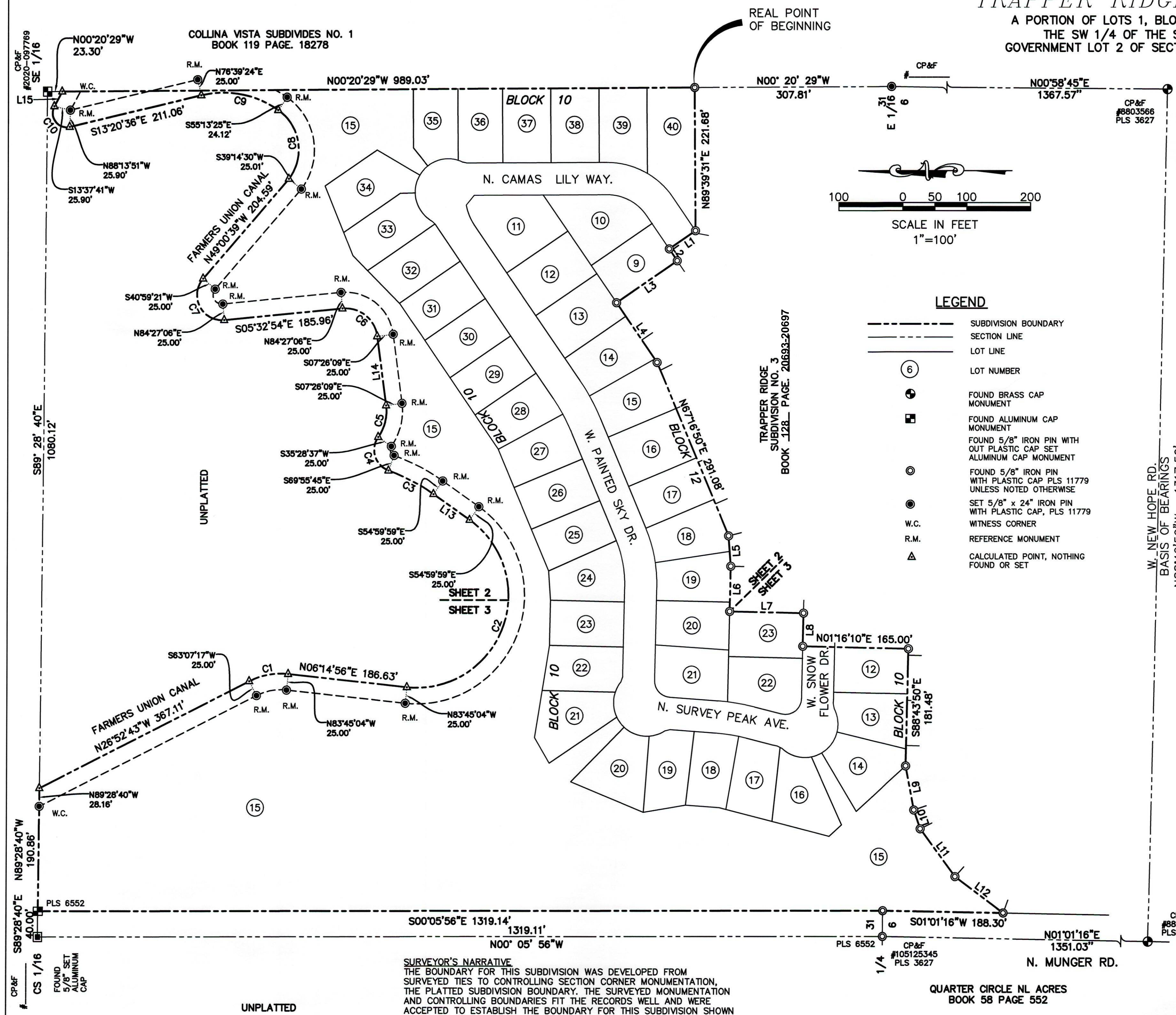
\_\_\_\_\_  
Notary Public for Idaho  
Residing at: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_



PLAT SHOWING

TRAPPER RIDGE SUBDIVISION NO. 4

A PORTION OF LOTS 1, BLOCK 1 OF NEW HOPE SUBDIVISION LOCATED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T.5N., R.1W. AND GOVERNMENT LOT 2 OF SECTION 6, T.4N., R.1W., B.M., ADA COUNTY, IDAHO 2025



LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- LOT LINE
- ⑥ LOT NUMBER
- FOUND BRASS CAP MONUMENT
- FOUND ALUMINUM CAP MONUMENT
- FOUND 5/8" IRON PIN WITH OUT PLASTIC CAP SET ALUMINUM CAP MONUMENT
- FOUND 5/8" IRON PIN WITH PLASTIC CAP PLS 11779 UNLESS NOTED OTHERWISE
- SET 5/8" x 24" IRON PIN WITH PLASTIC CAP, PLS 11779
- W.C. WITNESS CORNER
- R.M. REFERENCE MONUMENT
- △ CALCULATED POINT, NOTHING FOUND OR SET

NOTES:

1. A TEN (10) FOOT WIDE PRESSURE IRRIGATION EASEMENT IN FAVOR OF THE TRAPPER RIDGE HOMEOWNER'S ASSOCIATION AND A PERMANENT PUBLIC UTILITIES AND PROPERTY DRAINAGE EASEMENT IS HEREBY DESIGNATED ALONG ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY AND ALONG ALL REAR LOT LINES. A FIVE (5) FOOT WIDE PUBLIC UTILITIES AND PROPERTY DRAINAGE EASEMENT IS HEREBY DESIGNATED ALONG EACH SIDE OF INTERIOR LOT LINES UNLESS OTHERWISE SHOWN.
2. PORTIONS OF LOTS 11 & 12 AND 15-18, BLOCK 12 ARE SERVIENT TO AND CONTAIN THE ACHD STORM WATER DRAINAGE SYSTEM. THESE LOTS ARE ENCUMBERED BY THAT CERTAIN MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON MAY 8, 2009 AS INSTRUMENT NO. 109053259 AND FIRST AMENDED MASTER PERPETUAL STORM WATER DRAINAGE EASEMENT RECORDED ON NOVEMBER 10, 2015, AS INSTRUMENT NO. 2015-103256, OFFICIAL RECORDS OF ADA COUNTY, AND INCORPORATED HEREIN BY THIS REFERENCE AS IF SET FORTH IN FULL (THE "MASTER EASEMENT"). THE MASTER EASEMENT AND THE STORM WATER DRAINAGE SYSTEM ARE DEDICATED TO ACHD PURSUANT TO SECTION 40-2302 IDAHO CODE. THE MASTER EASEMENT IS FOR THE OPERATION AND MAINTENANCE OF THE STORM WATER DRAINAGE SYSTEM. ANY RE-SUBDIVISION OF THIS PLAT SHALL BE IN COMPLIANCE WITH THE MOST RECENTLY APPROVED SUBDIVISION STANDARDS OF THE CITY OF STAR.
3. THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
4. MAINTENANCE OF ANY IRRIGATION OR DRAINAGE PIPE OR DITCH CROSSING A LOT IS THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE DISTRICT. IRRIGATION WATER HAS BEEN PROVIDED BY FARMER'S UNION DITCH CO. IN COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(B). LOTS WITHIN THE SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS, AND WILL BE OBLIGATED FOR ASSESSMENTS FROM FARMER'S UNION DITCH CO.
5. LOT 15, BLOCK 10 CONTAINS A 25' WIDE FARMERS UNION CANAL EASEMENT PER NEW HOPE SUBDIVISION. IRRIGATION DISTRICT MAY CLAIM A WIDER EASEMENT.
6. LOT 15, BLOCK 10 AND LOT 16, BLOCK 12 ARE COMMON LOTS WHICH SHALL BE OWNED AND MAINTAINED BY THE TRAPPER RIDGE SUBDIVISION HOMEOWNER'S ASSOCIATION. ALL COMMON LOTS ARE SUBJECT TO A BLANKET PUBLIC UTILITY EASEMENT, PROPERTY DRAINAGE EASEMENT AND IRRIGATION EASEMENT.
7. VACATION OF HOPE RIDGE ESTATES EASEMENTS - SEE INST.
8. ACHD LICENSE AGREEMENT - SEE INST.
9. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF STAR APPLICATION ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT.
10. EXISTING ACHD SIDEWALK EASEMENT - SEE INST. NO.

SURVEYOR'S NARRATIVE  
THE BOUNDARY FOR THIS SUBDIVISION WAS DEVELOPED FROM SURVEYED TIES TO CONTROLLING SECTION CORNER MONUMENTATION, THE PLATTED SUBDIVISION BOUNDARY, THE SURVEYED MONUMENTATION AND CONTROLLING BOUNDARIES FIT THE RECORDS WELL AND WERE ACCEPTED TO ESTABLISH THE BOUNDARY FOR THIS SUBDIVISION SHOWN HEREON.



CODY M. MCCAMMON, PLS 11779  
IDAHO SURVEY GROUP  
9955 W. EMERALD ST  
BOISE, ID 83704

SHEET 1 OF 6

**Bailey Engineering, Inc.**  
CIVIL ENGINEERING | PLANNING | CADD

1119 E. STATE STREET, SUITE 210  
EAGLE, ID 83616  
TEL 208-938-0013  
www.baileyengineers.com

QUARTER CIRCLE NL ACRES  
BOOK 58 PAGE 552

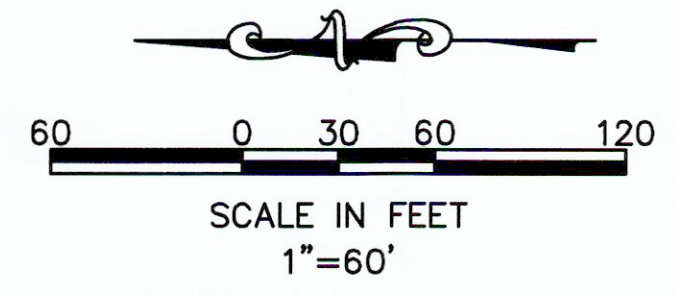
NOTE:  
SEE SHEET 4 OF 6 FOR LINE  
AND CURVE TABLES.

COLLINA VISTA SUBDIVIDES NO. 1 TRAPPER RIDGE SUBDIVISION NO. 4



LEGEND

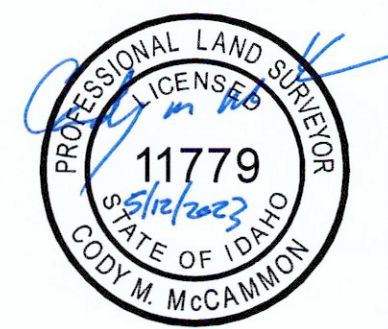
- SUBDIVISION BOUNDARY
- SECTION LINE
- LOT LINE
- EASEMENT LINE (SEE NOTE 1)
- EASEMENT LINE (AS NOTED)
- STREET CENTERLINE
- LOT NUMBER
- FOUND BRASS CAP MONUMENT
- FOUND ALUMINUM CAP MONUMENT
- FOUND 5/8" IRON PIN WITH PLASTIC CAP PLS 11779 UNLESS NOTED OTHERWISE
- SET 5/8" x 24" IRON PIN WITH PLASTIC CAP, PLS 11779
- W.C. WITNESS CORNER
- R.M. REFERENCE MONUMENT
- CALCULATED POINT, NOTHING FOUND OR SET
- ACHD STORM DRAIN EASEMENT SEE NOTE 2



NOTE:  
SEE SHEET 1 OF 6 FOR NOTES.  
SEE SHEET 4 OF 6 FOR LINE  
AND CURVE TABLES.

SHEET 2 OF 6

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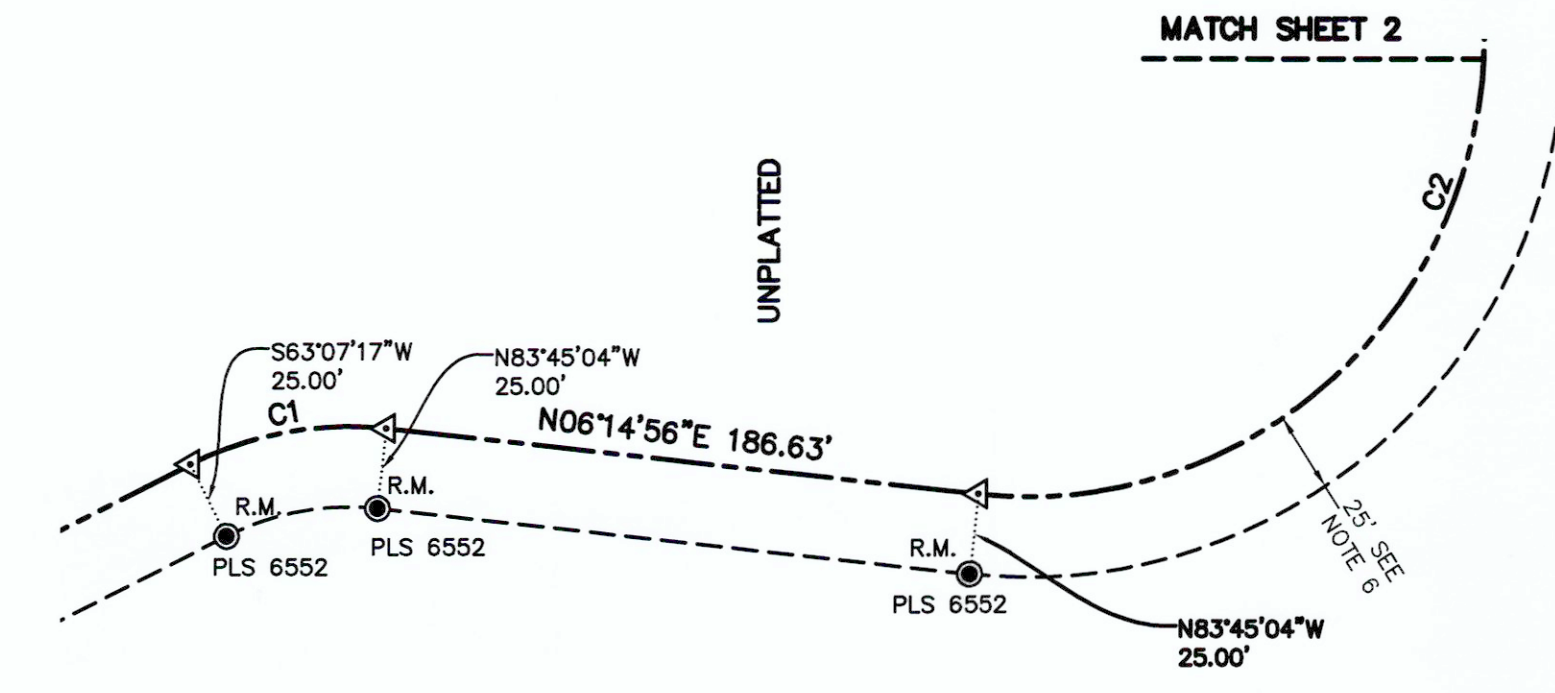
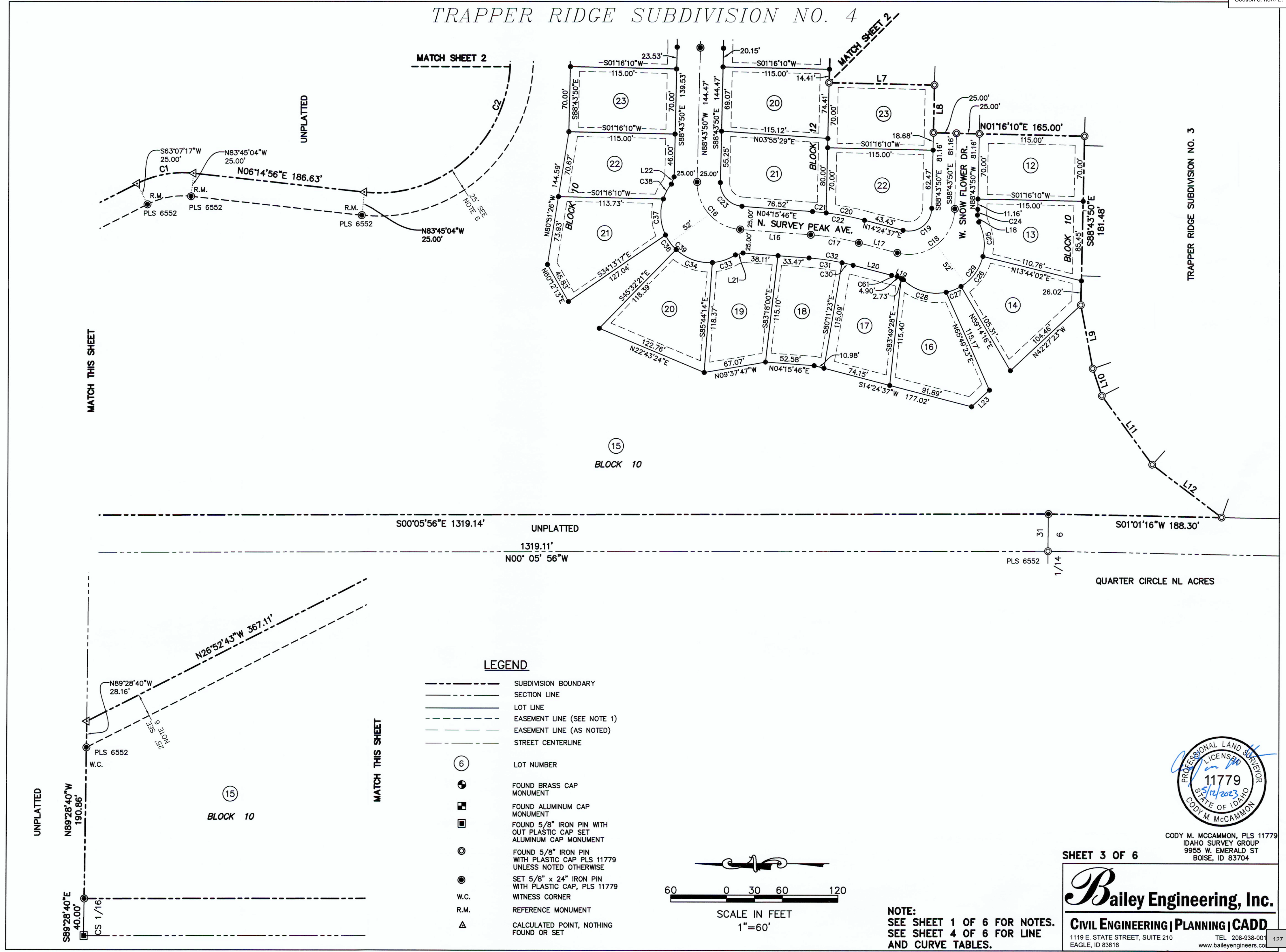
CODY M. MCCAMMON, PLS 11779  
IDAHO SURVEY GROUP  
9955 W. EMERALD ST  
BOISE, ID 83704

TRAPPER RIDGE  
SUBDIVISION NO. 3

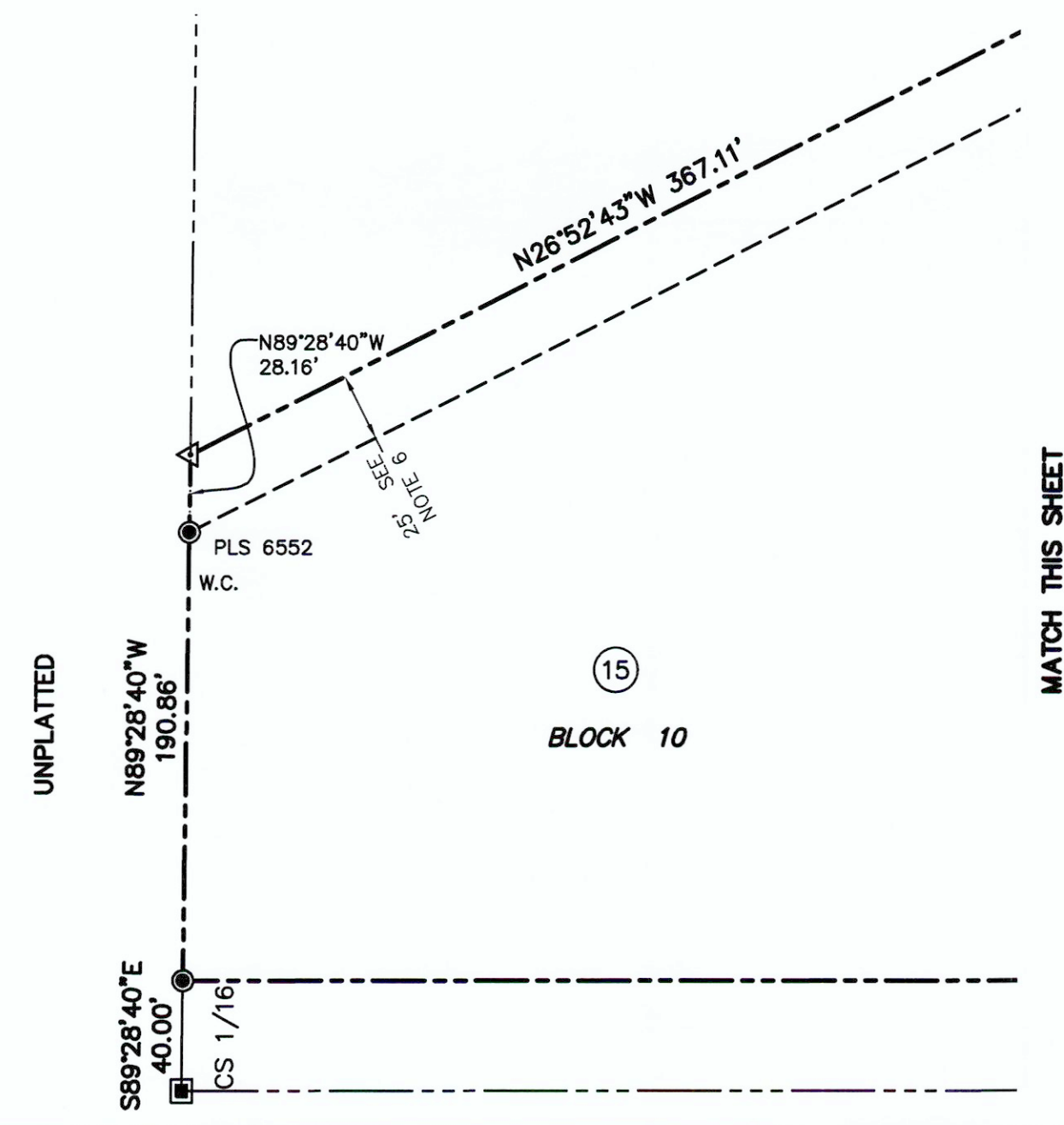
MATCH SHEET 3

MATCH SHEET 3

# TRAPPER RIDGE SUBDIVISION NO. 4

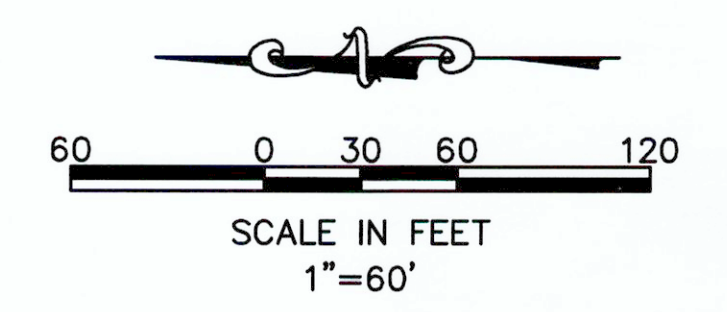


MATCH THIS SHEET



### LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- LOT LINE
- EASEMENT LINE (SEE NOTE 1)
- EASEMENT LINE (AS NOTED)
- STREET CENTERLINE
- LOT NUMBER
- FOUND BRASS CAP MONUMENT
- FOUND ALUMINUM CAP MONUMENT
- FOUND 5/8\"/>
- FOUND 5/8\"/>
- SET 5/8\"/>
- W.C. WITNESS CORNER
- R.M. REFERENCE MONUMENT
- CALCULATED POINT, NOTHING FOUND OR SET



NOTE:  
SEE SHEET 1 OF 6 FOR NOTES.  
SEE SHEET 4 OF 6 FOR LINE  
AND CURVE TABLES.



CODY M. MCCAMMON, PLS 11779  
IDAHO SURVEY GROUP  
9955 W. EMERALD ST  
BOISE, ID 83704

SHEET 3 OF 6

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TRAPPER RIDGE SUBDIVISION NO. 3

Curve Table					
Curve #	Radius	Length	Chord	Bearing	Delta
C1	108.92'	62.98'	62.10'	N10°18'53"W	33°07'39"
C2	143.00'	377.49'	277.04'	N69°22'31"W	151°14'55"
C3	305.81'	79.68'	79.46'	S27°32'08"W	14°55'46"
C4	34.25'	63.01'	54.49'	S72°46'26"W	105°24'22"
C5	68.87'	51.58'	50.38'	N75°58'46"W	42°54'46"
C6	50.00'	76.89'	69.54'	S38°30'29"W	88°06'45"
C7	39.00'	92.94'	72.46'	S62°43'14"W	136°32'15"
C8	74.82'	120.61'	107.97'	S81°02'32"W	92°21'44"
C9	150.57'	126.69'	122.99'	S10°45'45"W	48°12'38"
C10	22.00'	50.72'	40.21'	S52°41'55"W	132°05'02"
C11	100.00'	97.60'	93.77'	N27°37'07"E	55°55'13"
C12	38.00'	65.74'	57.84'	N49°54'12"W	99°07'25"
C13	100.00'	43.56'	43.21'	S68°03'24"W	24°57'22"
C14	300.00'	61.27'	61.16'	N61°25'47"E	11°42'07"
C15	200.00'	83.74'	83.13'	N79°16'30"E	23°59'20"
C16	50.00'	75.93'	68.84'	S47°45'58"W	87°00'24"
C17	300.00'	53.13'	53.06'	N09°20'11"E	10°08'51"
C18	50.00'	90.01'	78.34'	S37°09'36"E	103°08'27"
C19	25.00'	45.00'	39.17'	N37°09'36"W	103°08'27"
C20	325.00'	42.62'	42.59'	N10°39'11"E	7°30'52"

Curve Table					
Curve #	Radius	Length	Chord	Bearing	Delta
C21	325.00'	14.94'	14.93'	N05°34'46"E	2°37'59"
C22	325.00'	57.56'	57.48'	S09°20'11"W	10°08'51"
C23	25.00'	37.96'	34.42'	N47°45'58"E	87°00'24"
C24	75.00'	6.19'	6.18'	S86°22'04"E	4°43'32"
C25	52.00'	38.00'	37.16'	N82°47'48"E	41°52'29"
C26	52.00'	41.30'	40.22'	S53°30'51"E	45°30'13"
C27	52.00'	17.30'	17.22'	S21°13'54"E	19°03'41"
C28	52.00'	50.39'	48.44'	S16°03'35"W	55°31'18"
C29	52.00'	146.99'	102.71'	S37°09'36"E	161°57'40"
C30	275.00'	12.46'	12.46'	S13°06'44"W	2°35'45"
C31	275.00'	36.24'	36.22'	S08°02'19"W	7°33'06"
C32	275.00'	48.70'	48.64'	N09°20'11"E	10°08'51"
C33	52.00'	26.33'	26.05'	S18°29'34"E	29°00'32"
C34	52.00'	42.69'	41.50'	S19°31'46"W	47°02'08"
C36	52.00'	19.52'	19.41'	S53°48'10"W	21°30'39"
C37	52.00'	39.83'	38.86'	S86°30'07"W	43°53'16"
C38	52.00'	18.23'	18.13'	N61°30'44"W	20°05'01"
C39	52.00'	146.60'	102.65'	S47°45'58"W	161°31'36"
C40	225.00'	38.53'	38.48'	N86°21'49"E	9°48'42"
C41	225.00'	55.67'	55.53'	N74°22'09"E	14°10'38"

Curve Table					
Curve #	Radius	Length	Chord	Bearing	Delta
C42	225.00'	94.20'	93.52'	S79°16'30"W	23°59'20"
C43	325.00'	38.01'	37.99'	N63°55'49"E	6°42'02"
C44	325.00'	28.37'	28.36'	N58°04'46"E	5°00'05"
C45	325.00'	66.38'	66.26'	S61°25'47"W	11°42'07"
C46	75.00'	32.67'	32.41'	N68°03'24"E	24°57'22"
C47	75.00'	73.20'	70.33'	S27°37'07"W	55°55'13"
C48	125.00'	55.36'	54.91'	N42°53'29"E	25°22'28"
C49	125.00'	66.64'	65.85'	N14°55'53"E	30°32'45"
C50	125.00'	122.00'	117.21'	N27°37'07"E	55°55'13"
C51	52.00'	8.27'	8.26'	N21°56'12"E	9°06'51"
C52	52.00'	50.81'	48.81'	N10°36'37"W	55°58'46"
C53	52.00'	19.01'	18.91'	N49°04'32"W	20°57'05"
C54	52.00'	28.73'	28.36'	N75°22'41"W	31°39'12"
C55	52.00'	54.50'	52.04'	S58°46'10"W	60°03'07"
C56	52.00'	161.32'	103.98'	N62°22'53"W	177°45'02"
C57	275.00'	28.08'	28.07'	S58°30'15"W	5°51'04"
C58	275.00'	28.08'	28.07'	S64°21'19"W	5°51'04"
C59	275.00'	56.17'	56.07'	S61°25'47"W	11°42'07"
C60	175.00'	73.27'	72.74'	S79°16'30"W	23°59'20"
C61	75.00'	6.19'	6.18'	S12°02'51"W	4°43'32"

Line Table		
Line #	Direction	Length
L1	S34°25'17"E	50.00'
L2	N55°34'43"E	22.33'
L3	S34°25'17"E	115.00'
L4	N55°34'43"E	112.17'
L5	N85°44'40"E	47.22'
L6	S88°43'50"E	70.00'
L7	N01°16'10"E	115.00'
L8	S88°43'50"E	51.32'
L9	N79°20'07"E	69.41'
L10	N71°11'46"E	30.77'
L11	N53°34'53"E	91.91'
L12	N36°37'12"E	94.43'
L13	S35°00'01"W	69.29'
L14	S82°33'51"W	107.85'
L15	N61°15'34"W	25.96'
L16	S04°15'46"W	76.52'
L17	S14°24'37"W	43.43'
L18	N78°55'38"E	7.63'
L19	S26°45'09"W	7.63'
L20	S14°24'37"W	43.43'

Line Table		
Line #	Direction	Length
L21	S14°22'02"E	8.31'
L22	N70°06'02"W	8.31'
L23	N42°27'23"W	26.52'
L24	S49°54'12"E	19.79'
L25	N13°04'34"E	6.03'
L27	S51°24'00"W	35.49'
L28	S01°12'16"E	23.00'
L29	S42°09'40"W	6.03'



CODY M. MCCAMMON, PLS 11779  
 IDAHO SURVEY GROUP  
 9955 W. EMERALD ST  
 BOISE, ID 83704

SHEET 4 OF 6

**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 1119 E. STATE STREET, SUITE 210 TEL 208-938-0011  
 EAGLE, ID 83616 www.baileyengineers.com

NOTE:  
 SEE SHEET 1 OF 6 FOR NOTES.



# TRAPPER RIDGE SUBDIVISION NO. 4

## CERTIFICATE OF OWNERS

Know all men by these presents: That Challenger Development Inc., an Idaho Corporation is the owner of the property described as follows:

A portion of Lot 1, Block 1 of New Hope Subdivision as filed in Book 74 of Plats at Pages 7,640 and 7,641, records of Ada County, Idaho located in the Southwest 1/4 of the Southeast 1/4 of Section 31, Township 5 North, Range 1 West and Government Lot 2 of Section 6, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho more particularly described as follows:

Commencing at the Southeast corner of said Government Lot 2 from which the Southwest corner of said Government Lot 2 bears North 88°42'59" West, 1317.56 feet; thence on the east boundary line of said New Hope Subdivision, North 00°58'45" East, 1367.57 feet to the Northeast corner of said Government Lot 2; thence continuing on said east boundary line, North 00°20'29" West, 307.81 feet to the Northeast corner of Trapper Ridge Subdivision No. 3 as filed in Book of Plats at Pages and , records of Ada County, Idaho, and the **REAL POINT OF BEGINNING**;

thence on the northerly boundary line of said Trapper Ridge Subdivision No. 3 the following sixteen (16) courses and distances:

- South 89°39'31" West, 221.68 feet;
- North 34°25'17" West, 50.00 feet;
- South 55°34'43" West, 22.33 feet;
- North 34°25'17" West, 115.00 feet;
- South 55°34'43" West, 112.17 feet;
- South 67°16'50" West, 291.08 feet;
- South 85°44'40" West, 47.22 feet;
- North 88°43'50" West, 70.00 feet;
- South 01°16'10" West, 115.00 feet;
- North 88°43'50" West, 51.32 feet;
- South 01°16'10" West, 165.00 feet;
- North 88°43'50" West, 181.48 feet;
- South 79°20'07" West, 69.41 feet;
- South 71°11'46" West, 30.77 feet;
- South 53°34'53" West, 91.91 feet;
- South 36°37'12" West, 94.43 feet to the west boundary line of said New Hope Subdivision;

thence on said west boundary line the following two (2) courses and distances:

- North 01°01'16" East, 188.30 feet;
- North 00°05'56" West, 1,319.14 feet to the north boundary line of said New Hope Subdivision coincident with the north boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 31;

thence on said north boundary lines, South 89°28'40" East, 190.86 feet to the centerline of the Farmer Union Canal;

thence on said centerline and continuing on the northerly boundary line of said New Hope Subdivision the following eighteen (18) courses and distances:

- South 26°52'43" East, 367.11 feet;
- 62.98 feet on the arc of a curve to the right having a radius of 108.92 feet, a central angle of 33°07'39", and a long chord which bears South 10°18'53" East, 62.10 feet;
- South 06°14'56" West, 186.63 feet;
- 377.49 feet on the arc of a curve to the left having a radius of 143.00 feet, a central angle of 151°14'55", and a long chord which bears South 69°22'31" East, 277.04 feet;
- North 35°00'01" East, 69.29 feet;
- 79.68 feet on the arc of a curve to the left having a radius of 305.81 feet, a central angle of 14°55'46", and a long chord which bears North 27°32'08" East, 79.46 feet;
- 63.01 feet on the arc of a reverse curve to the right having a radius of 34.25 feet, a central angle of 105°24'22", and a long chord which bears North 72°46'26" East, 54.49 feet;
- 51.58 feet on the arc of a reverse curve to the left having a radius of 68.87 feet, a central angle of 42°54'46", and a long chord which bears South 75°58'46" East, 50.38 feet;
- North 82°33'51" East, 107.85 feet;
- 76.89 feet on the arc of a curve to the left having a radius of 50.00 feet, a central angle of 88°06'45", and a long chord which bears North 38°30'29" East, 69.54 feet;
- North 05°32'54" West, 185.96 feet;
- 92.94 feet on the arc of a curve to the right having a radius of 39.00 feet, a central angle of 136°32'15", and a long chord which bears North 62°43'14" East, 72.46 feet;
- South 49°00'39" East, 204.59 feet;
- 120.61 feet on the arc of a non tangent curve to the left having a radius of 74.82 feet, a central angle of 92°21'44", and a long chord which bears North 81°02'32" East, 107.97 feet;
- 126.69 feet on the arc of a non tangent curve to the left having a radius of 150.57 feet, a central angle of 48°12'38", and a long chord which bears North 10°45'45" East, 122.99 feet;
- North 13°20'36" West, 211.06 feet;
- 50.72 feet on the arc of a curve to the right having a radius of 22.00 feet, a central angle of 132°05'02", and a long chord which bears North 52°41'55" East, 40.21 feet;
- South 61°15'34" East, 25.96 feet to the east boundary line of said New Hope Subdivision coincident with the west boundary line of Collina Vista Subdivision No. 1 as filed in Book 119 of Plats at Pages 18278 through 18284, records of Ada County, Idaho;

thence on said east boundary line, South 00°20'29" East, 989.03 feet to the **POINT OF BEGINNING**.

Containing 22.044 acres, more or less.

## CERTIFICATE OF OWNERS CONTD..

It is the intention of the undersigned to hereby include the above described property in this plat and to dedicate to the public, the public streets as shown on this plat. The easements as shown on this plat are not dedicated to the public. However, the right to use said easements is hereby perpetually reserved for public utilities and such other uses as designated within this plat, and no permanent structures are to be erected within the lines of said easements. All lots in this plat will be eligible to receive water and sewer service from the Star Sewer and Water District and the District has agreed in writing to serve all the lots in this subdivision.

Challenger Development, Inc.

\_\_\_\_\_  
Corey D. Barton, President

## CERTIFICATE OF SURVEYOR

I, Cody M. McCammon, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, and that this plat as described in the "Certificate of Owners" was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points platted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

\_\_\_\_\_  
Cody M. McCammon



\_\_\_\_\_  
P.L.S. No. 11779

## ACKNOWLEDGMENT

State of Idaho )  
) s.s.  
County of Ada )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, the undersigned, a Notary Public in and for said State, personally appeared Corey Barton, known or identified to me to be the president of Challenger Development, Inc., the corporation which executed the within instrument and acknowledged to me that he executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

\_\_\_\_\_  
My commission expires

\_\_\_\_\_  
Notary Public for Idaho  
Residing in \_\_\_\_\_, Idaho



**CIVIL ENGINEERING | PLANNING | CADD**  
1119 E. STATE STREET, SUITE 210 TEL 208-938-0013  
EAGLE, ID 83616 www.baileyengineers.com

TRAPPER RIDGE SUBDIVISION NO. 4

HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied based on a review by a Qualified Licensed Professional Engineer (QLPE) representing the Star Sewer and Water District and the QLPE approval of the design plans and specifications and the conditions imposed on the developer for continued satisfaction of the sanitary restrictions. Buyer is cautioned that at the time of this approval, no drinking water extensions or sewer extensions were constructed. Building construction can be allowed with appropriate building permits if drinking water extensions or sewer extensions have since been constructed or if the developer is simultaneously constructing those facilities. If the developer fails to construct facilities, then sanitary restrictions may be reimposed, in accordance with Section 50-1326, Idaho Code, by the issuance of a Certificate of Disapproval, and no construction of any building or shelter requiring drinking water or sewer/septic facilities shall be allowed.

\_\_\_\_\_  
Central District Health Date

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT

The foregoing plat was accepted and approved by the Board of Ada County Highway District Commissioners on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
ACHD President

APPROVAL OF CITY ENGINEER

I, the undersigned, City Engineer in and for the City of Star, Ada County, Idaho, on this day, \_\_\_\_\_, hereby approve this plat.

\_\_\_\_\_  
City Engineer Date

APPROVAL OF CITY COUNCIL

I, the undersigned, City Clerk in and for the City of Star, Ada County, Idaho, do hereby certify that at a regular meeting of the City Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, this plat was duly accepted and approved.

\_\_\_\_\_  
City Clerk, Star, Idaho Date

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, Professional Land Surveyor in and for Ada County Idaho, hereby certify that I have checked this plat and that it complies with the State of Idaho Code relating to plats and surveys.

\_\_\_\_\_  
County Surveyor

CERTIFICATE OF COUNTY TREASURER

I, the undersigned, County Treasurer in and for the County of Ada, State of Idaho, per the requirements of I.C.50-1308 do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

\_\_\_\_\_  
Date County Treasurer

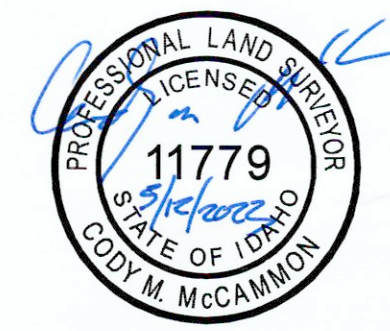
COUNTY RECORDER'S CERTIFICATE

State of Idaho )  
) s.s.  
County of Ada )

I hereby certify that this instrument was filed for record at the request of \_\_\_\_\_ at \_\_\_\_\_ Minutes past \_\_\_\_\_ O'clock \_\_\_\_\_ .M. on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, in Book \_\_\_\_\_ of plats at Pages \_\_\_\_\_.

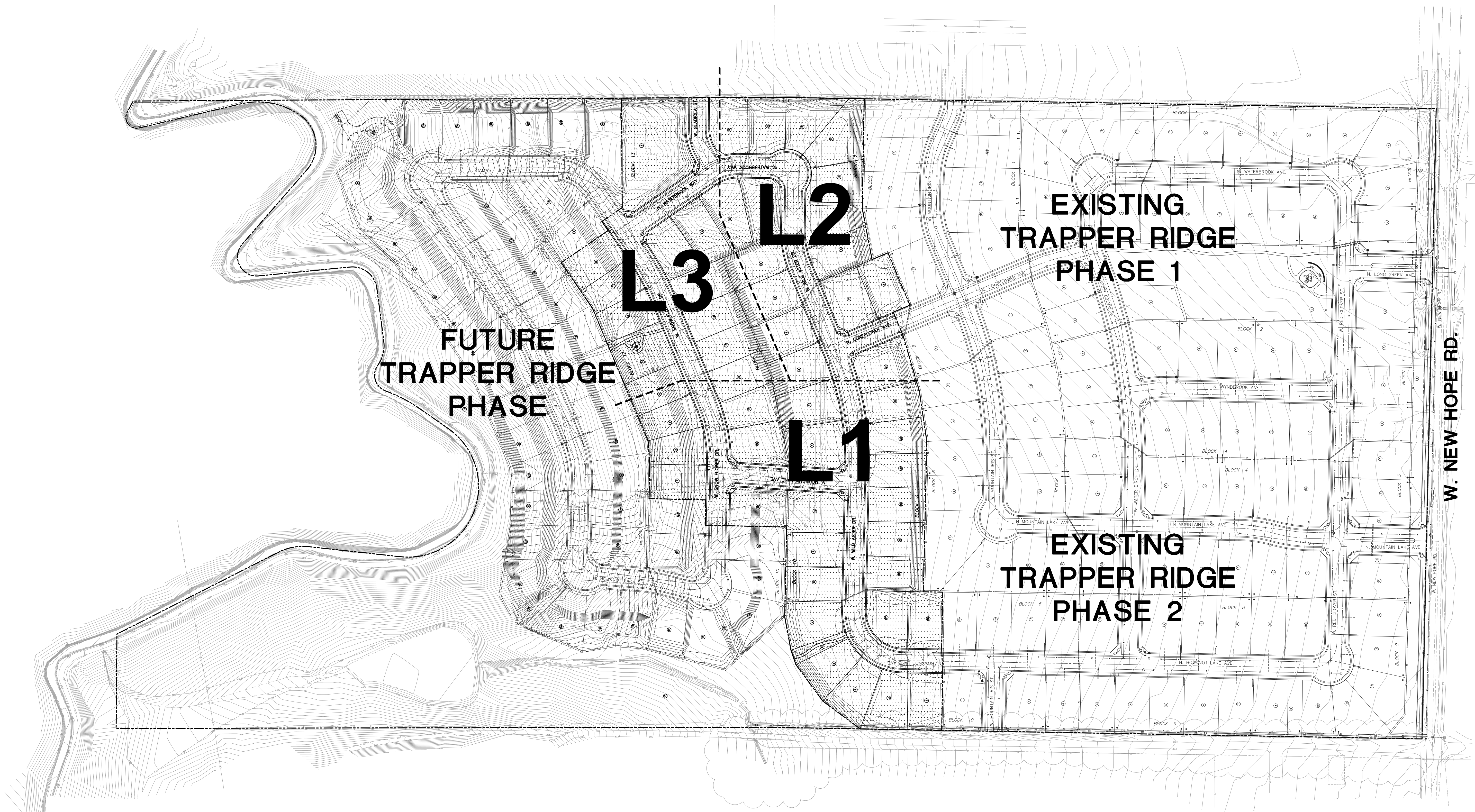
Instrument No. \_\_\_\_\_

\_\_\_\_\_  
Deputy Ex-Officio Recorder



**Bailey Engineering, Inc.**

CIVIL ENGINEERING | PLANNING | CADD  
1119 E. STATE STREET, SUITE 210 TEL 208-938-0011  
EAGLE, ID 83616 www.baileyengineers.co



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 EAGLE, ID 83616  
 TEL. 208.838.0013  
 www.baileyengineers.com



CHECKED BY:  
 KCS  
 DRAWN BY:  
 JLN

REVISED	NO.	DATE	DESCRIPTION
	1	5/2/20	STREET TREES
	2	10/16/23	A.C.H.D. COMMENTS

FINAL PLAT LANDSCAPE PLAN  
 TRAPPER RIDGE SUBDIVISION NO. 3  
 TRILOGY DEVELOPMENT, INC.

DATE:  
 04-04-20  
 PROJECT:  
 JBA-2040

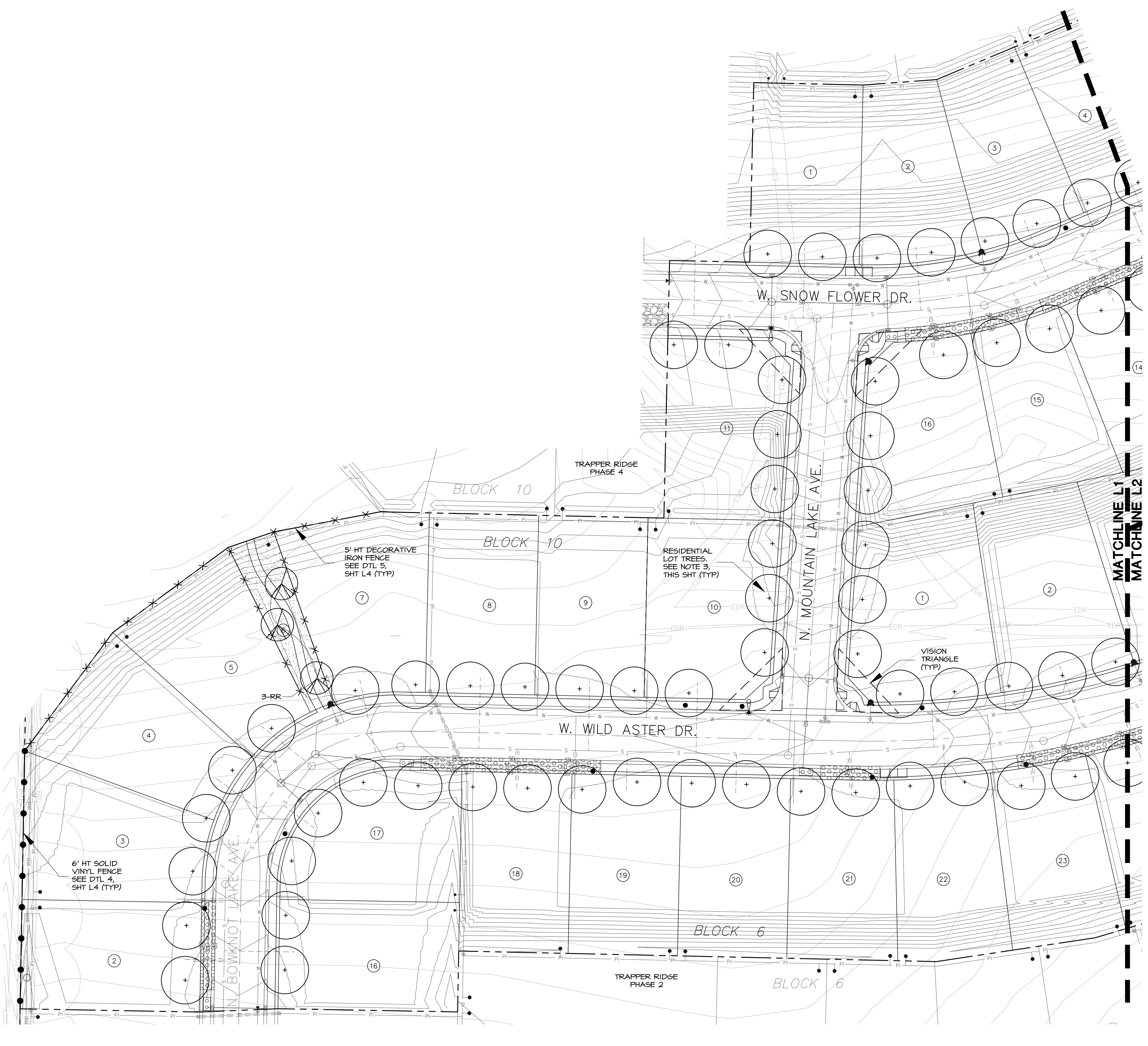
SHEET  
 10

**NOTES**

1. REFER TO EACH INDIVIDUAL SHEET (L1-L3) FOR COMPLETE LANDSCAPE PLANTING PLANS.
2. REFER TO SHEET L4 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
3. REFER TO SHT L5 FOR LANDSCAPE SPECIFICATION AND IRRIGATION PERFORMANCE SPECIFICATION.

**JENSENBELTS ASSOCIATES**  
 Site Planning / Landscape Architecture  
 1609 Tyrrell Lane, Ste 130 Boise, ID 83708  
 Ph. (208) 343-7776 www.jensenbelts.com

NORTH  
 0' 100' 200' 300'  
 SCALE 1" = 100'



### PLANT SCHEDULE

(REFERENCE SHEET L4)

SYM	COMMON NAME
<b>EVERGREEN TREES</b>	
AP	AUSTRIAN PINE
BH	BLACK HILLS SPRUCE
MJ	MOONGLOW JUNIPER
<b>SHADE TREES (CLASS III)</b>	
RO	RED OAK
<b>SHADE/STREET TREES (CLASS II)</b>	
TT	TULIP TREE
<b>ORNAMENTAL TREES (CLASS I)</b>	
AM	FLAME AMUR MAPLE
RR	ROYAL RAINDROPS GRABAPPLE
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>	
BL	DARK PURPLE BLOOMERANG LILAC
BO	BLUE OAT GRASS
CR	RED FLOWER CARPET ROSE
GF	GOLDFLAME SPIREA
IH	IVORY HALO DOGWOOD
SN	SUMMERWINE NINEBARK
SN	SPILLED NINE WEIGELA

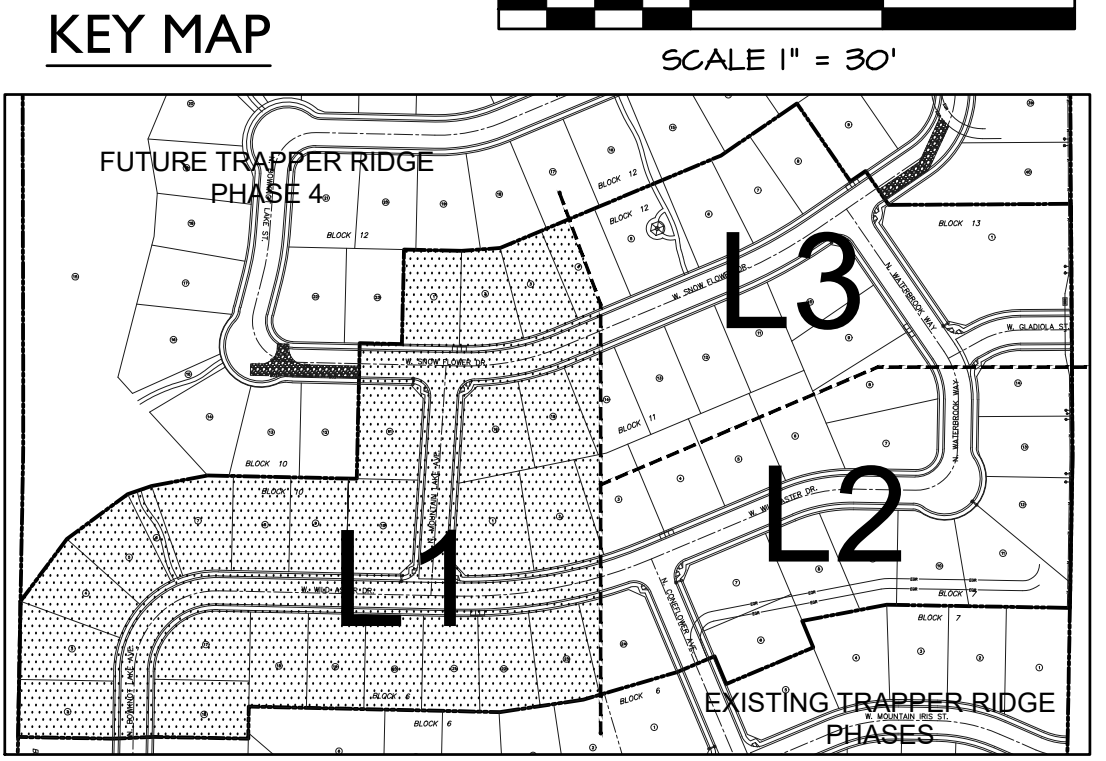
- LAWN
- 6' VINYL FENCE ALONG EAST & WEST PERIMETER BACK OF LOT LINES & COMMON AREAS (TYP) SEE DTL 4, SHT L4
- 5' DECORATIVE IRON FENCE ALONG NORTH BACK OF LOTS (TYP) SEE DTL 5, SHT L4
- EXISTING 6' VINYL FENCE TO REMAIN ALONG EAST PROPERTY LINE (TYP)

### NOTES

- REFERENCE SHEET L4 FOR PLANT SCHEDULE, FENCING DETAILS, LANDSCAPE NOTES & DETAILS, AND LANDSCAPE CALCULATIONS.
- REFERENCE SHEET L5 FOR LANDSCAPE AND IRRIGATION (PERFORMANCE) SPECIFICATIONS.
- BUILDER SHALL BE REQUIRED TO INSTALL STREET TREES 5' FROM BACK OF SIDEWALKS EVERY 35' ADJACENT TO ALL BUILDABLE HOME LOTS PRIOR TO OCCUPANCY. FLEXIBILITY IN TREE PLACEMENT AND QUANTITIES TO BE GIVEN FOR DRIVEWAY AND UTILITY CONFLICTS. TREES TO BE SELECTED FROM THE SHADE/STREET TREES (CLASS II) LIST IN THE PLANT SCHEDULE AS SHOWN ON SHT L4.

**JENSENBELTS ASSOCIATES**  
 Site Planning / Landscape Architecture  
 1500 Tyrrel Lane, Ste 150 Boise, ID 83708  
 Ph. (208) 849-7175 www.jensensbelts.com

NORTH  
 0' 30' 60' 90'  
 SCALE 1" = 30'



**Bailey Engineering, Inc.**  
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 1110 E. STATE STREET, SUITE 210  
 EAGLE, ID 83616  
 TEL. 208.838.0013  
 www.baileyengineers.com

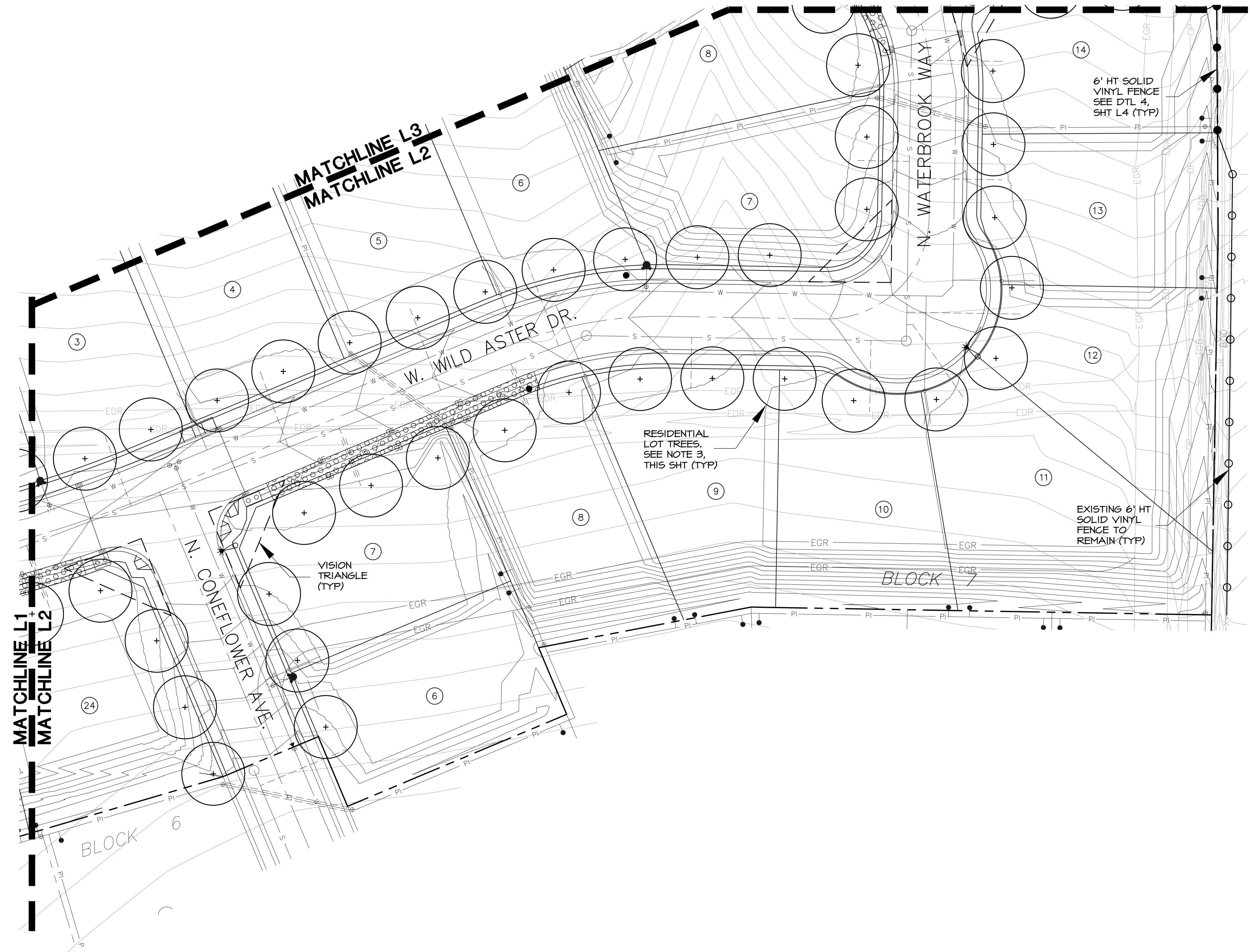


CHECKED BY: KCS  
 DRAWN BY: JLN

REVISED	NO.	DATE	DESCRIPTION
	1	5/2/20	STREET TREES
	2	10/16/23	A.C.H.D. COMMENTS

FINAL PLAT LANDSCAPE PLAN  
 TRAPPER RIDGE SUBDIVISION NO. 3  
 TRILOGY DEVELOPMENT, INC.

DATE: 04-04-20  
 PROJECT: JBA-2040  
 SHEET  
**L1**



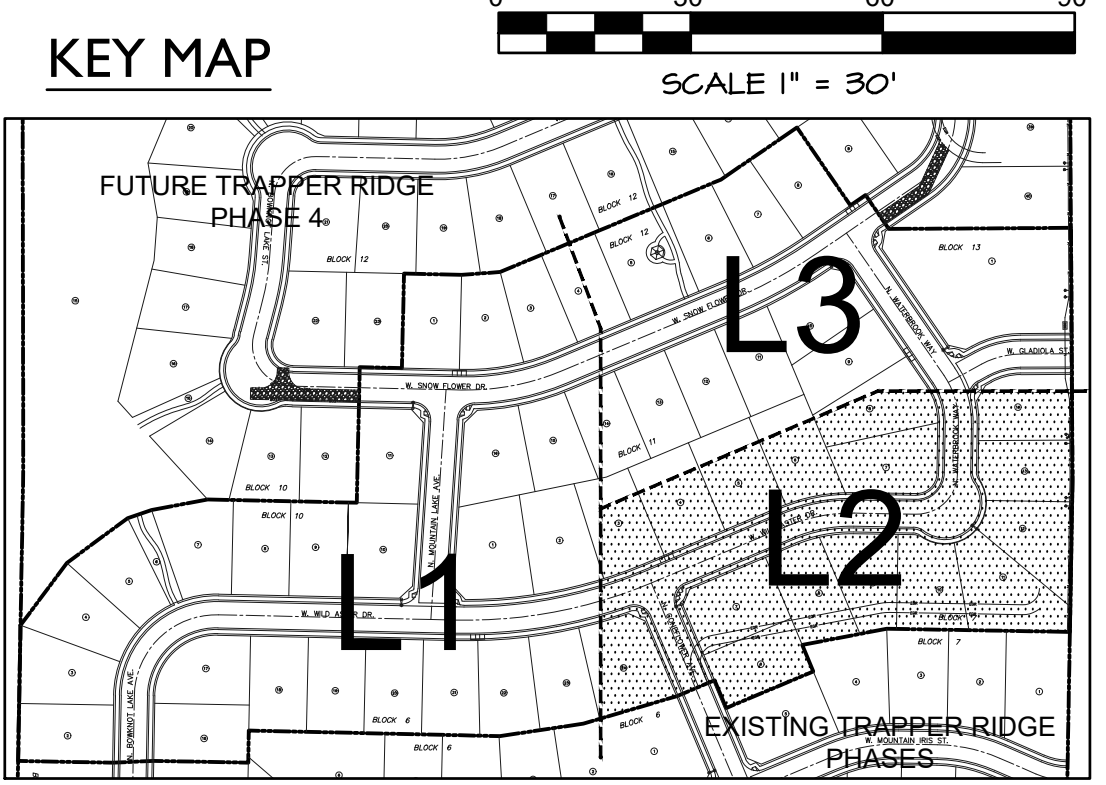
### PLANT SCHEDULE (REFERENCE SHEET L4)

SYM	COMMON NAME
<b>EVERGREEN TREES</b>	
AP	AUSTRIAN PINE
BH	BLACK HILLS SPRUCE
MJ	MOONGLOW JUNIPER
<b>SHADE TREES (CLASS III)</b>	
RO	RED OAK
<b>SHADE/STREET TREES (CLASS II)</b>	
TT	TULIP TREE
<b>ORNAMENTAL TREES (CLASS I)</b>	
AM	FLAME AMUR MAPLE
RR	ROYAL RAINDROPS GRABAPPLE
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>	
BL	DARK PURPLE BLOOMERANG LILAC
BO	BLUE OAT GRASS
CR	RED FLOWER CARPET ROSE
GF	GOLDFLAME SPIREA
IH	IVORY HALO DOGWOOD
SN	SUMMERWINE NINEBARK
SN	SPILLED NINE WEIGELA

- LAWN
- 6' VINYL FENCE ALONG EAST & WEST PERIMETER BACK OF LOT LINES & COMMON AREAS (TYP) SEE DTL 4, SHT L4
- 5' DECORATIVE IRON FENCE ALONG NORTH BACK OF LOTS (TYP) SEE DTL 5, SHT L4
- EXISTING 6' VINYL FENCE TO REMAIN ALONG EAST PROPERTY LINE (TYP)

### NOTES

- REFERENCE SHEET L4 FOR PLANT SCHEDULE, FENCING DETAILS, LANDSCAPE NOTES & DETAILS, AND LANDSCAPE CALCULATIONS.
- REFERENCE SHEET L5 FOR LANDSCAPE AND IRRIGATION (PERFORMANCE) SPECIFICATIONS.
- BUILDER SHALL BE REQUIRED TO INSTALL STREET TREES 5' FROM BACK OF SIDEWALKS EVERY 35' ADJACENT TO ALL BUILDABLE HOME LOTS PRIOR TO OCCUPANCY. FLEXIBILITY IN TREE PLACEMENT AND QUANTITIES TO BE GIVEN FOR DRIVEWAY AND UTILITY CONFLICTS. TREES TO BE SELECTED FROM THE SHADE/STREET TREES (CLASS II) LIST IN THE PLANT SCHEDULE AS SHOWN ON SHT L4.



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CHECKED BY:	KCS	
DRAWN BY:	JUN	
REVISED		
NO.	DATE	DESCRIPTION
1	5/2/20	STREET TREES
2	10/16/23	ACHD COMMENTS




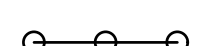
FINAL PLAT LANDSCAPE PLAN  
 TRAPPER RIDGE SUBDIVISION NO. 3  
 TRILOGY DEVELOPMENT, INC.

DATE: 04-04-20  
 PROJECT: JBA-2040  
 SHEET L2

# PLANT SCHEDULE

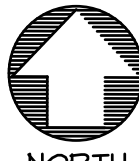
(REFERENCE SHEET L4)

SYM	COMMON NAME
<b>EVERGREEN TREES</b>	
AP	AUSTRIAN PINE
BH	BLACK HILLS SPRUCE
MJ	MOONGLOW JUNIPER
<b>SHADE TREES (CLASS III)</b>	
RO	RED OAK
<b>SHADE/STREET TREES (CLASS II)</b>	
TT	TULIP TREE
<b>ORNAMENTAL TREES (CLASS I)</b>	
AM	FLAME AMUR MAPLE
RR	ROYAL RAINDROPS GRABAPPLE
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>	
BL	DARK PURPLE BLOOMERANG LILAC
BO	BLUE OAT GRASS
CR	RED FLOWER CARPET ROSE
GF	GOLDFLAME SPIREA
IH	IVORY HALO DOGWOOD
SN	SUMMERWINE NINEBARK
SN	SPILLED NINE WEIGELA

-  LAWN
-  6' VINYL FENCE ALONG EAST & WEST PERIMETER BACK OF LOT LINES & COMMON AREAS (TYP) SEE DTL 4, SHT L4
-  5' DECORATIVE IRON FENCE ALONG NORTH BACK OF LOTS (TYP) SEE DTL 5, SHT L4
-  EXISTING 6' VINYL FENCE TO REMAIN ALONG EAST PROPERTY LINE (TYP)

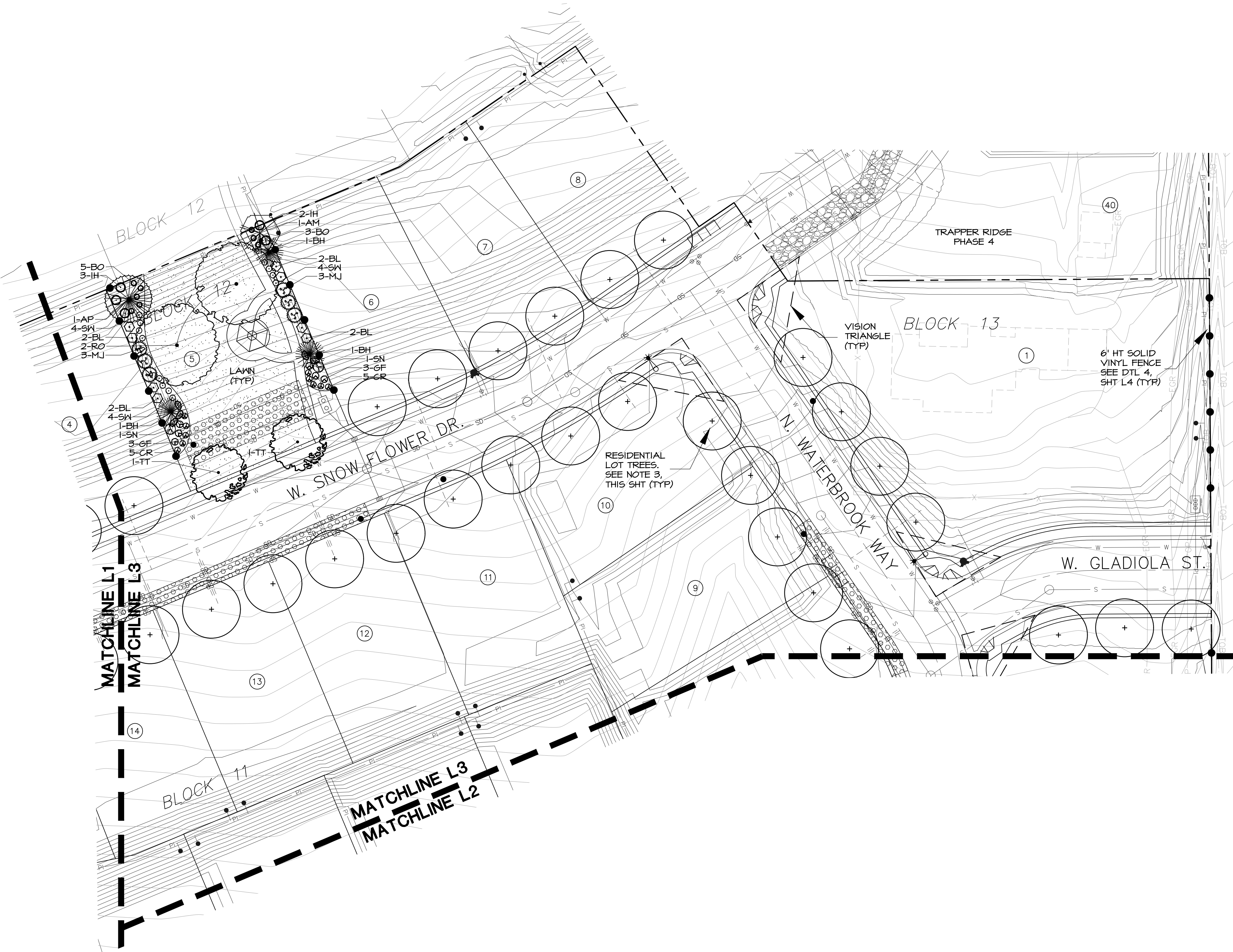
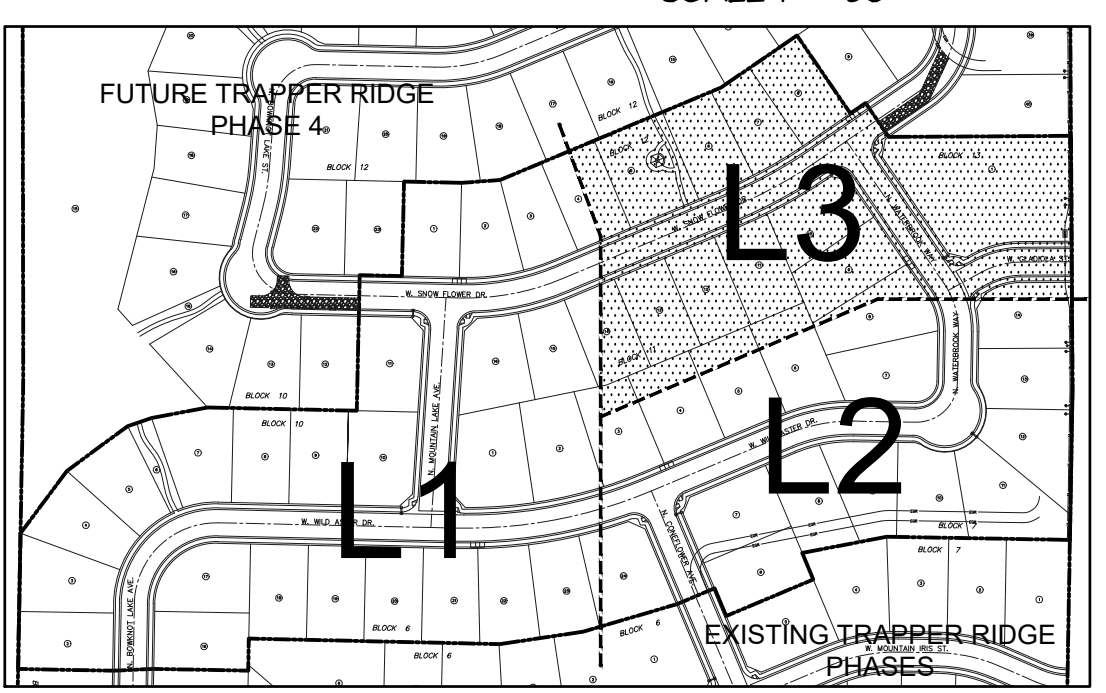
## NOTES

- REFERENCE SHEET L4 FOR PLANT SCHEDULE, FENCING DETAILS, LANDSCAPE NOTES & DETAILS, AND LANDSCAPE CALCULATIONS.
- REFERENCE SHEET L5 FOR LANDSCAPE AND IRRIGATION (PERFORMANCE) SPECIFICATIONS.
- BUILDER SHALL BE REQUIRED TO INSTALL STREET TREES 5' FROM BACK OF SIDEWALKS EVERY 35' ADJACENT TO ALL BUILDABLE HOME LOTS PRIOR TO OCCUPANCY. FLEXIBILITY IN TREE PLACEMENT AND QUANTITIES TO BE GIVEN FOR DRIVEWAY AND UTILITY CONFLICTS. TREES TO BE SELECTED FROM THE SHADE/STREET TREES (CLASS II) LIST IN THE PLANT SCHEDULE AS SHOWN ON SHT L4.



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SCALE 1" = 30'



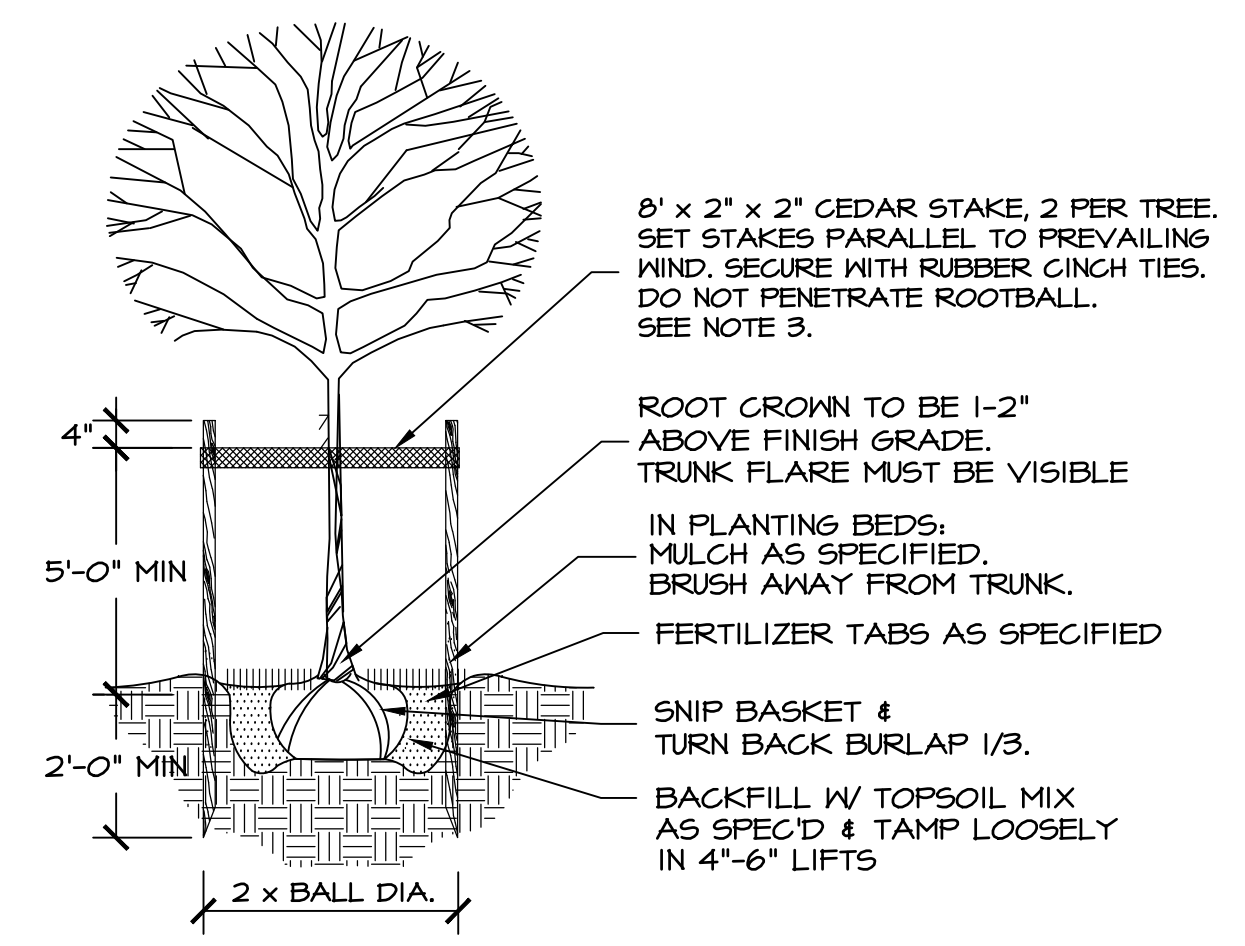
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CHECKED BY:	KCS	
DRAWN BY:	JUN	
REVISED		
NO.	DATE	DESCRIPTION
1	5/2/20	STREET TREES
2	10/16/23	ACHD COMMENTS

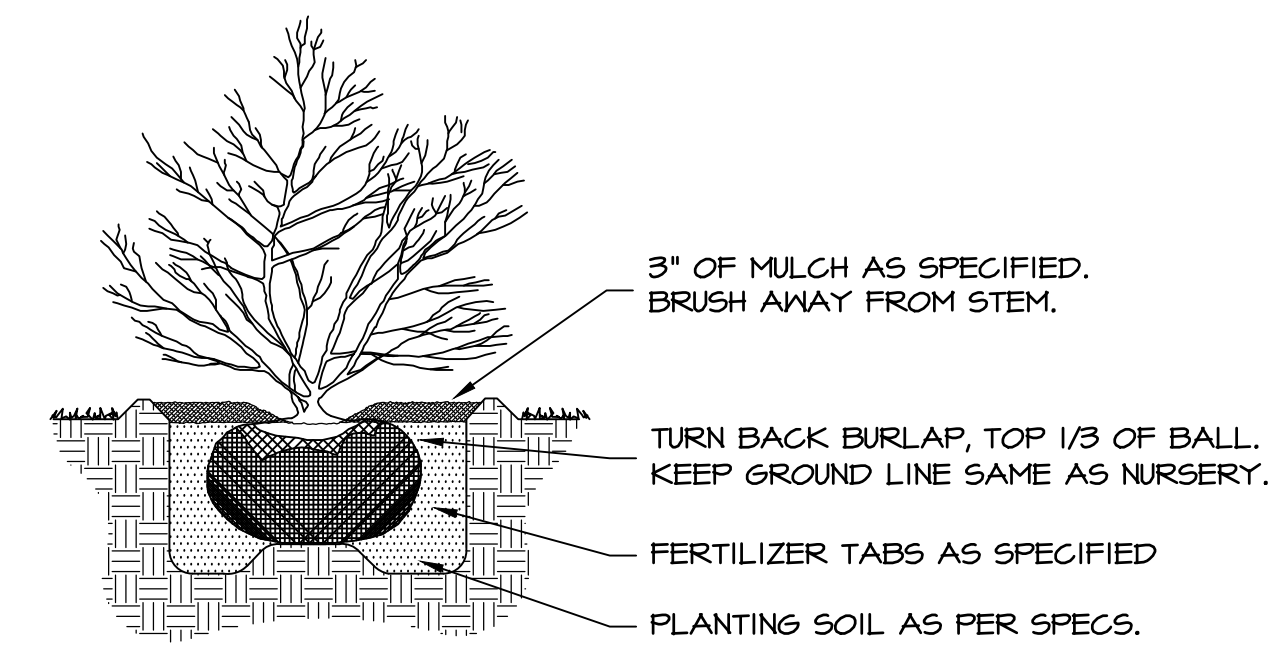
FINAL PLAT LANDSCAPE PLAN  
 TRAPPER RIDGE SUBDIVISION NO. 3  
 TRILOGY DEVELOPMENT, INC.

DATE: 04-04-20  
 PROJECT: JBA-2040  
 SHEET  
L3



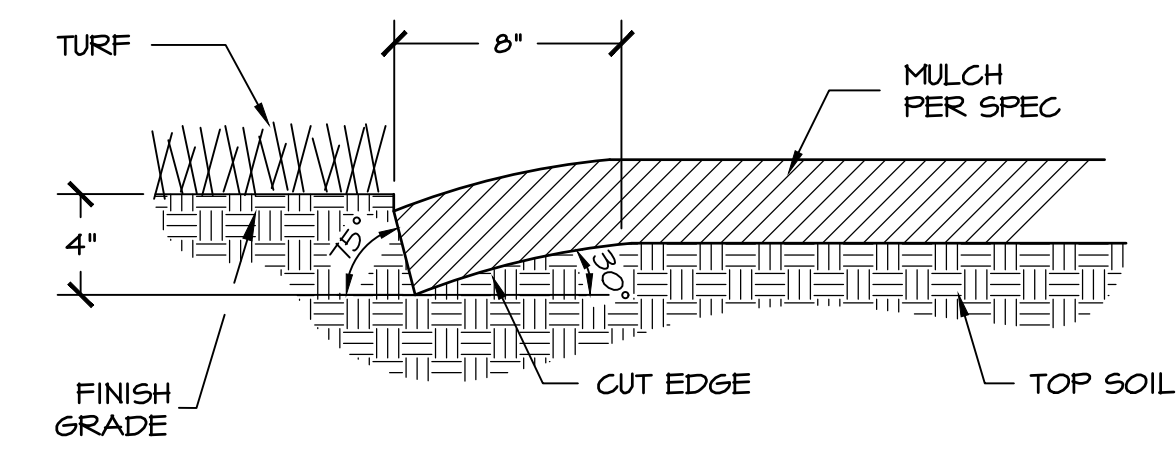
- NOTES:**
1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.
  2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/3 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.
  3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.
  4. TREE TREES PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

1 TREE PLANTING/STAKING NOT TO SCALE

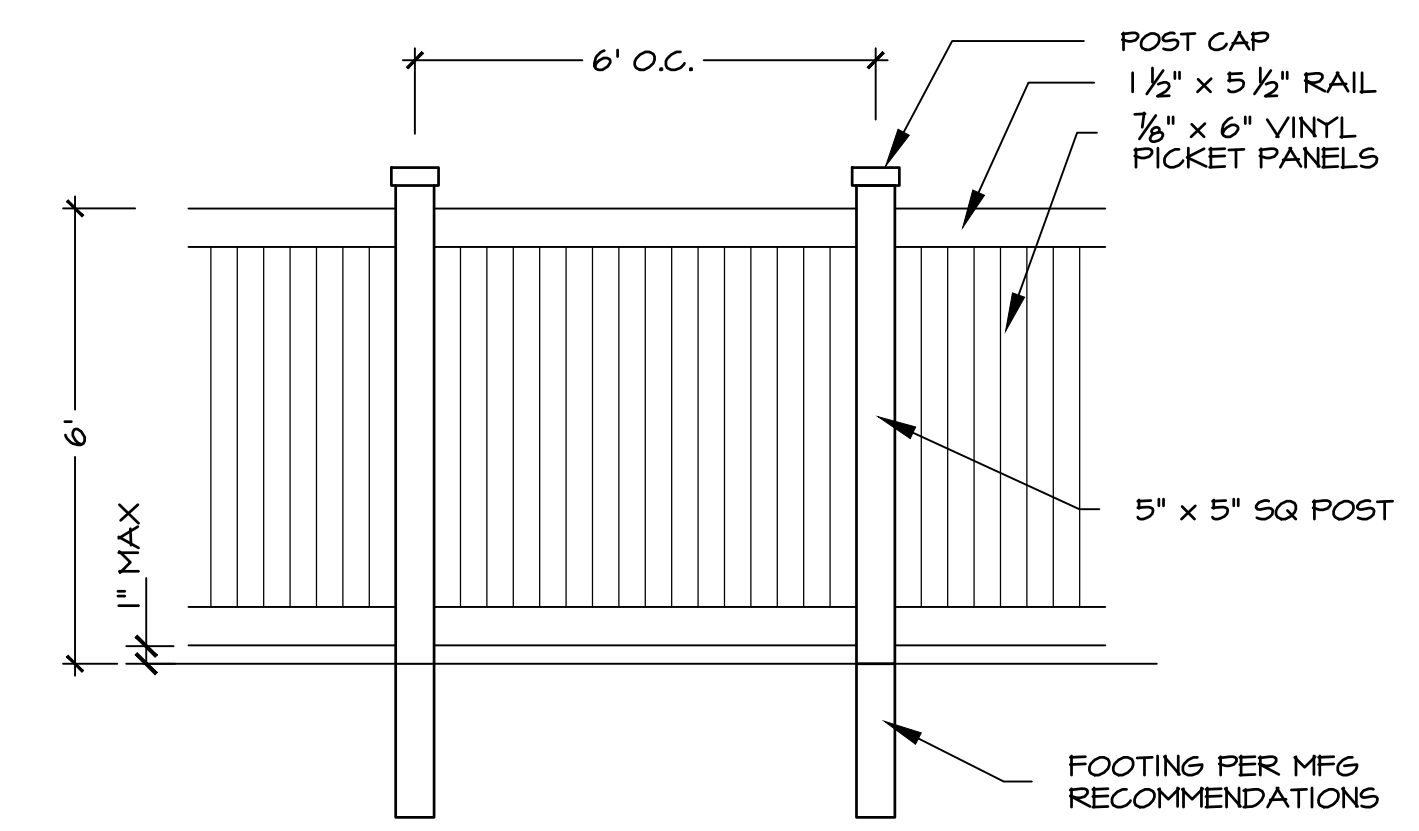


**NOTE:** DIG HOLE TWICE THE SIZE OF ROOTBALL.

2 SHRUB PLANTING NOT TO SCALE

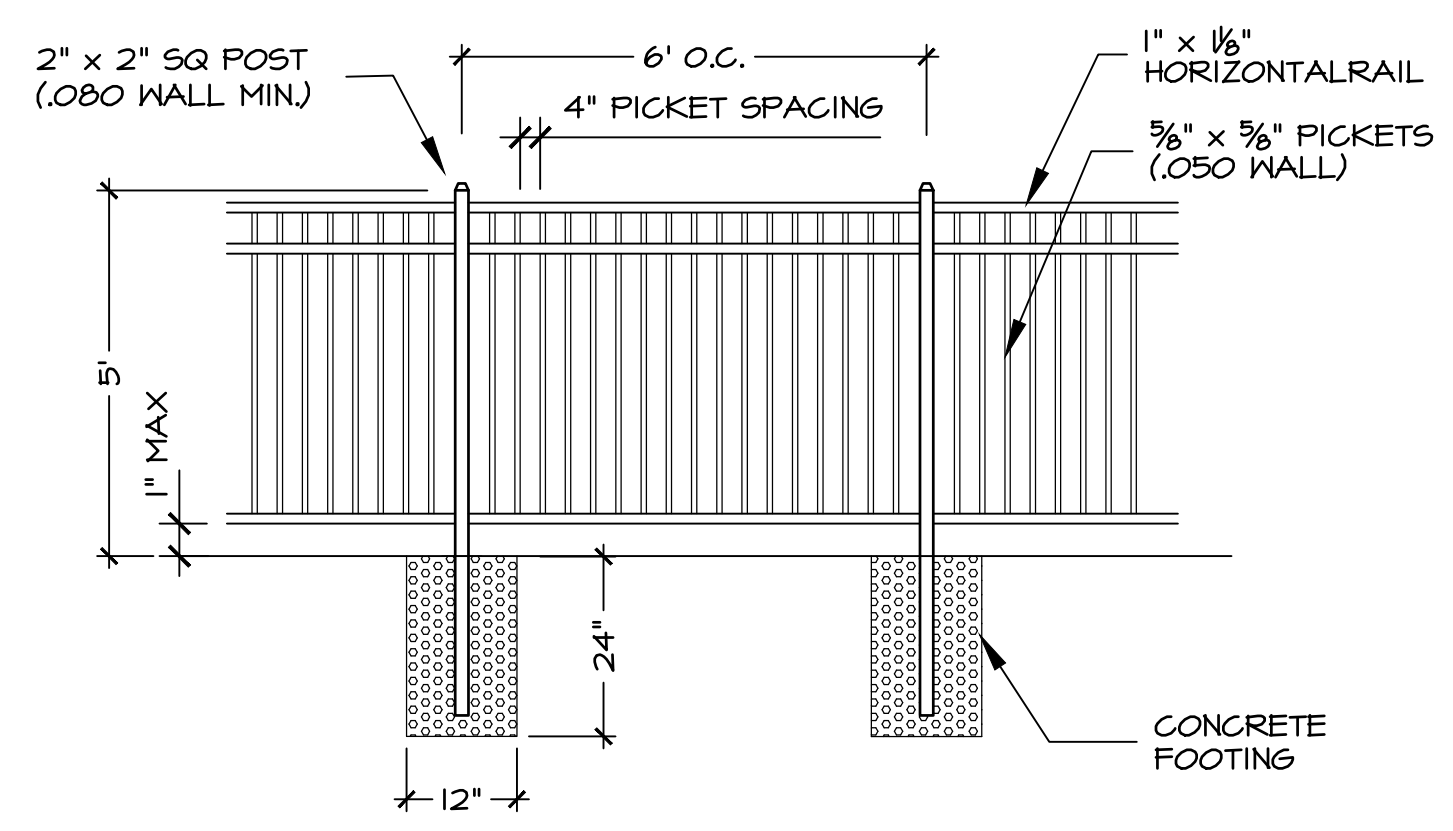


3 PLANTER CUT BED EDGE NOT TO SCALE



- NOTES:**
1. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.
  2. VINYL FENCE STYLE MAY VARY SLIGHTLY.

4 VINYL PRIVACY FENCE NOT TO SCALE

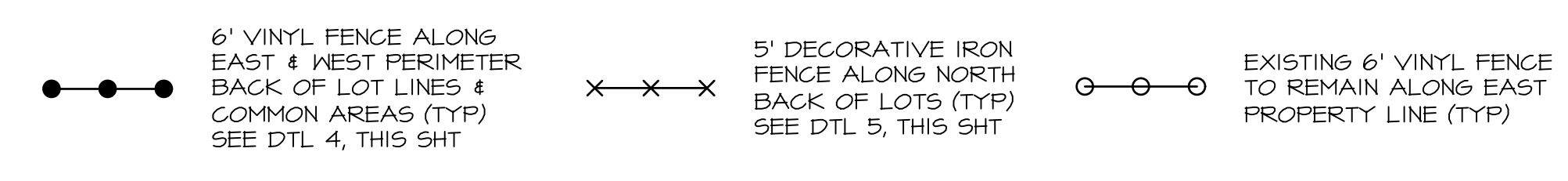


- NOTES:**
1. DECORATIVE IRON FENCE STYLE MAY VARY SLIGHTLY.

5 DECORATIVE IRON FENCE NOT TO SCALE

PLANT SCHEDULE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
<b>EVERGREEN TREES</b>			
AP	AUSTRIAN PINE	PINUS NIGRA	6-8' HT B4B
BH	BLACK HILLS SPRUCE	PICEA GLAUCA 'DENSATA'	6-8' HT B4B
MJ	MOONGLOW JUNIPER	JUNIPERUS SCOPULORUM 'MOONGLOW'	6-8' HT B4B
<b>SHADE TREES (CLASS III)</b>			
RO	RED OAK	QUERCUS RUBRA	2" CAL B4B
<b>SHADE/STREET TREES (CLASS II)</b>			
	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" CAL B4B
	COMMON HACKBERRY	CELTIS OCCIDENTALIS	2" CAL B4B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B4B
	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B4B
	MANCHURIAN ASH	FRAXINUS MANDSHURICA	2" CAL B4B
	AMERICAN SWEETGUM	LIQUIDAMBER STYRACIFLUA	2" CAL B4B
TT	TULIP TREE	LIRODENDRON TULIFIFERA	2" CAL B4B
<b>ORNAMENTAL TREES (CLASS I)</b>			
AM	FLAME AMUR MAPLE	ACER GINNALA 'FLAME'	6-8' HT. MULTI-STEM
RR	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KMS'	2" CAL B4B
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>			
BL	DARK PURPLE BLOOMERANG LILAC	SYRINGA x 'SMSJBPT'	5 GAL
BO	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL
CR	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	2 GAL
GF	GOLDFLAME SPIREA	SPIRAEA x 'BUMALDA 'GOLDFLAME'	3 GAL
IH	IVORY HALO DOGWOOD	CORNUS ALBA 'BALHALO'	5 GAL
SN	SUMMERWINE NINEBARK	PHYSCOCARPUS OPULIFOLIA 'SEWARD'	5 GAL
SW	SPIILLED WINE WEIGELA	WEIGELA FLORIDA 'BOKRASPINI'	2 GAL



NOTES

1. ALL PLANTING AREAS SHALL BE INSTALLED BE IN ACCORDANCE WITH CITY OF STAR CODE. NEW HOPE ROAD WILL MEET THE REQUIREMENT TO INSTALL ONE (1) TREE PER 35' LINEAR FEET. REFER TO SHT L5 - SPEC SECTION 32 90 00 - LANDSCAPE SPECIFICATIONS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. REFER TO SHT L5 - SPEC SECTION 32 84 00 - IRRIGATION PERFORMANCE SPECIFICATIONS.
3. LOCATE AND PROTECT ALL UTILITIES DURING CONSTRUCTION.
4. TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. ACCESS TO INLETS AND OUTLETS OF ACHD DRAINAGE AREAS SHALL NOT BE PLANTED WITH TREES, SHRUBS, OR ANY LANDSCAPING THAT WOULD IMPEDE HEAVY EQUIPMENT VEHICLE ACCESS. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SAND WINDOWS.
5. NO TREES SHALL IMPEDE THE 40' VISION TRIANGLE AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN SIGHT TRIANGLE OR ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET VISION TRIANGLE.
6. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM INTERSECTION STOP SIGNS.
7. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES. BUILDER SHALL BE REQUIRED TO INSTALL STREET TREES 5' FROM BACK OF SIDEWALKS EVERY 35' ADJACENT TO ALL BUILDABLE HOME LOTS PRIOR TO OCCUPANCY. FLEXIBILITY IN TREE PLACEMENT AND QUANTITIES TO BE GIVEN FOR DRIVEWAY AND UTILITY CONFLICTS. TREES TO BE SELECTED FROM THE SHADE/STREET TREES (CLASS II) LIST IN THE PLANT SCHEDULE AS SHOWN ON THIS SHT.
8. PLANT LIST IS SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES DUE TO PLANT MATERIAL AVAILABILITY. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
9. ALL EXISTING TREE ON SITE ARE SCRUB VOLUNTEER TREES ALONG DITCH BANKS AND ARE TO BE REMOVED. NO EXISTING TREES ON SITE TO BE MITIGATED FOR.
10. STREET TREES SHALL BE PLANTED NO CLOSER THAN 25' FROM STREET LIGHT FIXTURES.

**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 1110 E. STATE STREET, SUITE 210  
 EAGLE, CO 83616  
 TEL: 970-838-0013  
 WWW.BAILEYENGINEERS.COM



CHECKED BY: JMN

DRAWN BY: JMN

REVISED	NO.	DATE	DESCRIPTION
	1	5/2/20	STREET TREES
	2	10/16/23	ACHD COMMENTS

FINAL PLAT LANDSCAPE PLAN  
 TRAPPER RIDGE SUBDIVISION NO. 3  
 TRILOGY DEVELOPMENT, INC.

**JENSEN BELTS ASSOCIATES**  
 Site Planning / Landscape Architecture  
 1808 Tyrrel Lane, Ste 150 Boise, ID 83706  
 Ph: (208) 344-7775 www.jensenbelts.com

DATE: 04-04-20  
 PROJECT: JBA-2040  
 SHEET L4





**Shawn Nickel**

**From:** Barbara Norgrove  
**Sent:** Tuesday, February 11, 2025 10:01 AM  
**To:** Shawn Nickel  
**Subject:** FW: Agency Transmittal - Trapper Ridge Sub Final Plat PH 4

FYI

**From:** D3 Development Services <D3Development.Services@itd.idaho.gov>  
**Sent:** Tuesday, February 11, 2025 9:59 AM  
**To:** Barbara Norgrove <bnorgrove@staridaho.org>  
**Subject:** RE: Agency Transmittal - Trapper Ridge Sub Final Plat PH 4

Hello,

After careful review of the transmittal submitted to ITD on January 27, 2025 regarding, Trapper Ridge Sub Final Plat PH 4, the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study nor does it pose any safety concern. If you have any questions please contact Niki Benyakhlef at (208)-334-8337/ [Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov).

Thank you

*Mila Kinakh*

D3 Planning and Development  
 Administrative Assistant



YOUR Safety •••▶ YOUR Mobility •••▶ YOUR Economic Opportunity

**From:** Barbara Norgrove <bnorgrove@staridaho.org>  
**Sent:** Monday, January 27, 2025 2:08 PM  
**To:** [jboal@adaweb.net](mailto:jboal@adaweb.net); [sheriff@adaweb.net](mailto:sheriff@adaweb.net); [Daniel.Weed@cableone.biz](mailto:Daniel.Weed@cableone.biz); [Terence.Alsup@cableone.biz](mailto:Terence.Alsup@cableone.biz); [Lbadigian@cdhd.idaho.gov](mailto:Lbadigian@cdhd.idaho.gov); [Mreno@cdhd.idaho.gov](mailto:Mreno@cdhd.idaho.gov); [Gloria Stokes <drain.dist.2@gmail.com>](mailto:Gloria.Stokes@drain.dist.2@gmail.com); [GIS@tax.idaho.gov](mailto:GIS@tax.idaho.gov); D3 Development Services <D3Development.Services@itd.idaho.gov>; [Ryan Morgan <rmorgan@staridaho.org>](mailto:Ryan.Morgan@staridaho.org); [rmorgan@starswd.com](mailto:rmorgan@starswd.com); [bryce@sawtoothlaw.com](mailto:bryce@sawtoothlaw.com); [gtiminsky@midstarfire.org](mailto:gtiminsky@midstarfire.org); [Melvin.B.Norton@usps.gov](mailto:Melvin.B.Norton@usps.gov); [harp.kimberly@westada.org](mailto:harp.kimberly@westada.org); [farmers.union.ditch@gmail.com](mailto:farmers.union.ditch@gmail.com); [ERIC.GRZEBINSKI@mdu.com](mailto:ERIC.GRZEBINSKI@mdu.com); [planningreview@achdidaho.org](mailto:planningreview@achdidaho.org); [hday@starswd.com](mailto:hday@starswd.com); [bmoore@adacounty.id.gov](mailto:bmoore@adacounty.id.gov); [BRO.Admin@deq.idaho.gov](mailto:BRO.Admin@deq.idaho.gov); [samuel.flores@sparklight.biz](mailto:samuel.flores@sparklight.biz); [PDickerson@idahopower.com](mailto:PDickerson@idahopower.com); [permits@midstarfire.org](mailto:permits@midstarfire.org); [info@pioneerirrigation.com](mailto:info@pioneerirrigation.com); [irrigation.mm.mi@gmail.com](mailto:irrigation.mm.mi@gmail.com); [syarrington@adacounty.id.gov](mailto:syarrington@adacounty.id.gov); [westerninfo@idwr.idaho.gov](mailto:westerninfo@idwr.idaho.gov); [gmprdtim@gmail.com](mailto:gmprdtim@gmail.com); [Andy Waldera <andy@sawtoothlaw.com>](mailto:Andy.Waldera@andy@sawtoothlaw.com); [brandon.flack@idfg.idaho.gov](mailto:brandon.flack@idfg.idaho.gov); [Ryan Field <rfield@staridaho.org>](mailto:Ryan.Field@staridaho.org); [file@idwr.idaho.gov](mailto:file@idwr.idaho.gov); [Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>](mailto:Niki.Benyakhlef@itd.idaho.gov); [data@landprodata.com](mailto:data@landprodata.com); [Cheryl.Implach@intgas.com](mailto:Cheryl.Implach@intgas.com); [irr.water.3@gmail.com](mailto:irr.water.3@gmail.com); [Mwallace@achdidaho.org](mailto:Mwallace@achdidaho.org); [rgirard@staridaho.org](mailto:rgirard@staridaho.org); [Kerry.schmidt@intgas.com](mailto:Kerry.schmidt@intgas.com); [ctodd@staridaho.org](mailto:ctodd@staridaho.org); [jtensen@staridaho.org](mailto:jtensen@staridaho.org); [gis@compassidaho.org](mailto:gis@compassidaho.org); [Vincent Trimboli <Vincent.Trimboli@itd.idaho.gov>](mailto:Vincent.Trimboli@itd.idaho.gov); [zsmith@adacounty.id.gov](mailto:zsmith@adacounty.id.gov); [Brian Duran <Brian.Duran@itd.idaho.gov>](mailto:Brian.Duran@itd.idaho.gov); [gmprdclerk@gmail.com](mailto:gmprdclerk@gmail.com)

1445 N. Orchard St.  
Boise ID 83706 • (208) 373-0550



Brad Little, Governor  
Jess Byrne, Director

February 5, 2025

Shawn L. Nickel  
Planning Director and Zoning Administrator  
Star City Hall  
P.O. Box 130  
Star, Idaho 83669  
[snickel@staridaho.org](mailto:snickel@staridaho.org)

Subject: Agency Transmittal - Trapper Ridge Sub Final Plat PH 4

Dear Mr. Nickel:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: <https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/>.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

**1. AIR QUALITY**

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.

- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.

For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

## 2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

## 3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.

- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

#### 4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of stormwater or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.

For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.

- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

#### 5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.

- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.
- **Ground Water Contamination.** DEQ requests that this project comply with Idaho’s Ground Water Quality Rules (IDAPA 58.01.11), which states that “No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method.”

For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

**6. ADDITIONAL NOTES**

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Troy Smith  
Regional Administrator



**CITY OF STAR**  
**LAND USE STAFF REPORT**  
**MEMO**

**TO:** Mayor & Council

**FROM:** City of Star Planning Department *Shen T. Muth*

**MEETING DATE:** **February 18, 2025 – PUBLIC HEARING (Tabled from 1-21-25)**

**FILE(S) #:** CU-24-07 – Conditional Use Permit – State & Main Multiple Use Building

**OWNER/APPLICANT/REPRESENTATIVE**

**Applicant/Owner:**

Star Property Holdings, LLC  
511 S. Proctor Lane  
Eagle, Idaho

**Representative:**

Walter Lindgren  
Lindgren Labrie Architecture PLLC  
247 N. Eagle Road  
Eagle, Idaho 83616

**REQUEST**

**Request:** The Applicant is requesting approval of a Conditional Use Permit for the development of a 46,800 square foot, multiple use building consisting of approximately 10,000 square feet of commercial space at ground level, and 30 residential units on the second and third floors with rooftop residential common area amenities. The project is located at 17 N. Main Street, and 10992, 11000, 11026, 11046, & 11070 W. State Street in Star, Idaho, and consists of .95 acres.

**SUMMARY**

**This application was originally tabled from January 21, 2025 to February 18, 2025 to allow additional time to review the application. Staff is recommending tabling the application to April 1, 2025 to allow for a Council Workshop on March 11, 2025 to review downtown/CBD development guidelines and standards prior to public hearing on this specific application.**





**CITY OF STAR**  
**LAND USE STAFF REPORT**  
**MEMO**

**TO:** Mayor & Council

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

**MEETING DATE:** **February 18, 2025 – PUBLIC HEARING (TABLED FROM 2-4-25)**

**FILE(S) #:** CUP-24-09 – Pollard Lane - Star Elementary School

**OWNER/APPLICANT/REPRESENTATIVE**

**Representative:**  
Toby Norskog  
LKV Architects  
2400 Riverwalk Dr.  
Boise, Idaho 83702

**Applicant/Owner:**  
West Ada School District  
1303 E. Central Drive  
Meridian, Idaho 83642

**REQUEST**

**Request:** The Applicant is seeking approval of a Conditional Use Permit to construct a new elementary school. The property is located at 2211 N. Pollard Lane in Star, Idaho.

**SUMMARY**

**This application was tabled to February 4, 2025 by Council to allow the applicant and staff to review some of the concerns brought up at the public hearing and meet with ACHD. Staff met with the applicant and reviewed specific items. The City also met with ACHD and the School District to discuss traffic options. The Star Transportation Committee has also made a recommendation to move up Pollard Lane on the new ACHD Five-Year Work Program. These efforts have resulted in the following staff proposed conditions of approval and agency recommendations that the Council should consider at the next scheduled public hearing on February 18, 2025. The discussion and conditions should include the following:**



- **Recommend that ACHD expedite the review of the traffic study, currently being developed by the applicant, and determine the most appropriate measures necessary to make the intersection of Pollard Lane and Floating Feather Road function safely and effectively with the existing and new traffic that will be generated from the new school.**
- **Recommend that ACHD stripe and sign the intersections of Pollard Lane and W. Pickett Creek Street, Pollard Lane and W. Reynolds Creek Street, and Pollard Lane W. Broken Arrow as “Do Not Block Intersection” areas as soon as possible. The City worked with ACHD and received a commitment to put the traffic squares in the road when the weather permits.**
- **Recommend, through the Star Transportation Committee, that widening and improvements of N. Pollard Lane be moved up on the ACHD Five-Year Work Program as a top priority item.**
- **Condition CU-24-09 as follows:**
  - **The applicant shall work with the City and ACHD on measures to improve the safety and functionality of the intersection of N. Pollard Lane and W. Floating Feather Road with regards to traffic and pedestrians.**
  - **The applicant shall provide a secondary access point into the WASD campus north of the existing access point at W. Pickett Creek Street and design an appropriate directional plan to move bus and vehicle traffic in and out of the school area. The applicant shall work with City Staff on a plan.**
  - **The applicant shall provide a pathway connection along N. Pollard Lane from the existing sidewalk stub on the south side of the Rivercreek Subdivision into the school campus. This pathway may be incorporated into the design of the secondary access point roadway.**
  - **The applicant shall provide a landscape buffer similar to that of the middle school along the western boundary of the two sport field areas adjacent to the neighboring residential properties as illustrated on the approved site plan.**
  - **No permits for construction shall be issued until ACHD has reviewed and made recommendations the necessary improvements at Pollard Lane and Floating Feather Road.**
  - **Other conditions deemed appropriate by Council**





# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

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

**MEETING DATE:** **February 18, 2025 – PUBLIC HEARING (TABLED FROM 2-4-25)**

**FILE(S) #:** CUP-24-09 – Pollard Lane - Star Elementary School

**OWNER/APPLICANT/REPRESENTATIVE**

<p><b><u>Representative:</u></b>          Toby Norskog          LKV Architects          2400 Riverwalk Dr.          Boise, Idaho 83702</p>	<p><b><u>Applicant/Owner:</u></b>          West Ada School District          1303 E. Central Drive          Meridian, Idaho 83642</p>
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**REQUEST**

**Request:** The Applicant is seeking approval of a Conditional Use Permit to construct a new elementary school. The property is located at 2211 N. Pollard Lane in Star, Idaho.

**PROPERTY INFORMATION**

**Property Location:** The subject property is generally located on the west side of N. Pollard Lane, south of Beacon Light Road and adjacent to the Star Middle School. Ada County Parcel No. R7747350415.

**APPLICATION REQUIREMENTS**

Pre-Application Meeting Held	November 21, 2024
Neighborhood Meeting Held	December 4 & 9, 2024
Application Submitted & Fees Paid	December 24, 2024
Application Accepted	November 21, 2024

Residents within 300' Notified	January 16, 2025
Agencies Notified	January 7, 2025
Legal Notice Published	January 18, 2025
Property Posted	January 22, 2025

**HISTORY**

The property was previously annexed into the City and zoned R-4 as part of the West Ada School District property.

**ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN**

**UNIFIED DEVELOPMENT CODE:**

**8-1B-4: CONDITIONAL USES:**

A. Purpose: The purpose of this section is to establish procedures that allow for a particular use on a specific property subject to specific terms and conditions of approval.

B. Applicability: The provisions of this section apply to all uses identified as conditional use within this title. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through issuance of a conditional use permit, development agreement or PUD, upon approval by Council.

C. Process:

1. The applicant shall complete a pre-application conference with the administrator prior to submittal of an application for a conditional use.
2. A neighborhood meeting shall be held by the applicant pursuant to Section 8-1A-6C of this title.
3. An application and appropriate application fees shall be submitted to the City on forms provided by the city.
4. Prior to issuing the conditional use permit, the administrator may require additional information, including studies, concerning the social, economic, fiscal or environmental effects of the proposed conditional use. Traffic studies may be required by the transportation authority prior to acceptance of an application.

D. Standards: In approving any conditional use, the city council may prescribe appropriate conditions, bonds and safeguards in conformity with this title that:

1. Minimize adverse impact of the use on other property.
2. Control the sequence and timing of the use.



3. Control the duration of the use.
4. Assure that the use and the property in which the use is located is maintained properly.
5. Designate the location and nature of the use and the property development.
6. Require the provision for on site or off-site public facilities or services.
7. Require more restrictive standards than those generally required in this title.
8. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, that provides services within the city.

E. Findings: The council shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.
2. That the proposed use shall meet the intent of the Star comprehensive plan and be in compliance with the requirements of this title.
3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity.
4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.
5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.
6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.
7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance as determined by the City.

**8-1B-4E. FINDINGS:** The council shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

2. That the proposed use will be harmonious with the Star comprehensive plan and in accord with the requirements of this title.

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

2. That the proposed use will be harmonious with the Star comprehensive plan and in accord with the requirements of this title.

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

**8-1E-1: TERMS DEFINED:**

EDUCATION INSTITUTION, PUBLIC: The use of a site for education financially supported by the state of Idaho. The use includes, but is not limited to, elementary and secondary schools; institutions of higher learning; and vocational schools.

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

The following zoning districts are hereby established for the interpretation of this title, the zoning districts have been formulated to realize the general purposes as set forth in this title. In addition, the specific purpose of each zoning district shall be as follows:

(R) RESIDENTIAL DISTRICT: To provide regulations and districts for various residential neighborhoods. Gross density in a Residential (R) district shall be determined according to the numeral following the R. The numeral designates the maximum number of dwelling units per acre. In zoning designations of R-1, R-2, R-3, R-4 and R-5, housing shall be single family detached unless approved with a PUD or development agreement. Connection to municipal water and sewer facilities are required for all subdivision and lot split applications submitted after the effective date hereof in all districts exceeding one dwelling unit per acre. Wells and septic systems may be permitted for larger lots in this land use designation that are not adjacent to municipal services, as determined by the Sewer District, and if approved by the applicable Health Department. Private streets may be approved in this district for access to newly subdivided or split property. This district does allow for some non-residential uses as specified in 8-3A-3.

**8-3A-3: USES WITHIN ZONING DISTRICTS**

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

<b>ZONING DISTRICT USES</b>	<b>R</b>
Educational institution, public	C

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

Zoning District	Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side
R-3	35'	15' to living area 20' to garage face	15'	7.5'(2)	20'

Notes:

1. Front yard setback shall be measured from the face of the garage to the face of the sidewalk, allowing for 20' of parking on the driveway without overhang onto the sidewalk.
2. Zero-Lot-Line and reduced front and rear setback waivers may be requested through the Development Agreement process. All other side yard setback requests for detached structures shall not be granted waivers, unless as part of a Planned Unit Development.
3. All setbacks in the CBD, C-1, C-2, LO, IL, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone.
4. As approved by the Fire District.

**8-4B-3: REQUIRED NUMBER OF OFF-STREET PARKING SPACES:**

Elementary and junior high schools	2 for each classroom and 1 for every 5 seats in the auditoriums or assembly halls
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**COMPREHENSIVE PLAN:**

8.2.3 Land Use Map Designations:

Public Use/Parks/Open Space

Suitable primarily for the development of such uses as golf courses, parks, recreation facilities, greenways, schools, cemeteries, and public service facilities such as government offices. All development within this land use is encouraged to be designed to accommodate the different needs, interests, and age levels of residents in matters concerning both recreation and civil activities.

Open space should be designed to capitalize on and expand the open space areas around natural features and environmentally sensitive areas. Priorities

for preservation include: the most sensitive resources – floodways and floodplains (including riparian and wetland areas), slopes in excess of 25%, locally significant features, and scenic viewpoints. Fragmentation of open space areas should be minimized so that resource areas are able to be managed and viewed as an integrated network. Open space areas along the Boise River should be designed to function as part of a larger regional open space network. Where possible, open space should be located to be contiguous to public lands and existing open space areas.

8.3 Goal:

Encourage the development of a diverse community that provides a mix of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible, an assortment of amenities within walking distance of residential development.

8.4 Objectives:

- Implement the Land Use Map and associated policies as the official guide for development.
- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.
- Encourage commercial development that is consistent with a family friendly feel, not overburdening the community with big box and franchise uses and discourage the development of strip commercial areas.

**PROJECT OVERVIEW**

**CONDITIONAL USE PERMIT:**

The applicant is requesting approval of a Conditional Use Permit for a new elementary school. The new school will be built on property that the school district currently owns and will occupy approximately 9.85 acres of the larger parcel (37.34 acres). The property is currently zoned Residential (R-3). The Unified Development Code, Section 8-3A-3, requires all educational institution uses to be approved through a Conditional Use Permit.

Section 8-4B-3 requires elementary and junior high schools to provide 2 parking spots for each classroom and 1 space for every 5 seats in the auditoriums or assembly halls. The proposed building size would require 52 parking spaces. The Applicant is proposing 98 external spots. This will satisfy the parking requirements of the Unified Development Code. The Applicant is proposing 4 ADA parking stalls.

Section 8-4B-2 of the UDC requires all parking stalls to be a minimum of nine feet (9') wide and twenty feet (20') deep.

- A. When a vehicle bumper overhangs onto a sidewalk or landscape area, the parking stall dimensions may be reduced two (2) feet in length if two (2) feet is added to the width of the sidewalk or landscaped area, and the additional area is planted in ground cover. In this case, wheel restraints may be removed.

The proposed site plan calls out the appropriate dimensions to satisfy these requirements.

Access is proposed to be taken from an existing private drive via Pollard Lane. Bus and passenger vehicle access will be separated, and the site is designed to include significant stacking on the school site to limit traffic issues on any adjacent roadways.

The Unified Development Code (UDC), Section 8-4B-2 requires "all drive aisles adjacent to a building shall be a minimum of 25' 0" or as required by the fire code..." The proposed site plan appears to call out a minimum of 25 feet at the narrowest section of the drive aisle, satisfying this portion of the UDC.

All signage, including building, directional and monuments will need separate permits and approval from Staff.

The applicant has not asked for any setback waivers and the site plan is compliant with the required Residential (R-3) setbacks.

As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. **The Applicant has provided a landscape plan that appears to satisfy these requirements. The proposed plan also appears to satisfy the commercial parking lot requirements for landscaping.**

**The applicant has provided exterior elevations and color renderings that detail the project. Council may decide to approve these elevations and renderings as part of their approval, making an additional Design Review Committee approval unnecessary.**

The proposed dumpster location appears to be in a good location so as not to disturb any adjacent residents. The Applicant should gain approval on final location from Republic Services. Staff is supportive of a brick CMU trash enclosure with metal double gates.

**The Applicant has not provided a site/building lighting plan. This will need to be submitted and reviewed as part of the Design Review/CZC process.**





*Comprehensive Plan and is in accord with the requirements of this Title. The proposed development should meet the intent or purpose of the Mixed-Use District.*

- 3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

*The Council must find that the operation of the proposed use would be compatible with the other uses in the general area.*

- 4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

*The Council must find that the proposed use, with imposed conditions of approval, would not adversely affect other property in the vicinity.*

- 5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

*The Council must find that the proposed use be adequately served by essential public facilities and services.*

- 6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

*The Council must find that the proposed use would not create excessive additional costs for public facilities and would not be detrimental to the economic welfare of the community.*

- 7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

*The Council must find that the proposed use would involve activities that would not be detrimental to any person, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.*

- 8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

*The Council must find that the proposed use would not result in the destruction, loss or damage of natural, scenic or historic feature of major importance since none are apparent on this site.*

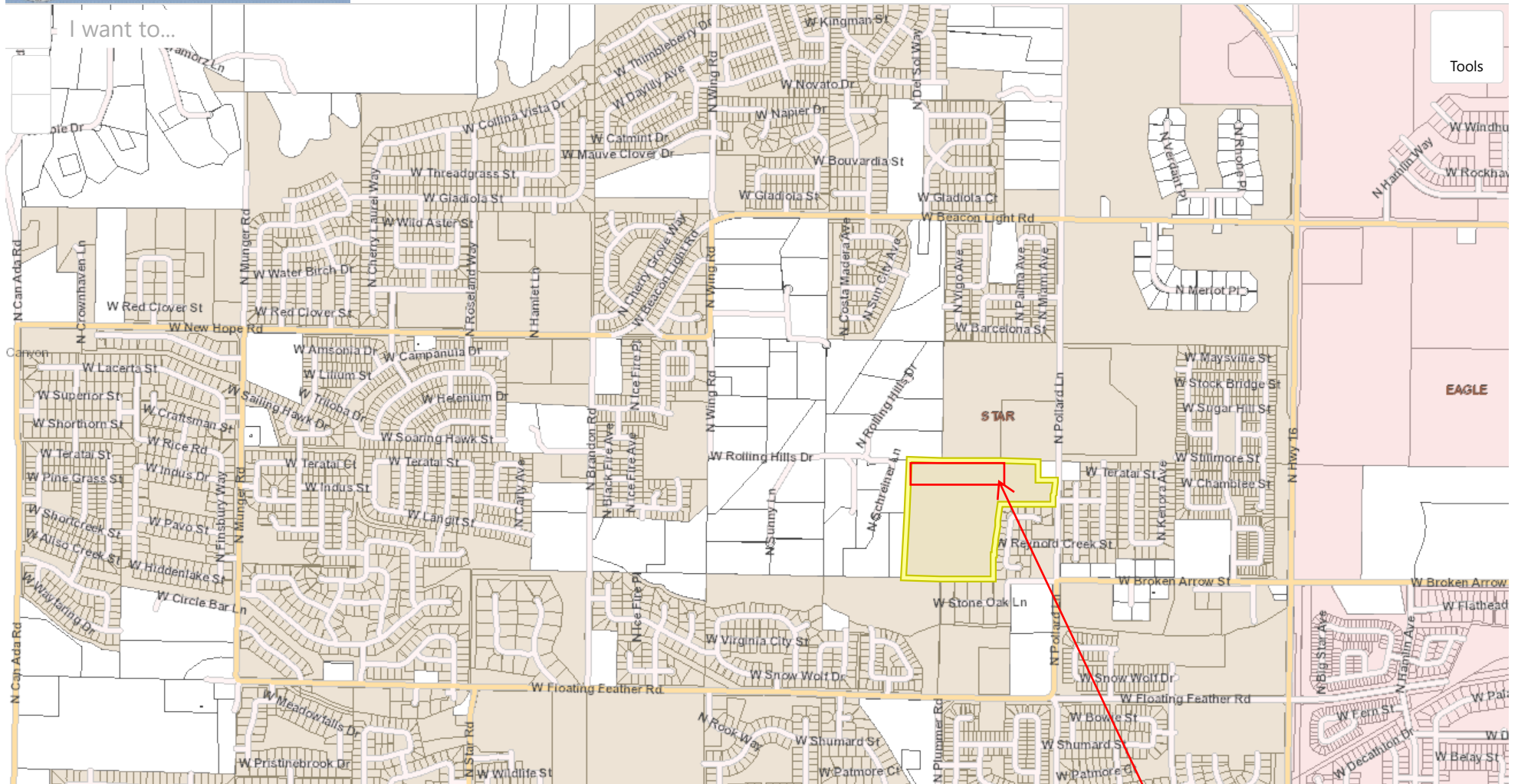
**CONDITIONS OF APPROVAL**

- 1. The approved Conditional Use shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.

2. **Prior to issuance of a building permit, the applicant shall receive a certificate of zoning compliance and/or design review for compliance with the Architectural Design Guidelines.**
3. **The Applicant shall complete a pathway going north along Pollard to connect to the existing sidewalk from Rivercreek Landing Subdivision, the development to the north of the school property.**
4. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
5. A form signed by the Star Sewer & Water District shall be submitted to the City prior to issuance of building permit stating that all conditions of the District have been met, including annexation into the District.
6. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through occupancy that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of any construction.**
7. The applicant shall obtain all the proper building permits from the City Building Department prior to occupancy of the unit.
8. The Conditional Use Permit may be revoked or modified by the City Council for any violation of any Condition of Approval.
9. The applicant shall obtain a sign permit prior to any signage being placed on the site or building.
10. A Certificate of Zoning Compliance will be required prior to the start of construction.
11. Any additional Condition of Approval as required by Staff and City Council.
12. Any Conditions of Approval as required by Star Fire Protection District.
13. The property associated with this approved conditional use permit shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of the conditional use permit or building permit.
14. Any additional Condition of Approval as required by Staff and City Council.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File Number CU-24-09 for New Star Elementary School on \_\_\_\_\_, 2025.



New Star Elementary School Location





December 24, 2024

Star Planning & Zoning Department  
P.O. Box 130  
10769 W. State Street  
Star, Idaho 83669

RE: Conditional Use Permit Application  
New Star Elementary School  
West Ada School District  
N. Pollard Lane, Star, Idaho 83669

Planning Staff:

The West Ada School District respectfully requests Conditional Use Permit approval for the construction of a new elementary school, located north of Floating Feather Road, east of N. Pollard Lane. A Conditional Use Permit is required due to the property's R3 zoning and the public-school use. The scope of the project includes the construction of a single story, 65,000 square foot elementary school for grades Pre-K-5 and all associated site work.

The site is approximately 9.85 acres and will be improved with separate student drop off areas for parent vehicles and buses. There will be two separate parking lots with a total of ninety-eight off-street parking spaces. The remaining unpaved portion of the site is landscaped with lawn, bushes, and trees. The student play areas are designed with gathering and active play areas with built-in play equipment. An asphalt walking path will also be installed around the perimeter of the grass play area and will make connections to the existing pedestrian pathways.

The building will be single story with a combination of pitched asphalt roofing and low slope roofing with parapets to screen roof top mounted mechanical systems. The exterior building materials will be a combination of masonry veneer, structural masonry block, and accent metal panels. The height of the tallest portion of the building will be at the Gymnasium with a height of 33'-4" to the top of the parapet. The three classroom wings are 23'-6 1/2" to the top of the roof ridge line. All windows and door framing shall be an aluminum storefront system.

Fencing will be provided along property lines and will be installed to conform to the subdivision requirements.

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208.336.3443  
2400 E. Riverwalk Dr.  
Boise, Idaho 83706



Ada County Highway District and Idaho Transportation Department have both been contacted regarding this project. A traffic study is currently being conducted on the project and will be presented to the city at a later date. A neighborhood meeting was held at Star Middle School on December 4th, 2024, at 6:00 pm, December 9<sup>th</sup>, 2024, at 6:00 pm and a separate meeting was also held at Star Fire Protection District – Station 51 for those that could not attend the previous meeting.

The West Ada School District would like to begin construction of this facility in the Spring of 2025 and have a construction schedule to allow for a 2026 fall school year opening.

West Ada School District thanks you for your consideration of this Conditional Use Permit application. Please feel free to contact me with any questions or comments.

Respectfully,

A handwritten signature in black ink, appearing to read 'Toby Norskog', written in a cursive style.

Toby Norskog, Architect  
LKV Architects

c.c. David Reinhart, West Ada School District



## CONDITIONAL USE PERMIT APPLICATION

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

FILE NO.: \_\_\_\_\_  
Date Application Received: \_\_\_\_\_ Fee Paid: \_\_\_\_\_  
Processed by: City: \_\_\_\_\_

### Applicant Information:

**PRIMARY CONTACT IS: Applicant \_\_\_ Owner \_\_\_ Representative \_\_\_**

Applicant Name: West Ada School District, David Reinhart \_\_\_\_\_  
Applicant Address: 1303 E. Central Drive \_\_\_\_\_ Zip: 83642 \_\_\_\_\_  
Phone: 208-855-4500 \_\_\_\_\_ Email: reinhart.david@westada.org \_\_\_

Owner Name: West Ada School District, David Reinhart \_\_\_\_\_  
Owner Address: 1303 E. Central Drive \_\_\_\_\_ Zip: 83642 \_\_\_\_\_  
Phone: 208-855-4500 \_\_\_\_\_ Email: reinhart.david@westada.org \_\_\_

Representative (e.g., architect, engineer, developer):  
Contact: Toby Norskog \_\_\_\_\_ Firm Name: LKV Architects \_\_\_\_\_  
Address: 2400 Riverwalk Dr., Boise, Idaho \_\_\_\_\_ Zip: 83702 \_\_\_\_\_  
Phone: 208-336-3443 \_\_\_\_\_ Email: Toby@lkvarchitects.com \_\_\_\_\_

### Property Information:

Site Address: 2211 N POLLARD LN STAR, ID 83669 Parcel Number: R7747350415  
Requested Condition(s) for Conditional Use: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

	Zoning Designation	Comp Plan Designation
Existing	R-3	Medium Density Residential
Proposed		
North of site	R-2 (WASD Property)	Low Density Residential
South of site	R-3	Medium Density Residential
East of site	R-3	Medium Density Residential
West of site	RUT	Low Density Residential

**Site Data:**

Total Acreage of Site: 9.85 Acres

Proposed Percentage of Site Devoted to Bldg Coverage: 12.8% Phs 1, 15% Future Phase & Phs 1

Proposed Percentage of Site Devoted to Landscaping: 46.9%

Number of Parking spaces: Proposed 98 Required 52

Requested Front Setback: > 15' per R-3 Requested Rear Setback: > 15' per R-3

Requested Side Setback: > 7.5' per R-3 Requested Side Setback: > 7.5' per R-3

Requested Side Setback: > 7.5' per R-3

Existing Site Characteristics: The project's development site is 9.85 acres of a larger WASD parcel. The project site is currently vacant with existing soil stockpiling from construction of the middle school. Access comes from an existing private drive to the south. No significant constraints or natural features.

Number and Uses of Proposed Buildings: 1; School

Location of Buildings: See sheet C2.00. School is located 47.79' south of existing northern property line.

Gross Floor Area of Proposed Buildings: \_\_\_\_\_

Describe Proposed On and Off-Site Traffic Circulation: Traffic will enter an existing private drive via Pollard lane. Bus and passenger vehicle access will be separated and the site is designed to include significant stacking on the Elementary school site to limit traffic issues on adjacent roadways.

Proposed Signs – number, type, location: Monument sign, directional signs. See sheet C2.00.  
(include draft drawing) \_\_\_\_\_

Public Services (state what services are available and what agency is providing the service):

Potable Water - Star Sewer and Water District

Irrigation Water - Farmers Union Ditch Co LTD

Sanitary Sewer - Star Sewer and Water District

Schools - West Ada School District

Fire Protection - Star Fire Protection District

Roads - Ada County Highway District

**Flood Zone Data (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision/Project Name: \_\_\_\_\_ Phase: \_\_\_\_\_

Special Flood Hazard Area: total acreage \_\_\_\_\_ number of homes/structures \_\_\_\_\_

- a. A note must be provided on the site plan documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plan in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxxC, 160xxxxxxE, etc.: \_\_\_\_\_  
 FIRM effective date(s): mm/dd/year \_\_\_\_\_  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: \_\_\_\_\_  
 Base Flood Elevation(s): AE\_\_\_\_.0 ft., etc.: \_\_\_\_\_
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.





**Application Requirements:**

*(Applications are required to contain one copy of the following unless otherwise noted.)*

Applicant (√)	Description	Staff (√)
✓	Pre-application meeting with Planning Department required prior to neighborhood meeting.	
✓	Copy of neighborhood meeting notice sent to property owners within 300 feet and meeting sign-in sheet. <b>(Please contact the City for addresses &amp; labels)</b> (Applicants are required to hold a neighborhood meeting to provide an opportunity for public review of the proposed project prior to the submittal of an application.)	
✓	Completed and signed Conditional Use Application	
✓	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	
✓	Narrative fully describing the existing use, and the proposed project. (must be signed by applicant)	
to be provided at later date	Legal description of the property (word.doc and electronic version with engineer's seal):	
	Copy of recorded warranty deed.	
	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application.	
✓	One (1) copy of names and addresses printed on address labels, of property owners within three hundred feet (300') of the external boundaries of the property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels.	
✓	List of names(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	
✓	Vicinity map showing the location of the subject property	
	One (1) full-size copy and One (1) 11"x 17" reduction of the Site Plan	
	One (1) full-size copy and One (1) 11"x 17" reduction of the landscape plan (if applicable)	
✓	Building elevations showing construction materials	
	Two (2) copies electronic versions of submitted application including signed application, narrative, legal description, warranty deed, vicinity map, site plan, landscape plan, building elevations, shall be submitted in original pdf format (no scans) on a thumb drive only (no discs) with the files named with project name and plan type. We encourage you to also submit at least one (1) color version for presentation purposes.	
	Signed Certification of Posting with pictures. (see attached posting requirements and certification form) – To be completed by application after acceptance of application. Staff will notify applicant of hearing and posting date.	

**Site Plan (If applicable):**

	The following items must be included on the site plan:	
✓	• Date, scale, north arrow, and project name	
Sheet A2.1	• Names, addresses, and phone number of owner(s), applicant, and engineer, surveyor or planner who prepared the site plan	
✓	• Existing boundaries, property lines, and dimensions of the lot	
✓	• Relationship to adjacent properties, streets, and private lanes	
✓	• Easements and right-of-way lines on or adjacent to the lot	
Listed above	• Existing and proposed zoning of the lot, and the zoning and land use of all adjacent properties	
Sheet A2.1	• Building locations(s) (including dimensions to property lines)	
✓	• Parking and loading areas (dimensioned)	
✓	• Traffic access drives and traffic circulation (dimensioned)	

✓	• Open/common spaces	
✓	• Refuse and service areas	
✓	• Utilities plan, including the following: Sewer, water, irrigation, and storm drainage (existing & proposed)	
to be provided at later date	• All on-site lighting proposed – Must Meet City “Dark Sky” Ordinances	

**Landscape Plan (If applicable):**

	<b>The following items must be included on the landscape plan:</b>	
✓	• Date, scale, north arrow, and project name	
✓	• Names, addresses, and phone numbers of the developer and the person and/or firm preparing the plan	
✓	• Existing natural features such as canals, creeks, drains, ponds, wetlands, floodplains, high groundwater areas, and rock outcroppings	
✓	• Location, size, and species of all existing trees on site with trunks 4 inches or greater in diameter, measured 6 inches above the ground. Indicate whether the tree will be retained or removed.	
✓	• Existing buildings, structures, planting areas, light poles, power poles, walls, fences, berms, parking and loading areas, vehicular drives, trash areas, sidewalks, pathways, storm water detention areas, signs, street furniture, and other man-made elements	
✓	• Existing and proposed contours for all areas steeper than 20% slope. Berms shall be shown with one-foot contours	
✓	• Sight Triangles as defined in 8-4 A-7 of this Ordinance	
✓	• Location and labels for all proposed plants, including trees, shrubs, and groundcovers (trees must not be planted in City water or sewer easements). Scale shown for plant materials shall reflect approximate mature size	
✓	• Proposed screening structures	
✓	• Design drawings(s) of all fencing proposed	
✓	• Calculations of project components to demonstrate compliance with requirements of this ordinance, including: <ul style="list-style-type: none"> <li>➢ Number of street trees and lineal feet of street frontage</li> <li>➢ Width of street buffers (exclusive of right-of-way)</li> <li>➢ Width of parking lot perimeter landscape strip</li> <li>➢ Buffer width between different land uses</li> <li>➢ Number of parking stalls and percent of parking area with internal landscaping</li> <li>➢ Total number of trees and tree species mix</li> <li>➢ Mitigation for removal of existing trees, including number of caliper inches being removed</li> </ul>	

**SIGNS (If applicable):**

All signs will require separate submittal of a sign application.

**FEE REQUIREMENT:**

***\*\* I have read and understand the above requirements. I further understand fees will be collected at the time of filing an application. I understand that there may be other fees associated with this application incurred by the City in obtaining reviews or referrals by architect, engineering, or other professionals necessary to enable the City to expedite this application. I understand that I, as the applicant, am responsible for all payments to the City of Star.***

\_\_\_\_\_ 

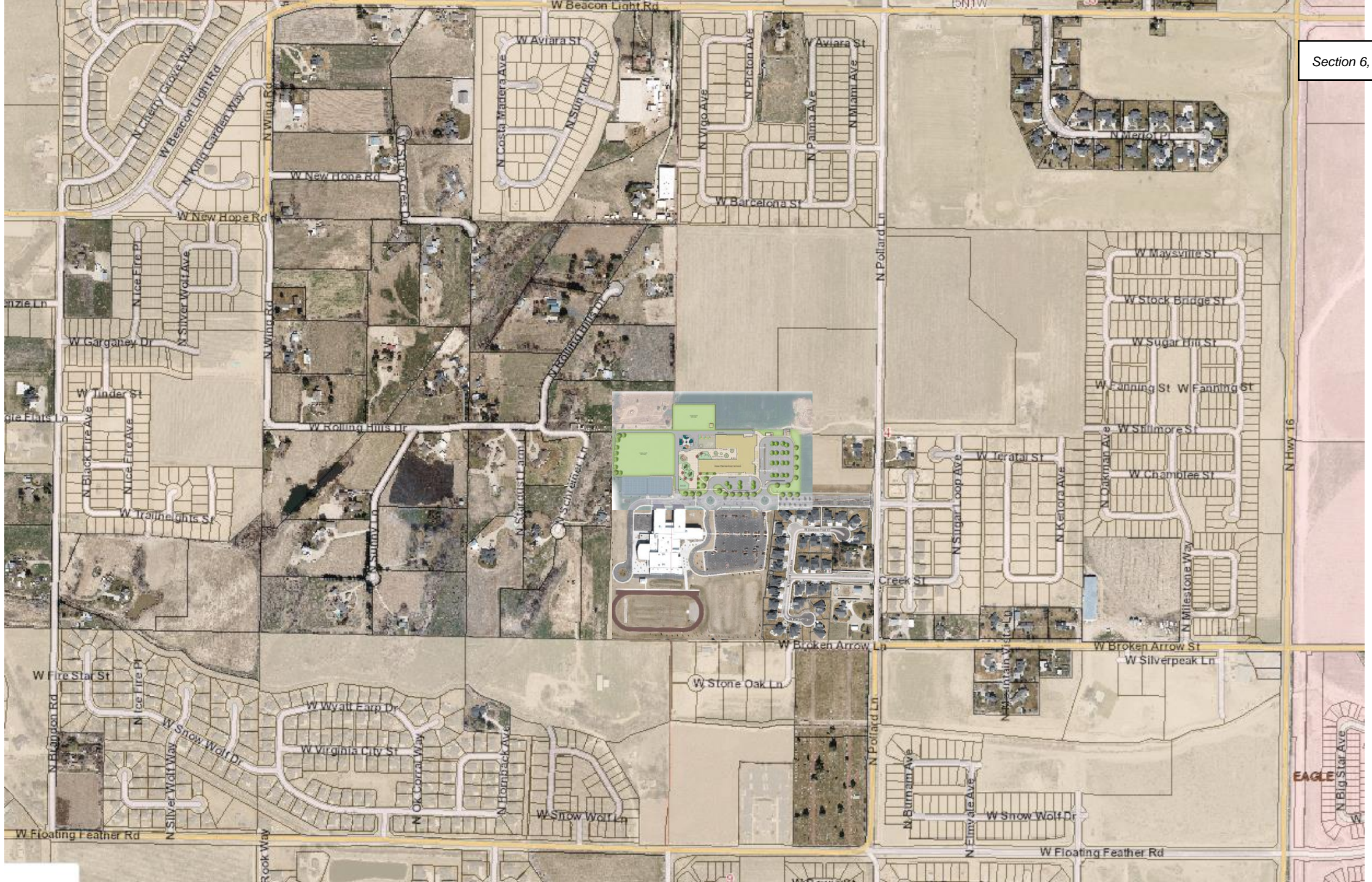
\_\_\_\_\_ 12/24/2024

**Star Elementary School**  
2211 N. Pollard Lane  
Star, Idaho 83669



PN: 124165





**General Notes**

1. SEE CIVIL SHEETS FOR GRADING, DRAINAGE, AND SITE UTILITIES.
2. SEE CIVIL SHEETS FOR PAVING SECTIONS.
3. SEE LANDSCAPE SHEETS FOR LANDSCAPING AND IRRIGATION PLANS.

**Reference Notes** (00)

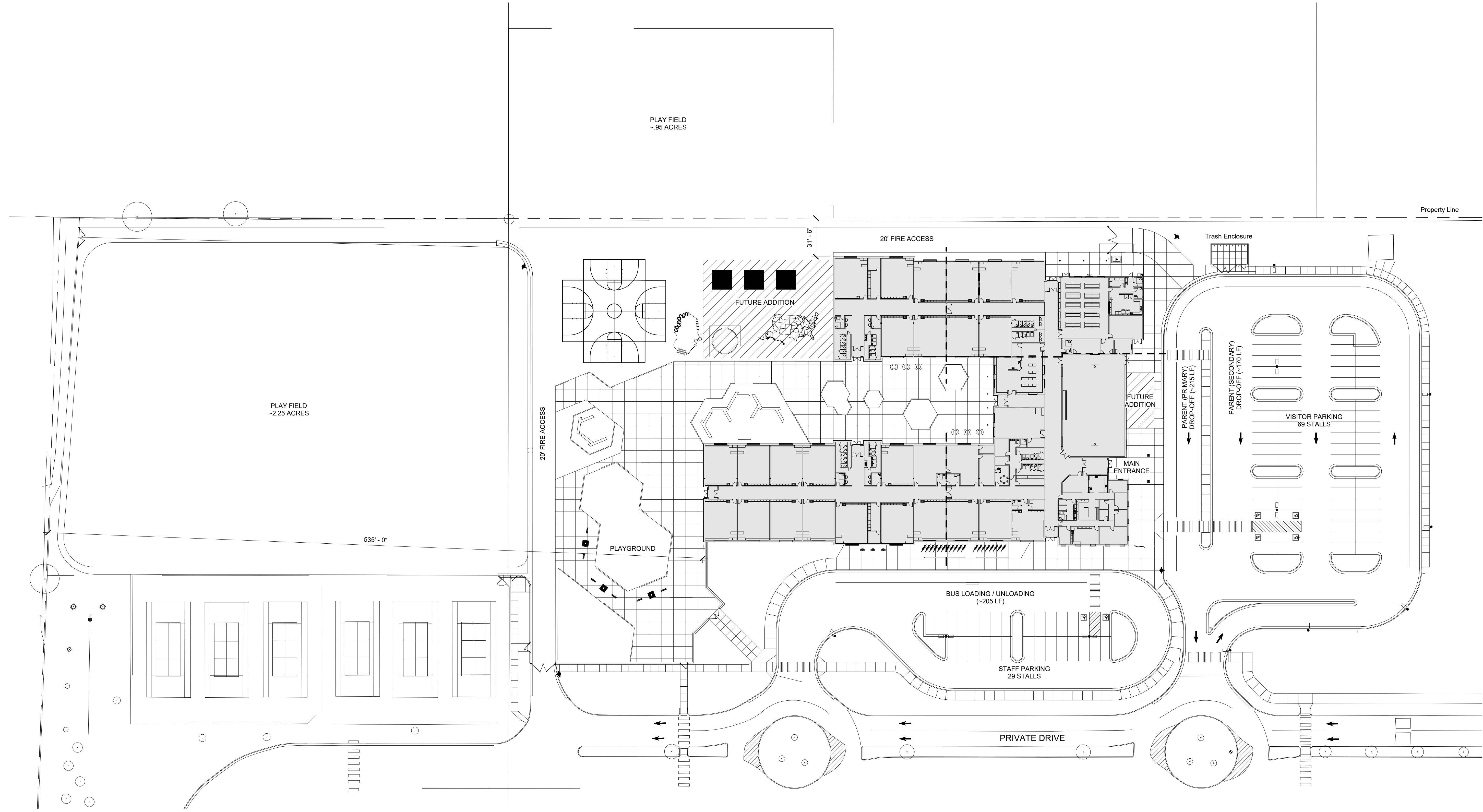
**Keyed Notes** (000000.A0)

**Legend**

OWNER	ARCHITECT	CIVIL ENGINEER	LANDSCAPE ARCHITECT
West Ada School District 1303 E. Central Drive Meridian, ID 83642	LKV Architects 2400 East Riverwalk Dr. Boise, Idaho 83706	The Land Group 462 E. Shore Dr, Suite 100 Eagle, ID 83616	The Land Group 462 E. Shore Dr, Suite 100 Eagle, ID 83616
<b>David Reinhart</b> Owner Phone: (208) 350-5024 reinhart.david@westada.org	<b>Toby Norskog</b> Architect Phone: (208) 336-3443 toby@lkvarchitects.com	<b>Jim Gute</b> Civil Engineer Phone: (208) 939-4041 jgute@thelandgroupinc.com	<b>Sean Conner</b> Landscape Architect Phone: (208) 939-4041 sean@thelandgroupinc.com



#	Revisions Description	Date



**SITE PLAN**  
1" = 40'-0"

**NEW STAR ELEMENTARY  
WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: TL  
CHECKED BY: TN

50% DD SET

DRAWING NO.:

**A2.1**  
ARCHITECTURAL SITE  
PLAN

**Project Calculations:**

- A. SITE DESIGN: 9.85 ACRES**
- A.A. PHASE 1 BUILDING COVERAGE: 54,718 SF | 12.8%
- A.A.A. FUTURE PHASE & PHASE 1 BUILDING COVERAGE: ± 64,235 SF | 15.0%\*
- A.B. LANDSCAPING: 201,178 SF | 46.9%
- A.C. PAVING (INCL. UNIT PAVERS): 172,996 SF | 40.3%
- B. IRRIGABLE LANDSCAPE AREA**
- B.A. TURF GRASS: 188,029 SF | 4.32 ACRES
- B.B. PLANTERS: 7,898 SF | 0.18 ACRES
- B.C. NON IRRIGATED LANDSCAPE (GRAVEL, SYNTHETIC TURF PLAY SURFACE): 14,362 SF | 0.33 ACRES
- C. PARKING**
- C.A. STANDARD STALLS
- C.A.A. REQUIRED: 52\*\*
- C.A.B. PROVIDED: 92
- C.B. ADA STALLS
- C.B.A. REQUIRED: 4
- C.B.B. PROVIDED: 6
- C.C. BICYCLE PARKING
- C.C.A. REQUIRED: NOT DEFINED
- C.C.B. PROVIDED: 38 AND 20 MICROMOBILITY/SCOOTER SPACES

\* NOTE: PAVING AND LANDSCAPE AREAS WILL BE REDUCED WHEN THIS FUTURE PHASE BUILDING FOOTPRINT IS CONSTRUCTED.  
 \*\* CALCULATION BASED ON PHASE ONE BUILDING CONSTRUCTION.

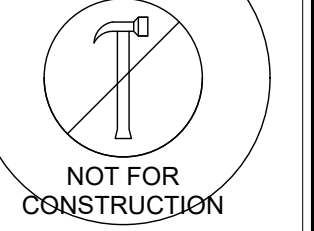


2400 E. Riverwalk Drive  
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208.336.3443



462 E. Shore Dr Ste 100,  
Eagle, ID 83616  
www.thelandgroupinc.com  
208.939.4041

PRELIMINARY



#	Revisions	Description	Date

**POLLARD ELEMENTARY SCHOOL**  
**WEST ADA SCHOOL DISTRICT**  
 2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
 LKV PROJECT #: 2429

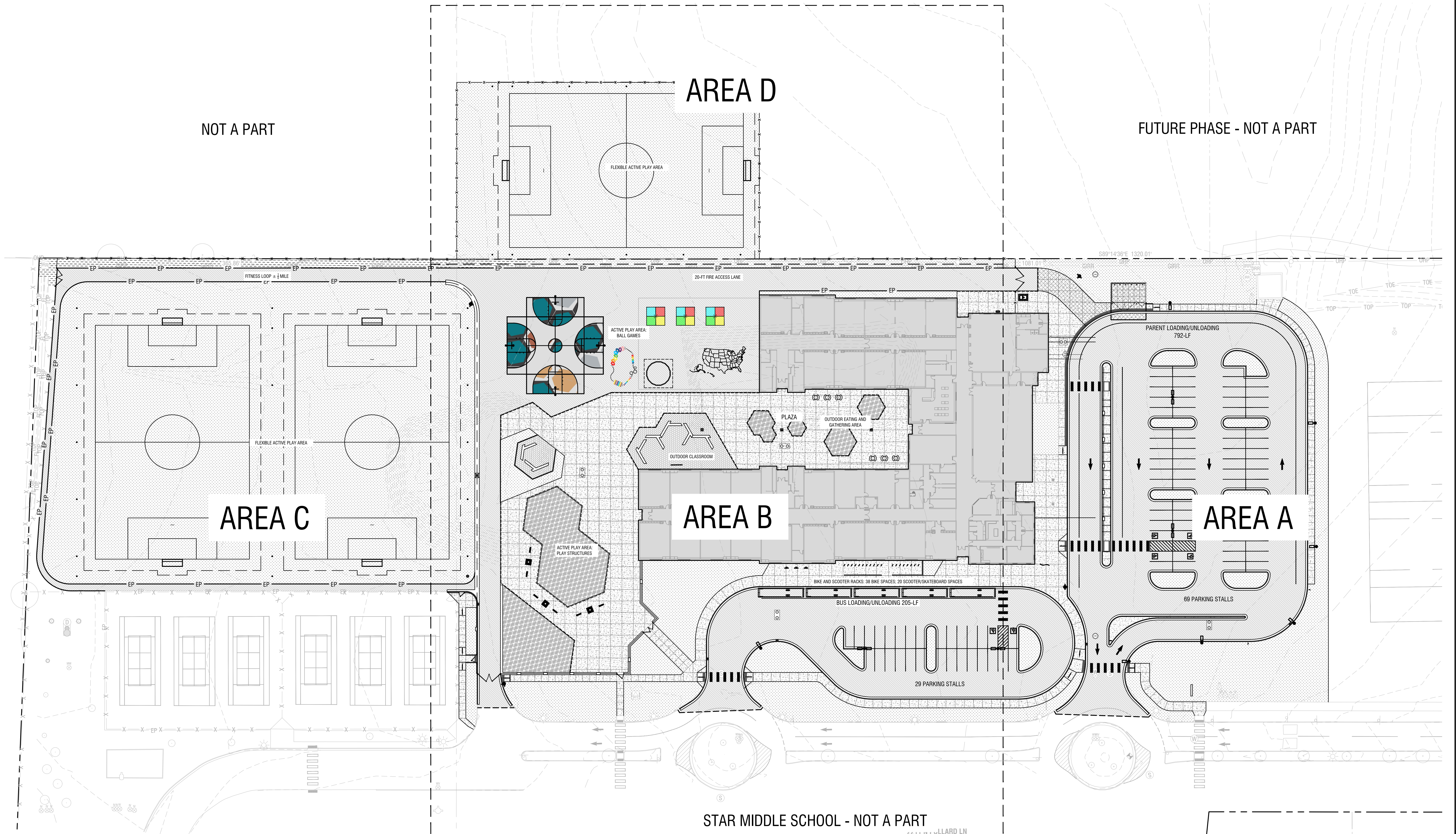
DRAWN BY: CL/LM  
 CHECKED BY: SC

50% DD Set

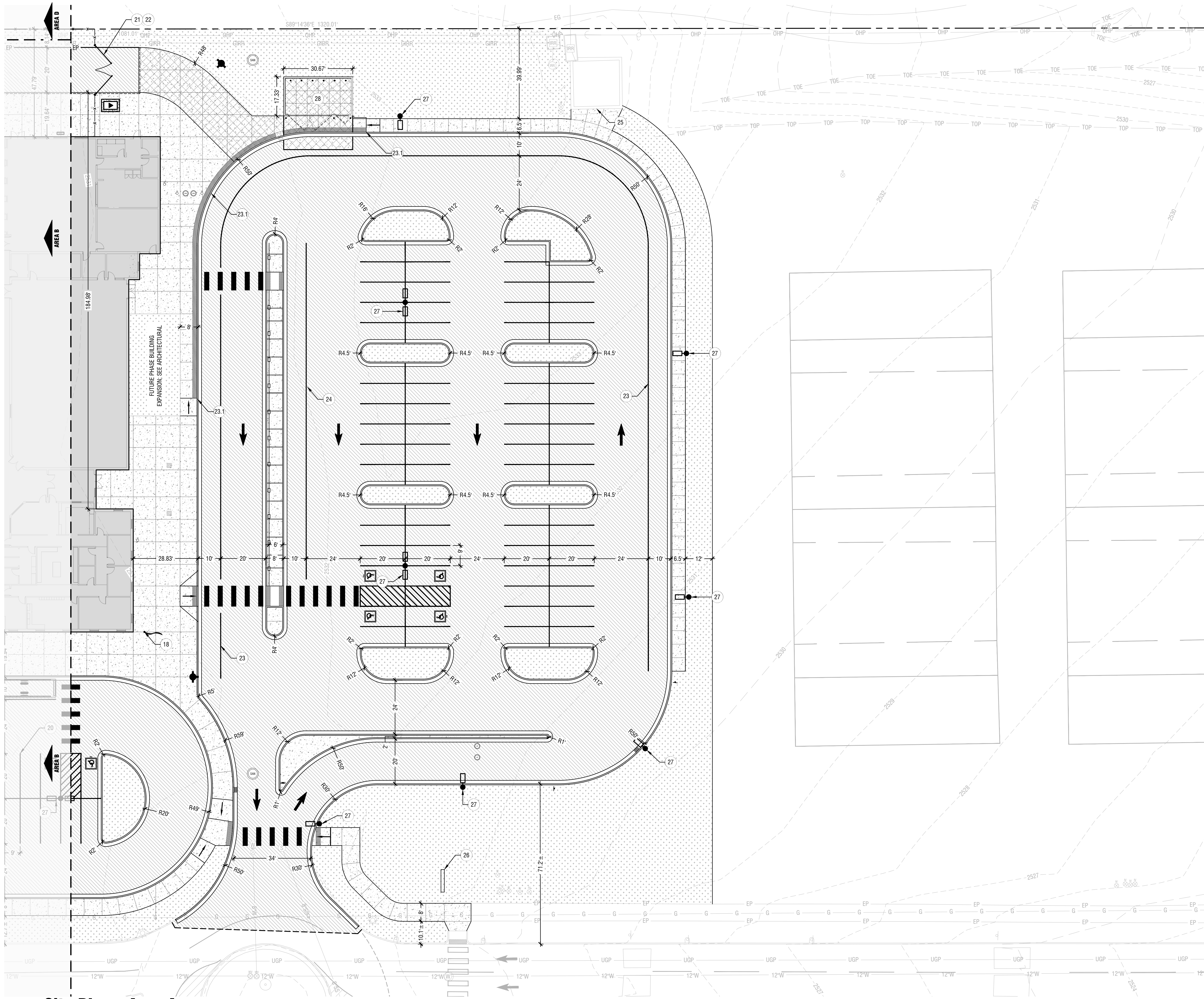
DRAWING NO.:

**C2.00**

SITE PLAN - OVERALL



**Site Plan - Overall**  
 Horizontal Scale: 1" = 40'



**Material Legend:**

- ASPHALT PAVING
- STANDARD CONCRETE FLATWORK
- HEAVY DUTY CONCRETE FLATWORK
- LANDSCAPE AREAS
- CONCRETE UNIT PAVERS
- SYNTHETIC TURF PLAYGROUND SURFACING
- 1/2" MINUS COMPACTED GRAVEL

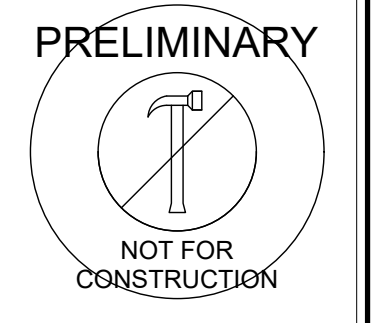
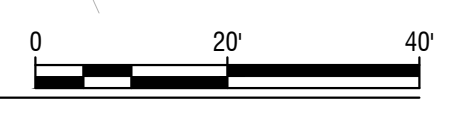
**Fence Legend:**

- 4' CHAIN LINK FENCE
- 6' CHAIN LINK FENCE
- EXISTING CHAIN LINK FENCE

**Keynotes:**

1. ELEMENTARY ACTIVE PLAY AREA; STRUCTURES TBD FROM LANDSCAPE STRUCTURES "HEDRA" PRODUCT FAMILY OR SIMILAR.
2. PRE-K ACTIVE PLAY AREA; STRUCTURES TBD FROM LANDSCAPE STRUCTURES "HEDRA" PRODUCT FAMILY OR SIMILAR.
3. SECURE BUS-RIDER WAITING AREA
4. BASKETBALL COURT.
5. FOUR SQUARE.
6. GAGA BALL AREA.
7. AGILITY COURSE.
8. SOCIAL PLAY AREA WITH SCULPTURAL SEATWALL.
9. OUTDOOR CLASSROOM AND FLEXIBLE SOCIAL PLAY AREA.
10. RAISED TURF INLAY AND ELEVATED INFORMAL SEATING.
11. SOCIAL PLAY AREA WITH GAME/PICNIC TABLE. MAGLIN "FAVA CLUSTER" PRODUCT FAMILY OR SIMILAR.
12. FLEXIBLE SPORTS FIELD.
13. TREE GRATE AND SILVA CELLS; TREE GRATE TO BE "VERTIGO" BY IRONSMITH OR SIMILAR
14. 4-FT BENCH. MAGLIN "1050" OR SIMILAR.
15. BIKE RACK. DERO "HOOP" OR SIMILAR. 38 SPACES TOTAL.
16. SKATEBOARD AND SCOOTER RACK. "SKATEDOCK" OR SIMILAR. 20 SPACES TOTAL.
17. 3-FT CMU "BREEZE BLOCK" STYLE SCREEN WALL.
18. FLAGPOLE.
19. BUS LOADING AND UNLOADING AREA - 205 LF.
20. SOUTH PARKING LOT - 29 STALLS (INCL 2 ADA)
21. CONTROLLED ACCESS GATE WITH KNOX BOX.
22. 20-FT WIDE FIRE ACCESS ROUTE.
23. PARENT/GUARDIAN DROP-OFF LANE - 792 LF.
- 23.1. FULLY ACCESSIBLE PARENT/GUARDIAN DROP-OFF AREA - 172 LF.
24. SECONDARY PARENT/GUARDIAN DROP-OFF LANE.
25. IRRIGATION AND MAINTENANCE ACCESS.
26. MONUMENT SIGN.
27. SITE LIGHTING PER ELECTRICAL.
28. TRASH ENCLOSURE PER ARCHITECTURAL.

**Site Plan - Area A**  
Horizontal Scale: 1" = 20'



Revisions	Description	Date
#		

**POLLARD ELEMENTARY SCHOOL**  
**WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

**C2.01**  
SITE PLAN - AREA A

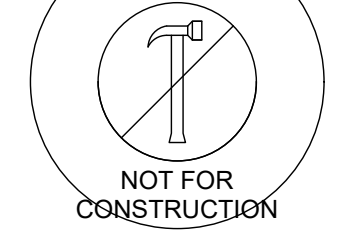


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PRELIMINARY



Revisions	Description	Date
#		

POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

C2.02

SITE PLAN - AREA B

Material Legend:

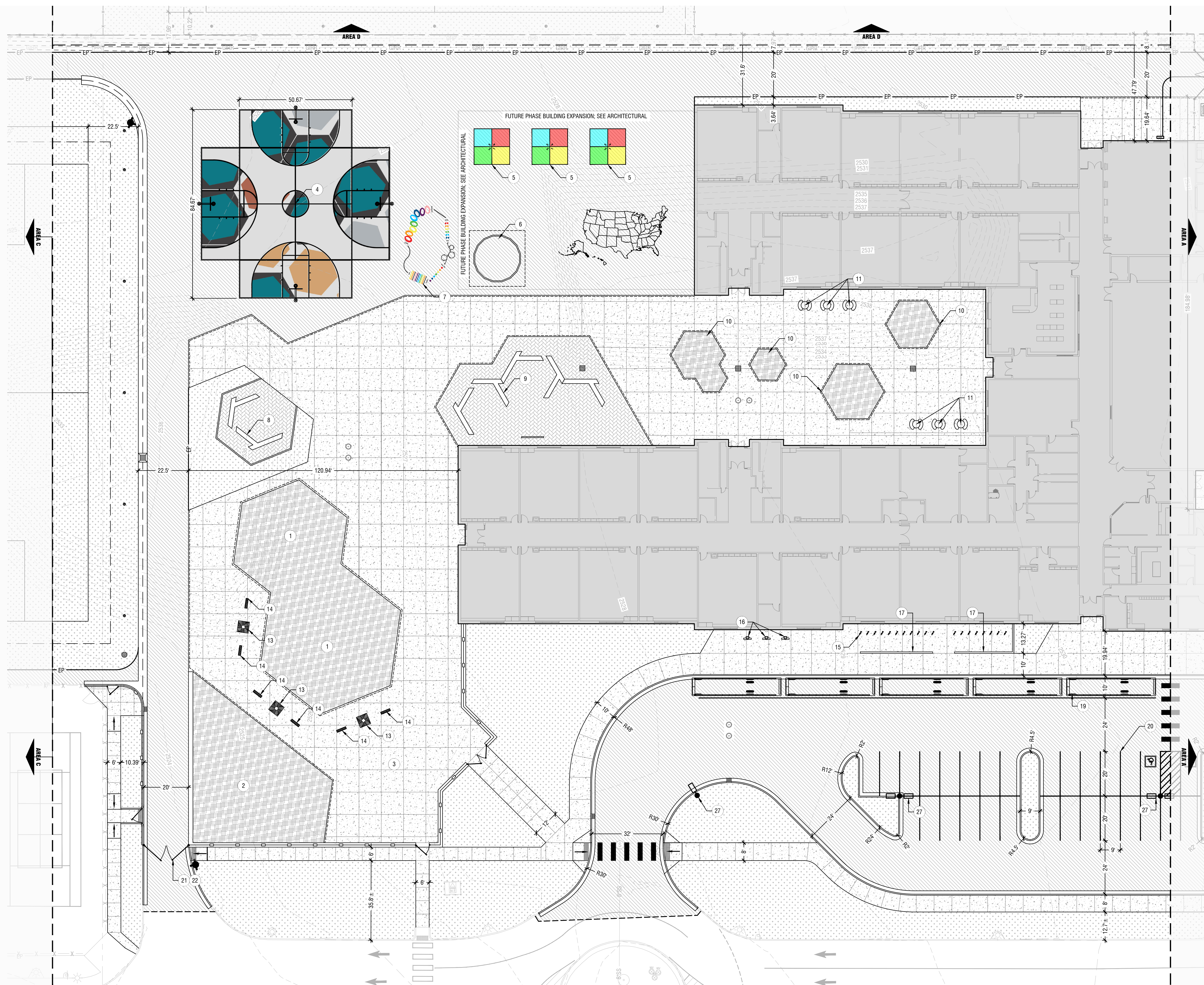
- ASPHALT PAVING
- STANDARD CONCRETE FLATWORK
- HEAVY DUTY CONCRETE FLATWORK
- LANDSCAPE AREAS
- CONCRETE UNIT PAVERS
- SYNTHETIC TURF PLAYGROUND SURFACING
- MINIUS COMPACTED GRAVEL

Fence Legend:

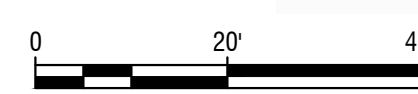
- 4' CHAIN LINK FENCE
- 6' CHAIN LINK FENCE
- EXISTING CHAIN LINK FENCE

Keynotes:

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- FOUR SQUARE.
- GAGA BALL AREA.
- AGILITY COURSE.
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- OUTDOOR CLASSROOM AND FLEXIBLE SOCIAL PLAY AREA.
- RAISED TURF INLAY AND ELEVATED INFORMAL SEATING.
- SOCIAL PLAY AREA WITH GAME/PICNIC TABLE. MAGLIN "FAVA CLUSTER" PRODUCT FAMILY OR SIMILAR.
- FLEXIBLE SPORTS FIELD.
- TREE GRATE AND SILVA CELLS; TREE GRATE TO BE "VERTIGO" BY IRONSMITH OR SIMILAR.
- 4-FT BENCH. MAGLIN "1050" OR SIMILAR.
- BIKE RACK. DERO "HOOP" OR SIMILAR. 38 SPACES TOTAL.
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- SECONDARY PARENT/GUARDIAN DROP-OFF LANE.
- IRRIGATION AND MAINTENANCE ACCESS.
- MONUMENT SIGN.
- SITE LIGHTING PER ELECTRICAL.
- TRASH ENCLOSURE PER ARCHITECTURAL.



Site Plan - Area B  
Horizontal Scale: 1" = 20'







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Revisions	Date
#	
Description	

**POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

**C2.03**

SITE PLAN - AREA C

**Material Legend:**

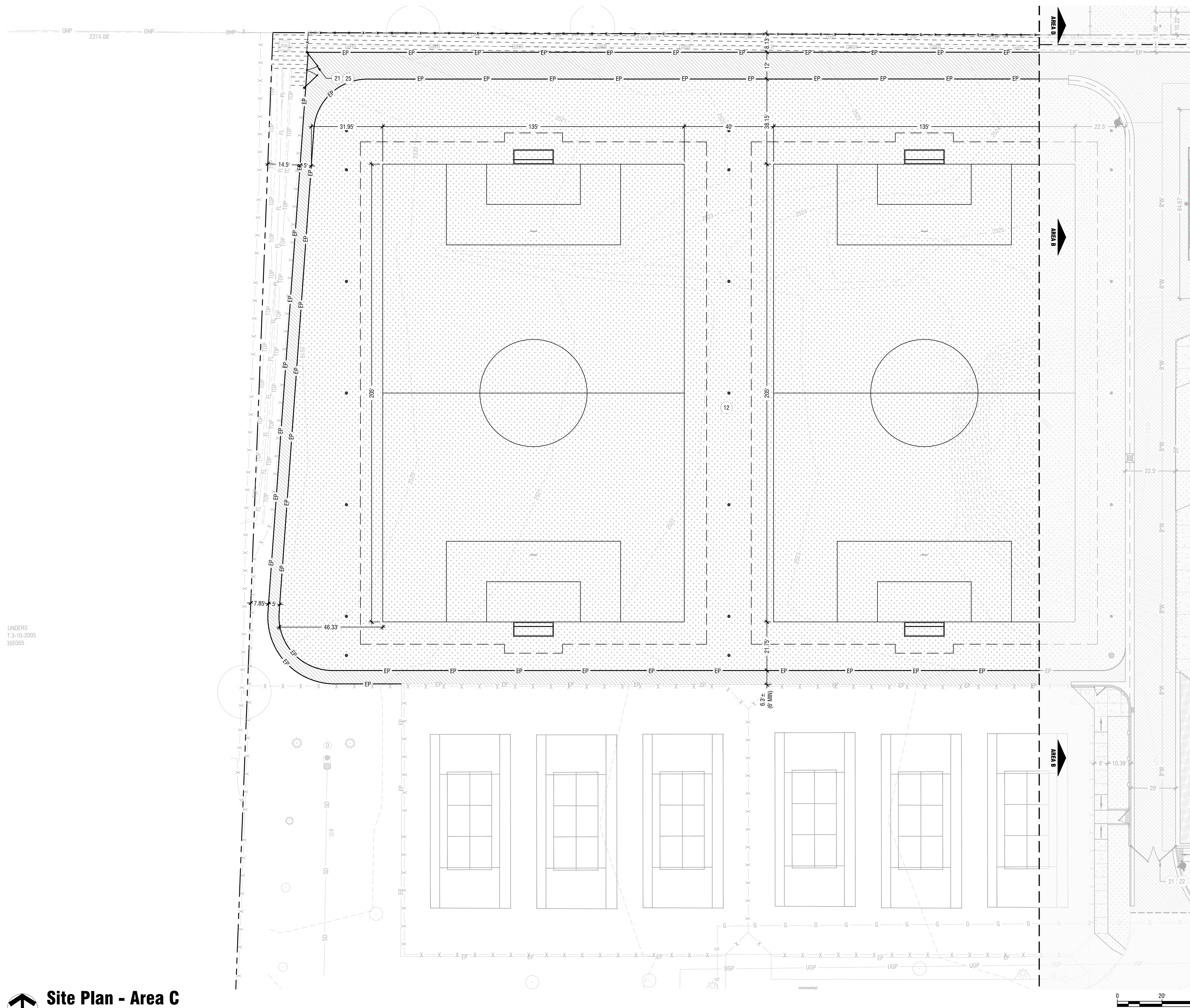
- ASPHALT PAVING
- STANDARD CONCRETE FLATWORK
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- FLEXIBLE SPORTS FIELD.
- TREE GRATE AND SILVA CELLS; TREE GRATE TO BE "VERTIGO" BY IRONSMITH OR SIMILAR
- 4-FT BENCH. MAGLIN "1050" OR SIMILAR.
- BIKE RACK. DERO "HOOP" OR SIMILAR. 38 SPACES TOTAL.
- SKATEBOARD AND SCOOTER RACK. "SKATEDOCK" OR SIMILAR. 20 SPACES TOTAL.
- 3-FT CMU "BREEZE BLOCK" STYLE SCREEN WALL.
- FLAGPOLE.
- BUS LOADING AND UNLOADING AREA - 205 LF.
- SOUTH PARKING LOT - 29 STALLS (INCL 2 ADA)
- CONTROLLED ACCESS GATE WITH KNOX BOX.
- 20-FT WIDE FIRE ACCESS ROUTE.
- PARENT/GUARDIAN DROP-OFF LANE - 792 LF.
- FULLY ACCESSIBLE PARENT/GUARDIAN DROP-OFF AREA - 172 LF.
- SECONDARY PARENT/GUARDIAN DROP-OFF LANE.
- IRRIGATION AND MAINTENANCE ACCESS.
- MONUMENT SIGN.
- SITE LIGHTING PER ELECTRICAL.
- TRASH ENCLOSURE PER ARCHITECTURAL.



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T 3-10-2005  
350305

**Site Plan - Area C**  
Horizontal Scale: 1" = 20'



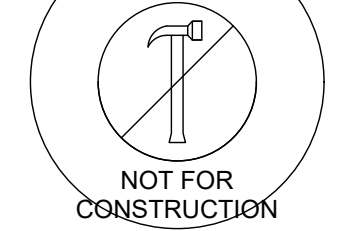


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PRELIMINARY



#	Description	Date

POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

C2.04

SITE PLAN - AREA D

**Material Legend:**

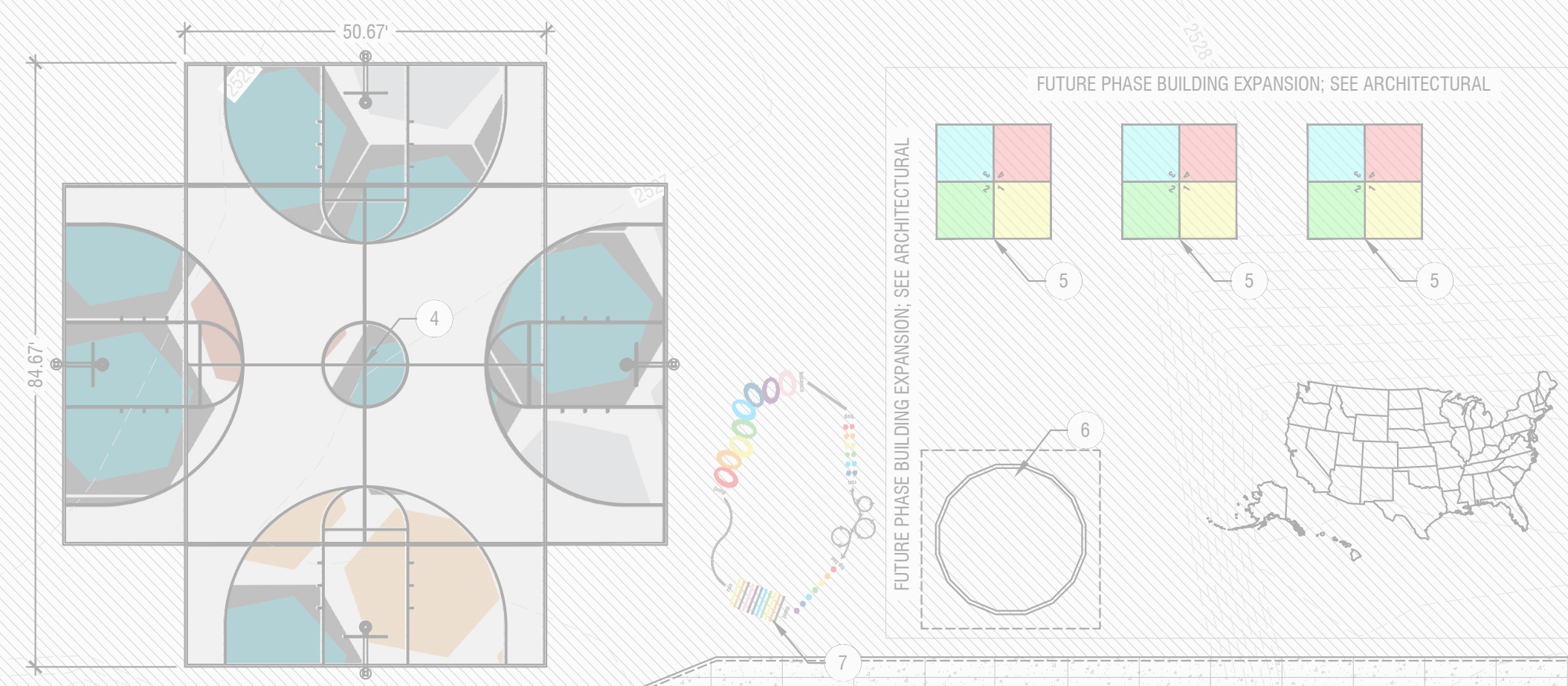
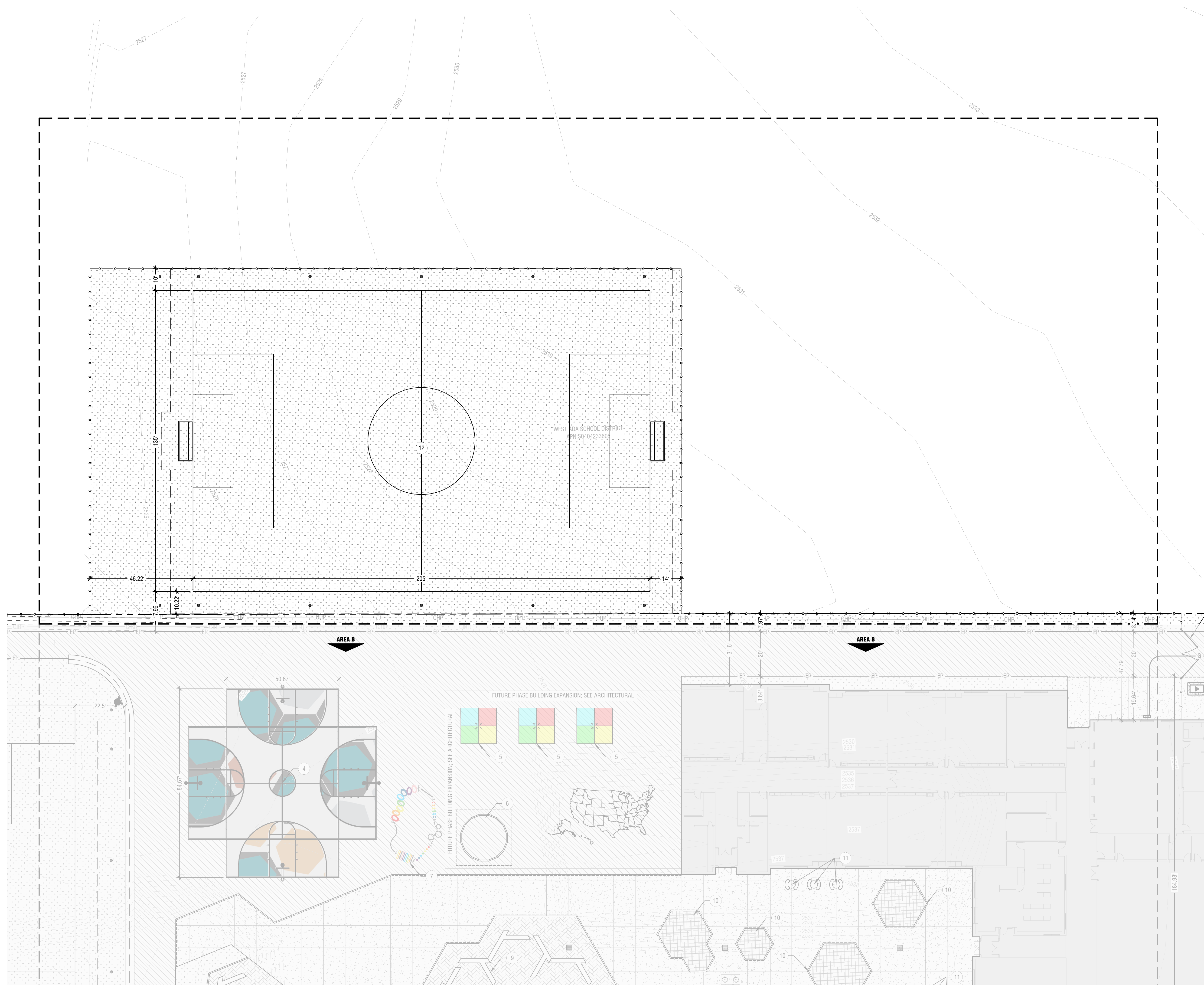
- ASPHALT PAVING
- STANDARD CONCRETE FLATWORK
- HEAVY DUTY CONCRETE FLATWORK
- LANDSCAPE AREAS
- CONCRETE UNIT PAVERS
- SYNTHETIC TURF PLAYGROUND SURFACING
- MINUS COMPACTED GRAVEL

**Fence Legend:**

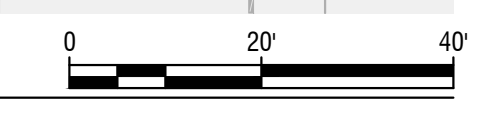
- 4' CHAIN LINK FENCE
- 6' CHAIN LINK FENCE
- EXISTING CHAIN LINK FENCE

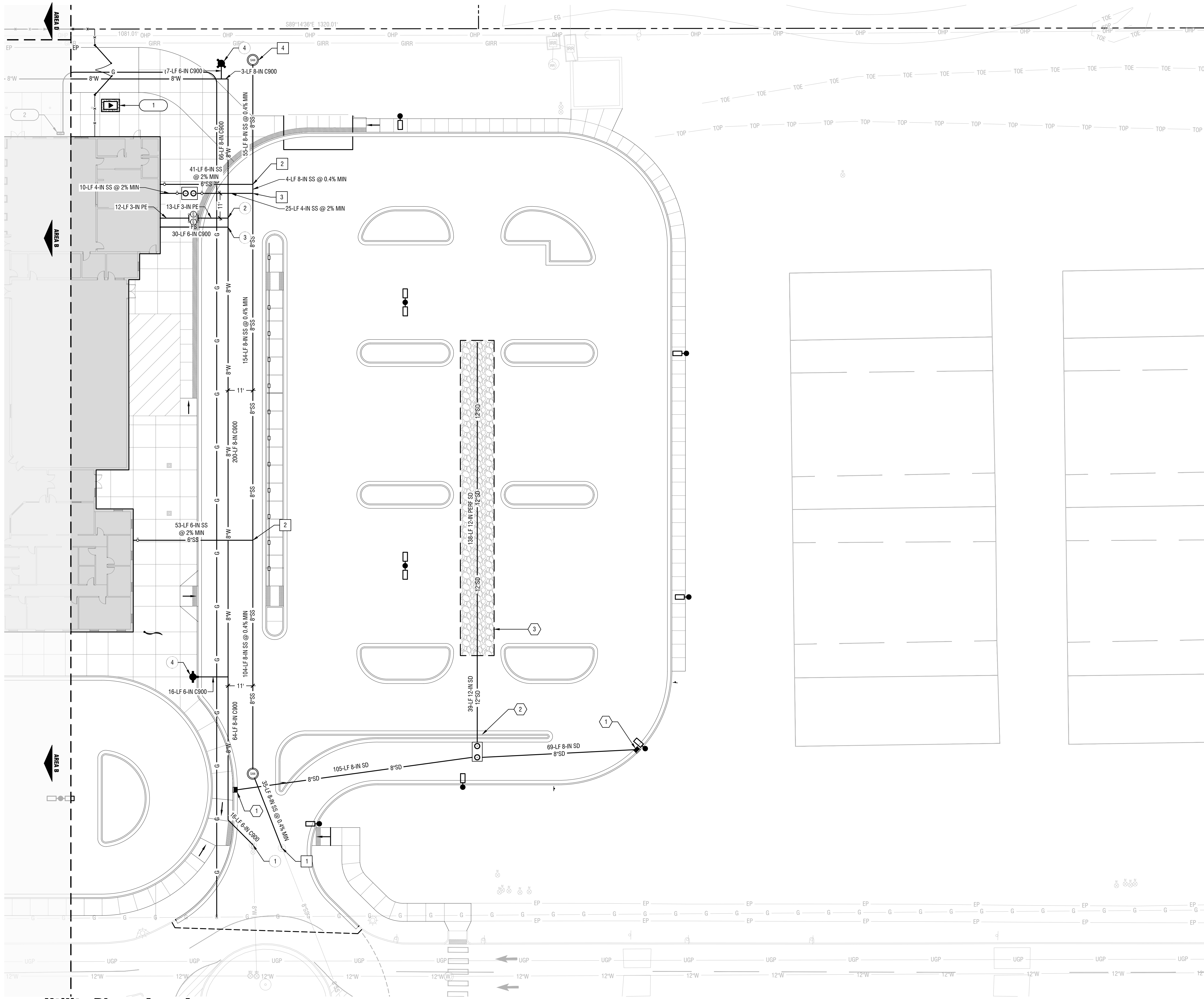
**Keynotes:**

- ELEMENTARY ACTIVE PLAY AREA; STRUCTURES TBD FROM LANDSCAPE STRUCTURES "HEDRA" PRODUCT FAMILY OR SIMILAR.
- PRE-K ACTIVE PLAY AREA; STRUCTURES TBD FROM LANDSCAPE STRUCTURES "HEDRA" PRODUCT FAMILY OR SIMILAR.
- SECURE BUS-RIDER WAITING AREA
- BASKETBALL COURT.
- FOUR SQUARE.
- GAGA BALL AREA.
- AGILITY COURSE.
- SOCIAL PLAY AREA WITH SCULPTURAL SEATWALL.
- OUTDOOR CLASSROOM AND FLEXIBLE SOCIAL PLAY AREA.
- RAISED TURF INLAY AND ELEVATED INFORMAL SEATING.
- SOCIAL PLAY AREA WITH GAME/PICNIC TABLE. MAGLIN "FAVA CLUSTER" PRODUCT FAMILY OR SIMILAR.
- FLEXIBLE SPORTS FIELD.
- TREE GRATE AND SILVA CELLS; TREE GRATE TO BE "VERTIGO" BY IRONSMITH OR SIMILAR
- 4-FT BENCH. MAGLIN "1050" OR SIMILAR.
- BIKE RACK. DERO "HOOP" OR SIMILAR. 38 SPACES TOTAL.
- SKATEBOARD AND SCOOTER RACK. "SKATEDOCK" OR SIMILAR. 20 SPACES TOTAL.
- 3-FT CMU "BREEZE BLOCK" STYLE SCREEN WALL.
- FLAGPOLE.
- BUS LOADING AND UNLOADING AREA - 205 LF.
- SOUTH PARKING LOT - 29 STALLS (INCL 2 ADA)
- CONTROLLED ACCESS GATE WITH KNOX BOX.
- 20-FT WIDE FIRE ACCESS ROUTE.
- PARENT/GUARDIAN DROP-OFF LANE - 792 LF.
- 23.1 FULLY ACCESSIBLE PARENT/GUARDIAN DROP-OFF AREA - 172 LF.
- SECONDARY PARENT/GUARDIAN DROP-OFF LANE.
- IRRIGATION AND MAINTENANCE ACCESS.
- MONUMENT SIGN.
- SITE LIGHTING PER ELECTRICAL.
- TRASH ENCLOSURE PER ARCHITECTURAL.



**Site Plan - Area D**  
Horizontal Scale: 1" = 20'





- Water Keynotes:**
- CONNECT TO EXISTING 8-IN WATER MAIN STUB.
  - 3-IN WATER SERVICE AND TWO (2) PARALLEL 2-IN WATER METERS.
  - 6-IN FIRE SERVICE.
  - FIRE HYDRANT.
- Sewer Keynotes:**
- CONNECT TO EXISTING SEWER MANHOLE.
  - 6-IN SEWER SERVICE.
  - 4-IN SEWER SERVICE AND GREASE INTERCEPTOR.
  - PROPOSED SEWER MANHOLE.
- Drainage Keynotes:**
- CATCH BASIN INLET.
  - SAND AND GREASE TRAP.
  - SEEPAGE BED.
  - PERFORATED STORM DRAIN LINE AT PLAYGROUND.
  - AREA DRAIN.
  - DRAINAGE ROCK TRENCH.
- Dry Utility Keynotes:**
- TRANSFORMER.
  - GAS METER.

**LKV ARCHITECTS**  
 2400 E. Riverwalk Drive  
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 www.lkvarchitects.com  
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**THE LAND GROUP**  
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 462 E. Shore Dr Ste 100,  
 Eagle, ID 83616  
 www.thelandgroupinc.com  
 208.939.4041

**PRELIMINARY**  
 NOT FOR CONSTRUCTION

#	Revisions Description	Date

**POLLARD ELEMENTARY SCHOOL**  
**WEST ADA SCHOOL DISTRICT**  
 2211 N POLLARD LN, STAR, ID 83669

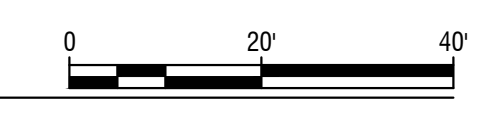
DATE: 12/20/2024  
 LKV PROJECT #: 2429

DRAWN BY: CL/LM  
 CHECKED BY: SC

50% DD Set

DRAWING NO.:  
**C5.01**  
 UTILITY PLAN - AREA A

**Utility Plan - Area A**  
 Horizontal Scale: 1" = 20'



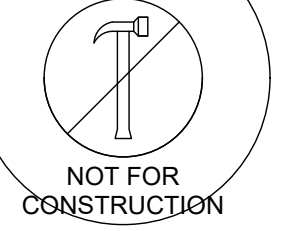


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POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

C5.02

UTILITY PLAN - AREA B

**Water Keynotes:**

1. CONNECT TO EXISTING 8-IN WATER MAIN STUB.
2. 3-IN WATER SERVICE AND TWO (2) PARALLEL 2-IN WATER METERS.
3. 6-IN FIRE SERVICE.
4. FIRE HYDRANT.

**Sewer Keynotes:**

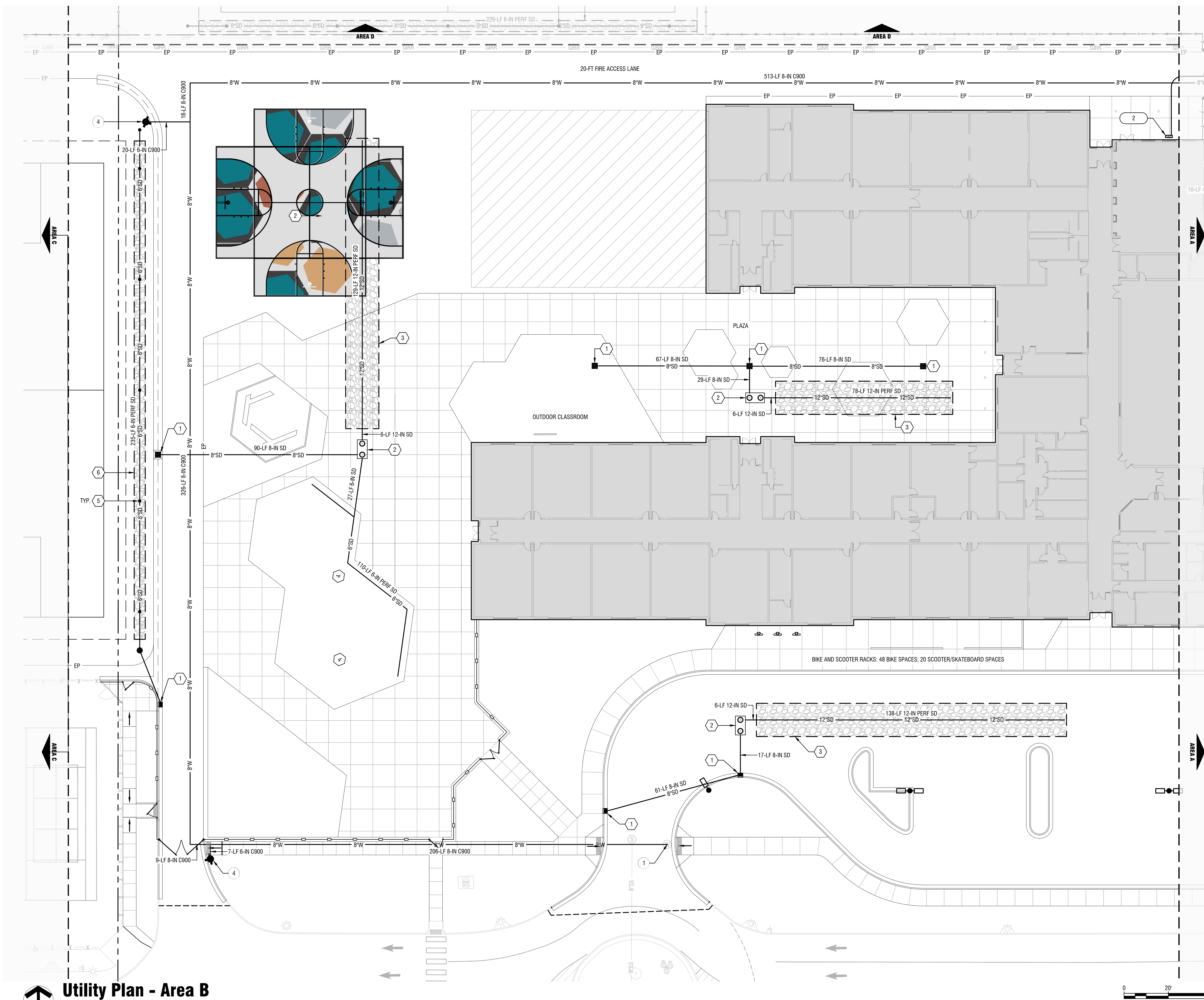
1. CONNECT TO EXISTING SEWER MANHOLE.
2. 6-IN SEWER SERVICE.
3. 4-IN SEWER SERVICE AND GREASE INTERCEPTOR.
4. PROPOSED SEWER MANHOLE.

**Drainage Keynotes:**

1. CATCH BASIN INLET.
2. SAND AND GREASE TRAP.
3. SEEPAGE BED.
4. PERFORATED STORM DRAIN LINE AT PLAYGROUND.
5. AREA DRAIN.
6. DRAINAGE ROCK TRENCH.

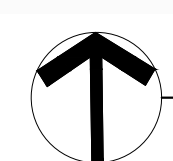
**Dry Utility Keynotes:**

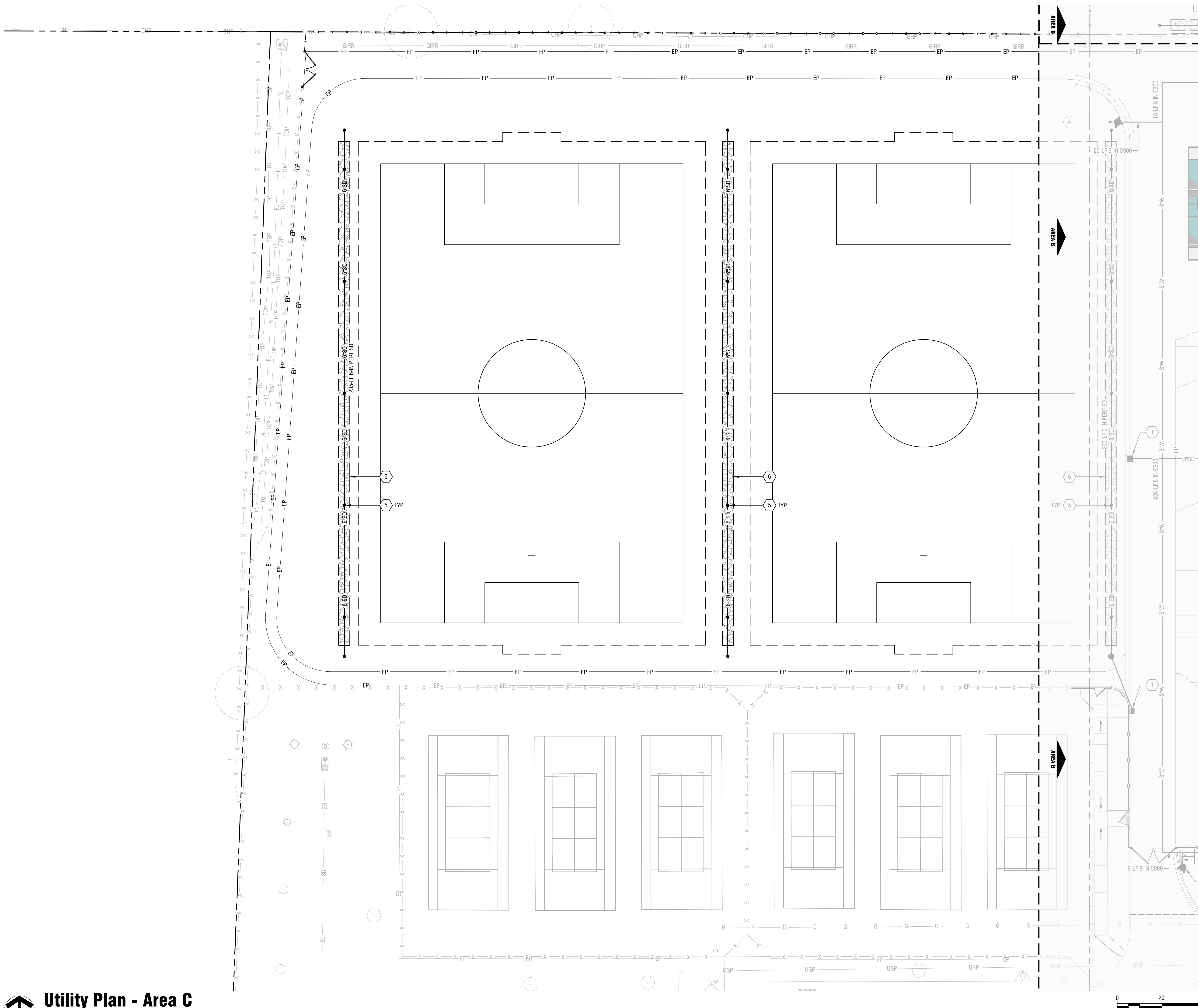
1. TRANSFORMER.
2. GAS METER.



**Utility Plan - Area B**

Horizontal Scale: 1" = 20'





- Water Keynotes:**
- CONNECT TO EXISTING 8-IN WATER MAIN STUB.
  - 3-IN WATER SERVICE AND TWO (2) PARALLEL 2-IN WATER METERS.
  - 6-IN FIRE SERVICE.
  - FIRE HYDRANT.
- Sewer Keynotes:**
- CONNECT TO EXISTING SEWER MANHOLE.
  - 6-IN SEWER SERVICE.
  - 4-IN SEWER SERVICE AND GREASE INTERCEPTOR.
  - PROPOSED SEWER MANHOLE.
- Drainage Keynotes:**
- CATCH BASIN INLET.
  - SAND AND GREASE TRAP.
  - SEEPAGE BED.
  - PERFORATED STORM DRAIN LINE AT PLAYGROUND.
  - AREA DRAIN.
  - DRAINAGE ROCK TRENCH.
- Dry Utility Keynotes:**
- TRANSFORMER.
  - GAS METER.

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**PRELIMINARY**  
 NOT FOR CONSTRUCTION

#	Revisions Description	Date

**POLLARD ELEMENTARY SCHOOL  
 WEST ADA SCHOOL DISTRICT**  
 2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
 LKV PROJECT #: 2429

DRAWN BY: CL/LM  
 CHECKED BY: SC

50% DD Set

DRAWING NO.:  
**C5.03**  
 UTILITY PLAN - AREA C

**Utility Plan - Area C**  
 Horizontal Scale: 1" = 20'



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**Water Keynotes:**

1. CONNECT TO EXISTING 8-IN WATER MAIN STUB.
2. 3-IN WATER SERVICE AND TWO (2) PARALLEL 2-IN WATER METERS.
3. 6-IN FIRE SERVICE.
4. FIRE HYDRANT.

**Sewer Keynotes:**

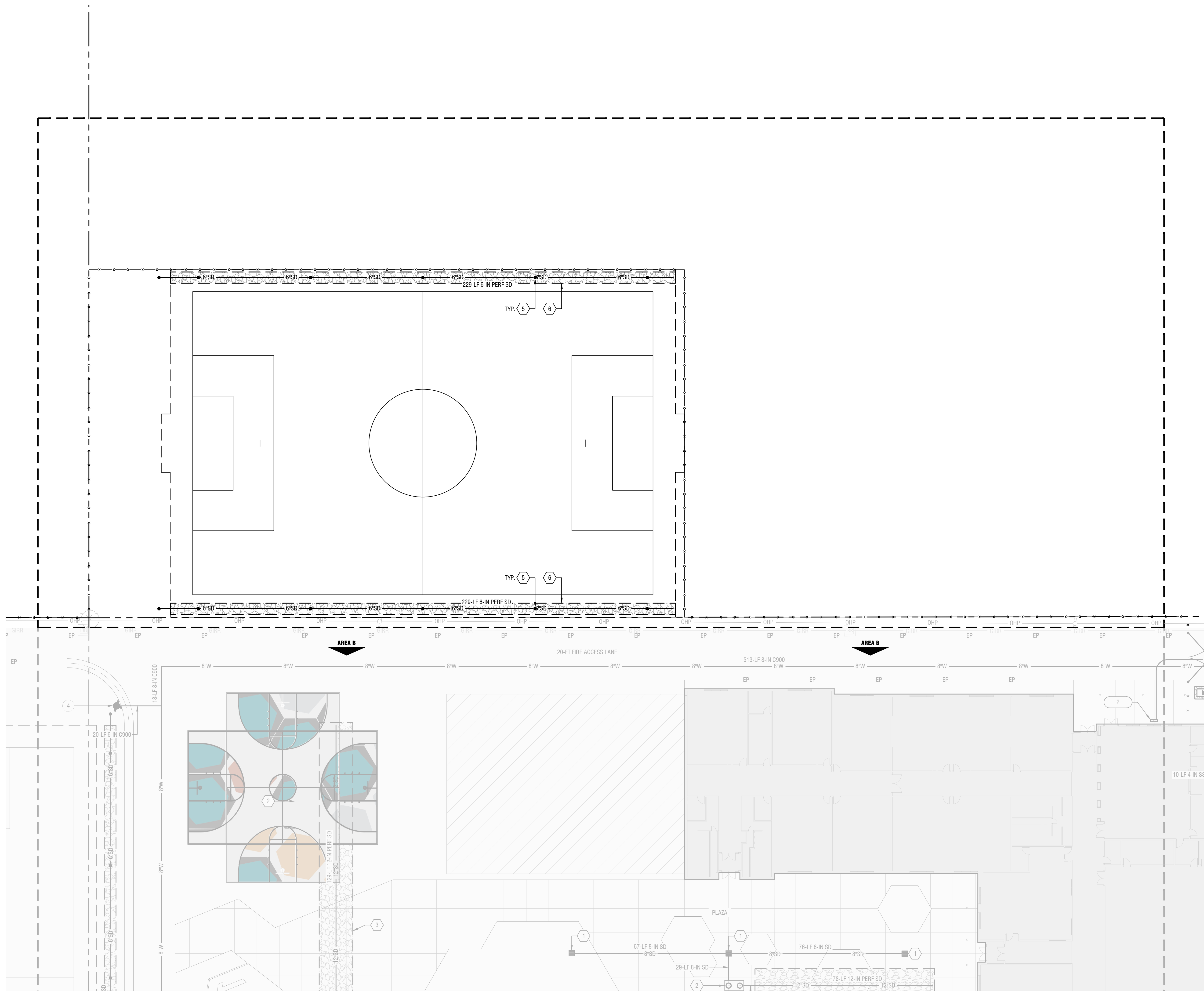
1. CONNECT TO EXISTING SEWER MANHOLE.
2. 6-IN SEWER SERVICE.
3. 4-IN SEWER SERVICE AND GREASE INTERCEPTOR.
4. PROPOSED SEWER MANHOLE.

**Drainage Keynotes:**

1. CATCH BASIN INLET.
2. SAND AND GREASE TRAP.
3. SEEPAGE BED.
4. PERFORATED STORM DRAIN LINE AT PLAYGROUND.
5. AREA DRAIN.
6. DRAINAGE ROCK TRENCH.

**Dry Utility Keynotes:**

1. TRANSFORMER.
2. GAS METER.



**Utility Plan - Area D**  
Horizontal Scale: 1" = 20'



#	Revisions Description	Date

**POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

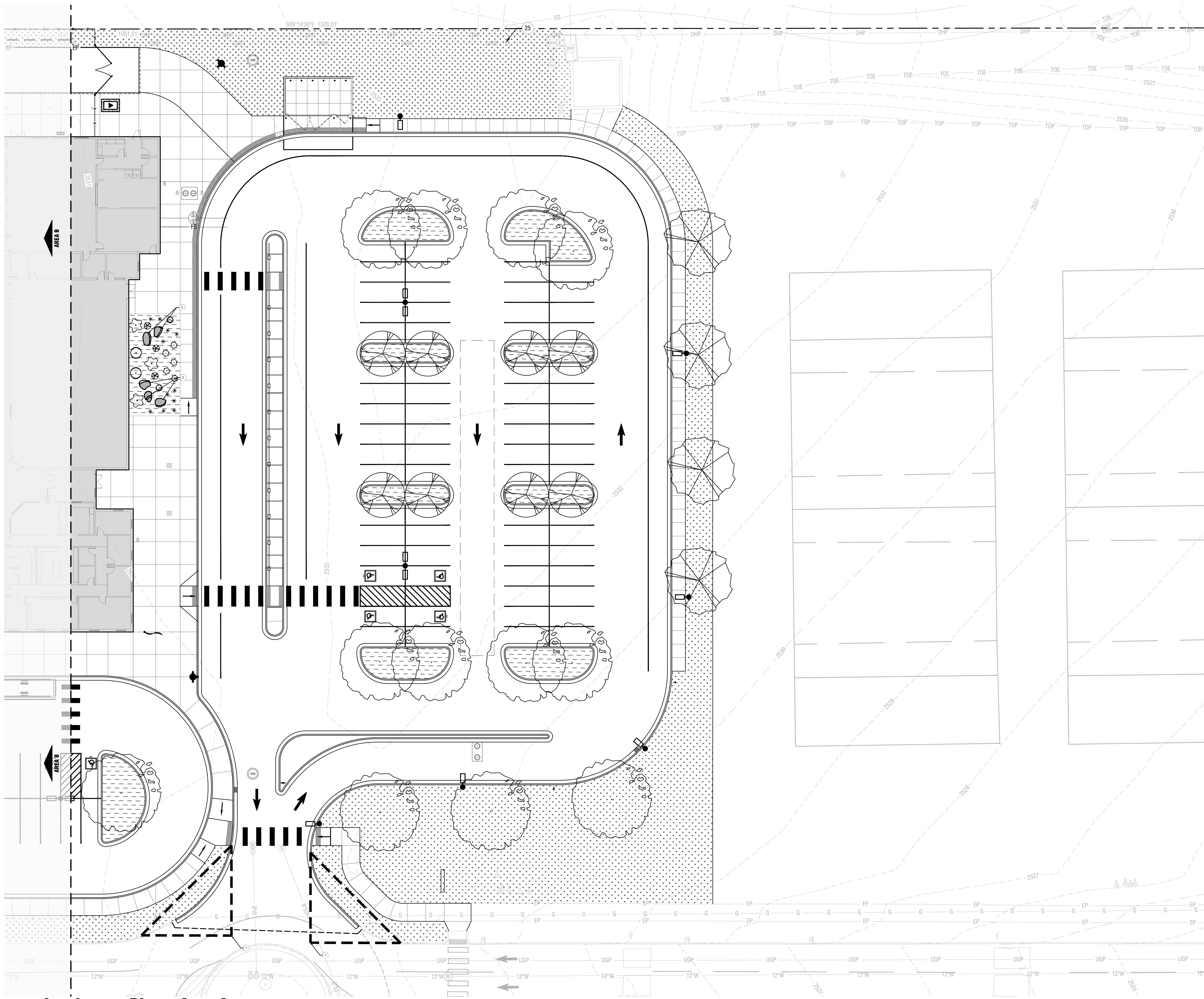
DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

**C5.04**

UTILITY PLAN - AREA D



**Sheet Notes:**

1. REFER TO LANDSCAPE NOTES, SHEET L1.50.
2. FOR PLANT SCHEDULE, SEE SHEET L1.50.

**Material Legend:**

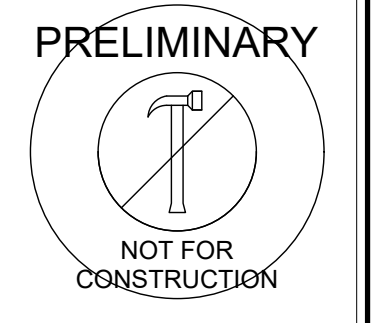
	TURF SOD.		3" DEPTH MULCH.
	LARGE BASALT BOULDERS, 3'-4' DIA. TYP. SEE DETAIL 4/L1.50.		3" DEPTH MULCH.

**Keynotes:**

1. CLEAR VISION TRIANGLE.
2. SANDSTONE BOULDER. SEE DETAIL 4/L1.50.

**Landscape Requirements:**

- A. STREET FRONTAGE LANDSCAPE REQUIREMENTS**
  - A.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE PUBLIC STREET FRONTAGE.
- B. PARKING LOT LANDSCAPE REQUIREMENTS**
  - B.A. PARKING LOT BUFFER - NOT APPLICABLE; PROJECT INCLUDES NO ADJACENT LAND USES OR PUBLIC STREET FRONTAGES.
  - B.B. PARKING LOT INTERIOR LANDSCAPE, EAST LOT
    - B.B.A. TOTAL PARKING SPACES: 67
    - B.B.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: 8%
    - B.B.C. TOTAL PARKING LOT AREA: 60,101 SF
    - B.B.D. TOTAL INTERIOR LANDSCAPE PROVIDED: 3077 SF; 5.1%
    - B.B.E. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 12,942 SF; 21.5%
    - B.B.F. TOTAL PARKING LOT LANDSCAPE PROVIDED: 16,019 SF; 26.7%
  - B.C. PARKING LOT INTERIOR LANDSCAPE, WEST LOT
    - B.C.A. TOTAL PARKING SPACES: 29
    - B.C.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: MIN. 5%
    - B.C.C. TOTAL PARKING LOT AREA: 26,202 SF
    - B.C.D. TOTAL INTERIOR LANDSCAPE PROVIDED: 1,200 SF; 4.6%
    - B.C.E. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 1,264 SF; 4.8%
    - B.C.F. TOTAL PARKING LOT LANDSCAPE PROVIDED: 2,464; 9.4%
- C. TREE MITIGATION CALCULATIONS**
  - C.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE EXISTING TREES.
- D. TOTAL LANDSCAPE**
  - D.A. GROSS PROJECT AREA: ± 10.33 ACRES
  - D.B. TOTAL LANDSCAPE AREA REQUIRED: 10%
  - D.C. TOTAL LANDSCAPE AREA PROVIDED (EXCL. PLAZAS): 3.16 ACRES; 30.6%
  - D.D. TOTAL TREES PROVIDED: 44 TREES



Revisions	Description	Date
#		

**POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

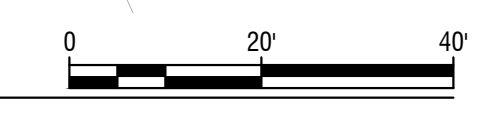
DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

**L1.01**  
LANDSCAPE PLAN - AREA A

**Landscape Plan - Area A**  
Horizontal Scale: 1" = 20'





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Revisions	Description	Date
#		

POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

DRAWING NO.:

L1.02

LANDSCAPE PLAN - AREA B

**Sheet Notes:**

1. REFER TO LANDSCAPE NOTES, SHEET L1.50.
2. FOR PLANT SCHEDULE, SEE SHEET L1.50.

**Material Legend:**

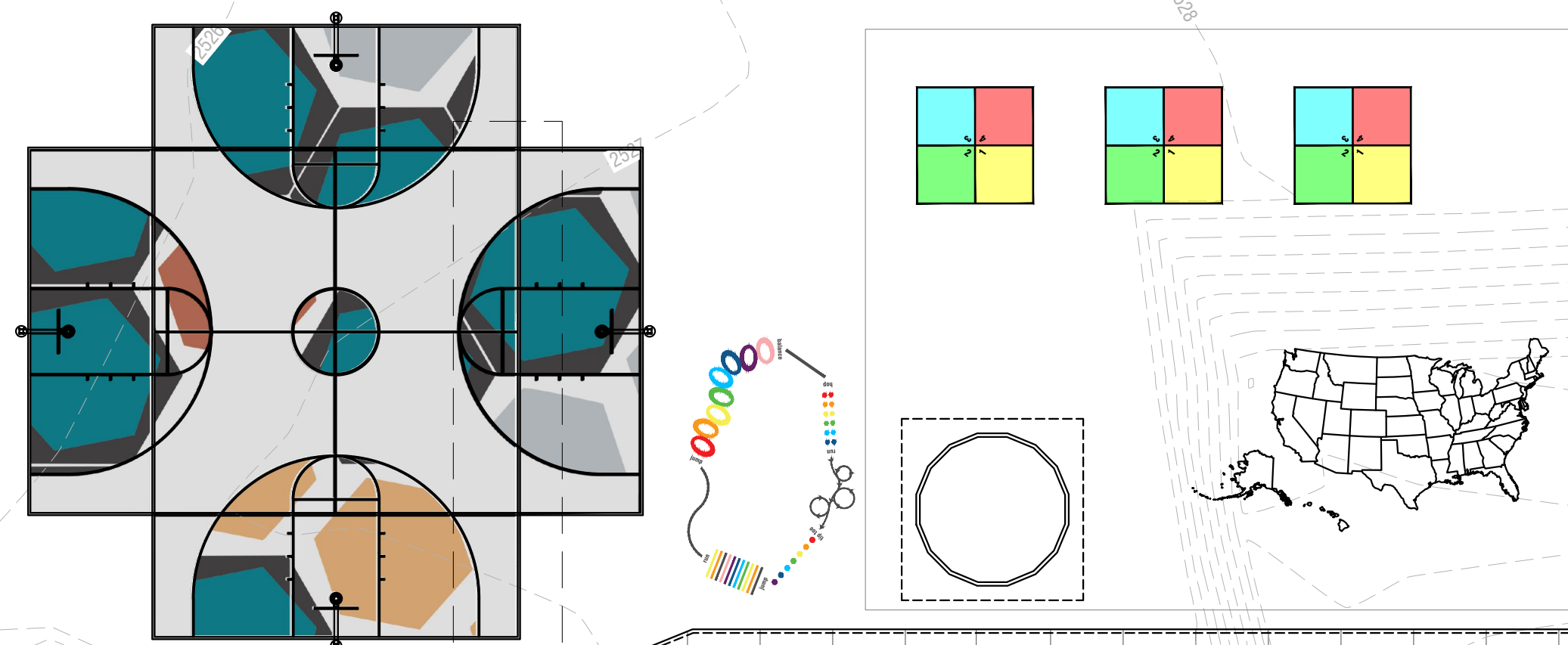
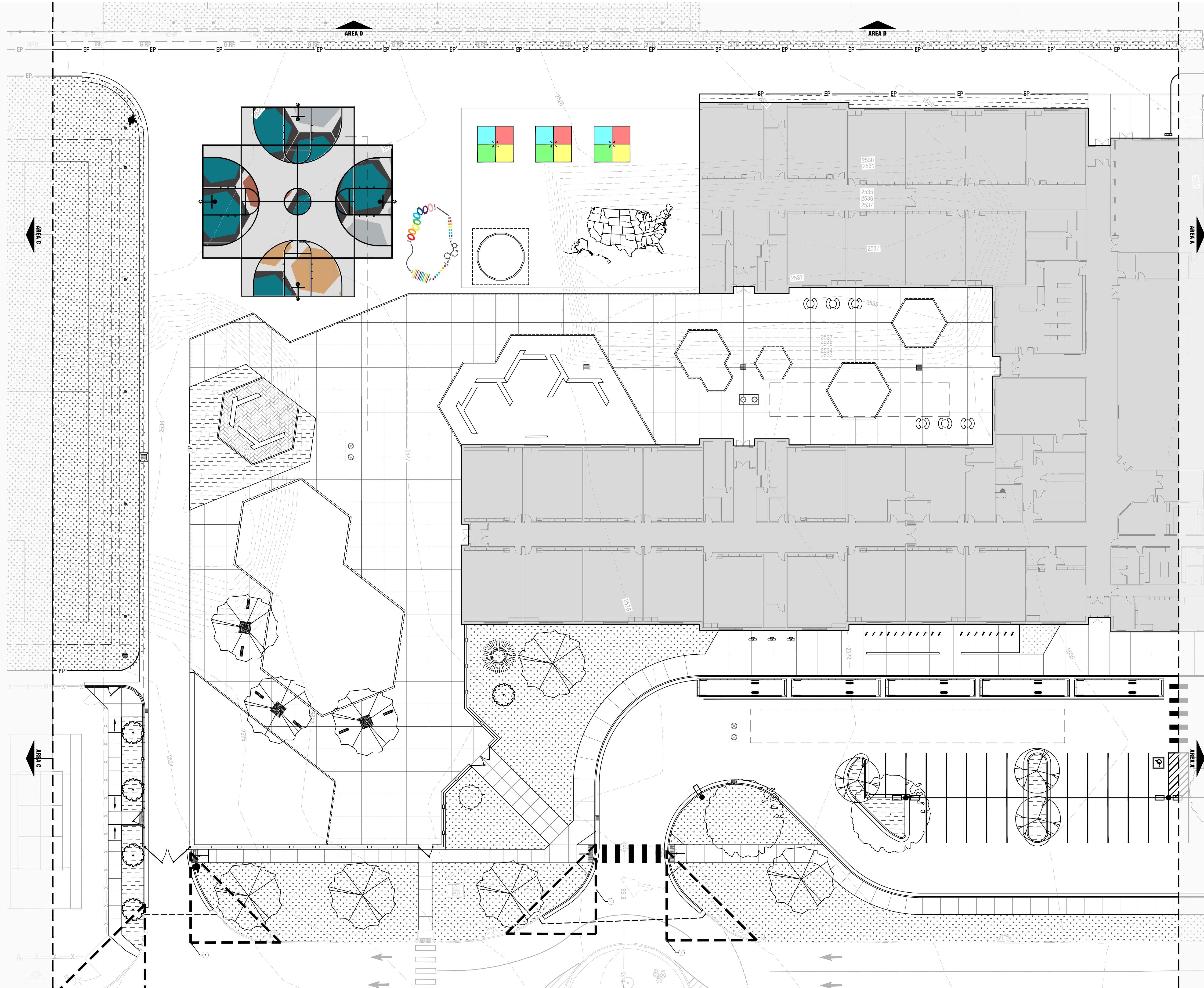
	TURF SOD.		3" DEPTH MULCH.
	LARGE BASALT BOULDERS, 3'-4' DIA. TYP. SEE DETAIL 4/L1.50.		3" DEPTH MULCH.

**Keynotes:**

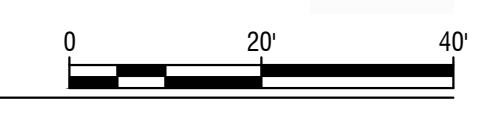
1. CLEAR VISION TRIANGLE.
2. SANDSTONE BOULDER. SEE DETAIL 4/L1.50.

**Landscape Requirements:**

- A. STREET FRONTAGE LANDSCAPE REQUIREMENTS**
- A.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE PUBLIC STREET FRONTAGE.
- B. PARKING LOT LANDSCAPE REQUIREMENTS**
- B.A. PARKING LOT BUFFER - NOT APPLICABLE; PROJECT INCLUDES NO ADJACENT LAND USES OR PUBLIC STREET FRONTAGES.
- B.B. PARKING LOT INTERIOR LANDSCAPE, EAST LOT
- B.B.A. TOTAL PARKING SPACES: 67
- B.B.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: 8%
- B.B.C. TOTAL INTERIOR LANDSCAPE PROVIDED: 3077 SF; 5.1%
- B.B.D. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 12,942 SF; 21.5%
- B.B.E. TOTAL PARKING LOT LANDSCAPE PROVIDED: 16,019 SF; 26.7%
- B.C. PARKING LOT INTERIOR LANDSCAPE, WEST LOT
- B.C.A. TOTAL PARKING SPACES: 29
- B.C.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: MIN. 5%
- B.C.C. TOTAL INTERIOR LANDSCAPE PROVIDED: 28,202 SF
- B.C.D. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 1,264 SF; 4.8%
- B.C.E. TOTAL PARKING LOT LANDSCAPE PROVIDED: 2,464; 9.4%
- C. TREE MITIGATION CALCULATIONS**
- C.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE EXISTING TREES.
- D. TOTAL LANDSCAPE**
- D.A. GROSS PROJECT AREA: ± 10.33 ACRES
- D.B. TOTAL LANDSCAPE AREA REQUIRED: 10%
- D.C. TOTAL LANDSCAPE AREA PROVIDED (EXCL. PLAZAS): 3.16 ACRES; 30.6%
- D.D. TOTAL TREES PROVIDED: 44 TREES



**Landscape Plan - Area B**  
Horizontal Scale: 1" = 20'



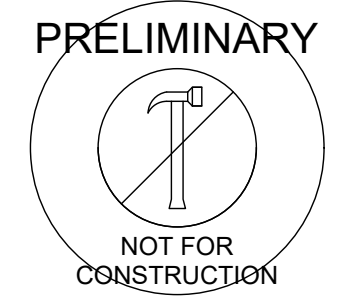




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Revisions	Description	Date
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POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

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CHECKED BY: SC

50% DD Set

DRAWING NO.:

L1.03

LANDSCAPE PLAN - AREA C

Sheet Notes:

1. REFER TO LANDSCAPE NOTES, SHEET L1.50.
2. FOR PLANT SCHEDULE, SEE SHEET L1.50.

Material Legend:

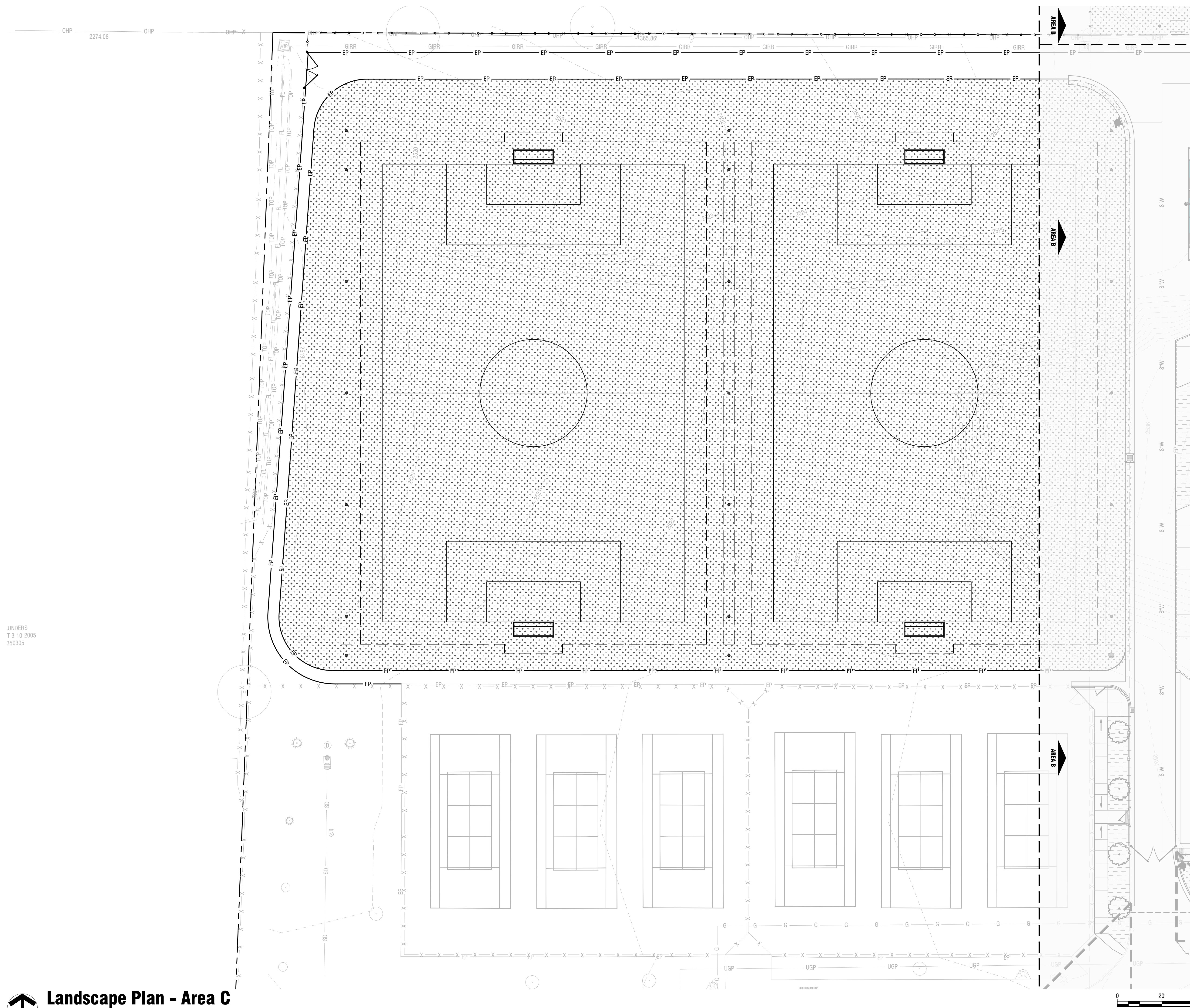
- TURF SOD.
- 3" DEPTH MULCH.
- LARGE BASALT BOULDERS, 3'-4" DIA. TYP. SEE DETAIL 4/L1.50.
- 3" DEPTH MULCH.

Keynotes:

1. CLEAR VISION TRIANGLE.
2. SANDSTONE BOULDER. SEE DETAIL 4/L1.50.

Landscape Requirements:

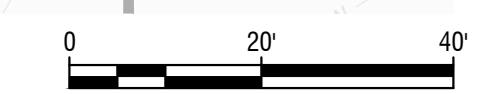
- A. STREET FRONTAGE LANDSCAPE REQUIREMENTS
  - A.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE PUBLIC STREET FRONTAGE.
- B. PARKING LOT LANDSCAPE REQUIREMENTS
  - B.A. PARKING LOT BUFFER - NOT APPLICABLE; PROJECT INCLUDES NO ADJACENT LAND USES OR PUBLIC STREET FRONTAGES.
  - B.B. PARKING LOT INTERIOR LANDSCAPE, EAST LOT
    - B.B.A. TOTAL PARKING SPACES: 67
    - B.B.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: 8%
    - B.B.C. TOTAL PARKING LOT AREA: 60,101 SF
    - B.B.D. TOTAL INTERIOR LANDSCAPE PROVIDED: 3077 SF; 5.1%
    - B.B.E. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 12,942 SF; 21.5%
    - B.B.F. TOTAL PARKING LOT LANDSCAPE PROVIDED: 16,019 SF; 26.7%
  - B.C. PARKING LOT INTERIOR LANDSCAPE, WEST LOT
    - B.C.A. TOTAL PARKING SPACES: 29
    - B.C.B. TOTAL INTERIOR LANDSCAPE AREA REQUIRED: MIN. 5%
    - B.C.C. TOTAL PARKING LOT AREA: 26,202 SF
    - B.C.D. TOTAL INTERIOR LANDSCAPE PROVIDED: 1,200 SF; 4.6%
    - B.C.E. TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: 1,264 SF; 4.8%
    - B.C.F. TOTAL PARKING LOT LANDSCAPE PROVIDED: 2,464; 9.4%
- C. TREE MITIGATION CALCULATIONS
  - C.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE EXISTING TREES.
- D. TOTAL LANDSCAPE
  - D.A. GROSS PROJECT AREA: ±10.33 ACRES
  - D.B. TOTAL LANDSCAPE AREA REQUIRED: 10%
  - D.C. TOTAL LANDSCAPE AREA PROVIDED (EXCL. PLAZAS): 3.16 ACRES; 30.6%
  - D.D. TOTAL TREES PROVIDED: 44 TREES



UNDERS  
T 3-10-2005  
350305

Landscape Plan - Area C


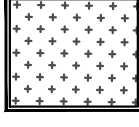


Horizontal Scale: 1" = 20'



**Sheet Notes:**

1. REFER TO LANDSCAPE NOTES, SHEET L1.50.
2. FOR PLANT SCHEDULE, SEE SHEET L1.50.

**Material Legend:**

	TURF SOD.		3" DEPTH MULCH.
	LARGE BASALT BOULDERS, 3'-4' DIA. TYP. SEE DETAIL 4/L1.50.		3" DEPTH MULCH.

**Keynotes:**

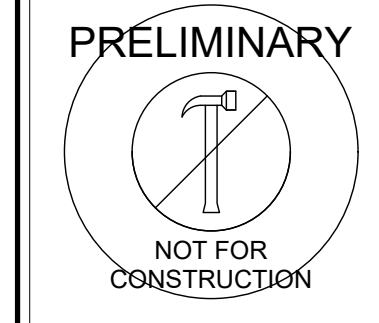
1. CLEAR VISION TRIANGLE.
2. SANDSTONE BOULDER. SEE DETAIL 4/L1.50.

**Landscape Requirements:**

- A. STREET FRONTAGE LANDSCAPE REQUIREMENTS**
- A.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE PUBLIC STREET FRONTAGE.
- B. PARKING LOT LANDSCAPE REQUIREMENTS**
- B.A. PARKING LOT BUFFER - NOT APPLICABLE; PROJECT INCLUDES NO ADJACENT LAND USES OR PUBLIC STREET FRONTAGES.
- B.B. PARKING LOT INTERIOR LANDSCAPE, EAST LOT
- |        |  |                  |
|--------|--|------------------|
| B.B.A. | TOTAL PARKING SPACES:                                      | 67               |
| B.B.B. | TOTAL INTERIOR LANDSCAPE AREA REQUIRED:                    | 8%               |
| B.B.C. | TOTAL PARKING LOT AREA:                                    | 60,101 SF        |
| B.B.D. | TOTAL INTERIOR LANDSCAPE PROVIDED:                         | 3077 SF; 5.1%    |
| B.B.E. | TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: | 12,942 SF; 21.5% |
| B.B.F. | TOTAL PARKING LOT LANDSCAPE PROVIDED:                      | 16,019 SF; 26.7% |
- B.C. PARKING LOT INTERIOR LANDSCAPE, WEST LOT
- |        |  |                |
|--------|--|----------------|
| B.C.A. | TOTAL PARKING SPACES:                                      | 29             |
| B.C.B. | TOTAL INTERIOR LANDSCAPE AREA REQUIRED:                    | MIN. 5%        |
| B.C.C. | TOTAL PARKING LOT AREA:                                    | 28,202 SF      |
| B.C.D. | TOTAL INTERIOR LANDSCAPE PROVIDED:                         | 1,200 SF; 4.6% |
| B.C.E. | TOTAL ALTERNATIVE COMPLIANCE PERIMETER LANDSCAPE PROVIDED: | 1,264 SF; 4.8% |
| B.C.F. | TOTAL PARKING LOT LANDSCAPE PROVIDED:                      | 2,464; 9.4%    |
- C. TREE MITIGATION CALCULATIONS**
- C.A. NOT APPLICABLE; PROJECT DOES NOT INCLUDE EXISTING TREES.
- D. TOTAL LANDSCAPE**
- |      |   |                   |
|------|---|-------------------|
| D.A. | GROSS PROJECT AREA:                           | ± 10.33 ACRES     |
| D.B. | TOTAL LANDSCAPE AREA REQUIRED:                | 10%               |
| D.C. | TOTAL LANDSCAPE AREA PROVIDED (EXCL. PLAZAS): | 3.16 ACRES; 30.6% |
| D.D. | TOTAL TREES PROVIDED:                         | 44 TREES          |



462 E. Shore Dr Ste 100,  
Eagle, ID 83616  
www.thelandgroupinc.com  
208.939.4041



Revisions	Description	Date
#		

**POLLARD ELEMENTARY SCHOOL  
WEST ADA SCHOOL DISTRICT**  
2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

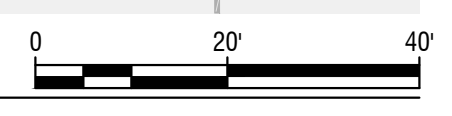
50% DD Set

DRAWING NO.:

**L1.04**  
LANDSCAPE PLAN - AREA D



**Landscape Plan - Area D**  
Horizontal Scale: 1" = 20'



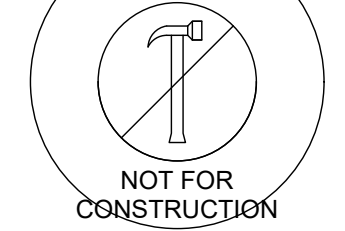


2400 E. Riverwalk Drive  
Boise, Idaho 83706  
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208.336.3443



462 E. Shore Dr Ste 100,  
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www.thelandgroupinc.com  
208.939.4041

PRELIMINARY



Date	Revisions
	Description
	#

POLLARD ELEMENTARY SCHOOL  
 WEST ADA SCHOOL DISTRICT  
 2211 N POLLARD LN, STAR, ID 83669

DATE: 12/20/2024  
LKV PROJECT #: 2429

DRAWN BY: CL/LM  
CHECKED BY: SC

50% DD Set

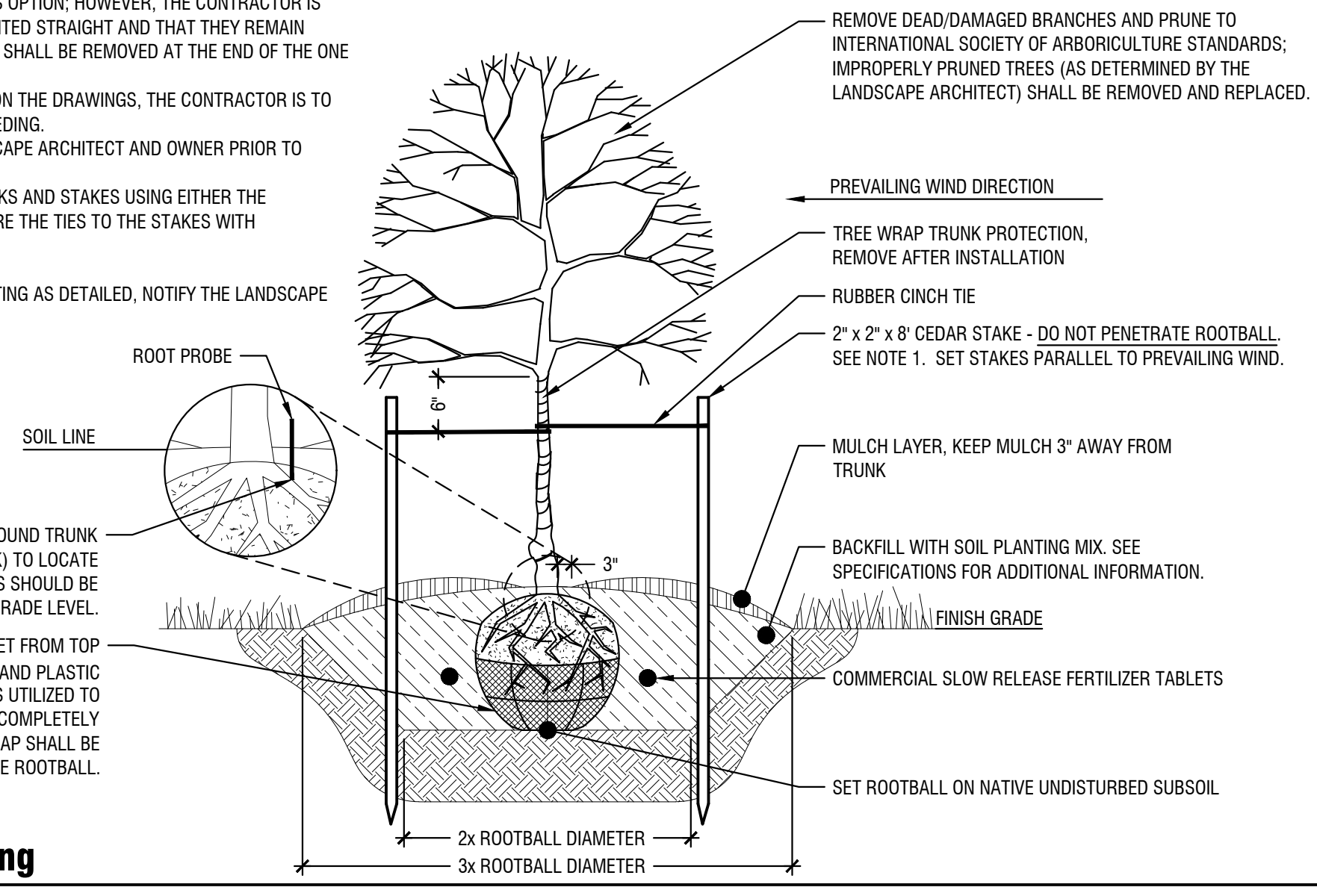
DRAWING NO.:

**L1.50**

LANDSCAPE DETAILS

NOTES:

- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.
- IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
- WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
- WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
- IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

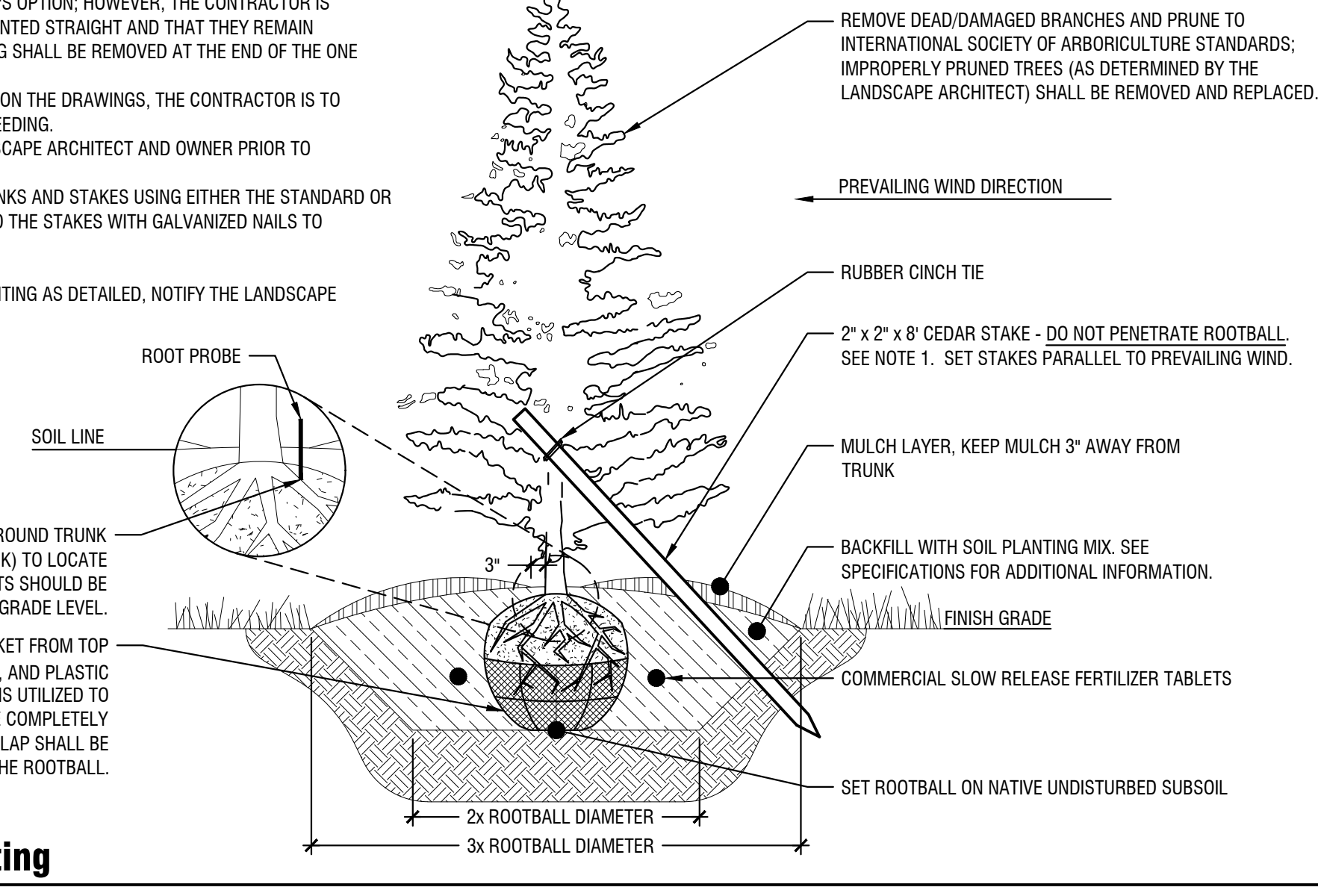


**1 Deciduous Tree Planting**

Scale: NTS

NOTES:

- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.
- IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
- WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
- WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
- IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.



**2 Coniferous Tree Planting**

Scale: NTS

**Landscape Notes:**

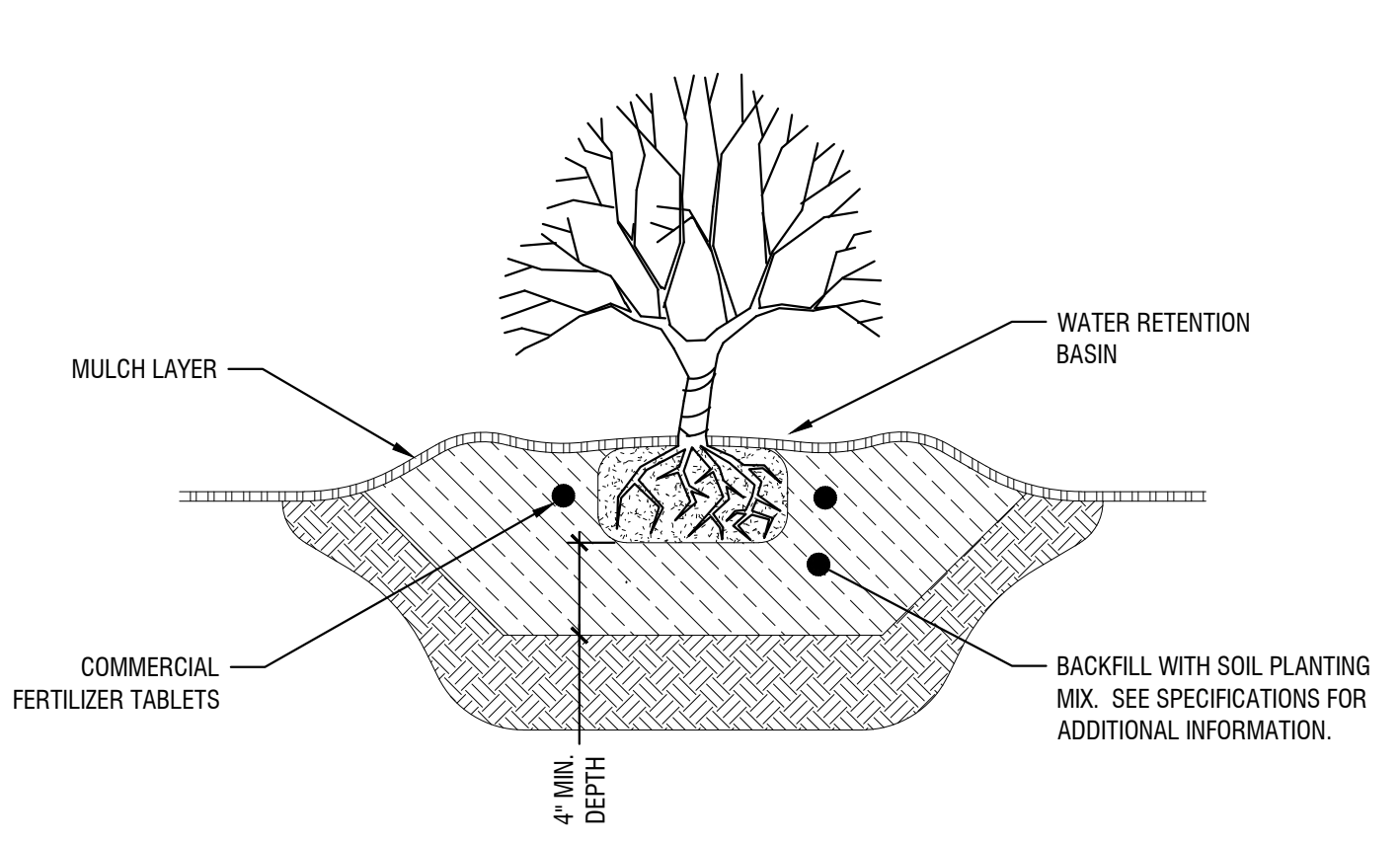
- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
- ALL EXISTING TREES OUTSIDE OF WORK LIMITS WILL BE RETAINED AND PROTECTED.
- CONTRACTOR SHALL STAKE ALL TREES DEEMED NECESSARY, I.E.... FROM BEING BLOWN OVER, PLANTED WITH LOOSE ROOT BALL, ETC. CONTRACTOR'S OPTION.
- ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
- ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" OF MEDIUM (2" MINUS) BARK MULCH.
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE BY OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
- FINISH GRADES TO BE SMOOTH AND EVEN GRADIENTS WITH POSITIVE DRAINAGE IN ACCORDANCE WITH SITE GRADING PLAN.
- IN ALL PLANTER BED AND LAWN AREAS, THE TOP 6 INCHES OF TOPSOIL WILL BE AMENDED AT A RATIO OF 3 CUBIC YARDS OF COMPOST/ORGANIC MATTER PER 1000 SQUARE FEET. ROTO-TILL ORGANIC MATTER A MINIMUM OF 6 INCHES INTO TOPSOIL. ALL TREE PITS SHALL BE A MIX OF SEVEN PARTS TOPSOIL (AS SPECIFIED IN THESE NOTES) AND THREE PARTS COMPOST/ORGANIC MATTER, BY VOLUME.
- FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM' PLANTING TABLETS. QUANTITY PER MANUFACTURER'S RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 18" OF TOPSOIL, SOD AREAS A MINIMUM OF 12" OF TOPSOIL. SPREAD, COMPACT AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW SURFACE OF WALKS AND CURBS IN PLANTING BED AREAS, AND 1/2" IN LAWN AREAS.
- RE-USE EXISTING SURFACE TOPSOIL WHERE POSSIBLE. VERIFY SUITABILITY OF SURFACE SOIL TO PRODUCE TOPSOIL MEETING REQUIREMENTS AND AMEND WHEN NECESSARY. TOPSOIL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOxious WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTORS ARE RESPONSIBLE TO EITHER: A) PROVIDE APPROVED IMPORTED TOPSOIL, OR B.) IMPROVE ON-SITE TOPSOIL WITH METHODS APPROVED BY LANDSCAPE ARCHITECT. SUPPLEMENT WITH IMPORTED TOPSOIL WHEN QUANTITIES ARE INSUFFICIENT. CLEAN TOPSOIL OF ROOTS, PLANTS, SODS, STONES, CLAY LUMPS AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
- IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, PROVIDE NEW TOPSOIL THAT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
- OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS IN A DEPTH OF NOT LESS THAN 4 INCHES.
- IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
- ALL LANDSCAPED AREAS SHALL BE EQUIPPED WITH A PRESSURIZED IRRIGATION SYSTEM CONSTRUCTED TO CITY OF CALDWELL MUNICIPAL IRRIGATION DISTRICT (CMDI) STANDARDS. THIS PRESSURIZED AUTOMATIC UNDERGROUND SPRINKLER SYSTEM SHALL PROVIDE COMPLETE COVERAGE AND BE PROPERLY ZONED FOR REQUIRED WATER USES.

**Tree Protection Notes:**

- PROTECT THE CRITICAL ROOT ZONE OF THE TREES TO BE RETAINED ON SITE: (NOTE: CRITICAL ROOT ZONE IS THE AREA DIRECTLY BELOW THE DRIP LINE OF THE TREE.)
  - CONSTRUCT PROTECTIVE FENCING OF CHAIN-LINK AROUND THE CRITICAL ROOT ZONE PRIOR TO DEMOLITION OR CONSTRUCTION.
  - DO NOT ALLOW COMPACTION BY EQUIPMENT TRAFFIC DURING CONSTRUCTION OR DURING DEMOLITION.
  - DO NOT ALLOW CEMENT TRUCKS TO RINSE WITHIN THE PROTECTION AREA, ANYWHERE THAT TREE ROOTS EXIST OR IN PLANNED PLANTING BEDS.
  - DO NOT STOCKPILE MATERIALS, DEBRIS OR DIRT WITHIN THE TREE PROTECTION AREA.
  - MAINTAIN WATERING WITHIN THE CRITICAL ROOT ZONE FROM MID-APRIL TO MID-OCTOBER AT THE RATE OF NOT LESS THAN THE EQUIVALENT OF 1-1/2" OF WATER OVER THE ENTIRE AREA PER WEEK.
  - DO NOT TRENCH, EXCAVATE, FILL OR OTHERWISE DISTURB THE SOIL WITHIN THE CRITICAL ROOT ZONE.
  - ADJUST PROPOSED IMPROVEMENT LOCATIONS AS REQUIRED TO AVOID DAMAGING TREE ROOTS.
- PROTECT THE CROWN AND TRUNK OF TREES TO BE RETAINED ON SITE:
  - OPERATE EQUIPMENT IN SUCH A WAY AS TO AVOID CONTACT WITH TREE TRUNKS OR BRANCHES.
  - PRUNING OF PUBLIC PROPERTY TREES SHALL BE PERFORMED BY A LICENSED ARBORIST.
- ALL TREES DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED USING THE FOLLOWING CRITERIA:

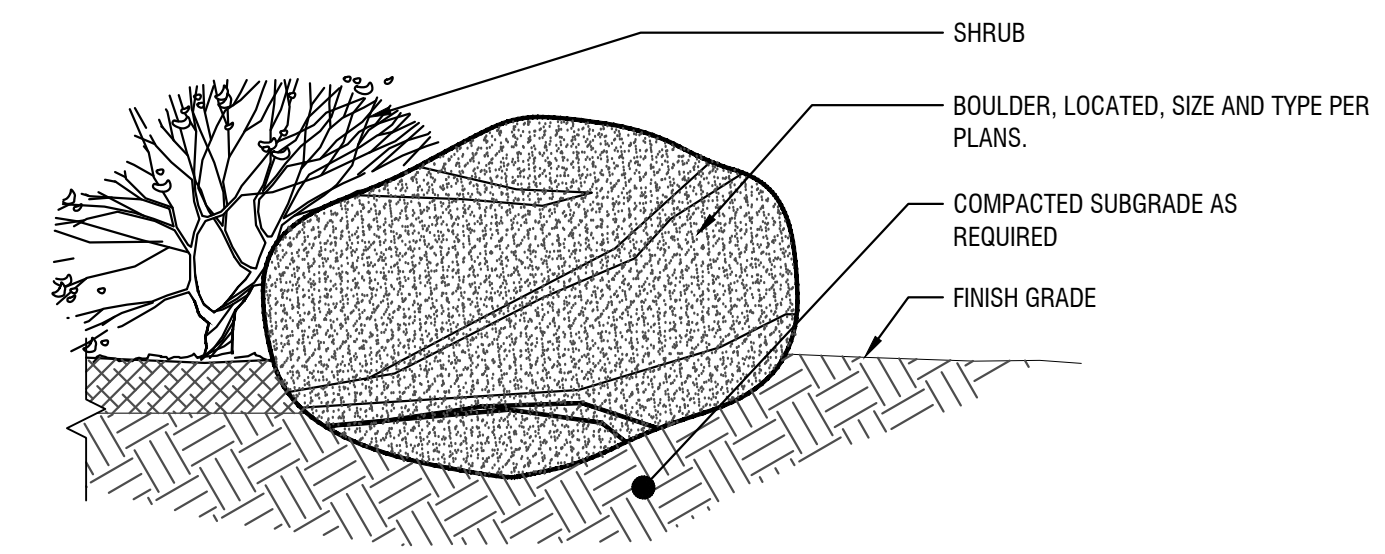
EXISTING TREE	REPLACEMENT
1" TO 6" CALIPER.....	2X CALIPER OF TREE REMOVED
6" TO 12" CALIPER.....	1.5X CALIPER OF TREE REMOVED
> 12" OR LARGER CALIPER.....	1X CALIPER OF TREE REMOVED

EXAMPLE: IF AN 8" CALIPER TREE IS REMOVED, AN ACCEPTABLE REPLACEMENT WOULD BE (3) 4" CALIPER TREES OR (4) 3" CALIPER TREES.



**3 Shrub Planting**

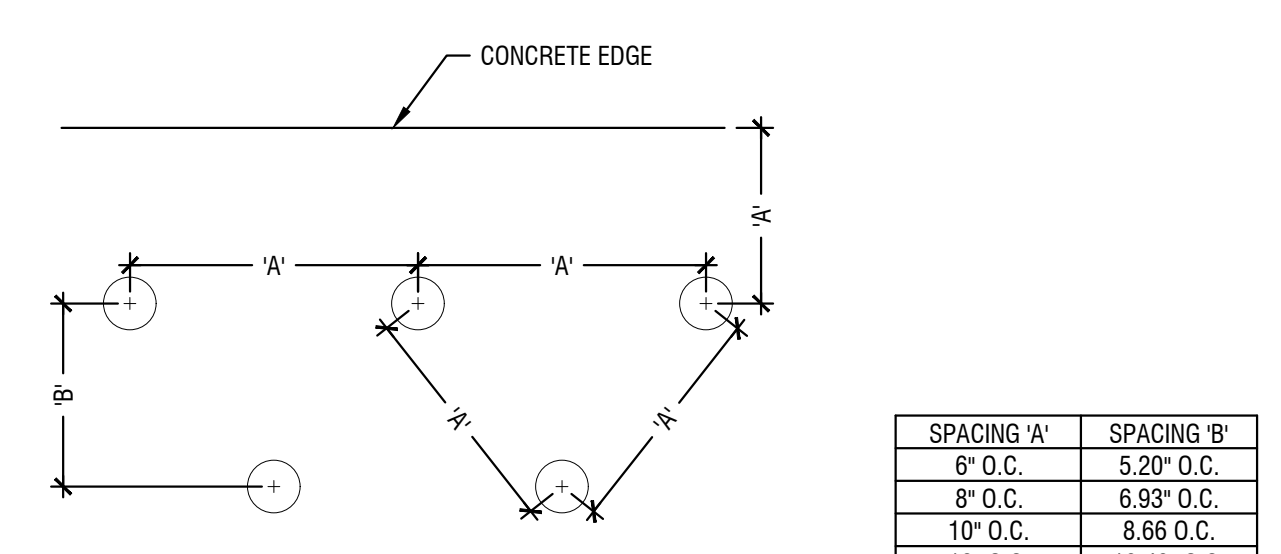
Scale: NTS



- NOTES:
- NOTIFY LANDSCAPE ARCHITECT WHEN PLACING BOULDERS FOR APPROVAL.
  - PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION SYSTEM.
  - CLEAN ALL BOULDERS OF DIRT AND LOOSE DEBRIS.
  - WHEN PLACING BOULDERS, BURY 1/4 TO 1/3 OF BOULDER BELOW FINISH GRADE.
  - DO NOT SCAR OR DAMAGE BOULDERS.

**4 Boulder Installation**

Scale: NTS



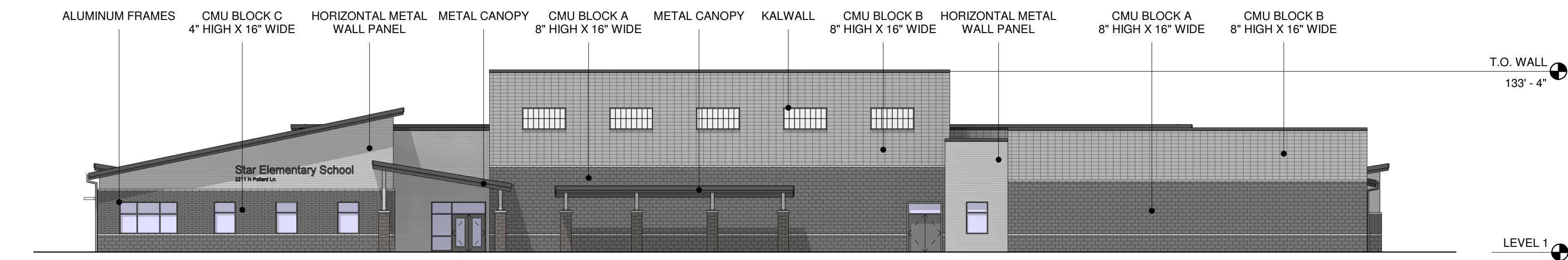
SPACING 'A'	SPACING 'B'
6" O.C.	5.20' O.C.
8" O.C.	6.93' O.C.
10" O.C.	8.66' O.C.
12" O.C.	10.40' O.C.
15" O.C.	13.00' O.C.
18" O.C.	15.60' O.C.
24" O.C.	20.80' O.C.
30" O.C.	26.00' O.C.
36" O.C.	30.00' O.C.

- NOTE:
- GROUND COVERS AND PERENNIALS TO BE INSTALLED WITH TRIANGULAR SPACING.

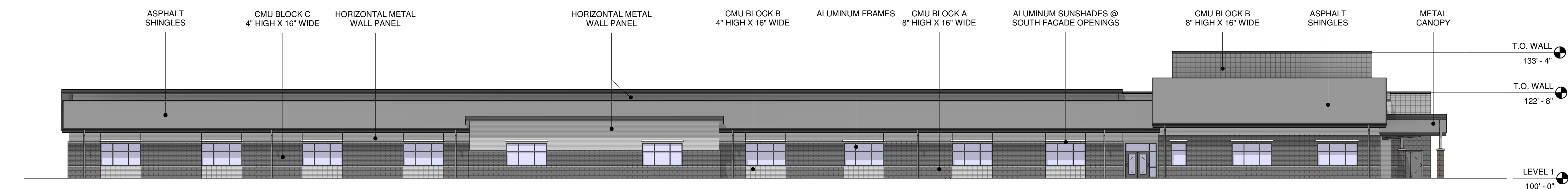
**5 Typical Plant Spacing**

Scale: NTS

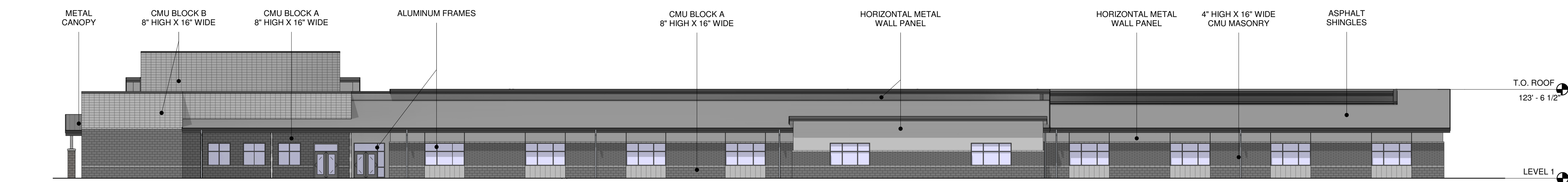
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY
<b>TREES</b>					
	GS	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST 45' HGT, 35' SPD	2" CAL.	B&B	12
	LE	LIRIODENDRON TULIPIFERA 'JFS-02' / EMERALD CITY® TULIP POPLAR 50' HGT, 25' SPD	2" CAL.	B&B	11
	PB	PICEA PUNGENS GLAUCA 'BABY BLUE EYES' / BABY BLUE EYES COLORADO BLUE SPRUCE 25' HGT, 15' SPD	7" HT.	B&B	1
	PG	PICEA GLAUCA / WHITE SPRUCE 50' HGT, 20' SPD	7" HT.	B&B	1
	QY	QUERCUS X BIMUNDORUM 'JFS-KW20X' / SKINNY GENES® OAK 45' HGT, 10' SPD	2" CAL.	B&B	5
	ZV	ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN JAPANESE ZELKOVA 50' HGT, 40' SPD	2" CAL.	B&B	14
<b>SHRUBS</b>					
	CB	CARYOPTERIS X CLANDONENSIS 'BLUE MIST' / BLUE MIST BLUEBEARD 3' HGT, 3' SPD	3 GAL.	POT	3
	CH	CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD 6' HGT, 6' SPD	5 GAL.	POT	2
	CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS 3' HGT, 2' SPD	1 GAL.	POT	11
	HL	HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT PANICLE HYDRANGEA 6' HGT, 6' SPD	3 GAL.	POT	3
	LA	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER 3' HGT, 2' SPD	2 GAL.	POT	5
	PS	PINUS MUGO 'SLOWMOUND' / SLOWMOUND MUGO PINE 2' HGT, 3' SPD	3 GAL.	POT	2



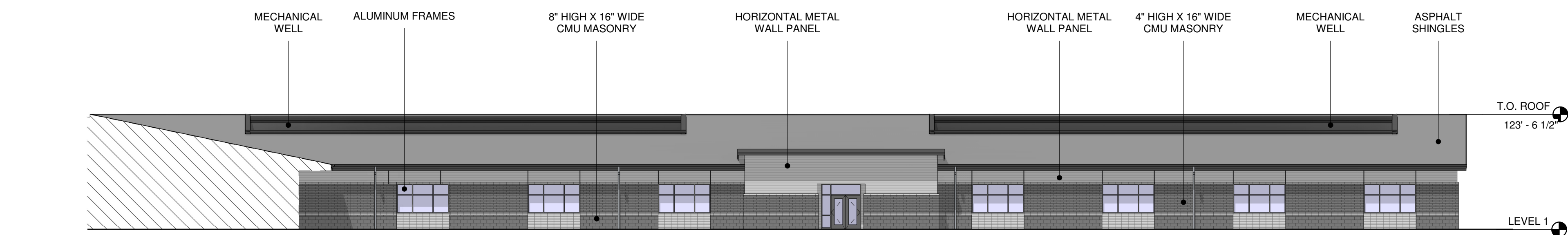
① EAST ELEVATION - OVERALL - CU\_CZC  
1/16" = 1'-0"



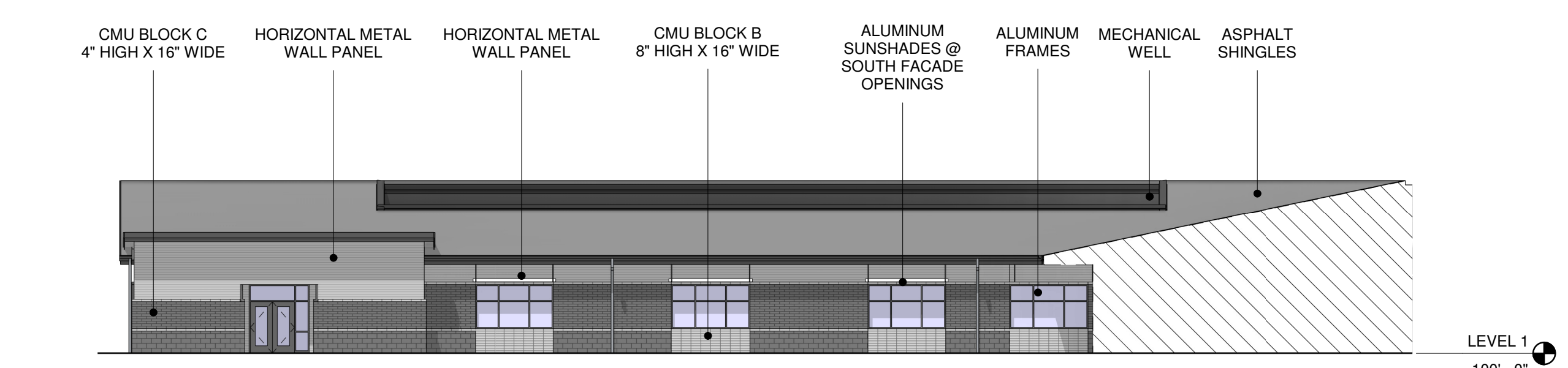
② SOUTH ELEVATION - OVERALL - CU\_CZC  
1/16" = 1'-0"



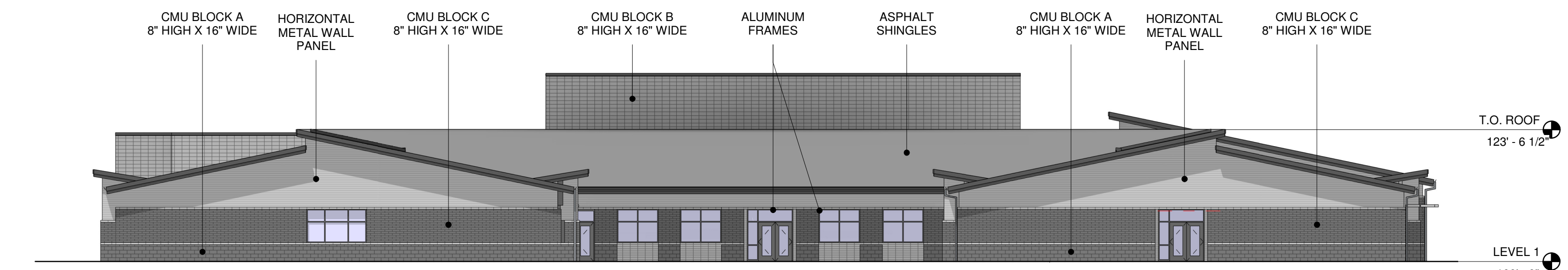
③ NORTH ELEVATION - OVERALL - CU\_CZC  
1/16" = 1'-0"



④ NORTH ELEVATION - COURTYARD - OVERALL - CU\_CZC  
1/16" = 1'-0"



⑤ SOUTH ELEVATION - COURTYARD - OVERALL - CU\_CZC  
1/16" = 1'-0"



⑥ WEST ELEVATION - OVERALL - CU\_CZC  
1/16" = 1'-0"

MATERIAL PALETTE BLOCK



CMU MASONRY - BLOCK A  
MANUFACTURE: BASALITE CONCRETE PRODUCTS  
SIZE: 8 x 8 x 16 AND 12 x 8 x 16  
COLOR: 995 GRANITE GOLD  
TEXTURE: SPLIT FACE



CMU MASONRY - BLOCK B  
MANUFACTURE: BASALITE CONCRETE PRODUCTS  
SIZE: 4 x 4 x 16 AND 12 x 8 x 16  
COLOR: 615  
TEXTURE: GROUND FACE



CMU MASONRY - BLOCK C  
MANUFACTURE: BASALITE CONCRETE PRODUCTS  
SIZE: 4 x 4 x 16  
COLOR: SPECBRICK - FLINT BLEND



HORIZONTAL METAL WALL PANEL  
MANUFACTURE: PAC-CLAD  
SIZE: HWP 16"  
COLOR: METALLIC SILVER



January 9, 2025

Shawn Nickel  
City of Star  
PO Box 130  
Star, ID 83669

Re: **Pollard Lane Elementary School  
Conditional Use Permit**

Dear Mr. Nickel

The Star Sewer and Water District has reviewed the Pollard Lane Elementary School CUP application provided by your office. The property is not currently annexed into the Star Sewer and Water District and will be required to do so prior to any sewer and water permits for the property. Our system has capacity to serve both sewer and water loads for this project.

However, no preliminary utility improvements were shown on the CUP application. Prior to any construction improvements the applicant shall be required to submit a full set of construction drawings to the District. Sewer is located in drive located on the Middle School property south of the building with stub locations to this property. Water is located in the same drive isle with multiple stubs to the elementary school property. Again, construction drawings of the proposed improvements will be required prior to the construction of any improvements.

Very truly yours,

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

Ryan V. Morgan, P.E.  
District Engineer



City of Star  
P.O. Box 130  
Star, Idaho 83669  
208-286-7247  
Fax 208-286-7569  
www.staridaho.org

Mayor:  
Trevor A. Chadwick

Council:  
Kevin Nielsen  
Jennifer Salmonsén  
Kevan Wheelock  
David Hershey

15 January 2025

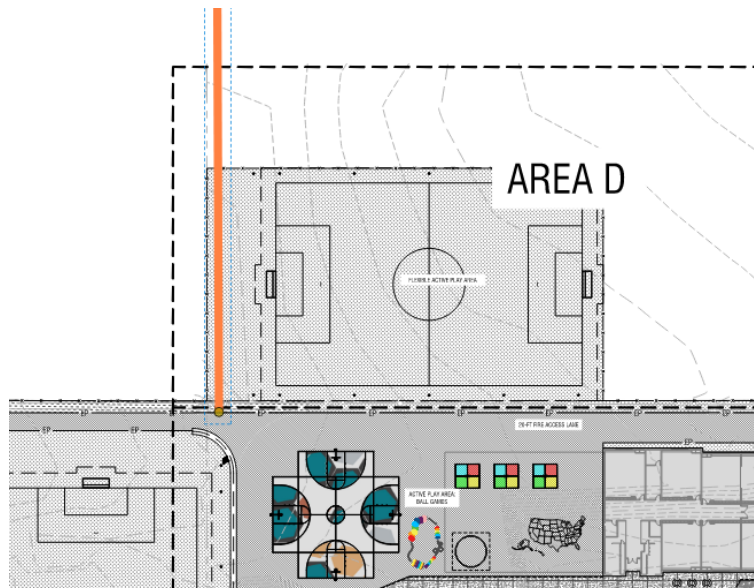
Toby Norskog  
LKV Architects  
2400 Riverwalk Dr.  
Boise, ID 83702

**Re: Pollard Lane Elementary School – CUP Application**

Dear Mr. Norskog,

The City of Star Engineering Department has reviewed the CUP for the Pollard Lane Elementary School dated December 24, 2024. 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 question based on our review.

1. There is a pathway located in the subdivision north of the West Ada School Districts Property. It is recommended that the District extend a pathway along the western boundary line of the Future Phase and Area D to connect to this pathway. This will help the overall safety of the students by routing them off Pollard Lane (no sidewalks/gravel shoulders) onto school property.



2. Potable water cannot be used for irrigation purposes. A separate pressure irrigation system will be required. Construction plans for a pressure irrigation system will be required prior to construction. Plan approvals and license agreements from the affected irrigation and/or canal companies will be required.
3. Street lighting 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.
4. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
5. Finish grades at boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
6. Easements for sewer/water facilities will be required where placed outside of public right of way.

We recommend that the application 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 application does not relieve the applicant of those responsibilities.

If you have any questions, please do not hesitate to contact City Hall

Sincerely,





Ryan V. Morgan, P.E.  
City Engineer

Enclosures

# Star Fire Protection District

Date: January 7, 2025

To: City of Star Planning & Zoning

From: Victor Islas, Deputy Chief    
 Subject: Fire District Comments

File: Pollard Lane Elementary School  
 CU-24-09 Conditional Use

The Star Fire Protection District has assessed the documents provided by the City of Star on January 7, 2025, review comments are as follows:

The Applicant is requesting approval of a Conditional Use Permit for a proposed new elementary school. The property is located at 2211 N. Pollard Lane in Star, Ada County, Idaho.

The development will be served by the Star Fire Protection District's Station 51, located at 11665 W. State St., Star, Idaho 83669. Station 51 is approximately 3.3 mile(s) from the development entrance, with an estimated travel time of 8 minutes under optimal driving conditions.

Future response coverage will be provided by Star Fire Protection District Staton 55, located at 9415 W Floating Feather Rd. Star, ID. Station 55 is 0.8 mile(s) with an estimated travel time of 3 minutes under ideal driving conditions to the entrance of the development.

The district does not oppose the application, contingent on adherence to the following code requirements and approval conditions:

1. Codes:
  - 1.1. This development shall comply with the 2018 International Fire Code (IFC) along with any relevant codes established by the City of Star, Idaho.
2. Water Supply for Firefighter Operations Compliance:
  - 2.1. The development must meet all water supply requirements as outlined in the 2018 International Fire Code (IFC). This includes ensuring adequate water supply for fire suppression purposes in accordance with the code.
3. Fire Department Access:
  - 3.1. The development must provide proper fire department access as required by the 2018 International Fire Code (IFC). This includes ensuring that all access roads, fire lanes, and other necessary access points are compliant with the code to facilitate prompt emergency response.
4. Additional Comments:
  - 4.1. Additional reviews will take place during the site construction and building permit phases. At that time, the project must comply with the current Fire Code and any applicable codes set by the City of Star.
  - 4.2. The applicant is responsible for submitting the necessary applications and supporting documents to the Fire District for review. Applicable review fees will be charged by the Fire District.





**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)

January 24, 2025

Shawn Nickel  
Planning Director & Zoning Administrator  
10769 W State Street  
Star, Idaho 83669

**VIA EMAIL**

<b>Development Application</b>	<b>CU-24-09</b>
<b>Project Name</b>	<b>Pollard Lane Elementary School</b>
<b>Project Location</b>	Approx ½ mile west of SH-16 MP 101.27
<b>Project Description</b>	65,000 sqft Elementary School for grades Pre-K-5
<b>Applicant</b>	West Ada School District

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. This project does not abut the state highway system.
2. Currently, Kittelson & Associates is preparing a Traffic Impact Study (TIS) for ITD to review.
3. ITD reserves the right to make further comments upon review of any submitted TIS or other requested documents.

If you have questions regarding this application, you may contact Niki Benyakhlef at [Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov) or (208)334-8337.

Sincerely,

*Niki Benyakhlef*

Niki Benyakhlef  
Development Services Coordinator  
ITD District 3  
[Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov)

**Shawn Nickel**

---

**From:** Ken Borja <k\_borja@msn.com>  
**Sent:** Tuesday, January 21, 2025 7:06 PM  
**To:** Shawn Nickel  
**Subject:** Pollard Lane Elementary School

Hello Steve,

I would like to comment to the Star City Council in regards to the Pollard Lane Elementary School.

The following are my concerns:

1. There is no sidewalk from Floating Feather to the school entrance (on Pollard, on east boundary of cemetery). How can you approve another school with this extreme safety hazard.
2. There should be consideration for another entrance to the school property. The traffic with the Middle School is already a burden on the area.

Thank you,  
Ken Borja  
2173 N. Garnet Creek Avenue  
Star, Idaho 83669  
(208) 695-4096

Sent from my iPhone



# CITY OF STAR LAND USE STAFF REPORT MEMO

**TO:** Mayor & Council

**FROM:** City of Star Planning Department

**MEETING DATE:** **February 18, 2025 – PUBLIC HEARING (Tabled to Date Specific)**

**FILE(S) #:** CUP-24-09 – Conditional Use Permit

**RZ-24-02** Rezone

PP-21-10 Preliminary Plat for Queens Way Subdivision

DA-24-10 Development Agreement

### OWNER/APPLICANT/REPRESENTATIVE

**Representative:**

Jessica Heggie  
Studio H Architects  
306 NE 2<sup>nd</sup> Street  
Meridian, Idaho 83642

**Owner:**

Cody Phillips  
A&C Phillips, LLC  
11735 W. State Street  
Star, Idaho 83669

### REQUEST

**Request:** The Applicant is requesting approval of a Rezone (C-1 to CBD), a Development Agreement, a Conditional Use Permit for a 20,000 square foot multiple use building consisting of 9 residential units and retail space, and a 19,300 square foot flex space building, and a Preliminary Plat for 3 lots. The property is located at 11735 W. State Street in Star, Ada County, Idaho.

### SUMMARY

**This application is being tabled by Staff to allow additional time to work with the applicant and Fire District on the site plan layout.**

# Ada County Development Impact Fees

Leon Letson, AICP  
Community Planning Manager  
Ada County Development Services

# Overview

---

- **Early 2019** – Ada County began exploring its ability to collect Development Impact Fees.
- **Late 2020** – Galena Consulting hired to develop Capital Improvement Plans (CIPs) and Development Impact Fees for Ada County Sheriff, Jail, EMS, and Coroner.
- **Spring of 2021** – CIPs and Fee Structure completed and recommended for approval by Ada County Development Impact Fee Advisory Committee.
- **Summer of 2021–Summer of 2022** – Ada County Development Services contacted City partners to review CIPs/Development Impact Fees and discuss next steps for adoption.
- **Spring of 2023** – at the request of a few City partners, Ada County Development Services contracted with TischlerBise to review/update the CIPs and Development Impact Fees prepared by Galena Consulting.
- **Spring of 2024** – Updated CIPs and Development Impact Fees completed and recommended for approval by Ada County Development Impact Fee Advisory Committee.
- **Summer of 2024** – Ada County Development Services reengaged City partners to review updated CIPs/Development Impact Fees and discuss next steps for adoption.

# Purpose

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Per Idaho Code 67-8202(1-4), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements.

Impact fees represent new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

# Proposed Impact Fees

Ada County Proposed Impact Fees		
<b>Sheriff (Ada County Only)</b>		
Residential – Single-Family (per unit)	\$558	
Residential – Multi-Family (per unit)	\$449	
Nonresidential (per 1000 square foot)		
*Retail	\$2,068	
*Office	\$797	
*Industrial	\$358	
*Institutional	\$792	
<b>Jail</b>		
Residential – Single-Family (per unit)	\$516	
Residential – Multi-Family (per unit)	\$357	
Nonresidential (per 1000 square foot)		
*Retail	\$944	
*Office	\$364	
*Industrial	\$163	
*Institutional	\$361	
<b>Paramedics</b>		
Residential – Single-Family (per unit)		\$175
Residential – Multi-Family (per unit)		\$121
Nonresidential (per 1000 square foot)		
*Retail		\$273
*Office		\$105
*Industrial		\$47
*Institutional		\$104
<b>Coroner</b>		
Residential – Single-Family (per unit)		\$59
Residential – Multi-Family (per unit)		\$41
Nonresidential (per 1000 square foot)		
*Retail		\$39
*Office		\$15
*Industrial		\$7
*Institutional		\$15

# Methodology

---

- **Cost Recovery or Buy-In Fee Calculation** – New development will pay for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit (i.e. water and sewer systems).
- **Incremental Expansion Fee Calculation** – Documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development only pays its proportionate share for growth-related infrastructure.



# Growth Projections

## 10-YEAR RESIDENTIAL GROWTH

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multi family	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

## 10-YEAR NON-RESIDENTIAL GROWTH

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

# Sheriff (only collected in unincorporated Ada County)

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Sheriff	Uninc. County	Impact Fee Study	Sheriff Facilities		Person & Vehicle Trips

5-Year Sheriff Capital Improvement Plan	Square Feet	Total Cost	5-Year Impact Fee	General Fund & Other Sources
Admin Building	3,000	\$1,297,101	\$1,297,101	\$0
Parking Lot Expansion	21,100	\$443,511	\$443,511	\$0
ASCO Vehicle Maintenance Facility	2,000	\$250,000	\$250,000	\$0
Camera Installation	-	\$82,939	\$0	\$82,939
Main Property & Evidence Storage Unit Remodel	-	\$475,706	\$0	\$475,706
Rear Secure Parking Lot Expansion	-	\$500,000	\$0	\$500,000
Restrooms & Locker Rooms Remodel	-	\$320,000	\$0	\$320,000
Lucky Peak Radio Site Shelter & Tower Replacement	-	\$500,000	\$0	\$500,000
Pine Communications Center Console Expansion	-	\$600,000	\$0	\$600,000
<b>Total</b>	<b>26,100</b>	<b>\$4,469,257</b>	<b>\$1,990,612</b>	<b>\$2,478,645</b>



# Jail

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Jail	Countywide	Impact Fee Study	Jail Facilities		Person & Vehicle Trips

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
<b>Total</b>	<b>65,874</b>	<b>\$59,351,755</b>	<b>\$35,990,932</b>	<b>\$23,360,823</b>

Growth-Related Pod Expansion	\$19,936,000
Pod Expansion Revenue	\$19,936,000
Growth-Related Pod Expansion Funding Gap	\$0
Growth-Related Anc. Facility Expansion	\$16,054,932
Anc. Facility Expansion Revenue	\$12,499,025
Growth-Related Anc. Facility Funding Gap	\$3,555,907



# Coroner

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Coroner	Countywide	Impact Fee Study	Coroner Facilities		Person & Vehicle Trips

10-Year Capital Improvement Plan	Square Feet	Current Cost
Touchmark Way Office	39,600	\$46,696,637
<b>Total</b>	<b>39,600</b>	<b>\$46,696,637</b>



# EMS

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
EMS	Countywide	Impact Fee Study	EMS Stations, EMS Land, EMS Vehicles, and EMS Equipment		Person & Vehicle Trips

Facility Type	10-Year Need	10-Year Cost
Station Space	12,215 square feet	\$7,096,915
Station Land	1.59 acres	\$516,750
Apparatus	6.0 vehicles	\$2,123,508
Equipment	41.9 units	\$796,100

**Total \$10,533,273**

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
<b>New Facility Space</b>			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
<b>Subtotal</b>	<b>16,230 square feet</b>		<b>\$9,429,630</b>

<b>New Facility Land</b>			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
<b>Subtotal</b>	<b>7.5 acres</b>		<b>\$2,437,500</b>

<b>New Apparatus</b>			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
<b>Subtotal</b>	<b>10 vehicles</b>		<b>\$3,539,177</b>

<b>New Equipment</b>			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
<b>Subtotal</b>	<b>40 units</b>		<b>\$318,838</b>

Station Cost \$11,867,130  
 Apparatus Cost \$3,539,177  
 Equipment Cost \$318,838  
 Grand Total \$15,725,145



## Next Steps

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- Ada County and City partners adopt CIPs into their comprehensive plans and establish ordinances for the collection of these Development Impact Fees.
- Interlocal agreements will be established between Ada County and City partners detailing specific collection practices (i.e. exemptions, individual assessments, appeals, etc.).

# Ada County Website

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- Ada County Development Impact Fees

<https://adacounty.id.gov/developmentservices/administration/impact-fees/>



# Coroner Capital Improvement Plan and Development Impact Fee Study

Submitted to:  
Ada County, Idaho

May 24, 2024

Prepared by:



999 W Main St  
Suite 100  
Boise, ID 83702  
800.424.4318  
[www.tischlerbise.com](http://www.tischlerbise.com)



**2024 Capital Improvement Plan and Development Impact Fee Study**

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**2024 Capital Improvement Plan and Development Impact Fee Study**

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**Impact Fee Study  
Ada County, Idaho**

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**2024 Capital Improvement Plan and Development Impact Fee Study**

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## EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for coroner facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

**2024 Capital Improvement Plan and Development Impact Fee Study**

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TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the coroner impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

**IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION**

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The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as  $A \times B = C$ . In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e.,  $A = C \div B$ ). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

**2024 Capital Improvement Plan and Development Impact Fee Study**

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

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## SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

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### METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

**Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

**Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

**Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Credits.** Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

**FEE METHODOLOGIES**

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate the coroner impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the coroner impact fee countywide. The following table summarizes the method(s) used to derive the coroner impact fee in Ada County.

**Figure 1. Summary of Impact Fee Methodologies**

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Coroner	Countywide	Impact Fee Study	Coroner Facilities		Person & Vehicle Trips

**CAPITAL IMPROVEMENT PLAN**

The coroner development impact fee is based on the existing level of service provided for coroner facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the coroner will need to provide 2,653 square feet of new facility space over the next ten years. Listed in Figure 2 Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County’s annual lease obligation related to the new facility.

**Figure 2. Coroner Capital Improvement Plan**

10-Year Capital Improvement Plan	Square Feet	Current Cost
Touchmark Way Office	39,600	\$46,696,637
<b>Total</b>	<b>39,600</b>	<b>\$46,696,637</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE**

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Coroner’s Office provides a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 3 lists the maximum amounts for all development within Ada County.

**Figure 3. Summary of Maximum Supportable Development Impact Fees - Countywide**

Development Type	Coroner Maximum Supportable Fee
<b>Residential (per housing unit)</b>	
Single Family	\$59
Multifamily	\$41
<b>Nonresidential (per 1,000 square feet)</b>	
Retail	\$39
Office	\$15
Industrial	\$7
Institutional	\$15



## CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based.

First, Figure 4 and Figure 5 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 4. Ten-Year Projected Residential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

**Figure 5. Ten-Year Projected Nonresidential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on a 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

**FUNDING SOURCES FOR CURRENT DEFICIENCIES**

The majority of the CIP relates to the growth-share of the County’s annual lease obligation related to the new coroner facility. As this facility was constructed in 2023, there are no maintenance or repair projects anticipated over the next five years. If any maintenance or repair is required, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h) because replacement and addressing existing deficiencies are not eligible to be funded with impact fees. The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county’s annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

**CAPITAL IMPROVEMENT PLAN**

The coroner development impact fee is based on the existing level of service provided for coroner facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 2,653 square feet of new facility
- \$3,127,000 growth-related costs to Ada County

Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County’s annual lease obligation related to the new facility.

**Figure 6. Coroner Capital Improvement Plan**

10-Year Capital Improvement Plan	Square Feet	Current Cost
Touchmark Way Office	39,600	\$46,696,637
<b>Total</b>	<b>39,600</b>	<b>\$46,696,637</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**FUNDING SOURCES FOR CAPITAL IMPROVEMENTS**

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for coroner facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

## CORONER DEVELOPMENT IMPACT FEES

The Coroner Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The coroner components included in the impact fee analysis are:

- Coroner facilities
- Share of the development impact fee study

Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County’s annual lease obligation related to the new facility.

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for coroner facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Coroner Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for coroner facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for coroner facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no revenue credits are required.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**COST ALLOCATION FOR CORONER INFRASTRUCTURE**

Both residential and nonresidential developments increase the demand on coroner services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, an analysis of total cases compared to out-of-county cases is used. The share of out-of-county cases is used to approximate the demand from commercial and employment development that attracts non-Ada County residents into the county.

Shown in Figure 7, in 2022 there were 748 out-of-county cases compared to a total of 4,284 cases. As a result, there is a proportional share split of 83 percent for residential and 17 percent for nonresidential demand on coroner facilities (748 out-of-county residents / 4,284 total cases = 17 percent).

**Figure 7. Coroner Proportional Share**

Coroner Facility Demand	2022 Total Cases	Out of County Residents	Residential Demand	Nonresidential Demand
Touchmark Way Facility	4,284	748	83%	17%

Source: Ada County Coroner's Office

**CORONER LEVEL OF SERVICE AND COST ANALYSIS**

The following section details the level of service calculations and capital cost per person for each infrastructure category.

**CORONER FACILITY UTILIZATION ANALYSIS**

Shown in Figure 8, the new Coroner facility at Touchmark Way occupies 39,600 square feet with a total financing cost of \$46.7 million. Per the Coroner's Office, 79 percent of autopsies done are for cases within Ada County while 21 percent are for partnership counties which includes most of the State of Idaho. This brings Ada County's share of the facility to 31,444 square feet. Furthermore, the facility was built to accommodate up to 40 years of demand. The County Coroner estimates that when operations begin in the Touchmark facility (early 2024), the department will be using 40 percent of the facility for today's demand, thus 12,578 square feet is used to calculate the current level of service.

**Figure 8. Coroner Facility Utilization Analysis**

Coroner	Square Feet	Const. Cost	Cost + Bond Interest	Financing Cost per Sq Ft
New Facility at Touchmark	39,600	\$32,900,000	\$46,696,637	\$1,179

**Coroner's Office Sq Ft Distribution**

Case Type	Ada County Share	Partnership Share	Ada County Total Square Feet
Autopsies	79%	21%	31,444

Coroner	Facility Utilization	Ada County Sq Ft	Current Utilization Sq Ft
Touchmark Way Facility	40%	31,444	12,578

Source: Ada County Coroner's Office

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**CORONER FACILITIES**

Listed in Figure 9, the Coroner’s Office will be operating in 12,578 square feet of the Touchmark Way facility when it opens in early 2024, compared to a total facility space of 39,600 square feet. The construction cost for the facility is \$32.9 million which has been financed through a bond putting the total cost of the facility at \$46.7 million including bond interest. Thus, replacement cost averages \$1,179 per square foot including the financing cost.

The proportionate share between residential and nonresidential demand of the facilities is found by applying the case data analysis percentages shown in Figure 7. As a result, 10,382 square feet are attributed to residential demand and 2,196 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 19.06 square feet per 1,000 residents and 2.32 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$22.47 per person and \$2.74 per vehicle trip (19.06 square feet per 1,000 persons x \$1,179 per square foot = \$22.47 per person, rounded).

**Figure 9. Coroner Facility Level of Service & Cost Analysis**

Facility	Square Feet	Replacement Cost
Touchmark Way	12,578	\$14,829,462
<b>Total</b>	<b>12,578</b>	<b>\$14,829,462</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	83%	17%
Share of Square Feet	10,382	2,196
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Square Feet per 1,000 Persons/Vehicle Trips</b>	<b>19.06</b>	<b>2.32</b>

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	19.06	2.32
Cost per Square Foot [1]	\$1,179	\$1,179
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$22.47</b>	<b>\$2.74</b>

[1] Based on construction and financing costs of the new facility

**SHARE OF THE DEVELOPMENT IMPACT FEE STUDY**

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the coroner share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population and nonresidential vehicle trips. As a result, the cost per person is \$0.17 and the cost per vehicle trip is \$0.05.

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**Figure 10. Coroner Share of the Development Impact Fee Study**

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	83%	17%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$13,512	79,401	\$0.17

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$2,858	56,847	\$0.05



**2024 Capital Improvement Plan and Development Impact Fee Study**

**CORONER CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH**

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

**CORONER FACILITIES**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new coroner facilities. Shown in Figure 11, over the next ten years, there is a need for 2,653 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$3,127,887).

**Figure 11. Projected Demand for Coroner Facilities**

Infrastructure		Level of Service			Cost/Unit
Coroner Facilities	Residential	19.06	Square Feet	per 1,000 persons	\$1,179
	Nonresidential	2.32		per 1,000 veh. trips	

Growth-Related Need for Coroner Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	10,379	2,199	12,578
Year 1	2024	568,015	959,629	10,826	2,226	13,052
Year 2	2025	591,946	971,000	11,282	2,252	13,534
Year 3	2026	602,628	982,369	11,486	2,279	13,765
Year 4	2027	613,310	993,737	11,689	2,305	13,994
Year 5	2028	623,991	1,005,103	11,893	2,331	14,224
Year 6	2029	634,673	1,016,467	12,096	2,358	14,454
Year 7	2030	645,355	1,027,830	12,300	2,384	14,684
Year 8	2031	653,566	1,039,020	12,456	2,410	14,866
Year 9	2032	661,776	1,050,206	12,613	2,436	15,049
Year 10	2033	669,987	1,061,389	12,769	2,462	15,231
Ten-Year Increase		125,397	113,134	2,390	263	2,653
		<b>Projected Expenditure</b>		<b>\$2,817,810</b>	<b>\$310,077</b>	<b>\$3,127,887</b>

<b>Growth-Related Expenditures for Coroner Facilities</b>	<b>\$3,127,887</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**CORONER IMPACT FEE CREDIT ANALYSIS**

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for coroner facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

**CORONER INPUT VARIABLES AND DEVELOPMENT IMPACT FEES**

Figure 12 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Coroner Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

**Figure 12. Coroner Input Variables and Maximum Supportable Impact Fees**

Fee Component	Cost per Person	Cost per Vehicle Trip
Coroner Facilities	\$22.47	\$2.74
Impact Fee Study	\$0.17	\$0.05
<b>Gross Total</b>	\$22.64	\$2.79
<b>Net Total</b>	<b>\$22.64</b>	<b>\$2.79</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
<b>Residential (per housing unit)</b>		
Single Family	2.62	<b>\$59</b>
Multifamily	1.81	<b>\$41</b>

**Nonresidential**

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
<b>Nonresidential (per 1,000 square feet)</b>		
Retail	14.06	<b>\$39</b>
Office	5.42	<b>\$15</b>
Industrial	2.44	<b>\$7</b>
Institutional	5.39	<b>\$15</b>

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**CASH FLOW PROJECTIONS FOR CORONER MAXIMUM SUPPORTABLE IMPACT FEE**

This section summarizes the potential cash flow to Ada County if the Coroner Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable coroner impact fee is estimated to generate \$3.1 million in revenue while there is a growth-related cost of \$3.1 million. Thus, the impact fees offset all growth-related capital costs. (Note: rounding in the analysis results in the small remaining difference).

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$321,000 (10.2 percent of the countywide growth-related capital costs).

**Figure 13. Projected Revenue from Coroner Maximum Supportable Impact Fees**

**Infrastructure Costs for Coroner Facilities**

	Total Cost	Growth Cost
Coroner Facilities	\$3,127,887	\$3,127,887
Impact Fee Study	\$32,740	\$32,740
<b>Total Expenditures</b>	<b>\$3,160,627</b>	<b>\$3,160,627</b>

**Projected Development Impact Fee Revenue**

		Single Family \$59 per unit	Multifamily \$41 per unit	Retail \$39 per KSF	Office \$15 per KSF	Industrial \$7 per KSF	Institutional \$15 per KSF
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$2,472,940	\$343,651	\$150,607	\$107,791	\$28,511	\$27,735
<b>Projected Revenue =&gt;</b>							<b>\$3,131,000</b>
<b>Projected Expenditures =&gt;</b>							<b>\$3,161,000</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$30,000</b>

**PROPORTIONATE SHARE ANALYSIS**

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth’s share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County’s capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth’s portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These “site-specific” credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**IMPLEMENTATION AND ADMINISTRATION**

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

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fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

## APPENDIX A. LAND USE DEFINITIONS

### RESIDENTIAL DEVELOPMENT

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As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

#### Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

#### Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

### NONRESIDENTIAL DEVELOPMENT CATEGORIES

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Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

**Retail:** Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

**Office:** Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

**Industrial:** Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

**Institutional:** Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.



## APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

### POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 14 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 14 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

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**Figure 14. Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 15. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

**Figure 15. Incorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 16. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

**Figure 16. Unincorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

**BASE YEAR POPULATION AND HOUSING UNITS**

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 17. PPHU factors for

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Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

**Figure 17. Ada County Base Year Population and Housing Units**

Ada County	Base Year 2023
Population [1]	544,590
<b>Housing Units [2]</b>	
Single Family	182,342
Multifamily	37,833
<b>Total Housing Units</b>	<b>220,175</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model  
 [2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 18. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

**Figure 18. Unincorporated Ada County Base Year Population and Housing Units**

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
<b>Housing Units [2]</b>	
Single Family	22,444
Multifamily	566
<b>Total Housing Units</b>	<b>23,011</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model  
 [2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 19 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,989 single family units and 37,266 multifamily units.

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**Figure 19. Incorporated Ada County Base Year Population and Housing Units**

Ada County Incorporated	Base Year 2023
Population [1]	481,080
<b>Housing Units [2]</b>	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

**POPULATION AND HOUSING UNIT PROJECTIONS**

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

**Figure 20. Ada County Residential Development Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

**Figure 21. Incorporated Ada County Residential Development Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	<b>110,415</b>
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	<b>36,688</b>
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	<b>8,156</b>
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	<b>44,844</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

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From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

**Figure 22. Unincorporated Ada County Residential Development Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	<b>14,982</b>
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	<b>23.6%</b>
<b>Housing Units</b>												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	<b>5,227</b>
Multifamily	566	594	622	644	665	687	708	730	751	771	792	<b>226</b>
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	<b>5,453</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA**

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

**Figure 23. Ada County Base Year Employment and Nonresidential Floor Area**

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
<b>Total</b>	<b>239,668</b>	<b>100%</b>	<b>131,187,685</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

**Figure 24. Incorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
<b>Total</b>	<b>230,704</b>	<b>100%</b>	<b>127,149,597</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

**2024 Capital Improvement Plan and Development Impact Fee Study**

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Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

**Figure 25. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
<b>Total</b>	<b>8,964</b>	<b>100%</b>	<b>4,038,088</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion  
 [2] Source: Ada County GIS parcel data

**EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS**

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Job projections for the industry sectors are calculated with the Institution of Transportation Engineers’ (ITE) square feet per employee averages shown in Figure 26. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

**Figure 26. Institute of Transportation Engineers (ITE) Employment Density Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)



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Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 27. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

**Figure 27. Ada County Employment and Nonresidential Floor Area Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
<b>Total</b>	<b>239,668</b>	<b>244,016</b>	<b>248,364</b>	<b>252,712</b>	<b>257,060</b>	<b>261,408</b>	<b>265,756</b>	<b>270,104</b>	<b>274,386</b>	<b>278,669</b>	<b>282,951</b>	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
<b>Total</b>	<b>131,188</b>	<b>132,893</b>	<b>134,598</b>	<b>136,302</b>	<b>138,007</b>	<b>139,712</b>	<b>141,417</b>	<b>143,121</b>	<b>144,800</b>	<b>146,479</b>	<b>148,157</b>	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 28. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

**Figure 28. Incorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	<b>7,636</b>
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	<b>22,403</b>
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	<b>6,146</b>
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	<b>4,856</b>
<b>Total</b>	<b>230,704</b>	<b>234,848</b>	<b>238,987</b>	<b>243,123</b>	<b>247,254</b>	<b>251,381</b>	<b>255,505</b>	<b>259,624</b>	<b>263,673</b>	<b>267,712</b>	<b>271,744</b>	<b>41,040</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	<b>3,597</b>
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	<b>6,878</b>
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	<b>3,915</b>
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	<b>1,699</b>
<b>Total</b>	<b>127,150</b>	<b>128,774</b>	<b>130,397</b>	<b>132,018</b>	<b>133,637</b>	<b>135,255</b>	<b>136,872</b>	<b>138,487</b>	<b>140,074</b>	<b>141,657</b>	<b>143,238</b>	<b>16,088</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 29. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

**Figure 29. Unincorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	<b>563</b>
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	<b>1,005</b>
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	<b>248</b>
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	<b>427</b>
<b>Total</b>	<b>8,964</b>	<b>9,168</b>	<b>9,377</b>	<b>9,589</b>	<b>9,806</b>	<b>10,027</b>	<b>10,251</b>	<b>10,480</b>	<b>10,714</b>	<b>10,957</b>	<b>11,208</b>	<b>2,244</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	652	677	703	729	755	781	808	835	862	889	917	<b>265</b>
Office	300	327	356	384	414	444	475	507	539	573	608	<b>308</b>
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	<b>158</b>
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	<b>150</b>
<b>Total</b>	<b>4,038</b>	<b>4,119</b>	<b>4,201</b>	<b>4,285</b>	<b>4,370</b>	<b>4,457</b>	<b>4,545</b>	<b>4,634</b>	<b>4,726</b>	<b>4,821</b>	<b>4,920</b>	<b>881</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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**VEHICLE TRIP GENERATION**

**RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE**

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 30, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

**Figure 30. Customized Residential Trip End Rates by Housing Type**

Tenure by Units in Structure	Vehicles Available <sup>1</sup>	Households by Structure Type <sup>2</sup>			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
<b>Total</b>	<b>375,684</b>	<b>153,711</b>	<b>31,014</b>	<b>184,725</b>	<b>2.03</b>
Housing Units <sup>3</sup>		158,890	33,161	192,051	

Housing Type	Persons in Households <sup>4</sup>	Trip Ends <sup>5</sup>	Vehicles by Type of Unit	Trip Ends <sup>6</sup>	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit <sup>7</sup>
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
<b>Total</b>	<b>475,474</b>	<b>1,294,757</b>	<b>375,513</b>	<b>2,317,534</b>	<b>1,806,145</b>	<b>9.78</b>	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.89 * LN(persons) + 1.72)$ . To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is  $(2.29 * persons) - 81.02$  (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.99 * LN(vehicles) + 1.93)$ . To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is  $(3.94 * vehicles) + 293.58$  (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

**RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS**

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person’s home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents’ work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ( $0.31 \times 0.50 \times 0.17 = 0.03$ ). Shown in Figure 31, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

**Figure 31. Residential Trip Adjustment Factor for Commuters**

*Trip Adjustment Factor for Commuters*

Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
<b>Additional Production Trips</b>	<b>3%</b>
<b>Standard Trip Adjustment Factor</b>	<b>50%</b>
<b>Residential Trip Adjustment Factor</b>	<b>53%</b>

Source: U.S. Census, OnTheMap Application, 2020

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**NONRESIDENTIAL VEHICLE TRIPS**

Vehicle trip generation for nonresidential land uses are calculated by using ITE’s average daily trip end rates and adjustment factors found in their recently published 11<sup>th</sup> edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 32 are used.

**Figure 32. Institute of Transportation Engineers Nonresidential Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 33, the Institute for Transportation Engineers’ land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

**Figure 33. Daily Vehicle Trip Factors**

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
<b>Residential (per housing unit)</b>				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

**VEHICLE TRIP PROJECTIONS**

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 34.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

**Figure 34. Ada County Vehicle Trip Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	<b>236,807</b>
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	<b>24,077</b>
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	<b>260,884</b>
<b>Nonresidential Trips</b>												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	<b>54,310</b>
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	<b>38,948</b>
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	<b>9,918</b>
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	<b>9,957</b>
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	<b>113,134</b>
<b>Vehicle Trips</b>												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	<b>374,018</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

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In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 35.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

**Figure 35. Incorporated Ada County Vehicle Trip Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	<b>207,281</b>
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	<b>23,429</b>
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	<b>230,710</b>
<b>Nonresidential Trips</b>												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	<b>50,580</b>
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	<b>37,277</b>
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	<b>9,532</b>
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	<b>9,152</b>
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	<b>106,541</b>
<b>Vehicle Trips</b>												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	<b>337,251</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



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In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 36.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

**Figure 36. Unincorporated Ada County Vehicle Trip Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	<b>29,532</b>
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	<b>648</b>
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	<b>30,180</b>
<b>Nonresidential Trips</b>												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	<b>3,730</b>
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	<b>1,672</b>
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	<b>385</b>
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	<b>805</b>
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	<b>6,592</b>
<b>Vehicle Trips</b>												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	<b>36,772</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



# Jail Capital Improvement Plan and Development Impact Fee Study

Submitted to:  
Ada County, Idaho

May 24, 2024

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**2024 Capital Improvement Plan and Development Impact Fee Study**

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**2024 Capital Improvement Plan and Development Impact Fee Study**

**Impact Fee Study  
Ada County, Idaho**

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**EXECUTIVE SUMMARY**

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for jail facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County’s compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth’s fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

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TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the jail impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

**IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION**

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The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as  $A \times B = C$ . In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e.,  $A = C \div B$ ). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

**2024 Capital Improvement Plan and Development Impact Fee Study**

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Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

**SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES**

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**METHODOLOGIES AND CREDITS**

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

**Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

**Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

**Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).



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**Credits.** Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

**FEE METHODOLOGIES**

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate jail impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the jail impact fee countywide. The following table summarizes the method(s) used to derive the jail impact fee in Ada County.

**Figure 1. Summary of Impact Fee Methodologies**

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Jail	Countywide	Impact Fee Study	Jail Facilities		Person & Vehicle Trips

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CAPITAL IMPROVEMENT PLAN**

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the jail will need to provide 16,555 square feet of new ancillary facility space and 178 new jail beds over the next 10 years. Listed in Figure 2 are the capital improvement plans for facility expansion for the next 10 years. The planned expansions are consistent with growth-related needs to continue providing the current level of service. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. The CIP also includes non-growth-related projects which will be funded with non-impact fee revenue.

**Figure 2. Jail Capital Improvement Plan**

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
<b>Total</b>	<b>65,874</b>	<b>\$59,351,755</b>	<b>\$35,990,932</b>	<b>\$23,360,823</b>
Growth-Related Pod Expansion				\$19,936,000
Pod Expansion Revenue				\$19,936,000
Growth-Related Pod Expansion Funding Gap				\$0
Growth-Related Anc. Facility Expansion				\$16,054,932
Anc. Facility Expansion Revenue				\$12,499,025
Growth-Related Anc. Facility Funding Gap				\$3,555,907

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE**

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Jail provides a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 3 lists maximum amounts for all development within Ada County.

**Figure 3. Summary of Maximum Supportable Development Impact Fees - Countywide**

Development Type	Jail Maximum Supportable Fee
<b>Residential (per housing unit)</b>	
Single Family	<b>\$516</b>
Multifamily	<b>\$357</b>
<b>Nonresidential (per 1,000 square feet)</b>	
Retail	<b>\$944</b>
Office	<b>\$364</b>
Industrial	<b>\$163</b>
Institutional	<b>\$361</b>

## CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 4 and Figure 5 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 4. Ten-Year Projected Residential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

**Figure 5. Ten-Year Projected Nonresidential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

**2024 Capital Improvement Plan and Development Impact Fee Study**

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The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on a 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

**FUNDING SOURCES FOR CURRENT DEFICIENCIES**

The majority of the CIP relates to the expansion of the Ada County Jail. A number of specific upgrades, replacements, and expansions to existing Jail facilities have also been proposed for fiscal year 2025 and beyond. In addition, it is estimated that \$2,500,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

**CAPITAL IMPROVEMENT PLAN**

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 16,555 square feet of new ancillary facility
- 178 new jail beds
- \$32,435,000 growth-related costs to Ada County

The projected demand is consistent with the Ada County Jail expansion plans. Currently, the department is exploring options for several expansions within the jail including a warehouse expansion and locker rooms for future Pod E. These projections are consistent with the Jail's Capital Improvement Plan shown in Figure 77. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. Also, there are four capital projects which are addressing non-growth-related project, thus not impact fee eligible.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 7. Jail Capital Improvement Plan**

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
<b>Total</b>	<b>65,874</b>	<b>\$59,351,755</b>	<b>\$35,990,932</b>	<b>\$23,360,823</b>

Growth-Related Pod Expansion	\$19,936,000
Pod Expansion Revenue	\$19,936,000
Growth-Related Pod Expansion Funding Gap	\$0

Growth-Related Anc. Facility Expansion	\$16,054,932
Anc. Facility Expansion Revenue	\$12,499,025
Growth-Related Anc. Facility Funding Gap	\$3,555,907

**FUNDING SOURCES FOR CAPITAL IMPROVEMENTS**

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for jail facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

## JAIL DEVELOPMENT IMPACT FEE ANALYSIS

The Jail Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The jail components included in the impact fee analysis are:

- Jail ancillary facilities
- Jail beds
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for jail facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Jail Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for jail facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.



**2024 Capital Improvement Plan and Development Impact Fee Study**

**COST ALLOCATION FOR JAIL INFRASTRUCTURE**

Both residential and nonresidential development increases the demand for jail services and facilities. To calculate the proportional share between residential and nonresidential demand calls for service data from the Ada County Sheriff is analyzed. This call report represents the need for law enforcement services throughout Ada County including calls to which City police departments responded. Shown at the top of Figure 88, 32 percent of calls are to residential locations, 12 percent to nonresidential locations, and 56 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 41,125 additional residential calls (1,138,874 residential vehicle trips / 2,087,130 total vehicle trips x 75,367 traffic calls for service) and 34,242 additional nonresidential calls (948,256 nonresidential vehicle trips / 2,087,130 total vehicle trips x 75,367 traffic calls for service).

After this adjustment, 63 percent of calls are attributed to residential development and 37 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units.

**Figure 8. Countywide Law Enforcement Calls for Service**

Land Use	Annual Calls for Service	% of Total
Residential	42,779	32%
Nonresidential	15,958	12%
Traffic	75,367	56%
<b>Total</b>	<b>134,105</b>	<b>100%</b>

Land Use	Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
<b>Total</b>	<b>2,087,130</b>	<b>100%</b>

Land Use	Adj. Calls for Service	% of Total
Residential	83,905	63%
Nonresidential	50,200	37%
<b>Total</b>	<b>134,105</b>	<b>100%</b>

Source: Ada County Sheriff's Office

**JAIL LEVEL OF SERVICE AND COST ANALYSIS**

The following section details the level of service calculations and capital cost per person for each infrastructure category.

**JAIL CAPACITY ANALYSIS**

Shown in Figure 99 is an analysis of the Ada County share of square footage and jail beds. The Ada County Jail houses inmates awaiting transfer to the Idaho State Prison and pretrial hearings. Of the 200 currently held for these reasons, 10 of them are from outside of Ada County. These 10 out-of-county prisoners are then divided by the operational capacity of the jail to get the out of county utilization of 1 percent (10 out-of-county inmates / 949 operational capacity = 1 percent out-of-county utilization).

**Figure 9. Ada County Jail Capacity Analysis**

Ada County Jail	
Jail Operational Capacity	949
County Inmates Awaiting Transfer/Hearing	200
Portion of Awaiting Inmates Out-of-County (5%)	10
<b>Portion of Jail Capacity Out-of-County</b>	<b>1%</b>

**JAIL ANCILLARY FACILITIES**

Listed in Figure 1010, there is a total of 87,956 square feet of ancillary facilities at the county jail, 87,710 square feet being attributed to Ada County demand (99 percent). The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 54,877 square feet are attributed to residential demand and 32,833 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 100.8 square feet per 1,000 residents and 34.6 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$76 per person and \$26 per vehicle trip (100.8 square feet per 1,000 persons x \$755 per square foot = \$76 per person, rounded).

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 10. Jail Facility Level of Service & Cost Analysis**

Facility	Total Square Feet	Ada County Portion 99%	Ada County Replacement Cost
Medical Unit	24,607	24,361	\$20,010,220
Work Release	12,980	12,980	\$5,612,125
Juvenile Detention	49,012	49,012	\$40,258,763
ASCO Vehicle Maintenance	1,357	1,357	\$366,634
<b>Total</b>	<b>87,956</b>	<b>87,710</b>	<b>\$66,247,743</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Square Feet	54,877	32,833
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Square Feet per 1,000 Persons/Vehicle Trips</b>	<b>100.8</b>	<b>34.6</b>

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	100.8	34.6
Average Cost per Square Foot	\$755	\$755
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$76</b>	<b>\$26</b>

Source: Ada County Sheriff's Office

**JAIL BEDS**

Listed in Figure 61, the jail operational capacity is 949 occupied beds, 940 of which are utilized by Ada County (99 percent). The proportionate share between residential and nonresidential demand of the beds is found by applying the calls for service data percentages. As a result, 588 beds are attributed to residential demand and 352 beds are attributed to nonresidential demand. The current level of service is found by comparing the attributed beds to the base year population and nonresidential vehicles trips. As a result, there are 1.08 beds per 1,000 residents and 0.37 beds per 1,000 vehicles trips.

The average cost per bed is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$121 per person and \$41 per vehicle trip (1.08 beds per 1,000 persons x \$112,000 per bed = \$121 per person, rounded).

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 61. Jail Bed Level of Service & Cost Analysis**

Facility	Operational Capacity (Beds)	Current Utilization [1]	Ada County Beds 99%	Ada County Replacement Cost [2]
Jail	949	100%	940	\$105,280,000
<b>Total</b>	<b>949</b>		<b>940</b>	<b>\$105,280,000</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Beds	588	352
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Beds per 1,000 Persons/Vehicle Trips</b>	<b>1.08</b>	<b>0.37</b>

<i>Cost Analysis</i>	Residential	Nonres
Beds per 1,000 Persons/Vehicle Trips	1.08	0.37
Average Cost per Bed [2]	\$112,000	\$112,000
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$121</b>	<b>\$41</b>

[1] Jail population model forecasts 100% utilization by the beginning of 2024

[2] Based on Pod E expansion of 294 beds at \$32,843,108 including contingencies and FFE

**SHARE OF THE DEVELOPMENT IMPACT FEE STUDY**

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the Jail category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.13 and the cost per vehicle trip is \$0.11.

**Figure 72. Jail Share of the Development Impact Fee Study**

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	63%	37%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,242	79,401	<b>\$0.13</b>

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$6,128	56,847	<b>\$0.11</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

**JAIL CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH**

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

**JAIL ANCILLARY FACILITIES**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail ancillary facilities. Shown in Figure 83, over the next ten years, there is a need for 16,555 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$12,449,025).

**Figure 83. Projected Demand for Jail Ancillary Facilities**

Infrastructure		Level of Service			Cost/Unit
Ancillary Jail Facilities	Residential	100.8	Square Feet	per 1,000 persons	\$755
	Nonresidential	34.6			

Growth-Related Need for Ancillary Jail Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	54,894	32,809	87,703
Year 1	2024	568,015	959,629	57,255	33,203	90,458
Year 2	2025	591,946	971,000	59,668	33,596	93,264
Year 3	2026	602,628	982,369	60,744	33,989	94,733
Year 4	2027	613,310	993,737	61,821	34,383	96,204
Year 5	2028	623,991	1,005,103	62,898	34,776	97,674
Year 6	2029	634,673	1,016,467	63,975	35,169	99,144
Year 7	2030	645,355	1,027,830	65,051	35,562	100,613
Year 8	2031	653,566	1,039,020	65,879	35,950	101,829
Year 9	2032	661,776	1,050,206	66,707	36,337	103,044
Year 10	2033	669,987	1,061,389	67,534	36,724	104,258
Ten-Year Increase		125,397	113,134	12,640	3,915	16,555
<b>Projected Expenditure</b>				<b>\$9,543,200</b>	<b>\$2,955,825</b>	<b>\$12,499,025</b>

<b>Growth-Related Expenditures for Ancillary Jail Facilities</b>	<b>\$12,499,025</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**JAIL BEDS**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail beds. Shown in Figure 94, over the next ten years, there is a need for 178 beds. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$19,936,000).

**Figure 94. Projected Demand for Jail Beds**

Infrastructure	Level of Service			Cost/Unit	
Jail Facilities	Residential	1.08	Beds	per 1,000 persons	\$112,000
	Nonresidential	0.37		per 1,000 veh. trips	

Growth-Related Need for Jail Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Beds	Nonresidential Beds	Total Beds
Base	2023	544,590	948,256	588	351	939
Year 1	2024	568,015	959,629	613	355	968
Year 2	2025	591,946	971,000	639	359	998
Year 3	2026	602,628	982,369	651	363	1,014
Year 4	2027	613,310	993,737	662	368	1,030
Year 5	2028	623,991	1,005,103	674	372	1,046
Year 6	2029	634,673	1,016,467	685	376	1,061
Year 7	2030	645,355	1,027,830	697	380	1,077
Year 8	2031	653,566	1,039,020	706	384	1,090
Year 9	2032	661,776	1,050,206	715	389	1,104
Year 10	2033	669,987	1,061,389	724	393	1,117
Ten-Year Increase		125,397	113,134	136	42	178
Projected Expenditure				\$15,232,000	\$4,704,000	\$19,936,000

<b>Growth-Related Expenditures for Jail Facilities</b>	<b>\$19,936,000</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**JAIL DEVELOPMENT IMPACT FEE CREDIT ANALYSIS**

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

**JAIL INPUT VARIABLES AND DEVELOPMENT IMPACT FEES**

Figure 105 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Jail Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

**Figure 105. Jail Input Variables and Maximum Supportable Impact Fees**

Fee Component	Cost per Person	Cost per Vehicle Trip
Jail Beds	\$121.00	\$41.00
Jail Ancillary Facilities	\$76.00	\$26.00
Impact Fee Study	\$0.13	\$0.11
<b>Gross Total</b>	<b>\$197.13</b>	<b>\$67.11</b>
<b>Net Total</b>	<b>\$197.13</b>	<b>\$67.11</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
<b>Residential (per housing unit)</b>		
Single Family	2.62	<b>\$516</b>
Multifamily	1.81	<b>\$357</b>

**Nonresidential**

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
<b>Nonresidential (per 1,000 square feet)</b>		
Retail	14.06	<b>\$944</b>
Office	5.42	<b>\$364</b>
Industrial	2.44	<b>\$163</b>
Institutional	5.39	<b>\$361</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CASH FLOW PROJECTIONS FOR JAIL MAXIMUM SUPPORTABLE IMPACT FEE**

This section summarizes the potential cash flow to Ada County if the Jail Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

Shown at the bottom of Figure 16, the maximum supportable jail impact fee is estimated to generate \$32.2 million in revenue while there is a growth-related cost of \$32.4 million. Thus, the impact fees are able to offset all growth-related capital costs (note: the difference is the result of rounding in the calculations). The impact fee revenue is compared to the total Jail CIP to illustrate the non-impact fee funding needed to complete the plan.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$3.1 million in the unincorporated areas (9.4 percent of the countywide growth-related capital costs).

**Figure 116. Projected Revenue for Jail Impact Fees**

**Infrastructure Costs for Jail Facilities**

	Total Cost	Growth Cost
Jail Beds	\$32,843,108	\$19,936,000
Jail Ancillary Facilities	\$21,047,395	\$12,499,025
Impact Fee Study	\$32,740	\$32,740
<b>Total Expenditures</b>	<b>\$53,923,243</b>	<b>\$32,467,765</b>

**Projected Development Impact Fee Revenue**

		Single Family \$516 per unit	Multifamily \$357 per unit	Retail \$944 per KSF	Office \$364 per KSF	Industrial \$163 per KSF	Institutional \$361 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$21,627,749	\$2,992,275	\$3,645,458	\$2,615,726	\$663,897	\$667,499
<b>Projected Revenue =&gt;</b>							<b>\$32,213,000</b>
<b>Projected Expenditures =&gt;</b>							<b>\$53,923,243</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$21,710,243</b>



**PROPORTIONATE SHARE ANALYSIS**

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth’s share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County’s capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth’s portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These “site-specific” credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

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**IMPLEMENTATION AND ADMINISTRATION**

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

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fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

**APPENDIX A. LAND USE DEFINITIONS****RESIDENTIAL DEVELOPMENT**

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

**Single Family Units:**

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

**Multifamily Units:**

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

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**NONRESIDENTIAL DEVELOPMENT CATEGORIES**

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Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

**Retail:** Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

**Office:** Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

**Industrial:** Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

**Institutional:** Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

## APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

### POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 127 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 127 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

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**Figure 127. Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 138. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

**Figure 138. Incorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 149. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

**Figure 149. Unincorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

**BASE YEAR POPULATION AND HOUSING UNITS**

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 20. PPHU factors for

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Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

**Figure 20. Ada County Base Year Population and Housing Units**

Ada County	Base Year 2023
Population [1]	544,590
<b>Housing Units [2]</b>	
Single Family	182,342
Multifamily	37,833
<b>Total Housing Units</b>	<b>220,175</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 151. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

**Figure 151. Unincorporated Ada County Base Year Population and Housing Units**

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
<b>Housing Units [2]</b>	
Single Family	22,444
Multifamily	566
<b>Total Housing Units</b>	<b>23,011</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 162 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.



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**Figure 162. Incorporated Ada County Base Year Population and Housing Units**

Ada County Incorporated	Base Year 2023
Population [1]	481,080
<b>Housing Units [2]</b>	
Single Family	159,898
Multifamily	37,266
<b>Total Housing Units</b>	<b>197,164</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

**POPULATION AND HOUSING UNIT PROJECTIONS**

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

**Figure 173. Ada County Residential Development Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

**Figure 184. Incorporated Ada County Residential Development Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	<b>110,415</b>
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	<b>36,688</b>
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	<b>8,156</b>
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	<b>44,844</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

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From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

**Figure 195. Unincorporated Ada County Residential Development Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	<b>14,982</b>
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	<b>23.6%</b>
<b>Housing Units</b>												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	<b>5,227</b>
Multifamily	566	594	622	644	665	687	708	730	751	771	792	<b>226</b>
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	<b>5,453</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

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**CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA**

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

**Figure 206. Ada County Base Year Employment and Nonresidential Floor Area**

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
<b>Total</b>	<b>239,668</b>	<b>100%</b>	<b>131,187,685</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

**Figure 217. Incorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
<b>Total</b>	<b>230,704</b>	<b>100%</b>	<b>127,149,597</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

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Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

**Figure 228. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
<b>Total</b>	<b>8,964</b>	<b>100%</b>	<b>4,038,088</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion  
 [2] Source: Ada County GIS parcel data

**EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS**

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Job projections for the industry sectors are calculated with the Institution of Transportation Engineers’ (ITE) square feet per employee averages shown in Figure 239. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

**Figure 239. Institute of Transportation Engineers (ITE) Employment Density Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

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Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 30. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

**Figure 30. Ada County Employment and Nonresidential Floor Area Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
<b>Total</b>	<b>239,668</b>	<b>244,016</b>	<b>248,364</b>	<b>252,712</b>	<b>257,060</b>	<b>261,408</b>	<b>265,756</b>	<b>270,104</b>	<b>274,386</b>	<b>278,669</b>	<b>282,951</b>	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
<b>Total</b>	<b>131,188</b>	<b>132,893</b>	<b>134,598</b>	<b>136,302</b>	<b>138,007</b>	<b>139,712</b>	<b>141,417</b>	<b>143,121</b>	<b>144,800</b>	<b>146,479</b>	<b>148,157</b>	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 241. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

**Figure 241. Incorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	<b>7,636</b>
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	<b>22,403</b>
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	<b>6,146</b>
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	<b>4,856</b>
<b>Total</b>	<b>230,704</b>	<b>234,848</b>	<b>238,987</b>	<b>243,123</b>	<b>247,254</b>	<b>251,381</b>	<b>255,505</b>	<b>259,624</b>	<b>263,673</b>	<b>267,712</b>	<b>271,744</b>	<b>41,040</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	<b>3,597</b>
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	<b>6,878</b>
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	<b>3,915</b>
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	<b>1,699</b>
<b>Total</b>	<b>127,150</b>	<b>128,774</b>	<b>130,397</b>	<b>132,018</b>	<b>133,637</b>	<b>135,255</b>	<b>136,872</b>	<b>138,487</b>	<b>140,074</b>	<b>141,657</b>	<b>143,238</b>	<b>16,088</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 252. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

**Figure 252. Unincorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	<b>563</b>
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	<b>1,005</b>
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	<b>248</b>
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	<b>427</b>
<b>Total</b>	<b>8,964</b>	<b>9,168</b>	<b>9,377</b>	<b>9,589</b>	<b>9,806</b>	<b>10,027</b>	<b>10,251</b>	<b>10,480</b>	<b>10,714</b>	<b>10,957</b>	<b>11,208</b>	<b>2,244</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	652	677	703	729	755	781	808	835	862	889	917	<b>265</b>
Office	300	327	356	384	414	444	475	507	539	573	608	<b>308</b>
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	<b>158</b>
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	<b>150</b>
<b>Total</b>	<b>4,038</b>	<b>4,119</b>	<b>4,201</b>	<b>4,285</b>	<b>4,370</b>	<b>4,457</b>	<b>4,545</b>	<b>4,634</b>	<b>4,726</b>	<b>4,821</b>	<b>4,920</b>	<b>881</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021



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**VEHICLE TRIP GENERATION**

**RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE**

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 263, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

**Figure 263. Customized Residential Trip End Rates by Housing Type**

Tenure by Units in Structure	Vehicles Available <sup>1</sup>	Households by Structure Type <sup>2</sup>			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
	Housing Units <sup>3</sup>	158,890	33,161	192,051	

Housing Type	Persons in Households <sup>4</sup>	Trip Ends <sup>5</sup>	Vehicles by Type of Unit	Trip Ends <sup>6</sup>	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit <sup>7</sup>
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.89 * LN(persons) + 1.72)$ . To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is  $(2.29 * persons) - 81.02$  (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.99 * LN(vehicles) + 1.93)$ . To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is  $(3.94 * vehicles) + 293.58$  (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

**RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS**

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person’s home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents’ work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ( $0.31 \times 0.50 \times 0.17 = 0.03$ ). Shown in Figure 4, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

**Figure 34. Residential Trip Adjustment Factor for Commuters**

*Trip Adjustment Factor for Commuters*

Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
<b>Additional Production Trips</b>	<b>3%</b>
<b>Standard Trip Adjustment Factor</b>	<b>50%</b>
<b>Residential Trip Adjustment Factor</b>	<b>53%</b>

Source: U.S. Census, OnTheMap Application, 2020

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**NONRESIDENTIAL VEHICLE TRIPS**

Vehicle trip generation for nonresidential land uses are calculated by using ITE’s average daily trip end rates and adjustment factors found in their recently published 11<sup>th</sup> edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 35275 are used.

**Figure 3527. Institute of Transportation Engineers Nonresidential Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 286, the Institute for Transportation Engineers’ land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

**Figure 286. Daily Vehicle Trip Factors**

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
<b>Residential (per housing unit)</b>				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

**VEHICLE TRIP PROJECTIONS**

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 297.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

**Figure 297. Ada County Vehicle Trip Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	<b>236,807</b>
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	<b>24,077</b>
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	<b>260,884</b>
<b>Nonresidential Trips</b>												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	<b>54,310</b>
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	<b>38,948</b>
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	<b>9,918</b>
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	<b>9,957</b>
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	<b>113,134</b>
<b>Vehicle Trips</b>												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	<b>374,018</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

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In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 308.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

**Figure 308. Incorporated Ada County Vehicle Trip Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	<b>207,281</b>
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	<b>23,429</b>
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	<b>230,710</b>
<b>Nonresidential Trips</b>												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	<b>50,580</b>
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	<b>37,277</b>
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	<b>9,532</b>
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	<b>9,152</b>
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	<b>106,541</b>
<b>Vehicle Trips</b>												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	<b>337,251</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

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In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 319.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

**Figure 319. Unincorporated Ada County Vehicle Trip Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	<b>29,532</b>
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	<b>648</b>
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	<b>30,180</b>
<b>Nonresidential Trips</b>												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	<b>3,730</b>
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	<b>1,672</b>
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	<b>385</b>
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	<b>805</b>
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	<b>6,592</b>
<b>Vehicle Trips</b>												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	<b>36,772</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



# EMS Capital Improvement Plan and Development Impact Fee Study

Submitted to:  
Ada County, Idaho

May 24, 2024

Prepared by:



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**2024 Capital Improvement Plan and Development Impact Fee Study**

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**2024 Capital Improvement Plan and Development Impact Fee Study**

**Impact Fee Study  
Ada County, Idaho**

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**EXECUTIVE SUMMARY**

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for EMS facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County’s compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth’s fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

**2024 Capital Improvement Plan and Development Impact Fee Study**

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TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the EMS impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

**IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION**

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The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as  $A \times B = C$ . In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e.,  $A = C \div B$ ). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

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Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

**SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES**

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**METHODOLOGIES AND CREDITS**

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

**Cost Recovery or Buy-In Fee Calculation.** The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

**Incremental Expansion Fee Calculation.** The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

**Plan-Based Fee Calculation.** The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

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**Credits.** Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

**FEE METHODOLOGIES**

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate EMS impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the EMS impact fee countywide. The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Ada County.

**Figure 1. Summary of Impact Fee Methodologies**

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
EMS	Countywide	Impact Fee Study	EMS Stations, EMS Land, EMS Vehicles, and EMS Equipment		Person & Vehicle Trips

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CAPITAL IMPROVEMENT PLAN**

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Figure 2 shows that to serve projected growth at current levels of service, EMS will need to provide 12,215 square feet of new facility space, 1.59 acres of land, 6.0 new vehicle units, and 41.9 new equipment units over the next ten years.

**Figure 2. EMS Summary of Demand for Projected Growth**

Facility Type	10-Year Need	10-Year Cost
Station Space	12,215 square feet	\$7,096,915
Station Land	1.59 acres	\$516,750
Apparatus	6.0 vehicles	\$2,123,508
Equipment	41.9 units	\$796,100
<b>Total</b>		<b>\$10,533,273</b>

Listed in Figure 3 are the capital improvement plans for facility expansion for the next ten years. The planned expansions are consistent and exceed growth-related needs to continue providing the current level of service.

**Figure 3. EMS Capital Improvement Plan**

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
<b>New Facility Space</b>			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
<b>Subtotal</b>		<b>16,230 square feet</b>	<b>\$9,429,630</b>
<b>New Facility Land</b>			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
<b>Subtotal</b>		<b>7.5 acres</b>	<b>\$2,437,500</b>
<b>New Apparatus</b>			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
<b>Subtotal</b>		<b>10 vehicles</b>	<b>\$3,539,177</b>
<b>New Equipment</b>			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
<b>Subtotal</b>		<b>40 units</b>	<b>\$318,838</b>

Station Cost	<u>\$11,867,130</u>
Apparatus Cost	<u>\$3,539,177</u>
Equipment Cost	<u>\$318,838</u>
Grand Total	<u>\$15,725,145</u>

**2024 Capital Improvement Plan and Development Impact Fee Study**

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**Maximum Supportable Development Impact Fees by Type of Land Use**

Figure 4 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Paramedics provide a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 4 lists the maximum amounts for all development within Ada County.

**Figure 4. Summary of Maximum Supportable Development Impact Fees – Countywide**

Development Type	EMS Maximum Supportable Fee
<b>Residential (per housing unit)</b>	
Single Family	\$175
Multifamily	\$121
<b>Nonresidential (per 1,000 square feet)</b>	
Retail	\$273
Office	\$105
Industrial	\$47
Institutional	\$104



## CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 5 and Figure 6 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 5. Ten-Year Projected Residential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

**Figure 6. Ten-Year Projected Nonresidential Growth**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

**2024 Capital Improvement Plan and Development Impact Fee Study**

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The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

**FUNDING SOURCES FOR CURRENT DEFICIENCIES**

The majority of the CIP relates to the construction of five new stations, followed by new apparatus, acquiring land for future stations, and new equipment. In addition, it is estimated that \$1,000,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

**CAPITAL IMPROVEMENT PLAN**

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 12,215 square feet of new facility
- 1.59 new acres of land for facilities
- 6.0 new vehicle units
- 41.9 new equipment units
- \$10,533,000 total cost to Ada County

The projected demand is consistent with the Ada County EMS expansion plans. Currently, the department is exploring options for new stations and ambulances and will need more radios for staff hired to occupy the new stations over the next ten years. These projections are consistent with the EMS departments Capital Improvement Plan shown in Figure 7.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**Figure 7. EMS Capital Improvement Plan**

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
<b>New Facility Space</b>			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
<b>Subtotal</b>	<b>16,230 square feet</b>		<b>\$9,429,630</b>
<b>New Facility Land</b>			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
<b>Subtotal</b>	<b>7.5 acres</b>		<b>\$2,437,500</b>
<b>New Apparatus</b>			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
<b>Subtotal</b>	<b>10 vehicles</b>		<b>\$3,539,177</b>
<b>New Equipment</b>			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
<b>Subtotal</b>	<b>40 units</b>		<b>\$318,838</b>

Station Cost	\$11,867,130
Apparatus Cost	\$3,539,177
Equipment Cost	\$318,838
<b>Grand Total</b>	<b>\$15,725,145</b>

**FUNDING SOURCES FOR CAPITAL IMPROVEMENTS**

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for EMS facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

## EMERGENCY MEDICAL SERVICES DEVELOPMENT IMPACT FEE ANALYSIS

The EMS Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The EMS components included in the impact fee analysis are:

- EMS facilities
- EMS land
- EMS vehicles
- EMS equipment
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for EMS facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, EMS Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for EMS facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**COST ALLOCATION FOR EMS INFRASTRUCTURE**

Both residential and nonresidential developments increase the demand for EMS services and facilities. To calculate the proportional share between residential and nonresidential demand, calls for service data from the Ada County Paramedics is analyzed. Shown at the top of Figure 8, 54 percent of calls are to residential locations, 23 percent to nonresidential locations, and 23 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 4,534 additional residential calls (1,138,874 residential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service) and 3,775 additional nonresidential calls (948,256 nonresidential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service).

After this adjustment 67 percent of calls are attributed to residential development and 33 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units. Later in Appendix C, Figure 43 shows a call volume heat map to indicate areas of higher demand.

**Figure 8. Ada County EMS Calls for Service**

Land Use	Annual Calls for Service	% of Total
Residential	19,510	54%
Nonresidential	8,310	23%
Traffic	8,310	23%
<b>Total</b>	<b>36,129</b>	<b>100%</b>

Land Use	Base Year Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
<b>Total</b>	<b>2,087,130</b>	<b>100%</b>

Land Use	Adj. Calls for Service	% of Total
Residential	24,044	67%
Nonresidential	12,085	33%
<b>Total</b>	<b>36,129</b>	<b>100%</b>

Source: Ada County Paramedics

**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS LEVEL OF SERVICE AND COST ANALYSIS**

The following section details the level of service calculations and capital cost per person for each infrastructure category.

**EMS FACILITIES**

Listed in Figure 9, there is a total of 63,229 square feet occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 42,079 square feet are attributed to residential demand and 21,150 square feet is attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 77.3 square feet per 1,000 residents and 22.3 square feet per 1,000 vehicles trips.

The anticipated construction cost of a new station (\$581 per square foot) is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$44.91 per person and \$12.96 per vehicle trip (77.3 square feet per 1,000 persons x \$581 per square foot = \$44.91 per person).

**Figure 9. EMS Facility Level of Service & Cost Analysis**

Facility	Square Feet	Replacement Cost
Administration Building - Benjamin	24,351	\$14,147,931
Station #13 - Gekeler	3,246	\$1,885,926
Station #15 - Bannock	700	\$406,700
Station #17 - Ridenbaugh	2,224	\$1,292,144
Station #18 - Overland	3,246	\$1,885,926
Station #22 - Chinden	3,246	\$1,885,926
Station #23 - Glenwood	6,294	\$3,656,814
Station #25 - Featherly Way	2,432	\$1,412,992
Station #28 - McMillan	3,246	\$1,885,926
Station #33 - Boise Ave	725	\$421,225
Station #34 - Pine	4,137	\$2,403,597
Station #36 - Linder	3,246	\$1,885,926
Station #37 - Meridian Co-Location	2,890	\$1,679,090
Station #38 - Dawes Place	3,246	\$1,885,926
<b>Total</b>	<b>63,229</b>	<b>\$36,736,049</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Square Feet	42,079	21,150
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Square Feet per 1,000 Persons/Vehicle Trips</b>	<b>77.3</b>	<b>22.3</b>

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	77.3	22.3
Average Cost per Square Foot [1]	\$581	\$581
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$44.91</b>	<b>\$12.96</b>

[1] Square footage cost estimate from Ada County Paramedics

**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS LAND**

Listed in Figure 10, there is a total of 8.09 acres occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 5.4 acres are attributed to residential demand and 2.7 acres are attributed to nonresidential demand. The current level of service is found by comparing the attributed acreage to the base year population and nonresidential vehicles trips. As a result, there is 0.010 acres per 1,000 residents and 0.003 acres per 1,000 vehicles trips.

The anticipated cost to purchase more land is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$3.25 per person and \$0.98 per vehicle trip (0.010 acres per 1,000 persons x \$325,000 per acre = \$3.25 per person, rounded).

**Figure 10. EMS Land Level of Service & Cost Analysis**

Facility	Acres	Current Value
Administration Building - Benjamin	1.50	\$487,500
Station #13 - Gekeler	0.50	\$162,500
Station #15 - Bannock	0.02	\$6,500
Station #17 - Ridenbaugh	0.14	\$45,500
Station #18 - Overland	0.16	\$52,000
Station #22 - Chinden	0.17	\$55,250
Station #23 - Glenwood	1.00	\$325,000
Station #25 - Featherly Way	0.06	\$19,500
Station #28 - McMillan	0.32	\$104,000
Station #33 - Boise Ave	0.02	\$6,500
Station #34 - Pine	1.00	\$325,000
Station #36 - Linder	1.67	\$542,750
Station #37 - Meridian Co-Location	0.78	\$253,500
Station #38 - Dawes Place	0.75	\$243,750
<b>Total</b>	<b>8.09</b>	<b>\$2,629,250</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Acres	5.4	2.7
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Acres per 1,000 Persons/Vehicle Trips</b>	<b>0.010</b>	<b>0.003</b>

<i>Cost Analysis</i>	Residential	Nonres
Acres per 1,000 Persons/Vehicle Trips	0.010	0.003
Average Cost per Acre [1]	\$325,000	\$325,000
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$3.25</b>	<b>\$0.98</b>

[1] Anticipated costs from Ada County Paramedics



**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS VEHICLES**

Listed in Figure 11, the EMS vehicle fleet consists of 31 vehicles. The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 20.6 units are attributed to residential demand and 10.4 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.038 units per 1,000 residents and 0.011 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$13.45 per person and \$3.89 per vehicle trip (0.038 units per 1,000 persons x \$353,918 per unit = \$13.45 per person, rounded).

**Figure 11. EMS Vehicle Level of Service & Cost Analysis**

Vehicles	Units	Cost per Unit	Total Replacement Cost
Ambulances	31	\$353,918	\$10,971,458
<b>Total</b>	<b>31</b>		<b>\$10,971,458</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Fleet	20.6	10.4
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Units per 1,000 Persons/Vehicle Trips</b>	<b>0.038</b>	<b>0.011</b>

<i>Cost Analysis</i>	Residential	Nonres
Units per 1,000 Persons/Vehicle Trips	0.038	0.011
Average Cost per Unit	\$353,918	\$353,918
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$13.45</b>	<b>\$3.89</b>

Source: Ada County Paramedics

**EMS EQUIPMENT**

Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, “‘Capital improvements’ means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility.” Listed in Figure 12 is EMS equipment that have a useful life of ten or more years qualifying to be impact fee eligible.

The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 144 units are attributed to residential demand and 73 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.265 units per 1,000 residents and 0.077 units per 1,000 vehicles trips.

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The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$5.04 per person and \$1.46 per vehicle trip (0.265 units per 1,000 persons x \$19,000 per unit = \$5.04 per person, rounded).

**Figure 12. EMS Equipment Level of Service & Cost Analysis**

Equipment	Units	Cost per Unit	Total Replacement Cost
Portable Radios	93	\$7,644	\$710,921
Mobile/Station Radios	62	\$8,298	\$514,451
Cardiac Monitor	31	\$28,000	\$868,000
Gurney	31	\$67,000	\$2,077,000
<b>Total</b>	<b>217</b>		<b>\$4,170,372</b>

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Equipment	144	73
2023 Population/Nonres. Vehicle Trips	544,590	948,256
<b>Units per 1,000 Persons/Vehicle Trips</b>	<b>0.265</b>	<b>0.077</b>

<i>Cost Analysis</i>	Residential	Nonres
2023 Population/Nonres. Vehicle Trips	0.265	0.077
Average Cost per Unit	\$19,000	\$19,000
<b>Capital Cost per Person/Vehicle Trip</b>	<b>\$5.04</b>	<b>\$1.46</b>

Source: Ada County Paramedics

Note: Equipment w/10-Year useful life

**SHARE OF THE DEVELOPMENT IMPACT FEE STUDY**

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the EMS category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.14 and the cost per vehicle trip is \$0.10.

**Figure 13. EMS Share of the Development Impact Fee Study**

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	67%	33%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,894	79,401	<b>\$0.14</b>

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$5,476	56,847	<b>\$0.10</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH**

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

**EMS FACILITIES**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS facilities. Shown in Figure 14, over the next ten years, there is a need for 12,215 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$7,096,915).

**Figure 14. Projected Demand for EMS Facilities**

Infrastructure	Level of Service			Cost/Unit
EMS Facilities	Residential	77	Square Feet	per 1,000 persons per 1,000 veh. trips
	Nonresidential	22		
				\$581

Growth-Related Need for EMS Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	42,096	21,146	63,242
Year 1	2024	568,015	959,629	43,907	21,399	65,306
Year 2	2025	591,946	971,000	45,757	21,653	67,410
Year 3	2026	602,628	982,369	46,583	21,906	68,489
Year 4	2027	613,310	993,737	47,408	22,160	69,568
Year 5	2028	623,991	1,005,103	48,234	22,413	70,647
Year 6	2029	634,673	1,016,467	49,060	22,667	71,727
Year 7	2030	645,355	1,027,830	49,885	22,920	72,805
Year 8	2031	653,566	1,039,020	50,520	23,170	73,690
Year 9	2032	661,776	1,050,206	51,155	23,419	74,574
Year 10	2033	669,987	1,061,389	51,789	23,668	75,457
Ten-Year Increase		125,397	113,134	9,693	2,522	12,215
<b>Projected Expenditure</b>				<b>\$5,631,633</b>	<b>\$1,465,282</b>	<b>\$7,096,915</b>

<b>Growth-Related Expenditures for EMS Facilities</b>	<b>\$7,096,915</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS LAND**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS acres. Shown in Figure 15, over the next ten years, there is a need for 1.59 acres. The average cost per acre is multiplied by the need to find the projected capital need from growth (\$516,750).

**Figure 15. Projected Demand for EMS Land**

Infrastructure		Level of Service			Cost/Unit
EMS Land	Residential	0.010	Acres	per 1,000 persons	\$325,000
	Nonresidential	0.003		per 1,000 veh. trips	

Growth-Related Need for EMS Land						
Year		Population	Nonres. Vehicle Trips	Residential Acres	Nonresidential Acres	Total Acres
Base	2023	544,590	948,256	5.44	2.84	8.28
Year 1	2024	568,015	959,629	5.68	2.87	8.55
Year 2	2025	591,946	971,000	5.91	2.91	8.82
Year 3	2026	602,628	982,369	6.02	2.94	8.96
Year 4	2027	613,310	993,737	6.13	2.98	9.11
Year 5	2028	623,991	1,005,103	6.23	3.01	9.24
Year 6	2029	634,673	1,016,467	6.34	3.04	9.38
Year 7	2030	645,355	1,027,830	6.45	3.08	9.53
Year 8	2031	653,566	1,039,020	6.53	3.11	9.64
Year 9	2032	661,776	1,050,206	6.61	3.15	9.76
Year 10	2033	669,987	1,061,389	6.69	3.18	9.87
Ten-Year Increase		125,397	113,134	1.25	0.34	1.59
<b>Projected Expenditure</b>				<b>\$406,250</b>	<b>\$110,500</b>	<b>\$516,750</b>

<b>Growth-Related Expenditures for EMS Land</b>					<b>\$516,750</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS VEHICLES**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS vehicle units. Shown in Figure 16, over the next ten years, there is a need for 6.0 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$2,123,508).

**Figure 16. Projected Demand for EMS Vehicles**

Infrastructure	Level of Service			Cost/Unit
EMS Vehicles	Residential	0.04	Units	per 1,000 persons
	Nonresidential	0.01		per 1,000 veh. trips
				\$353,918

Growth-Related Need for EMS Vehicles							
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units	
Base	2023	544,590	948,256	20.6	10.4	31.0	
Year 1	2024	568,015	959,629	21.5	10.5	32.0	
Year 2	2025	591,946	971,000	22.4	10.6	33.0	
Year 3	2026	602,628	982,369	22.8	10.8	33.6	
Year 4	2027	613,310	993,737	23.3	10.9	34.2	
Year 5	2028	623,991	1,005,103	23.7	11.0	34.7	
Year 6	2029	634,673	1,016,467	24.1	11.1	35.2	
Year 7	2030	645,355	1,027,830	24.5	11.3	35.8	
Year 8	2031	653,566	1,039,020	24.8	11.4	36.2	
Year 9	2032	661,776	1,050,206	25.1	11.5	36.6	
Year 10	2033	669,987	1,061,389	25.4	11.6	37.0	
Ten-Year Increase		125,397	113,134	4.8	1.2	6.0	
				<b>Projected Expenditure</b>	<b>\$1,698,806</b>	<b>\$424,702</b>	<b>\$2,123,508</b>

<b>Growth-Related Expenditures for EMS Vehicles</b>	<b>\$2,123,508</b>
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**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS EQUIPMENT**

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS equipment units. Shown in Figure 17, over the next ten years, there is a need for 41.9 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$796,100).

**Figure 17. Projected Demand for EMS Equipment**

Infrastructure		Level of Service			Cost/Unit
Equipment	Residential	0.27	Units	per 1,000 persons	\$19,000
	Nonresidential	0.08		per 1,000 veh. trips	

Growth-Related Need for Equipment						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2023	544,590	948,256	144.3	73.0	217.3
Year 1	2024	568,015	959,629	150.5	73.8	224.3
Year 2	2025	591,946	971,000	156.8	74.7	231.5
Year 3	2026	602,628	982,369	159.6	75.6	235.2
Year 4	2027	613,310	993,737	162.5	76.5	239.0
Year 5	2028	623,991	1,005,103	165.3	77.3	242.6
Year 6	2029	634,673	1,016,467	168.1	78.2	246.3
Year 7	2030	645,355	1,027,830	171.0	79.1	250.1
Year 8	2031	653,566	1,039,020	173.1	80.0	253.1
Year 9	2032	661,776	1,050,206	175.3	80.8	256.1
Year 10	2033	669,987	1,061,389	177.5	81.7	259.2
Ten-Year Increase		125,397	113,134	33.2	8.7	41.9
		<b>Projected Expenditure</b>		<b>\$630,800</b>	<b>\$165,300</b>	<b>\$796,100</b>

<b>Growth-Related Expenditures for Equipment</b>	<b>\$796,100</b>
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**EMS DEVELOPMENT IMPACT FEE CREDIT ANALYSIS**

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the growth-related projected capital costs from new development will be almost entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

**2024 Capital Improvement Plan and Development Impact Fee Study**

**EMS INPUT VARIABLES AND DEVELOPMENT IMPACT FEES**

Figure 18 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential EMS Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represent new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

**Figure 18. EMS Input Variables and Maximum Supportable Impact Fees**

Fee Component	Cost per Person	Cost per Vehicle Trip
EMS Facilities	\$44.91	\$12.96
EMS Land	\$3.25	\$0.98
EMS Vehicles	\$13.45	\$3.89
Equipment	\$5.04	\$1.46
Impact Fee Study	\$0.14	\$0.10
<b>Gross Total</b>	<b>\$66.79</b>	<b>\$19.39</b>
<b>Net Total</b>	<b>\$66.79</b>	<b>\$19.39</b>

**Residential**

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
<b>Residential (per housing unit)</b>		
Single Family	2.62	<b>\$175</b>
Multifamily	1.81	<b>\$121</b>

**Nonresidential**

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
<b>Nonresidential (per 1,000 square feet)</b>		
Retail	14.06	<b>\$273</b>
Office	5.42	<b>\$105</b>
Industrial	2.44	<b>\$47</b>
Institutional	5.39	<b>\$104</b>

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CASH FLOW PROJECTIONS FOR EMS MAXIMUM SUPPORTABLE IMPACT FEE**

This section summarizes the potential cash flow to Ada County if the EMS Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. Shown at the bottom of the figure, the maximum supportable EMS impact fee is estimated to generate \$10.5 million in revenue while there is a growth-related cost of \$10.5 million. Thus, the impact fees offset all growth-related capital costs.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$1 million in unincorporated areas (9.6 percent of the countywide growth-related capital costs).

**Figure 19. Projected Revenue from EMS Maximum Supportable Impact Fees**

**Infrastructure Costs for EMS Facilities**

	Total Cost	Growth Cost
EMS Stations	\$7,096,915	\$7,096,915
EMS Land	516,750	\$516,750
EMS Vehicles	\$2,123,508	\$2,123,508
Equipment	\$796,100	\$796,100
Impact Fee Study	\$32,740	\$32,740
<b>Total Expenditures</b>	<b>\$10,566,013</b>	<b>\$10,566,013</b>

**Projected Development Impact Fee Revenue**

		Single Family \$175 per unit	Multifamily \$121 per unit	Retail \$273 per KSF	Office \$105 per KSF	Industrial \$47 per KSF	Institutional \$104 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$7,334,992	\$1,014,188	\$1,054,248	\$754,536	\$191,431	\$192,299
<b>Projected Revenue =&gt;</b>							<b>\$10,542,000</b>
<b>Projected Expenditures =&gt;</b>							<b>\$10,566,000</b>
<b>Non-Impact Fee Funding =&gt;</b>							<b>\$24,000</b>



**PROPORTIONATE SHARE ANALYSIS**

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth’s share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County’s capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth’s portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These “site-specific” credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

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**IMPLEMENTATION AND ADMINISTRATION**

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

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fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

**APPENDIX A. LAND USE DEFINITIONS**

**RESIDENTIAL DEVELOPMENT**

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

**Single Family Units:**

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

**Multifamily Units:**

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

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**NONRESIDENTIAL DEVELOPMENT CATEGORIES**

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Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

**Retail:** Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

**Office:** Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

**Industrial:** Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

**Institutional:** Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

## APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study’s calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

### POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 20 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 20 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

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**Figure 20. Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 21. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

**Figure 21. Incorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 22. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

**Figure 22. Unincorporated Ada County Persons per Housing Unit**

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

**BASE YEAR POPULATION AND HOUSING UNITS**

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 23. PPHU factors for

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Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

**Figure 23. Ada County Base Year Population and Housing Units**

Ada County	Base Year 2023
Population [1]	544,590
<b>Housing Units [2]</b>	
Single Family	182,342
Multifamily	37,833
<b>Total Housing Units</b>	<b>220,175</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 24. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

**Figure 24. Unincorporated Ada County Base Year Population and Housing Units**

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
<b>Housing Units [2]</b>	
Single Family	22,444
Multifamily	566
<b>Total Housing Units</b>	<b>23,011</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 25 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.



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**Figure 25. Incorporated Ada County Base Year Population and Housing Units**

Ada County Incorporated	Base Year 2023
Population [1]	481,080
<b>Housing Units [2]</b>	
Single Family	159,898
Multifamily	37,266
<b>Total Housing Units</b>	<b>197,164</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

**POPULATION AND HOUSING UNIT PROJECTIONS**

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

**Figure 26. Ada County Residential Development Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	<b>125,397</b>
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	<b>41,914</b>
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	<b>8,382</b>
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	<b>50,296</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

**Figure 27. Incorporated Ada County Residential Development Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	<b>110,415</b>
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	<b>23.0%</b>
<b>Housing Units</b>												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	<b>36,688</b>
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	<b>8,156</b>
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	<b>44,844</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

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From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

**Figure 28. Unincorporated Ada County Residential Development Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	<b>14,982</b>
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	<b>23.6%</b>
<b>Housing Units</b>												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	<b>5,227</b>
Multifamily	566	594	622	644	665	687	708	730	751	771	792	<b>226</b>
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	<b>5,453</b>

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

**2024 Capital Improvement Plan and Development Impact Fee Study**

**CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA**

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

**Figure 29. Ada County Base Year Employment and Nonresidential Floor Area**

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
<b>Total</b>	<b>239,668</b>	<b>100%</b>	<b>131,187,685</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

**Figure 30. Incorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
<b>Total</b>	<b>230,704</b>	<b>100%</b>	<b>127,149,597</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

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Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

**Figure 31. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area**

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
<b>Total</b>	<b>8,964</b>	<b>100%</b>	<b>4,038,088</b>	<b>100%</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

**EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS**

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Job projections for the industry sectors are calculated with the Institution of Transportation Engineers’ (ITE) square feet per employee averages shown in Figure 32. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

**Figure 32. Institute of Transportation Engineers (ITE) Employment Density Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

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Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 33. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

**Figure 33. Ada County Employment and Nonresidential Floor Area Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	<b>8,199</b>
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	<b>23,407</b>
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	<b>6,394</b>
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	<b>5,283</b>
<b>Total</b>	<b>239,668</b>	<b>244,016</b>	<b>248,364</b>	<b>252,712</b>	<b>257,060</b>	<b>261,408</b>	<b>265,756</b>	<b>270,104</b>	<b>274,386</b>	<b>278,669</b>	<b>282,951</b>	<b>43,283</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	<b>3,862</b>
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	<b>7,186</b>
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	<b>4,073</b>
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	<b>1,849</b>
<b>Total</b>	<b>131,188</b>	<b>132,893</b>	<b>134,598</b>	<b>136,302</b>	<b>138,007</b>	<b>139,712</b>	<b>141,417</b>	<b>143,121</b>	<b>144,800</b>	<b>146,479</b>	<b>148,157</b>	<b>16,970</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 34. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

**Figure 34. Incorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	<b>7,636</b>
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	<b>22,403</b>
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	<b>6,146</b>
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	<b>4,856</b>
<b>Total</b>	<b>230,704</b>	<b>234,848</b>	<b>238,987</b>	<b>243,123</b>	<b>247,254</b>	<b>251,381</b>	<b>255,505</b>	<b>259,624</b>	<b>263,673</b>	<b>267,712</b>	<b>271,744</b>	<b>41,040</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	<b>3,597</b>
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	<b>6,878</b>
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	<b>3,915</b>
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	<b>1,699</b>
<b>Total</b>	<b>127,150</b>	<b>128,774</b>	<b>130,397</b>	<b>132,018</b>	<b>133,637</b>	<b>135,255</b>	<b>136,872</b>	<b>138,487</b>	<b>140,074</b>	<b>141,657</b>	<b>143,238</b>	<b>16,088</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

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Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 35. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

**Figure 35. Unincorporated Ada County Employment and Nonresidential Floor Area Projections**

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Jobs [1]</b>												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	<b>563</b>
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	<b>1,005</b>
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	<b>248</b>
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	<b>427</b>
<b>Total</b>	<b>8,964</b>	<b>9,168</b>	<b>9,377</b>	<b>9,589</b>	<b>9,806</b>	<b>10,027</b>	<b>10,251</b>	<b>10,480</b>	<b>10,714</b>	<b>10,957</b>	<b>11,208</b>	<b>2,244</b>
<b>Nonresidential Floor Area (1,000 sq. ft.) [2]</b>												
Retail	652	677	703	729	755	781	808	835	862	889	917	<b>265</b>
Office	300	327	356	384	414	444	475	507	539	573	608	<b>308</b>
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	<b>158</b>
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	<b>150</b>
<b>Total</b>	<b>4,038</b>	<b>4,119</b>	<b>4,201</b>	<b>4,285</b>	<b>4,370</b>	<b>4,457</b>	<b>4,545</b>	<b>4,634</b>	<b>4,726</b>	<b>4,821</b>	<b>4,920</b>	<b>881</b>

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021



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**VEHICLE TRIP GENERATION**

**RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE**

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 36, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

**Figure 36. Customized Residential Trip End Rates by Housing Type**

Tenure by Units in Structure	Vehicles Available <sup>1</sup>	Households by Structure Type <sup>2</sup>			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
<b>Total</b>	<b>375,684</b>	<b>153,711</b>	<b>31,014</b>	<b>184,725</b>	<b>2.03</b>
Housing Units <sup>3</sup>		158,890	33,161	192,051	

Housing Type	Persons in Households <sup>4</sup>	Trip Ends <sup>5</sup>	Vehicles by Type of Unit	Trip Ends <sup>6</sup>	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit <sup>7</sup>
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	<b>10.66</b>	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	<b>5.42</b>	4.54
<b>Total</b>	<b>475,474</b>	<b>1,294,757</b>	<b>375,513</b>	<b>2,317,534</b>	<b>1,806,145</b>	<b>9.78</b>	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.89 * LN(persons) + 1.72)$ . To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is  $(2.29 * persons) - 81.02$  (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is  $EXP(0.99 * LN(vehicles) + 1.93)$ . To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is  $(3.94 * vehicles) + 293.58$  (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

**RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS**

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person’s home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents’ work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ( $0.31 \times 0.50 \times 0.17 = 0.03$ ). Shown in Figure 37, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

**Figure 37. Residential Trip Adjustment Factor for Commuters**

*Trip Adjustment Factor for Commuters*

Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
<b>Additional Production Trips</b>	<b>3%</b>
<b>Standard Trip Adjustment Factor</b>	<b>50%</b>
<b>Residential Trip Adjustment Factor</b>	<b>53%</b>

Source: U.S. Census, OnTheMap Application, 2020

**2024 Capital Improvement Plan and Development Impact Fee Study**

**NONRESIDENTIAL VEHICLE TRIPS**

Vehicle trip generation for nonresidential land uses are calculated by using ITE’s average daily trip end rates and adjustment factors found in their recently published 11<sup>th</sup> edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 38 are used.

**Figure 38. Institute of Transportation Engineers Nonresidential Factors**

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 39, the Institute for Transportation Engineers’ land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

**Figure 39. Daily Vehicle Trip Factors**

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
<b>Residential (per housing unit)</b>				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
<b>Nonresidential (per 1,000 square feet)</b>				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

**VEHICLE TRIP PROJECTIONS**

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 40.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

**Figure 40. Ada County Vehicle Trip Projections**

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	<b>236,807</b>
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	<b>24,077</b>
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	<b>260,884</b>
<b>Nonresidential Trips</b>												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	<b>54,310</b>
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	<b>38,948</b>
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	<b>9,918</b>
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	<b>9,957</b>
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	<b>113,134</b>
<b>Vehicle Trips</b>												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	<b>374,018</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

**2024 Capital Improvement Plan and Development Impact Fee Study**

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 41.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

**Figure 41. Incorporated Ada County Vehicle Trip Projections**

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	<b>207,281</b>
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	<b>23,429</b>
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	<b>230,710</b>
<b>Nonresidential Trips</b>												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	<b>50,580</b>
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	<b>37,277</b>
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	<b>9,532</b>
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	<b>9,152</b>
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	<b>106,541</b>
<b>Vehicle Trips</b>												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	<b>337,251</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

**2024 Capital Improvement Plan and Development Impact Fee Study**

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 42.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

**Figure 42. Unincorporated Ada County Vehicle Trip Projections**

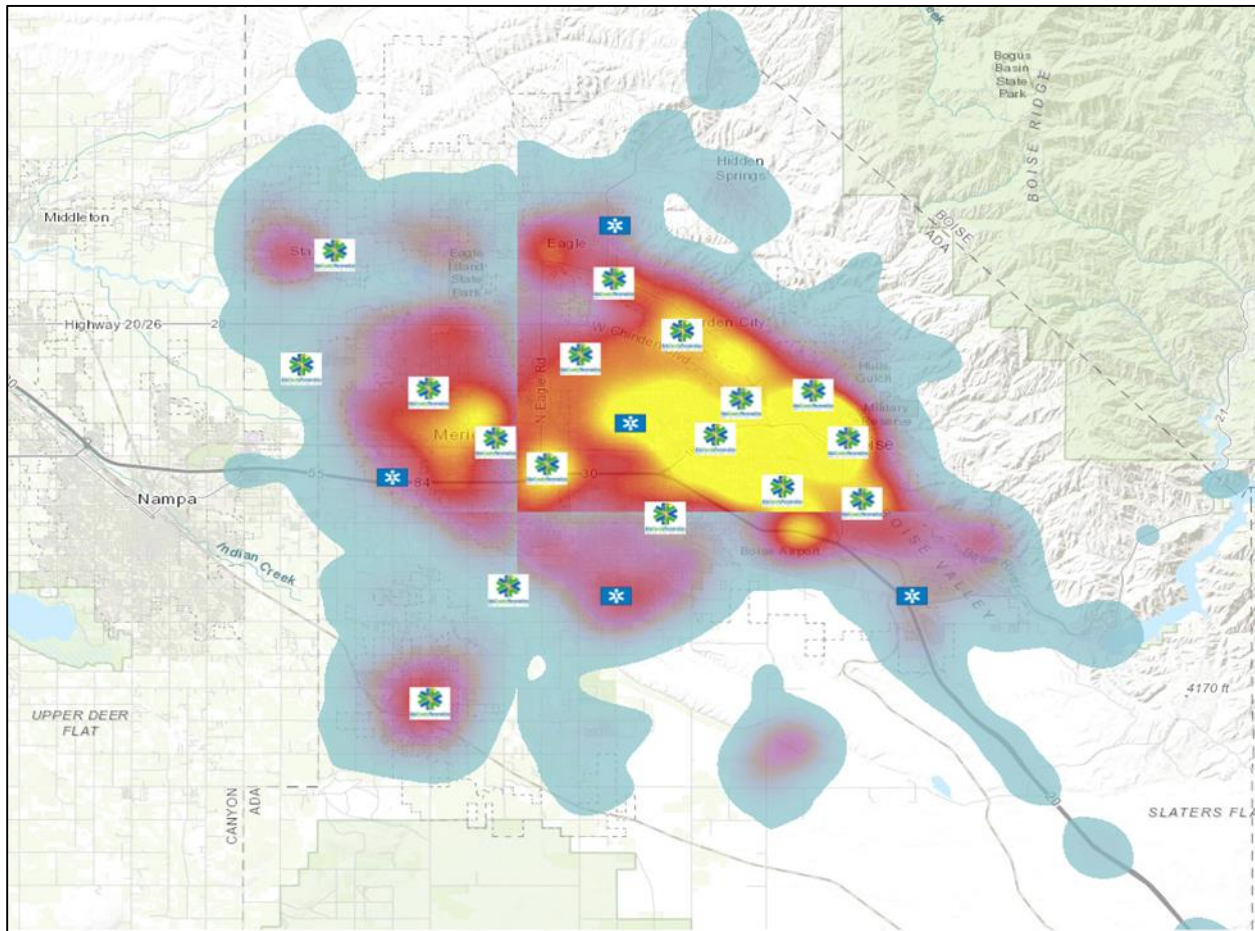
Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
<b>Residential Trips</b>												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	<b>29,532</b>
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	<b>648</b>
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	<b>30,180</b>
<b>Nonresidential Trips</b>												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	<b>3,730</b>
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	<b>1,672</b>
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	<b>385</b>
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	<b>805</b>
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	<b>6,592</b>
<b>Vehicle Trips</b>												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	<b>36,772</b>

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

### APPENDIX C. EMERGENCY MEDICAL SERVICES CALL VOLUME DENSITY HEAT MAP

Shown below in Figure 43 is a heat map showing call volume density for Ada County EMS. Red and yellow areas indicate higher call volume. The heat map illustrates areas where station space will be needed to address future demand from growth.

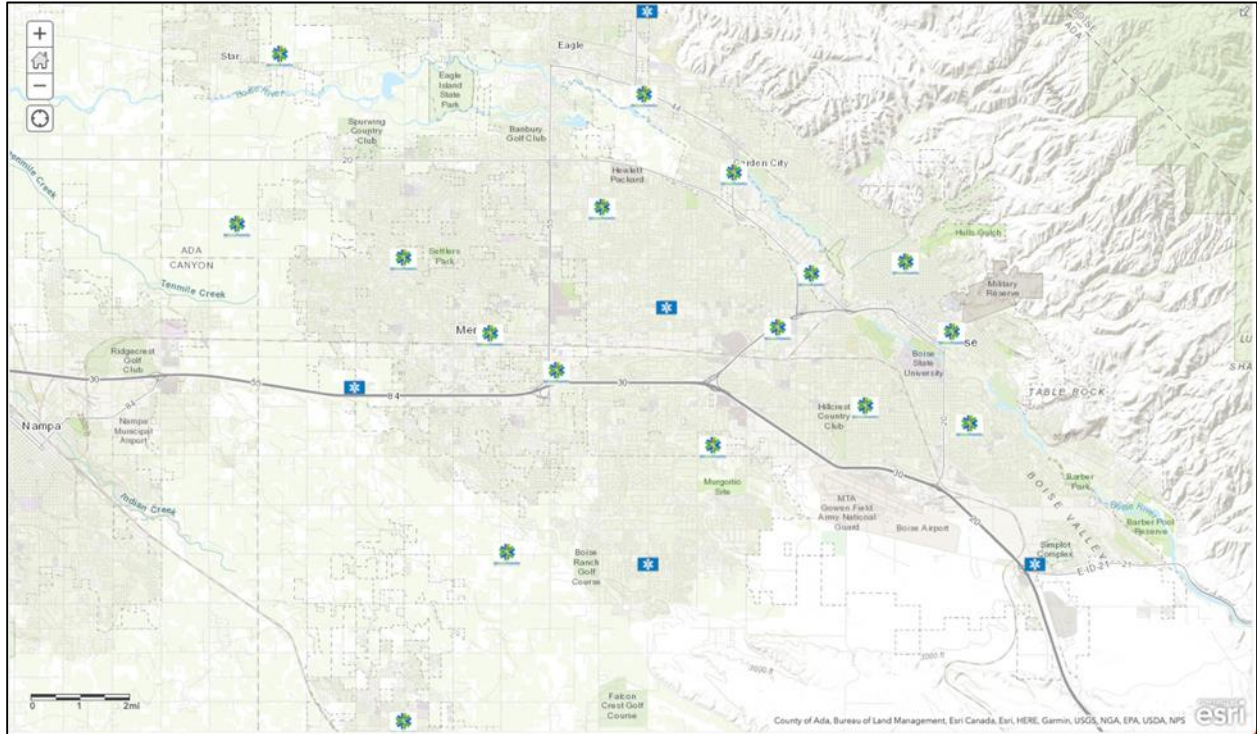
Figure 43. EMS Call Volume Density



2024 Capital Improvement Plan and Development Impact Fee Study

Below in Figure 44 is the 10 Year planned placement of future stations to maintain the current level of service and accommodate growth.

Figure 44. EMS Future Station Placement





**ORDINANCE NO. 413-2025**  
(AMENDING THE STAR CITY MUNICIPAL CODE)

**AN ORDINANCE OF THE CITY OF STAR, ADA AND CANYON COUNTIES, IDAHO AMENDING TITLES 3, 8 & 10 OF THE STAR CITY MUNICIPAL CODE, UPDATING HEALTH AND SANITATION DEFINITION TO ADD SNOW REMOVAL, REVISING DEFINITIONS AND SPECIFIC USES FOR FITNESS CLUBS, AND UPDATING THE FLOODPLAIN VARIANCE PROCSS, AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City of Star, Idaho, is a municipal corporation organized and operating under the laws of the State of Idaho, and

WHEREAS, the City of Star, Idaho, has the authority to make and amend all such ordinances not inconsistent with the laws of the state of Idaho as may be expedient to maintain the peace, good government and welfare of the city and its trade, commerce and industry, and

WHEREAS, the City of Star, Idaho, seeks to update and streamline its city codes;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF STAR, IDAHO, AS FOLLOWS:

**SECTION 1.** Sections 2 and 4 of Title 3, Chapter 1, Health and Sanitation Section are hereby amended as follows:

**3-1-2: Definitions**

**PUBLIC NUISANCE:** A condition or use of property which is harmful or injurious to, or creates a danger of harm or injury to, the health, safety or welfare of members of the public. The term "public nuisance" is further defined so as to include, by way of example:

1. A condition or use of premises or property which creates a fire hazard or any traffic or safety hazard to members of the public.
2. A condition or use of premises or property which allows the growth of weeds, grasses, bushes or other plant life to such a size (over 1 foot in height) and, in such condition as to cause, or reasonably threaten to cause, a fire hazard because of their dried and unkempt conditions, or a safety hazard because they obstruct sight at intersections or other points at which driveways, lanes or highways come together, or a health hazard because they provide nesting areas for rodents, vermin and/or insects, or the growth of weeds to such a size or in such condition as to interfere with the free and comfortable use of adjacent and neighboring premises and property. "Weeds" are defined as undesirable and nonuseful plant growth, but shall not include noxious weeds as defined in Idaho Code section 22-2402(12).
3. A condition of snow or ice on any public sidewalk, including private driveway access, abutting or adjoining any privately owned premises.

**3-1-4: Snow Removal from Sidewalks**

Property owners and/or occupants shall keep sidewalks adjacent to their property reasonably free of snow and ice.

**SECTION 2.** Title 8, Chapter 1E, Section 1, Terms Defined, is hereby amended as follows:

**ARTS, ENTERTAINMENT AND RECREATION FACILITIES:** The use of a site or facility for entertainment, spectator sports or recreational activities. The use includes, but is not limited to amusement parks, motion picture and performing arts theaters, racetracks, sports fields, golf courses, ~~fitness clubs~~, museums, zoos, marinas, bowling, video and other games and amusements. For wedding and corporate events see events center.

**SECTION 3.** Title 8, Chapter 3A, Section 3, Uses Within Zoning Districts, is hereby amended as follows:

**8-3A-3: USES WITHIN ZONING DISTRICTS**

ZONING DISTRICT USES												
USES	A	RR	R	CBD	C-1	C-2	LO	LI	PS	MU	RC	
Arts, entertainment, recreation facility <sup>1</sup>	C	<del>N</del> <u>C</u>	N	<del>P</del> <u>C</u>	C	<del>P</del> <u>C</u>	<del>P</del> <u>C</u>	C	<del>P</del> <u>C</u>	C	<del>P</del> <u>C</u>	
<b><u>Health and Fitness Clubs</u></b>	<u>N</u>	<u>N</u>	<u>N</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>N</u>	<u>C</u>	<u>C</u>	

**SECTION 4.** Title 8, Chapter 4B, Section 3, Required Number of Off-Street Parking Spaces, is hereby amended as follows:

**8-4B-3: REQUIRED NUMBER OF OFF-STREET PARKING SPACES:**

COMMERCIAL	
Health clubs, spas, and weight reduction salons	1 per 250 square feet of gross floor area. <b><u>Or as otherwise required with conditional use permit</u></b>

**SECTION 5.** Title 10, Chapter 1, Section 4, Flood Control, is hereby amended as follows:

**10-1-4: Administration**

E. Variance Procedures:

1. The City Council, hereinafter referred to as the "appeal board", shall hear and decide requests for variances from the requirements of this chapter.
2. Variances may be issued for:
  - a. The repair or rehabilitation of historic structures upon the determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and that the variance is the minimum necessary to preserve the historic character and design of the structure;
  - b. Functionally dependent facilities, if determined to meet the definition as stated in section 10-1-2, provided provisions of subsections E8b, E8c, and E8d have been satisfied, and such facilities are protected by methods that minimize flood damages during the base flood and create no additional threats to public safety; or
  - c. Any other type of development, provided it meets the requirements of this section.
3. In passing upon variances, the appeal board shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this chapter, and:
  - a. The danger that materials may be swept onto other lands to the injury of others;
  - b. The danger to life and property due to flooding or erosion damage;
  - c. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
  - d. The importance of the services provided by the proposed facility to the community;
  - e. The necessity to the facility of a waterfront location as defined under section 10-1-2 as a functionally dependent facility, where applicable;
  - f. The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use;
  - g. The compatibility of the proposed use with existing and anticipated development;
  - h. The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;
  - i. The safety of access to the property in times of flood for ordinary and emergency vehicles;
  - j. The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and
  - k. The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, and streets and bridges.
  - l. Variances as interpreted in the national flood insurance program are based on the general zoning law principle that they pertain to a physical piece of property; variances are not personal in nature and do not pertain to the structure, its

inhabitants, economic or financial circumstances. Variances primarily address small lots in densely populated residential neighborhoods. As such, variances from the flood elevations should be quite rare. The applicant shall carefully review FEMA’s Floodplain Management Bulletin entitled “Variances and the National Flood Insurance Program” (FEMA P-993 / July 2014). This document is available from City Staff.

**SECTION 6:** This Ordinance shall be published once in full and shall take effect and be in force from and after its passage, approval, and publication.

**DATED** this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

**CITY OF STAR, IDAHO**

ATTEST:

\_\_\_\_\_  
Trevor Chadwick, Mayor

\_\_\_\_\_  
Shelly Tilton, City Clerk

**RESOLUTION NO. 2025-01**

A RESOLUTION OF THE CITY OF STAR ADOPTING THE CITY PATHWAY MASTER PLAN.

WHEREAS, the City of Star has reviewed, through its Transportation Committee and city staff the Pathway Master Plan, and

WHEREAS, the City Council finds that the Pathway Master Plan should be adopted.

NOW, THEREFORE BE IT RESOLVED, for the reasons stated herein, The City Pathway Master Plan, attached hereto as Exhibit A, is adopted as the Star City Pathway Master Plan.

DATED this 18th day of February 2025.

CITY OF STAR, IDAHO  
Ada & Canyon Counties

By: \_\_\_\_\_  
Trevor A. Chadwick, Mayor

ATTEST

\_\_\_\_\_  
Shelly Tilton, City Clerk

# EXHIBIT A

Section 7, Item C.



# City of Star Pathway Master Plan

## Acknowledgments

*The project team would like to acknowledge the following people for their leadership and efforts during the development of the Pathways Master Plan:*



### Star Pathways Master Plan Project Team

- Ryan Morgan, City Engineer
- Tim Clark, Assistant City Engineer
- Shawn Nickel, Planning Director and Zoning Administrator
- Ryan Field, Assistant City Planner
- Dana Partridge, Public Information Officer

*Thank you to all city staff and city departments that contributed to this plan.*

### Mayor and City Council

- Mayor Trevor Chadwick
- Council Member Jennifer Salmonsén
- Council Member David Hershey
- Council Member Kevin Nielsen
- Council Member Kevan Wheelock

### Transportation and Pathway Committee

- John Tensen
- Steve Burton
- Jon Turnipseed
- Richard Girard
- Chris Todd

### Consultant Team

#### Kimley-Horn

- Tim Nicholson
- Nicolette Womack
- Marissa Pellegrini
- Lars Erickson
- Tate Larsen
- Amanda Aiello
- Makena Gove

#### Logan Simpson Design

- Dan Arseneau

# Special Thanks

**to all the City of Star residents who shared their unique perspectives on what makes Star great, how the community can connect, and how it can be even better in the future. Thank you for taking the time to attend public meetings, participate in focus groups, complete surveys, and utilize the website feedback tools. Your input and passion for the Pathway Master Plan has directly influenced the recommendations set forth in this plan.**

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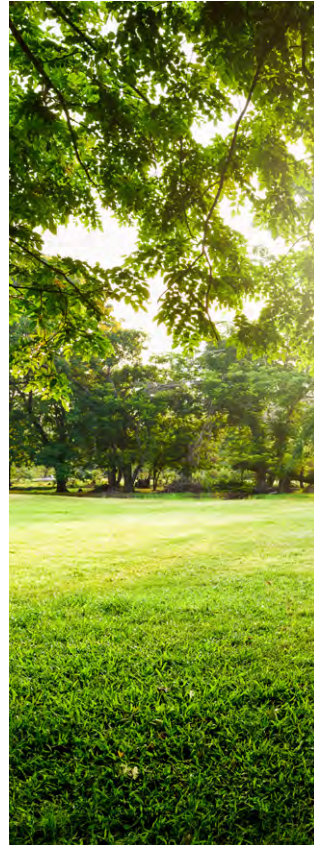
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# 01

## INTRODUCTION



### Goals of the Plan:

The City of Star Pathway Master Plan has been created to consolidate the work done to date, detail the various pathway types, their locations, materials, and outline a system of supportive amenities. These plans have been further envisioned through the included Maintenance Plan and Capital Improvement Plan (CIP) for the implementation and regular maintenance of the trail system.





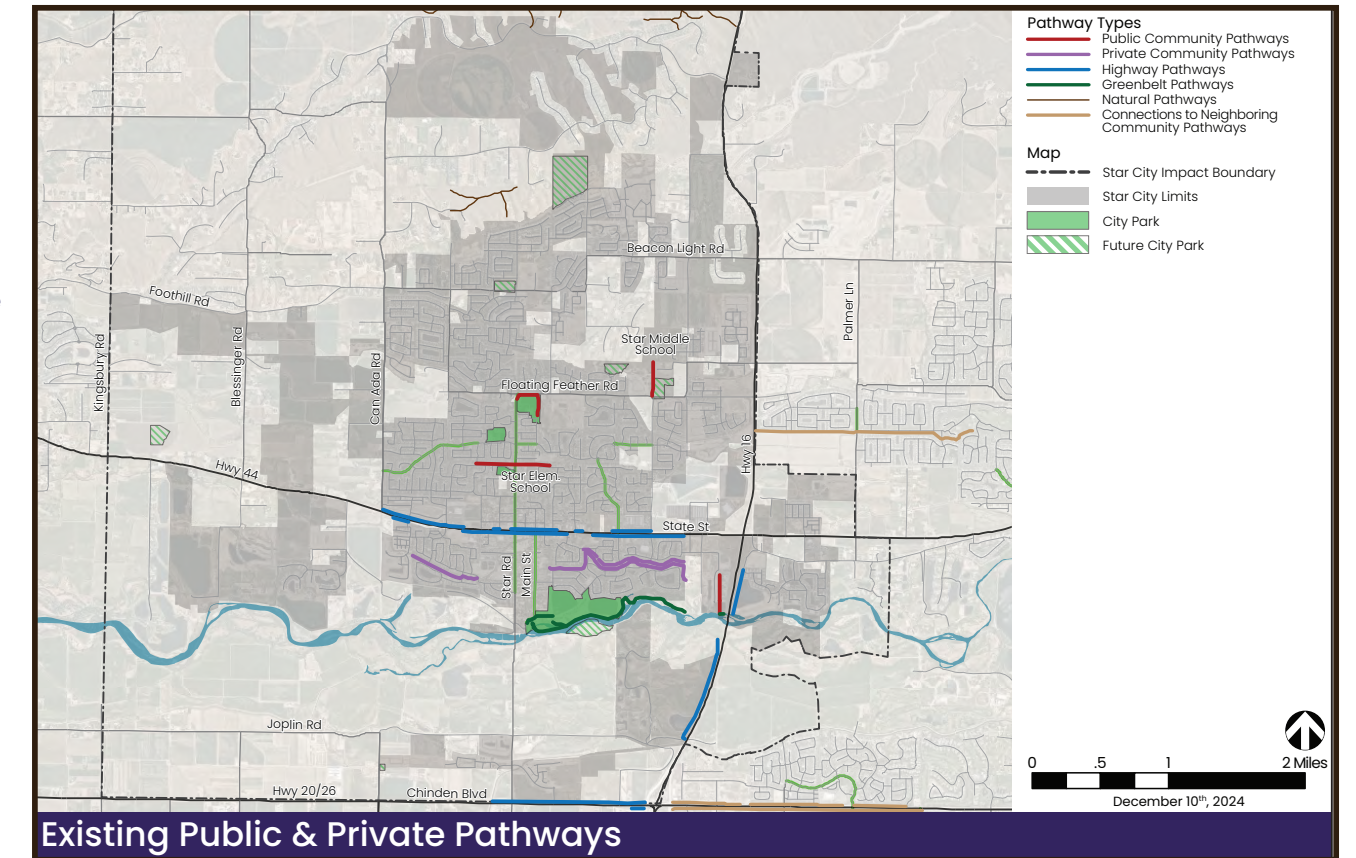
## Importance of Pathways & Trails

Pathways and trails are an important asset to cities due to their multifaceted benefits. They contribute to the livability, sustainability, connectivity and vibrancy of a city in several impactful ways:

- **Community:** These spaces serve as communal areas where people can gather, interact, and engage in various activities. They foster a sense of community, promote social interactions, and provide venues for gatherings of any kind. These spaces enhance civic engagement and allow people to feel a sense of place in their communities.
- **Connectivity:** Pathways and trails enhance urban connectivity by linking various neighborhoods, parks, and key locations. Improved connectivity makes it easier for residents to access essential services, cultural sites, and recreational areas, thus fostering greater integration and cohesion within the city and having a positive effect on local economies by boosting tourism and foot traffic to nearby businesses.
- **Health Benefits:** Pathways and trails greatly contribute to public health by promoting physical activity. They provide convenient and accessible areas for exercise, such as walking, jogging, and cycling. Engaging in these activities can lower the risk of chronic illnesses, enhance mental well-being, and support a healthier lifestyle for people of all ages in the city.
- **Transportation Alternatives:** Pathways and trails provide important alternatives to driving, offering safe and convenient routes for walking, biking, and other forms of non-motorized transportation. This shift helps alleviate traffic congestion, contributing to better air quality and a lower overall greenhouse gas emission level. Providing alternative modes of transportation is more equitable and improves access to opportunities by connecting various parts of the city and bridging gaps between different neighborhoods including underserved or economically disadvantaged areas.
- **Environmental Benefits:** Green pathways and trails integrate natural elements into urban settings, which can mitigate the heat island effect, manage stormwater runoff more effectively, and support local flora and fauna. This contributes to a healthier urban ecosystem and promotes sustainability whilst providing an enjoyable way for people to get around.

## Existing Pathway Network

The City of Star has contemplated a future city-wide pathway network for several years, the following section includes a summary of the guiding documents and previous plans completed to date. **As of 2024, there are approximately 17.7 miles of public trails within the City trail network, 8.5 miles of hard surface trails and 9.2 miles of natural surface trails.** An additional 2.6 miles of privately owned and maintained trail also exists within city limits. The existing hard surface trails are located beside state and federal highways, spread throughout neighborhoods, and along the Boise River while natural surface trails are concentrated on large, open parcels north of town. Existing trail segments are largely disjointed and lack connection to other trail segments, public amenities like schools and parks, and planned locations of connecting trails from neighboring communities. The continued development of the Star Pathway network aims to fill in these missing connections with the goals of enhancing mobility and safety, promoting sustainability, and fostering community well-being. Another key goal is to ensure existing private pathways and sidewalks are better integrated within the larger public pathway system. By creating well-designed pathways, the City can provide residents with safe and convenient routes for walking, biking, and other forms of active transportation, reducing reliance on motor vehicles and alleviating traffic congestion and emissions. A connected pathway system also encourages social interaction and physical activity, contributing to a healthier and more engaged community. Ultimately, the goal is to create a more accessible, eco-friendly, and vibrant community with an enhanced quality of life for all residents.





## Alignment with Key Planning Documents

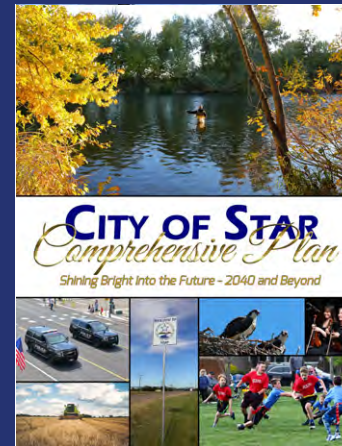
### ACHD City of Star Bicycle and Pedestrian Plan (2018)

The ACHD City of Star Bicycle and Pedestrian Plan aimed to create a practical bicycle and pedestrian plan for each city within Ada County's specific community needs. The primary purpose of this plan was to "identify community priorities for future bicycle and pedestrian projects within the planning area." The plan has four specific goals: Increase the safety and convenience of walking and bicycling; improve facilities to meet the needs of people from all age groups; enhance mobility to meet accessibility standards; create economic development opportunities; and enrich the walking and bicycling environment to attract visitors. The plan also provided recommended projects with priority levels based on the Needs Analysis performed for the City of Star. This includes expanding existing bike facilities, adding paved multi-use pathways, and adding sidewalks along roads to connect crossings and developments.

[Link Here](#)

### City of Star Comprehensive Plan (2019 Approved, Updated 2020-2022)

The City of Star Comprehensive Plan outlined specific goals for expanding the local and regional pathway system. The first goal was to encourage the development of pathways to provide "basic mobility for some and a viable transportation option of all others", specifying that future subdivisions could be required to provide pathways that connect to facilities open to the public. A second goal was to integrate planned pathways to the SH-44, SH-16, and US-20/26 corridors. Additionally, specifically within the South of the River Subarea, there was an emphasis on promoting connectivity throughout the area by using facilities such as natural resource areas, the Boise Greenbelt extensions, and existing irrigation canals and ditches. Furthermore, the plan outlined a diverse array of pathway descriptions tailored to meet the community's needs and enhance connectivity throughout the city; these included Greenways, Natural Pathways, Community Paths, Highway Paths, Greenbelt Paths, Side-paths, On-Street Bikeways, and All-Terrain Bike Trails, Cross-Country Ski Trail, and Equestrian Trails.



[Link Here](#)



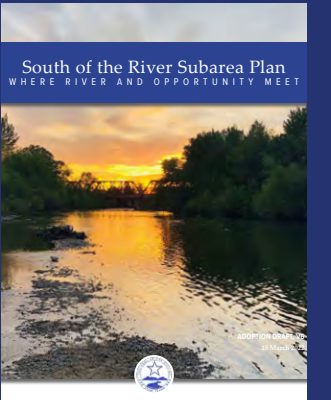
### City of Star Pathway Workshop & Master Plan Maps (2021-2024)

The volunteer Transportation and Pathway Committee (TPC) has served as a vital advocate in the community planning for this amenity network. Their presentation given before City Council on December 21, 2021, included an overview of pathway plan locations, purposes, types, legal consideration, order of magnitude costs for construction/maintenance and possible funding sources. The follow up City of Star Pathway Master Plan map featured 66 miles of pathways throughout Star including approximately 31 miles of community pathways within developments and neighborhoods, typically along ditch easements, 13 miles of greenbelt pathways along the Boise River and 22 miles of Highway pathways along US Highway 20/26, State Highway 44, and State Highway 16. The preliminary pathway map has been established and approved by the Star City Council. This plan has been utilized to secure pathway agreements with the Middleton Mill Ditch Company and Middleton Irrigation Association. These agreements include standard language for allowing the City to condition new development to construct, install and maintain pathways and related landscaping and improvements within the Ditch Company's easement or right-of-way subject to their review and approval. They also outline inclusion of the Ditch Companies within the Master Pathway Plan process.

### South of the River Subarea Plan (2022)

The City of Star's South of the River Subarea Plan consolidated planning efforts related to the formation of a unique, community-driven space south of the Boise River to Chinden Road and between State Highway 16 (SH 16) and the north extension of Can-Ada Road. Overall, the plan lays out a vision for the area sticking to the goal of "planning for the Boise River, a new riverfront center, focusing on its adjacency to water and the natural environment, creating connected communities, and developing new family-friendly neighborhoods."

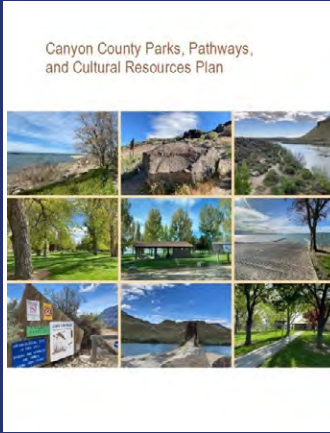
[Link Here](#)



### ACHD Roadway to Bikeways Plan (2018 Addendum)

This addendum modernizes the 2009 plan by incorporating recent plans and advances in the state-of-the practice into the following components: Goals, Objectives, and Performance Measures; Bicycle Program Status Report; Bicycle Facility Selection Matrix and Definitions; Prioritization Criteria; Planned Bicycle Network Maps, which includes the Regional Low-Stress Bikeway Network.

[Link Here](#)



**Canyon County Parks, Pathways and Cultural Resources Plan (2022)**

This plan aimed to help the County take strategic action to improve park assets and connectivity for all users. Guiding priorities were created to help Canyon County leverage resources and identify opportunities for investment that result in improved services for Canyon County residents. A vision and set of associated goals set the foundation to ensure long-term health and continued improvement of parks, open spaces, trails and cultural assets throughout all of unincorporated Canyon County. Near-term actions and investments were also identified. The Boise River Greenbelt including the section through Star was identified as a Priority Investment Area. Assets and benefits listed included regional connectivity, expanding access to existing fishing/riverside recreational amenities, backbone bicycle/pedestrian infrastructure, connectivity to cultural asset, preservation of habitat and increased river/water protection.

[Link Here](#)



**Pre-Concept Report Star Greenbelt (2023)**

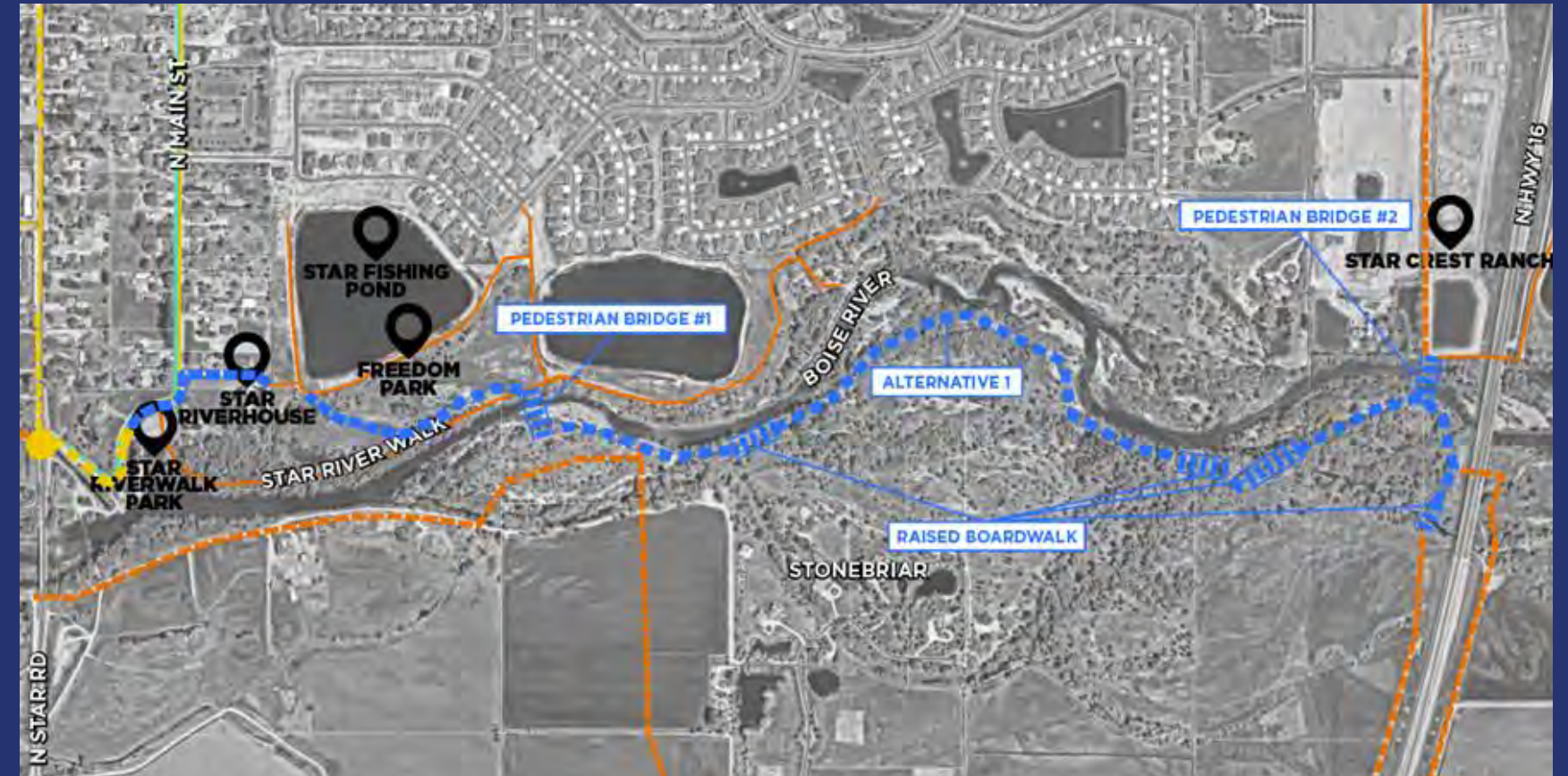
This report was focused on constructing a trail which will establish the first leg of the regional Boise River Greenbelt system within the City limits. The study area included approximately 1.5 miles along the Boise River from Star Road to the west and SH-16 to the east. The trail consisted of a 10-foot wide paved multi-use section with 5-foot shoulders on either side. A preferred Alternative was selected below with guidance given on ROW acquisition/easement needs and estimated costs.

**Ada County Parks & Open Space Master Plan (2007, currently updating)**

This plan established goals and policies needed to ensure that adequate resources would be available to meet current and future needs for parks/open space land, facilities and services. The document is broken into existing resources, recreation demand, roles and responsibilities, needs assessment and service level standards, recommendations and implementation. Specific to the City of Star it included the Boise River Greenway Extension and connections to the North Foothills area. The plan is currently undergoing an update and has limited information regarding the City of Star Impact Area, it is important the City of Star continue to advocate for future Ridge to Rivers trail connections which will likely come through the City of Eagles access points.



[Link Here](#)

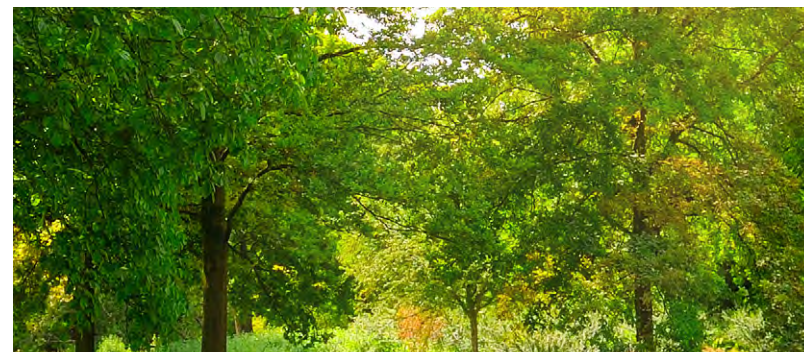


# 02

## COMMUNITY NEEDS

### Public Engagement Process

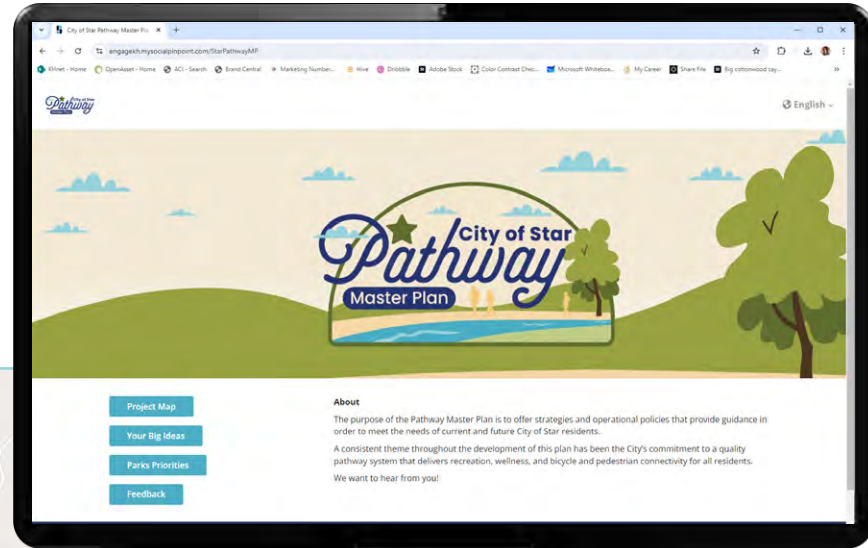
*Project timeline*



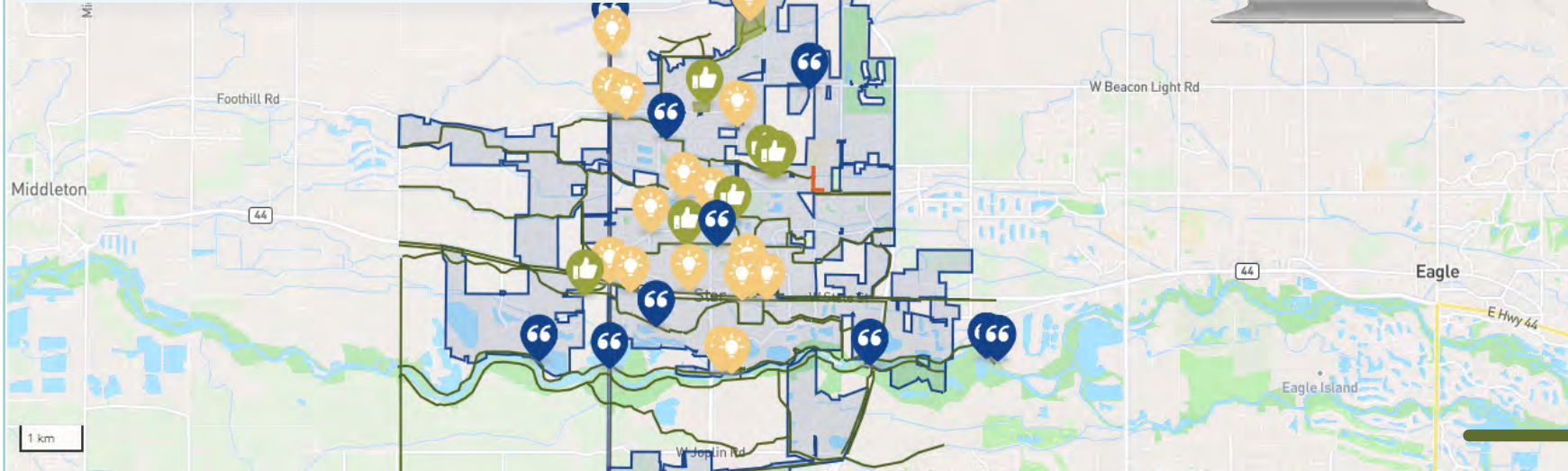
# Key Findings

## Engagement Results Summary

A project website platform was developed to gather feedback from residents to better inform the plan and future City decision making. The website was made available to the public on the City's website, through QR Code posters and business cards at the Open House and 4th of July Events and shared online through the City's Facebook page. A summary of the tools and results are available below. The draft plan was also shared online with a survey for recording comments, a total of 21 comments were received and addressed where possible.



A map showing the City Limits, County Boundaries, Existing/Proposed Pathways and Future Parks was provided with tools to provide suggestions, reactions or ideas for viewers. **A total of 37 unique map contributions were shared by members of the public.** A full list of contributions is available in the appendixes; however, responses were carefully reviewed for integration into the pathway maps.



## Big Ideas

A webpage was provided for broad input of big ideas to be shared by users. **A total of 12 ideas were provided, below is a highlight of select quotes.** A full list of contributions is available in the appendixes.

“ I would love to see a livelier, more walkable downtown in Star, with pedestrian friendly pathways, a plaza for gatherings with shade cover, and more businesses with outdoor dining. – KC

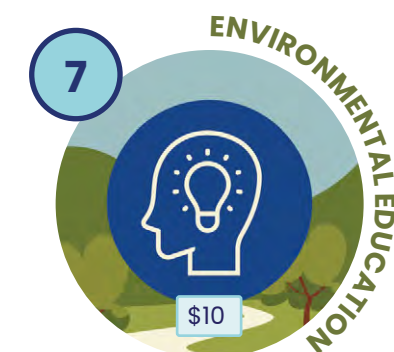
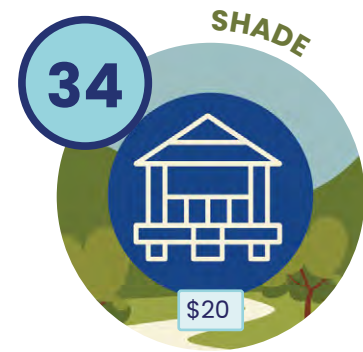
“ A connection from Bent Ln into Star is crucial. We are part of the city, but are on an island with no safe way to access town besides driving. As for parks, shaded play areas for the kids would be a very nice addition. – Evan

“ Having signage about the flora, fauna and birds would be very helpful. – MJM



## Park Priorities

A webpage based game was provided to all participants to select items they would most like to see in future parks and recreation system with a total hypothetical budget of \$100 to spend. A summary of responses is available below.



## Feedback Survey

A webpage survey was included on the website to gather feedback, below is a summary of results, a full list of responses are available in the appendixes.

### Survey Results

**98%** of respondents are City of Star Residents

**40%** of respondents use multi-use paths in/around Star multiple times per week

When asked the top 4 trail features most important to them, respondents selected Shade (**92%**), Parking Opportunities (**76%**), Viewpoint/Lookout (**68%**) and Wayfinding/Interpretive Signage (**52%**).

**56%** of respondents believe the Boise River should be prioritized for new trail projects/connections with the **24%** voting for the Foothills over Main Street or other locations

**37%** of respondents preferred multi-use path/trail surfaces be a mixture of both hard and soft surfaces, with **21%** preference for concrete, 18% stabilized decomposed granite/millings, 15% asphalt and 7% recycled asphalt.

When asked the 2 most important reasons people would use paths/trails, respondents selected Health & Fitness (**65%**) and Leisure Activities (**61%**).

**45%** of respondents expressed a clear preference for underpasses that go under the main roadway for street crossings.

When asked the top reasons people have not utilized the local paths/trails more often, respondents selected they did not know the locations (**48%**), the facilities are too far from their home (**29%**) and the lack of shaded areas (**29%**) most frequently.

When given a multi-choice question asking which funding sources people would support using for pathway construction, respondents selected Developer Fees or construction (**90%**), Impact Fees on new development (**77%**), Donations (**72%**), and Grants (**71%**).

Total Participants: 100

**81%** of respondents said they would support a Local Improvement District to help fund construction of new pathways.

**52%** of respondents said the project pathway maps had a reasonable amount of pathways, while **48%** said it does not have enough pathways.



# Community Engagement

July 15th & 25th, 2024 - 12 attendees.



## Importance of Pathways & Trails

Boards with precedent imagery were provided for the trail components below. Participants were each given 8 stickers to spend as votes for any of the features below.

### Trail Features



### Preference for Multi-use Path/Trail Surface



### Preference for Multi-use Path/Trail & Street Crossings



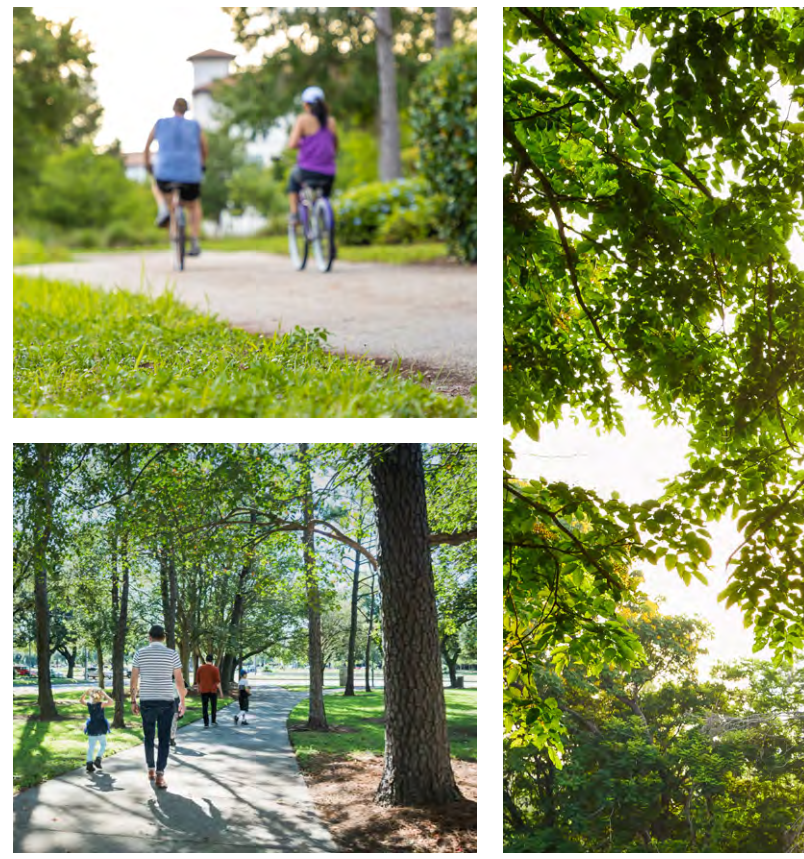
# = Votes





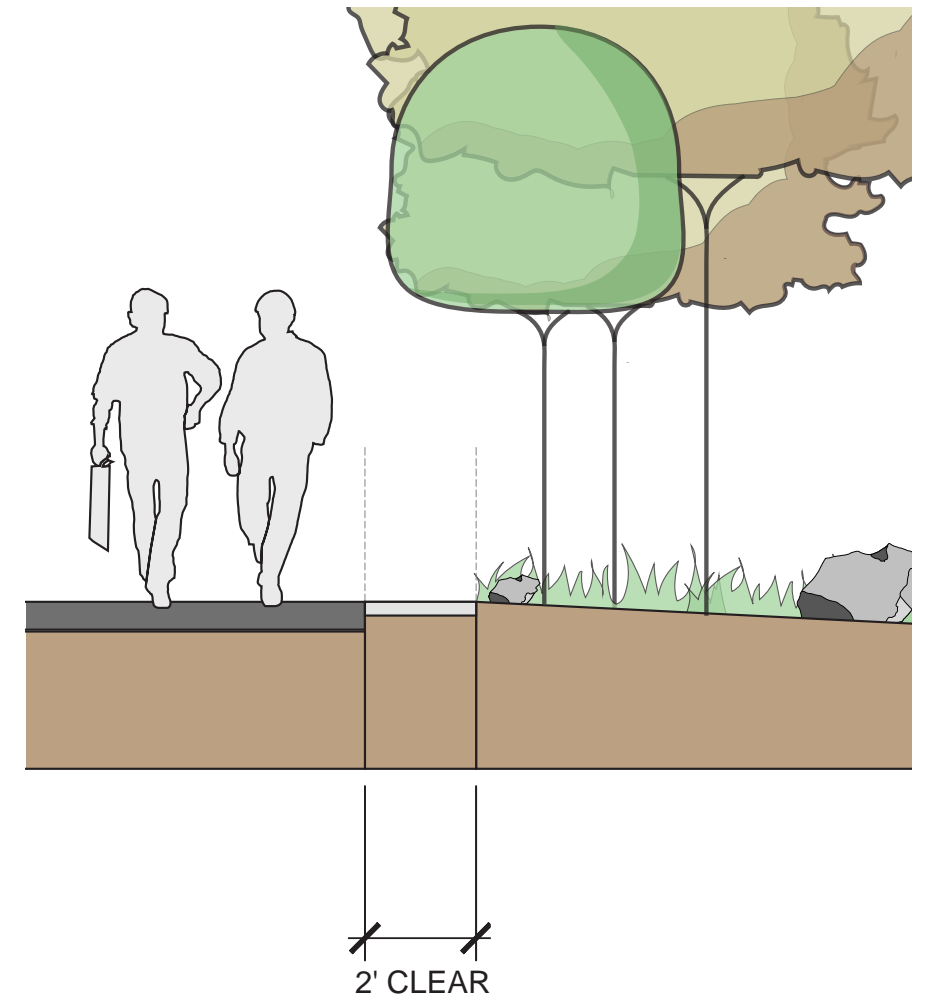
# 03

## PATHWAY CLASSIFICATIONS & SUPPORTING ELEMENTS



### Materials

- **Concrete** - durable, higher cost, harder to repair, saw cut joints
- **Asphalt** - lower cost than concrete, low maintenance, shorter lifespan, can heave from adjacent roots
- **Recycled Asphalt** - reprocessed asphalt pavement, a cheaper alternative but reduced durability and increased maintenance over time, and has limitations for accommodating accessibility.
- **Aggregate (crushed rock (gravel) or recycled asphalt)** - preferred for some uses, regular maintenance, limits accessibility
- **Natural Surface (compacted dirt)** - high maintenance, limited use in wet conditions, where required by environmental agencies
- **Permeable Paving** - Asphalt or concrete where required by environmental agencies



**2' Clear zone** - Shoulder area of compacted aggregate or routinely mowed, kept clear of planting, fencing, light posts or signage. Maximum cross slope 2%

# Pathway Classifications

The following pathway classification sections have been provided for the City of Star pathways included within the system maps. It's important to note Highway District facilities should be designed and constructed in accordance with the associated Highway District adopted specifications.

## Green Belt Paths

Green Belt Paths are shared hard surface (typically concrete) pathways generally located adjacent to the Boise River. They are a minimum of 12-foot wide. The purpose of the Green Belt Path is for recreation in a natural setting for pedestrian and bike riding (including Class 1 and 2 ebikes). Green Belt paths also service as access to other Community Pathways and to facilitate pedestrian and bike transportation through the community along the river to connect to the greenbelt systems other cities such as Eagle and Boise have constructed. Anticipated to be the highest future used trail. Materials should be environmentally sensitive to the river/floodplain environment.

**Examples:**

Star River Walk Trail, Greenbelt

**Material Recommendation:**

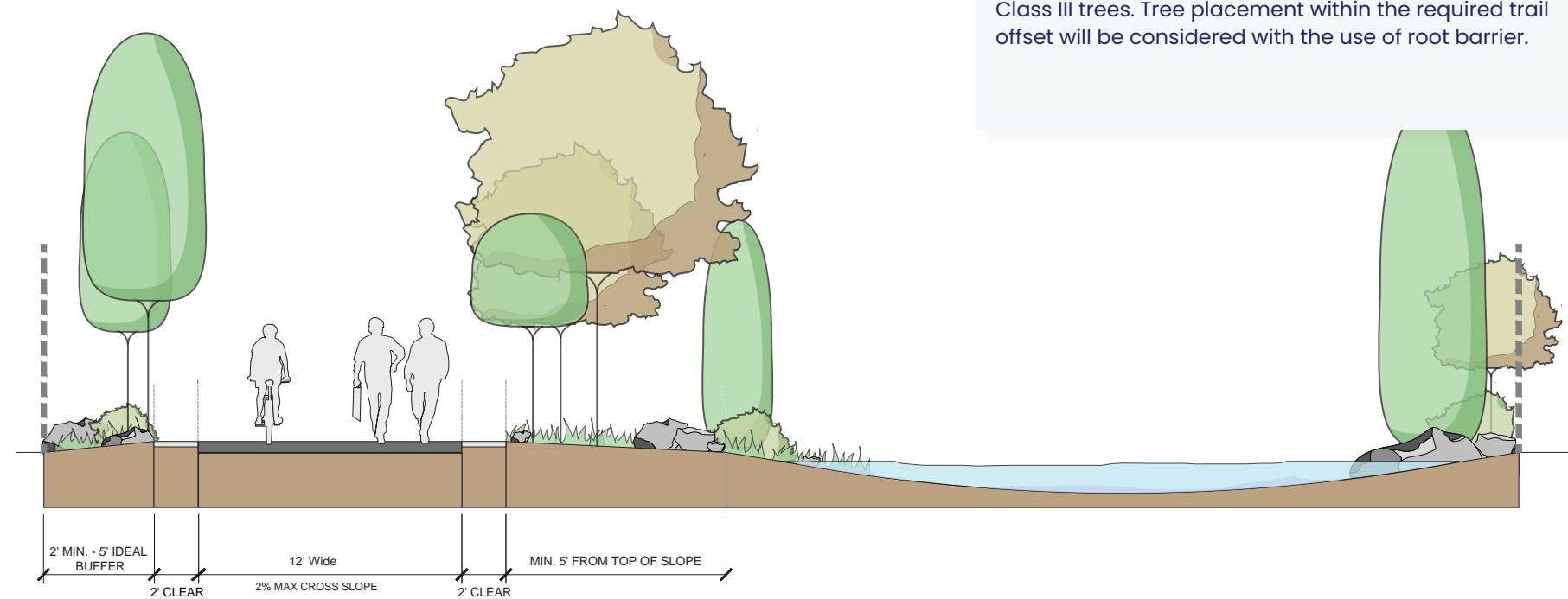
Concrete

**Dimension:**

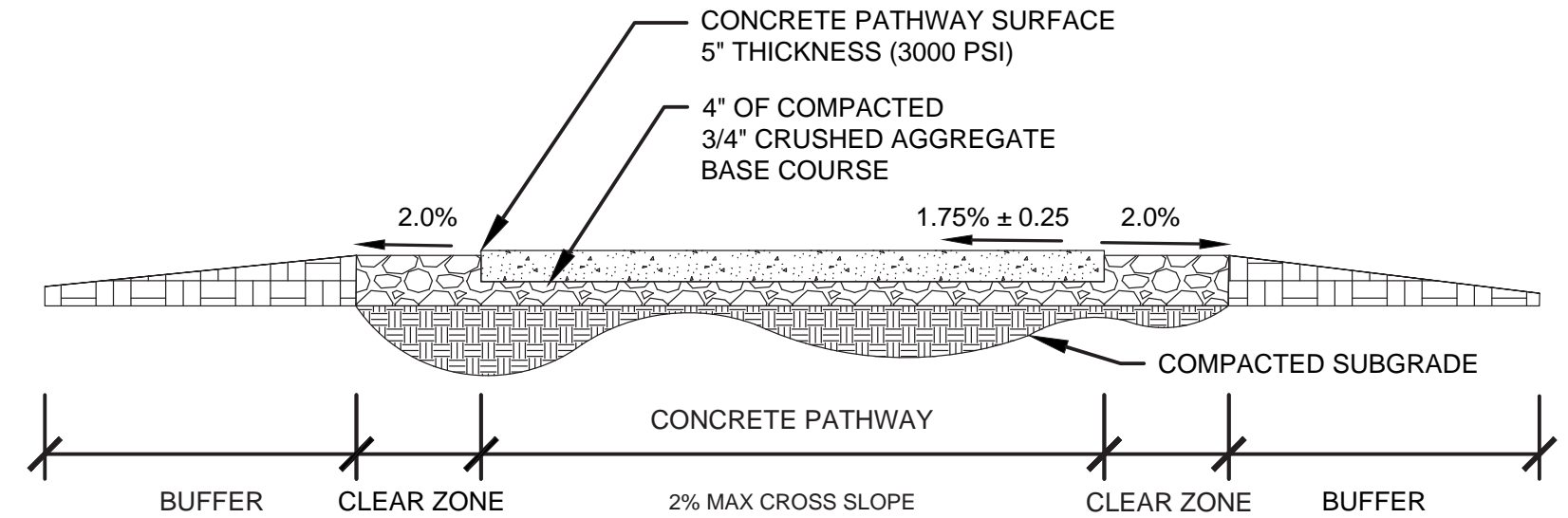
12' Wide

**Tree Location:**

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



## Type - Green belt PATHs: Typical section



Drawings are for reference only, not for construction.  
A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

## Highway Paths

Highway Paths are shared hard surface (typically concrete) pathways adjacent to State Highways 44, 20/26 and 16. They are a minimum of 10-feet wide. The purpose of the Highway is for pedestrian and bike (including Class 1 and 2 ebikes) access to other Community Pathways, greenbelts, schools, parks and businesses and to facilitate pedestrian and bike transportation through the community along the highway system.

**Examples:**

Main St./HWY 44, HWY 16, Chinden/HWY20/26

**Material Recommendation:**

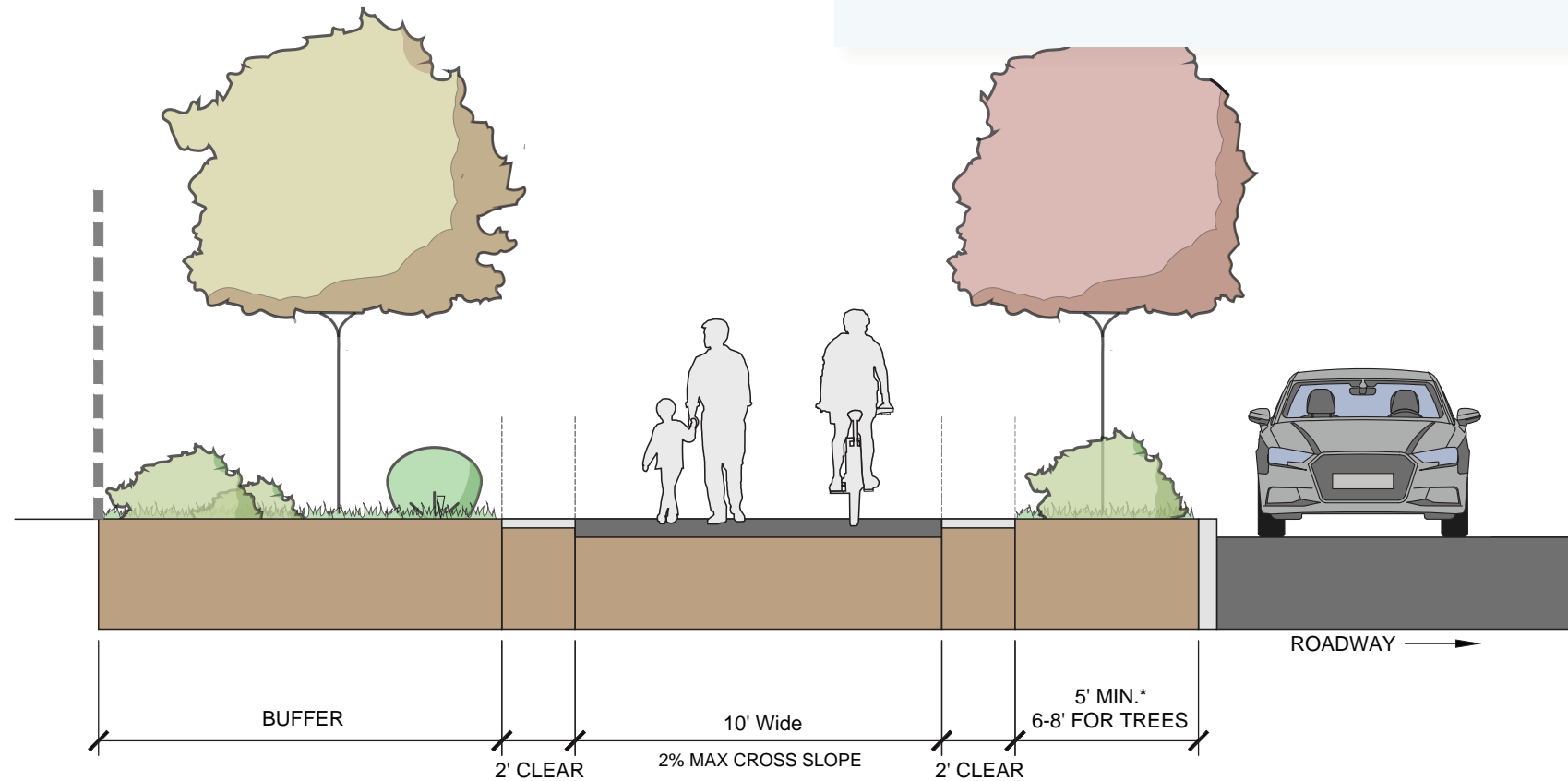
Concrete

**Dimension:**

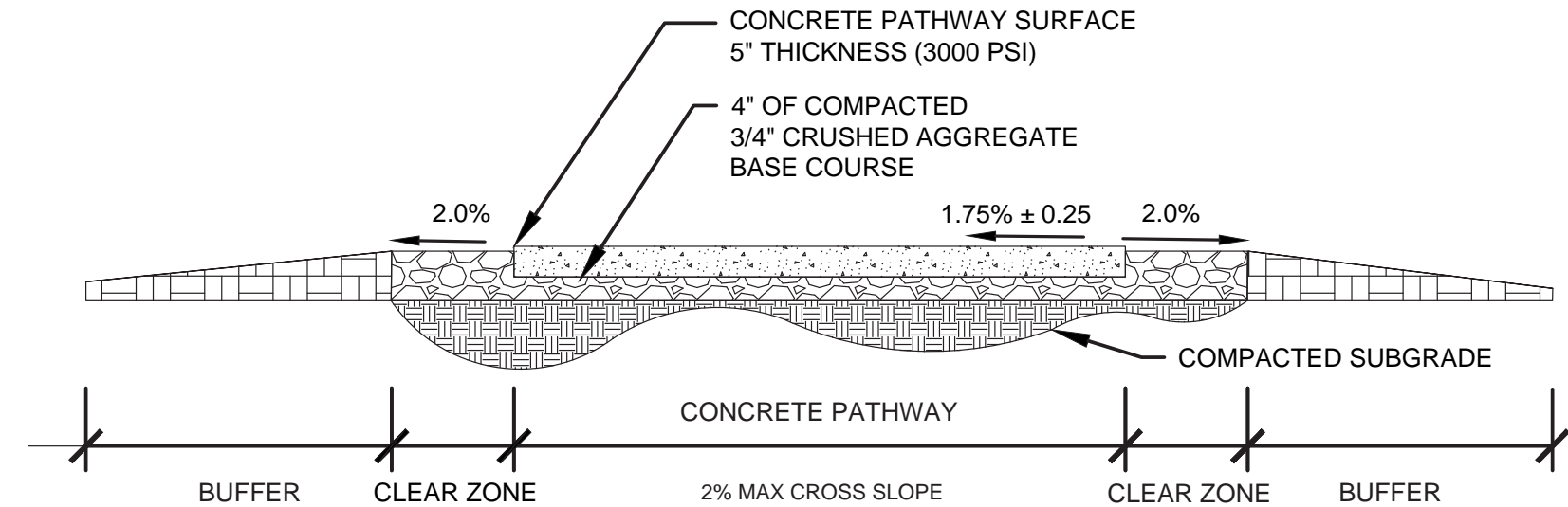
10' Wide

**Tree Locations:**

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



## Type - HIGHWAY PATHS: STRUCTURAL DRAWING



Drawings are for reference only, not for construction.

A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

## Community Paths

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete.

### Examples:

Middle School Pathway

### Material Recommendation:

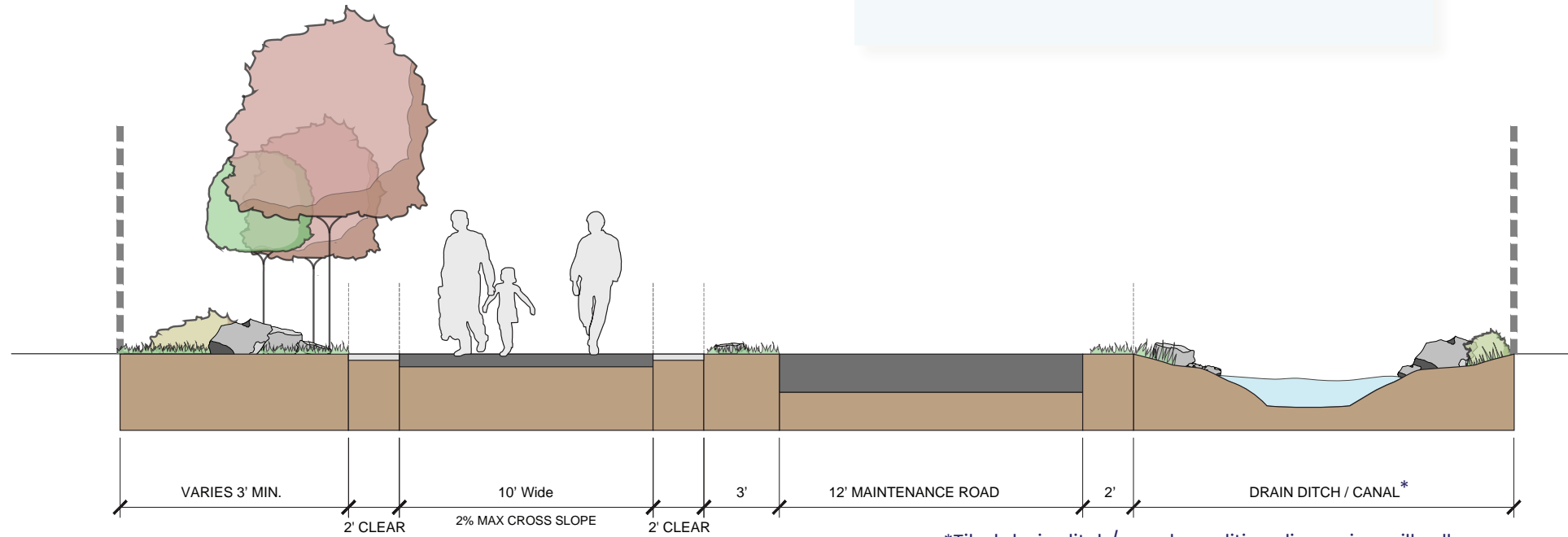
Asphalt or Recycled Asphalt

### Dimension:

10' Wide

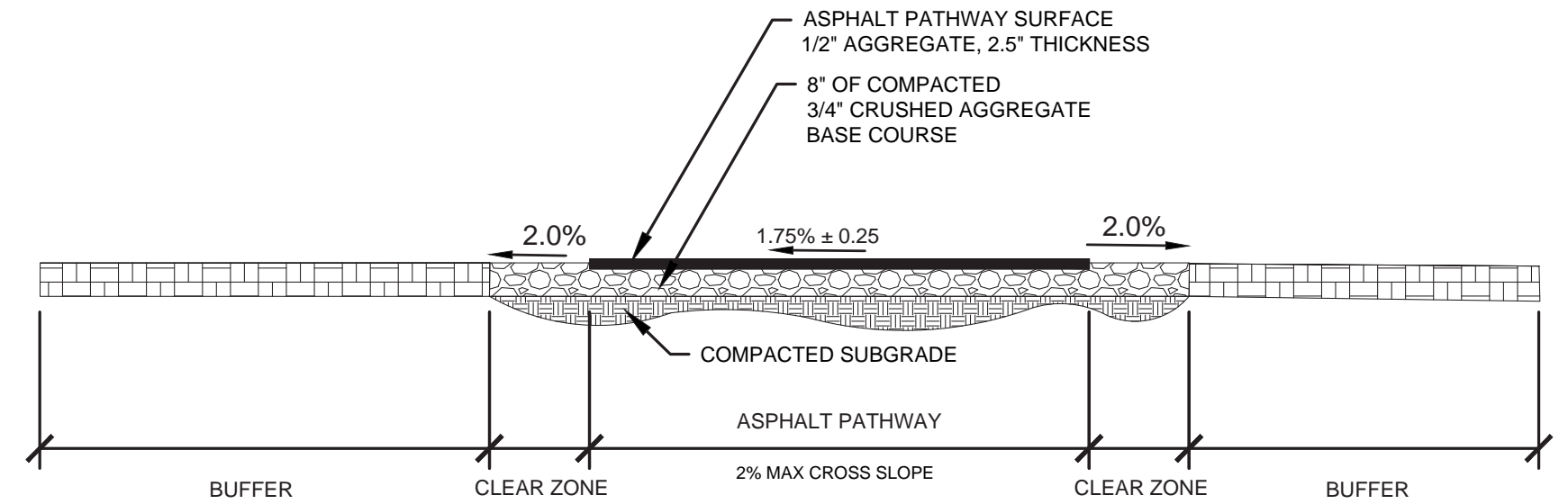
### Tree Locations:

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



\*Tiled drain ditch/canal condition dimension will adhere to owner requirements.

## Type - Community PATHs: typical Drawing



Drawings are for reference only, not for construction.

A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

## Community Paths (Alternative 1)

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete.

**Examples:**

Middle School Pathway

**Material Recommendation:**

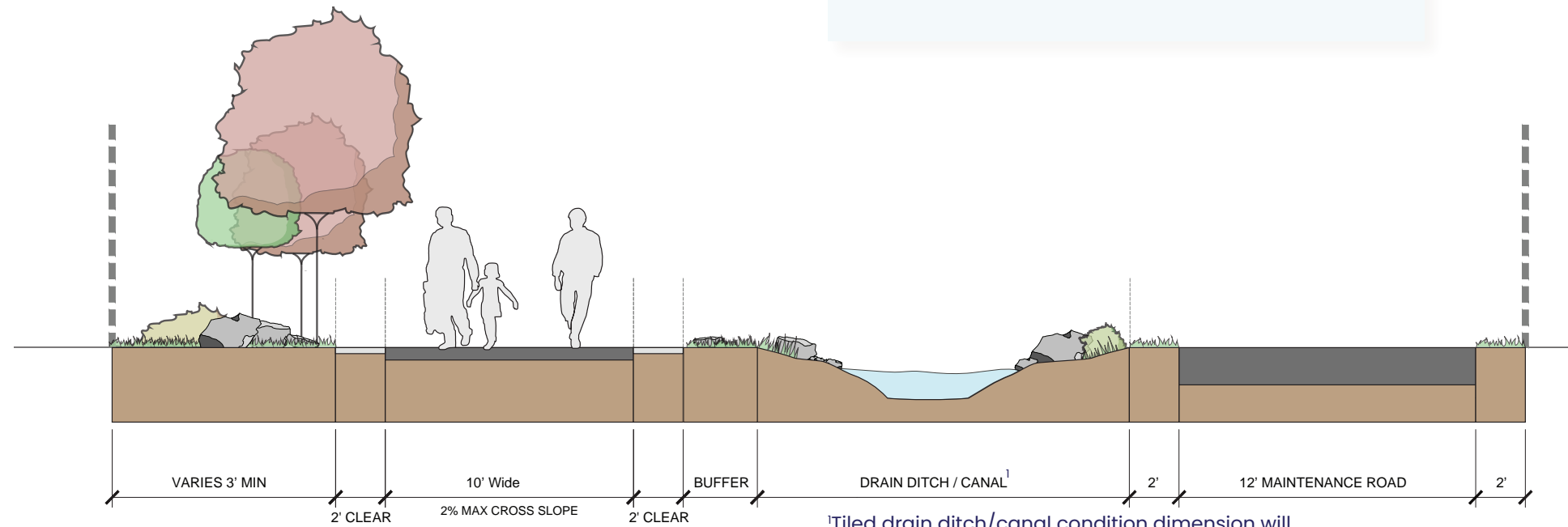
Asphalt or Recycled Asphalt

**Dimension:**

10' Wide

**Tree Locations:**

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



<sup>1</sup>Tiled drain ditch/canal condition dimension will adhere to owner requirements.

\*Assumes 50' R.O.W

## Community Paths (Alternative 2)

Community Paths are multi-purpose, non-motorized (Class 1 and 2 ebikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community. The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-foot wide. They are generally an all-weather hard surface such as recycled asphalt, and asphalt or concrete. Shared path and access road with Ditch Co. Approval.

**Examples:**

Middle School Pathway

**Material Recommendation:**

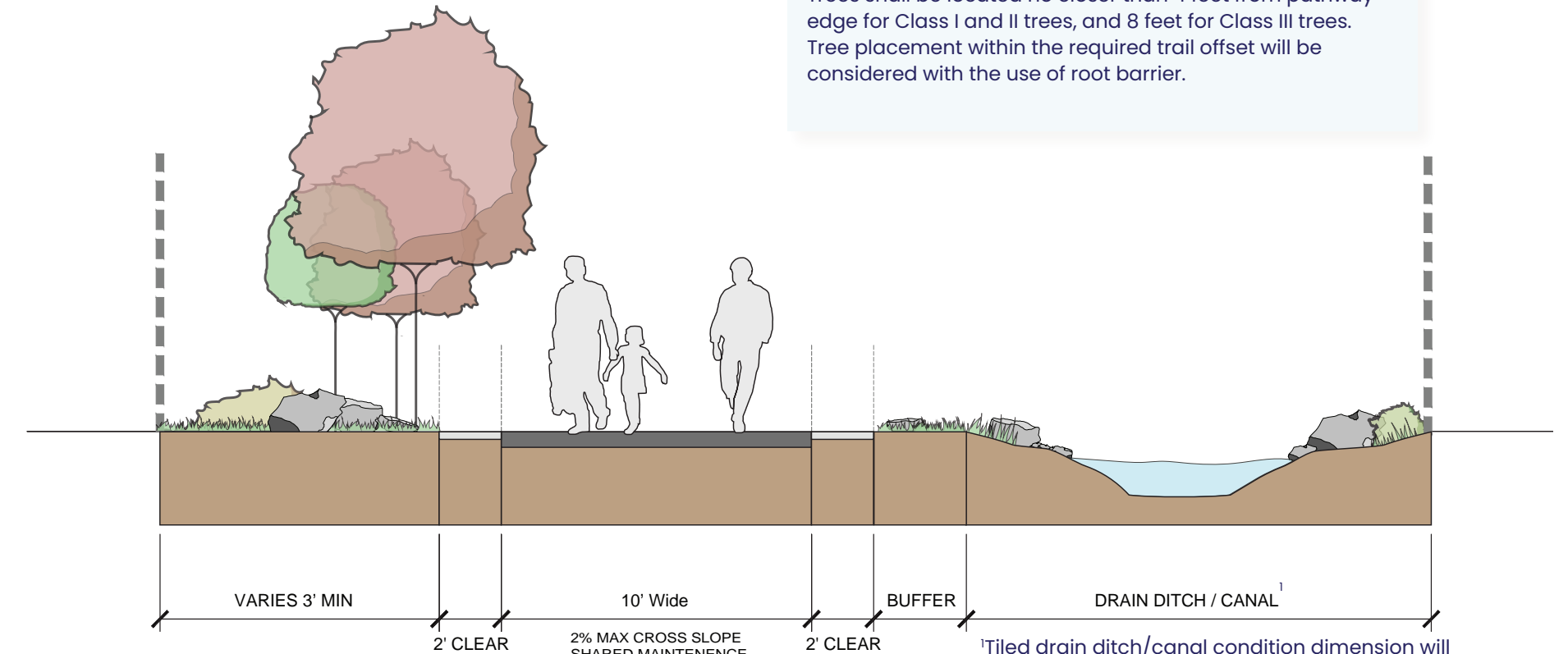
Asphalt or Recycled Asphalt

**Dimension:**

10' Wide

**Tree Locations:**

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



<sup>1</sup>Tiled drain ditch/canal condition dimension will adhere to owner requirements.

\*Assumes 50' R.O.W

## Natural Paths

Natural Pathways are generally non-motorized pathways located within green ways, parks, foothills and other natural resource areas. The focus is on recreational value and harmony with the natural environment while protecting users from urban development and associated vehicular traffic. Surface material used and width may vary due to the function of the trail. An example of a natural pathway is the paved pedestrian path on the east side of Star River Walk.

**Examples:**

Star River Walk, Foothills

**Material Recommendation:**

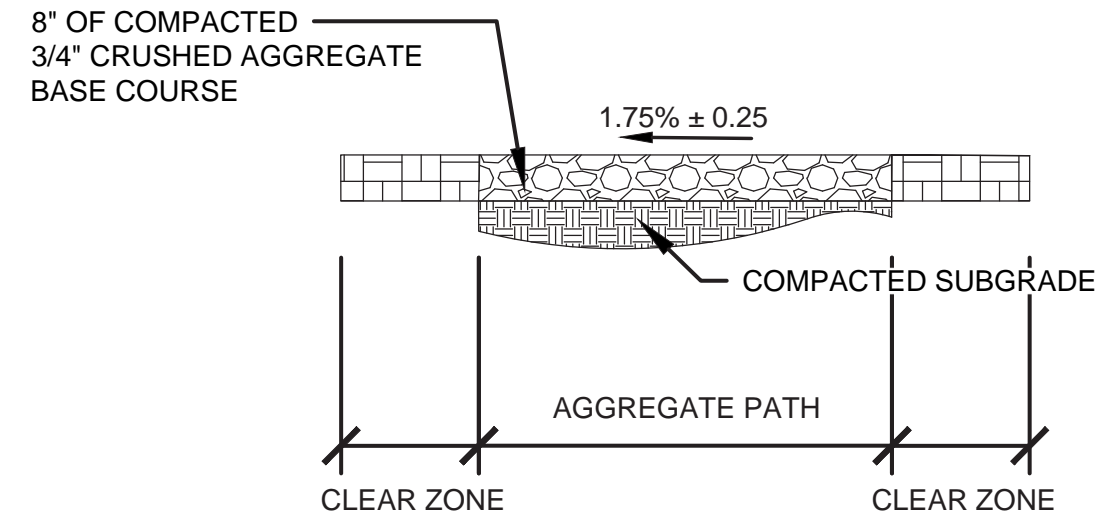
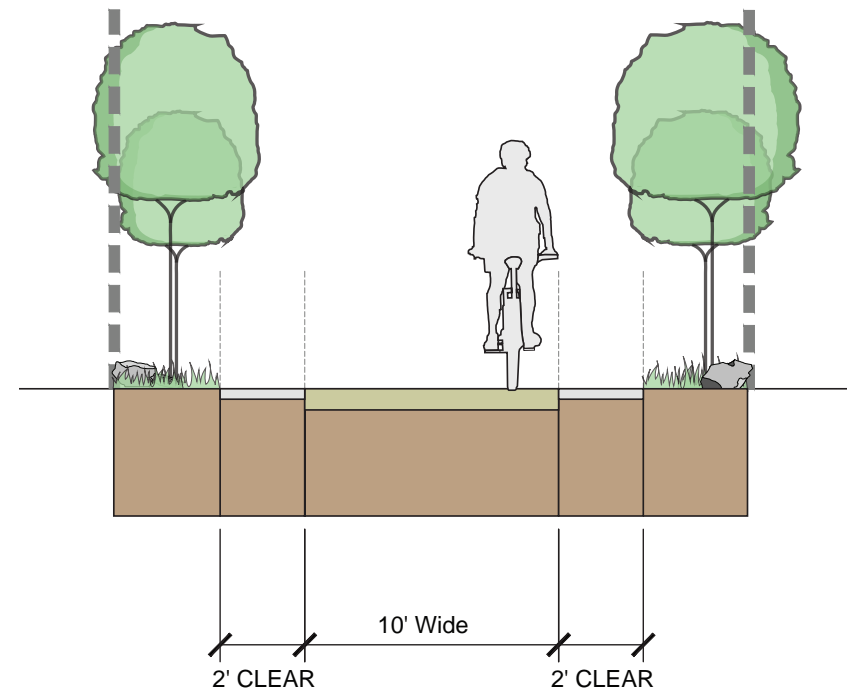
Recycled Asphalt

**Dimension:**

10' Wide

**Tree Locations:**

Trees shall be located no closer than 4 feet from pathway edge for Class I and II trees, and 8 feet for Class III trees. Tree placement within the required trail offset will be considered with the use of root barrier.



Drawings are for reference only, not for construction.  
A geotechnical report and technical drawings that meet ISPWC standards are required prior to any future trail construction.

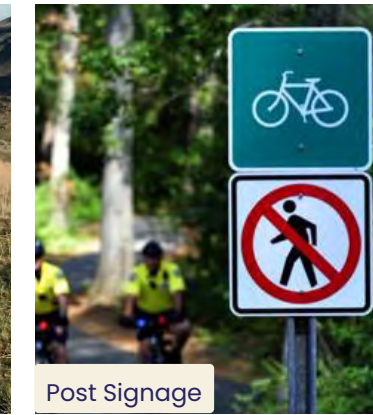
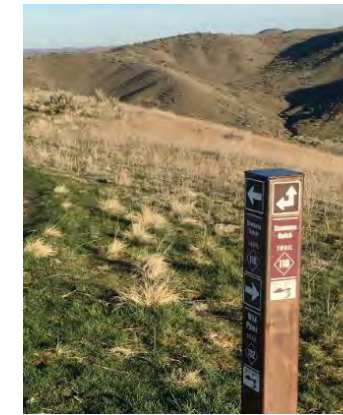
## Pathway Amenities

The table below summarizes the pathway network supportive amenities with detailed descriptions for the City of Star.

Type	Comments
<b>Access Points</b>	Defined point of access for user and emergency services, reference Master Plan Map for locations
<b>Trailhead</b>	Located at major access points, can provide parking, and trailhead map, reference Master Plan Map for locations
<b>Enhanced Trailhead</b>	Located at major access points, can provide parking, restrooms, drinking fountains, bicycle parking, benches and other amenities, reference Master Plan Map for locations
<b>Restrooms</b>	Existing Park Facilities or considered at future trailheads
<b>Parking</b>	Existing Park parking lots or public realm parking at access points
<b>Wayfinding</b>	Directional and information signage used to direct and inform users, with branding and cohesive signage design similar to Ridge to Rivers with Star, ID Blue, signage and wayfinding shall conform to Chapter 9 of the Manual on Uniform Traffic Control Devices (MUTCD). Types include Information Kiosk (with interchangeable graphics capability), Maps, Directional Post Signage, Welcome markers and Mile markers. Locations at trailheads, entry points, decision points/intersections and distances along pathways coordinated with hierarchy of trail types.
<b>Interpretive Signage Viewpoints</b>	Story telling opportunity, view points, scenic lookouts, points of interest, historic marker, water cycle, etc placed at trailheads and points of interest, consideration to be given to Trident Park, Phyllis Canal Trail, Freedom Park, Star Road Bridge over River (east) is City pull out for future river float. Put In at HWY 16
<b>Public Art</b>	Integration of public art, supports wayfinding and interpretive signage at City Parks in coordination with Art and Beautification Committee
<b>Drinking Fountains</b>	Existing or future park facilities/trailheads, typically near restrooms with utility connections, should be all season if possible
<b>Benches</b>	City of Star, ID standard, placed at place of interest (parks, greenspace etc.), anchor mount on concrete base
<b>Bike Racks</b>	City of Star, ID standard, placed at parks or open space use areas, anchor mount on concrete base
<b>Dog stations/Trash Cans</b>	HOA's are encourage to place waste stations at path accesses and near major path intersection, City of Star, ID standard trash cans located at parks/trailheads



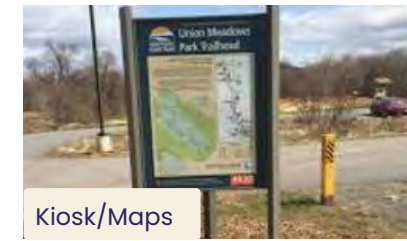
Mile/Trail Markers



Post Signage



City of Star Standard Amenities



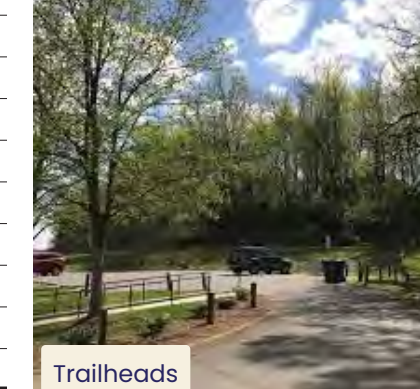
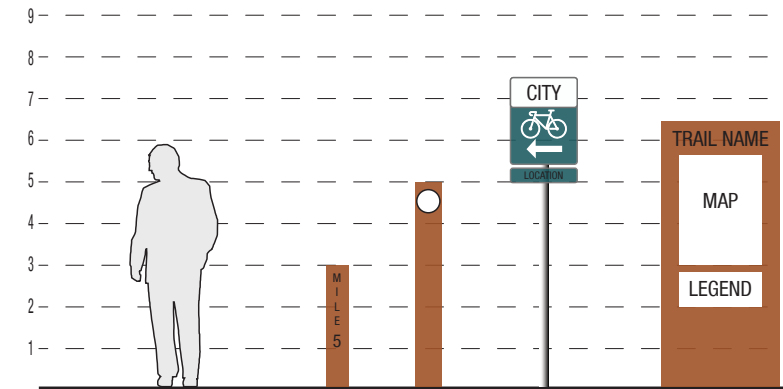
Kiosk/Maps



Interpretive Signage



Pathway Markers



Trailheads



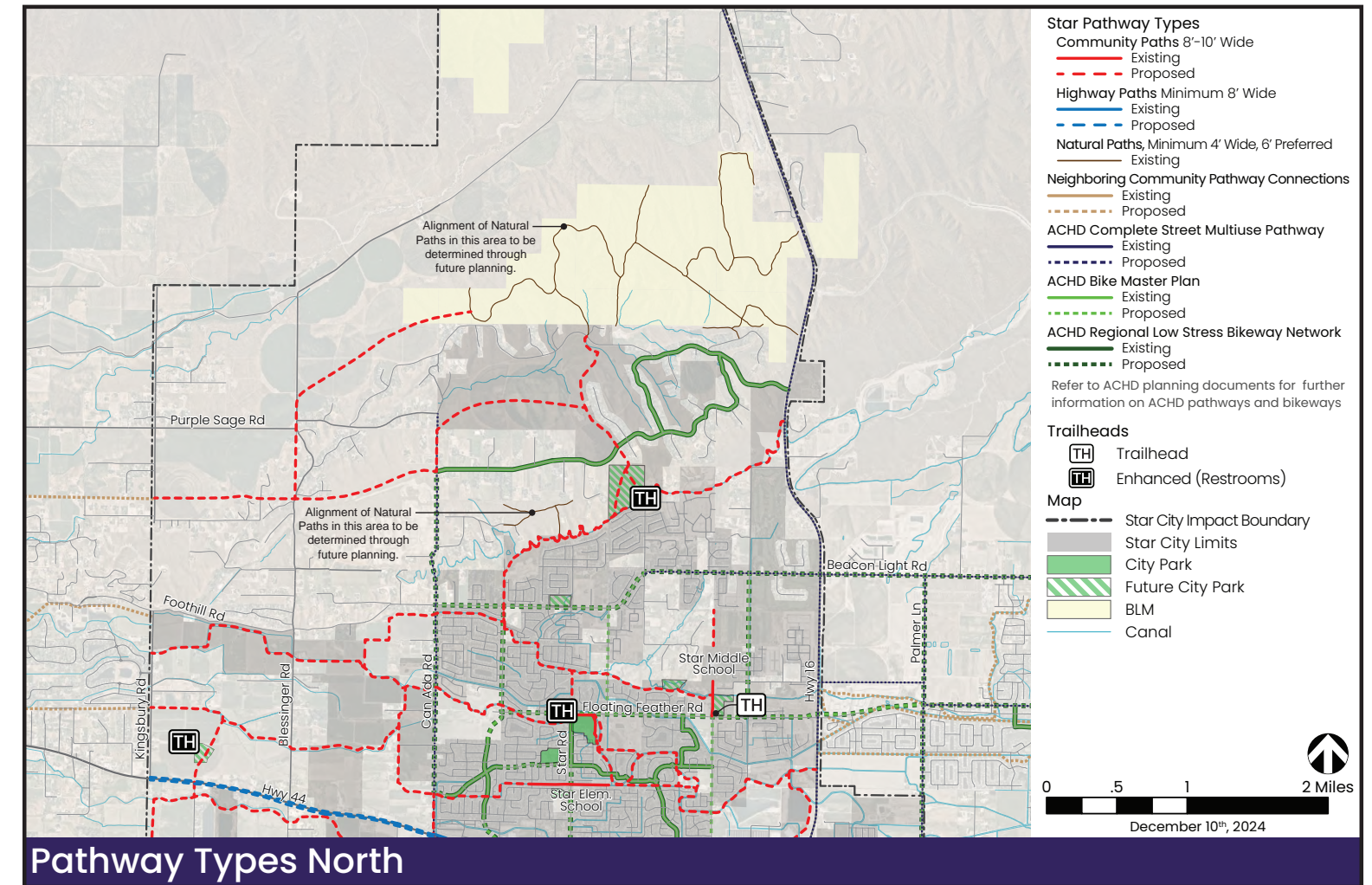
# 04

## NETWORK RECOMMENDATIONS

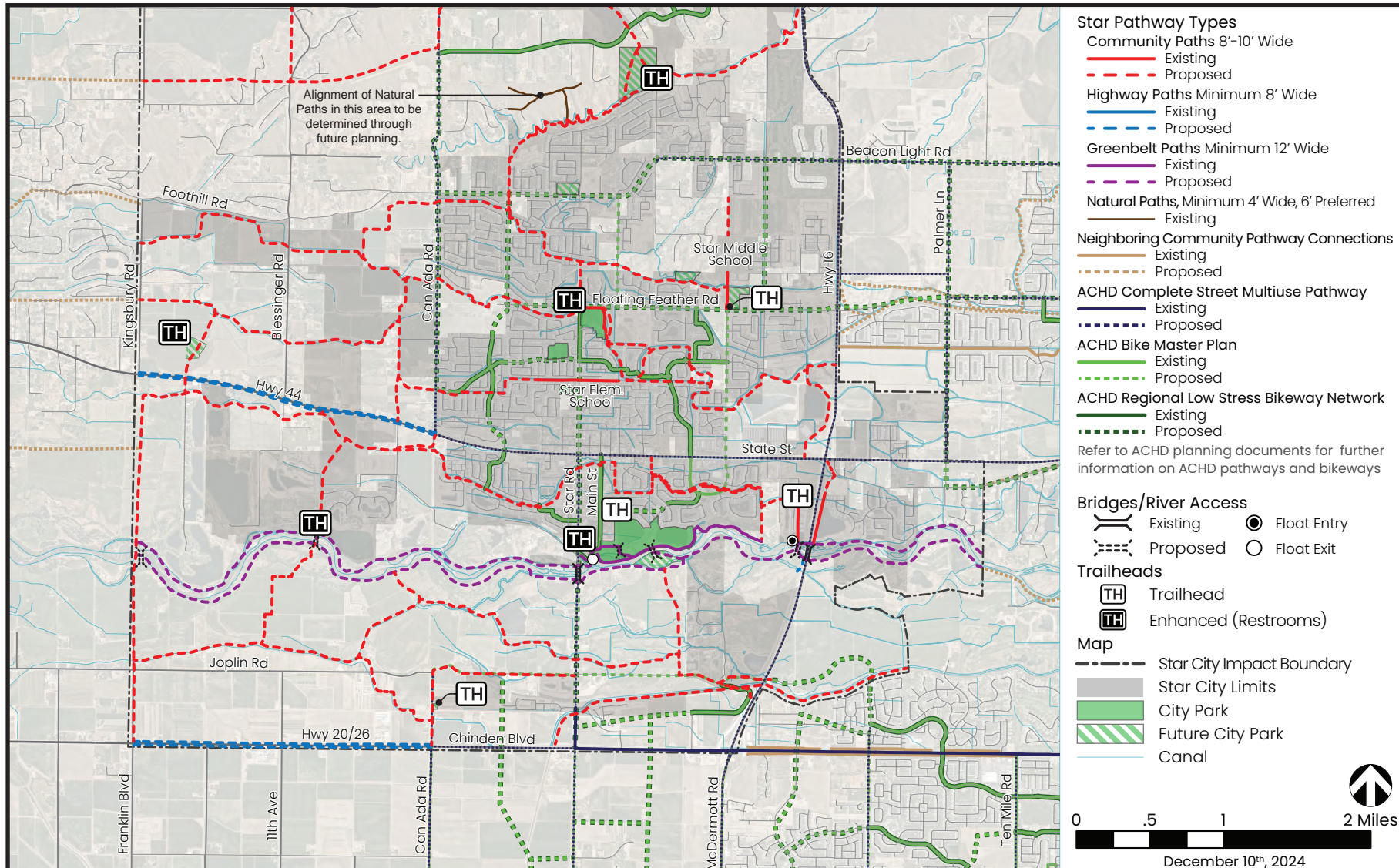


### Proposed Pathway Network

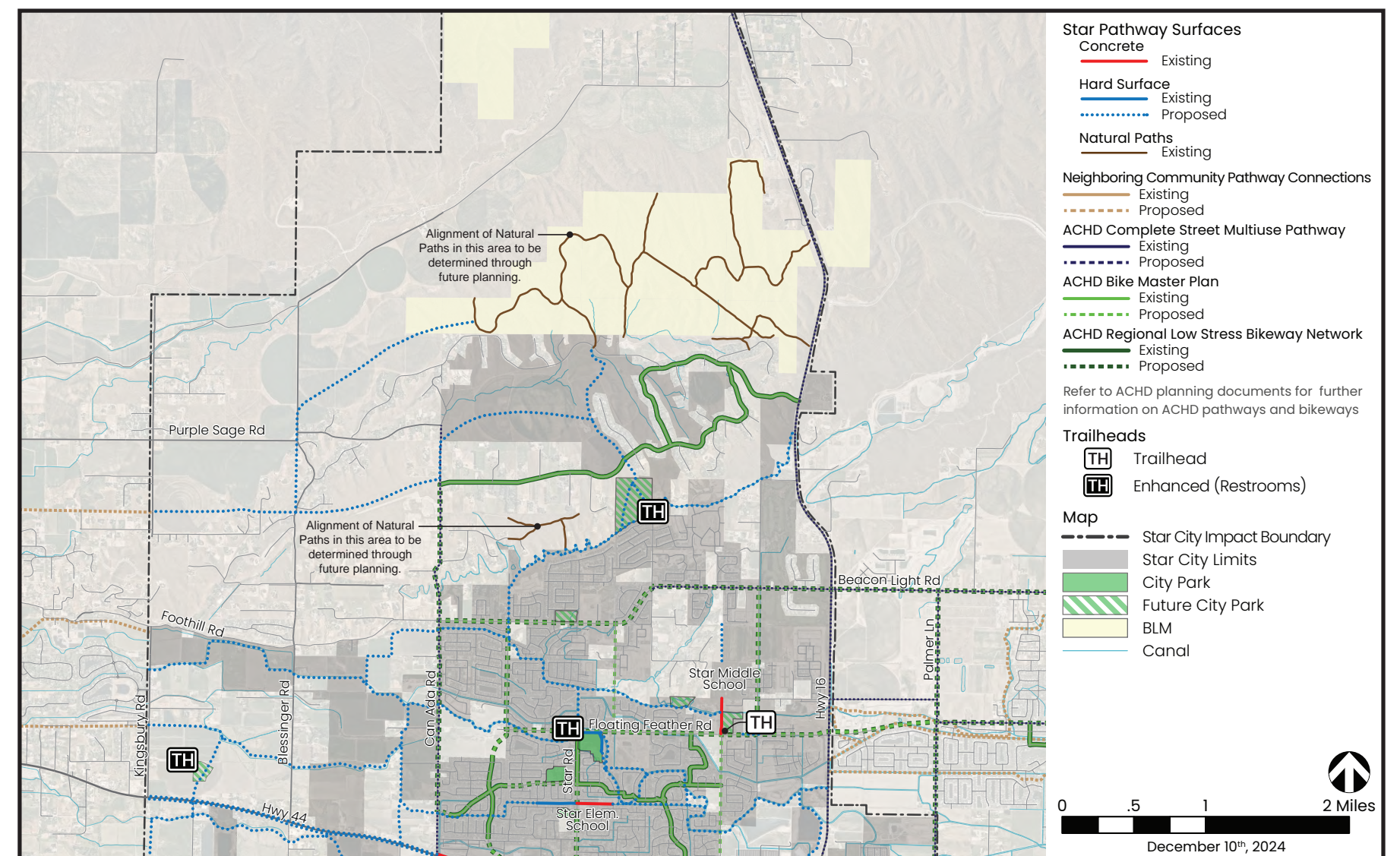
Currently only 8% of the planned 102.1-mile hard surface trail network exists. This includes 1.7 miles of Community Pathways; 5.1 miles of Highway Pathways along federal, state, and county highways; and 1.7 miles of Greenbelt Pathway totaling the City's 8.5 miles of existing hard surface pathway. **To complete the pathway network an additional 49.7 miles of community pathway; 31.4 miles of highway pathway, including ACHD Complete Street Multiuse Pathways; and 12.5 miles of greenbelt pathway are proposed. 2.6 miles of the proposed community pathway are currently existing but under private ownership.** No additional natural surface trails are proposed at this time. It's important to note proposed pathways include physically existing pathways/sidewalks today that require future changes to maintenance responsibility, right-of-way and public access being granted. These situations are anticipated to be resolved on a case by case basis. It also important to note that pathways located along highway district rights-of-way are to be designed and constructed in accordance with the associated Highway District adopted specifications.



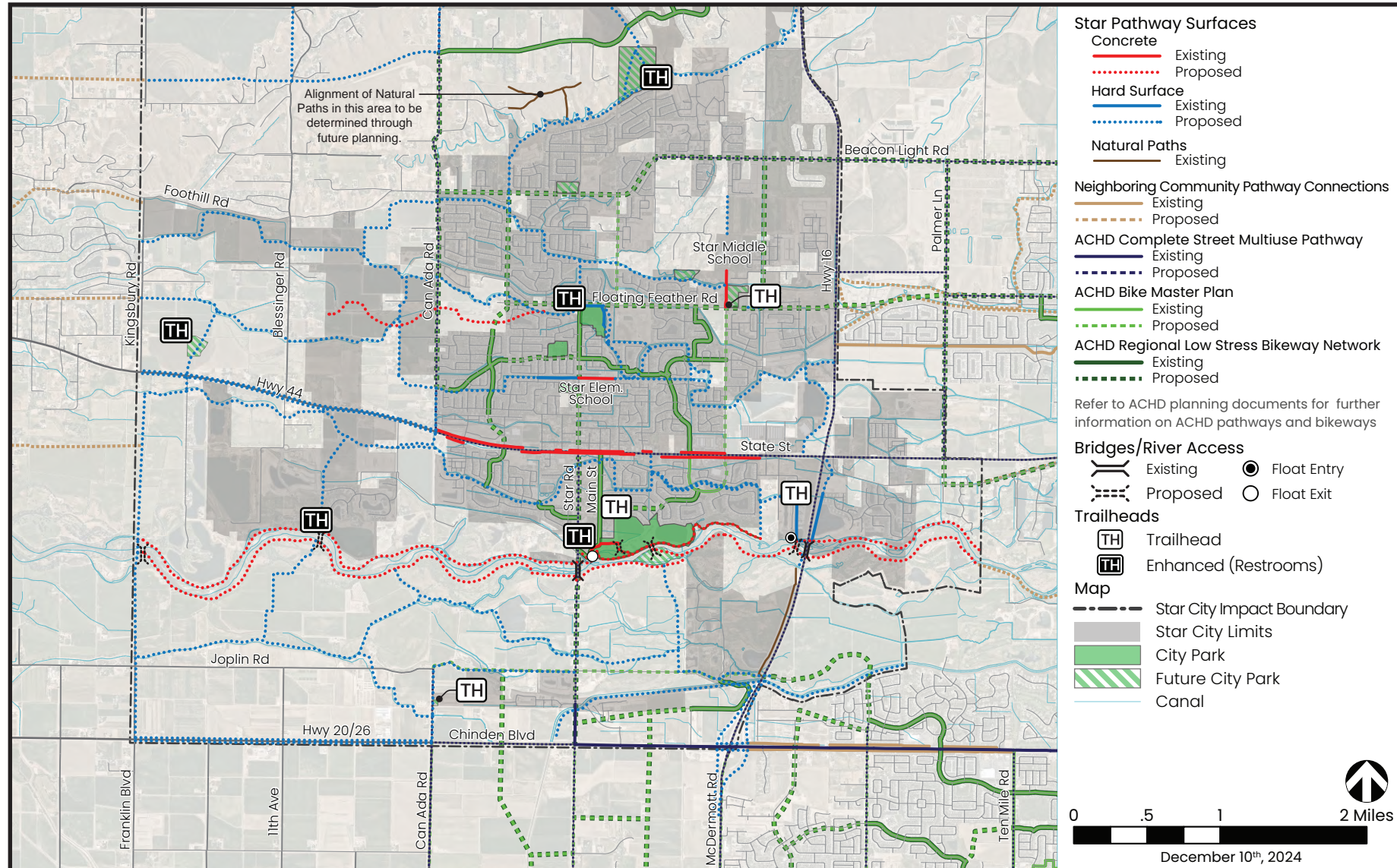




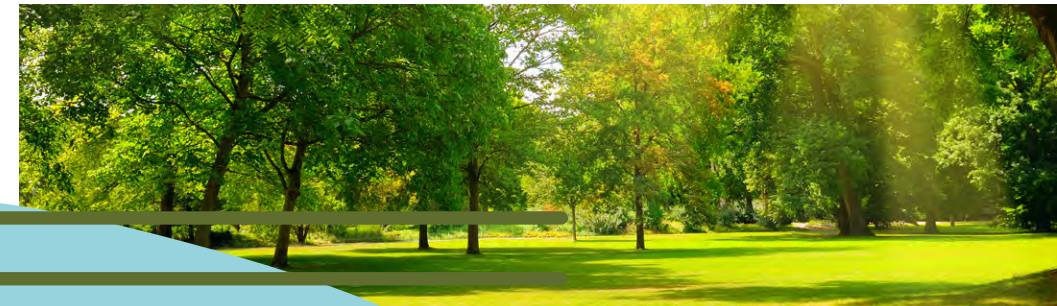
Pathway Types South



Pathway Surfaces North



Pathway Surfaces South



## Regional Connectivity

It is critical the Star Master Pathway Plan tie into adjacent jurisdiction pathways to further extend regional connectivity options for City of Star residents. Below are links to the jurisdictions adjacent the City of Star Impact Area boundaries master pathway plans, this has been overlaid with the City of Star Pathway network in the map on the next page.

### Perimeter Stubs

#### City of Eagle

Pathways & Trails Plan – 2019

[Link Here](#)

#### City of Meridian

Pathways Master Plan – 2010

[Link Here](#)

#### City of Nampa

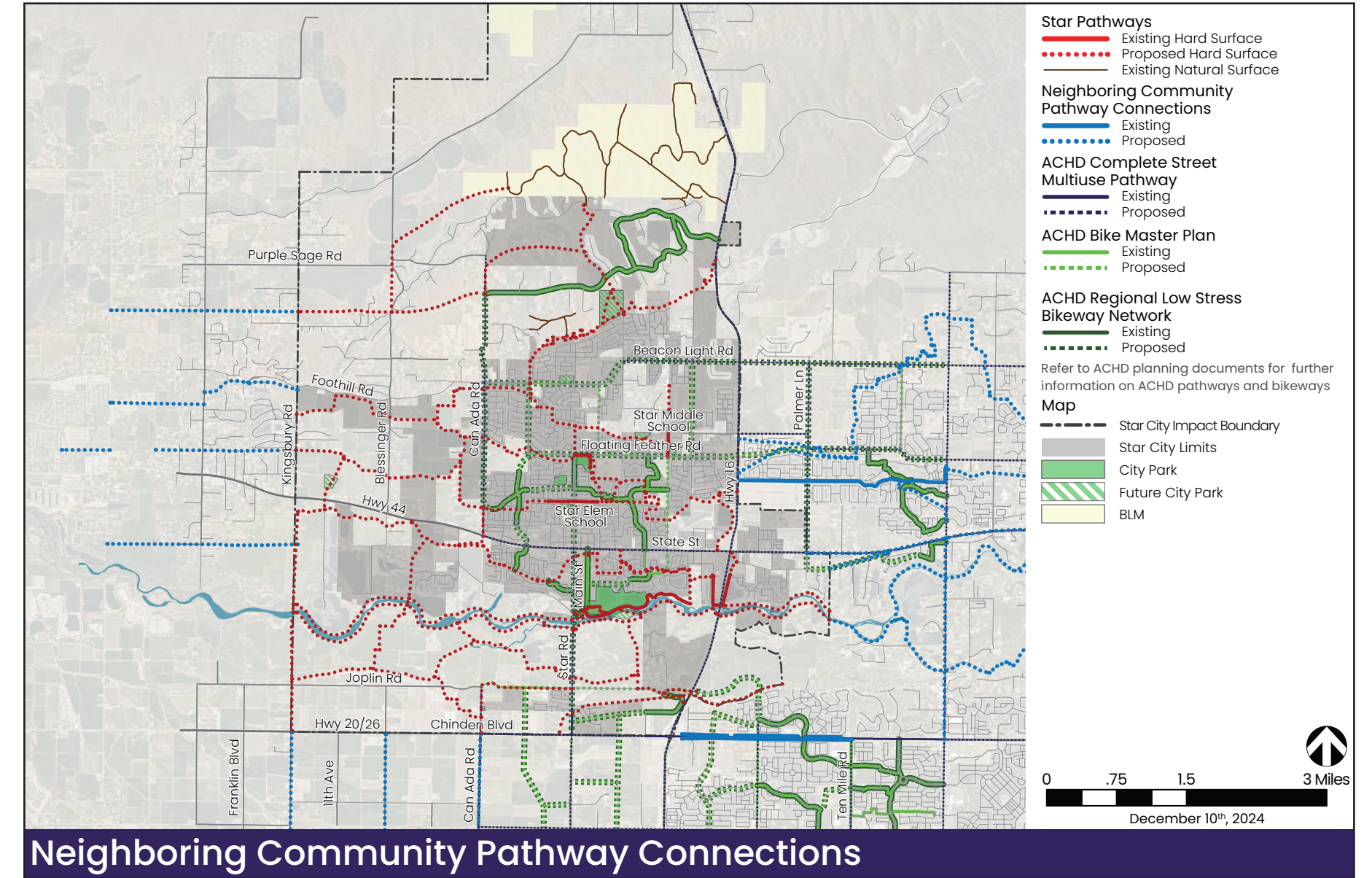
Bike and Pedestrian Master Plan – 2019

[Link Here](#)

#### City of Middleton

Transportation, Schools and Recreation Map – 2021

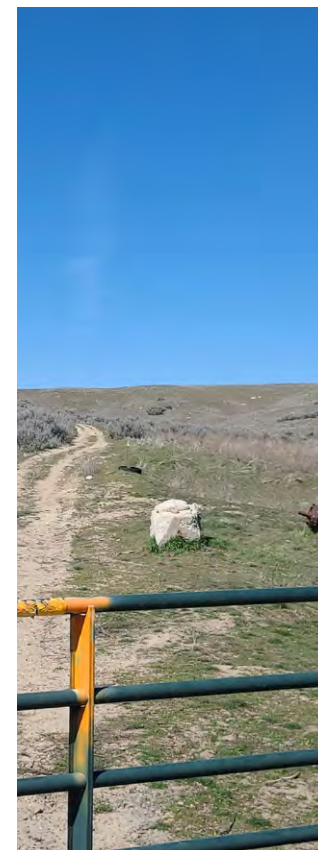
[Link Here](#)



Neighboring Community Pathway Connections

# 05

## PATHWAY MAINTENANCE



## Maintenance Guidelines

### Introduction

#### Importance of Maintenance and Purpose of This Plan

Maintenance plays a crucial role in ensuring safe and efficient pedestrian movement within the pathway network. Proper maintenance not only enhances the aesthetics of the city's pathways and promotes a positive user experience, it also helps reduce accidents and negative incidents occurring along the paths. This maintenance management plan aims to provide guidelines for maintenance best practices. This plan is meant to serve as a guideline and does not replace any existing City of Star or governing agency standards, policies, and procedures. This Plan is designed to be a working document and should be reviewed on a regular basis and revised as appropriate. It may be used in conjunction with the city's development of an annual maintenance budget and planning. Maintenance and service levels may fluctuate from time to time due to the availability of resources, special needs or circumstances that may arise. The following maintenance guidelines have been provided for the City of Star pathways included within the system maps. It's important to note Highway District facilities should be maintained and operated in accordance with the associated Highway District adopted specifications.

#### Quality of Work

The importance of high quality work for pathway maintenance cannot be overstated. Quality work ensures that pathways are safe, functional, and aesthetically pleasing, leading to a positive user experience and long-term sustainability. Here are some key reasons why maintaining a high standard of quality is crucial:

- **Safety:** Pathways are used by pedestrians, cyclists, and other users, and their safety should always be the top priority. High-quality maintenance practices help identify and address potential hazards promptly, such as uneven surfaces, potholes, or obstructions. By ensuring that pathways are in good condition, we can minimize the risk of accidents and injuries.
- **User Experience:** Pathways are designed to facilitate movement and provide an enjoyable experience for users. A well-maintained pathway with smooth surfaces, clear signage, and proper lighting

enhances the user experience and encourages more people to utilize the pathway. Conversely, neglecting maintenance can lead to user dissatisfaction, decreased usage, and a negative perception of the overall environment.

- **Longevity:** Quality maintenance practices contribute to the longevity of pathways. Regular inspections, proactive repairs, and proper cleaning prevent minor issues from escalating into major problems. By addressing maintenance needs promptly and effectively, we can extend the lifespan of pathways, reducing the need for costly repairs or replacements in the future.
- **Cost Savings:** Investing in quality maintenance upfront can result in significant cost savings in the long run. Preventative maintenance and timely repairs help avoid more extensive damage that may require extensive reconstruction or replacement.
- **Community Image:** Pathways are often a reflection of the overall quality and care given to an environment. When pathways are well-maintained, they contribute to a positive community image and create a sense of pride among users and stakeholders. On the other hand, neglected pathways can give the impression of a neglected environment, impacting the overall perception of the area.

Criteria to ensure that an acceptable quality of work is met consistently include:

- All work is consistent with City maintenance standards and complies with any local standards and specifications for the design and construction of public improvements
- All work is consistent with Best Management Practices and industry standards
- All work is compliant with Federal, State and local laws and regulations
- All work is compliant with manufacturer's specifications and standards

## Maintenance Standards for Pathways and Trailheads

### Overview

The City has adopted maintenance standards to help ensure that all pathways, trailheads, facilities, and equipment are maintained to a specified level of consistent service to produce a safe, clean, functional, and visually appealing multi-modal experience. The goal of these standards is to improve consistency and minimize subjectivity when assessing pathway and trailhead conditions. These standards are consistent with industry standards and best management practices to conserve and protect resources.

The maintenance standards provided in this chapter are intended to be used for the following purposes:

- Inspection and assessment of asset conditions.
- Communicating pathway network conditions effectively
- Developing an asset management plan
- Assisting staff in the prioritization of maintenance resources and allocation

### Pathways

- Pathways meet applicable ADA requirements
- Pathways provide a clear path without overgrown landscape material, litter, and debris
- Pathways are free of water collecting depressions and erosion
- Pathways have a uniform surface and positive drainage
- Pathways are free of depressions or trip hazards due to grade changes
- Pathways provide users with warning prior to street or intersection crossings via signage and sensory design

- Signage is clearly visible and not blocked by overgrown landscape materials or other barriers
- Pathway turns or intersections do not occur within 100' of one another
- Sight visibility triangles are considered as part of pathway and landscape design
- Pathways are routinely inspected and cleaned and cleared of litter, debris, snow, and hazards, with frequency determined by assigned maintenance level

### Landscape Areas

- Landscape areas are inspected on a weekly basis
- Turf areas are mowed and trimmed at a height of 2.5" to 3"
- Turf areas should only be provided at picnic areas or other spaces utilized for specific programming
- Plant material should be native or adaptive species and be drought tolerant
- Trees that have fruit/seeds that will drop debris onto the pathways should be avoided
- Pathways, trailheads, and facilities are routinely inspected and cleaned and cleared of litter, debris, snow, and hazards, with frequency determined by assigned maintenance level
- Shrubs and grasses are not overgrown or infringing on active pathway areas
- Trees are planted and pruned for the purpose of providing shade to pathway users
- Trees and tree replacements in irrigation district rights-of-way are maintained in accordance with applicable agency standards
- Native grasses are mowed for health, aesthetics, and weed control
- Wildlife habitat is provided, prioritized as applicable
- Noxious weeds are controlled as needed

### Irrigation

- Irrigation systems deliver uniform coverage
- Irrigation systems utilize water-efficient technology
- Irrigation systems utilize sensors and communication technology to provide leak detection and remote irrigation system monitoring
- Irrigation systems are annually winterized as needed based on applicable manufacturer recommendations
- Heads and drip irrigation components are routinely inspected for coverage
- Heads are properly distributed with radii and arcs setting adjusted to provide dual coverage and limit overspray
- Irrigation is zoned and timed intentionally to enhance user experience and minimize evapotranspiration rates
- Booster pumps are provided as needed to provide adequate pressure and are regularly inspected and maintained

### Drinking Fountains

- Fountains are accessible and operational
- Consider the use of bottle fillers and dog bowls when selecting appropriate drinking fountain models
- Where electricity can be provided, water cooling systems are included
- Drinking fountains are located at trailheads where feasible
- Fountains are checked for debris and cleaned as needed
- Fountains are installed on a solid and ADA compliant surface

### Restrooms

- Restrooms are located at enhanced trailheads
- Toilets are clean and sanitary
- Restrooms provide required ADA access
- Restrooms include vandal-resistant partitions and components
- Restrooms are fully operational and regularly maintained
- Restrooms include security system/cameras where allowable

- Trash Receptacles
- Receptacles are clean and routinely emptied
- Receptacles are painted or powder coated
- Receptacles are installed per manufacturer recommendations and properly anchored
- Receptacles are installed on concrete pads
- Trash receptacles are adequately provided at trailheads, picnic areas, shade structures
- Pet waste stations are located and stocked at trailheads as needed
- All receptacles, containers and pet waste stations meet current ADA guidelines for accessibility and height

### Benches and Picnic Tables

- Benches are installed on accessible concrete pads and per manufacturer recommendations
- Bench placement considers viewsheds, wildlife habitat, and other areas of interest
- Regular inspections occur and asset management program is in place for site furnishing replacement
- Benches and Tables will not be placed within any canal maintenance easements

### Signage

- Signs are clean, legible, and free of vandalism and major sun damage
- Pathway signs are secure and properly installed in a highly visible location free of plant material overgrowth or other barriers
- Pathway network maps and rules signs are secure and properly installed at all trailheads and major points of ingress/egress
- Signage meets ADA requirements
- Trail markers are secure, placed at appropriate intervals, and installed in a highly visible location

Lighting

- All lighting fixtures to be full cutoff at a minimum and should conform to Dark Sky guidance and City standards.
- LED Lighting
- Low level security lighting is provided along trails in urban corridors where allowable
- Where applicable, conduit may be provided for future lighting to be added to pathway corridors

Shade Structures and Pavilions

- Shade structures and pavilions are installed on concrete pads with ADA compliant points of ingress/egress
- Shelters are installed per manufacturer recommendations and footings are designed based on sealed structural calculations provided by a registered structural engineer
- Regular inspection occurs and an asset management program is in place for shade structure and pavilions replacement
- Shelters are clean and sanitary
- LED lighting is provided at all pavilions
- Security lighting is provided in areas adjacent to pavilions
- Electrical receptacles are provided at pavilions
- Quick couplers and hose bibs are provided if utilities are available
- Rules signage, pavilions identification signage, and reservation signage is posted in highly visible locations

Preventative Maintenance

The City follows a comprehensive preventive maintenance plan for all pathways, trailheads, facilities, and equipment that it is responsible for maintaining. Regularly scheduled maintenance and monitoring of the pathway network is critical to meeting user needs. Visual and physical examinations of all pathway network amenities should be conducted weekly through staff evaluation and assessment to ensure compliance, safety, proper operation, and to mitigate liability risks. Annual required formal inspections should be performed by qualified individuals and inspection documentation should be completed and archived in accordance with City document storage practices.

Repairs to all applicable assets should be completed as required upon notification or inspection in a timely manner. Repairs that include an immediate need or a condition that poses a risk to user safety should be considered immediate priorities. Any areas or assets that are considered a safety risk should be closed and off limits to public use until necessary repairs can be made. All applicable maintenance equipment utilized by the City should be locked and tagged out if found to be unsafe to operate until necessary repairs can be made.



Established Service Levels of Maintenance

Overview

Developing maintenance service levels for pathways, trails, trailheads, and related facilities requires evaluating and responding to the path’s level of use, connectivity to city points of interest, type of programming, and provided amenities. Each maintenance service level serves a specific purpose with the ongoing goal of providing a clean and high-quality pathway network for residents and visitors. Maintenance service levels may be adjusted for specific trailheads or pathway segments based on change in programming or increase/decline in use. It’s also important to note some pathways will be managed by the City while others will be managed by existing or future HOA’s and will require maintenance be the responsibility of the HOA, this will be addressed on a case by case basis. The following descriptions outline the expectations for each maintenance service level:

Service Level A - \$ \$ \$ \$ \$

**A high level of maintenance associated with well-developed areas with high visitations rates in close proximity to major city landmarks or points of pride.** Turf is lush cut two times per week, free from weeds, and cut to a precise level. Turf fertilizing is completed three times annually, and facilities maintenance is performed Monday-Friday. Plants and trees are pruned, trimmed, and shaped to ornamental beauty. Hardscapes are regularly swept, litter control and snow removal is performed five to six times per week. **Requires one park maintenance worker per six to eight linear miles.**

Service Level B - \$ \$ \$ \$

**A reasonably high level of maintenance associated with well-developed areas with high visitations rates.** This service level is appropriate for areas that are highly programmed and include trailheads. Most greenbelt and community path segments may be associated with Service Level B. One major difference with Service Level B is that turf is not cut as frequently, but still at regular intervals at a precise level. Plants and trees in parks are not pruned and trimmed at the same frequency. Litter control, snow removal and facility maintenance is two to three times per week and hardscape maintenance is less frequent. Mowing frequencies are five to seven days, shrub and tree pruning are completed bi-annually, turf fertilizing is completed three times annually and inspections occur monthly. **Requires one parks maintenance worker per eight to 12 linear miles.**

Service Level C - \$ \$ \$

**The lower expected service level for fully developed pathway corridors with a moderate level of maintenance associated with path areas of average development or visitation.** Most highway path segments may be associated with Service Level C. Maintenance is accomplished, usually with longer service intervals, to keep the path network safe and minimally serviceable to the community. Mowing frequency is every seven to 14 days, shrub and tree pruning annually, turf fertilization bi-annually, litter control one to two time per week, facilities maintenance performed one time per week and inspections occur monthly. **This level requires one parks maintenance worker per 12 to 18 linear miles.**

Service Level D - \$ \$

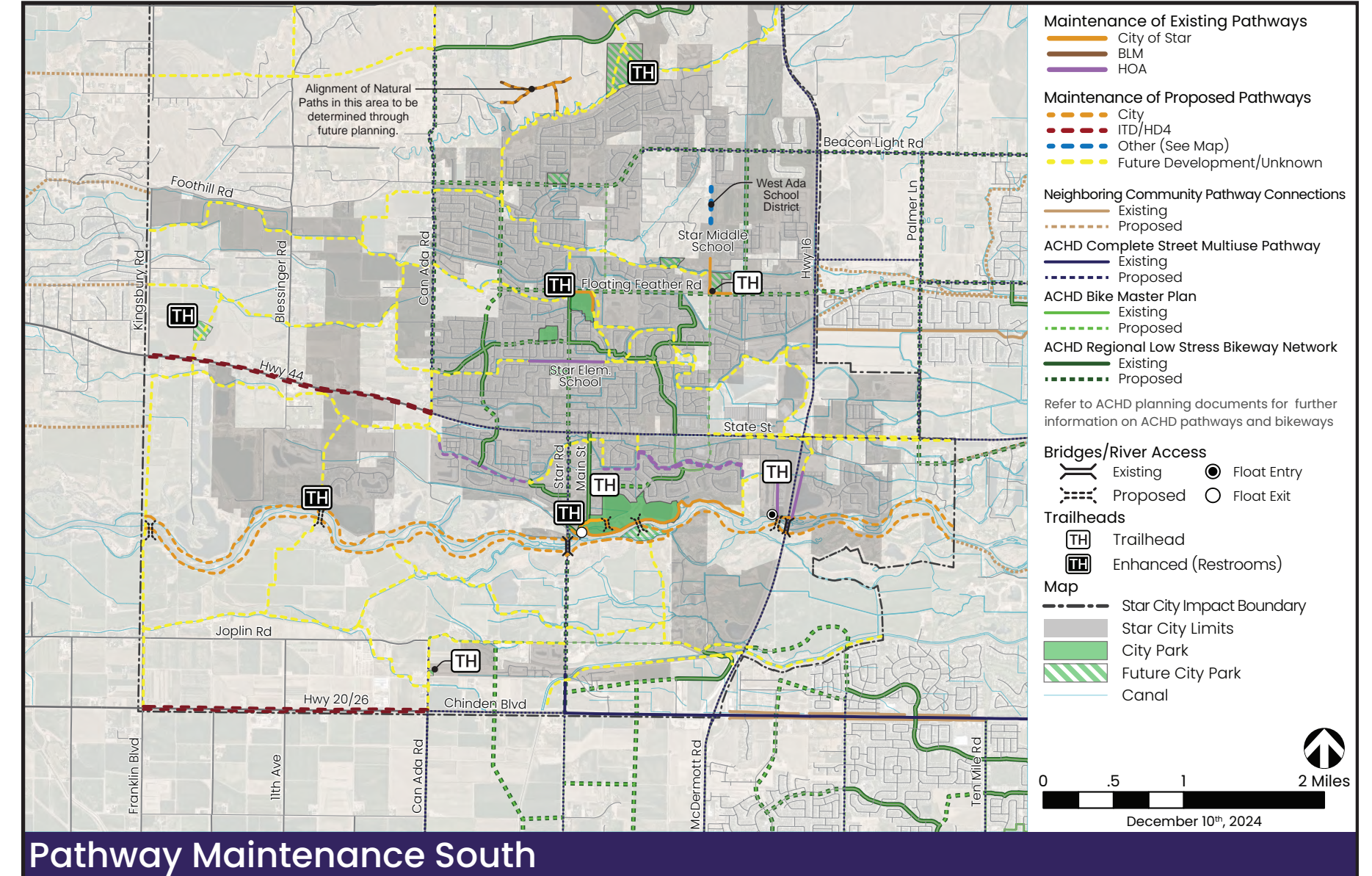
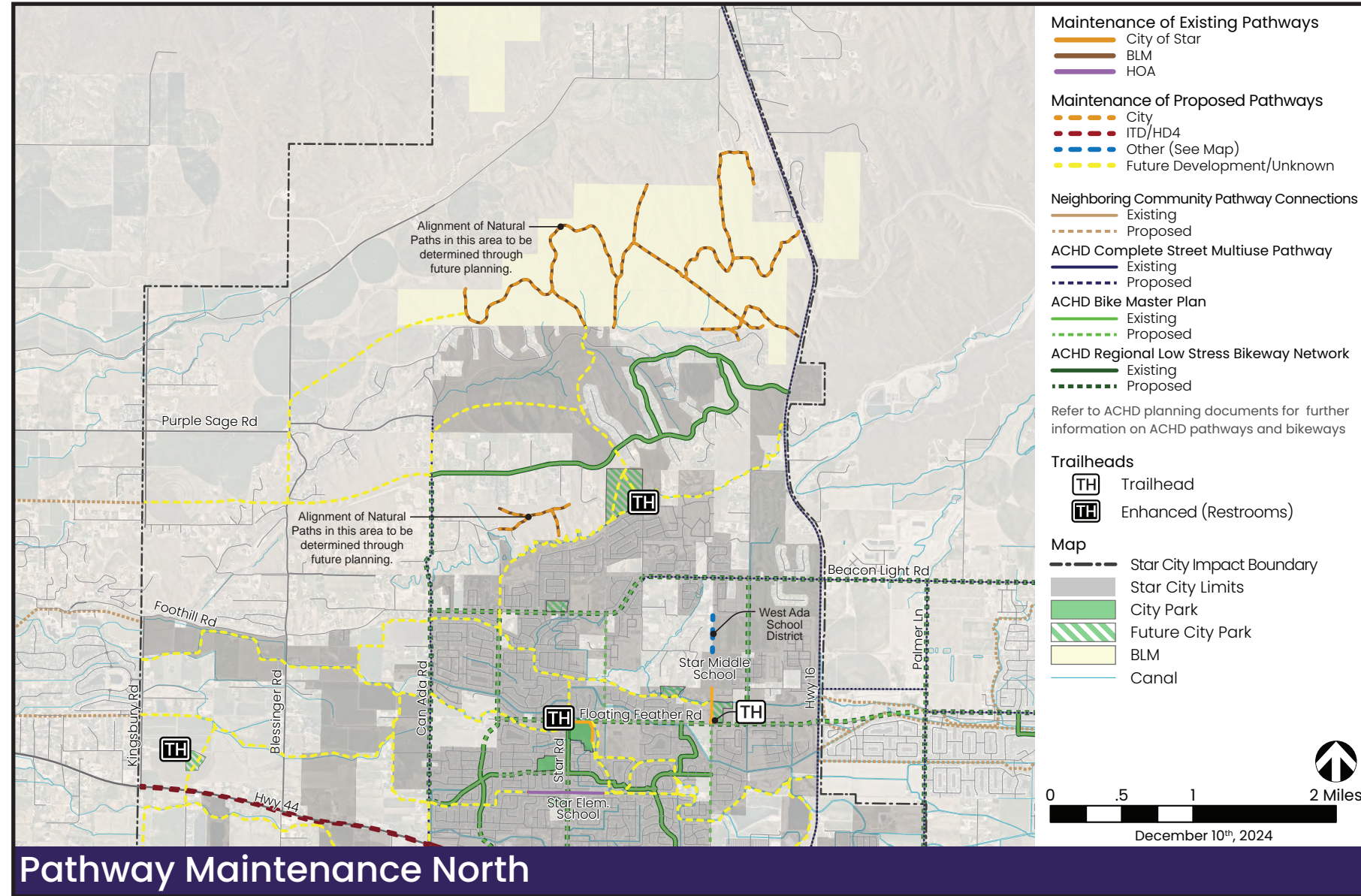
**A minimal service level for pathway corridors or open spaces with no facilities with the intent to maintain safe grounds and a natural ambiance.** Most natural paths may be associated with Service Level D. Generally inspection services and litter control are conducted on a weekly basis. Mowing frequencies every 14 to 21 days, shrub and tree pruning annually, and fertilization annually. Inspections typically occur monthly. **Usually such services require one park maintenance worker every 50 to 75 linear miles.**

Service Level E - \$

**A minimal service level for pathway corridors or open spaces with no facilities with the intent to maintain safe grounds and a natural ambiance.** City of Star may not have any planned pathway segments within the Service Level E maintenance classification, however, this classification may be utilized in the future if deemed appropriate. Generally inspection services and litter control are conducted, but on an infrequent basis. **Usually such services and litter control are conducted as “fill-in” work by staff but otherwise one park maintenance worker can cover approximately 200 linear miles.**

*Note: Prior to the construction of any city-maintained pathways, the city should assign 0.1 FTE (4 hours per week average) staff person to focus on pathways issues. Tasks would include budget preparation, review of new development for pathway approval conditions and inspection of improvements required; working with HOA’s to construct pathways along canals through existing subdivisions; attending STPC monthly meetings; grant applications; Impact fee projects.*

\$ = General cost per mile



# 06

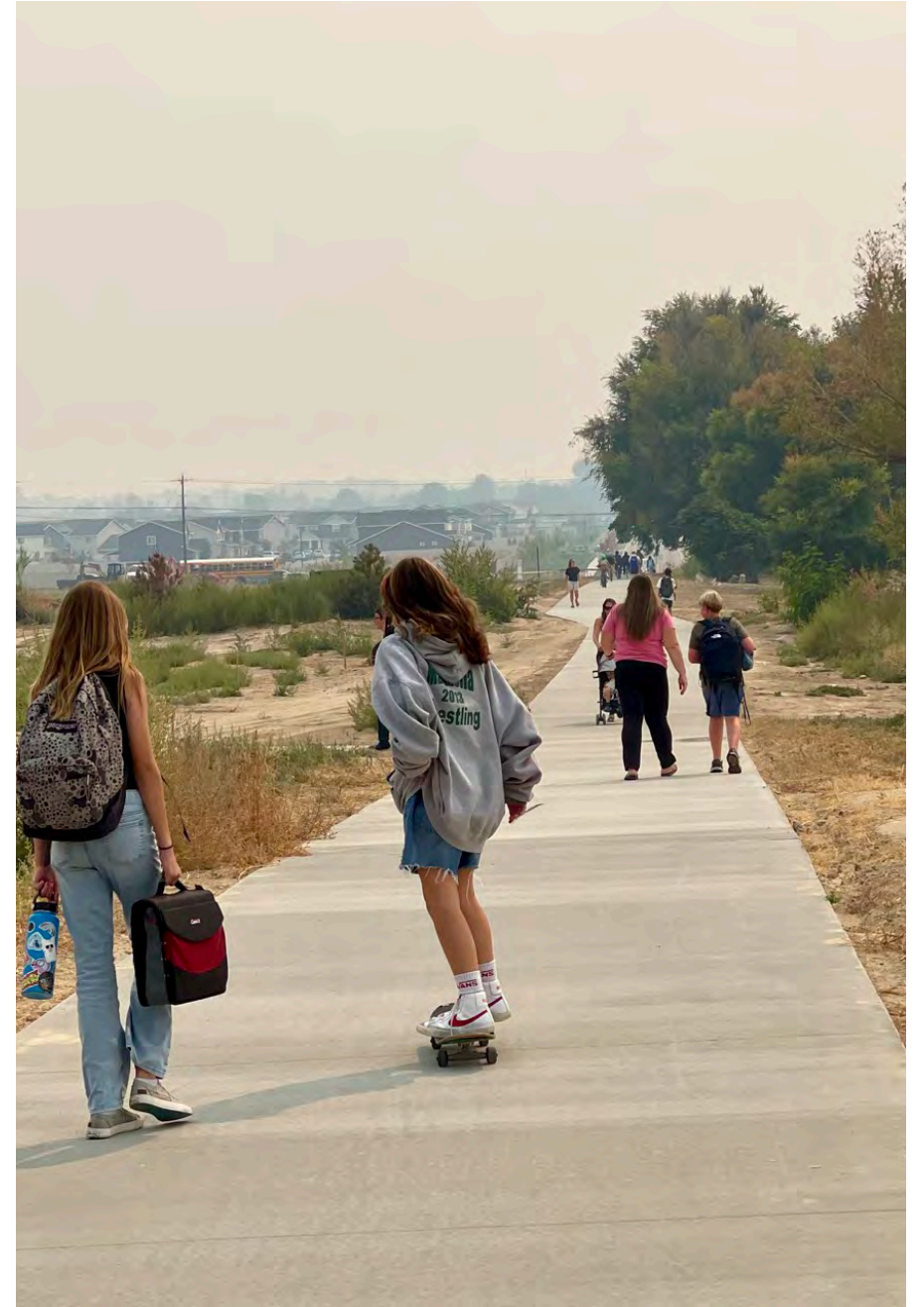
## CAPITAL IMPROVEMENT PLAN

### Overview

This CIP is intended to focus on new trails and trailhead projects. Most of these capital improvements will also require an increase in annual operations and maintenance costs. The following are the general assumptions utilized in the development of the recommended CIP:

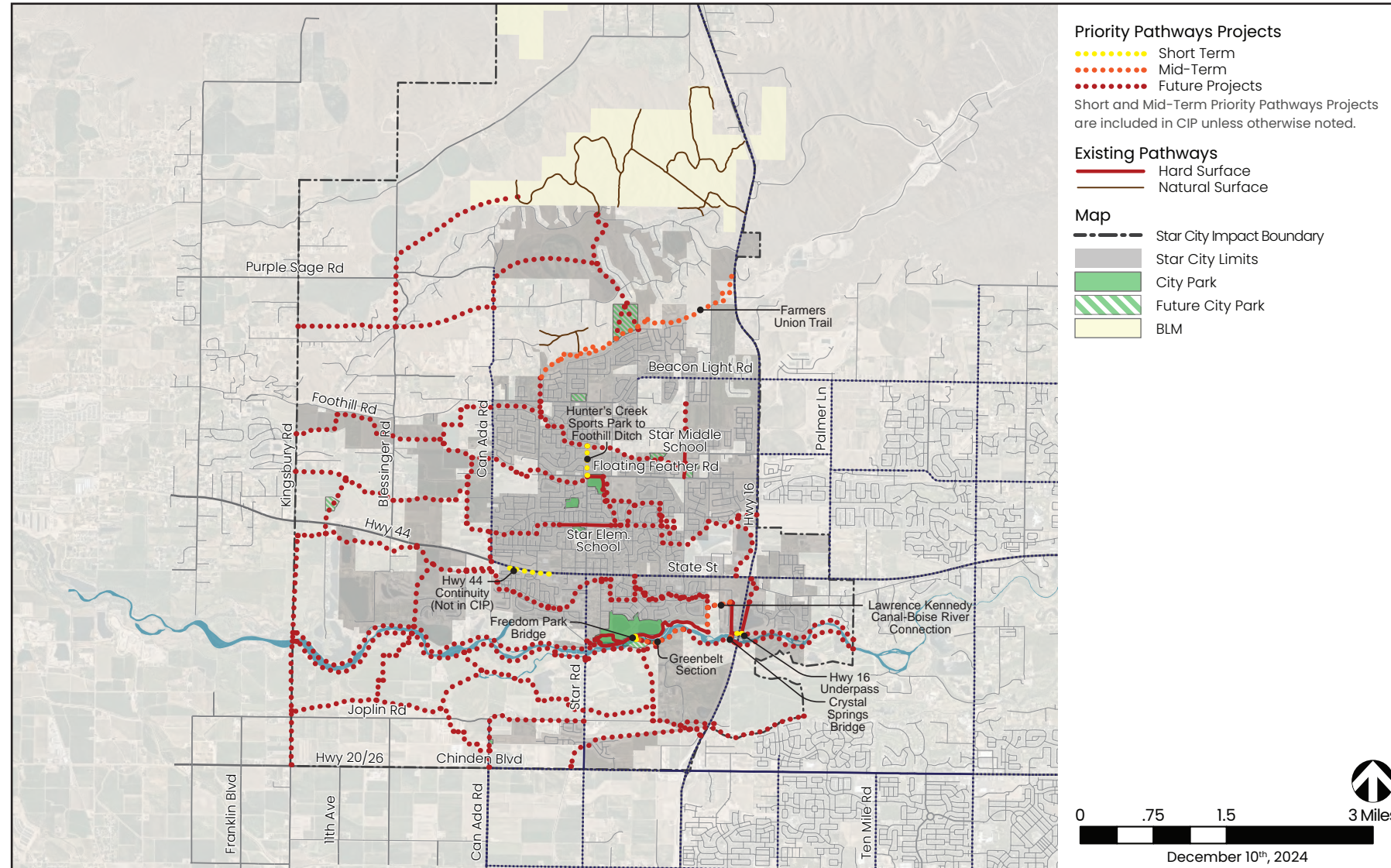
- Lifecycle replacement projects which include the replacement of existing trail assets in the system are included in the cost estimating for the capital improvements plan. These costs have been considered long term.
- Only projects likely to be implemented are included in the plan.
- Projects must be consistent with other planning efforts, where applicable.
- Costs shown are intended to be rough order of magnitude.
- Land acquisition and associated land costs have not been included in this plan.
- Costs shown are intended to reflect the proposed classification section for each trail segment as shown on the plan mapping.
- Grade-separated road crossings, bridges, specific riverfront considerations, or other major structures have not been accounted for in these rough order of magnitude costs.

Please note that the costs shown on the following pages are intended to be rough order of magnitude and based on trail related amenities only. Projected costs do not include additional associated infrastructure related to project implementation. The values shown within this document are based on 2024 dollars and cost escalation has not been added for mid-term (years 6-10) or long term (years 11+). Department staff should continue to evaluate costing information with current market conditions as project funding opportunities arise. It is recommended each identified project undergo a segment-specific master plan prior to final design in order to establish a trail alignment, confirm desired trail amenities, and provide a detailed cost estimate based on specific site conditions.





# Capital Improvement Plan Summary



## Priority Pathway Projects

Star Pathways Mileage by Type				
Type	Existing Miles	Proposed Miles	Total Miles	% Complete
Community	1.69	49.7	51.39	3%
ACHD	0.18	3.75	3.93	5%
ITD	4.91	27.66	32.57	15%
Greenbelt	1.7	12.49	14.19	12%
Natural	9.23	0	9.23	100%
<b>TOTAL (NATURAL + HARD SURFACE)</b>	<b>17.71</b>	<b>93.6</b>	<b>111.31</b>	<b>16%</b>
<b>TOTAL HARD SURFACE ONLY</b>	<b>8.48</b>	<b>93.6</b>	<b>102.09</b>	<b>8%</b>

Identified Capital Improvement Project Mileage	
Capital Improvement Project Prioritization	Proposed Miles
Short-Term Priority (0-5 Years)	0.38
Mid-Term Priority (6-10 Years)	4.07
Long-Term Priority (11+ Years)	56.21
<b>TOTAL</b>	<b>60.66</b>

Identified Proposed Mileage By Others	Proposed Miles
ACHD/HD4/ITD	31.67

Short-Term Priorities: Capital Improvement Project Breakdown	Proposed Miles	Planning and Design	Soft Surface Trail Cost	Hard Surface Trail Cost	Trail Lighting	Structures	Total Probable Cost Range*
Hunter's Creek to Foothill Ditch	0.3	\$63,648.00	\$31,500.00	\$94,800.00	\$435,600.00	-	\$31,500.00 - \$530,400.00
Highway 16 Underpass	0.05	\$10,608.00	\$5,250.00	\$15,800.00	\$72,600.00	-	\$5,250.00 - \$88,400.00
Freedom Park Boise River Bridge (Approx. 150' Bridge)	0.03	\$548,227.20	-	\$25,000.00	\$43,560.00	\$4,500,000.00	\$4,568,560.00
<b>TOTAL</b>	<b>0.38</b>	<b>\$622,483.20</b>	<b>\$36,750.00</b>	<b>\$135,600.00</b>	<b>\$551,760.00</b>	<b>\$4,500,000.00</b>	<b>\$4,605,310.00 - \$5,187,360.00</b>

Mid-Term Priorities: Capital Improvement Project Breakdown	Proposed Miles	Planning and Design	Soft Surface Trail Cost	Hard Surface Trail Cost	Trail Lighting	Structures	Total Probable Cost Range*
Farmers Union Trail	2.96	\$636,480.00	\$315,000.00	\$948,000.00	\$4,356,000.00	-	\$315,000.00 - \$5,304,000.00
Lawrence Kennedy/Boise River Connection	0.53	\$112,444.80	\$55,650.00	\$167,480.00	\$769,560.00	-	\$55,650.00 - \$937,040.00
Crystal Springs Boise River Bridge (Approx. 210' Bridge)	0.04	\$705,969.60	-	\$25,000.00	\$58,080.00	\$5,800,000.00	\$5,883,080.00
Boise River Greenbelt (South of Freedom Park Bridge)	0.53	\$112,444.80	\$55,650.00	\$167,480.00	\$769,560.00	-	\$55,650.00 - \$937,040.00
<b>TOTAL</b>	<b>4.07</b>	<b>\$1,567,339.20</b>	<b>\$426,300.00</b>	<b>\$1,307,960.00</b>	<b>\$5,953,200.00</b>	<b>\$5,800,000.00</b>	<b>\$6,309,380.00 - \$13,061,160.00</b>

\* Costs assume pavement with trail lighting consistent with section classifications| the planning and design will likely be by City staff and could result in a savings to the City.

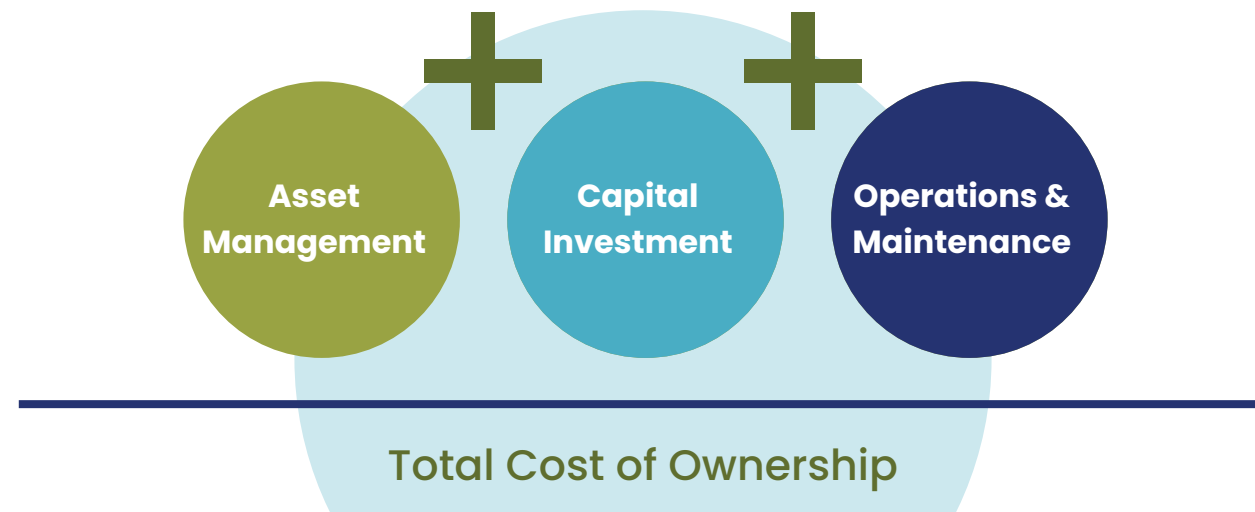
\*\*Costs are based on trail mileage and do not consider specific site conditions. It is recommended a project-specific master plan be done for each segment to determine trail alignment and identify site-specific issues prior to design.

## Total Cost of the Trails System

The total value of the City's park system includes three items:

- Asset Management: includes preventative maintenance and lifecycle replacement.
- Capital Investment: total cost of the trails system.
- Operations & Maintenance: cost to maintain current trails system.

Inclusion of these three elements provides a true value of the trails system allowing the City to fully view what is required for the full financial sustainability of the trails system.



## Asset Management Plan

It is critical to closely monitor the condition of the existing trails system to ensure the safety of patrons. The Recommended Replacement Schedule identifies the recommended trails/amenity replacement schedule based on the identified lifecycle for replacement. It is highly recommended to track the condition and plan for asset replacement based on condition, maintenance, and expected lifecycle. This table is based on best practices within the parks and recreation industry. As the city continues to develop its trail network, it is recommended the city utilizes a comprehensive ten-year asset management plan that is updated annually, identifying conditions and tracking preventative maintenance and lifecycle replacement timelines for the following facilities:

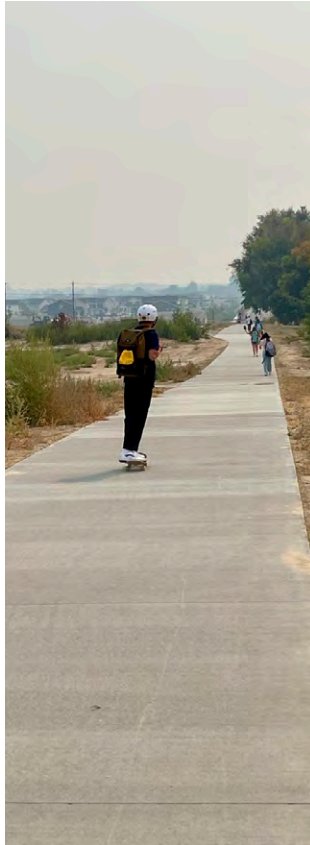
## Recommended Replacement Schedule

Facility/Amenity	Lifecycle
BBQ Pit/Grill	10
Bench	15
Bike Rack/Loop	10
Bollards	25
Drinking Fountain	10
Fencing	25
Fitness Station	10
Flagpole	35
Irrigation System	20
Lighting	20
Maintenance Yard/Building	35
Parking Lot	20
Picnic Table	15
Ramada/Pavilion	35
Restroom Building	35
Shade Structure (Fabric)	10
Signage (Monument)	25
Signage (Regulatory/Interpretive)	10
Trail – Non-Paved	25
Trail – Paved	25
Trash Receptacle	15



# 07

## FUNDING STRATEGIES



### Introduction

As the Star trails network grows and diversifies its amenities, the city must also identify, develop and diversify their revenue source options. Nationally, a growing number of municipalities have developed strong partnerships that are fair and equitable in the delivery of trails and off-street connections based on who receives the service, for what purpose, for what benefit, and for what costs.

In the City of Star, some of these policies and management practices are in place or being considered and others should be considered for future implementation. Some of these sources can potentially be considered as a revenue option to support the capital and operational needs of the City. The city will need to continually develop and update its business plans for its trails, facilities, and rentable venues it manages. Managing good data is crucial to making good decisions on revenue development.

### Primary and Funding Sources for Consideration

#### *Bond Financing*

Municipal bonds can be issued to finance trails projects. These bonds are backed by the government and typically repaid using tax revenues or user fees associated with the facility. Bond financing allows for large-scale projects that may require significant upfront investment that address needs that are identified as unmet community priorities.

#### *Impact Fees*

Impact fees are charges imposed on new developments to mitigate the impacts they have on the community, such as increased demand for parks and recreation facilities. These fees may be collected by the city and used to fund the construction or expansion of a trails network and infrastructure.

#### *Park/Trail Development Fees*

Many municipalities seek developer contributions for parklands and for the development of trails that run through the property being developed. The developer perceives the enhanced value in terms of what the improvements mean for their development. Park or trail dedication as a requirement of subdivision development is a reliable means for maintaining equity of access to parks and trails and keeping pace with the neighborhood and community park needs of the city.

#### *Partnerships*

Partnerships are joint-development funding sources or operational funding sources formed between separate agencies, such as two government entities, a non-profit, a public agency, or a private business, local improvement district and a public agency. Partners jointly develop revenue-producing parks and recreation facilities and may share risk, operational costs, responsibilities, and asset management based on the strengths of each partner. In this approach, entities may provide funding or resources in exchange for specific benefits, such as naming rights, advertising opportunities, or revenue-sharing agreements.

The City currently utilizes partnerships and agreements that are joint-development funding sources or operational funding sources between separate agencies. Revisiting the terms of partnerships is important to ensure the agreement's terms are still valid and the need for partnership has not changed. Existing partnership agreements should be updated regularly to ensure the purpose of the partnership, what is being provided, and the terms of the agreement are accurate. New partnerships should be forged as the city continues to evolve and modernize the parks and recreation system to align with community needs. Ensure that partnerships are fair and equitable to the city and to the partner with the best interests of the community prioritized.

### Corporate Sponsorships

Trail projects can seek corporate sponsorships to secure funding. In exchange for financial support, sponsors may receive branding opportunities, advertising exposure, or other promotional benefits.

### Government Grants

Trails projects can often qualify for government grants from federal, state, and local agencies. These grants are typically awarded based on the project's alignment with specific criteria, such as community impact, environmental sustainability, or economic development. The city may utilize federal grant funding, such as Community Development Block Grant (CDBG) funding, for trail projects and can continue to mine for additional federal, state, and local grant funding opportunities.

### Franchise Fee for Utility Right-of-Way

Many agencies have sold the development rights below the ground to utility companies for fiber optic lines, water, sewer, electricity lines, and cable conduits on a linear foot basis.

### Maintenance Endowment Fund

This is a fund dedicated exclusively for trail maintenance and is funded by a percentage of user fees from programs, events, and rentals. The fee is paid by users and is added to a dedicated fund for facility and equipment replacement.

### Revolving Fund

A revolving fund is a dedicated financial mechanism established to support the ongoing development, enhancement, and maintenance of trails facilities. The primary purpose of these funds is to generate revenue through various means, such as rental fees, sponsorships, donations, and grants. The generated funds are then reinvested back into the parks to improve amenities, infrastructure, programming, and overall trails experiences. Park revolving funds offer a sustainable financial mechanism for supporting trail development and maintenance. By reinvesting generated revenues into related projects, these funds ensure the long-term sustainability and improved amenities of trail facilities. Successful implementation requires careful planning, stakeholder engagement, and effective financial management.

### Philanthropic Donations

Non-profit organizations, foundations, and individual donors can contribute funds to support parks and recreation projects. These donations are often made in the form of grants, sponsorships, or endowments. Philanthropic donations can be essential for funding projects that benefit specific communities or have a social or environmental focus.

### Volunteerism

This is an indirect revenue source consisting of individuals donating their time to assist the city in providing a product or service on an hourly basis. This reduces the city's cost to provide services, builds department advocacy, and civic involvement.



# 08

## IMPLEMENTATION



### Future Implementation Decisions:

The following implementations decisions will need to be addressed by the City in order to effectively implement the Pathway Master Plan into reality.

- a. Adopt the Pathway Master Plan by reference into the City of Star Comprehensive Plan.
- b. Update City GIS database system to include Pathway Plan routes.
- c. Update Development Code regulations to require construction of pathways upon parcel redevelopment consistent with the sections and standards of this plan.
- d. Confirm how much City funding is available and plan pathway construction projects accordingly.
- e. Secure additional funding through grants, bonds, and public-private partnerships to support pathway projects.
- f. Partner with regional authorities and state agencies for cost-sharing transportation projects and inclusion of community projects within transportation improvement programs.
- g. Review Impact Fees for inclusion of pathway development.
- h. Confirm who maintains which pathway types.
- i. Secure pathway agreements with irrigation and drainage districts to allow their right-of-way to be utilized as community pathways.
- j. Coordinate with existing HOA's on conversion of existing private pathways to public pathways.
- k. Apply for SS4A Planning and Demonstration Grant in order to complete area-wide safety action plan resulting in recommended safety improvement projects for all transportation modes. This does not necessarily guarantee a pathway project but if there is a demonstrated risk or crash history it could.
- l. Promote community programs and events that encourage walking, biking and use of shared pathways such as Bike/Walk to School Days, Bike Bus Programs, Bike Repair/Donation Drives, Bike Safety Trainings, 5Ks, or Charity Walk-a-Thon Fundraisers.
- m. Develop a Facilities Maintenance Plan for enhancement and maintenance of City parks and existing pathways.
- n. Conduct necessary property acquisition or easements as needed, specifically along the Boise River.
- o. Update City Code Enforcement and Maintenance responsibilities to include oversight of existing City pathways consistent with the establish level of service guidelines.

# Appendix

## SOCIAL PINPOINT RESULTS SURVEY FEEDBACK



Closed

City of Star Pathway Survey  
City of Star Pathway Master Plan

100  
Contributors

105  
Contributions

## Contribution Summary

### 1. Are you a City of Star Resident?

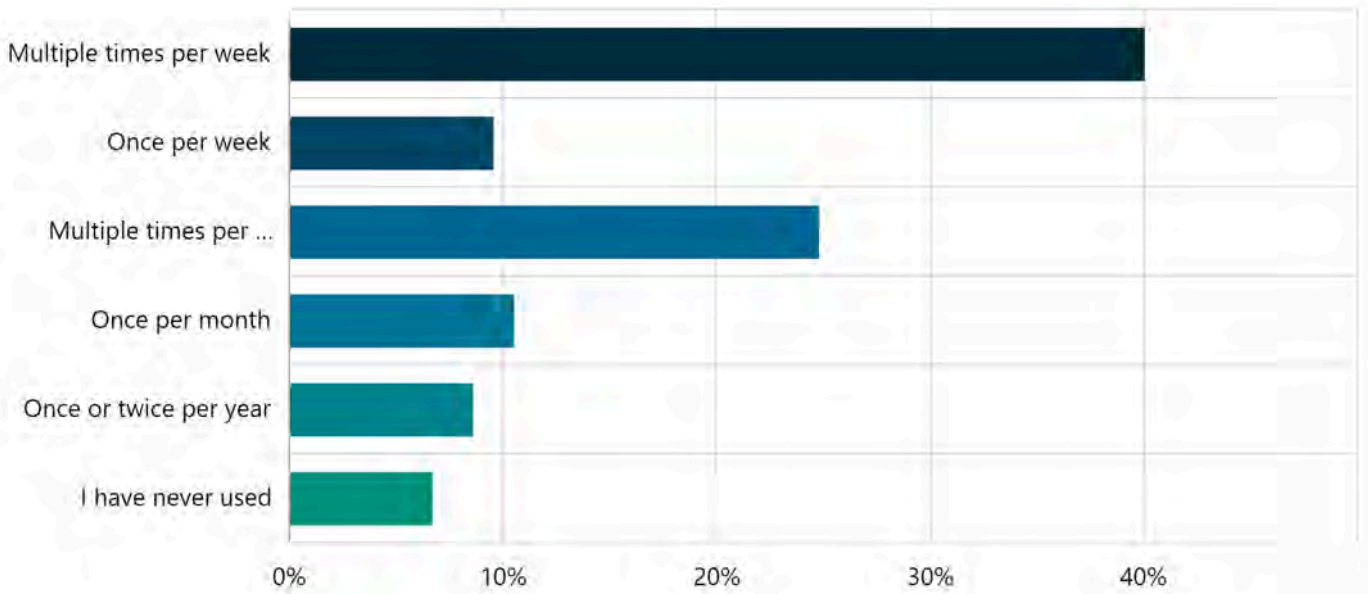
Select Box | Skipped: 2 | Answered: 103 (98.1%)



Answer choices	Percent	Count
Yes	98.06%	101
No	1.94%	2
<b>Total</b>	<b>100.00%</b>	<b>103</b>

## 2. How often do you use the multi-use paths in and around the City of Star?

Multi Choice | Skipped: 0 | Answered: 105 (100%)

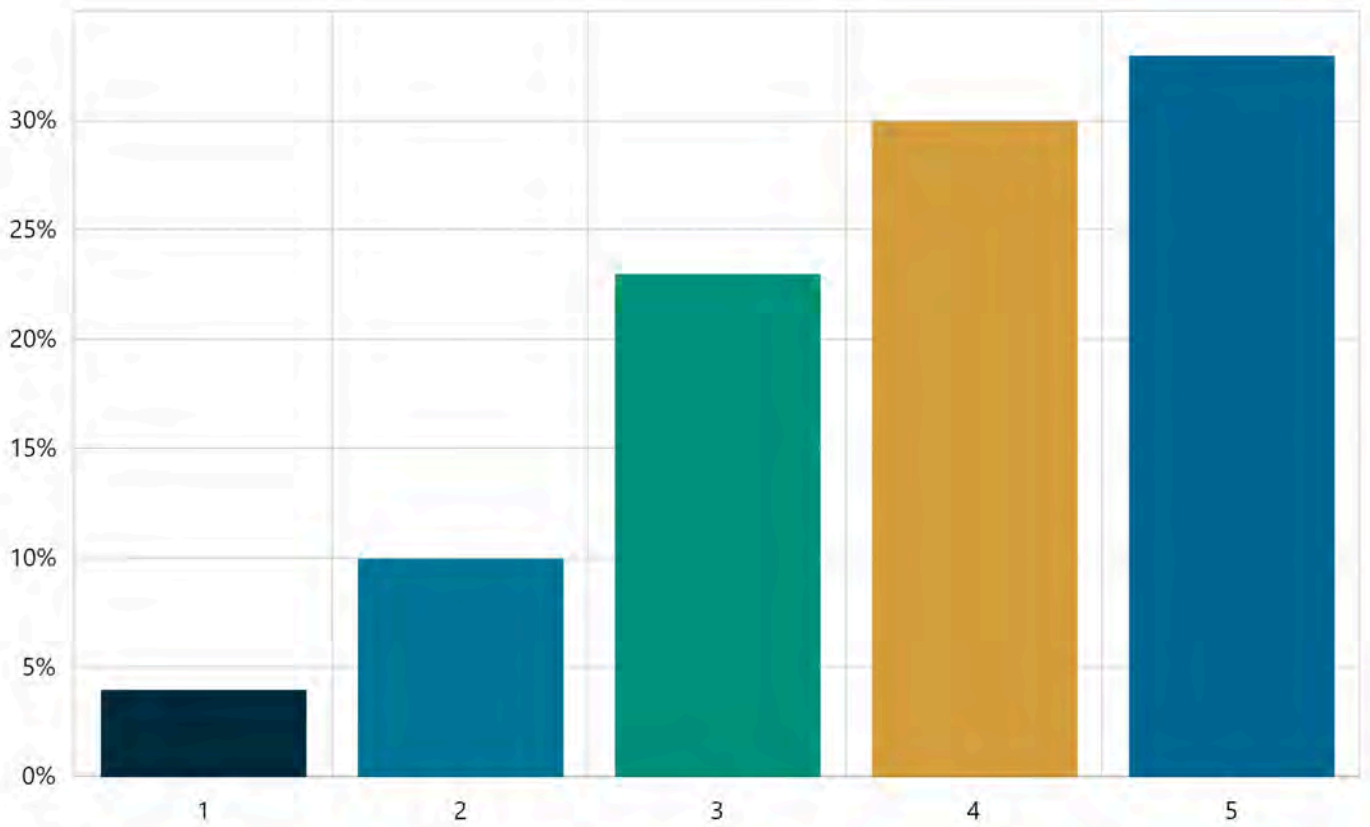


Answer choices	Percent	Count
Multiple times per week	40.00%	42
Once per week	9.52%	10
Multiple times per month	24.76%	26
Once per month	10.48%	11
Once or twice per year	8.57%	9
I have never used	6.67%	7
<b>Total</b>	<b>100.00%</b>	<b>105</b>



### 3. Please rate your level of satisfaction with the feeling of safety on multi-use paths.

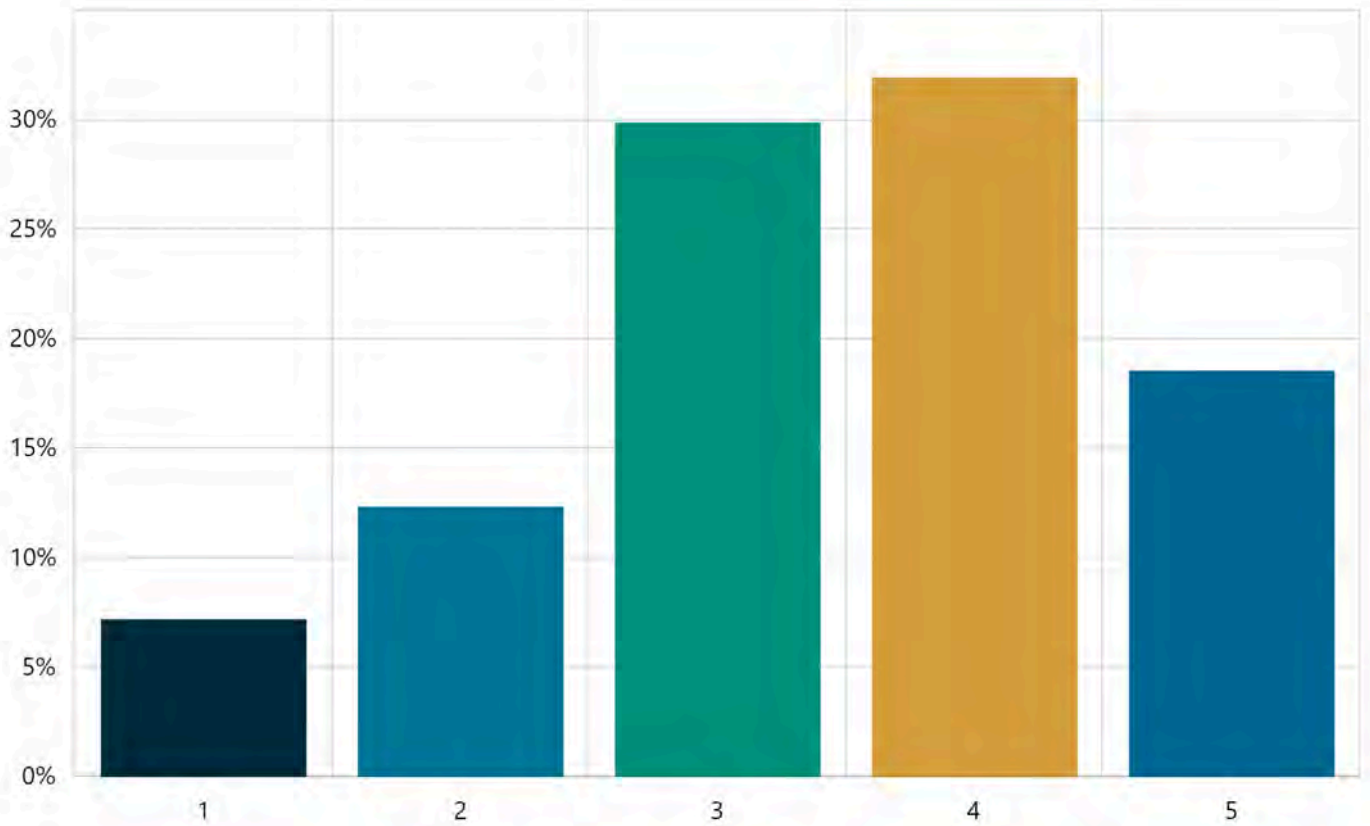
Rating | Skipped: 5 | Answered: 100 (95.2%)



1	2	3	4	5	Count	Weighted average
4.00%	10.00%	23.00%	30.00%	33.00%	100	3.78
4	10	23	30	33		

**4. Please rate your level of satisfaction with the number of resting points and benches along the multi-use paths.**

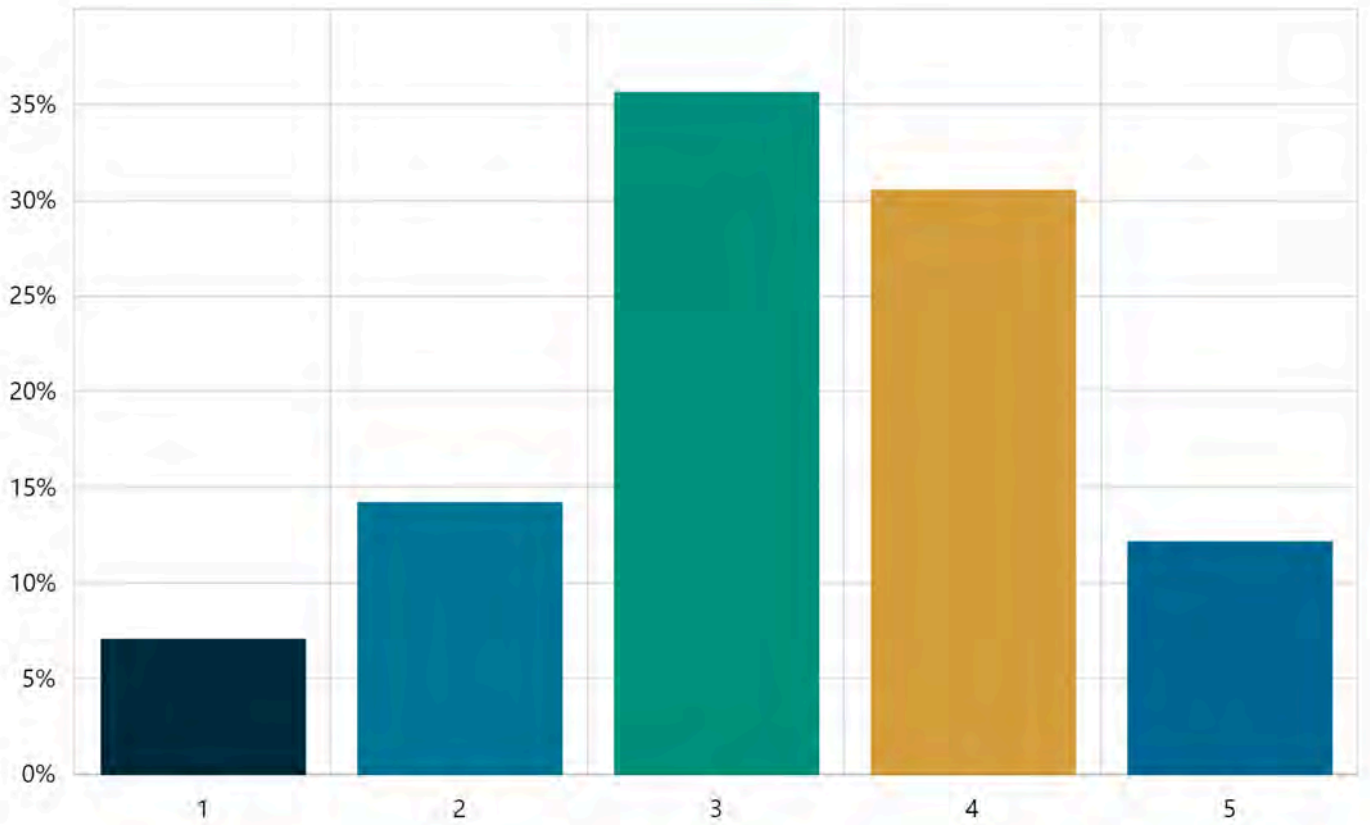
Rating | Skipped: 8 | Answered: 97 (92.4%)



1	2	3	4	5	Count	Weighted average
7.22%	12.37%	29.90%	31.96%	18.56%	97	3.42
7	12	29	31	18		

### 5. Please rate your level of satisfaction with the multiuse path signage and identification.

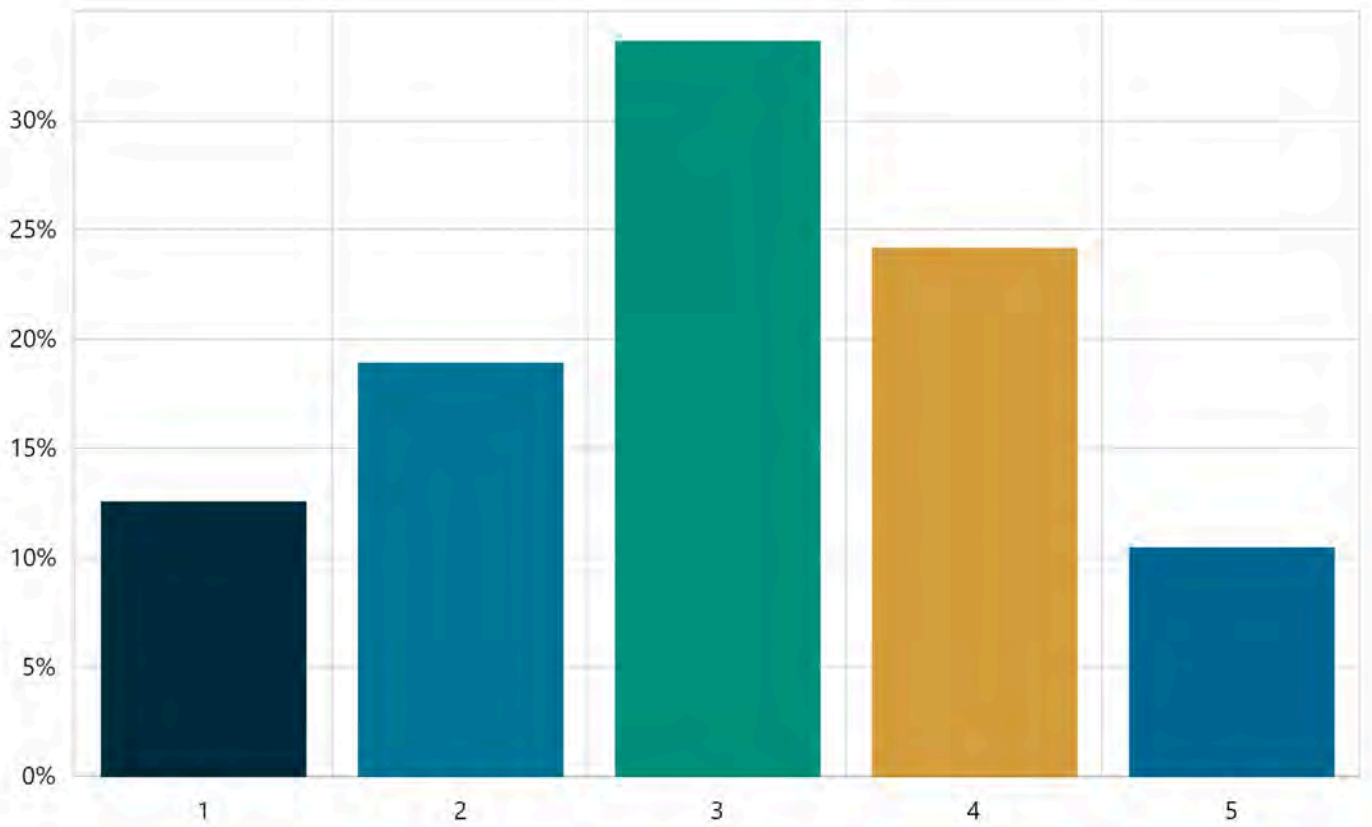
Rating | Skipped: 7 | Answered: 98 (93.3%)



1	2	3	4	5	Count	Weighted average
7.14%	14.29%	35.71%	30.61%	12.24%	98	3.27
7	14	35	30	12		

### 6. Please rate your level of satisfaction with the adequacy of lighting along multi-use paths.

Rating | Skipped: 10 | Answered: 95 (90.5%)



1	2	3	4	5	Count	Weighted average
12.63%	18.95%	33.68%	24.21%	10.53%	95	3.01
12	18	32	23	10		

**7. Would you be willing to participate in future surveys or focus groups for the City of Star? If so, please provide your contact information below. Your information will be kept confidential.**

Short Text | Skipped: 68 | Answered: 37 (35.2%)

**Sentiment**

No sentiment data

**Tags**

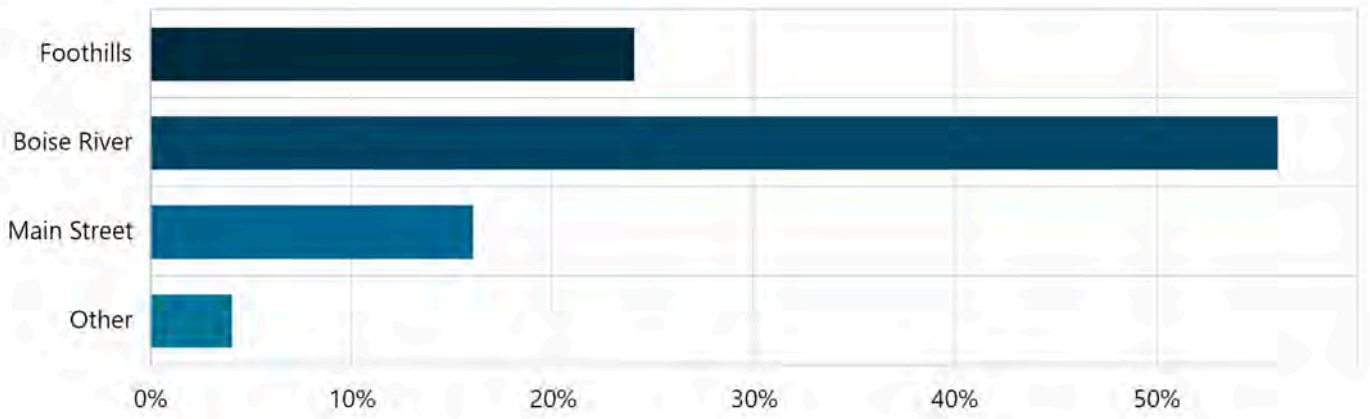
No tag data

**Featured Contributions**

No featured contributions

### 8. Which areas of the City should be prioritized for new trails projects and connections?

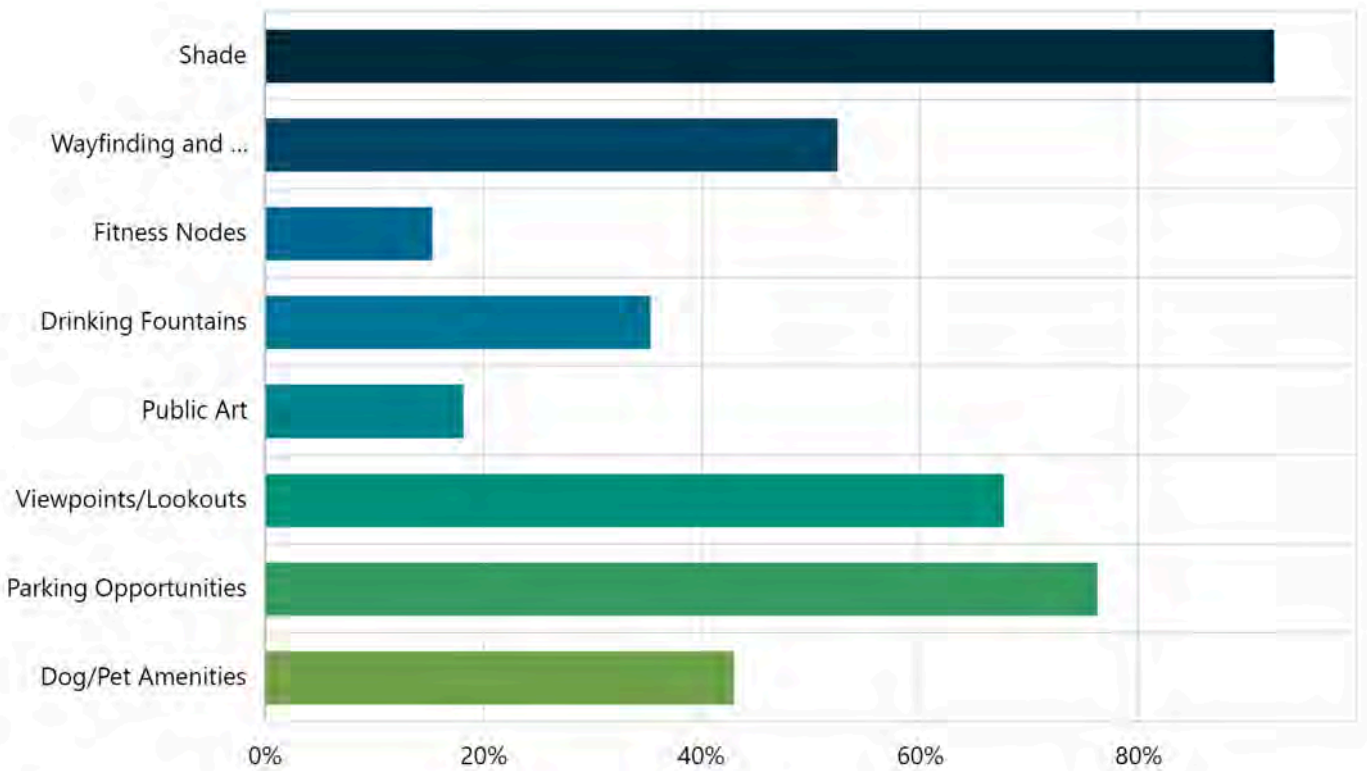
Multi Choice | Skipped: 5 | Answered: 100 (95.2%)



Answer choices	Percent	Count
Foothills	24.00%	24
Boise River	56.00%	56
Main Street	16.00%	16
Other	4.00%	4
<b>Total</b>	<b>100.00%</b>	<b>100</b>

### 9. Which FOUR trail features are the most important to you? (select four)

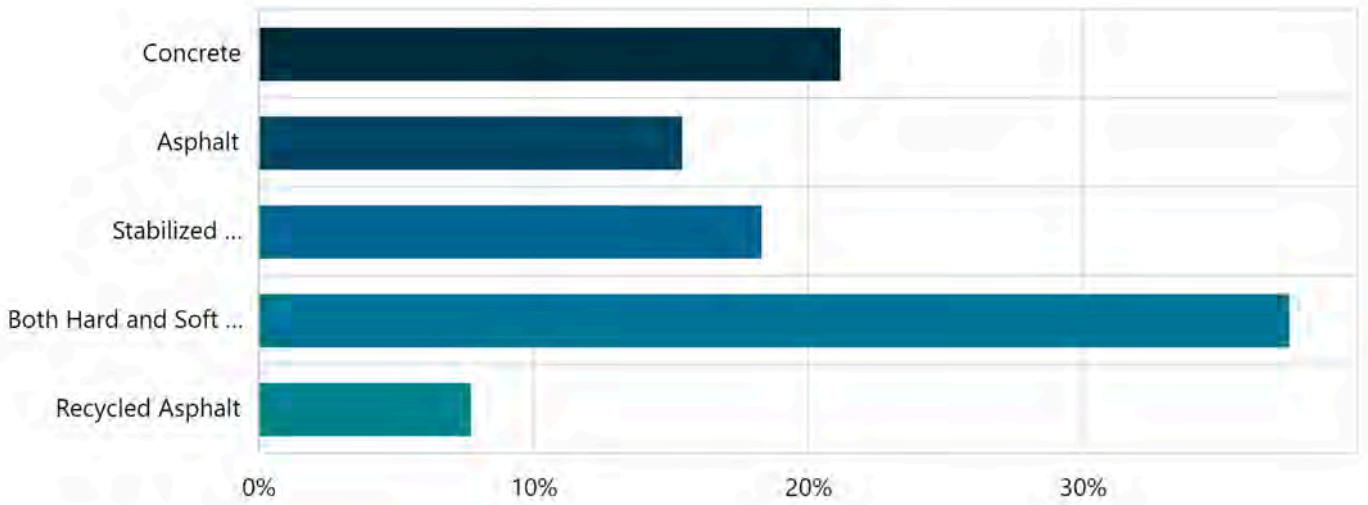
Multi Choice | Skipped: 0 | Answered: 105 (100%)



Answer choices	Percent	Count
Shade	92.38%	97
Wayfinding and Interpretive Signage	52.38%	55
Fitness Nodes	15.24%	16
Drinking Fountains	35.24%	37
Public Art	18.10%	19
Viewpoints/Lookouts	67.62%	71
Parking Opportunities	76.19%	80
Dog/Pet Amenities	42.86%	45

### 10. What is your preference for the multi-use path and trail surface?

Multi Choice | Skipped: 1 | Answered: 104 (99%)

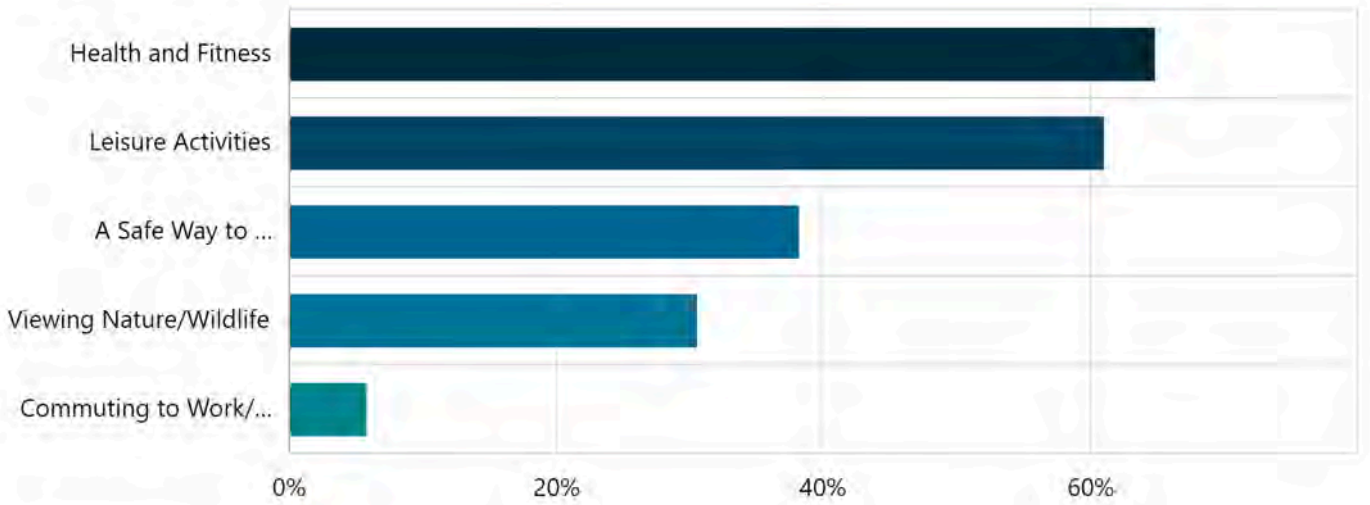


Answer choices	Percent	Count
Concrete	21.15%	22
Asphalt	15.38%	16
Stabilized Decomposed Granite/Millings	18.27%	19
Both Hard and Soft Surfaces	37.50%	39
Recycled Asphalt	7.69%	8
<b>Total</b>	<b>100.00%</b>	<b>104</b>



**11. What are the TWO most important reasons you will use the multi-use paths and trails?**

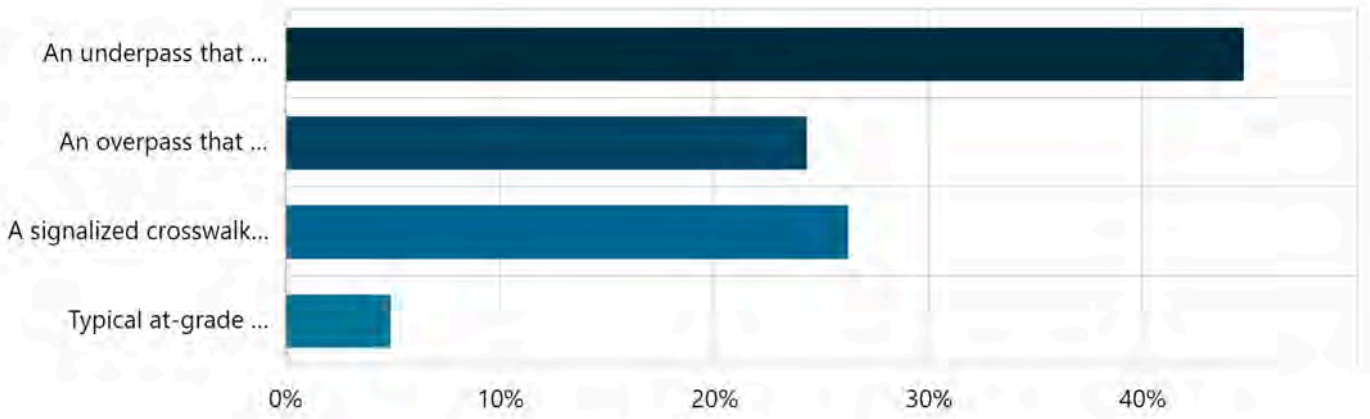
Multi Choice | Skipped: 0 | Answered: 105 (100%)



Answer choices	Percent	Count
Health and Fitness	64.76%	68
Leisure Activities	60.95%	64
A Safe Way to Connect to Surrounding Areas	38.10%	40
Viewing Nature/Wildlife	30.48%	32
Commuting to Work/School/Other Specific Location	5.71%	6

### 12. What is your preference for multi-use path/trail and street crossings?

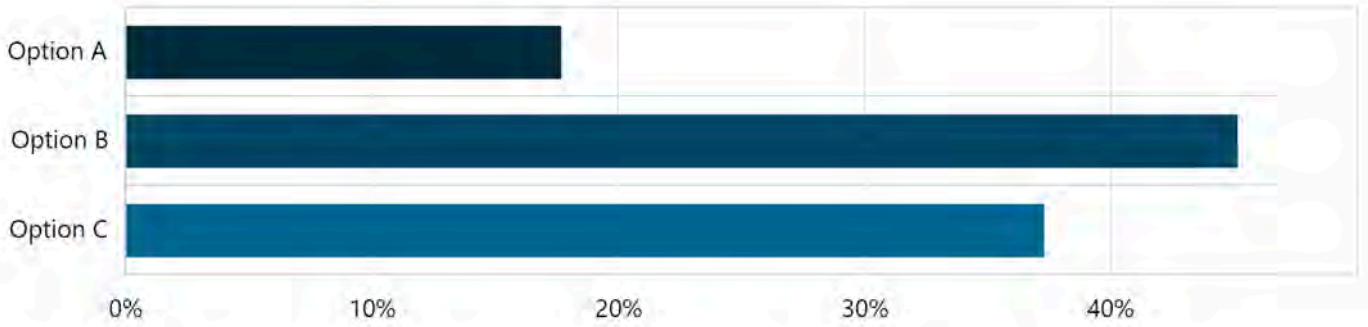
Multi Choice | Skipped: 2 | Answered: 103 (98.1%)



Answer choices	Percent	Count
An underpass that goes under the main roadway	44.66%	46
An overpass that goes over the main roadway	24.27%	25
A signalized crosswalk specifically for path/trail users	26.21%	27
Typical at-grade crossing	4.85%	5
<b>Total</b>	<b>100.00%</b>	<b>103</b>

### 13. As we look to finalize the branding for the City of Star Path Master Plan, which logo is your preference?

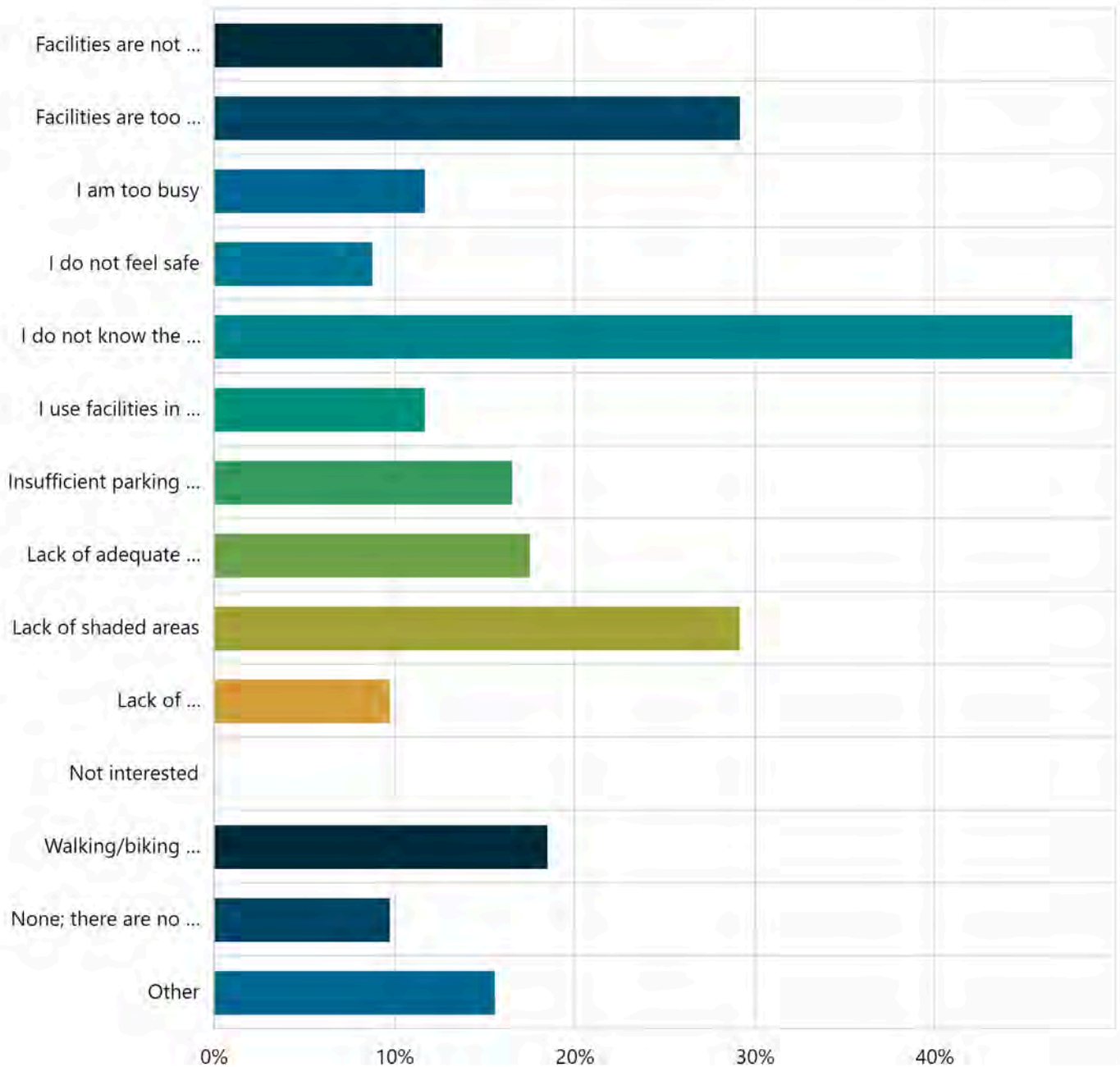
Multi Choice | Skipped: 3 | Answered: 102 (97.1%)



Answer choices	Percent	Count
Option A	17.65%	18
Option B	45.10%	46
Option C	37.25%	38
<b>Total</b>	<b>100.00%</b>	<b>102</b>

**14. What are the reasons you have not utilized or have not utilized the local paths/trails more often? (Check ALL that apply)**

Multi Choice | Skipped: 2 | Answered: 103 (98.1%)

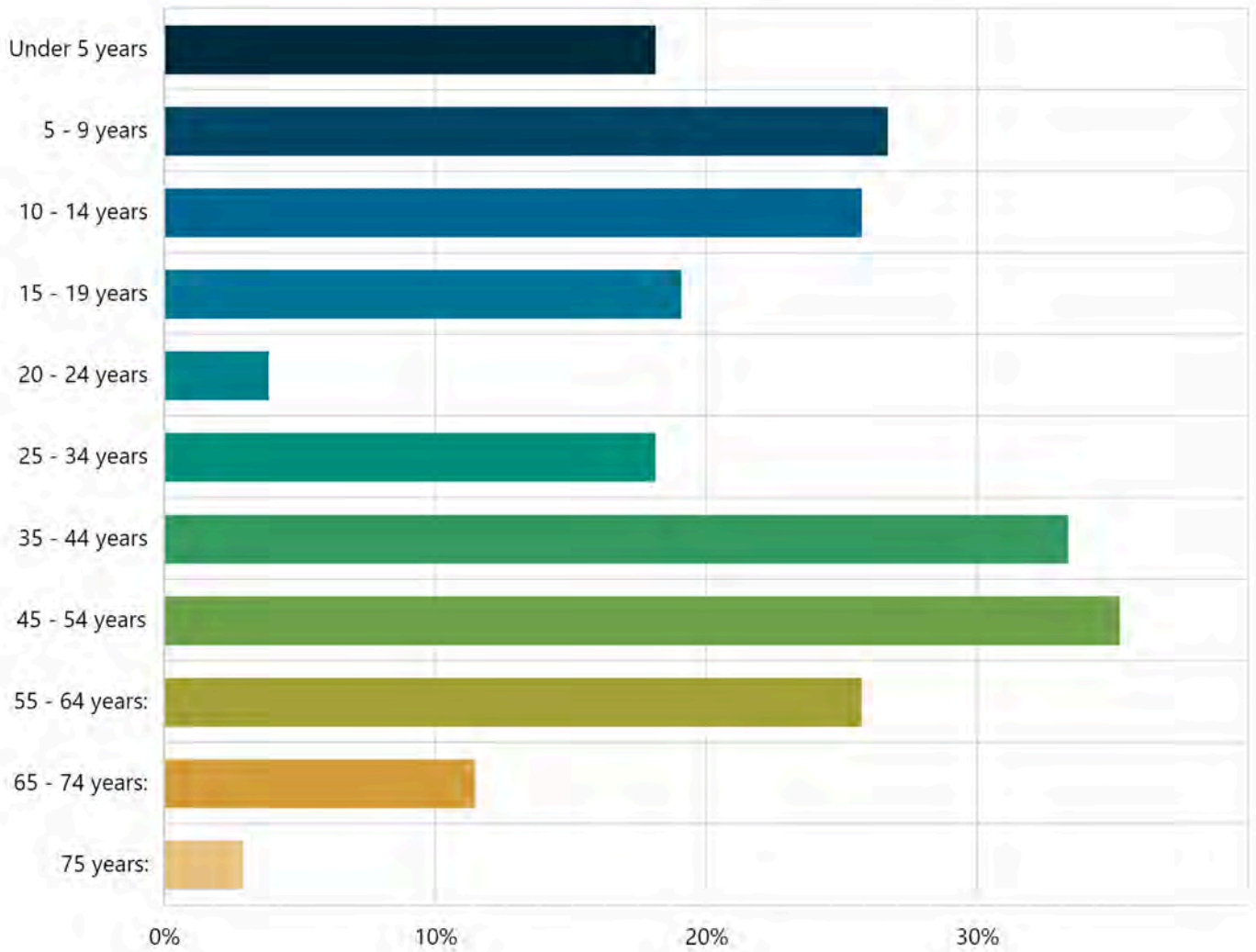


Answer choices	Percent	Count
Facilities are not well maintained	12.62%	13
Facilities are too far from my home	29.13%	30
I am too busy	11.65%	12
I do not feel safe	8.74%	9
I do not know the locations	47.57%	49

I use facilities in other communities	11.65%	12
Insufficient parking opportunities for access	16.50%	17
Lack of adequate amenities that meet my needs	17.48%	18
Lack of shaded areas	29.13%	30
Lack of transportation options to get to multi-use paths/trails	9.71%	10
Not interested	0%	0
Walking/biking routes are not safe	18.45%	19
None; there are no barriers	9.71%	10
Other	15.53%	16

### 15. Counting yourself, check the age ranges of people in your household: (Check ALL that apply)

Multi Choice | Skipped: 0 | Answered: 105 (100%)

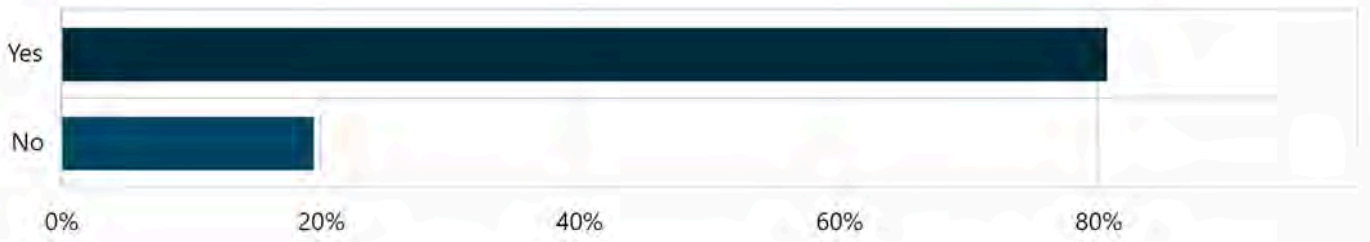


Answer choices	Percent	Count
Under 5 years	18.10%	19
5 - 9 years	26.67%	28
10 - 14 years	25.71%	27
15 - 19 years	19.05%	20
20 - 24 years	3.81%	4
25 - 34 years	18.10%	19
35 - 44 years	33.33%	35
45 - 54 years	35.24%	37
55 - 64 years:	25.71%	27
65 - 74 years:		
75 years:		

65 - 74 years:	11.43%	12
75 years:	2.86%	3

### 16. Would you support creating a Local Improvement District to help fund construction of new pathways?

Select Box | Skipped: 7 | Answered: 98 (93.3%)

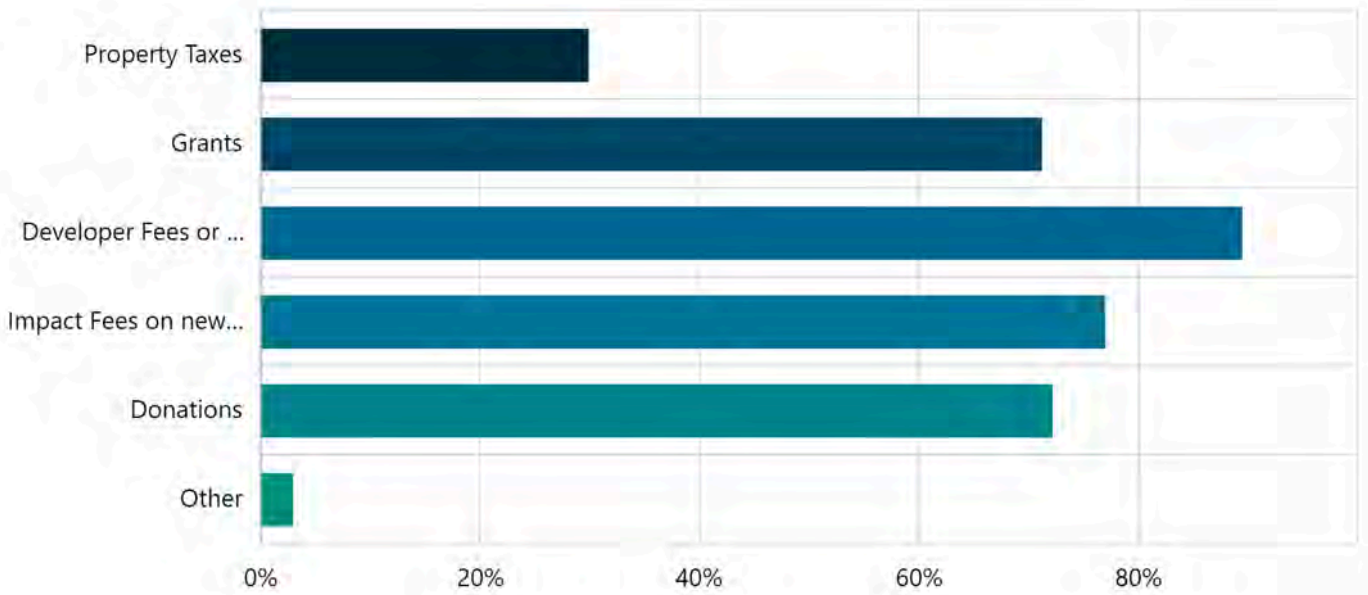


Answer choices	Percent	Count
Yes	80.61%	79
No	19.39%	19
<b>Total</b>	<b>100.00%</b>	<b>98</b>



**17. Which of the following funding sources do you support using for pathway construction? (select all that apply)**

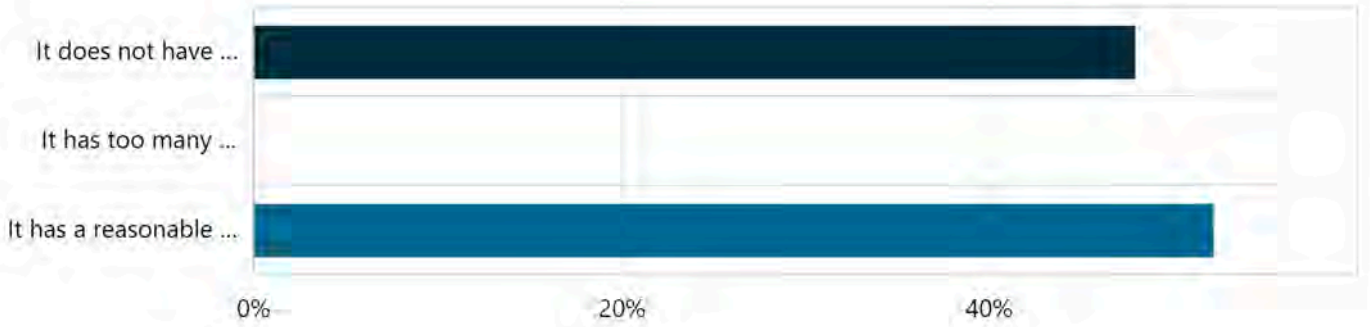
Multi Choice | Skipped: 1 | Answered: 104 (99%)



Answer choices	Percent	Count
Property Taxes	29.81%	31
Grants	71.15%	74
Developer Fees or construction	89.42%	93
Impact Fees on new development	76.92%	80
Donations	72.12%	75
Other	2.88%	3

**18. When looking at the project map depicting proposed pathways which of the following do you most agree with?**

Multi Choice | Skipped: 11 | Answered: 94 (89.5%)



Answer choices	Percent	Count
It does not have enough pathways	47.87%	45
It has too many pathways	0%	0
It has a reasonable amount of pathways	52.13%	49
<b>Total</b>	<b>100.00%</b>	<b>94</b>

Closed

**Help Us Determine Parks Priorities**  
City of Star Pathway Master Plan

**39**  
Contributors

**40**  
Contributions

## Key Statistics

Top-level information about the activity.

**\$99.75**  
Average Spend  
\$100.00 total budget

**9**  
Projects  
0 sponsors

**208**  
Total Votes  
5.2 avg. projects funded / contribution

## Contribution Summary

Summary of the activity including details of the included projects, voting results and more.

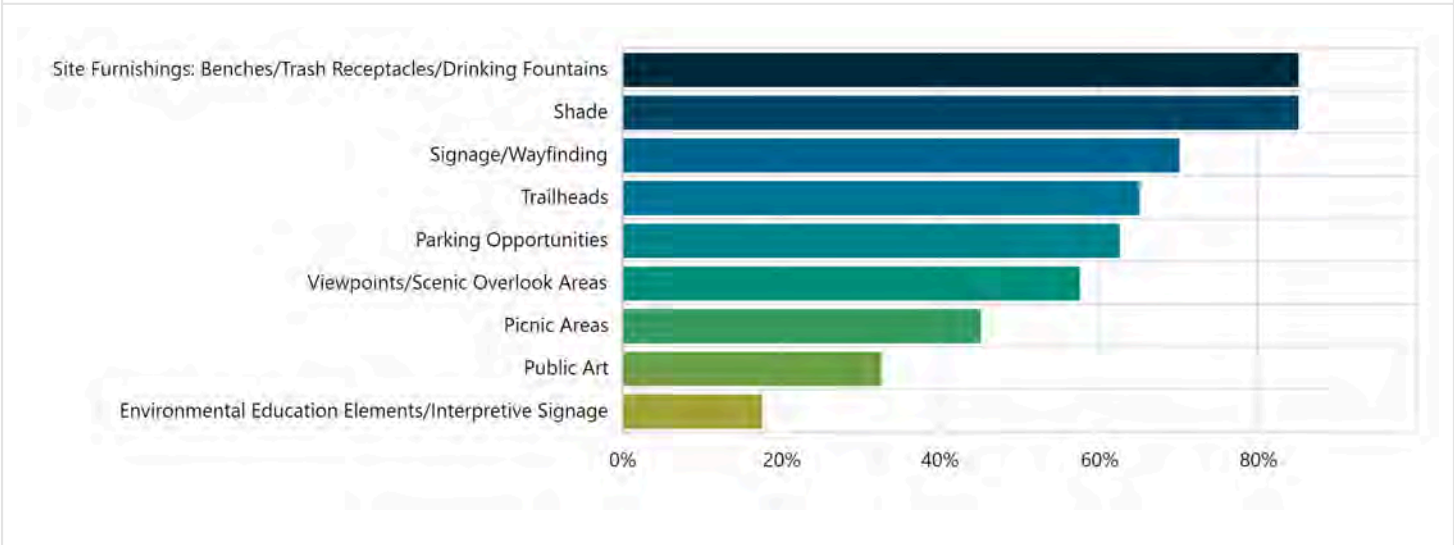
### Project Details

Information on the projects included for potential funding including the name, cost, voting and other details.

Project Name	Cost	Total Votes	%
Site Furnishings: Benches/Trash Receptacles/Drinking Fountains	\$10.00	34	16.35%
Shade	\$20.00	34	16.35%
Signage/Wayfinding	\$10.00	28	13.46%
Trailheads	\$40.00	26	12.5%
Parking Opportunities	\$20.00	25	12.02%
Viewpoints/Scenic Overlook Areas	\$20.00	23	11.06%
Picnic Areas	\$20.00	18	8.65%
Public Art	\$20.00	13	6.25%
Environmental Education Elements/Interpretive Signage	\$10.00	7	3.37%

**Voting Results**

Results of participant voting showing which projects were most and least funded (calculated as project votes / total contributions).



**Votes by Project Tag**

Comparison showing the number of times a project tag was included on a funded project. Vote totals may exceed the total number of project votes.

No Data Available


**Votes by Project Sponsor**

Comparison showing the number of times a project sponsor was included on a funded project. Vote totals may exceed the total number of project votes.


No Data Available


### Suggested Priorities





A prioritised list of projects based on the voting results that maximises the value of the defined budget.

 **\$100.00**  
Total budget for allocated projects

 **100%**  
Contributions that include at least one suggested project

 **97.5%**  
Contributions that include at least half (50%) of all suggested projects

 **12.5%**  
Contributions that include all (100%) of suggested projects

	<b>Site Furnishings: Benches/Trash Receptacles/Drinking Fountains</b> Cost: \$10.00  <b>34 votes (16.35%)</b>
	<b>Shade</b> Cost: \$20.00  <b>34 votes (16.35%)</b>
	<b>Signage/Wayfinding</b> Cost: \$10.00  <b>28 votes (13.46%)</b>
	<b>Trailheads</b> Cost: \$40.00  <b>26 votes (12.5%)</b>



### Parking Opportunities

Cost: \$20.00

**25 votes (12.02%)**



**Project Map**

Title/Question: Interactive Map  
 Tool Type: Social Map  
 Activity ID: 5  
 Report Date Range: 3 Jul 2024 - 5 Aug 2024  
 Date Exported: 22 Aug 2024 11:01 pm  
 Exported By: AAiello

Contribution ID	Date Submitted	Your comment	Screen name	Email address	Category			Address	Latitude	Longitude	Downvote	Upvote	Total Votes	Average Score	IP Address	Moderation Status
					Make a Comment	Something I Like	Ideas/Suggestions									
3475	Jul 30, 2024, 10:31 PM	Bent Lane really needs safe access into Star. The shoulder of the highway doesn't cut it currently.	Evan	elm4486@gmail.com			22003 Bent L	43.692207	-116.5173679	0	0	0	0	0F6602cee699d7a9	Approved	
3474	Jul 30, 2024, 10:26 PM	Is an easement through this area even possible? If not possible in the foreseeable, any connection from these neighborhoods into Star would be really helpful.	Evan	elm4486@gmail.com	1		Middleton Ri	43.68319479	-116.5261692	0	0	0	0	0F6602cee699d7a9	Approved	
3408	Jul 28, 2024, 05:27 PM	An overpass somewhere over State Street would help seniors and all pedestrians and those with bikes to get across more safely. The traffic is just too scary!	Karen				1 10717 West S	43.6916413	-116.4872556	0	0	0	0	0D6c02c94a7855bc	Approved	
3402	Jul 27, 2024, 12:16 PM	In order to conserve the quiet neighborhood feeling of the areas on each side of Wing Rd., I would suggest that there are many paths into the park for access by foot and bikes.	Janeen	janeen5311@outlook.com			1 10200 West S	43.73029279	-116.4858547	0	1	1	1	1 0db802d6f858c0e31	Approved	
3340	Jul 25, 2024, 12:34 PM	I would love to see connectivity between Pavilion Park and Hunters Creek, with a flashing beaoned crosswalk across Star Rd.	GuahanTriton	steve.abiador@gmail.com			1 1375 North S	43.70360184	-116.4932558	0	0	0	0	0Fcd02efca64886f	Approved	
3336	Jul 25, 2024, 09:46 AM	We need pathways in the downtown area. More green space and pathways. That's the way desirable cities manage their growth.	John Pendergast	jpenderg1@yahoo.com			1 11500 West I	43.69296896	-116.497452	0	2	2	2	2 0c8b02a221bacf56	Approved	
3335	Jul 25, 2024, 09:44 AM	Deerhaven should be identified as a pathway. It is used quite frequently as such and the current plan include no pathways in this area.	John Pendergast	jpenderg1@yahoo.com			1 West Hidden	43.70097553	-116.5047751	0	0	0	0	0 0c8b02a221bacf56	Approved	
3330	Jul 24, 2024, 10:06 PM	This would bring way too much traffic to Wing & cause congestion in what is currently a 100% residential neighborhood.	T	tiffmuller69@gmail.com			4075 North P	43.73052151	-116.4863484	1	2	3	1	1 117e0358458cb6b2	Approved	
3290	Jul 24, 2024, 01:35 AM	Side walk all the way along Beacon Light. No breaks where you have to go out to the edge of the street to continue walking.	Paul	paul.schaff@yahoo.com	1		9701 West Br	43.72081551	-116.4743147	0	3	3	3	3 10550324d7d5e5e6	Approved	
		Please consider a complete pathway starting at the beginning of Brandon Road going all the way to the end. Multiple walkers, runners and people biking that do not have access to a safe pathway on this stretch. Thank you for your consideration!	Erin	erinsummers418@gmail.com			1 2370-2798 N	43.71561776	-116.4881497	0	2	2	2	2 12590356b6f3e79	Approved	
3094	Jul 17, 2024, 06:33 PM	Can you install an all weather surface like some of the Ridge to Rivers system trails? It would allow for usage year round and is friendly for the elderly too. It also means less maintenance year round for the city.	Debbie	debbiefugate@yahoo.com			1 1000 South Iv	43.68165282	-116.4909692	0	1	1	1	1 0d4902c5a4e36709	Approved	
		These BLM trails are great to have but hardly considered "paths" for walking/biking. They are rutted up and if their is any moisture the trails turn to peanut butter. I suggest a designated walking/biking all weather trail loop through the foothills.	Brandon Bohl	Brandanbohl@outlook.com			1 5975 North H	43.7529369	-116.4877631	0	4	4	4	4 0d7602d2a64b338b	Approved	
3079	Jul 17, 2024, 03:08 PM	I suggest this section of N Can Ada Rd have a designated path. I've read this road is getting redeveloped in the near future so we should incorporate a robust path then. This area could be the most beautiful part of Star.	Brandon Bohl	Brandanbohl@outlook.com			1 North Can Ad	43.72559839	-116.5121936	0	3	3	3	3 0d7602d2a64b338b	Approved	
3077	Jul 17, 2024, 02:59 PM	To not have a path here connecting to the foothills would be a mistake in my opinion. I suggest a robust bike/walking path with landscape island/median. The landscape median will help protect bikers/pedestrians from traffic and add beauty and shade for the path.	Brandon Bohl	Brandanbohl@outlook.com			1 10334 West S	43.69168847	-116.4825462	0	3	3	3	3 0d7602d2a64b338b	Approved	
3074	Jul 17, 2024, 02:26 PM	This is priority as their is no safe way to bike/walk down State street... the heartbeat of our town.	Brandon Bohl	Brandanbohl@outlook.com			1 1000 South Iv	43.68144905	-116.4892858	0	2	2	2	2 0d7602d2a64b338b	Approved	
3073	Jul 17, 2024, 02:11 PM	I suggest we start with improving the star river walk. Create an Asphalt wide path (wider the better) as far as possible. Asphalt will attract more of the community including the elderly.	Dina	dinathed@gmail.com			1 22153 North	43.69395294	-116.5126593	0	6	6	6	6 0ec602fdbcc03704	Approved	
3048	Jul 17, 2024, 08:23 AM	We need a signal light at N Can Ada with new businesses and housing developments coming to this part of town.	Dina	dinathed@gmail.com			1 South Rippler	43.69272802	-116.5086206	0	2	2	2	2 0ec602fdbcc03704	Approved	
3047	Jul 17, 2024, 08:16 AM	We need a walking path on the corner of State and Ripplerock in front of Christian's Brothers. We also need more trees lining that side of the street.	Dina	dinathed@gmail.com												
		Are these pathways shown on the correct side of the canals? Or is this just diagrammatic? Because you are showing a path through property that is NOT within the city boundary!														
		The city needs to take all of their previous building approvals into consideration with the location of these paths. There are multiple houses throughout the city that were approved to be built to all set backs. Meaning the house is really too big for the lot so the back of the house is 15' from the back fence that in many cases are required to be transparent! When these houses back onto a proposed public path you are placing peoples limited private space against an open public space and it makes their homes very uncomfortable and vulnerable to crime! The city of Star is supposed to be a small town, but you have been building it out to dense urban standards for years. Now you want to put public paths through the small areas of private space your voters have. This will likely upset quite a number of your voters when they find out!	MRG	m_r_blish@yahoo.com	1		11900 West T	43.71391634	-116.5017977	0	3	3	3	3 0be00270e90572eb	Approved	
2788	Jul 16, 2024, 09:35 AM	Access to the river trail at the south end of Canada would be great for the population living on the west end of star, preventing having to travel through town to access the river, reducing traffic.	Debbie	debbiefugate@yahoo.com	1		Middleton Ri	43.68213391	-116.5126685	0	5	5	5	5 0d4902c5a4e36709	Approved	
2562	Jul 13, 2024, 04:29 PM	Being able to cross to the South side of the river would add miles to the trail system, which would be great.	Debbie	debbiefugate@yahoo.com	1		Central Valley	43.68261039	-116.4627682	0	3	3	3	3 0d4902c5a4e36709	Approved	
2560	Jul 13, 2024, 04:25 PM	Please develop a path as far east as possible on the river. Star is missing out on a huge recreation asset by not utilizing this prime riverfront land.	Debbie	debbiefugate@yahoo.com	1		976 South Hic	43.68349564	-116.4404253	0	3	3	3	3 0d4902c5a4e36709	Approved	
2559	Jul 13, 2024, 11:30 AM	A paved pathway along Middleton Canal to connect to Hunter's Creek park would be appreciated.	Garlick	orjagarlick@gmail.com			1 11624 West I	43.70270995	-116.4984422	0	2	2	2	2 0df302cb05cb103b8	Approved	
2558	Jul 12, 2024, 09:11 PM	This would be a vert nice loop.	JMP	julpip24@gmail.com		1	1162 North K	43.70239944	-116.4890653	0	0	0	0	0 0e6902d3ecb9fd84	Approved	
2557	Jul 12, 2024, 09:07 PM	This will be a great pathway!	JMP	julpip24@gmail.com		1	1890 North Ju	43.70947686	-116.4830561	0	0	0	0	0 0e6902d3ecb9fd84	Approved	
2555	Jul 12, 2024, 09:02 PM	I agree. We need more walking pathways. This spot would be ideal.	Jer B	jdbmgt@gmail.com		1	10220 West \	43.70841201	-116.4811829	0	0	0	0	0 0e6902d3ecb9fd84	Approved	
2501	Jul 10, 2024, 11:37 AM	A walking path/sidewalk to connect Can Ada and New Hope would be great for kids and families. Currently the sidewalk stops suddenly and doesn't connect to this intersection Cleaning and organizing Foothill ditch walkway to become a real trail and walkway. Currently dirt and trash. No bridge across the creek (have to go around). Would love to see a fully developed and cleaned trail way for locals and possibly connect to a park nearby.	BR	benjrose1214@gmail.com			1 12576 West \	43.7174613	-116.512428	0	9	9	9	9 12d3038b2501ebf9	Approved	
2500	Jul 10, 2024, 11:32 PM	locals and possibly connect to a park nearby.	BR	benjrose1214@gmail.com			1 12524 West L	43.71668406	-116.5094759	0	7	7	7	7 12d3038b2501ebf9	Approved	
2478	Jul 10, 2024, 09:19 PM	Absolutely need more pathways near Colt Place.	James		1		10183 West \	43.70868006	-116.4804628	0	1	1	1	1 0e6902d3ecb9fd84	Approved	
2470	Jul 10, 2024, 08:26 PM	Yes, we need a park on north side! Playground with little kid access would be great	Kim	Kimhoagland.208@gmail.com		1	11304 West \	43.71857667	-116.4944363	0	1	1	1	1 0d1902cbf6915508	Approved	
2469	Jul 10, 2024, 08:22 PM	I like the idea of connecting BLM to Star city limits.	MK	Kimhoagland.208@gmail.com		1	4543 North H	43.7321163	-116.4856251	0	1	1	1	1 0d1902cbf6915508	Approved	
2468	Jul 10, 2024, 08:21 PM	Need A safer way to ride a bike or walk down Can Ada road	Kim	Kimhoagland.208@gmail.com		1	24005 North	43.7283025	-116.5125222	0	10	10	10	10 0d1902cbf6915508	Approved	
2467	Jul 10, 2024, 08:19 PM	Really like the idea of greenbelt to Eagle for commuting	Kim	Kimhoagland.208@gmail.com		1	976 South Hic	43.68317093	-116.4382941	0	7	7	7	7 0d1902cbf6915508	Approved	
2422	Jul 10, 2024, 04:07 PM	This should be listed as "Existing Pathway".	Mk	michael.w.keyes@gmail.com		1	Star Element:	43.69906049	-116.492049	0	1	1	1	1 0f1302dbfb365f56	Approved	
2421	Jul 10, 2024, 04:06 PM	This should be listed ad "Existing Pathway".	Mk	michael.w.keyes@gmail.com		1	12025 West C	43.68791698	-116.5037531	0	1	1	1	1 0f1302dbfb365f56	Approved	
2419	Jul 10, 2024, 03:56 PM	We enjoy this pathway and would like to see the rest of it completed through the neighborhood.	Garlick	orjagarlick@gmail.com		1	11672 West E	43.69915836	-116.4979662	0	2	2	2	2 12770355459435d2	Approved	
2246	Jul 03, 2024, 11:03 PM	It would be wonderful if this path connected Mira and Taurus as an alternate, and safer, route for bikers to get across town. It would also be beneficial for schoolchildren.	K. Nellis	KN58@protonmail.com			1 10554 West S	43.69435932	-116.4862203	0	2	2	2	2 126d03885eba9596	Approved	
2243	Jul 03, 2024, 10:51 PM	I would like to see sidewalks on both sides of State Street through the main part of Star. The area with the two lane expansion going west is especially dangerous for bikers and pedestrians.	Kathy Nellis	KN58@protonmail.com			1 10580 West S	43.69194346	-116.485612	0	11	11	11	11 126d03885eba9596	Approved	



(<https://engagekh.mysocialpinpoint.com/StarPathwayMP>)

# Forum Topic

City of Star Pathway Master Plan (<https://engagekh.mysocialpinpoint.com/StarPathwayMP>) / Share Your Big Idea (<https://engagekh.mysocialpinpoint.com/StarPathwayMP/forum>)

## We appreciate your participation.

Please provide your input for the future of the City of Star Parks, Recreation, Open Space, and Pathways in the comment box below.

### Add Comment

Adding new posts is disabled for this conversation.

### 12 Comments

Most Recent First



**Evan** | Posted on Jul 30, 2024

A connection from Bent Ln into Star is crucial. We are part of the city, but are on an island with no safe way to access town besides driving. As for parks, shaded play areas for the kids would be a very nice addition.

|

✕ (<https://twitter.com/intent/tweet?url=https%3A%2F%2Fengagekh.mysocialpinpoint.com%2FStarPathwayMP%2Fforum%2Fwe-appreciate-your-participation-1%23cnv3Message16>)

f (<https://www.facebook.com/sharer.php?u=https%3A%2F%2Fengagekh.mysocialpinpoint.com%2FStarPathwayMP%2Fforum%2Fwe-appreciate-your-participation-1%23cnv3Message16>)



**KC** | Posted on Jul 27, 2024

I would love to see a livelier, more walkable downtown in Star, with pedestrian friendly pathways, a plaza for gatherings with shade cover, and more businesses with outdoor dining.

|

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Section 7, Item C.

Respondent ID	Collector ID	Start Date	End Date	IP Address	Email Address	First Name	Last Name	Custom Data 1	After viewing the prioritized trail segments, do you agree with the prioritized trail segments shown on map (pg 37-40)?	Are there any segments missing, you would like to see included?	Are there any particular connections to points of interest you'd like to see added?	Are there any other recommendations you'd like to see included that aren't currently shown?
									Open-Ended Response	Open-Ended Response	Open-Ended Response	Open-Ended Response
1.19E+11	4.58E+08	#####	#####	104.234.190.53					I can't open the map. I guess I'm too late.	Along the Farmer's Union canal above the Trapper Ridge subdivision (and other subdivisions built at the lower part of the foothills off New Hope Rd		
1.19E+11	4.58E+08	#####	#####	172.56.149.53					Yes!!!!	I don't think so?		Adding lunch spots and coffee shops to go to while walking!!! A place to hang out would be amazing
1.19E+11	4.58E+08	#####	#####	154.27.163.73					Yes. I would consider connecting trails and pathways a priority.	Not that I can see.	No if what is proposed would be implemented that would be wonderful.	No, I would be most interested in being able to use the trail system to safely run / walk through the city and connect to other cities through the greenbelt.
1.19E+11	4.58E+08	#####	#####	160.3.201.179					Yes	No	No	Love the idea of a trail system in the north part of Star. This will encourage walking and hiking and an active lifestyle. I believe this will contribute to higher property value and make these areas more desirable to live. As a resident of the Collina Vista community, I would love to see paths to use in the foothills.
1.19E+11	4.58E+08	#####	#####	24.117.185.150					I would like to see more of the foothill development pathways as a priority. That would be north of beacon light Road up by the farmers union canal. We have lots going on down low and by the river but none that we can walk and enjoy Looking out over our beautiful town and Valley. There is much development going on up toward the hills with many people who would appreciate getting those trails in sooner rather than later!	Throughout the treasure Valley, there are many pathways directly adjacent canals. There is a wide road directly next to the farmers union canal as you work your way into the foothills above Star. Is there no way that we can partner with the canal district to allow walking along the canal. All it would take would be signage. The infrastructure would be minimal.		Again, prioritizing some of the trails as you start into the foothills. That would be behind Trapper Ridge and the subdivisions east of there. We have lots of trails happening in the flats and I love Freedom Park. I would like to see some other options up higher. This is such a beautiful town and valley to look out over.
1.19E+11	4.58E+08	#####	#####	159.118.202.174					No			Proposed pathways appear to cross private property on the Southside of the river and at this time the landowners are not agreeing to allow any pathway system on their property. What is the plan to protect trespassing to private landowners along the Southside of the river? We have already seen an increase in folks trying to access the river across private property a pathway. A bridge from the North to the Southside will only exacerbate the issue.
1.19E+11	4.58E+08	#####	#####	173.207.119.228					I really like he overall plan	Pedestrian bridges over major intersections to minimize vehicle and pedestrian accidents	No	Pedestrian bridges over major streets like State Street and Star Road to minimize accidents
1.19E+11	4.58E+08	#####	#####	174.247.151.18								Bq pits for families and several restrooms
1.19E+11	4.58E+08	#####	#####	174.201.37.83					Yes	I would like a nonstop path all the way through		
1.19E+11	4.58E+08	#####	#####	154.27.166.16							unclear on how the ITD plan to SH-16 at SH-44 Construct grade- separated interchange works with proposed alternate route for State Highway 44, a main east-west highway passing through the center of downtown Star. (I LOVE the idea of an alternate route around downtown Sta.)	Single-story use buildings should be discouraged within the Riverfront Center, in favor of two- to three-story mixed use buildings. A new City Civic Center could be accommodated as a single-story building - RIVER FRONT CENTER SHOULD NOT BE 2-3 STORIES! THIS WILL RUIN THE FEEL OF THE RIVER AND MAKE IT FEEL MORE LIKE A DOWNTOWN CENTER! SINGLE STORY USE BUILDINGS SHOULD BE ENCOURAGED!!!! For Community Design for Residential, single family homes- lot lines should be a MINIMUM of 10 feet from edge of house to property line. Current 5 feet allowance does not give the "open space" feel and contributes to the claustrophobic skyscraper effect that we want to avoid in STAR.
1.19E+11	4.58E+08	#####	#####	154.27.166.242								How about concentrating on the traffic issue first! There was a bypass the Transportation Dept was looking at 20 years ago, but the mayor at the time nixed it, now look at the mess we have!
1.19E+11	4.58E+08	#####	#####	67.60.113.239								What I loved about the Riverwalk was how wild it was. I don't want the whole thing paved and to become a mini Boise. Can we keep lots of trees and nature and wildlife and not pave everything? Thanks!
1.19E+11	4.58E+08	#####	#####	159.118.23.119					Yes			
1.19E+11	4.58E+08	#####	#####	96.19.76.243					Yes	No	1) Greater clarity on Hwy 44 crossings types - i.e. bridge, underpass, road. 2) Water fountains - they should be all season. As an aside, I relocated from Virginia where there trails system is converting water fountains to all weather to encourage year round usage and it has been well-received.	
1.19E+11	4.58E+08	#####	#####	173.47.1934					Yes.	Continue West across Star River Road behind Pinewood Lakes Reserve to Bent Road!		Please do not plant trees that have fruit/seeds that will dump this debris onto the paths. One example is Honey Locust(old cultivars) that still have large seed pods, use a newer cultivar. Children and dogs can try to eat these pods. Plant more Class III trees, i.e. Oaks, Ginkgo, London Planetree, Kentucky Coffee tree. More conifers, i.e. Limber pine, Bald Cypress, Concolor Fir, Dawn Redwood. Get away from planting Blue Spruce! Be aware that all trees drop stuff and plant them far enough away from paths so we won't be stepping on this debris. Also, plant in groves, i.e. 3-7 trees spaced accordingly. Thanks.
1.19E+11	4.58E+08	#####	#####	173.47.214.222					The proposed plan has a pathway drawn to follow the Lawrence Kennedy canal, that cuts directly through my back yard. We would love to get further details on this, and discuss moving the path from the south side of the canal to the north side of the canal. My address is 11300 W Bridgetown Ln. I love the idea of connecting the community, but I don't love the idea of losing privacy, half of my back yard, and private access to the canal itself. Please contact me at raquelelizabeth77@gmail.com	No, it looks great!	No, looks great!	No. Just want details on the path drawn through my backyard. Thank you.
1.19E+11	4.58E+08	#####	#####	174.27.192.152					Yes, love them! Can't wait!!	No	it would be awesome for a connection point from one side of the highway (north) to the other (south) that connects to the greenbelt trail.	Dog stations would be great



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**Mary Jane Marlow** | Posted on Jul 26, 2024

I'm not sure but maybe all paths need to be ADA accessible. In your signage have a spot for a phone # in case of emergency in addition to 911. Going under Hwy 16 overpass would be cheaper than going over it. We need to connect the path from Star Road to Bent lane asap!

|

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**Mary Jane Marlow** | Posted on Jul 26, 2024

Having signage about the flora, fauna and birds would be very helpful.

|

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**starmomma** | Posted on Jul 26, 2024

Coming from a state out East where we had few places to safely ride bikes as a family and NO parks within bike riding distance, we are so grateful to enjoy being outdoors again! Thank you, so much, for planning great outdoor spaces to further encourage this for families. We would definitely benefit from more shade structures at play areas - either trees or canopies. Also, picnic tables are a great way for mommas with kiddos to get outside. Kids love to go on picnics! I also love the idea of harder pathways near the river (maybe recycles asphalt?), as it is really difficult for young kids, wheelchairs, or moms with strollers to enjoy a riverwalk. As the kids get older, it would be great to be able to access the Greenbelt from here. What a fun family ride and day out that would be!! Thanks for all you do!

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**Jeff** | Posted on Jul 25, 2024

I think we could really benefit from an under or overpass to cross HWY 16 @ Floating Feather. This would connect Star and Eagle in a really awesome way. Better for biking and pedestrians

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**Costa** | Posted on Jul 25, 2024

The new park additions have been great but we desperately need shade at Hunter's Creek over and around the playground. Also, more picnic tables at our parks would be great

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**Matt** | Posted on Jul 25, 2024

\*picnic areas with built in bbq,s under shade structures  
\*water features with music similar to Villag

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**Pamm Vuoso** | Posted on Jul 25, 2024

I am disappointed in the lack of public transportation in the city of Star. Even Eagle has transportation for public use, both for the disabled and seniors citizens



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**Debbie** | Posted on Jul 17, 2024

We really need more shade! Can you partner with Treasure Valley Canopy Network to put some more trees in areas of high recreation usage



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**Sue Speer** | Posted on Jul 14, 2024

Are sand volleyball courts planned for Freedom Park?



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**CJ Gibbons** | Posted on Jul 11, 2024

Section 7, Item C.

I think we need to add an area dedicated to Archery. Then you can use it for summer camps too.

|

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**ORDINANCE NO. 414-2025**  
**(WILLOWBROOK DEVELOPMENT ANNEXATION – LEGAL DESCRIPTION**  
**AMENDMENT)**

AN ORDINANCE ANNEXING TO THE CITY OF STAR CERTAIN REAL PROPERTY LOCATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO; MORE SPECIFICALLY LOCATED AS DESCRIBED IN **EXHIBIT A**, IN STAR, IDAHO, AND CONTIGUOUS TO THE CITY OF STAR; THE PROPERTY IS OWNED BY WILLOWBROOK DEVELOPMENT, INC; ESTABLISHING THE ZONING CLASSIFICATION OF THE ANNEXED PROPERTY AS RESIDENTIAL WITH A DEVELOPMENT AGREEMENT (R-2-DA) OF APPROXIMATELY **719.30 730.39** ACRES; DIRECTING THAT CERTIFIED COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; PROVIDING FOR RELATED MATTERS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Star, Ada and Canyon County, Idaho (“the City”), is a municipal corporation organized and operating under the laws of the State of Idaho and is authorized to annex and to incorporate within the boundaries of the City contiguous real property in the manner provided by Section 50-222, Idaho Code; and

WHEREAS, pursuant to Section 67-6524, Idaho Code, the City of Star has adopted the Unified Development Code Ordinance, the same being Ordinance No. 370-2022, adopted on July 19, 2022 and subsequently amended; and

WHEREAS, the owner(s) of the real property situated in the unincorporated areas of Ada County and particularly described in Section 2 of this Ordinance have requested, in writing, annexation of said real property to the City of Star; and

WHEREAS, the Mayor and Council, held a public hearing on June 20, 2023 on the proposed annexation and zoning of the property described in Section 2 below, as required by Section 67-6525, Idaho Code, and determined that the requested annexation should be granted and that the annexed property should be zoned Residential with a Development Agreement (R-2-DA) pursuant to the Unified Development Code of the City of Star.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF STAR, IDAHO, as follows:

Section 1: The Mayor and Council of the City of Star, Idaho, hereby find and declare that the real property described in Section 2 of this Ordinance is contiguous to the City, that said property can be reasonably assumed to be used for orderly development of the City, that the owner(s) of said property have requested, in writing, annexation of said property by the City, and that the requirements of Section 50-222, Idaho Code, for annexation of said property, have been satisfied.

Section 2: The real property, described in the attached “**Exhibit B**”, including adjacent right of way, situated in Ada County, Idaho, is hereby annexed into the City of Star. From and

after the effective date of this Ordinance, the residents and other occupants and property owners within such area shall enjoy all the rights and responsibilities and shall be subject to all ordinances, resolutions, police regulations, taxation and other powers of the City of Star as their fellow residents, occupants, and owners within the City of Star.

Section 3: The zoning land use classification of the land described in Section 2 above, is hereby established as Residential with a Development Agreement (R-2-DA), as provided by the Unified Development Code of the City of Star. The Zoning Map of the City is hereby amended to include the real property described in Section 2 above in the Residential with a Development Agreement (R-2-DA) land use classification.

Section 4: The City Clerk is hereby directed to file, within ten (10) days of passage and approval of this Ordinance, a certified copy of this Ordinance with the offices of the Auditor, Treasurer, and Assessor of Ada County, Idaho, and with the State Tax Commission, Boise, Idaho, as required by Section 50-223, Idaho Code, and to comply with the provisions of Section 63-215, Idaho Code, with regard to the preparation and filing of a map and legal description of the real property annexed by this Ordinance.

Section 5: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law. In lieu of publication of the entire Ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code maybe be published.

DATED this \_\_\_\_ day of \_\_\_\_\_, 2025.

CITY OF STAR  
Ada and Canyon County, Idaho

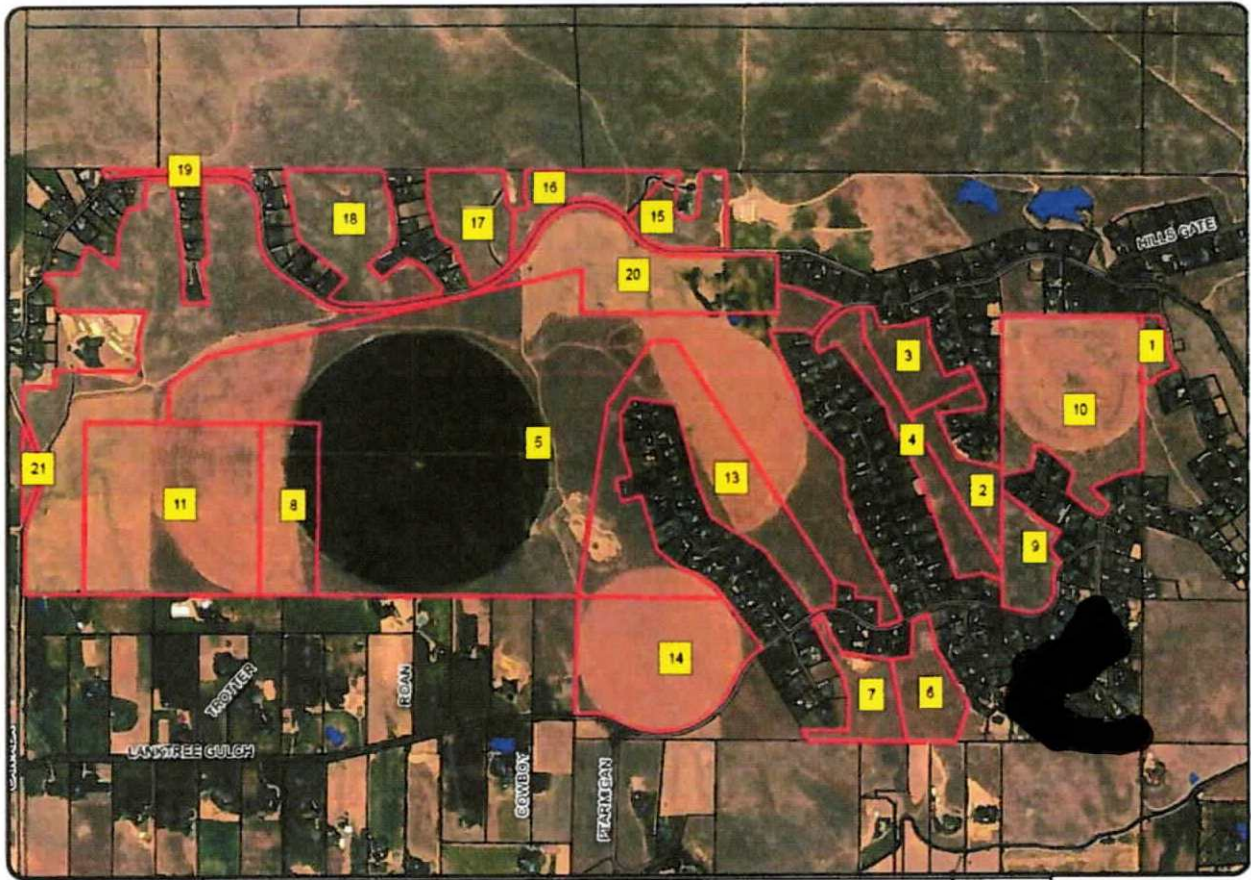
BY: \_\_\_\_\_  
Trevor A. Chadwick, Mayor

ATTEST:

\_\_\_\_\_  
Shelly Tilton, City Clerk

# EXHIBIT A

Section 7, Item D.



# EXHIBIT B

A Description for  
**Annexation**  
Willowbrook Development  
January 5, 2025

A portion of the Northwest 1/4 of the Southwest 1/4 of Section 28, Section 29, Section 30 and the North 1/2 of the North 1/2 of Section 32, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho, more particularly described as follows:

**BEGINNING** at the Section corner common to Sections 30 and 31, T.5N., R.1W., B.M., and Sections 25 and 36, T.5N., R.2W., B.M.;

thence on the west boundary line of said Section 30, coincident with the west boundary line of Hillsdale Estates No. 7 Subdivision as filed in Book 86 of Plats at Pages 9666 through 9672, records of Ada County, Idaho, North 00°39'45" East, 1,929.81 feet;

thence leaving said west boundary lines on the exterior boundary line of Lot 59, Block 5 of said Hillsdale Estates No. 7 Subdivision the following seven (7) courses and distances:

South 89°19'35" East, 298.64 feet;

North 00°40'43" East, 151.92 feet;

South 89°19'25" East, 774.33 feet;

North 00°40'25" East, 316.20 feet;

North 14°19'20" East, 251.78 feet;

North 89°33'19" West, 833.70 feet;

North 00°40'43" East, 200.30 feet;

thence continuing on said exterior boundary line and the northwesterly prolongation thereof, North 49°34'10" West, 182.97 feet to the centerline of W. Deep Canyon Drive;

thence on said centerline, 28.71 feet on the arc of a curve to the left having a radius of 300.00 feet, a central angle of 05°28'59", and a long chord which bears North 24°07'58" East, 28.70 feet to the westerly prolongation of the exterior boundary line of said Lot 59;

thence on said exterior boundary line the prolongation thereof, the following seven (7) courses and distances:

South 88°56'21" East, 314.12 feet;

North 21°03'21" East, 276.79 feet;



South 55°47'35" East, 339.91 feet;

North 01°04'33" East, 306.95 feet;

North 21°11'11" East, 253.76 feet;

North 84°14'25" East, 159.89 feet;

North 01°39'55" East, 247.42 feet;

thence leaving said exterior boundary line, North 05°45'35" West, 30.00 feet to the centerline of W. Deep Canyon Drive;

thence on said centerline the following two (2) courses and distances:

South 84°14'25" West, 277.61 feet;

74.50 feet on the arc of a curve to the left having a radius of 200.00 feet, a central angle of 21°20'29", and a long chord which bears South 73°34'11" West, 74.07 feet to the southeasterly prolongation the west boundary line of Lot 49, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on said westerly boundary line the prolongation thereof, North 28°09'33" West, 134.99 feet to the north boundary line of the South 1/2 of the North 1/2 of said Section 30, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision;

thence on said north boundary lines, South 89°23'18" East, 527.44 feet to the Northeast corner of Government Lot 2 of said Section 30;

thence continuing of said north boundary lines, South 89°38'27" East, 870.13 feet to the east boundary line of said Lot 49;

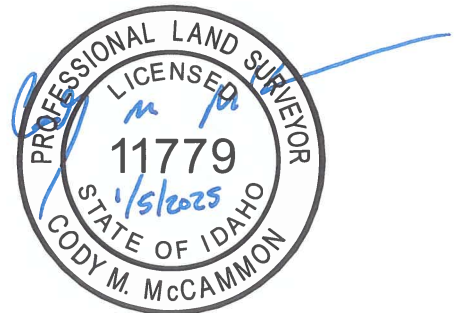
thence on the east boundary line of said Lot 49, South 01°00'22" West, 106.31 feet;

thence leaving said east boundary line, South 39°54'09" West, 30.00 feet to the centerline of W. Deep Canyon Drive;

thence on said centerline the following five (5) courses and distances:

219.79 feet on the arc of a curve to the right having a radius of 275.00 feet, a central angle of 45°47'37", and a long chord which bears South 27°12'02" East, 213.99 feet;

South 04°18'14" East, 280.27 feet;



444.83 feet on the arc of a curve to the left having a radius of 500.00 feet, a central angle of 50°58'25", and a long chord which bears South 29°47'26" East, 430.30 feet;

South 55°16'39" East, 394.38 feet;

56.50 feet on the arc of a curve to the left having a radius of 500.00 feet, a central angle of 06°28'30", and a long chord which bears South 58°30'54" East, 56.47 feet to the southwesterly prolongation of the westerly boundary line of Lot 39, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on the westerly boundary line of said Lot 39 and the prolongation thereof, the following three (3) courses and distances:

North 42°40'26" East, 279.54 feet;

North 49°16'24" West, 579.77 feet;

North 11°40'25" West, 654.53 feet to the north boundary line of the South 1/2 of the North 1/2 of said Section 30, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision;

thence on said north boundary lines, South 89°38'27" East, 900.16 feet to the easterly boundary line of said Lot 39;

thence on said easterly boundary line, South 23°51'51" East, 130.39 feet;

thence leaving said easterly boundary line, South 49°36'02" East, 50.00 feet to the centerline of N. Highhill Place;

thence on said centerline the following three (3) courses and distances:

South 08°06'41" East, 381.23 feet;

18.94 feet on the arc of a curve to the right having a radius of 150.00 feet, a central angle of 07°14'10", and a long chord which bears South 04°29'36" East, 18.93 feet;

South 00°52'31" East, 125.21 feet;

thence leaving said centerline, South 89°07'29" West, 25.00 feet to the westerly boundary line of said Lot 39;

thence on said westerly boundary line the following three (3) courses and distances:

South 49°13'59" West, 320.60 feet;

South 42°10'21" East, 177.42 feet;

North 51°37'58" East, 293.84 feet;



thence leaving said westerly boundary line, North 22°58'14" East, 25.00 feet to the centerline of N. Highhill Place;

thence on said centerline the following five (5) courses and distances:

South 67°01'46" East, 132.85 feet;

67.29 feet on the arc of a curve to the right having a radius of 150.00 feet, a central angle of 25°42'10", and a long chord which bears South 54°10'41" East, 66.73 feet;

South 41°19'36" East, 207.57 feet;

76.56 feet on the arc of a curve to the right having a radius of 150.00 feet, a central angle of 29°14'40", and a long chord which bears South 26°42'16" East, 75.73 feet;

South 09°57'22" East, 53.15 feet to the centerline of W. Deep Canyon Drive;

thence on said centerline the following two (2) courses and distances:

North 80°02'38" East, 107.45 feet;

169.12 feet on the arc of a curve to the left having a radius of 1,000.00 feet, a central angle of 09°41'23", and a long chord which bears North 75°11'57" East, 168.92 feet to the southeasterly prolongation of the westerly boundary line of Lot 30, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on said westerly boundary line and the prolongation thereof, the following four (4) courses and distances:

North 24°44'10" West, 450.18 feet;

North 58°16'00" West, 166.35 feet;

North 17°00'44" West, 379.22 feet;

North 00°40'25" East, 252.34 feet to the north boundary line of the South 1/2 of the North 1/2 of said Section 30, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision;

thence on said north boundary lines, South 89°38'27" East, 716.99 feet to the easterly boundary line of said Lot 30;

thence on said easterly boundary line the following two (2) courses and distances:



South 04°30'31" East, 312.14 feet;

South 43°23'21" East, 100.71 feet to the westerly boundary line of Lot 28, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on said westerly boundary line the following three (3) courses and distances:

North 67°32'26" East, 156.34 feet;

North 29°08'29" West, 98.58 feet;

North 02°31'26" East, 237.51 feet to the north boundary line of the South 1/2 of the North 1/2 of said Section 30, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision;

thence said north boundary lines, South 89°38'27" East, 544.09 feet to the North 1/16 corner common to said Sections 29 and 30;

thence on the north boundary line of the South 1/2 of the North 1/2 of said Section 29, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision, South 89°25'14" East, 900.32 feet to the exterior boundary line of Lot 27, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on said exterior boundary line the following four (4) courses and distances:

South 10°50'49" West, 360.98 feet;

South 52°35'53" East, 161.65 feet;

North 66°20'24" East, 110.26 feet;

North 04°19'50" East, 407.68 feet the north boundary line of the South 1/2 of the North 1/2 of said Section 29, coincident with the north boundary line of said Hillsdale Estates No. 7 Subdivision,;

thence on said north boundary lines, South 89°25'14" East, 233.13 feet to the east boundary line of Lot 26, Block 4 of said Hillsdale Estates No. 7 Subdivision;

thence on said east boundary line and the southerly prolongation thereof, South 00°57'25" East, 746.83 feet to the centerline of W. Deep Canyon Drive;

thence on said centerline, South 89°45'03" East, 465.91 feet to the exterior boundary line of said Hillsdale Estates No. 7 Subdivision;





thence on said exterior boundary line, South 00°38'52" West, 305.20 feet to the exterior boundary line of Hillsdale Estates No. 3 Subdivision as filed in Book 77 of Plats at Pages 8167 through 8170, records of Ada County, Idaho;

thence on said exterior boundary line, South 77°14'03" East, 266.73 feet;

thence continuing on said exterior boundary line and the southeasterly prolongation thereof, South 66°31'50" East, 399.85 feet to the centerline of N. High Country Way;

thence on said centerline the following two (2) courses and distances:

139.67 feet on the arc of a curve to the right having a radius of 400.00 feet, a central angle of 20°00'21", and a long chord which bears North 78°19'12" East, 138.96 feet;

North 88°18'55" East, 129.73 feet;

thence leaving said centerline, South 01°41'05" East, 30.00 feet to the easterly boundary line of Lot 25, Block 3 of Hillsdale Estates No. 2 Subdivision as filed in Book 75 of Plats at Pages 7759 through 7761, records of Ada County, Idaho;

thence on said easterly boundary line the following five (5) courses and distances:

South 16°34'18" East, 189.96 feet;

North 86°58'10" East, 242.03 feet;

North 73°23'56" East, 221.39 feet;

South 05°51'20" East, 223.58 feet;

South 23°18'54" East, 350.00 feet;

thence continuing on said easterly boundary line and the easterly prolongation thereof, North 66°41'06" East, 274.96 feet to the centerline of N. Hill Haven Place;

thence on said centerline the following two (2) courses and distances:

South 23°18'54" East, 302.84 feet;

116.72 feet on the arc of a curve to the right having a radius of 300.00 feet, a central angle of 22°17'28", and a long chord which bears South 12°10'10" East, 115.98 feet;

thence leaving said centerline, South 88°58'34" West, 25.00 feet to the easterly boundary line of Lot 24, Block 3 of said Hillsdale Estates No. 2 Subdivision;



thence on said easterly boundary line the following three (3) courses and distances:

South 82°17'08" West, 454.55 feet;

South 24°41'24" East, 449.30 feet;

South 76°53'47" East, 426.64 feet to the exterior boundary line of Hillsdale Estates No. 5 Subdivision as filed in Book 80 of Plats at Pages 8550 through 8552, records of Ada County, Idaho;

thence on said exterior boundary line the following two (2) courses and distances:

North 00°09'27" East, 1,425.15 feet to the Center-East 1/16 corner of said Section 29;

South 89°25'57" East, 1,316.85 feet to the 1/4 corner common to said Sections 28 and 29, coincident with the Northwest corner of Lot 7, Block 3 of Hillsdale Estates No. 1 Subdivision as filed in Book 68 of Plats at Pages 6982 through 6985, records of Ada County, Idaho;

thence on the north boundary line of said Lot 7 and the easterly prolongation thereof, South 88°40'58" East, 180.70 feet to the centerline of N. Star Ridge Way;

thence on said centerline the following five (5) courses and distances:

South 20°52'11" East, 121.26 feet;

41.76 feet on the arc of a curve to the right having a radius of 200.00 feet, a central angle of 11°57'51", and a long chord which bears South 14°53'16" East, 41.69 feet;

South 08°54'20" East, 188.14 feet;

112.82 feet on the arc of a curve to the left having a radius of 200.00 feet, a central angle of 32°19'13", and a long chord which bears South 25°03'57" East, 111.33 feet;

South 41°13'34" East, 50.53 feet to the northeasterly prolongation of the southerly boundary line of said Lot 7;

thence on said southerly boundary line and the northeasterly prolongation thereof, the following three (3) courses and distances:

South 67°05'26" West, 265.43 feet;

South 18°35'49" East, 37.96 feet;



North 89°21'08" West, 113.81 feet to the exterior boundary line of said Hillsdale Estates No. 1 Subdivision, coincident with the exterior boundary line of said of Hillsdale Estates No. 5 Subdivision;

thence on said exterior boundary lines, South 00°11'15" West, 812.10 feet to the southerly boundary line of Lot 58, Block 3 of said of Hillsdale Estates No. 5 Subdivision;

thence on said southerly boundary line the following two (2) courses and distances:

South 78°25'51" West, 225.00 feet;

South 66°23'46" West, 289.65 feet;

thence continuing on said southerly boundary line and the southeasterly prolongation thereof, South 44°41'45" East, 265.51 feet to the centerline of N. Echo Summit Way;

thence on said centerline, 114.04 feet on the arc of a curve to the left having a radius of 275.00 feet, a central angle of 23°45'39", and a long chord which bears South 30°31'50" West, 113.23 feet to the centerline of N. Golden View Court;

thence on said centerline the following four (4) courses and distances:

North 71°23'42" West, 109.61 feet;

103.51 feet on the arc of a curve to the right having a radius of 300.00 feet, a central angle of 19°46'09", and a long chord which bears North 61°30'37" West, 103.00 feet;

North 51°37'33" West, 187.23 feet;

19.01 feet on the arc of a curve to the left having a radius of 300.00 feet, a central angle of 03°37'51", and a long chord which bears North 53°26'28" West, 19.01 feet to the southerly prolongation of the southerly boundary line of said Lot 58;

thence on said southerly boundary line the following six (6) courses and distances:

North 15°20'57" East, 227.56 feet;

North 48°56'57" West, 361.33 feet;

North 89°14'01" West, 86.76 feet;

South 07°00'29" West, 204.29 feet;



24.46 feet on the arc of a curve to the left having a radius of 50.00 feet, a central angle of 28°01'50", and a long chord which bears South 64°21'39" West, 24.22 feet;

South 78°21'35" West, 262.75 feet to the exterior boundary line of said Hillsdale Estates No. 5 Subdivision, coincident with the exterior boundary line of said of Hillsdale Estates No. 2 Subdivision;

thence on said exterior boundary lines, South 00°09'27" West, 133.35 feet to the easterly boundary line of Lot 50, Block 3 of said Hillsdale Estates No. 5 Subdivision;

thence on said easterly boundary line the following four (4) courses and distances:

South 52°07'35" East, 487.66 feet;

South 59°46'32" East, 183.21 feet;

South 34°32'40" West, 183.03 feet;

South 40°39'40" East, 175.00 feet;

thence leaving said easterly boundary line, South 46°55'09" East, 30.00 feet to the centerline of W. Lanktree Gulch Rd.;

thence on said centerline the following four (4) courses and distances:

177.34 feet on the arc of a curve to the left having a radius of 225.00 feet, a central angle of 45°09'32", and a long chord which bears South 20°30'05" West, 172.78 feet;

South 02°04'41" East, 57.05 feet;

461.84 feet on the arc of a curve to the right having a radius of 250.00 feet, a central angle of 105°50'42", and a long chord which bears South 50°50'40" West, 398.91 feet;

North 76°13'58" West, 217.11 feet to the exterior boundary line of said Hillsdale Estates No. 5 Subdivision, coincident with the exterior boundary line of said of Hillsdale Estates No. 3 Subdivision;

thence on said exterior boundary lines the following two (2) courses and distances:

North 00°15'38" East, 101.93 feet;

North 00°09'27" East, 170.31 feet to the exterior boundary line of Lot 32, Block 3 of said Hillsdale Estates No. 3 Subdivision;



thence on said exterior boundary line the following seven (7) courses and distances:

North 69°41'35" West, 196.40 feet;

South 79°08'25" West, 239.45 feet;

North 19°32'16" West, 999.94 feet;

North 30°24'37" West, 545.06 feet;

North 15°06'41" West, 180.50 feet;

North 37°56'04" West, 742.70 feet;

South 63°54'45" West, 186.69 feet;

thence leaving said exterior boundary line, South 61°07'57" West, 30.00 feet to the centerline of N. High Country Way;

thence on said centerline, 180.22 feet on the arc of a curve to the right having a radius of 200.00 feet, a central angle of 51°37'46", and a long chord which bears North 03°03'10" West, 174.18 feet;

thence leaving said centerline, North 67°14'17" West, 30.00 feet to the exterior boundary line of Lot 8, Block 5 of said Hillsdale Estates No. 3 Subdivision;

thence on said exterior boundary line the following nine (9) courses and distances:

North 60°07'41" West, 76.13 feet;

North 89°25'57" West, 326.17 feet;

South 22°51'36" East, 484.89 feet;

South 26°12'27" East, 175.31 feet;

South 11°28'06" East, 184.02 feet;

South 41°32'09" East, 540.48 feet;

South 06°47'16" East, 352.88 feet;

South 22°22'02" East, 529.32 feet;

South 27°19'26" East, 526.97 feet;



thence continuing on said exterior boundary line and the southerly prolongation thereof, South 20°45'13" East, 235.03 feet to the centerline of W. Lanktree Gulch Road;

thence on said centerline the following two (2) courses and distances:

South 64°46'52" West, 44.16 feet;

177.08 feet on the arc of a curve to the right having a radius of 350.00 feet, a central angle of 28°59'18", and a long chord which bears South 79°16'31" West, 175.20 feet to the southerly prolongation of the exterior boundary line of said Lot 8;

thence on said exterior boundary line the following four (4) courses and distances:

North 00°20'56" West, 267.00 feet;

North 84°31'52" West, 222.22 feet;

North 04°49'30" East, 100.85 feet;

North 77°56'27" West, 206.51 feet to the exterior boundary line of said Hillsdale Estates No. 3 Subdivision, coincident with the exterior boundary line of Hillsdale Estates No. 6 Subdivision as filed in Book 81 of Plats at Pages 8842 through 8844, records of Ada County, Idaho;

thence on said exterior boundary lines and the southerly prolongation thereof, South 00°39'33" West, 263.10 feet to the centerline of W. Lanktree Gulch Road;

thence on said centerline 124.89 feet on the arc of a curve to the left having a radius of 350.00 feet, a central angle of 20°26'38", and a long chord which bears South 82°11'00" West, 124.22 feet to the northerly prolongation of the exterior boundary line of Lot 12, Block 7 of said Hillsdale Estates No. 3 Subdivision;

thence on said exterior boundary line and the northerly prolongation thereof, the following three (3) courses and distances:

South 23°38'35" East, 247.76 feet;

South 31°02'48" East, 172.97 feet;

South 81°39'29" East, 464.68 feet to the exterior boundary line of Lot 7, Block 7 of said Hillsdale Estates No. 3 Subdivision;

thence on said exterior boundary line the following two (2) courses and distances:

North 81°22'34" East, 193.30 feet;



North 01°58'58" East, 325.52 feet;

thence leaving said exterior boundary line, North 25°13'08" West, 30.00 feet to the centerline of W. Lanktree Gulch Road;

thence on said centerline, North 64°46'52" East, 161.32 feet;

thence leaving said centerline, South 25°13'08" East, 30.00 feet to the exterior boundary line of said Lot 7;

thence on said exterior boundary line the following three (3) courses and distances:

South 13°22'45" East, 336.07 feet;

South 30°35'37" East, 600.09 feet;

South 21°22'40" West, 363.89 feet to the south boundary line of said Hillsdale Estates No. 3 Subdivision;

thence on said south boundary line, North 89°24'42" West, 1,368.94 feet to the westerly boundary line of said Hillsdale Estates No. 3 Subdivision;

thence on said westerly boundary line, North 31°03'48" West, 118.78 feet the exterior boundary line of Lot 12, Block 7 of said Hillsdale Estates No. 3 Subdivision;

thence on said exterior boundary line the following five (5) courses and distances:

South 89°17'49" East, 432.19 feet;

North 00°09'15" East, 305.32 feet;

North 14°57'53" West, 214.17 feet;

North 31°02'48" West, 357.37 feet;

North 23°38'35" West, 219.07 feet;

thence leaving said exterior boundary line, North 35°30'13" West, 30.00 feet to the centerline of W. Lanktree Gulch Road;

thence on said centerline, 33.24 feet on the arc of a curve to the right having a radius of 350.00 feet, a central angle of 05°26'32", and a long chord which bears North 57°13'03" East, 33.23 feet to the southerly prolongation of the exterior boundary line of Lot 29, Block 5 of said Hillsdale Estates No. 6 Subdivision;



thence on said exterior boundary line and the southerly prolongations thereof, the following fifteen (15) courses and distances:

North 37°11'11" West, 754.50 feet;

North 57°34'45" West, 586.91 feet;

North 22°14'21" West, 348.75 feet;

North 15°22'18" West, 753.17 feet;

North 82°23'12" West, 415.34 feet;

South 34°58'22" West, 178.25 feet;

South 01°51'37" East, 249.60 feet;

South 15°36'07" East, 338.73 feet;

South 74°21'00" West, 150.00 feet;

South 15°39'00" East, 200.00 feet;

North 74°21'00" East, 199.97 feet;

South 15°39'00" East, 524.15 feet;

South 50°34'45" East, 236.06 feet;

South 67°53'46" East, 216.97 feet;

South 52°38'08" East, 220.54 feet to the Northeast corner of Lot 58, Block 5 of said Hillsdale Estates No. 6 Subdivision;

thence on the westerly boundary line of said Lot 58 and the southeasterly prolongation thereof, South 36°42'42" East, 721.29 feet to the centerline of W. Lanktree Gulch Road;

thence on said centerline the following five (5) courses and distances:

South 54°29'47" West, 79.86 feet;

283.52 feet on the arc of a curve to the left having a radius of 500.00 feet, a central angle of 32°29'21", and a long chord which bears South 38°15'06" West, 279.74 feet;





1,341.57 feet on the arc of a reverse curve to the right having a radius of 792.00 feet, a central angle of 97°03'13", and a long chord which bears South 70°32'03" West, 1,186.84 feet;

252.05 feet on the arc of a reverse curve to the left having a radius of 500.00 feet, a central angle of 28°52'57", and a long chord which bears North 75°22'49" West, 249.39 feet;

North 89°49'18" West, 167.16 feet to the west boundary line of the Northwest 1/4 of the Northwest 1/4 of said Section 32, coincident with the west boundary line of said Hillsdale Estates No. 6 Subdivision;

thence on said west boundary lines, North 01°38'35" East, 1,114.31 feet to the Section corner common to said Sections 29, 30, 31 and 32;

thence on the south boundary lines of said Hillsdale Estates No. 3 Subdivision and Hillsdale Estates No. 4 Subdivision, North 89°34'15" West, 2,646.60 feet to the 1/4 corner common to said Section 30 and 31;

thence on the south boundary lines of said Hillsdale Estates No. 4 Subdivision, Hillsdale Estates No. 5 Subdivision and Hillsdale Estates No. 7 Subdivision, North 89°34'26" West, 2,528.83 feet to the **POINT OF BEGINNING**.

**EXCEPTING THEREFROM**

A portion of the Southeast 1/4 of the Northwest 1/4 of Section 30, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho more particularly described as follows:

Commencing at the Northeast corner of Government Lot 2 of said Section 30 from which the North 1/16 corner common to Section 30, T.5N., R.1W., B.M., and Section 25, T.5N., R.2W., B.M. bears North 89°23'18" West, 1,231.55 feet; thence South 62°44'26" East, 140.31 feet to the centerline of W. Deep Canyon Drive and the **POINT OF BEGINNING**;

thence on said centerline, South 89°19'35" East, 285.03 feet to the northerly prolongation of the exterior boundary line of Lot 59, Block 5 of Hillsdale Estates No. 7 Subdivision as filed in Book 86 of Plats at Pages 9666 through 9672, records of Ada County, Idaho ;

thence on said exterior boundary line and the northerly prolongations thereof, the following six (6) courses and distances:

South 03°44'45" East, 797.77 feet;

North 79°22'29" West, 61.17 feet;  
South 08°44'51" East, 400.49 feet;

North 89°19'35" West, 228.75 feet;

North 01°02'03" West, 426.14 feet;

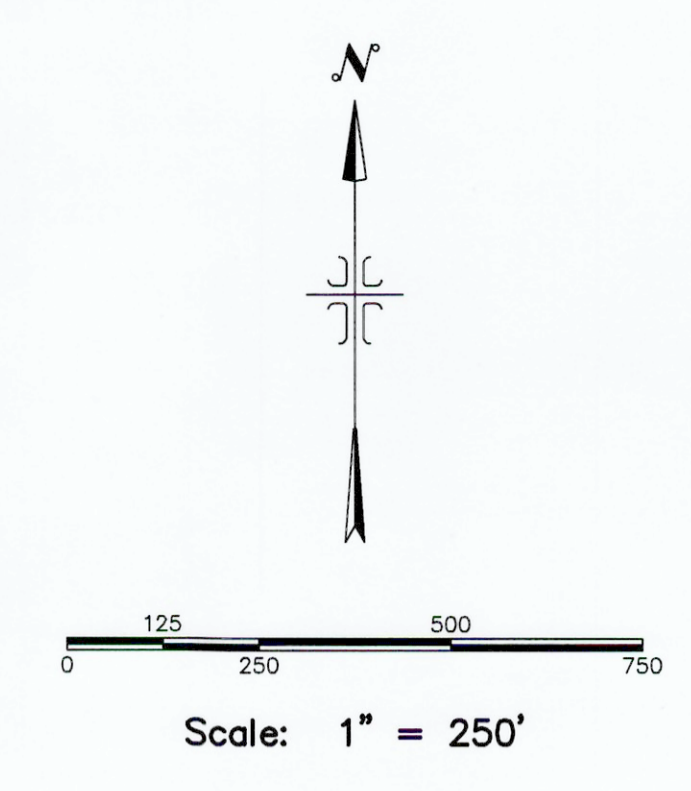
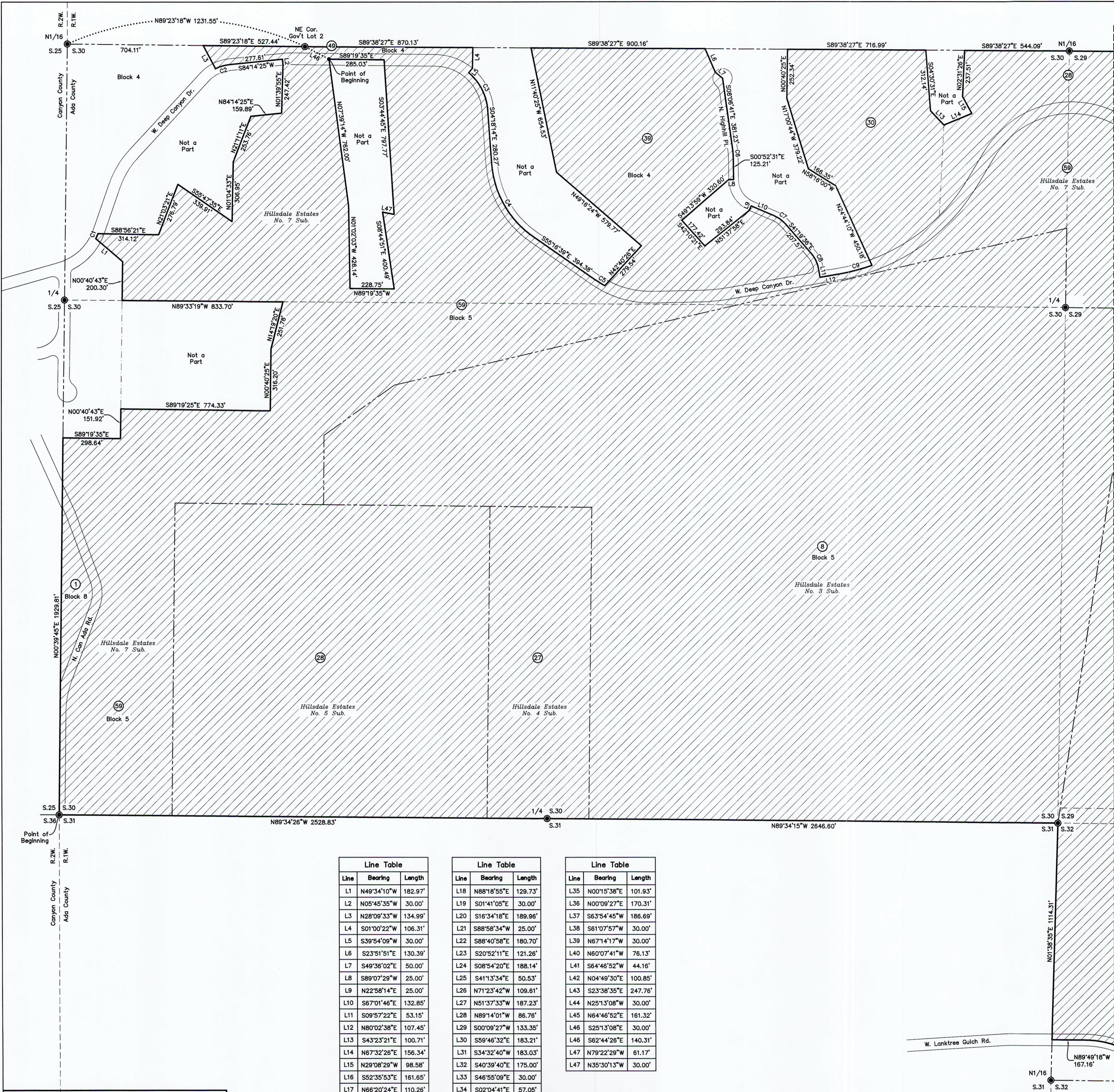


North 07°39'14" West, 762.00 feet to the **POINT OF BEGINNING**.

Containing 730.392 acres, more or less.

End of Description.





**Legend**

- Annexation Boundary Line
- Annexation Area
- Subdivision Boundary Line
- Lot Line
- Right-of-Way Line
- Section Line
- Lot Number

Line	Bearing	Length
L1	N49°34'10"W	182.97'
L2	N05°45'35"W	30.00'
L3	N28°09'33"W	134.99'
L4	S01°00'22"W	106.31'
L5	S39°54'09"W	30.00'
L6	S23°51'51"E	130.39'
L7	S49°36'02"E	50.00'
L8	S89°07'29"W	25.00'
L9	N22°58'14"E	25.00'
L10	S67°01'46"E	132.85'
L11	S09°57'22"E	53.15'
L12	N80°02'38"E	107.45'
L13	S43°23'21"E	100.71'
L14	N67°32'26"E	156.34'
L15	N29°08'29"W	98.58'
L16	S52°35'53"E	161.65'
L17	N66°20'24"E	110.26'

Line	Bearing	Length
L18	N88°18'55"E	129.73'
L19	S01°41'05"E	30.00'
L20	S16°34'18"E	189.96'
L21	S88°58'34"W	25.00'
L22	S88°40'58"E	180.70'
L23	S20°52'11"E	121.26'
L24	S08°54'20"E	188.14'
L25	S41°13'34"E	50.53'
L26	N71°23'42"W	109.61'
L27	N51°37'33"W	187.23'
L28	N89°14'01"W	86.76'
L29	S00°09'27"W	133.35'
L30	S59°46'32"E	183.21'
L31	S34°32'40"W	183.03'
L32	S40°39'40"E	175.00'
L33	S46°55'09"E	30.00'
L34	S02°04'41"E	57.05'

Line	Bearing	Length
L35	N00°15'38"E	101.93'
L36	N00°09'27"E	170.31'
L37	S63°54'45"W	186.69'
L38	S61°07'57"W	30.00'
L39	N67°14'17"W	30.00'
L40	N60°07'41"W	76.13'
L41	S64°46'52"W	44.16'
L42	N04°49'30"E	100.85'
L43	S23°38'35"E	247.76'
L44	N25°13'08"W	30.00'
L45	N64°46'52"E	161.32'
L46	S25°13'08"E	30.00'
L47	S62°44'26"E	140.31'
L48	N79°22'28"W	61.17'
L49	N35°30'13"W	30.00'



**IDAHO SURVEY GROUP, LLC**

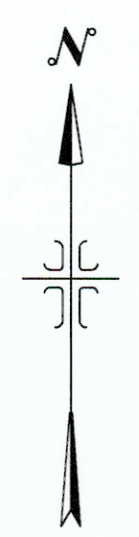
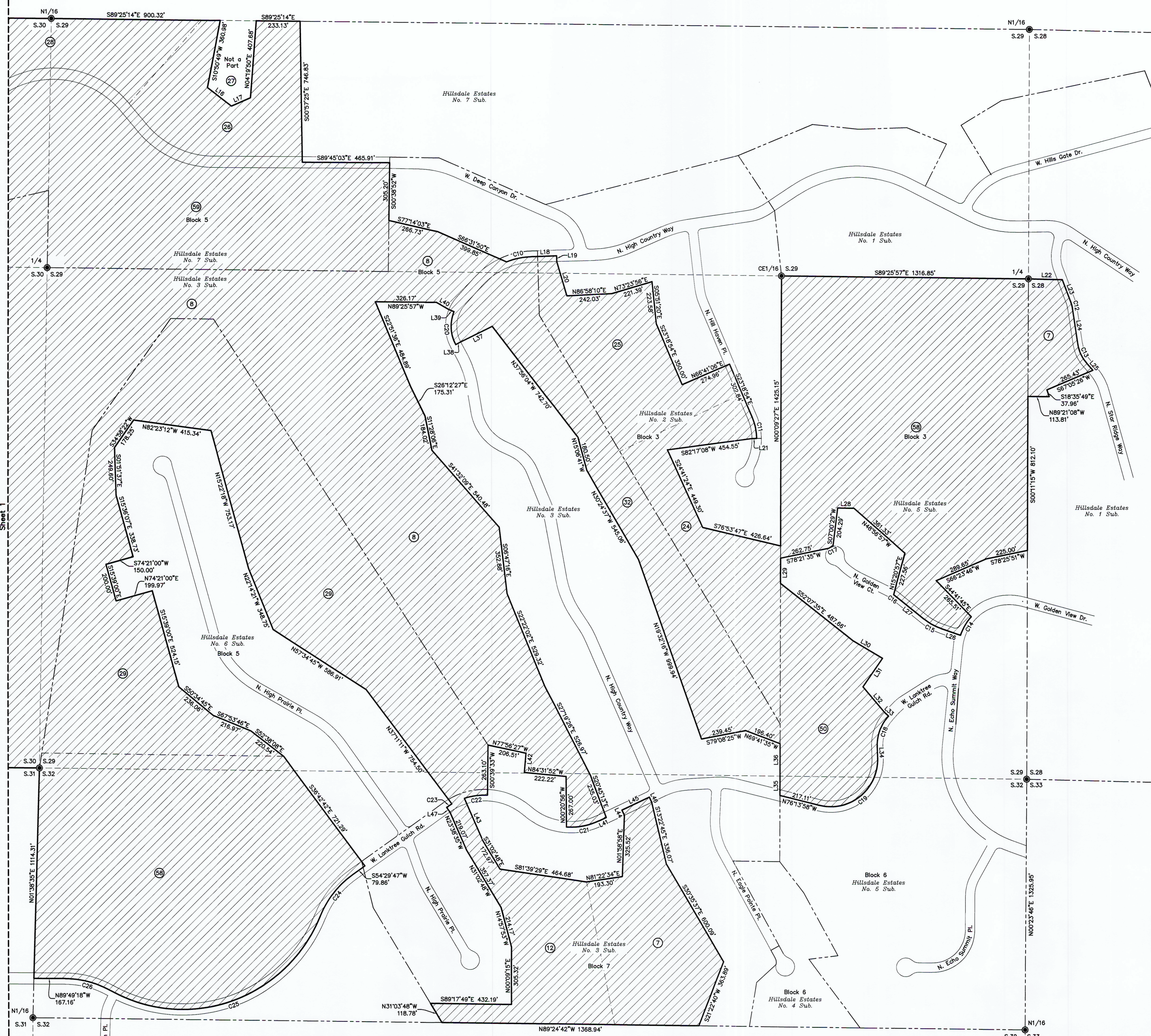
9955 W. EMERALD ST.  
BOISE, IDAHO 83704  
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FAX (208) 884-5399  
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### Willowbrook Development Annexation

A portion of the Northwest 1/4 of the Southwest 1/4 of Section 28, Section 29, Section 30 and the North 1/2 of the North 1/2 of Section 32, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho

Drawn: CMCCAMMON	Checked: CMM	Job No. 21-503	Sheet No. 1 of 2
Date: 1/5/2025	Date: 1/5/2025		

These drawings, or any portion thereof, shall not be used on any project or extensions of this project except by agreement in writing with Idaho Survey Group, LLC.  
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0 125 250 500 750  
 Scale: 1" = 250'

**Legend**

- Annexation Boundary Line
- Annexation Area
- Subdivision Boundary Line
- Lot Line
- Right-of-Way Line
- Section Line
- Lot Number

Curve Table					
Curve	Length	Radius	Delta	Chord Bearing	Chord Length
C1	28.71'	300.00'	5°28'59"	N24°07'58"E	28.70'
C2	74.50'	200.00'	21°20'29"	S73°34'11"W	74.07'
C3	219.79'	275.00'	45°47'37"	S27°12'02"E	213.99'
C4	444.83'	500.00'	50°58'25"	S29°47'26"E	430.30'
C5	56.50'	500.00'	6°28'30"	S58°30'54"E	56.47'
C6	18.94'	150.00'	7°14'10"	S04°29'36"E	18.93'
C7	67.29'	150.00'	25°42'10"	S54°10'41"E	66.73'
C8	76.56'	150.00'	29°14'40"	S26°42'16"E	75.73'
C9	169.12'	1000.00'	9°41'23"	N75°11'57"E	168.92'
C10	139.67'	400.00'	20°00'21"	N78°19'12"E	138.96'
C11	116.72'	300.00'	22°17'28"	S12°10'10"E	115.98'
C12	41.76'	200.00'	11°57'51"	S14°53'16"E	41.69'
C13	112.82'	200.00'	32°19'13"	S25°03'57"E	111.33'
C14	114.04'	275.00'	23°45'39"	S30°31'50"W	113.23'
C15	103.51'	300.00'	19°46'09"	N61°30'37"W	103.00'
C16	19.01'	300.00'	3°37'51"	N53°26'28"W	19.01'
C17	24.46'	50.00'	28°01'50"	S64°21'39"W	24.22'
C18	177.34'	225.00'	45°09'32"	S20°30'05"W	172.78'
C19	461.84'	250.00'	105°50'42"	S50°50'40"W	398.91'
C20	180.22'	200.00'	51°37'46"	N03°03'10"W	174.18'
C21	177.08'	350.00'	28°59'18"	S79°16'31"W	175.20'
C22	124.89'	350.00'	20°26'38"	S82°11'00"W	124.22'
C23	33.24'	350.00'	5°26'32"	N57°13'03"E	33.23'
C24	283.52'	500.00'	32°29'21"	S38°15'06"W	279.74'
C25	1341.57'	792.00'	97°03'13"	S70°32'03"W	1186.84'
C26	252.05'	500.00'	28°52'57"	N75°22'49"W	249.39'



**IDAHO SURVEY GROUP, LLC**

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 WWW.IDAHOSURVEY.COM

11779  
 1/5/2025  
 CORY M. MCCAMMON

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**Willowbrook Development**

Annexation

A portion of the Northwest 1/4 of the Southwest 1/4 of Section 28, Section 29, Section 30 and the North 1/2 of the North 1/2 of Section 32, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho

Drawn: CMCCAMMON	Checked: CMM	Job No. 21-503	Sheet No. 2 of 2
Date: 1/5/2025	Date: 1/5/2025		

These drawings, or any portion thereof, shall not be used on any project or extensions of this project except by agreement in writing with Idaho Survey Group, LLC.  
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February 3, 2025



Ryan Morgan, PE  
 City Engineer  
[rmorgan@stafidaho.org](mailto:rmorgan@stafidaho.org)

City of Star  
 10769 W. State Street  
 P.O. Box 130  
 Star, ID 83669

Re: Community Event Center at Freedom Park – fee proposal

CTA Inc. dba Cushing Terrell is excited to propose the following fee for your forthcoming event center at Freedom Park in Star, ID. The following fee is based on the information as provided and understood to date.

**Scope** – Your project is understood to be built within the City’s beautiful Freedom Park and to enhance the variety of community amenities within the park. See the attached pre-proposal program draft of anticipated spaces.

**Schedule** – It is anticipated that the design and documentation scope is to occur promptly upon award and notice from Star City Council (on or about March 3, 2025). We are anticipating documents to be completed by July 31, 2025 for construction budgeting and approval within the FY2026 budgeting cycle.

**Scope of services included:**

Professional Services by Cushing Terrell:

- As summarized within the attached detailed services information.
- Assembly of drawings and applications as required by the Star Building Department and other licensing Authorities Having Jurisdiction (AHJ).
- Re-submittals necessary to respond to regulatory agency plan review comments.
- Bidding coordination and construction support of City staff. *(hourly as proposed below)*

**Scope of Services excluded/Costs not included (can be included as requested):**

- Detailed cost estimating.
- Furniture, Fixtures and Equipment.
- Signage and Branding design.
- Regulatory agency re-submittal required due to Owner related changes or extensive local jurisdictional requirements.
- Plan review/Permit application fees.
- Detailed fire sprinkler shop drawings. *(performed by awarded sprinkler contractor)*
- Special inspections.
- LEED or Green Globe Certification Services.

**Compensation for services:**

The Professional Design Services for this project:

*Detail as attached within following detailed fee summary.*

Schematic Design (fixed fee)	\$ 65,810
Design Development (fixed fee)	\$ 82,263
Construction Documents (fixed fee)	\$ 115,168
<b>Initial Contracted Total (FY2025)</b>	<b>\$ 263,241</b>

<i>Bidding Support (hourly estimated at)</i>	<i>\$ 3,200</i>
<i>Construction Administration (hourly estimated at)</i>	<i>\$ 62,000</i>

**Payment Schedule:**

The project will be billed monthly. Payments are due and payable thirty (30) days from the date of Cushing Terrell’s invoice. Amounts unpaid thirty-one (31) days after the invoice date shall bear interest at the rate of 1.5% per month.

**Contract:**

Form of contract proposed to be AIA B101 Standard Form of Agreement Between Owner and Architect.

**Additional Services (if needed):**

Additional services will be negotiated if such an instance occurs. Work will begin upon receipt of written approval.

**Reimbursable Expenses:**

Reimbursable expenses will be billed at cost (+10% cost) incurred.

We appreciate the opportunity to design this exciting project and your willingness to utilize our firm. We look forward to providing you with the services described above. If you have any questions or concerns regarding any part of our proposal, please do not hesitate to contact me at (208) 608-2597.

Sincerely,

Jason Butler, AIA, LEED AP  
Principal  
Cushing Terrell

**(DRAFT) Program Area Tabulations for:**

City of Star River Events Center at Freedom Park	Area per Space Type (SF)	Number of Space Type	Area Total (SF)	NOTES
<b>Space Type Summary</b>				
<b>Event Center Spaces</b>				
Open Event Area	6,000	1	6,000	300 person capacity goal when seated for events. A-3 Assembly - code type. Flexible space for wide variety of event options. Unconcentrated load (tables and chairs) 6000 sf at 15 sf/person is 400 occupants. Concentrated load (chairs only-not fixed) 6000 at 7 sf/person is 850 occupants.
Raised Platform Area	250	1	250	10-12 person capacity goal, raised 12-16 inches.
Serving/Warming Area	350	1	350	Space with access from exterior and Open Event Space. Warming function only no cooking. Generous outlets for hot pot accommodations. (3-4) Microwaves. (2) Warming wall ovens. No dishwashing.
Chair/Table Storage	450	1	450	Space can double as changing room for wedding events. Might have fixed mirror and lighting to accommodate bride prep.
Janitor/Supplies Room	80	1	80	Mop sink and small storage rack for cleaning and restroom supplies.
Rest Rooms	300	2	600	Internal access only from venue. Using 400 occupants in fixture count summary. Women's RR 6 toilets, 2 lavatories. Men's RR 2 toilets, 4 urinals, 2 lavatories. 1 Drinking fountain.
Electrical/AV Head End Room	250	1	250	
<b>Total Event Center</b>			<b>7,980</b>	
<b>Grounds/Maintenance Spaces</b>				
Mower/Equipment Storage	850	1	850	3 total "72" mowers, 2 total side-by-sides, small hand tools, 8'10' of work bench.
Emergency Wash Area	80	1	80	Area for emergency spill clean up off of staff. With hose bibb and interior floor drain.
Seasonal Decorations Storage	0	1	0	Above footprint of Mower/Equipment Storage.
Dumpster/Trash Area	0	1	0	Exterior open air dumpster enclosure away from building.
<b>Total Grounds/Maintenance</b>			<b>930</b>	
<b>grossing factor (circulation, structure)</b>		<b>12%</b>	<b>1069.2</b>	
<b>Total Space Summary:</b>			<b>9,979</b>	<b>WORKING DRAFT - FOLLOWING PRE-PROPOSAL MEETING 1/29/25</b>

<b>Project Name:</b>	Community Events Center
<b>Project Number:</b>	STAR_EVENT
<b>Description:</b>	10,000 sf event center at Freedom Park
<b>Project Location:</b>	Star, ID
<b>Date:</b>	February 3, 2025

**Design Schedule**

Start	Days	Complete
3-Mar-25	150	31-Jul-25

**Project Information**

Proposed Area (New Construction & Addition):	10,000 sf
Proposed New Construction Cost/SF:	\$ 380
<i>Subtotal New Construction Cost:</i>	<i>\$ 3,800,000</i>
Proposed Area (Renovation):	sf
Proposed Renovation Construction Cost/SF:	
<i>Subtotal Renovation Construction Cost:</i>	<i>\$ -</i>
Site Area:	5,000 sf
Proposed Site Development Cost/SF:	\$ 60
<i>Subtotal Site Development Construction Cost:</i>	<i>\$ 300,000</i>
<i>Total Estimated Construction Cost:</i>	<i>\$ 4,100,000</i>



**Project Name:** Community Events Center  
**Project Number:** STAR\_EVENT  
**Description:** 10,000 sf event center at Freedom Park  
**Project Location:** Star, ID  
**Date:** February 3, 2025

Fee as % of New Construction Cost	5.65%
New Construction & Addition Fee	\$ 231,650
Fee as % of Renovation Construction Cost	
Renovation Fee	\$ -
Gross Basic Services Fee	\$ 231,650
Fee Contingency (not distributed below)	\$ -
Net Basic Services Fee (distributed below)	\$ 231,650
Amendment 1	\$ -
Amendment 2	\$ -
Amendment 3	\$ -
Total Basic Services	\$ 231,650
Total Supplemental Services	\$ 97,400
<b>Total Project Fees</b>	<b>\$ 329,050</b>

	% of total	Prior Work		Amendments				Current Total
		A/E	Deduction	total	Amd 1	Amd 2	Amd 3	
<b>Schematic Design</b>	20%	\$ 65,810	\$ -	\$ 65,810	\$ -	\$ -	\$ -	\$ 65,810
<b>Design Development</b>	25%	\$ 82,263	\$ -	\$ 82,263	\$ -	\$ -	\$ -	\$ 82,263
<b>Contract Documents</b>	35%	\$ 115,168	\$ -	\$ 115,168	\$ -	\$ -	\$ -	\$ 115,168
<b>Bidding</b>	1%	\$ 3,291	\$ -	\$ 3,291	\$ -	\$ -	\$ -	\$ 3,291
<b>Contract Administration</b>	19%	\$ 62,520	\$ -	\$ 62,520	\$ -	\$ -	\$ -	\$ 62,520
	100%			\$ 329,050	\$ -	\$ -	\$ -	\$ 329,050

Service	% of Total Fee	Fee Budget	SD					Design (SD-CD) Schedule		
			20%	25%	35%	1%	19%	hours at \$120/hr	Man Weeks	Weeks at 65% Assignability
<b>Project Manager</b>	6.00%	19,743	3,949	4,936	6,910	197	3,751	132	3.3	5.1
<b>Project Coordinator</b>	1.00%	3,291	658	823	1,152	33	625	22	0.5	0.8
<b>Architectural</b>	30.00%	98,715	19,743	24,679	34,550	987	18,756	658	16.5	25.3
<b>Structural</b>	20.00%	65,810	13,162	16,453	23,034	658	12,504	439	11.0	16.9
<b>Mechanical</b>	18.00%	59,229	11,846	14,807	20,730	592	11,254	395	9.9	15.2
<b>Plumbing</b>	4.00%	13,162	2,632	3,291	4,607	132	2,501	88	2.2	3.4
<b>Electrical</b>	18.00%	59,229	11,846	14,807	20,730	592	11,254	395	9.9	15.2
<b>Administrative Assistance</b>	1.00%	3,291	658	823	1,152	33	625	22	0.5	0.8
<b>QC</b>	2.00%	6,581	1,316	1,645	2,303	66	1,250	44	1.1	1.7
	100.00%	329,050	65,810	82,263	115,168	3,291	62,520	2,194		
			fixed fee	fixed fee	fixed fee	hourly	hourly			

**Project Name:** Community Events Center  
**Project Number:** STAR\_EVENT  
**Description:** 10,000 sf event center at Freedom Park  
**Project Location:** Star, ID  
**Date:** February 3, 2025

<b>Supplemental Services Fees</b>	Cushing Terrell	
Master Planning/Predesign	excluded	
Civil	\$	35,000
Landscape	\$	23,000
Fire Sprinkler General Coverage Layout	\$	8,500
Fire Alarm Engineering	excluded	
Interior Design	\$	10,500
FF&E Selection and Coordination	excluded	
Survey	excluded	
Geotechnical Engineering (test pit allowance)	\$	5,400
Refrigeration System Design Criteria	excluded	
Kitchen Consultant	excluded	
Programming	excluded	
Multiple Preliminary Designs	excluded	
Measured Drawings	excluded	
Existing Facilities Surveys	excluded	
Site Evaluation and Planning	excluded	
Building Information Modeling	excluded	
Value Analysis	excluded	
Detailed Cost Estimating	excluded	
On-site Project Representation	excluded	
Conformed Construction Documents	excluded	
As-Designed Record Drawings	excluded	
As-Constructed Record Drawings	excluded	
Post Occupancy Evaluation	excluded	
Facility Support Services	excluded	
Tenant-Related Services	excluded	
Coord of Owner's Consultants	excluded	
Telecommunications/Data Design	excluded	
Security Evaluation and Planning	excluded	
Commissioning	excluded	
Extensive Environ Response Design	excluded	
LEED® Certification	excluded	
Fast-Track Design Services	excluded	
Structural Special Inspections	excluded	
Access Control System	excluded	
Security Cameras	excluded	
Cable TV Distribution System	excluded	
Audio and Video System Layout Documents	\$	7,500
Sound/PA Systems Layout Documents	\$	7,500
Selection of Service Transformers and Primary Power Distribution Cables	excluded	
Alternative Energy Equipment	excluded	
Backup Power Systems	excluded	
Mass Notification Fire Alarm System	excluded	
Telemetry and SCADA Control Systems	excluded	
Arc Flash Study	excluded	
<b>Subtotal Supplemental Services</b>	<b>\$</b>	<b>97,400</b>
	<b>Cushing Terrell</b>	

# 2025 Standard Hourly Rates



## ARCHITECTURAL

	Min	Max
Architectural Production.....	\$ 90.00	\$ 134.00
Architectural.....	\$ 94.00	\$ 168.00
Project Architect.....	\$ 126.00	\$ 204.00
Project Management - Architectural.....	\$ 169.00	\$ 233.00
Director/Lead of Architectural .....	\$ 232.00	\$ 286.00
Landscape Architect.....	\$ 111.00	\$ 165.00
Landscape Architect Senior.....	\$ 198.00	\$ 250.00
Planner.....	\$ 121.00	\$ 150.00
Interior Designer.....	\$ 94.00	\$ 171.00
Interior Designer Senior.....	\$ 135.00	\$ 234.00
Sustainability Professional.....	\$ 134.00	\$ 160.00
Sustainability Senior.....	\$ 202.00	\$ 208.00
Architectural Principal.....	\$ 228.00	\$ 309.00

## ENGINEERING

Engineering Production Civil.....	\$ 119.00	\$ 177.00
Engineering Civil.....	\$ 173.00	\$ 213.00
Engineering Civil Senior.....	\$ 270.00	\$ 279.00
Engineering Production Structural.....	\$ 99.00	\$ 168.00
Engineering Structural.....	\$ 150.00	\$ 191.00
Engineering Structural Senior.....	\$ 198.00	\$ 265.00
Engineering Production Electrical.....	\$ 83.00	\$ 147.00
Engineering Electrical.....	\$ 153.00	\$ 230.00
Engineering Electrical Senior.....	\$ 261.00	\$ 278.00
Engineering Production Mechanical.....	\$ 89.00	\$ 154.00
Engineering Mechanical.....	\$ 130.00	\$ 243.00
Engineering Mechanical Senior.....	\$ 175.00	\$ 254.00
Engineering Production Refrigeration.....	\$ 112.00	\$ 142.00
Engineering Refrigeration.....	\$ 113.00	\$ 183.00
Engineering Refrigeration Senior.....	\$ 194.00	\$ 250.00
Engineering Principal.....	\$ 222.00	\$ 302.00

## SUPPORT

Project Coordinator.....	\$ 91.00	\$ 139.00
Administrative Assistant.....	\$ 75.00	\$ 127.00
Graphic Designer.....	\$ 113.00	\$ 158.00