

**CITY COUNCIL REGULAR MEETING AGENDA**City Hall - 10769 W State Street, Star, Idaho  
Tuesday, April 01, 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** – Pastor David Ax, Calvary Chapel Star
3. **ROLL CALL**
4. **PRESENTATIONS**
  - A. **Introduction of Star Police Department Patrol Deputy Sean Huddleston and Volunteer Phil Sardinia**
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. **Approval of Minutes: March 4, 2025**
  - C. **Terramor Subdivision Findings of Fact/Conclusions of Law**
  - D. **LifeSpring Church Rezone Finding of Fact/Conclusions of Law**
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)** *This item was tabled from February 18, 2025.* 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. **(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.)
8. **ADJOURNMENT**



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

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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











**CITY COUNCIL REGULAR MEETING NOTES**

City Hall - 10769 W State Street, Star, Idaho  
Tuesday, March 4, 2025 at 7:00 PM

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**1. CALL TO ORDER – Welcome/Pledge of Allegiance**

Mayor Chadwick called the meeting to order at 7:00 p.m. and led the Pledge of Allegiance.

**2. INVOCATION – Jeff Wood, Ada County Sheriff Chaplin**

Chaplin Wood led the invocation.

**3. ROLL CALL**

**ELECTED OFFICIALS:** Mayor Trevor Chadwick, Council President David Hershey and Council Members Kevan Wheelock, Jennifer Salmonsens and Kevin Nielsen.

**STAFF:** City Attorney Chris Yorgason attending via zoom; City Clerk Shelly Tilton; Assistant City Planner Ryan Field; Public Information Officer Dana Partridge; City Engineer Ryan Morgan and Star Police Chief Zach Hessing.

**4. PUBLIC INPUT**

Peter Goodwin addressed Mayor Chadwick and City Council Members regarding a Recreational Vehicle (RV) Storage Facility on Beacon Light. He said there was recently a hearing on the facility and wondered what the next steps would be and how residents would be notified. Mayor Chadwick said that is in the county, not in the city. He said it is within Star's city limits and that the city's opinion is that it doesn't follow the Comprehensive Plan. Mr. Goodwin also asked about the plan for a stub road in the Sunfield Estates Subdivision. Mayor Chadwick said that would be based on development next to the subdivision which is unknown at this point. Mr. Goodwin said it is planned to have a church in the future. Mr. Goodwin said he is on the Citizens Advisory Committee regarding the Fire District Levy and asked if the city participates in that. The Mayor stated that the city isn't able to take an official position on the levy. Peter thanked the city for helping with a resident who was running a business out of their home in his neighborhood.

The Mayor mentioned that Mr. Goodwin can schedule a meeting with the Mayor at any time to ask questions that he has, he doesn't have to wait for a meeting if he has more questions. The Mayor also said there is a Town Hall meeting the 4<sup>th</sup> Wednesday each month at 3:30 p.m. that is available for citizens to ask questions as well.

**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. Approval of Minutes: February 4 and February 18, 2025**

**CITY COUNCIL REGULAR MEETING NOTES**

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**C. Approval of Minutes****D. Milepost Commons #2 Final Plat****E. Trapper Ridge #4 Final Plat****F. Pollard Elementary School Conditional Use Permit Findings of Fact**

- Council Member Salmonsens moved to approve the Consent Agenda consisting of 5A the Approval of Claims, 5B the Approval of Minutes for February 4th and February 18th, 2025, 5D Milepost Commons #2 Final Plat, 5E Trapper Ridge #4 Final Plat and 5F Pollard Elementary School Conditional Use Permit Findings of Fact. Councilman Hershey seconded the motion. ROLL CALL VOTE: Hershey – aye; Wheelock – aye; Salmonsens – aye; Nielsen – aye. The motion carried.

**6. ACTION ITEMS:****A. Approval of Updated Integrated Five-Year Work Plan to be sent to Ada County Highway District (ACHD) – (ACTION ITEM)**

Mayor Chadwick reviewed the Five-Year Work Plan. Many items have remained the same with some items added. With the application for an elementary school on Pollard, a traffic signal on Pollard Road has been added to the list.

Council Member Wheelock and Mayor Chadwick discussed education and outreach by the community to help ACHD understand the needs.

- Council Member Wheelock moved to approve the 2025 Star Prioritization Request Form and update it as such. Council member Salmonsens seconded the motion. ROLL CALL VOTE: Hershey – aye; Wheelock – aye; Salmonsens – aye; Nielsen – aye. The motion carried.

**B. Memorandum of Understanding with Valley Regional Transit for Emergency Evacuation and Transportation Support (ACTION ITEM)**

Mayor Chadwick presented the MOU authorizing Valley Regional Transit to assist in helping move people during an emergency evacuation event.

- Council Member Hershey moved to approve the Memorandum of Understanding between Ada County and the Regional Valley Transit for the emergency evacuation and transit support as shown. Council member Wheelock seconded the motion. Council Member Nielsen asked if there are any obligations or financial implications for the city to enter into the MOU. Mayor Chadwick stated the city isn't tied into paying the VRT anything. There would be a cost at the time of an emergency for the bus transportation which would be covered in the emergency declaration. ROLL CALL VOTE: Hershey – aye; Wheelock – aye; Salmonsens – aye; Nielsen – aye. The motion carried.

**7. ADJOURNMENT**

Mayor Chadwick adjourned the meeting at 7:14 p.m.

**FINDINGS OF FACT AND CONCLUSIONS OF LAW  
TERRAMOR SUBDIVISION  
FILE NO. AZ-24-06/DA-24-06/PUD-24-01/PP-24-04**

The above-entitled Annexation, Development Agreement, Planned Unit Development and Preliminary Plat land use applications came before the Star City Council for their action on March 18, 2025, at which time public testimony was taken and the public hearing was closed. The Star City Council, having requested and taken oral and written testimony, and having duly considered the matter, does hereby make the following Findings of Fact and Conclusions of Law.

**Procedural History:**

*A. Project Summary:*

The Applicant is requesting approval of an Annexation and Zoning (R-3-DA/PUD, C-1-DA-/PUD, C-2-DA/PUD ) with Development Agreement of 296.42 acres, a Planned Unit Development of the entire property containing residential uses (821 attached, detached and multi-family residential units), commercial uses, an elementary school site, a city park, and a Preliminary Plat of 114.45 acres of the property consisting of 278 lots (235 residential lots, 1 commercial, 40 common, 1 school lot and 1 city park lot). The overall residential density is 3.06 dwelling units per acre. The property is located on State Highway 44 between Kingsbury Road and Blessinger Road in Star, Idaho. The subject property is generally located north of SH 44, east of Kingsbury Road, west of Blessinger Road and south of Foothill Road. Canyon County Parcel No's. R3381401100, R33997001100, R3398001000, R339810000, R3398700000 and R33996010A0.

*B. Application Submittal:*

A neighborhood meeting was held on February 22, 2024, in compliance with the application submittal requirement of the Star Unified Development Code (Section 8-1 A-6 C). The Land Use application was deemed complete on June 20, 2024.

*C. Notice of Public Hearing:*

Notice of Public Hearing on the application for the City of Star Council was published in accordance with the requirements of Title 67, Chapter 65, Idaho Code and the Star Unified Development Code on March 1, 2025. Notice of this public hearing was mailed to property owners within three-hundred feet (300') of the subject property in accordance with the requirements of Title 67, Chapter 65, Idaho Code and Star Unified Development Code on February 26, 2025. Notice was sent to agencies having jurisdiction in the City of Star on June 20, 2024. The property was posted in accordance with the Star Unified Development Code on July 30, 2024.

*D. History of Previous Actions:*

There have been no previous requests through the City for development of this property.

*E. Comprehensive Plan Land Use Map and Zoning Map Designations:*

	<b>Zoning Designation</b>	<b>Comp Plan Designation</b>	<b>Land Use</b>
<b>Existing</b>	RUT (Ada County)	South of the River Neighborhood Residential	Agriculture/Vacant Land
<b>Proposed</b>	Residential (R-4)	South of the River Neighborhood Residential	Single Family Residential
<b>North of site</b>	RUT (Ada County)	South of the River Estate Residential	Agriculture/Single Family Residential
<b>South of site</b>	RUT (Ada County)	South of the River Neighborhood Residential	Agriculture/Vacant Land
<b>East of site</b>	Residential (R-4-DA)	South of the River Neighborhood Residential	Naismith Commons Subdivision
<b>West of site</b>	RR (Canyon County)	Estate Rural Residential/Mixed Use	Agriculture

*F. Development Features:*

**ANNEXATION/REZONE:**

The Annexation and Zoning request of the 296.42 acres from Agricultural to Residential (R-3-PUD-DA) and Commercial (C-1-PUD-DA & C-2-PUD-DA) with a Planned Unit Development (PUD) on the applicant’s property will allow for the development of the property in a manner that will be consistent with the intent of the current Comprehensive Plan Map. The Future Land Use Map designates the property as Estate Urban Residential, Mixed-Use, Commercial and Commercial/Industrial Corridor. The applicant has provided a well-designed master planned development for the entire property that incorporates elements of each of the listed land use designations. The overall density of the residential portions of the development, exclusive of the commercial components, is 3.06 dwelling units per acre (2.77 du/acre overall), which is consistent with the Estate Urban Residential (Maximum 3 Units per Acre) land use designation. A wide range of commercial activities including offices, retail, and service establishments is proposed . The site provides for adequate ingress/egress to Hwy 44, a major transportation corridor.

The Comprehensive Plan encourages 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 (Goal 8.3). The Estate and Neighborhood Residential Land Use designation encourages urban style development densities to limit urban sprawl (Policy 8.3). The Plan also encourages flexibility in site design and innovative land uses and supports well-planned, pedestrian-friendly developments (8.5.9), and encourages commercial facilities to locate on transportation corridors. (Policy 8.5.6)

The annexation and rezone application includes three zoning designations:

- R-3/DA/PUD (Residential District) – 256.26 acres
- C-1/DA/PUD (Neighborhood Business District) – 12.65 acres
- C-2/DA/PUD (General Business District) – 28.24 acres

### **PLANNED UNIT DEVELOPMENT:**

Through the Planned Unit Development (PUD) process, the applicant requests approval of multiple land use types within the development including single family detached residential, single family attached residential, multi-family development, neighborhood commercial, general commercial, a school site and a lift station for the Star Sewer & Water District. The PUD will allow the proposed uses to be integrated together to provide for pathway connections, parking and landscaping, setbacks and amenities in one approval process. The proposed commercial uses would make up approximately 10% of the total development, if built out to its maximum potential.

The Planned Unit Development overall master plan consists of 821 residential units including 456 single-family detached dwellings, 220 attached front-loaded townhomes, 33 attached alley loaded townhomes, 112 multi-family (fourplex) units, 6 commercial lots (3 C-1 Neighborhood Commercial, 3 C-2 General Commercial), a future Elementary School, a City Park and a sewer lift station facility.

#### The neighborhoods include different lot sizes and residential dwellings:

Townhome Lots: 253 (30.82%)

2,400 to 10,600 square feet (average lot dimensions: 26'-50' x 95'-121')

Single-Family Lots: 456 (55.54%)

6,320 to 7,800 square feet (average dimensions: 55'-65'x 115'-130')

8,000 to 14,000 square feet (average dimensions: 75'-85'x 120'-150')

Fourplex Units: 112 (13.64%)

#### The proposed setbacks are as follows:

Detached Single-Family Lots:



Front Setback: 20 feet (measured from back walk to garage)

Rear Setback: 15 feet

Side Setback: 7.5 feet

Street Side Setback: 20 feet

Attached Front-Load Single-Family Lots (Townhomes):

Front Setback: 20 feet (measured from back of walk to garage)

Rear Setback: 15 feet

Side Setback: 7.5 feet and 0 lot line

Street Side Setback: 20 feet

Attached Rear-Load Single-Family Lots (Townhomes):

Front Setback: 10 feet (measured from back of walk to living space)

Rear Setback: 20 feet (measured from edge of alley to garage)

Side Setback: 7.5 feet and 0 lot line

Street Side Setback: 20 feet

Four-Plex Units:

Front Setback: 10 feet from back of walk to structure

Rear Setback: 15 feet

Side Setback: 20 feet between buildings or 10 feet from lot line

Commercial Lots within the C1/DA/PUD and C2/DA/PUD:

Front Setback: 20 feet

Rear Setback: 5 feet

Interior Side Setback: 0 feet (subject to fire approval)

Setback when Adjacent to Residential: 15 feet

Street Side: 20 feet

**\*\*Bonus Rooms over Garages will not be considered a Second Story**

The roads in the planned unit development will be of four main types, a minor arterial, collector, local street and the improvements on Blessinger Road, which is classified as a major collector. The minor arterial will be thirty-seven feet (37') from back of curb to back of curb. There will be a ten-foot wide (10') detached sidewalk on both sides of the arterial with a seventeen and a half foot wide (17.5') planter strip. The asphalt will be 3 lanes. The collector will be thirty-seven feet (37') from back of curb to back of curb. There will be a ten-foot wide (10') detached sidewalk on both sides of the arterial with a seventeen and a half foot wide (17.5') planter strip. The asphalt will be 3 lanes.

The local roads will be public and measure thirty-six feet (36') from back of curb to back of curb. There will be a five-foot wide (5') detached sidewalk on both sides of the street with an eight-foot wide (8') planter strip.

Improvements to Blessinger Road will add approximately nineteen and a half feet (19.5') of additional curb and asphalt to the existing roadway. There will be a borrow ditch with a gravel shoulder and a ten-foot wide (10') sidewalk.

The Unified Development Code, Section 8-4E-2 requires a development of this size to have a minimum of nine (9) site amenities. The applicant is proposing Two central amenities located in the western and eastern portion of the project. The two central amenity lots consist of 5.67 acres with pool facilities; parking areas; playground equipment; pickleball courts; covered picnic areas; gazebos; bocce ball courts; sitting benches; and 5-foot-wide paths. Multiple linear open spaces have been provided with 8-and 5-foot-wide paths, park benches, and workout stations consisting of 6.70 acres. Pocket parks are spread throughout the project with shelters; plazas; paths; pickleball courts; and play equipment. The small pocket parks will provide gathering and recreational areas within different parts of the development. A dog park will be constructed adjacent to the 12-foot-wide multi-use pathway along the Lemp Canal. Satellite playgrounds are proposed in the northern and southern areas of the development. These amenities and the pathways connecting the development satisfy the requirements in the UDC for amenities. The planned unit development total open space equates to 64.65 acres or 21.82% of the site. (This calculation does not include the park lot or the 8-foot -wide local street buffers)

**The applicant has indicated on the master plan that public storage would be located on one of the commercial lots (Lot 2, Block 1) Although the applicant has not provided specific non-residential uses within the application, staff is including some suggested allowances and prohibitions for the Commercial (C-1 & C-2) uses. The C-1 zoned commercial lots should be limited to uses compatible with the adjacent residential and school uses, while the C-2 commercial lots should allow for uses appropriate along the State Hwy.**

**Allowed uses outright\* (principally permitted & conditional use) within both the C-1 & C-2 zoned properties: Artist Studio; Barbershop/Styling Salon; Financial Institutions w/out drive-through; Healthcare and Social Services; Library; Medical Clinic; Personal and**

**Professional Services; Pharmacy; Photographic Studio; Professional Offices; Parks, Public and Private. All principally permitted uses in both zones unless otherwise listed herein.**

**\* Subject to CZC and Design Review Approval**

**Uses Allowed only as Conditional Uses within both the C-1 & C-2 zoned properties: Arts, Entertainment, Recreation Facility; Bakery-Retail or Manufacturing; Child Care Group (7-12); Child Care Center (more than 12); Child Care-Preschool/Early Learning; Church or Place of Religious Worship; Drive-up Service Window only; Educational Institution, Private; Museum; Retail Store/Retail Services; Veterinarian Office; Wholesale Sales; Research activities; Woodworking shop**

**Uses Allowed only as Conditional Uses within the C-2 zoned properties:**

**Animal Care Facility; Automotive Mechanical/Electrical Repair and Maintenance; Bar/Tavern/Lounge/Drinking Establishment; Brewpub/Wine Tasting; Drive-through establishment /drive-up service window; Building Material, Garden Equipment and Supplies; Civic, Social or Fraternal Organizations; Conference/Convention Center; Convenience Store; Equipment rental, sales, and services; Events/Entertainment Facility, public or private (indoor/outdoor); Educational Institution, Hospital (for profit); Hotel/motel; Mortuary; Pawnshop; Public; Farmers or Saturday Market; Fireworks Stand; Flex Space; Gasoline, Fueling & Charging Station with or without Convenience Store; Government Office; Laundromat; Laundry and Dry Cleaning; Portable Classroom/Modular Building; Nursery, Garden Center and Farm Supply; Nursing or Residential Care Facility; Restaurant; Retirement Home; Warehouse and Storage; Shooting range (indoor/outdoor); Shopping or Commercial center; Vehicle Emissions Testing; Vehicle repair, major; Vehicle repair, minor; Vehicle sales or rental and service; Vehicle washing facility;**

**Prohibited Uses in this Development other than already approved through PUD (not already listed as prohibited in the Code): Golf Course/Driving Range; Hospital (non-profit); Laboratory; Laboratory, Fabrication shop; Food products processing; Greenhouse commercial; Medical; Multi-family residential; Multiple Use Building; Office Security Facility; Parking Lot/Parking Garage-Commercial; Public Infrastructure; Public Utility major, minor and yard; Recreational vehicle dump station; Recycling center; Research Activities; Swimming Pool, Commercial/Public; Wireless Communication Facility; Storage facility, outdoor (commercial); Storage facility, self-service (commercial)**

#### **PRELIMINARY PLAT:**

The applicant is requesting approval of the first Preliminary Plat for Terramor Subdivision on 114.75 acres of the overall development (out of the total 296.42 acres). The plat will include a total of 278 lots, including 235 single family detached residential lots, 40 common/open space lots and 1 commercial lot (C-1 zoned lot). The preliminary plat also contains the proposed City Park lot that will be deeded to the City of Star and the lot for a future school in the Middleton

School District. The residential lots range in size from 6,567 square feet to 26,943 square feet with an average buildable lot of 8,648 square feet.

Sewer and Water will be provided by the Star Sewer and Water District and is in close proximity to the property. Annexation into the Sewer and Water District will be required.

The preliminary plat will be accessed from both State Highway 44 and Kingsbury Road. A new road into the community from State Highway 44 will serve as a collector road and run north from Highway 44. There will be 2 access points from Kingsbury road. One as the southern edge of the development, which will serve as a collector road and a minor arterial road will take access to Kingsbury Road at the northern corner of the property.

The amenities being provided with this first preliminary plat include the pool facility, open play area, play area with benches, 2 pickleball courts, bocce ball court, and trails and pathways. The preliminary plat total open space equates to 18.44 acres or 16.07% (This calculation does not include the park lot). The preliminary plat qualified open space area is 17.17 acres or 14.96% (This calculation does not include the park or the 8-foot-wide local street buffers).

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

- Sidewalks

Internal sidewalks are proposed at five-foot (5') widths and will be detached throughout the subdivision with an eight (8') foot landscape strip. Sidewalks along Kingsbury Road, Blessinger Road and State Highway 44 will be ten-foot-wide and detached. Along the Lemp Canal will be a twelve-foot-wide multi-use pathway. The subdivision will also include eight-foot-wide pathways to the elementary school and city park. A recorded public use easement will be required to be dedicated to the City for the pathway.

- 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 streetlight plan and design with the application packet. The proposed design satisfies City code. **The proposed plan does not meet the requirements of a streetlight at each cul-de-sac and intersection. The Applicant shall work with Staff on a plan that meets city requirements. This will be required before the final plat can be signed.**

- Street Names

**Applicant will work with City Staff and Canyon County on the approval of the street names. This will be required at final plat.**

- Subdivision Name  
**Applicant will work with City Staff and Canyon County on the approval of the subdivision name. This will be required at final plat.**
- 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 with the exception of the private road. If street trees are to be placed by the builder, Certificate of Occupancy may be withheld until trees are verified in place per code.**
- Setbacks – The applicant is not requesting any set back waivers, and the proposed preliminary plat will adhere to the R-3 setbacks outlined in this report.
- Block lengths – **Not all blocks meet the 750' block length requirement and will require a waiver from the Council.**
- Mailbox Cluster – Applicant is working with the appropriate Postmaster to obtain approval on the location of mailbox clusters. This will be required at final plat. Mailbox clusters shall be covered and provided with lighting.
- Phasing – The Applicant is proposing multiple phases until full build out. They are asking for flexibility on the phasing due to market conditions. The initial proposal is full build out after 17 phases of development and approximately 16 years.
- Mitigation fees – All future building permits shall be subject to emergency service mitigation fees, as determined by Council.
- Future Home Elevations/Building Permits – The applicant shall meet all future residential building standards associated with Section 8-3B-3J of the UDC. **The applicant has submitted building elevations for review by Staff and Council. The submitted elevations appear to satisfy UDC Section 8-3B-3.**
- Structure Height – Applicant is proposing that all residential structures will be thirty-five (35') in height or less.

## Preliminary Plat Roads

The roads in the preliminary plat will be of four main types, a minor arterial, collector, local street and the improvements on Kingsbury Road, which is classified as a major arterial.

The minor arterial will be thirty-seven feet (37') from back of curb to back of curb. There will be a ten-foot wide (10') detached sidewalk on both sides of the arterial with a seventeen and a half foot wide (17.5') planter strip. The asphalt will be 3 lanes.

The collector will be thirty-seven feet (37') from back of curb to back of curb. There will be a ten-foot wide (10') detached sidewalk on both sides of the arterial with a seventeen and a half foot wide (17.5') planter strip. The asphalt will be 3 lanes.

The local roads will be public and measure thirty-six feet (36') from back of curb to back of curb. There will be a five-foot wide (5') detached sidewalk on both sides of the street with an eight-foot wide (8') planter strip.

Improvements to Kingsbury Road will add twenty-two feet of additional curb and asphalt to the existing roadway. There will be a borrow ditch with a gravel shoulder and a ten-foot wide (10') sidewalk.

## DEVELOPMENT AGREEMENT:

Through the Development Agreement process, the applicant is proposing to work with the City and neighboring property owners to provide further insurances that the development will be built as presented and/or modified by the Council through the review process. Items that should be considered by the applicant and Council include the following:

- Approved Commercial Use;
- Future Development;
- ITD Proportionate Share Fees;
- Street Trees;
- Compliance With Weed Abatement Code;
- Mitigation Fees;
- Future Residential Building Elevations;

### H. *On-Site Features:*

- ✪ Areas of Critical Environmental Concern – No known areas.
- ✪ Evidence of Erosion – No evidence.
- ✪ Fish Habitat – No.
- ✪ Floodplain – No.
- ✪ Mature Trees – Yes, along Drainage Ditch No. 2 Drain.

- ✧ 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.

I. *Agencies Responding:*

The following agencies responded, and correspondence was attached to the staff report.

Idaho DEQ	July 5, 2024
HD4	February 25, 2025
Star Fire District	February 7, 2025
Star Sewer & Water Dist.	October 15, 2025
Middleton School Dist.	January, 2025
City of Middleton	July 9, 2024

J. Staff received the following letters & emails for the development:

Jamie Williams  
 Tiffany Atalla Hernandez

K. ***Comprehensive Plan and Unified Development Code Provisions:***

**Comprehensive Plan:**

8.2.3 Land Use Map Designations:

Estate Urban Residential

Suitable primarily for single family residential use. Densities in this land use area are a maximum of 3 dwelling units per acre. Densities not exceeding 1 to 2 units per acre are to be encouraged in areas of the floodplain, ridgeline developable areas, hillside developable areas, and where new residential lots are proposed immediately adjacent to existing residential lots of greater than one acre where those existing larger lots are not likely to be subdivided in the future. Clustering is allowed to preserve open space.

Commercial



Suitable primarily for the development of a wide range of commercial activities including offices, retail, and service establishments. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured. Light industrial uses may be considered at the discretion of the City Council without amending this plan.

#### Commercial/Industrial Corridor

This area is located along the Hwy 44 corridor and is approximately 1,000 feet deep on both sides of the highway. Suitable primarily for the development of a wide range of commercial and light industrial activities including offices, retail, service establishments, manufacturing, warehousing, mini-storage and open storage, multi-tenant industrial park, and similar uses. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured. All development within this land use shall be free of hazardous or objectionable elements such as excessive noise, odor, dust, smoke, or glare. Uses on the fringes shall transition to and be compatible with existing and future residential uses.

#### Mixed Use

Generally suitable for a mixture of uses which may, at the sole discretion of the Council, include office, commercial, light industrial, and/or residential depending upon the specific area designated as Mixed Use. See Mixed Use Implementation Policies for specific criteria. Development within this land use designation is to proceed through the PUD and/or development agreement process.

Identifying areas for mixed-use development has two objectives. The first objective is to give the city a better tool to manage the type of developments through the planned unit development and/or the Development Agreement process. The second objective is that this land use designation will allow the development community to be more innovative in design and placement of structures. Development design guidelines should also be established to guide development within mixed-use areas. Rezoning within this land use designation is to be strictly monitored by the city to assure that the Mixed-Use areas are not being used simply to justify high density residential use.

### 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.
- Work to create a vibrant Central Business District.
- 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.

#### 8.5.3 Policies Related Mostly to the Urban Residential Planning Areas:

A. The Estate and Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.

B. Low densities within the Estate and Neighborhood Residential Land Use are to be designed within the floodplain, ridgeline developable areas, hillside developable areas and where new residential lots are proposed adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

C. Site layout adjacent to and within the Special Transition Overlay Area shall provide for a transition in density and lot sizing.

D. High Density residential uses should be located in close proximity to commercial centers located near highway corridors and on upper floors within the Central Business District land use area. High Density residential uses otherwise should not be dispersed throughout the community and should not be located along the Boise River.

E. High Density residential may be limited to ensure compatibility and transition between uses adjacent to the site.

F. High Density residential design specifications may include increased setbacks for multi-story buildings and increased landscape buffers.

#### 8.5.6 Policies Related Mostly to the Commercial Planning Areas

A. Assist in the provision of coordinated, efficient, and cost-effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Star's role as the urban core while protecting existing property rights.

B. Encourage commercial facilities to locate on transportation corridors.

C. Locate neighborhood services within walking distance to residential

development.

D. Discourage the development of strip commercial areas.

E. Maintain and develop convenient access and opportunities for shopping and employment activities.

F. Commercial areas of five acres or less should be encouraged in residential land use designations with appropriate zoning to allow for commercial services for residential neighborhoods and to limit trip lengths. Such commercial areas should be submitted for approvals with a Conditional Use Permit or Development Agreement to assure that conditions are placed on the use to provide for compatibility with existing or planned residential uses. These areas should be oriented with the front on a collector or arterial street.

G. Allow for some light industrial uses within the Commercial areas at the sole discretion of the City Council.

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.
- Require more open space and trees in subdivisions.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.
- Support well-planned, pedestrian-friendly developments.
- Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.
- The City should utilize the 2018 Treasure Valley Tree Selection Guide when requiring trees within developments.

18.4 Implementation Policies:

E. Development Agreements allow the city to enter into a contract with a developer upon rezoning. The Development Agreement may provide the city and the developer with certain assurances regarding the proposed development upon rezoning.

**Unified Development Code:**

**8-1B-1: ANNEXATION AND ZONING; REZONE:**

A. Process:

Annexation, Deannexation, and Zoning or Rezone Initiated By Property Owner: The applicant

shall complete a pre-application conference with the administrator prior to submittal of an application for an annexation and zoning and/or rezone. An application and fees shall be submitted to the administrator on forms provided by the city.

B. Standards:

1. The subject property shall meet the minimum dimensional standards and/or density standards\_of the proper district.

2. The city shall require a development agreement in conjunction with the annexation and zoning, or rezone, pursuant to Idaho Code section 67-6511A, which may include a concept plan. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through execution of a development agreement. A development agreement, building elevations, including front and rear (when backing up to a collector or arterial street), and concept plan shall be required for any annexation or rezone to a commercial, mixed-use or residential zone or use, or land which includes steep slope (land over 25%) or floodway. An application for annexation or rezone shall not be accepted until any required traffic impact study is submitted and accepted by the appropriate transportation authority, or a letter from the transportation authority waiving said study is received by the administrator. A hearing date before the Council shall not be scheduled until any required traffic impact study has been approved and the transportation authority has issued a staff report on the development application. The administrator may waive these requirements in certain circumstances.

3. The termination of a development agreement shall result in the reversal of the official zoning map amendment approval and applicable development approval for any undeveloped portion of property subject to the development agreement. The undeveloped property subject to the development agreement shall be rezoned to the district classification as designated by the development agreement. When no designation is provided, the property shall revert to its original zoning or, if the original designation no longer exists, to the closest current equivalent zoning as determined by the current Comprehensive Plan Land Use Map designation.

4. An amendment or termination of a previously recorded development agreement shall be recorded in the office of the county recorder by the clerk.

5. An approved development agreement must be executed within one hundred eighty (180) days of the issuance of a final written decision approving the development agreement. A one-time administrative extension of maximum thirty (30) days may be granted by the zoning administrator. Additional extensions may be approved by majority vote of the city council. Failure to execute the development agreement within the required timeframe will result in the denial of all related applications.

6. Applicant may be responsible to participate in reimbursement costs associated with traffic studies, in ITD proportionate share and/or additional mitigation contributions that may be

established with transportation authorities, relative to traffic signals, access, or construction improvements associated with State Highways 16, 20/26 & 44, and/or with funding of police and fire protection as it relates to residential growth impacts, through mitigation measures as may be adopted by Council.

C. Required Findings: The council shall review the application at the public hearing. In order to grant an annexation and zoning or rezone, the council shall make the following findings:

- 1. The map amendment complies with the applicable provisions of the comprehensive plan;
- 2. The map amendment complies with the regulations outlined for the proposed district;
- 3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and
- 4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city.
- 5. The annexation (as applicable) is in the best interest of city.

D. Exclusion or deannexation/disannexation of land(s). Applications to exclude or deannex or disannex land from within the incorporated limits of the city shall be processed in the same manner as applications to annex. The council may choose to grant or deny such applications to deannex, in its sole discretion, as provided in Idaho Code section 50-225. Decisions to grant or deny any application for exclusion, deannexation/disannexation do not require that the council articulate or provide findings justifying its decision.

**8-1E-1: TERMS DEFINED:**

COMMERCIAL USE: An occupancy of a building, structure or other property which involves any retail sale, wholesale distribution, office, entertainment service, recreational area, restaurant, room for rent, manufacturing, hybrid production facility or other nonresidential use. However, this definition shall not include home occupations, churches, public schools, hospitals, public civic centers or public recreation facilities, or other facilities owned by, or operated strictly for the benefit of the public.

MIXED USE DEVELOPMENT: The development of a tract of land which includes uses from two (2) or more of the land use categories such as residential, commercial, office, light industrial, public space or agricultural. See also definition of Multiple Use Building and Live/Work Unit.

PLANNED UNIT DEVELOPMENT (PUD): Property planned as a unit that demonstrates innovation and creativity in site design to protect natural features, preserve open space and create public amenities. A well-designed urban type development characterized by a wide mix of uses, on site amenities, trip capture, and connectivity within the community; conservation of open space and preservation of environmental attributes; an emphasis on community character and forming a sense of community. A PUD may contain a specific use exception for uses not allowed in the

zoning district and may allow for a density bonus.

### **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.

(C-1) NEIGHBORHOOD COMMERCIAL DISTRICT: To provide for the establishment of convenience business uses which tend to meet the daily needs of the residents of an immediate neighborhood while establishing development standards that prevent adverse effects on residential uses adjoining a C-1 district. Such districts are typically appropriate for small shopping clusters or integrated shopping centers located within residential neighborhoods, where compatible.

(C-2) GENERAL COMMERCIAL DISTRICT: To provide for the establishment of areas for commercial uses allowed in other commercial zones and commercial uses which are more intensive than those permitted in other commercial zones, and typically located adjacent to arterial roadways and not immediately adjacent to residential, including the establishment of areas for travel related services such as hotels, motels, service stations, drive-in restaurants, offices, limited warehousing, commercial services and retail sales.

(PUD) PLANNED UNIT DEVELOPMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., R-4-PUD), indicates that the development was approved by the city as a planned unit development, with specific allowances and design approved by Council.

(DA) DEVELOPMENT AGREEMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., C-2-DA), indicates that the zoning was approved by the city with a development agreement, with specific conditions of zoning.

**8-3A-3: USES WITHIN ZONING DISTRICTS**

The following table lists principal permitted (P), accessory uses (A), conditional (C), or prohibited (N) uses.

ZONING DISTRICT USES	R	C-1	C-2
Dwelling:			
Multi-Family	C	N	N
Secondary	A	N	N
Single Family Attached	P	N	N
Single Family Detached	P	N	N
Two-Family Duplex	P	N	N
Live/Work Multi-Use	N	N	N
Storage facility, outdoor (commercial) <sup>1</sup>	N	C	C
Storage facility, self-service (commercial) <sup>1</sup>	N	C	C
Educational institution, public	C	C	C
Parks, public and private	P	P	P
Public infrastructure; Public utility major, minor and yard <sup>1</sup>	C	C	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/side load garage 20' to garage face	15'	<u>7.5'</u> <sup>(2)</sup>	20'
C-1	35'	20'	5'	0' <sup>4</sup>	20'
C-2	35'/60' <sup>5</sup>	20'	5'	0' <sup>4</sup>	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 overhanging onto the sidewalk.
2. Zero-Lot-Line, reduced street side yard setbacks 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 approved by Council as part of a Planned Unit Development.
  3. All setbacks in the CBD, C-1, C-2, LO, LI, PS, RC and M-U zone shall maintain a minimum 15’ when adjacent to a residential use or zone. A waiver may be requested if the adjacent property has the potential to redevelop as a non-residential use in the future.
  4. As approved by the Fire District.
  5. 35’ height requirement unless a height exception is approved by Council through the Conditional Use Permit or Planned Unit Development Process.

**8-3B-3: RESIDENTIAL DISTRICTS: ADDITIONAL RESIDENTIAL DISTRICT STANDARDS**

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.

**8-3B-3 - FIGURE 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.
- 4. 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.

**8-4A-21: MAILBOXES:**

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.



**8-4E-1: COMMON OPEN SPACE AND SITE AMENITY REQUIREMENTS - APPLICABILITY:**

The standards for common open space and site amenities shall apply to all residential developments with a density exceeding one dwelling unit per acre.

**8-4E-2: COMMON OPEN SPACE AND SITE AMENITY REQUIREMENTS - STANDARDS:**

A. Open Space and Site Amenity Requirement (see also Chapter 8 "Architectural Review"):

- 1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the total gross acreage of land area of the 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.

2. Each development is required to have at least one site amenity.
3. One additional site amenity shall be required for each additional twenty (20) acres of development area, plus one additional amenity per 75 residential units.
4. Developments with a density of 1 dwelling unit per acre or less may request a waiver of open space and amenities to the Council. Developments with a density of 2 dwelling units per acre or less may request a 50% reduction in total required open space and amenities to the Council.
5. For multi-family developments, see Section 8-5-20 for additional standards.

B. Qualified Usable Area Open Space: The following qualifies to meet the usable area open space requirements:

1. Any open space that is active or passive in its intended use, and accessible or visible by all residents of the development, including, but not limited to:
  - a. Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area;
  - b. Qualified natural areas, as determined by the Administrator;
  - c. Ponds or water features where active fishing, paddle boarding, or other activities are provided (50% qualifies towards total required usable area open space, must be accessible by all residents to qualify. Ponds must be aerated. All ponds shall be provided with safety floatation devices (rings) located at reasonable distances, as determined by the administrator;
  - d. A plaza.
  - e. Common lots that include a pathway providing local or regional connectivity that is a minimum of 20' in width.
  - f. Irrigation easements/ditches when a pathway is included (to be measured from the center of the ditch to the property line of the common lot).
2. Additions to a public park or other public open space area.
3. The buffer area along collector and arterial streets may be included in required overall common open space for residential subdivisions.
4. Parkways along local residential streets with detached sidewalks that meet all the following standards may count toward the common open space requirement:

- a. The parkway is a minimum of eight feet (8') in width from street curb to edge of sidewalk and includes street trees as specified otherwise herein.
- b. Except for alley accessed dwelling units, the area for curb cuts to each residential lot or common driveway shall be excluded from the open space calculation. For purposes of this calculation, the curb cut area shall be a minimum area of twenty-six feet (26') by the width of the parkway.
- c. Stormwater detention facilities do not qualify to meet the common area open space requirements, unless all of the following is met:
  - 1. Must be at least fifty feet by one hundred feet (50' x 100') in area;
  - 2. Specifically designed as a dual use facility, as determined by the administrator, to include minimal slopes, grass throughout, and guarantee of water percolation within 24 hours of storm event.
  - 3. Is located in a development that has a second usable open space area that contains a qualified site amenity as herein defined.

5. Visual natural space, including open ditches, wetlands, slopes or other areas that may not be readily accessible to residents, and is provided with open-style fencing, may qualify for up to 20% of the required open space total, as determined by the Administrator.

C. Qualified Site Amenities: Qualified site amenities shall include, but not be limited to, the following:

- 1. Clubhouse;
- 2. Fitness facilities, indoors or outdoors;
- 3. Public art;
- 4. Picnic area; or
- 5. Recreation amenities:
  - a. Swimming pool with an enlarged deck and changing and restroom facility (pools shall count towards 3 required site amenities).
  - b. Children's play structures.
  - c. Sports courts.
  - d. Additional open space in excess of 10% qualified usable space.

- e. RV parking for the use of the residents within the development.
- f. School and/or Fire station sites if accepted by the district.
- g. Pedestrian or bicycle circulation system amenities meeting the following requirements:
  - (1) The system is not required for sidewalks adjacent to public right of way;
  - (2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and
  - (3) The system is designed and constructed in accord with standards set forth by the city of Star;
- h. Pond and/or waterway amenities including, but not limited to docks, shade structures, ADA access, and fish stocking.

6. Community Gardens.

D. Location: The common open space and site amenities shall be located on a common lot or an area with a common maintenance agreement.

E. Maintenance:

- 1. All common open space and site amenities shall be owned by and be the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

**8-5-23: MULTI-FAMILY DWELLING/DEVELOPMENT:**

Multi-family developments with multiple properties shall be considered as one property for the purpose of implementing the standards set forth in this section.

A. Storage of Recreational Vehicles: No recreational vehicles, snowmobiles, boats or other personal recreation vehicles shall be stored on the site unless provided for in a separate, designated and screened area, and approved as part of the development.

B. Developments with Twenty Units Or More: Developments with twenty (20) units or more shall provide the following:

- 1. A property management office.
- 2. A maintenance storage area.

3. A map of the development at an entrance or convenient location for those entering the development.

C. Open Space Requirement (see also Chapter 8 "Architectural Review").

1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the gross land area of the development. Ten percent (10%) of that area shall be usable open space.

2. Private Open Space: In addition to the common open space and site amenity requirements of this title, a minimum of eighty (80) square feet of additional, private, usable open space shall be provided for each residential unit not planned as single-family detached. This requirement can be satisfied through porches, patios, decks, and enclosed yards. Landscaping, entryway and other accessways do not count toward this requirement.

D. Amenities

1. The number of amenities shall depend on the size of multi-family development as follows:

a. A multi-family development with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate amenity categories.

b. A multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one from each amenity category.

c. A multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one from each amenity category.

d. A multi-family development with more than one hundred (100) units, the Council shall require additional amenities commensurate to the size of the proposed development.

e. All multi-family developments greater than 75 units shall be required to provide a swimming pool with a changing and restroom facilities, and an enlarged deck. The minimum pool size shall be equal to the following:

(1) Developments between 75 and 149 units = 1,600 square feet

(2) Developments between 150 and 299 units = 2,400 square feet

(3) Developments over 300 units = minimum of 3,600 square feet

E. Any required traffic impact study shall be submitted and accepted by the appropriate transportation authority prior to submittal of an application. A hearing date before the Council



shall not be scheduled until the traffic impact study has been approved and the transportation authority has issued a staff report on the development application.

2. Amenity Categories. The council may consider other amenities in addition to those listed below.

- a. Clubhouse.
- b. Fitness facilities -Indoor/Outdoor.
- c. Enclosed bike storage.
- d. Public art.
- e. Covered bus stops as approved by the School District or\_Regional Transportation Authority.
- f. Ponds or water features.
- g. Plaza.
- h. Recreation areas.
- i. Pool.
- j. Walking trails and/or bike paths.
- k. Children's play structures.
- l. Sports courts.
- m. Natural Areas (as approved by Council).
- n. RV parking for the use of the residents within the development.
- o. Additional open space in excess of 5% usable space.
- p. School and/or Fire station sites if accepted by the district.
- q. Pedestrian or bicycle circulation system amenities meeting the following requirements:
  - (1) The system is not required for sidewalks adjacent to public right of way;
  - (2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and
  - (3) The system is designed and constructed in accord with standards set forth by the city of Star

E. Maintenance and Ownership Responsibilities: All multi-family developments shall record legally binding documents that state the maintenance and ownership responsibilities for the

management of the development, including, but not limited to, structures, parking, common areas, and other development features.

F. Architectural standards in Chapter 8 shall be applied to all multi-family developments.

G. Signs:

(1) Addressing Signage. The following shall apply to all multi-family developments:

- A. Approval from Fire District and Addressing Authority.
- B. The sign(s) shall be front or back lit from dusk to dawn.
- C. Sign materials shall be of wood, plastic or metal.
- D. Minimum size of the plan view diagram portion of the sign shall be 3'x3' or presented at a larger size to be easily readable and visible from the distance of the intended viewer.
- E. Text on the map shall be of a contrasting color to the background of the sign.
- F. Maps can be produced as a digital print on a variety of substrates such as vinyl, paper, or a laminated graphic. The method of production needs to be compatible with the environmental conditions as well as with the structure that the map is to be integrated with.
- G. Isometric or Three-Dimensional Signs are allowed if approved by the addressing agent.
- H. Orientation: Vehicle oriented maps should always be positioned in the direction that a vehicle is facing.
- I. The sign(s) shall be inspected annually by the owner/property manager for damage, visibility and legibility and appearance issues.
- J. Nearby vegetation should be kept back from the sign(s) and low plantings used as to not block the sign when fully grown.

FIGURE 8-5-20(a)

ADDRESSING SIGN STYLE



**8-5-32: STORAGE FACILITY, OUTDOOR:**

A. Materials: Materials shall not be stored within the required yards. Stored items shall not block sidewalks or parking areas and may not impede vehicular or pedestrian traffic.

B. Site: The site shall not be used as vehicle wrecking or junk yard as herein defined.

C. Additional Standards for Outside Storage As An Accessory Use: Accessory outside storage shall be allowed for approved uses subject to the following standards:

- 1. Outside storage of materials for commercial or industrial uses shall be limited to those items owned or used by the business.
- 2. Outside storage of materials for a residential development or recreational vehicle parking shall be only for recreational vehicles or personal recreation items of the owners and/or tenants. The storage area shall not be rented, subletted or leased to outside parties.

- a. Subdivision Storage Areas: Outdoor storage areas that are designed as part of a new subdivision shall be reviewed as part of the preliminary plat or planned unit development application and shall meet the requirements of this article.

- 3. Outside storage of materials for individual residential properties shall be screened with a six-foot (6') site obscuring fence.

D. Storage Of Fuel Or Hazardous Material: For any use requiring the storage of fuel or hazardous material, the use shall be located a minimum of one thousand feet (1,000') from a hospital or school and shall not be stored in any residential district.

E. The use shall comply with the flood hazard overlay district as set forth in this title.

F. Storage space areas shall not be further rented, leased, let, or otherwise used as a commercial business.

G. Screening: Outdoor storage areas shall be screened according to the regulations of Chapter 8 of this title.

**8-5-33: STORAGE FACILITY, SELF-SERVICE:**

A. Storage units and/or storage areas shall not be used as dwellings or as a commercial or industrial place of business. The manufacture or sale of any item by a tenant from or at a self-service storage facility is specifically prohibited.

B. On site auctions of unclaimed items by the storage facility owners shall be allowed.

C. The distance between structures shall be a minimum of twenty-five feet (25').

D. The storage facility shall be completely fenced, walled, or enclosed. Where abutting a residential district or public road, chain-link shall not be allowed as fencing material.

E. If abutting a residential district, the facility hours of public operation shall be limited to seven o'clock (7:00) A.M. to ten o'clock (10:00) P.M.

F. No structure, facility, drive lane, parking area, nor loading area, shall be located adjacent to a residential district without a sound attenuation wall or other sound buffering measures.

G. If the applicant provides a sound attenuation wall, landscaping buffers may be reduced to ten feet (10').

H. The facility shall have at least one additional point of access, for emergency purposes, as determined by the Star Fire District.

I. All outdoor storage of material shall be maintained in an orderly manner so as not to create a public nuisance. Materials shall not be stored within the required yards. Stored items shall not block sidewalks or parking areas and may not impede vehicular or pedestrian traffic.

J. The site shall not be used as vehicle wrecking or junk yard as herein defined.

K. For any use requiring the storage of fuel or hazardous material, the use shall be located a minimum of one thousand feet (1,000') from a hospital or school.

L. The use shall comply with the flood hazard overlay district as set forth in this title.

**8-5-27: PUBLIC INFRASTRUCTURE; PUBLIC UTILITY MAJOR, MINOR AND YARD:**

A. Accessory uses directly related to the maintenance and fueling of vehicles (including, but not limited to, truck and trailer washing, fuel pumps, garages for minor repair) may be allowed.

B. Installation of underground fuel tanks shall require written approval from the Idaho division of

environmental quality, Idaho department of water resources, and Star joint fire protection district.

C. No portion of the outside storage areas and/or outside activity areas may be visible from any highway, interstate, gateway corridor, principal arterial, or minor arterial as herein defined.

D. All driveways into and through the facility and any open area with a driving surface shall be surfaced with a dustless material including, but not limited to, asphalt, concrete, pavers or bricks.

E. For any use requiring the storage of fuel or hazardous material, the use shall be located a minimum of one thousand feet (1,000') from a hospital or school.

**8-6A-3: PRELIMINARY PLAT PROCESS**

A. Preapplication Conference: The applicant shall complete a preapplication conference with the administrator or designee prior to submittal of an application for a preliminary plat. The purpose of this meeting is to discuss early and informally the purpose and effect of this title, and the criteria and standards contained herein.

B. Neighborhood Meeting: Applicants are required to hold a neighborhood meeting, in conformance with Section 8-1A-6C to provide an opportunity for public review of the proposed project prior to the submittal of an application. The applicant shall provide a summary of the meeting, including questions and concerns of the neighbors and how the submitted application addresses those issues.

C. Application Requirements: A complete subdivision application form and preliminary plat data as required in this title, together with fees shall be submitted to the administrator. At the discretion of the administrator or city engineer, appropriate supplementary information may also be required to sufficiently detail the proposed development within any special development area, including, but not limited to, hillside, planned unit development, floodplain, cemetery, manufactured home parks, and/or hazardous or unique areas of development. Any unresolved access or traffic generation issues related to ACHD or ITD regulated roadways shall be resolved by the applicant prior to acceptance of any application. A letter from the appropriate transportation agency or servient property owner shall be submitted with the application.

D. Required Information and Data: The contents of the preliminary plat and related information shall be in such a form as stipulated by the City Council, however, additional maps or data deemed necessary by the administrator may also be required. The applicant shall submit to the administrator the following:

1. Two (2) copies of the preliminary plat of the proposed subdivision, drawn in accordance with the requirements hereinafter stated. Each copy of the preliminary plat shall be submitted on good quality paper, be professionally drafted, shall have the dimensions of

not less than twenty-four inches by thirty-six inches (24" x 36"), and shall be drawn to a scale of not less than one inch to one hundred feet (1"=100') and contain a drafting date and north arrow.

2. For hillside developments, one (1) bound copy of the preliminary engineering plans (not meant to be cross sections or detailed designs) showing streets, water, sewers, sidewalks, and other required public improvements, together with preliminary site grading, drainage and irrigation plans of the proposed subdivision. Such engineering plans shall contain sufficient information and detail to make a determination as to conformance of the proposed improvements to applicable regulations, ordinances and standards.
3. Two (2) copies of a landscape plan showing all open space, common areas, amenities, street trees and development signage;
4. Additional information on the preliminary plat and separately submitted information to include the following:
  - a. The name of the proposed subdivision, as approved in advance by the Ada County Engineering office;
  - b. The name, address, telephone and email of the applicant, developer, engineer and surveyor or drafter who prepared the preliminary plat;
  - c. The names and addresses of all adjoining property owners and recorded plats within three hundred feet (300') of the external boundaries of the land being considered for subdivision.
  - d. The land use and existing and proposed zoning of the proposed subdivision and the adjacent land;
  - e. Streets, street names, rights of ways and roadway widths, including adjoining streets or roadways;
  - f. Lot lines and blocks showing the dimensions and numbers of each, together with area of each lot in acres and square feet;
  - g. Contour lines, shown at five-foot (5') intervals where the land slope is greater than ten percent (10%) and at two-foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established benchmark, including location and elevation;
  - h. Any proposed or existing utilities, including, but not limited to, power poles, storm and sanitary sewers, irrigation laterals, ditches, bridges, culverts, water mains and fire hydrants;
  - i. Any flood zone information including FEMA FIRM panels;
  - j. The legal description of the boundary of the property being subdivided with the seal of the surveyor of record;
  - k. Phasing plan showing all proposed phases of the development;
  - l. Preliminary irrigation analysis showing availability of water rights and distribution of irrigation to the lots within the proposed subdivision, or waiver request;

- m. One (1) copy of a site report of the highest seasonal groundwater elevation prepared by a licensed engineer;
  - n. narrative, signed by the applicant, fully describing the proposed subdivision, including such information as number and type of uses on the lots (residential single, two or multi-family, commercial, etc.), common lots and the proposed uses of those lots (open space, parks, playgrounds, landscaping, or other uses) and any other information deemed necessary to explain the intent of the development including how it relates to other concurrently submitted applications (annexations, rezones, PUD's, CUP's, etc.).
  - o. Neighborhood meeting information including sign-in sheet, copy of meeting letter, copy of mailing labels, and detailed summary of neighbor questions and concerns and how the development has been designed to address those concerns;
  - p. A vicinity map showing the relationship of the proposed plat to the surrounding area (1/2-mile radius);
  - q. Deeds, affidavit of legal interest, address labels, postal service location approval, ACHD traffic study review status, electronic copies, or any other required information deemed necessary by the administrator to allow for proper review of the application;
  - r. A conceptual site plan shall be submitted for any non-residential developments showing building locations, parking and loading areas, traffic access drives and traffic circulation and trash enclosure locations;
  - s. Any additional required information for special area of developments including, but not limited to hillsides, wetlands or as further specified in this Title.
5. Additional information in the application as determined by the administrator may include the following:
- a. Building elevations, including multi-family uses, non-residential uses, clubhouses, well houses, or other elevations deemed necessary to assist the Council in their decision regarding a development;
  - b. Colored site plan and renderings of a subdivision detailing residential lot locations, open space and common areas, buffers, roadways, waterways and irrigation ditches, fencing, signs and landscaping.

E. Acceptance: Upon receipt of the preliminary plat, and compliance with all other requirements as provided for herein, the administrator shall certify the application as complete and shall affix the date of acceptance.

- c. F. Decision: A decision on a preliminary plat for a parcel of land is made by the City Council after receiving a recommendation from the administrator and a public hearing is held.

## PLANNED UNIT DEVELOPMENT

### 8-7-1: PURPOSE:

A. The purpose of the planned unit development (PUD) requirements is to provide an opportunity for exemplary site development that meets the following objectives:

1. Preserves natural, scenic and historic features of major importance;
2. Allows for innovative design that creates visually pleasing and cohesive patterns of development; and
3. Creates functionally integrated development that allows for a more efficient and cost-effective provision of public services.
4. Master planning of large acreages that include a variety of residential and commercial uses within one development.

B. It is not the intent that the PUD process be used solely for the purposes of deviation from the dimensional standards in the district, however deviations from dimensional and other standards within this title, may be approved for portions of the development by the council if the PUD incorporates design features that add to the overall design and quality of the proposed development. By allowing dimensional standard deviations in portions of the development, exceptions in land uses allowed and pre-approvals of specific uses as conditions of approval within the PUD application process, the City expects in return a unique development that provides upgraded open space and amenities, mixed uses, multiple residential styles and superior site design.

### 8-7-2: APPLICABILITY:

A planned unit development can be developed in any district. A PUD must have both commercial and a variety of residential components in order to qualify.

### 8-7-3: PROCESS:

A. Preapplication Meeting: The applicant shall complete a preapplication conference with the administrator or designee prior to submittal of an application for a planned unit development. The meeting should be held well in advance of the preparation of the planned unit development application, and before a neighborhood meeting is scheduled. A draft site plan and preliminary plat map (if required) shall be provided to staff at the meeting.

B. Application Requirements: An application, map requirements, and fees, shall be submitted to the administrator.

1. At the discretion of the administrator, designee or city engineer, appropriate supplementary information may also be required to sufficiently detail the proposed development within any



special development area, including, but not limited to, hillside, floodplain, cemetery, manufactured home parks, or hazardous or unique areas of development. Phasing plans shall be included in the application if the project is to be phased.

2. A site amenity plan shall be provided with the planned unit development application.

C. Concurrent Review: Concurrent review of other applications may be required as determined by the administrator. In cases where subdivision platting would be necessary, concurrent review of preliminary plat is required.

D. Public Hearing Requirements: All planned unit development applications shall comply with the public notice and hearing procedures contained within this title.

**8-7-4: STANDARDS:**

The council may approve planned unit developments, in accord with the following standards:

A. General Use Standards:

1. Deviations from Underlying District Requirements: Deviations from dimensional and other standards within this title may be approved by the council if the PUD incorporates design features that add to the overall design and quality of the proposed development. The exception is that along the periphery of the planned development, the applicable setbacks as established by the district shall not be reduced. Internal setback deviations may be considered by Council with approval from the Fire District, when emergency concerns are addressed. Examples for considerations may include, but are not limited to, alley-loaded homes providing multiple access points, and/or fire-sprinkled homes.

2. Allowed Uses: Applicant may request that specific conditional use(s) be allowed in the district as principal permitted use(s) and up to twenty-five percent (25%) of non-permitted uses be allowed as permitted uses if the council finds that compatibility within the PUD, compatibility with adjacent uses and compliance with the intent of the comprehensive plan is provided. It is at the sole discretion of the Council to approve non-permitted uses within the development, including the maximum amount of those non-permitted uses.

3. Private Streets and Service Drives: The uses within the planned unit development are interconnected through a system of roadways and/or pathways as appropriate. Private streets and service drives may be permitted, if designed and constructed to the transportation authority standards and in accord with this title. The approval of private streets shall not prevent access and/or interconnectivity to adjacent properties or otherwise create unreasonable development opportunities.

4. Buildings Clustered: Buildings shall be clustered where practical to preserve scenic or environmentally sensitive areas in the natural state, or to consolidate small open spaces into

larger, more usable areas for common use and enjoyment.

5. Density Bonus: A residential density bonus may be given for dedications of land for public use such as school, park, fire station or recreational facility provided to the public entity by donation or at a cost less than, or equal to, the applicant's predevelopment cost for that land. The bonus shall be proportional to the amount of land being dedicated. For example, if ten (10) percent of the total property is being donated, the density bonus shall be ten (10) percent. However, in no case shall the bonus exceed twenty-five (25) percent of the units permitted by the district.

B. Private Open Space: In addition to the common open space and site amenity requirements of this title, a minimum of eighty (80) square feet of additional, private, usable open space shall be provided for each residential unit not planned as single-family detached. This requirement can be satisfied through porches, patios, decks, and enclosed yards. Landscaping, entryway and other accessways do not count toward this requirement.

C. Residential Use Standards:

1. Housing Types: A variety of housing types may be included within a single planned development, such as attached units (townhouses, duplexes), detached units (patio homes), single-family and multi-family units, regardless of the district classification of the site, provided that the overall density limit of the district is maintained. A minimum of two (2) housing types shall be provided for all PUD's.

D. Infill Planned Developments: Properties of five (5) acres or less within the city of Star, that are located in areas already substantially developed (at least 80 percent of the land area within 300 feet of the boundaries of the parcel) and where water, sewer, streets, schools and fire protection have already been developed and are provided. Upon recommendation of the administrator, the council may approve exceptions to other sections of this title as an incentive for in-fill development, including, but not limited to the following:

1. The council may allow up to a twenty-five percent (25%) increase in the density permitted for the district in which the site is located. It is at the sole discretion of the Council to approve the maximum density bonus requested. Density bonuses shall not be allowed in the CBD.

2. The council may also waive or modify open space and amenity requirements set forth in this section depending on the size and scale of the planned development and proximity to public open space, pathways or greenbelts.

E. Conditions, Bonds and Safeguards: In approving the planned unit development, the council may prescribe appropriate conditions, additional 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, or phasing, of the uses.
- 3. Control the duration of the use. Assure that the use and the property in which the use is located is maintained properly.
- 4. Designate the exact location and nature of the use and the property development.
- 5. Require the provision for on site or off-site public facilities or services.
- 6. Require more restrictive standards than those generally required in this title.
- 7. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, which provides services within the city.

**8-7-5: REQUIRED FINDINGS:**

Upon recommendation from the administrator, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant a planned development request, the council shall make the following findings:

- A. The planned unit development demonstrates exceptional high quality in site design through the provision of cohesive, continuous, visually related and functionally linked patterns of development, street and pathway layout, and building design.
- B. The planned unit development preserves the significant natural, scenic and/or historic features.
- C. The arrangement of uses and/or structures in the development does not cause damage, hazard, or nuisance to persons or property in the vicinity.
- D. The internal street, bike and pedestrian circulation system is designed for the efficient and safe flow of vehicles, bicyclists and pedestrians without having a disruptive influence upon the activities and functions contained within the development, nor place an undue burden upon existing transportation and other public services in the surrounding area.
- E. Community facilities, such as a park, recreational, and dedicated open space areas are functionally related and accessible to all dwelling units via pedestrian and/or bicycle pathways.
- F. The proposal complies with the density and use standards requirements in accord with this title.
- G. The amenities provided are appropriate in number and scale to the proposed development.
- H. The planned unit development is in conformance with the comprehensive plan.

**8-7-6: TIME LIMITATIONS:**

The time limitations and extensions as set forth for conditional uses within this title shall also apply to planned unit developments.

**8-7-7: MODIFICATIONS:**

The modification provisions as set forth for conditional uses within this title shall also apply to planned unit developments.

**8-1B-1C ANNEXATION/REZONE FINDINGS:**

1. The map amendment complies with the applicable provisions of the Comprehensive Plan.

*The Council finds that the purpose of the Star Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Star and its Impact Area. Some of the prime objectives of the Comprehensive Plan include:*

- ✓ *Protection of property rights.*
- ✓ *Adequate public facilities and services are provided to the people at reasonable cost.*
- ✓ *Ensure the local economy is protected.*
- ✓ *Encourage urban and urban-type development and overcrowding of land.*
- ✓ *Ensure development is commensurate with the physical characteristics of the land.*

*The goal of the Comprehensive Plan for Residential Districts is to encourage the development of a diverse community that provides a mixture of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible provides an assortment of amenities within walking distance of a residential development. For Commercial, the designation is suitable primarily for the development of a wide range of commercial activities including offices, retail, and service establishments. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured. Light industrial uses may be considered at the discretion of the City Council without amending this plan. The Council finds that this annexation and zoning is in compliance with these sections of the Comprehensive Plan.*

2. The map amendment complies with the regulations outlined for the proposed district, specifically, the purposes statement.

*The Council finds that the residential purpose statement states that the purpose of the residential districts is to provide for a range of housing opportunities consistent with the Star Comprehensive Plan. Connection to the Star sewer and water district is a requirement for all residential districts, when available. Residential districts are distinguished by the allowable density of dwelling units per acre and corresponding housing types that can be accommodated within the density range. Further, the Council*

*finds that the purpose statements for commercial development states the following: Neighborhood Commercial District provides for the establishment of convenience business uses which tend to meet the daily needs of the residents of an immediate neighborhood while establishing development standards that prevent adverse effects on residential uses adjoining a C-1 district. Such districts are typically appropriate for small shopping clusters or integrated shopping centers located within residential neighborhoods, where compatible. General Commercial District provides for the establishment of areas for commercial uses allowed in other commercial zones and commercial uses which are more intensive than those permitted in other commercial zones, and typically located adjacent to arterial roadways and not immediately adjacent to residential, including the establishment of areas for travel related services such as hotels, motels, service stations, drive-in restaurants, offices, limited warehousing, commercial services and retail sales. Council finds that this request is consistent with the purpose statements.*

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

*The Council finds that there is no indication from the material and testimony submitted that the rezoning of this property will be materially detrimental to the public health, safety or welfare. Council has included conditions of approval on the development.*

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts.

*The Council finds that the City has not been presented with any information from agencies having jurisdiction that public services will be adversely impacted other than traffic, which will continue to be impacted as the City grows. Emergency services were reviewed and mitigation recommended by the Star Fire District.*

5. The annexation is in the best interest of the city.

*The Council finds that the annexation and zoning of the subject property is reasonably necessary for the continued, orderly development of the City.*

#### **8-7-5 : PLANNED UNIT DEVELOPMENT FINDINGS:**

- A. The planned unit development demonstrates exceptional high quality in site design through the provision of cohesive, continuous, visually related and functionally linked patterns of development, street and pathway layout, and building design.

*The Council finds that the planned unit development includes a site design, street and pathway layout, and building design that is cohesive, continuous and visually and functionally appropriate for the area. The development is a well-designed urban type development characterized by a wide mix of uses, on site amenities, trip capture, and*

*connectivity within the community; conservation of open space and preservation of environmental attributes; an emphasis on community character and forming a sense of community.*

- B. The planned unit development preserves the significant natural, scenic and/or historic features.

*The Council finds that the planned unit development demonstrates innovation and creativity in site design to protect natural features, preserve open space and create public amenities.*

- C. The arrangement of uses and/or structures in the development does not cause damage, hazard, or nuisance to persons or property in the vicinity.

*The Council finds that the planned unit development is arranged so that the uses and structures will not cause damage, hazard or nuisance to persons or property in the vicinity. Council has placed additional conditions of approval associated with the site design.*

- D. The internal street, bike and pedestrian circulation system is designed for the efficient and safe flow of vehicles, bicyclists and pedestrians without having a disruptive influence upon the activities and functions contained within the development, nor place an undue burden upon existing transportation and other public services in the surrounding area.

*The Council finds that the planned unit development has been designed to take into consideration internal street, bike and pedestrian circulation. HD4 and ITD have reviewed and commented on the application with requirements incorporated into the approval of the development.*

- E. Community facilities, such as a park, recreational, and dedicated open space areas are functionally related and accessible to all dwelling units via pedestrian and/or bicycle pathways.

*The Council finds that the planned unit development includes a city park, recreational and open space that will be functionally related and accessible to all dwelling units through the pedestrian and bicycle pathway system.*

- F. The proposal complies with the density and use standards requirements in accord this title.

*The Council finds that the planned unit development complies with the density and use standards requirement of the Comprehensive Plan and Unified Development Code.*

- G. The amenities provided are appropriate in number and scale to the proposed development.

*The Council finds that the planned unit development includes the appropriate number and scale of amenities to the proposed development. Further, this development includes a future elementary school site dedicated to the Middleton School District.*

H. The planned unit development is in conformance with the comprehensive plan.

*The Council finds that the planned unit development is in conformance to the comprehensive plan and the pertinent land use designations.*

**8-6A-7: PRELIMINARY PLAT FINDINGS:**

1. The plat is in conformance with the Comprehensive Plan;  
*The Council finds that the Preliminary Plat, as originally submitted and accepted meets all requirements associated with Section 8-6A-3 of the UDC and is consistent with the Comprehensive Plan and will meet the intent of the Land Use designation. Further, the property is required to develop under the guidelines of the Comprehensive Plan and requirements of the Unified Development Code.*
2. Public Services are available or can be made available and are adequate to accommodate the proposed development;  
*The Council finds that Agencies having jurisdiction on this parcel were notified of this action. The City has not received notice that public services are not available or cannot be made available for this development. Emergency services were reviewed, and mitigation fees will be required to serve the Police Department and Star Fire District.*
3. There is public financial capability of supporting services for the proposed development;  
*The Council finds that the City has not received notice from any jurisdictional agency that there are any problems with public financial capability for this development.*
4. The development will not be detrimental to the public health, safety or general welfare;  
*The Council finds that the City has not been made aware of any known detriment that will be caused by this development. Residential uses are a permitted use and are compatible with other residential uses in the immediate area.*
5. The development preserves significant natural, scenic or historic features;  
*The Council finds that there are no known natural, scenic, or historic features that have been identified with this Preliminary Plat. The property has been in previous agricultural production.*

**Public Hearing of the Council:**

a. A public hearing on the application was heard by the City Council on March 18, 2025, at which time testimony was heard and the public hearing was closed. The City Council made their decision at that time.

b. Oral testimony (In-favor, Against or Neutral) regarding the application was presented to the City Council by:

- Shawn L Nickel, City Planning Director gave Staff Presentation
- Becky McKay, Applicant
- Jody Lester
- Denise Janicek
- Steve Coyle
- Walter Lester
- Richard Williams
- Connie Hess
- Mark Christiansen
- Tami Bronly
- Zach Hessing, Star Police Chief

c. Public sign-ins that did not testify (Against or Neutral):

- Lynda Frieden
- Kathy Park
- Glenn Park
- John Warner
- Shantel Youngkin
- Jason Youngkin
- Olivia Dobbins
- Michael Dobbins
- Connie Hess
- Dean Price
- John Marum
- Jim Rapaltan
- Sandy Smith
- Joan Mair Bone
- Stacie Swartzbaugh
- Debbie Bush
- Rosalyn Studarus
- Karen Boehnke
- Marsha George
- Jerry Arbiter



- Mathew Dougherty
- Robin Connelly
- Jonnie Bruner
- Darlene & Mark Allen
- Tina Bossolone-Williams
- Andy Pristatsky
- Donna Bernardelli
- Jan Rohr
- Tina Reed
- Dave Bruner
- Tami Bronsky
- Lori Billaud

d. Written testimony in favor of or opposing the application was presented to the City Council at the hearing by:

- None

**Deliberations and Conclusions of Law:**

The Council reviewed the particular facts and circumstances of this proposed annexation, planned unit development and preliminary plat application in accordance with the City of Star Title 8 (Unified Development Code), deliberated on the matter, resulting in review of the record, including the staff report, and discussions on the annexation and zoning, planned unit development and platting of the development. Review and discussion included development layout, access and street configuration, density, setbacks, open space, school site, commercial uses, pathways and irrigation/drainage. The Council accepted staff's recommended conditions of approval on the application in the development agreement and preliminary plat. Council added additional conditions of approval. Council concluded that the Applicant's request, as conditioned, meets the requirements and findings for annexation, planned unit development and preliminary plat. Council hereby incorporates the staff report dated March 18, 2025 into the official decision as part of these Findings of Fact, Conclusions of Law.

**Statement of Compliance:**

Council finds the Applicant has met all requirements of the Unified Development Code and the intent and purpose of the Comprehensive Plan and Map requirements.

Council added to the Development Agreement, Planned Unit Development and Preliminary Plat applications the following conditions of approval to their decision to approve the applications to include the following:

- **Drainage swales to be constructed no more than 1-foot deep along arterials and collectors with dense trees, bushes, rocks and sand beds to be covered with decorative rock. A revised landscape plan shall be submitted to staff for review of proposed swales at each phase of final plat.**
- **Utility stubs for sewer and water shall be provided to all adjacent neighboring properties on the south side of the proposed commercial collector roadway.**
- **A public access easement shall be provided along the entire southern boundary of the proposed commercial collector roadway to provide future access to neighboring properties. This shall be included on all final plat phases associated with commercial roadway.**
- **The applicant shall remove the “red office building” located on the southern side of the commercial collector roadway. The area shall be redesigned to include drainage and/or pocket park or other open space. The applicant shall revise the landscape plan prior to submittal of final plat to illustrate the new design. The applicant shall provide a revised preliminary plat and overall master plan, removing the office space to staff prior approval of the development agreement.**
- **The applicant shall provide berming and fencing along the southern boundary of the commercial collector roadway adjacent to current residents. The applicant shall submit a revised landscape and fencing plan detailing the buffering of the neighbors.**
- **The applicant shall submit a master fencing plan for the entire development to staff for approval prior to submittal of Phase 1 preliminary plat. The plan shall include design for privacy fencing for lots adjacent to open space.**
- **Trees in the parking lot islands of the four-plex residential area shall be limited to Class I or smaller trees that does not obstruct the drive aisles.**
- **All Hwy 44 commercial development shall be designed to provide aesthetically pleasing elevations along the highway and avoid neglected sides of buildings.**
- **Council hereby approves the Elementary School site, but will require a new Conditional Use Permit approval by Council to review development details.**
- **The applicant shall provide 10’ wide pathways on all pathways leading to the City park and School site. The applicant shall submit a revised landscape plan detailing the exact locations of the 10’ pathways.**
- **The School and City Park lots shall be provided within Phase 1 of the development, and utilities shall be provided to both lots during this phase.**
- **The applicant shall provide exterior pathways on the City Park lot to provide connection to internal pathways within the subdivision. The applicant may request bonding for the exterior pathways, to be determined by the Administrator.**
- **The City of Star shall maintain and operate the irrigation pump for the entire subdivision. The HOA shall enter into an agreement to pay proportionate shares to the City for maintenance and operation of the facility.**

- All pathways shall have public access easements recorded at the time of final plat.
- The following commercial Land Uses are hereby approved as part of this development:
  - **Allowed uses outright\* (principally permitted & conditional use) within both the C-1 & C-2 zoned properties:** Artist Studio; Barbershop/Styling Salon; Financial Institutions w/out drive-through; Healthcare and Social Services; Library; Medical Clinic; Personal and Professional Services; Pharmacy; Photographic Studio; Professional Offices; Parks, Public and Private. All principally permitted uses in both zones unless otherwise listed herein.

\* Subject to CZC and Design Review Approval

- **Uses Allowed only as Conditional Uses within both the C-1 & C-2 zoned properties:** Arts, Entertainment, Recreation Facility; Bakery-Retail or Manufacturing; Child Care Group (7-12); Child Care Center (more than 12); Child Care-Preschool/Early Learning; Church or Place of Religious Worship; Drive-up Service Window only; Educational Institution, Private; Museum; Retail Store/Retail Services; Veterinarian Office; Wholesale Sales; Research activities; Woodworking shop
- **Uses Allowed only as Conditional Uses within the C-2 zoned properties:** Animal Care Facility; Automotive Mechanical/Electrical Repair and Maintenance; Bar/Tavern/Lounge/Drinking Establishment; Brewpub/Wine Tasting; Drive-through establishment /drive-up service window; Building Material, Garden Equipment and Supplies; Civic, Social or Fraternal Organizations; Conference/Convention Center; Convenience Store; Equipment rental, sales, and services; Events/Entertainment Facility, public or private (indoor/outdoor); Educational Institution, Hospital (for profit); Hotel/motel; Mortuary; Pawnshop; Public; Farmers or Saturday Market; Fireworks Stand; Flex Space; Gasoline, Fueling & Charging Station with or without Convenience Store; Government Office; Laundromat; Laundry and Dry Cleaning; Portable Classroom/Modular Building; Nursery, Garden Center and Farm Supply; Nursing or Residential Care Facility; Restaurant; Retirement Home; Warehouse and Storage; Shooting range (indoor/outdoor); Shopping or Commercial center; Vehicle Emissions Testing; Vehicle repair, major; Vehicle repair, minor; Vehicle sales or rental and service; Vehicle washing facility;
- **Prohibited Uses in this Development other than already approved through PUD (not already listed as prohibited in the Code):** Golf Course/Driving Range; Hospital (non-profit); Laboratory; Laboratory,

**Fabrication shop; Food products processing; Greenhouse commercial; Medical; Multi-family residential; Multiple Use Building; Office Security Facility; Parking Lot/Parking Garage-Commercial; Public Infrastructure; Public Utility major, minor and yard; Recreational vehicle dump station; Recycling center; Research Activities; Swimming Pool, Commercial/Public; Wireless Communication Facility; Storage facility, outdoor (commercial); Storage facility, self-service (commercial)**

- **Council hereby approves a Storage facility, outdoor (commercial); Storage facility, self-service (commercial) use on one of the two C-2 Commercial lots adjacent to Hwy 44. The facility is subject to future review and approval of a Certificate of Zoning Compliance and Design Review application.**
- **The City will support the developers efforts to request speed limit waivers along the collector roadways.**

### CONDITIONS OF APPROVAL

1. The approved Preliminary Plat for the Terramor Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The applicant has entered into a Development Agreement with the City, agreeing to proportionate share assessment by ITD regarding impacts to the State Highway System. These fees are currently being calculated at \$1,000.00 per residential lot. These fees will be collected by the City of Star, by phase, prior to final plat signature.**
3. **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.**
4. **All sidewalks and planter strips shall be built to UDC standards, unless otherwise approved by Council.**
5. **The Applicant/Owner shall submit a private street maintenance plan for the private alleys, including future funding, in compliance with Section 8-4D-3C of the UDC, with the submittal of the final plat application for the specific phase.**
6. **The applicant shall comply with the Residential Standards for all new houses, as required in Section 8-3B-3 of the UDC.**
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. **Applicant/Owner shall submit a streetlight design prior to Final Plat approval. Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative.**
8. Street trees along the private street shall be installed per Chapter 8, including Section 8-8C-2-M(2) Street Trees. If the trees will be installed by the builder, Certificate of Occupancy may be withheld until trees have been verified they are installed per code.

9. The property associated with this approved Preliminary 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.
10. The property associated with this approved Preliminary 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.
11. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
12. 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.
13. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
14. A copy of the CC&R's shall be submitted to the City of Star at Final Plat.
15. 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, including annexation into the District.
16. 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, unless amended in the Development Agreement or CUP conditions.
17. 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.
18. All common areas shall be owned and maintained by the Homeowners Association.
19. 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.**
20. A sign application is required for any subdivision signs.
- 21. Any additional Condition of Approval as required by Staff and City Council.**

**Council Decision:**

The Council voted 4-0 to approve the Annexation, Development Agreement, Planned Unit Development and Preliminary Plat for Terramor Subdivision on March 18, 2025.

Dated this 16<sup>th</sup> day of April, 2025.

Star, Idaho

By: \_\_\_\_\_  
Trevor A. Chadwick, Mayor

ATTEST:  
\_\_\_\_\_  
Jacob M. Qualls, City Clerk

**FINDINGS OF FACT AND CONCLUSIONS OF LAW  
LIFSPRING CHURCH REZONE  
RZ-25-01/DA-25-02**

The above-entitled Rezone and Development Agreement application came before the Star City Council for their action on March 18, 2025, at which time public testimony was taken and the public hearing was closed. The Star City Council, having requested and taken oral and written testimony, and having duly considered the matter, does hereby make the following Findings of Fact and Conclusions of Law.

**Procedural History:**

*A. Project Summary:*

The Applicant is requesting approval of a Rezone from Residential (R-4) to Central Business District (CBD) with a Development Agreement. The property includes two separate parcels located at 174 & 198 N. Star Road in Star, Idaho and consists of 1.64 acres. The subject property is generally located on the east side of N. Star Road, north of W. State Street. Ada County Parcel No's. R0011350085 & S0408336050.

*B. Application Submittal:*

A neighborhood meeting was held on December 2, 2024, in compliance with the application submittal requirement of the Star Unified Development Code (Section 8-1 A-6 C). The Land Use application was deemed complete on February 20, 2025.

*C. Notice of Public Hearing:*

Notice of Public Hearing on the application for the City of Star Council was published in accordance with the requirements of Title 67, Chapter 65, Idaho Code and the Star Unified Development Code on March 1, 2025. Notice of this public hearing was mailed to property owners within three-hundred feet (300') of the subject property in accordance with the requirements of Title 67, Chapter 65, Idaho Code and Star Unified Development Code on February 26, 2025. Notice was sent to agencies having jurisdiction in the City of Star on February 20, 2025. The property was posted in accordance with the Star Unified Development Code on March 6, 2025.

*D. History of Previous Actions:*

- May 20, 2003 Council unanimously approved a Conditional Use Permit for a new church building to be built, replacing an existing church building.
- November 16, 2004 Council approved a Vacation of Right-of-Way request for Lifespring Church.

- September 1, 2009      Council approved application for a waiver (WV-09-01) granting permission for temporary off premise signage.
  
- March 4, 2014          Council approved request for deferment of two years from Certificate of Occupancy to install specific enhancements and requirements of construction not related to life safety.
  
- April 5, 2022          Council approved application a Conditional Use Permit (CU-22-02) for the addition of a temporary modular classroom on the existing church property.

*E. Comprehensive Plan Land Use Map and Zoning Map Designations:*

	<b>Zoning Designation</b>	<b>Comp Plan Designation</b>	<b>Land Use</b>
<b>Existing</b>	Residential (R-4)	Central Business District	Place of Religious Worship
<b>Proposed</b>	Central Business District (CBD)	Central Business District	Place of Religious Worship
<b>North of site</b>	Residential (R-4)	Compact Residential	Single Family Residential
<b>South of site</b>	Residential (R-4) Central Business District	Central Business District	Multi & Single Family Residential
<b>East of site</b>	Residential (R-4)	Central Business District	Single Family Residential
<b>West of site</b>	Residential (R-4)	Central Business District	Single Family Residential

*F. Development Features.*

**ANNEXATION & REZONE:**

The applicant is requesting approval of a rezone from Residential (R-4) to Central Business District (CBD) on 1.64 acres. This zoning district will allow for more accurate zoning for the church and multiple uses associated with the property. The property is currently serviced by the Star Sewer and Water District for central sewer and water. The rezone request includes a development agreement.

As part of the rezone and Development Agreement, the Applicant is requesting approval for the remodeling the current church building in two proposed phases. Phase 1 will include modifications to the main entrance and front of the facility. A patio will be added along with a reception area and additional office space. A front vestibule will enhance the visual appeal of the building. There will also be nursery, cry rooms and storage space added with Phase 1. A total of 3 parking spaces will be eliminated with this phase of expansion.



Phase 2 will be an addition to the south side of the building where a portable building currently resides. This phase will add more storage, a children’s assembly area and classrooms. The portable building will be removed from the property. No parking will be eliminated or added in this phase of expansion.

Staff is recommending that the Council approve, as part of the Development Agreement, the following conditional uses within the CBD zone\*:

- 1. Church or Place of Religious Worship as part of the proposed remodel of the facility and any future remodels.**
- 2. Child Care Center (more than 12).**
- 3. Farmer’s or Saturday Market.**
- 4. Events/Entertainment Facility, public or private (indoor/outdoor).**
- 5. Parking Lot/Parking Garage (Commercial).**
- 6. Recycling Center.**

**\*All Uses Subject to Certificate of Zoning Compliance Review and Approval**

**DEVELOPMENT AGREEMENT**

Through the Development Agreement process, the applicant is proposing to work with the City to provide further insurances that the property and associated uses will be as presented and/or modified by the Council through the review process. Items that should be considered by the applicant and Council include the following:

- Future Development of the Church Facility Approved as Part of the Development Agreement.
- Fire District Requirements for Access.
- Additional Approved Uses as Proposed by Staff.

H. *On-Site Features:*

- ✪ Areas of Critical Environmental Concern – No known areas.
- ✪ Evidence of Erosion – No evidence.
- ✪ Fish Habitat – No.
- ✪ Floodplain – No.
- ✪ Mature Trees – No.
- ✪ 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.

I. *Agencies Responding:*

The following agencies responded, and correspondence was attached to the staff report.

Fire District

February 20, 2025

J. Staff received the following letters & emails for the development:

No public comments have been received.

K. *Comprehensive Plan and Unified Development Code Provisions:*

**Comprehensive Plan:**

8.2.3 Land Use Map Designations:

Central Business District:

The Central Business District is planned to be a vibrant downtown center for the community. Uses encouraged are commercial, retail, civic, private offices, and entertainment. High density housing is encouraged on the upper floors of mixed-use buildings and at the fringes of the land use designation. Developments in this district are to place an emphasis on pedestrian and bicycle access and compatibility.

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:

- Preserve the family friendly feel of Star.
- 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.

- Work to create a vibrant Central Business District.
- 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.

8.5.5 Policies Related Mostly to the Central Business District Planning Areas:

- The CBD zoning district should allow for a mix of commercial, office, institutional, and civic type uses with specific provisions for residential use in appropriate locations with compatible densities.
- Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.
- The city should encourage assemblage of the smaller properties where appropriate.

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.
- Support well-planned, pedestrian-friendly developments.
- Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.

18.4 Implementation Policies:

- F. Development Agreements allow the city to enter into a contract with a developer upon rezoning. The Development Agreement may provide the city and the developer with certain assurances regarding the proposed development upon rezoning.

**Unified Development Code:**

**UNIFIED DEVELOPMENT CODE:**

**8-1B-1: ANNEXATION AND ZONING; REZONE:**

B. Standards:

1. The subject property shall meet the minimum dimensional standards of the proper district.

2. The city may require a development agreement in conjunction with the annexation and zoning, or rezone, pursuant to Idaho Code section 67-6511A, which may include a concept plan. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through execution of a development agreement. A development agreement and concept plan shall be required for any rezone to a mixed-use zone, high density zone or land which includes steep slope (land over 25%) or floodway.

3. The termination of a development agreement shall result in the reversal of the official zoning map amendment approval and applicable development approval for any undeveloped portion of property subject to the development agreement. The undeveloped property subject to the development agreement shall be rezoned to the district classification as designated by the development agreement. When no designation is provided, the property shall revert to its original zoning or, if the original designation no longer exists, to the closest current equivalent zoning as determined by the current Comprehensive Plan Land Use Map designation.

4. An amendment or termination of a previously recorded development agreement shall be recorded in the office of the county recorder by the clerk.

5. An approved development agreement must be executed within ninety (90) days of the meeting at which the development agreement is approved by the city council. A one-time administrative extension of maximum thirty (30) days may be granted by the zoning administrator. Additional extensions may be approved by majority vote of the city council. Failure to execute the development agreement within the required timeframe will result in the denial of all related applications.

C. Required Findings: The council shall review the application at the public hearing. In order to grant an annexation and zoning or rezone, the council shall make the following findings:

- 1. The map amendment complies with the applicable provisions of the comprehensive plan;
- 2. The map amendment complies with the regulations outlined for the proposed district;
- 3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city.

5. The annexation (as applicable) is in the best interest of city.

**8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED:**

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.

(CBD) CENTRAL BUSINESS DISTRICT: To provide for commercial, retail, civic, office, and entertainment uses. Residential uses, including higher densities may be allowed on the upper floors of multiple use buildings and may also be allowed at the fringes of the land use designation shown on the comprehensive plan. Live/work designed development is also encouraged in this district. Developments in this district are to place an emphasis on pedestrian and bicycle access and compatibility. Special emphasis shall be placed on development in the central downtown area to encourage and create a vibrant, walkable downtown community that incorporates the Boise River as an active amenity.

DA DEVELOPMENT AGREEMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., C-2-DA), indicates that the zoning was approved by the city with a development agreement, with specific conditions of zoning.

**8-3A-3: USES WITHIN ZONING DISTRICTS**

The following table lists principal permitted (P), accessory uses (A), conditional (C), or prohibited

ZONING DISTRICT USES	Central Business District (CBD)
Church or place of religious worship <sup>1</sup>	<b>C</b>

**8-3A-4: ZONING DISTRICT DIMENSIONAL STANDARDS:**

Zoning District	Maximum Height	Minimum Yard Setbacks			
	Note Conditions	Front (1)	Rear	Interior Side	Street Side
CBD	35'/60' <sup>5</sup>	0'	0'	0' <sup>4</sup>	0'

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 overhanging onto the sidewalk.
2. Zero-Lot-Line, reduced street side yard setbacks 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 approved by Council as part of a Planned Unit Development.
3. All setbacks in the CBD, C-1, C-2, LO, LI, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone. A waiver may be requested if the adjacent property has the potential to redevelop as a non-residential use in the future.
4. As approved by the Fire District.
5. 35' height requirement unless a height exception is approved by Council through the Conditional Use Permit or Planned Unit Development Process.

**8-5-11: CHURCH OR PLACE OF RELIGIOUS WORSHIP:**

Uses that are accessory to churches or other places of religious worship, such as schools, child daycare services, meeting facilities for clubs and organizations, and other similar uses not operated primarily for the purpose of religious instruction, worship, government of the church, or the fellowship of its congregation may be permitted to the extent the activity is otherwise permitted in the district.

Churches conducting activities outside the normal church events are required to complete a temporary use permit stating when and where the activity will take place and who will be in charge of the activity.

**8-1B-1C: ANNEXATION AND ZONING (REZONE) FINDINGS:**

1. The map amendment complies with the applicable provisions of the Comprehensive Plan.

*The Council finds that the purpose of the Star Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Star and its Impact Area.*

*Some of the prime objectives of the Comprehensive Plan include:*

- ✓ *Protection of property rights.*
- ✓ *Adequate public facilities and services are provided to the people at reasonable cost.*
- ✓ *Ensure the local economy is protected.*
- ✓ *Encourage urban and urban-type development and overcrowding of land.*
- ✓ *Ensure development is commensurate with the physical characteristics of the land.*

*The goal of the Comprehensive Plan for Land Use is to encourage the development of a diverse community that provides a mixture of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible provides an assortment of amenities within walking distance of a residential development. The City must find compliance with the Comprehensive Plan. The Council finds that this rezone is in compliance with the Comprehensive Plan.*

2. The map amendment complies with the regulations outlined for the proposed district, specifically, the purposes statement.

*The Council finds that the proposal complies with the proposed district and purpose statement. The purpose of the central business district is to provide for commercial, retail, civic, office, and entertainment uses. Council finds that this request is consistent with the statement.*

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

*The Council finds that there is no indication from the material and testimony submitted that this annexation and zoning of this property will be materially detrimental to the public health, safety or welfare.*

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts.

*The Council finds that the City has not been presented with any information from agencies having jurisdiction that public services will be adversely impacted other than traffic, which will continue to be impacted as the City grows.*

5. The annexation is in the best interest of the city.

*The Council finds this annexation is reasonably necessary for the orderly development of the City.*

### Public Hearing of the Council:

- a. A public hearing on the application was heard by the City Council on August 20, 2024, at which time testimony was heard and the public hearing was closed. The City Council made their decision at that time.
- b. Oral testimony regarding the application was presented to the City Council by:
- Shawn L Nickel, City Planning Director gave Staff Presentation
  - Tim Nay
- c. Written testimony in favor of or opposing the application was presented to the City Council at the hearing by:  
None

### Deliberations and Conclusions of Law:

The Council reviewed the particular facts and circumstances of this proposed annexation application in accordance with the City of Star Title 8 (Unified Development Code), deliberated on the matter, resulting in review of the record, including the staff report, and discussions on the development. Review and discussion included future land uses, portable classrooms and remodeling of the existing church. The Council accepted staff's recommended conditions of approval on the application. Council concluded that the Applicant's request, as will be conditioned as part of the development agreement, meets the requirements for the rezone. Council hereby incorporates the staff report dated March 18, 2025 into the official decision as part of these Findings of Fact, Conclusions of Law.

### Statement of Compliance:

Council finds the Applicant has met all requirements of the Unified Development Code and the intent and purpose of the Comprehensive Plan and Map requirements.

Council added to the Development Agreement the following conditions of approval to their decision to approve the application to include the following:

- **The Council approves the currently proposed remodel of the church facility. A Certificate of Zoning Compliance/Design Review application shall be submitted to the City for approval.**
- **A new Modular classroom shall be allowed on the property on a temporary basis not to exceed one (1) year. Any permanent placement shall require further City approval.**
- **The applicant shall meet all requirements of the Star Fire District.**
- **The following uses are approved as accessory uses to the church operation:**
  - ***Child Care Center (more than 12).***



- ***Farmer’s or Saturday Market.***
- ***Events/Entertainment Facility, public or private (indoor/outdoor).***
- ***Parking Lot/Parking Garage (Commercial).***
- ***Recycling Center.***

**Council Decision:**

The Council voted 4-0 to approve the Rezone and Development Agreement on March 18, 2025.

Dated this 18<sup>th</sup> day of March, 2025.

Star, Idaho

By: \_\_\_\_\_  
Trevor A. Chadwick, Mayor

ATTEST:

\_\_\_\_\_  
Jacob M. Qualls, City Clerk



**CITY OF STAR**  
**LAND USE STAFF REPORT**

**TO:** Mayor & Council

**FROM:** City of Star Planning Department *Shen T. Muth*

**MEETING DATE:** **March 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.

**PROPERTY INFORMATION**

**Property Location:** The subject property is generally located on the north side of W. State Street, between N. Main Street and N. Poplar Street. Ada County Parcel No’s. R7073754100, S0408336290, S0408336280, S0408336271, R5579243480 & R5579243490.

**Existing Site Characteristics:** The property is currently a vacant platted commercial lot with utilities installed.

**Irrigation/Drainage District(s):** - Pioneer Ditch Company

**Flood Zone:** This property is **NOT** currently located in a Special Flood Hazard Area.  
FEMA FIRM Panel Number: 16001C0125J  
Effective Date: 06/19/2020  
Flood Zone: X

**Special On-Site Features:**

- ✪ Areas of Critical Environmental Concern – No known areas.
- ✪ Evidence of Erosion – No known areas.
- ✪ Fish Habitat – No known areas.
- ✪ Mature Trees – Yes.
- ✪ Riparian Vegetation – None.
- ✪ Steep Slopes – None.
- ✪ Stream/Creek – No.
- ✪ 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.
- ✪ Wildlife Habitat – No wildlife habitat has been developed or will be destroyed.
- ✪ Historical Assets – No historical assets have been observed.

**APPLICATION REQUIREMENTS**

Pre-Application Meeting Held	April 11, 2024
Neighborhood Meeting Held	June 19, 2024
Application Submitted & Fees Paid	September 10, 2024
Application Accepted	September 20, 2024
Residents within 300' Notified	December 30, 2024
Agencies Notified	September 3, 2024
Legal Notice Published	January 3, 2025
Property Posted	January 9, 2025

**HISTORY**

September 17, 2019    There is no history of land use approvals associated with these properties through the City of Star.

**SURROUNDING ZONING/COMPREHENSIVE PLAN MAP/LAND USE DESIGNATIONS**

	<b>Zoning Designation</b>	<b>Comp Plan Designation</b>	<b>Land Use</b>
<b>Existing</b>	Central Business District (CBD)	Central Business District (CBD)	Vacant
<b>Proposed</b>	Central Business District (CBD)	Central Business District (CBD)	Multi-Use Commercial/Residential
<b>North of site</b>	Central Business District (CBD)	Central Business District (CBD)	Single Family Residential
<b>South of site</b>	Central Business District (CBD)	Central Business District (CBD)	Commercial
<b>East of site</b>	Central Business District (CBD)	Central Business District (CBD)	Star Mercantile Commercial
<b>West of site</b>	Central Business District (CBD)	Central Business District (CBD)	Commercial

**ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN**

**UNIFIED DEVELOPMENT CODE:**

**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:

CENTRAL BUSINESS DISTRICT: To provide for commercial, retail, civic, office, and entertainment uses. **High density housing is encouraged on the upper floors of mixed-use buildings and may also be allowed at the fringes of the land use designation shown on the comprehensive plan. Live/work designed development is also encouraged in this district.** Developments in this district are to place an emphasis on pedestrian and bicycle access and compatibility. **Special emphasis shall be placed on development in the central downtown area to encourage and create a vibrant, walkable downtown community** that incorporates the Boise River as an active amenity.

**8-3A-3: USES WITHIN ZONING DISTRICTS**

The following table lists principal permitted (P), accessory uses (A), conditional (C), or prohibited (N)

**ZONING DISTRICT USES**

Section 6, Item A.

<b>USES</b>	<b>CBD</b>	<b>STAFF NOTE</b>
Artist studio <sup>1</sup>	P	
Bakery- Retail or Manufacturing	P	
Bar/tavern/lounge/drinking establishment	P	Consider Making Conditional Use
Barbershop/styling salon	P	
Brewery/Distillery	P	Consider Making Conditional Use
Brewpub/Wine Tasting	P	
Convenience store	C	Potential Bodega or Other Neighborhood Market Use
Educational institution, private	C	
Financial institution	P	
Health and Fitness Clubs	C	Consider Prohibiting Due to Parking Concerns
Laundromat	P	Consider Prohibiting or Making Conditional Use
Library	P	
Medical clinic	P	
Multiple Use Building <sup>1</sup>	C	
Museum	P	
Pawnshop	P	Consider Prohibiting or Making Conditional Use
Personal and professional services	P	
Photographic studio	P	

Professional offices	P	
Restaurant	P	
Retail store/retail services	P	
Veterinarian office	C	Consider Prohibiting or Limiting to Grooming

**8-3A-4: ZONING DISTRICT DIMENSIONAL STANDARDS:**

Zoning District	Maximum Height  Note Conditions	Minimum Yard Setbacks Note Conditions			
		Street Front <sup>(1)</sup>	Rear	Interior Side	Side
CBD	35'/60' <sup>5</sup>	0'	0'	0' <sup>4</sup>	0'

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.
5. 35' height requirement unless a height exception is approved by Council through the Conditional Use Permit or Planned Unit Development Process.

**8-1B-4: CONDITIONAL USES:**

A. Purpose: The purpose of this section is to establish procedures that allow for a particular use on a particular property subject to specific terms and conditions of approval.

B. Applicability: The provisions of this section apply to all uses identified as conditional use in chapter 3, "District Regulations", of this title, and as otherwise required by specific development standards in chapter 5, "Specific Use Standards", of this title.

C. Process:

1. The applicant shall complete a preapplication conference with the administrator prior to submittal of an application for a conditional use.
2. An application and appropriate application fees, in accord with article A, "General Provisions", of this chapter, shall be submitted to the administrator on forms provided by the planning department.
3. The administrator may require additional information concerning the social, economic, fiscal or environmental effects of the proposed conditional use, prior to the scheduling of a public hearing.

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 exact 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.

**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.

**8-3C-2: ADDITIONAL CENTRAL BUSINESS DISTRICT STANDARDS:**

- A. Comply with Section 8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED.
- B. High density residential may be permitted within the CBD in multiple use buildings with commercial or office type uses on the first floor and high density residential on upper floors.
- C. New development on **Main Street** and Star Road, generally **north and south of State Street**, shall include transition consisting of a compatible mix of lower intensity commercial, retail and office type uses mixed with live/work type residential. Existing Single-Family uses are encouraged to convert to or redevelop as non-residential uses.



- D. Big box retail commercial, generally a single-story single use building over 50,000 square feet, shall not be permitted, unless approved by Council.
- E. Commercial buildings and centers, including shopping centers and strip malls immediately adjacent to State Street and Star Road shall front the roadway with parking located to the rear. Single buildings may provide parking on the sides as approved by Council. Direct access to these roadways shall be limited to avoid excessive access points. Existing alleyways shall be utilized when present.
- F. All commercial buildings fronting State Street, Star Road, and State Hwy 16 & 20/26 shall be designed with architectural elements facing the roadways that provide a visually pleasing character to the public view, as may be determined through the Design Review process.
- G. The Council may place requirements on a mixed-use development, including a ratio of uses and/or timing of phases, to ensure that the overall development maintains its commercial intent.
- H. New development shall incorporate site and architectural design recommendations from the Architectural Overlay Design Guidelines for the Central Business District and Riverfront Center.
- I. Any new development shall comply with Section 8-3C-1C of this title regarding site improvements.
- J. Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new 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.
- K. Certification Of Completion: Upon the completion of construction of any commercial development, and/or other improvements subject to architectural review approval, a written certification of completion shall be prepared by the licensed engineer and/or architect responsible for the approved plan. The certifications of completion shall state that the installation of all improvements is in substantial compliance with the city approved plans. This certification shall be submitted prior to the issuance of a certificate of occupancy, signature of a final plat, or release of bond, and is required as a part of, and not in lieu of, the inspections performed, and certificates issued by the city.

**8-4A-18: SIDEWALKS AND PARKWAYS:**

A. All sidewalks shall adhere to the standards shown in the table below.

ROADWAY CLASSIFICATION	MINIMUM SIDEWALK AND PARKWAY PLANTER WIDTHS <sup>1</sup>	NOTES
Highway 44 & Highway 20/26 Arterial	8 Foot (8') Detached Sidewalk with 8 Foot (8') Parkway Planter Strip Both Sides of Roadway	

**8-4B-3: REQUIRED NUMBER OF OFF-STREET PARKING SPACES:**

Type Of Use	Off-Street Parking Spaces Required
RESIDENTIAL	
Apartments or multi-family dwellings	For each unit with 2 or more bedrooms - 2 including 1 covered; for each 1 bedroom or studio unit - 1.5 including 1 covered. Guest parking shall be provided at a ratio of .25 spaces per unit.

COMMERCIAL	
Artist studios	1 per 1,000 square feet of gross floor area
Banks/financial institutions	1 for each 200 square feet of gross floor area; plus, queue for 4 cars per drive up window
Convenience store	1 per 250 square feet gross floor area; plus 1 for each 2 gasoline pumps
Food and beverage sales	1 per 250 square feet of gross floor area
Laundromat	1 per 300 square feet of gross floor area

Laundry	1 per 400 square feet of gross floor area; plus, queue for 3 cars per drive up window
Libraries, museums and art galleries	1 for each 400 square feet floor area
Offices, business and professional	1 per 250 square feet of gross floor area
Offices, medical and dental	1 per 200 square feet of gross floor area
Pawn shops	1 per 250 square feet of gross floor area
Personal improvement	1 per 250 square feet of gross floor area
Personal services	1 per 250 square feet of gross floor area
Restaurants, dining rooms, taverns, nightclubs, etc.	1 per 150 square feet of gross floor area; plus 1 per 35 square feet dance floor
Retail sales not listed under another use classification	1 per 250 square feet of gross floor area;
Vet clinic (animal hospital)	1 per 400 square feet of gross floor area

Notes:

3. Within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses. Adjacent on-street parking may also be included in the minimum parking requirement. Council may also require a parking in-lieu-of payment for a portion of the reduced parking, in accord with Section 8-4B-6.

C. Public Safety: In circumstances where there would appear to be a public safety issue, the administrator may request additional information from the applicant to determine if there is sufficient parking. When, in the determination of the administrator, there is insufficient parking, the applicant shall provide alternatives to on-site parking as set forth in section 8-4B-4 of this article. The determination by the administrator shall be based on the following criteria:

1. The specific use(s) proposed and/or on the property;
2. Uses in the vicinity of the property;
3. A traffic study, if prepared, forecasting the expected traffic and parking needs expected from the use(s);
4. The availability of on street, shared, and/or public parking within the vicinity of the use; and/or
5. The availability of public transit, vanpooling or other alternative transportation to serve the use.

D. Parking Spaces; Change of Use: Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements of this article for the new use.

E. ADA Requirements: It is the responsibility of the applicant to ensure that the size and number of handicap accessible spaces meets all Americans with Disabilities Act (ADA) requirements.

F. Spaces Continuously Maintained: The vehicle parking spaces shall be continuously maintained.

G. Elimination/Reduction of Spaces: No required parking area or space provided, as required by this article, shall later be eliminated, reduced, or converted in any manner unless other equivalent facilities approved by the administrator are provided.

H. Bicycle Parking Spaces: One bicycle parking space shall be provided for every twenty-five (25) vehicle parking spaces, except for single-family residences, two-family duplex, and townhouses.

**8-4B-4: STANDARDS FOR ALTERNATIVES TO ON SITE PARKING:**

Alternatives to providing on-site parking as set forth in this section are encouraged in all developments. When required to meet minimum parking standards of section 8-4B-3, alternatives may include, but are not limited to, shared use facilities.

A. Conditions: Conditions favorable to providing alternatives to on-site parking are as follows:

1. **Shared use:**
  - a. There are convenient pedestrian connections between separate properties;
  - b. The properties and/or uses are within one thousand feet (1,000') of each other;
  - c. The principal operating hours of the uses are not in substantial conflict with one another; and
  - d. Directional signs provide notice of the availability of parking.

B. Agreement:

1. All parties involved with the shared use parking area shall submit a written agreement to the administrator, signed by the applicable parties involved. The agreement shall specify the following:

- a. Party or parties responsible for construction; and
- b. Party or parties responsible for maintenance.

2. The applicant or owner shall record such agreement with the county recorder prior to issuance of any permits.

3. The shared use parking agreement may be terminated by the parties only if off street parking is provided in conformance with this article and approved by the administrator prior to the termination.

4. In-lieu-of fees for required parking spaces may be allowed in the Central Business District with a parking space fee being determined solely by the Council in accord with Section 8-4B-6.

5. Parking garages shall be designed to accommodate future public parking needs.

**8-4B-6: PARKING IN LIEU PAYMENTS:**

Within the central business district, as defined by the city of Star comprehensive plan, the required number of parking spaces may be met by a cash in lieu payment to the city prior to issuance of a building/zoning permit or certificate of occupancy, whichever occurs first. The fee shall be for the city to provide public off-street parking in the vicinity of the use, the maximum distance of which shall be determined by Council. The fee shall be six thousand dollars (\$6,000.00) per space, or such sum as may be adopted by resolution of the city council. In addition to the above fee the owner may be required to pay an annual per space maintenance fee as shall be determined by resolution of the city council.

When considering in lieu payments the city may set limitations on the number of spaces for which an in-lieu-of fee may be tendered.

All in lieu funds received for reduction of parking spaces under this section shall be placed into a special and separate parking improvement and acquisition account to be used solely for the purchase and improvement of municipal parking lots and structures to be located within the central business district, as defined by the city of Star comprehensive plan, and may be for use by the general public.

**8-4E-2: Common Open Space and Site Amenity Requirements/Standards:**

A. Open Space and Site Amenity Requirement (see also Chapter 8 "Architectural Review"):



1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the total gross acreage of land area of the 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.
2. Each development is required to have at least one site amenity.
3. One additional site amenity shall be required for each additional twenty (20) acres of development area, plus one additional amenity per 75 residential units.
4. Developments with a density of 1 dwelling unit per acre or less may request a waiver of open space and amenities to the Council. Developments with a density of 2 dwelling units per acre or less may request a 50% reduction in total required open space and amenities to the Council.
5. For multi-family developments, see Section 8-5-23 for additional standards.

B. Qualified Usable Area Open Space: The following qualifies to meet the useable area open space requirements:

1. Any open space that is active or passive in its intended use, and accessible or visible by all residents of the development, including, but not limited to:

- a. Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area;
- b. Qualified natural areas, as determined by the Administrator;
- c. Ponds or water features where active fishing, paddle boarding, or other activities are provided (50% qualifies towards total required usable area open space, must be accessible by all residents to qualify. Ponds must be aerated. All ponds shall be provided with safety floatation devices (rings) located at reasonable distances, as determined by the administrator;
- d. A plaza.
- e. Common lots that include a pathway providing local or regional connectivity that is a minimum of 20' in width.
- f. Irrigation easements/ditches when a pathway is included (to be measured from the center of the ditch to the property line of the common lot).

2. Additions to a public park or other public open space area.

3. The buffer area along collector and arterial streets may be included in required overall common open space for residential subdivisions.

4. Parkways along local residential streets with detached sidewalks that meet all the following standards may count toward the common open space requirement:

a. The parkway is a minimum of eight feet (8') in width from street curb to edge of sidewalk and includes street trees as specified otherwise herein.

b. Except for alley accessed dwelling units, the area for curb cuts to each residential lot or common driveway shall be excluded from the open space calculation. For purposes of this calculation, the curb cut area shall be a minimum area of twenty-six feet (26') by the width of the parkway.

c. Stormwater detention facilities do not qualify to meet the common area open space requirements, unless all of the following is met:

- Must be at least fifty feet by one hundred feet (50' x 100') in area;
- Specifically designed as a dual use facility, as determined by the administrator, to include minimal slopes, grass throughout, and guarantee of water percolation within 24 hours of storm event.
- Is located in a development that has a second usable open space area that contains a qualified site amenity as herein defined.

5. Visual natural space, including open ditches, wetlands, slopes or other areas that may not be readily accessible to residents, and is provided with open style fencing, may qualify for up to 20% of the required open space total, as determined by the Administrator.

C. Qualified Site Amenities: Qualified site amenities shall include, but not be limited to, the following:

1. Clubhouse;
2. Fitness facilities, indoors or outdoors;

- 3. Public art;
- 4. Picnic area; or
- 5. Recreation amenities:
  - a. Swimming pool with an enlarged deck and changing and restroom facility (pools shall count towards 3 required site amenities).
  - b. Children's play structures.
  - c. Sports courts.
  - d. Additional open space in excess of 10% qualified usable space.
  - e. RV parking for the use of the residents within the development.
  - f. School and/or Fire station sites if accepted by the district.
  - g. Pedestrian or bicycle circulation system amenities meeting the following requirements:
    - (1) The system is not required for sidewalks adjacent to public right of way;
    - (2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and
    - (3) The system is designed and constructed in accord with standards set forth by the city of Star;
  - h. Pond and/or waterway amenities including, but not limited to docks, shade structures, ADA access, and fish stocking.

6. Community Gardens.

D. Location: The common open space and site amenities shall be located on a common lot or an area with a common maintenance agreement.

E. Maintenance:

1. All common open space and site amenities shall be owned by and be the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

**8-5-23: MULTI-FAMILY DWELLING/DEVELOPMENT:**

D. Amenities



1. The number of amenities shall depend on the size of multi-family development as follows:

a. A multi-family development with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate amenity categories.

b. A multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one from each amenity category.

c. A multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one from each amenity category.

d. A multi-family development with more than one hundred (100) units, the Council shall require additional amenities commensurate to the size of the proposed development.

e. All multi-family developments greater than 75 units shall be required to provide a swimming pool with a changing and restroom facilities, and an enlarged deck. The minimum pool size shall be equal to the following:

- (1) Developments between 75 and 149 units = 1,600 square feet
- (2) Developments between 150 and 299 units = 2,400 square feet
- (3) Developments over 300 units = minimum of 3,600 square feet

**8-5-24: MULTIPLE USE BUILDING:**

A structure that blends commercial and residential uses together into one building. Multiple use buildings may be either commercial use downstairs with a single or multiple residential units upstairs, or larger scale with multiple commercial uses downstairs and multiple residential, or residential and commercial uses upstairs. Individual uses may be individually leased or rented or may be developed as condominiums for individual ownership. See Live/Work Unit for commercial with residential directly attached and accessible to each other.

A. General Standards:

1. The use shall require a Conditional Use Permit approval from City Council, unless approved as part of a Planned Unit Development or Development Agreement, and Certificate of Zoning Compliance (CZC) and Design Review approval.

2. Private Open Space: A minimum of sixty (60) square feet of private, usable open space shall be provided for each residential unit. This requirement can be satisfied through porches, patios, or decks.

3. All Fire District requirements, including fire suppression, addressing and access shall be met.
4. A sign permit shall be required for any commercial signage.
5. Parking requirements for both commercial and residential uses shall be met. This includes a minimum of one (1) covered parking space for each residential unit.

**COMPREHENSIVE PLAN:**

8.2.3 Land Use Map Designations:

Central Business District

The Central Business District is planned to be a vibrant downtown center for the community. Uses encouraged are commercial, retail, civic, private offices, and entertainment. High density housing is encouraged on the upper floors of mixed-use buildings and at the fringes of the land use designation. Developments in this district are to place an emphasis on pedestrian and bicycle access and compatibility.

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.
- Work to create a vibrant Central Business District.
- 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.

### 8.5.5 Policies Related Mostly to the Central Business District Planning Areas:

- A. The CBD zoning district should allow for a mix of commercial, office, institutional, and civic type uses with specific provisions for residential use in appropriate locations with compatible densities.
- B. High density residential is suitable within the CBD in mixed use buildings with commercial or office type uses on the first floor and high density residential on upper floors.
- C. Main Street, generally south of Tempe Lane extended, consists of several lots which are about one acre in size created by "Dixon Subdivision" almost a century ago. Many of the existing home sites on these lots are rural in nature, including farm animals. As redevelopment of this area occurs, a transition consisting of a compatible mix of lower intensity commercial and office type uses mixed with residential should be encouraged. This Main Street area needs to be studied to provide for special care guiding future development understanding that the rights consisting of the existing rural use of residential lots are not to be infringed. Furthermore, Main Street is to be studied for the provision of traffic calming measures and to provide for a connection for horseback riders to access an equestrian trail which should be planned along the Boise River.
- D. The city should develop a street improvement plan for the CBD identifying drainage and street improvements with a functional grid system and use public private partnerships to assure the system is built and that "ad hoc" development of parcels within the CBD do not block good planning.
- E. The city should develop a downtown grid system, in part, planning for the easterly extension of Tempe Lane and easterly extension of West First Street to help provide better downtown access and parking facilities.
- F. The east west public road from the Heron River Development, south of the LDS Church on Main Street, should be extended to Star Road.
- G. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.
- H. As recommended in the 2011 Star Downtown Revitalization Plan, the city should create an Urban Renewal District to stimulate development within the CBD.
- I. The city should encourage assemblage of the smaller properties where appropriate.
- J. The "floodway" lands abutting the CBD land use designation, all as shown in the Comprehensive Plan Land Use Map, should continue to be developed as park space supporting activities integral to the economic and "Live, Work, Play" ambiance planned for the CBD.

K. Main city service facilities should be located in the CBD and should all be south of State Highway 44 clustered into a "City Services Campus". That includes the City Hall, Library, Post Office, Emergency Services, Department of Motor Vehicles, and other related facilities.

L. Big Box commercial, generally a single-story single use building over 50,000 square feet, should not be permitted within the CBD and any single-story single use building which is large in scale, such as approaching the 50,000 square foot size, should be located to front on Highway 44 or Star Road.

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.
- Require more open space and trees in subdivisions.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.
- Support well-planned, pedestrian-friendly developments.
- Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.
- The City should utilize the 2018 Treasure Valley Tree Selection Guide when requiring trees within developments.

**PROJECT OVERVIEW**

**CONDITIONAL USE PERMIT:**

The applicant is requesting approval of a Conditional Use Permit to construct a 46,800 square foot, multiple use building consisting of approximately 10,000 square feet of commercial space at ground level, and 30 residential apartment units on the second and third floors with rooftop residential common area amenities. The proposed height of the building will be approximately 55 feet. The development includes the redevelopment of 6 existing lots located on the block between N. Main Street and N. Popular Street in the downtown core of Star. Most of these lots previously contained urban blight in the form of mobile homes and vacant areas. An old single-family dwelling located on the corner of State and Poplar was recently removed. This structure was deemed non-historic by the city, due to engineering and building concerns, and plans to successfully relocate the structure were determined to be unattainable.

The commercial area will front W. State Street and N. Main Street and will accommodate future CBD uses. Each future use will be subject to additional planning approval. The ground level entrance to the residential lobby will be accessed from the east side of the building along Main Street. Commercial entrances will be along the southern and eastern facades of the downstairs. Patio seating will be provided at both ends of the building for potential restaurant uses. The building is designed to breakdown the massing with distinct styles to create the illusion that there are several buildings within the urban block. There will be a total of 28, one-bedroom and 28, two-bedroom apartment units on the second and third floor, with elevator access to each floor and the rooftop. Each of the residential units will provide an outdoor patio, satisfying the minimum requirement of 60 square feet of private, usable space requirement in Section 8-5-24-A(2). The apartment units are designed in a way that would allow for future conversion to condominium units.

The rooftop of the building will include an interior, gathering area with kitchenette and a large outdoor patio extending to the south and east edges of the building. The area will be stepped back from the lower levels of the structure.

Access and parking will be taken from N. Poplar Street and N. Main Street, including access to parking through the existing alleyway on the north side of the properties. There will be no direct access to the development from W. State Street. Both surface and covered parking is provided for residential tenants and commercial customers on-site.

**The applicant has provided a site plan with conceptual landscaping, and exterior elevations and color renderings that will need to be further reviewed by the Design Review Committee, as part of the Certificate of Zoning Compliance process, for additional approval.**

**ADDITIONAL DEVELOPMENT FEATURES WITH STAFF ANALYSIS:**

- Height

The City Council recently updated the Unified Development Code to address height allowances within the Central Business District and Commercially zoned areas within the City. A maximum 60' height limit is achievable within the current zoning district. The applicant is proposing a height of approximately 55' in order to achieve the desired uses and architectural design of the building, including the rooftop amenities.

- Parking

The application includes a total 70 parking spaces, broken out as follows:

- 30 covered residential spaces (1 covered space required for each residential unit)

- 16 additional reserved, uncovered residential spaces
- 6 residential guest spaces (.25 spaces required per residential units)
- 6 on-street parking spaces (diagonal along Main St. as allowed per UDC)
- 2 on-street parking spaces (along Poplar St. as allowed per UDC)
- 10 commercial spaces

The applicant is providing necessary parking for the 30 residential units (2 per two-bedroom, 1.5 per 1 bedroom) and guests. The anticipated commercial uses require a minimum of 26 spaces. The applicant is proposing 16 commercial spaces. The applicant is requesting a parking reduction for the remaining 10 commercial spaces needed. Section 8-4B-3 of the UDC allows that, within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses. **The applicant is requesting a 38.5% reduction in the commercial parking.**

**Staff has recently obtained written permission from the Star Mercantile to designate 23 parking spaces in the Mercantile parking lot as public parking. The City will maintain this area, including signage and upkeep. In lieu of fees collected by the applicant for parking spaces may be used to the City to pay the monthly lease fee to the Mercantile for use of these spaces. In addition, there are currently 6 additional on-street parking spaces along the boundary of the Mercantile parking area that can be utilized as public, on-street parking, without vehicles needing to park in front of residences on 1<sup>st</sup> Street (Please see exhibit for details).**

A Parking Analysis has been provided by the applicant within the submittal packet. **Staff believes that the summary provided below by the applicant justifies the request for reduced commercial parking for this development and supports the reduction request. The justification is as follows:**

**Proposed Parking Offset**

**There are three distinct users proposed for this building: the resident, the resident's guest, and the commercial (non-residential) user. It is important to note that the proposed residential unit parking (including guest parking) complies with the City's code and no offset is being proposed; however, we are requesting a reduction in stalls required for the non-residential uses through a combination of approaches as follows:**

**Parking Reduction in CBD District**

**The required minimum parking for downtown commercial uses may be reduced by the City Council of up to 50%. We believe this is a reasonable application of this provision, whereas a project on this site utilizing the standard parking requirements would be significantly reduced in size, rendering it infeasible. In addition, greater parking**

*requirements conflict with the City's goals that promote mixed-use, dense and walkable areas in the urban core.*

*Equally important, the peak demands of the proposed non-residential uses (Restaurant < 4,500 s.f. and Retail/Office < 5,500 s.f.) complement one another. The activity pattern of each land use is linked with the temporal usage of parking facilities. Residential parking usage is lower during working hours as many workers drive to their workplaces. Office and retail parking show a level of usage corresponding to peak commuting hours and restaurant parking use peaks during the evening hours when the other uses have shut down.*

*This leaves a deficit of 10 stalls, of which we are requesting a waiver. Given this development is the first of its kind in the CBD, the City does not currently have a parking facility in this area; however, this is not to say this isn't on the horizon. On the flip side, there aren't a number of high-volume businesses that currently exist in this area yet plenty of on-street parking opportunities beyond this site. We understand that there is an in-lieu-of parking payment option in the code for such a situation; however, this is a costly option for the developer who is already presented with an expensive development on a challenging site.*

**The applicant has provided additional information and justification within their submittal material for the Council to consider.**

- Sidewalks and Parkways

Unified Development Code 8-4A-18 requires that eight-foot (8') detached sidewalk with an eight-foot (8') parkway planter strip be required along both sides of State Highway 44. As this development is in the urban core of the downtown area, with the existing adjacent commercial building located immediately adjacent to attached sidewalks, Staff recommends that the required 8-foot sidewalks be attached as proposed, with no parkway.

- Site Amenities

Staff has determined that the development shall provide a minimum of three (3) site amenities, based on the number of residential units. The applicant has included a rooftop amenity with interior gathering area/kitchenette and outdoor patio, a public plaza on the southwest corner of the project, and public art within the plaza area. These amenities meet the requirements for the development.

- Lighting

The properties contain existing streetlights along W. State Street. These streetlights shall be reinstalled when the street and sidewalks improvements are constructed. All

new site lighting shall reflect the "Dark Sky" criteria. **Applicant has not provided a site lighting plan for the building or parking lot. A lighting plan will be required at submittal of CZC and Design Review.**

- 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 with the exception of the private road. If street trees are to be placed by the builder, Certificate of Occupancy may be withheld until trees are verified in place per code.**

- Setbacks

Section 8-3A-4 of the UDC requires that "all setbacks in the CBD zone shall maintain a minimum 15' when adjacent to a residential use or zone." The existing alleyway on the north side of the project allows for the proposed building to meet this requirement for the existing residential dwellings to the north. All remaining setbacks in the CBD zone are 0'. The Star Fire District has reviewed and approved the proposed setbacks.

- Mailbox Cluster

The Applicant shall work with the Postmaster to determine the location for mailboxes in this development. A letter from the Postmaster shall be required at submittal of the CZC and Design Review.

**AGENCY RESPONSES**

ITD	January 14, 2025
ACHD	October 21, 2024
Fire District	November 26, 2024
DEQ	October 4, 2024
Star Sewer & Water District	October 10, 2024
CDH	October 24, 2024

**PUBLIC RESPONSES**

No public comments have been received for this application.



## STAFF ANALYSIS & RECOMMENDATIONS

This is the first major development in the old downtown Central Business District area along W. State Street to be reviewed by Council. Staff has summarized below the sections of the Unified Development Code, Comprehensive Plan and the adopted 2011 Downtown Revitalization Plan with references related to development in the Central Business District that help justify staff's recommendations on this application.

- High density residential may be permitted within the CBD in multiple use buildings with commercial or office type uses on the first floor and high density residential on upper floors.
- New development on **Main Street** and Star Road, generally **north and south of State Street**, shall include transition consisting of a compatible mix of lower intensity commercial, retail and office type uses mixed with live/work type residential. Existing Single-Family uses are encouraged to convert to or redevelop as non-residential uses.
- Commercial buildings and centers, including shopping centers and strip malls immediately adjacent to State Street and Star Road shall front the roadway with parking located to the rear. Single buildings may provide parking on the sides as approved by Council. Direct access to these roadways shall be limited to avoid excessive access points. Existing alleyways shall be utilized when present.
- All commercial buildings fronting State Street, Star Road, and State Hwy 16 & 20/26 shall be designed with architectural elements facing the roadways that provide a visually pleasing character to the public view, as may be determined through the Design Review process. (8-3C-2: ADDITIONAL CENTRAL BUSINESS DISTRICT STANDARDS):
- 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. (8-3A-4: ZONING DISTRICT DIMENSIONAL STANDARDS)

### COMPREHENSIVE PLAN:

The Central Business District is planned to be a vibrant downtown center for the community. Uses encouraged are commercial, retail, civic, private offices, and entertainment. High density housing is encouraged on the upper floors of mixed-use buildings and at the fringes of the land use designation.

B. High density residential is suitable within the CBD in mixed-use buildings with commercial or office type uses on the first floor and high density residential on upper floors.

G. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.

H. As recommended in the 2011 Star Downtown Revitalization Plan, the city should create an Urban Renewal District to stimulate development within the CBD.

I. The city should encourage assemblage of the smaller properties where appropriate.

- Encourage flexibility in site design and innovative land uses.

### 2011 Downtown Revitalization Plan

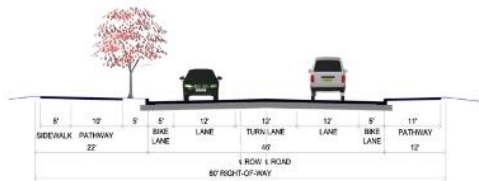
- As Star's business density increases, off-street public parking areas will become increasingly important.
- The preferred alternative cross-sections and streetscape configurations presented during open houses during the Revitalization Plan process envisioned Star's Downtown Plan to improve pedestrian safety and create an attractive and distinct sense of arrival within the Downtown Core as part of Figure 12:

Figure 12

## Star Master Planning Options Highway 44

### ◆ Highway 44 - Option A (80' Right-Of-Way)

- ◆ 3-lane road (no parking) with bike lane, streetscape, drivable median



Typical Section – Cross Section



Typical Section – 3D Rendering



Streetscape Options



Field Application – Meridian Road, Meridian

29

Based upon the information provided to staff in the applications and agency comments received to date, staff finds that the proposed conditional use permit meets the requirements, standards and intent for development as it relates to the Unified Development Code and Comprehensive Plan.

The Council should consider the entire record and testimony presented at their scheduled public hearing prior to rendering its decision on the matter. Should the Council vote to approve the applications, either as presented or with added or revised conditions of approval, Council shall direct staff to draft findings of fact and conclusions of law for the Council to consider at a future date.

**FINDINGS**

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

**CONDITIONAL USE PERMIT FINDINGS:**

- 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.

*The Council must find that the site of the proposed use would be large enough to accommodate the proposed use or meet all of the dimensional and development regulations in the district in which the use would be located.*

- 2. That the proposed use will be harmonious with the Star comprehensive plan and in accord with the requirements of this title.

*The Council must find that the proposed use request is harmonious with the Star 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.*

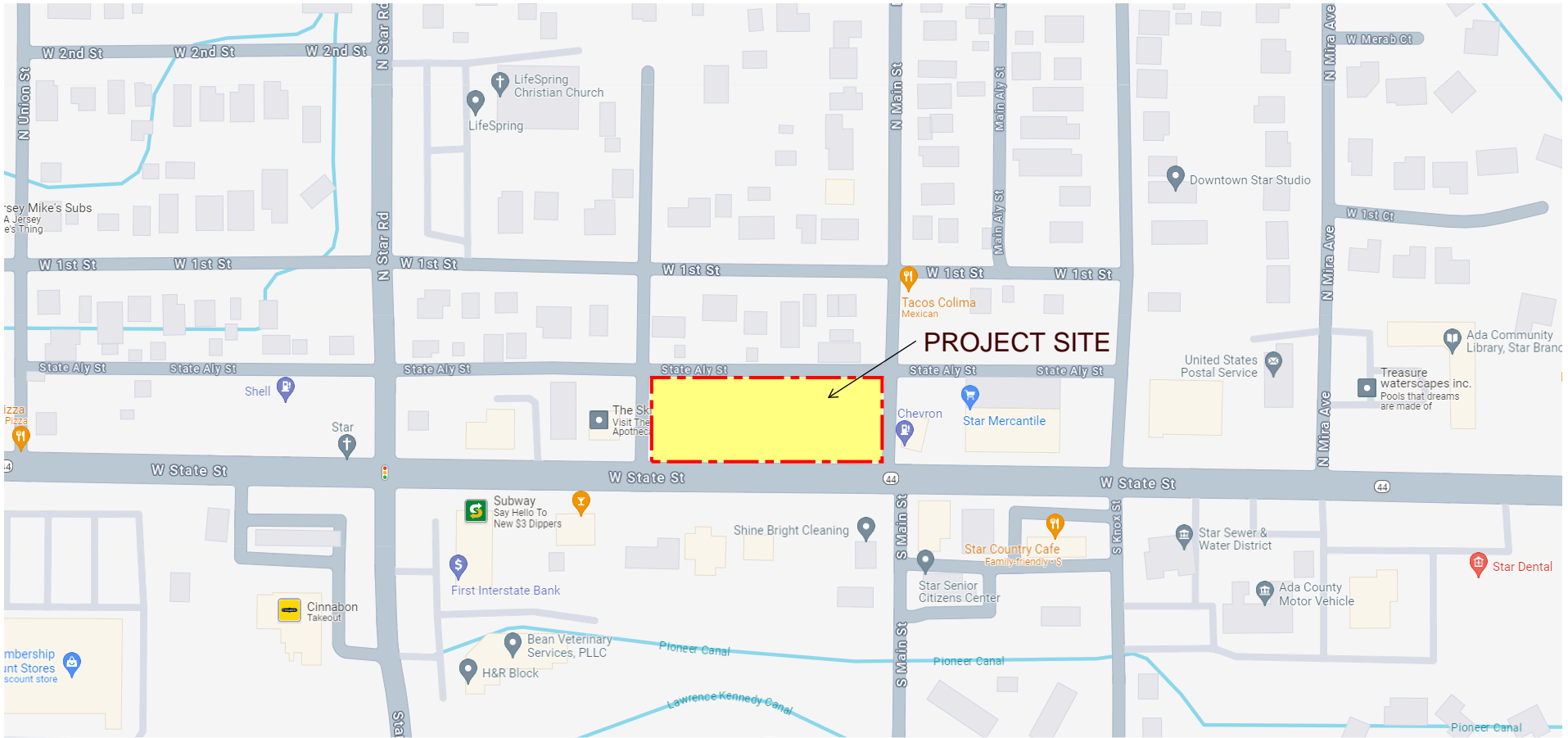
**CONDITIONS OF APPROVAL**

- 1. The approved Conditional Use shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
- 2. **The applicant agrees to a proportionate share assessment by ITD regarding impacts to the State Highway System. These fees are currently being calculated at \$1,000.00 per residential unit. These fees will be collected by the City of Star, prior to issuance of the building permit.**
- 3. Streetlights/Parking Lot lights and building lights shall comply with the Star City Code. Design shall follow Code with requirements for light trespass and "Dark Skies" lighting.
- 4. **A Certificate of Zoning Compliance will be required prior to issuing a building permit, to include final review and approval of the project by the Design Review Committee.**
- 5. **The Applicant shall provide a letter from the Star Postmaster approving the location of the mailboxes for the new building, prior to issuing certificate of occupancy.**
- 6. The property shall be satisfactorily weed abated, preventing a public nuisance, per Star City Code.

7. 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 Conditional Use Permit approval.
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 applicant shall meet all requirements of the Star Sewer and Water District.
10. 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.**
11. The applicant shall obtain all the proper building permits from the City Building Department prior to occupancy of the unit.
12. The Conditional Use Permit may be revoked or modified by the City Council for any violation of any Condition of Approval.
13. The applicant shall obtain a sign permit prior to any permanent signage being placed on the site or building.
14. Any additional Condition of Approval as required by Staff and City Council.
15. Any Conditions of Approval as required by Star Fire Protection District.

**COUNCIL DECISION**

The Star City Council \_\_\_\_\_ File Number CU-24-07, for State & Main Multiple Use Building CUP on \_\_\_\_\_, 2025.



### VICINITY MAP



Map data ©2024 Google 100 ft 



## CONDITIONAL USE PERMIT APPLICATION

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

FILE NO.: **CU-24-07**  
Date Application Received: 09-10-2024 Fee Paid: **\$1660.00**  
Processed by: City: BN

### Applicant Information:

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

Applicant Name: Star Property Holding, LLC  
Applicant Address: 511 S. Proctor Ln., Eagle, Idaho Zip: 83616  
Phone: 949.291.9386 Email: ianwolf.re@gmail.com

Owner Name: Star Property Holding, LLC  
Owner Address: 511 S. Proctor Ln., Eagle, Idaho Zip: 83616  
Phone: 949.291.9386 Email: ianwolf.re@gmail.com

Representative (e.g., architect, engineer, developer):  
Contact: Walter Lindgren Firm Name: Lindgren Labrie Architecture, PLLC  
Address: 247 N. Eagle Rd. Zip: 83616  
Phone: 208.484.2293 Email: wlindgren@ll-arch.com

### Property Information:

Site Address: 17 N. Main St. Parcel Number: R7073754100  
Requested Condition(s) for Conditional Use: The proposed development includes a residential use, which automatically triggers a conditional use.

	Zoning Designation	Comp Plan Designation
Existing	CBD	CBD
Proposed	CBD	CBD
North of site	CBD	CBD
South of site	CBD	CBD
East of site	CBD	CBD
West of site	CBD	CBD

**Site Data:**

Total Acreage of Site: 0.94 (After Alley R.O.W. Dedication)  
 Proposed Percentage of Site Devoted to Bldg Coverage: 40%  
 Proposed Percentage of Site Devoted to Landscaping: 8%  
 Number of Parking spaces: Proposed 70 Required 80 (w/ 50% reduction)  
 Requested Front Setback: 0'-0" Requested Rear Setback: 0'-0"  
 Requested Side Setback: N/A Requested Side Setback: N/A  
 Requested Side Setback: N/A

Existing Site Characteristics: The property is undeveloped and generally flat. There are three (3) existing notable trees on site: two (2) along State Hwy 44 and one (1) at the northwest corner of the site.

Number and Uses of Proposed Buildings: One (1): Multiple-Use w/ Commercial & Residential  
 Location of Buildings: Eastern half of property.

Gross Floor Area of Proposed Buildings: 46,800 s.f. (Includes Covered Parking)

Describe Proposed On and Off-Site Traffic Circulation: The property is accessed off of the alley and Poplar St. where parking for both commercial and residential uses are provided.

Proposed Signs – number, type, location: None at this time.  
 (include draft drawing) \_\_\_\_\_

Public Services (state what services are available and what agency is providing the service):

- Potable Water - Star Sewer & Water District
- Irrigation Water - Pioneer Ditch Company, LTD
- Sanitary Sewer - Star Sewer & Water District
- Schools - Ada County School District No. 2
- Fire Protection - Star Fire Protection District
- Roads - ACHD & ITD

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

Subdivision/Project Name: N/A Phase: N/A

Special Flood Hazard Area: total acreage N/A 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): #160xxxxxC, 160xxxxxE, etc.: N/A  
 FIRM effective date(s): mm/dd/year N/A  
 Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: N/A  
 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 (√)
✓	Pre-application meeting with Planning Department required prior to neighborhood meeting.	BN
✓	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.)	BN
✓	Completed and signed Conditional Use 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
✓	Narrative fully describing the existing use, and the proposed project. (must be signed by applicant)	BN
✓	Legal description of the property (word.doc and electronic version with engineer's seal):	
✓	Copy of recorded warranty deed.	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 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.	BN
✓	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	BN
✓	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	BN
✓	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.	BN
✓	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):

	<b>The following items must be included on the site plan:</b>	
✓	• Date, scale, north arrow, and project name	
✓	• 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	
✓	• Existing and proposed zoning of the lot, and the zoning and land use of all adjacent properties	
✓	• 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)	
✓	• All on-site lighting proposed – Must Meet City “Dark Sky” Ordinances	

**Landscape Plan (If applicable):** N/A

	<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.***

Walter Lindgren



9-9-24



**LINDGREN:LABRIE**  
ARCHITECTURE

September 9, 2024

Mr. Shawn Nickel  
City of Star Planning & Zoning Department  
10769 W. State St.  
Star, Idaho 83669

**RE: Conditional Use Application - Narrative  
State & Main Mixed-Use Building – Star, Idaho**

Mr. Nickel –

On behalf of Star Property Holding, LLC, we are submitting for your review and consideration a conditional use application for a new 3-story (w/ rooftop amenity) mixed-use building to be located within the city block along W. State Street (Hwy 44) between N. Main and N. Poplar streets in downtown Star. The proposed 46,800 s.f.+/- building shall include approximately 9,900 s.f. of future commercial space at the ground level fronting W. State and N. Main streets and a total of 30 residential units at the second and third levels, which is the primary basis for this application. In addition, a residential amenity is proposed at the roof level, which will be stepped back from the lower levels and consist of an interior gathering area with a kitchenette and a large outdoor patio extending to the south and east edges of the building. The ground level entrance to the residential lobby will be accessed from the east side of the building (off N. Main Street), distinguishing itself from the future commercial tenant entrances along the east and south facades.

Parking for the residents will be at grade either covered under the building or an adjacent carport structure, while parking for the commercial uses and residents' guests shall be distributed throughout the west surface parking lot and along N. Main and N. Poplar streets. Proposed site improvements shall include new landscaping surrounding the parking areas along the west portion of the site and a new hardscape art plaza at the southwest corner of the site. Unless otherwise determined to be in conflict with the proposed development or deemed undesirable, the Applicant's intent is to protect and retain the three large trees on site as depicted on the Site Plan.

**ARCHITECTURAL DESIGN & SITE PLANNING**

Per the City of Star's Downtown Revitalization Plan (2011)

*Vision*

*Participants in Star's first downtown planning public workshop were asked to envision what Star would look like when their downtown revitalization efforts were successful, thereby articulating a vision for revitalization. The envisioned elements include:*

- *Bike and pedestrian routes (i.e. sidewalks, bike paths)*
- *Public plaza (i.e. benches, public restrooms, water feature, events space)*
- *Attractive storefronts*
- *Landscaping (i.e. hanging flower baskets, planters, screened parking lots)*
- *Mixed-use new development that provides business and residential spaces*

### Gathering Place

*Civic plazas and parks within a downtown area provide visitors and community members with a place to gather, recreate, enjoy events, and/or shop at outdoor marketplaces. These central gathering places are important to downtown revitalization because they encourage prospective customers to stay longer in the downtown area and provide venues for events that can attract local and visiting customers.*

*Several locations were identified as potential for development of a civic gathering place. Perhaps the best option for Star to develop a civic plaza would be to partner with a private business development to help finance, provide available property, and create compatible surrounding businesses. Generations Plaza in Meridian is a good example of a small-scale civic plaza development and was toured by Star residents during the downtown revitalization planning process.*

### Public Art

*It is recommended that the City of Star take a deliberate approach to integrating the arts into the design of downtown redevelopment. The vision is to create a celebration of the arts that will bring cultural richness and economic support to the city center.*

## **Proposed Solution**

Although still preliminary, the building's design takes its cues from traditional archetypes indicative of western downtowns with tall storefront windows at the ground level and vertically oriented 'punched' windows at the second and third floors. One of the primary goals with this design is to breakdown the massing with distinct styles to create the illusion that there are several buildings within this urban block, distinguishable from one another through massing, color, and materials, similar to that of a main street city block of buildings that have existed for years and evolved naturally. We believe this is the appropriate way to provide proper scale and interest at this very important corner. The proposed building height is 55' +/-; however, the rooftop amenity is stepped back considerably at all exterior facades.

The horizontal undulation of the building's massing at the southeast and southwest corners creates unique opportunities for future outdoor patio spaces. In addition to the generous streetscape width (>10'), these patios provide a place for people to gather and dine, giving life to this urban block. Given the geometry of the surface parking lot, there remains approximately 25'x80' area slated for a public plaza with an opportunity for a public art piece at the southwest corner.

A breakdown of the proposed building areas and residential units is as follows:

**Floor Area (Approximate)**

Ground Level (Footprint):	11,300 s.f.
Parking (Covered by Bldg.):	4,600 s.f.
Second Level:	14,900 s.f.
Third Level:	14,900 s.f.
<u>Fourth Level (Indoor):</u>	<u>1,100 s.f.</u>
Total:	46,800 s.f.

...plus...

Fourth Level (Open Patio):	1,800 s.f.
----------------------------	------------

**Residential Unit Mix**

1 Bedroom:	28
<u>2 Bedroom:</u>	<u>2</u>
Total:	30

**CONNECTIVITY TO W. STATE ST. (HWY 44) & N. MAIN ST.**

Per the City of Star’s Downtown Revitalization Plan (2011), the following section was identified by public workshop attendees and survey respondents as a priority for improving pedestrian and bicycle connectivity:

State Street / Highway 44 as It Passes through Star’s Downtown Core  
*This section is a state highway, managed by Idaho Transportation Department (ITD) and is Star’s primary arterial collector, serving the largest traffic volume of Star’s roadway system. The partnership arrangement for elements of the operation and maintenance of this corridor are outlined in a state-local agreement between the City of Star and ITD. The bulk of Star’s commercial sector lines the roadway, extending east and west from the downtown center and it represents two of three primary entrances into the community of Star from the East and the West. Currently, within the right-of-way of approximately 80 feet, there are sidewalks approximately 5 feet in width on each roadway side, parallel parking in each direction, and four travel lanes. Discussions and feasibility investigations with ITD regarding possible bypass routes have determined that, for the foreseeable future, this roadway will continue to be the primary route for State Highway 44 which is outlined in the SH 44 Corridor Preservation Study.*

*The vision of Star’s downtown revitalization plan is to improve pedestrian safety and create an attractive and distinct sense of arrival within Star’s downtown core while continuing to serve the needs of the travelers along State Highway 44. Multiple alternative cross-sections and streetscape configurations were developed for this roadway and presented at open houses. To accomplish the desired objectives, the preferred alternative proposed that travel lanes be*

*reduced to three lanes – one lane of traffic in each direction (12 feet in width each) and a center turn lane (12 feet in width), bicycle lanes (5 feet in width) will be added to each side of the roadway, and the sidewalk areas will be widened to 11 feet to allow ample room for pedestrians and streetscape amenities. Because the center turn lane will remove left turning traffic from the primary travel lanes, ITD has indicated that the three-lane configuration will allow for a comparable traffic volume flow as the current configuration. Portions of these roadway changes could be implemented with very little cost by simply restriping the existing road section from a four-lane roadway with parallel parking to a three-lane roadway with a bike lane on each side of the road. No structural changes to the roadway would be required, but simply restriping the existing roadway could accomplish many of the desired objectives to make Hwy 44 more pedestrian friendly.*

### **Proposed Solution**

The proposed streetscape shall be a minimum of 11' in width from the face of the building to the back of curb along and 10' minimum along N. Main and N. Poplar streets. Per our proposed site plan, the outer 4'-0" zone is dedicated to a tree and site furnishing zone while a minimum of 6'-0" continuous sidewalk will be maintained for a pedestrian zone. The building's footprint and placement on site allows for patio seating at the east (adjacent to N. Main St.) and west ends as described, above. We do not anticipate any patio seating immediately along W. State Street (Hwy 44) given the anticipated volume of vehicular traffic.

### **PARKING**

Per the City of Star's Downtown Revitalization Plan (2011):

*It was difficult to assess the number of existing parking spaces within Star's inventory area since parking signage or striping was often nonexistent to establish parking patterns. For example, some businesses use vacant lots behind or adjacent to their businesses for parking that lack pavement and striping. Inventory documenters estimated that five-hundred and forty-two (542) off-street parking spaces were available to patrons of businesses and public facilities within the inventory area (note that 200 of these accompany the LDS Church).*

*The City of Star does not currently provide any public parking areas within the downtown core, except for those on City Hall property. With the existing configuration of State Street / Highway 44, on-street parallel parking is permitted in most sections of each street side. In order to accommodate enhanced pedestrian and bicycle accessibility within the existing right-of-way, the proposed streetscape reconfiguration of State Street / Highway 44 within the Central Business District would eliminate on-street parking, making the acquisition and construction of public parking areas essential to downtown revitalization.*

*The proposed streetscape improvements to State Street / Highway 44 and South Star Road will eliminate on-street parking to improved traffic flow and provide room within the existing right-of-way for bike lanes, wide sidewalks, landscaping, and street furniture. Star’s Comprehensive Plan includes the economic development objective, “Provide on street parking in the CBD.” Ample off-street parking is currently offered to serve most of downtown Star’s existing businesses. However, as Star’s business density increases, off-street public parking areas will become increasingly important.*

**Proposed Solution**

The following is a breakdown of the required and proposed parking stalls per use.

Building Use	Area or # of Units	Stalls Required	Stalls Provided
Restaurant	<4,500 s.f.	15 (1/300 s.f.)***	10
Office / Retail	<5,500 s.f.	11 (1/500 s.f.)***	6
Residences	28	42 (2 / Unit)	42*
Residences	2	4 (2 / Unit)	4**
Residence Guest Parking	30	8 (0.25 / Unit)	8**
Totals		80	70

- \* Per City of Star Municipal Code 8-4B-3B, a minimum of one stall per residential unit shall be covered.
- \*\* Per City of Star Municipal Code 8-4B-3B, 0.25 stalls per residential unit shall be provided for guest parking. Adjacent on street parking spaces on a local street may be credited toward the guest parking requirement.
- \*\*\* Within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses (as reflected on table). Adjacent on-street parking may also be included in the minimum parking requirement. Council may also require a parking in-lieu-of payment for a portion of the reduced parking.

There are numerous case studies of US cities, large and small, that have discovered that downtown parking minimums may not be the appropriate solution; and subsequently, abolished (or greatly reduced) them. This does not mean an end to new parking spaces. Nor does having low parking minimums or no parking minimums necessarily mean the city center will eventually have much less parking. In fact, some downtowns have plentiful parking without any having been created by parking minimums.

We believe there is a more viable and sustainable solution. Instead of making each CBD site have 'enough' dedicated parking, the buildings in this area ought to have access to local pools of public parking. Any particular public parking spot in such a downtown serves the whole area within walking distance rather than just being for one

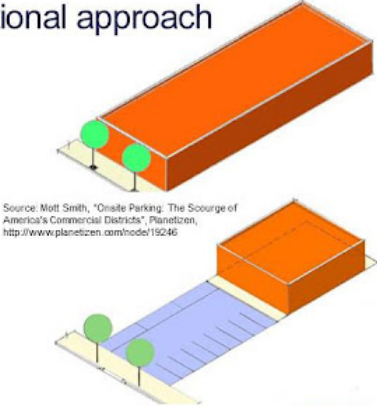


site, a 'park-once-and-walk' approach. The challenge presented here is that this project is the first of its kind and ahead of the curve. The City of Star does not have a parking program for the CBD as of yet; however, projects such as this can, and should, be a catalyst for implementing such a plan.

**More problems with the conventional approach**

Providing on-site parking on small sites is expensive and inefficient

So high parking minimums hinder the re-use, redevelopment, and sensitive infill of older areas with small building sites



And, if embraced fully, this approach offers various benefits:

- With land-use mixing, public parking allows demand to be met with fewer parking spaces, even in the absence of any rationing/pricing. This is because parking serves multiple destinations, with varying times for their peak parking demand.
- Parking that is open to the public is required to be managed and rationed. This also helps keep parking demand in line with supply and reduces the fears about shortages and problems in the streets.
- It promotes walking, which is good for street facing businesses.
- The park-once-and-walk results in much less traffic. You are no longer expected to bring your car with you as you move between destinations. You can park once, then walk.

We encourage the development of new public parking resources, including a potential public-private partnership to create new surface parking lots or a joint-use parking structure. Expanding active transportation and alternative transportation/mobility options and considering the implementation of paid on-street parking to enhance space turnover for the benefit of local businesses are additional long-term action items that will contribute to an economically vibrant downtown.

**Proposed Parking Offset**

There are three distinct users proposed for this building: the resident, the resident's guest, and the commercial (non-residential) user. It is important to note that the proposed residential unit parking (including guest parking) complies with the City's code and no offset is being proposed; however, we are requesting a reduction in stalls required for the non-residential uses through a combination of approaches as follows:



*The proposed streetscape improvements to State Street / Highway 44 and South Star Road will eliminate on-street parking to improved traffic flow and provide room within the existing right-of-way for bike lanes, wide sidewalks, landscaping, and street furniture. Star’s Comprehensive Plan includes the economic development objective, “Provide on street parking in the CBD.” Ample off-street parking is currently offered to serve most of downtown Star’s existing businesses. However, as Star’s business density increases, off-street public parking areas will become increasingly important.*

**Proposed Solution**

The following is a breakdown of the required and proposed parking stalls per use.

Building Use	Area or # of Units	Stalls Required	Stalls Provided
Restaurant	<4,500 s.f.	15 (1/300 s.f.)***	10
Office / Retail	<5,500 s.f.	11 (1/500 s.f.)***	6
Residences	28	42 (2 / Unit)	42*
Residences	2	4 (2 / Unit)	4**
Residence Guest Parking	30	8 (0.25 / Unit)	8**
Totals		80	70

\* Per City of Star Municipal Code 8-4B-3B, a minimum of one stall per residential unit shall be covered.

\*\* Per City of Star Municipal Code 8-4B-3B, 0.25 stalls per residential unit shall be provided for guest parking. Adjacent on street parking spaces on a local street may be credited toward the guest parking requirement.

\*\*\* Within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses (as reflected on table). Adjacent on-street parking may also be included in the minimum parking requirement. Council may also require a parking in-lieu-of payment for a portion of the reduced parking.

There are numerous case studies of US cities, large and small, that have discovered that downtown parking minimums may not be the appropriate solution; and subsequently, abolished (or greatly reduced) them.

This does not mean an end to new parking spaces. Nor does having low parking minimums or no parking minimums necessarily mean the city center will eventually have much less parking. In fact, some downtowns have plentiful parking without any having been created by parking minimums.

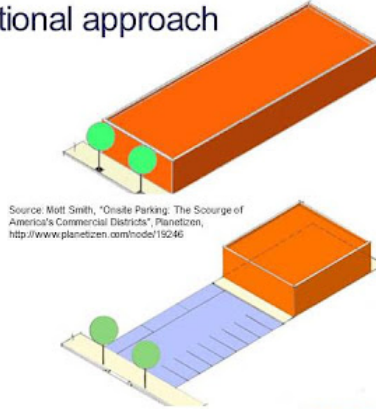
We believe there is a more viable and sustainable solution. Instead of making each CBD site have 'enough' dedicated parking, the buildings in this area ought to have access to local pools of public parking. Any particular public parking spot in such a downtown serves the whole area within walking distance rather than just being for one

site, a 'park-once-and-walk' approach. The challenge presented here is that this project is the first of its kind and ahead of the curve. The City of Star does not have a parking program for the CBD as of yet; however, projects such as this can, and should, be a catalyst for implementing such a plan.

### More problems with the conventional approach

Providing on-site parking on small sites is expensive and inefficient

So high parking minimums hinder the re-use, redevelopment, and sensitive infill of older areas with small building sites



And, if embraced fully, this approach offers various benefits:

- With land-use mixing, public parking allows demand to be met with fewer parking spaces, even in the absence of any rationing/pricing. This is because parking serves multiple destinations, with varying times for their peak parking demand.
- Parking that is open to the public is required to be managed and rationed. This also helps keep parking demand in line with supply and reduces the fears about shortages and problems in the streets.
- It promotes walking, which is good for street facing businesses.
- The park-once-and-walk results in much less traffic. You are no longer expected to bring your car with you as you move between destinations. You can park once, then walk.

We encourage the development of new public parking resources, including a potential public-private partnership to create new surface parking lots or a joint-use parking structure. Expanding active transportation and alternative transportation/mobility options and considering the implementation of paid on-street parking to enhance space turnover for the benefit of local businesses are additional long-term action items that will contribute to an economically vibrant downtown.

### Proposed Parking Offset

There are three distinct users proposed for this building: the resident, the resident's guest, and the commercial (non-residential) user. It is important to note that the proposed residential unit parking (including guest parking) complies with the City's code and no offset is being proposed; however, we are requesting a reduction in stalls required for the non-residential uses through a combination of approaches as follows:

### Parking Reduction in CBD District

Per footnote \*\*\* in the parking chart, above, the required minimum parking for downtown commercial uses may be reduced by the City Council of up to 50%. We believe this is a reasonable application of this provision, whereas a project on this site utilizing the standard parking requirements would be significantly reduced in size, rendering it infeasible. In addition, greater parking requirements conflict with the City's goals that promote mixed-use, dense and walkable areas in the urban core.

Equally important, the peak demands of the proposed non-residential uses (Restaurant < 4,500 s.f. and Retail/Office < 5,500 s.f.) complement one another. The activity pattern of each land use is linked with the temporal usage of parking facilities. Residential parking usage is lower during working hours as many workers drive to their workplaces. Office and retail parking show a level of usage corresponding to peak commuting hours and restaurant parking use peaks during the evening hours when the other uses have shut down.

This leaves a deficit of 10 stalls, of which we are requesting a waiver. Given this development is the first of its kind in the CBD, the City does not currently have a parking facility in this area; however, this is not to say this isn't on the horizon. On the flip side, there aren't a number of high-volume businesses that currently exist in this area yet plenty of on-street parking opportunities beyond this site. We understand that there is an in-lieu-of parking payment option in the code for such a situation; however, this is a costly option for the developer who is already presented with an expensive development on a challenging site.

### **Bicycle Parking (8-4B-3H)**

To provide alternative means of access to the building, we are proposing more bike stalls than are required. Per section 8-4B-3H, one (1) bicycle stall is required per 25 vehicle stalls. Using the number of stalls required (80), we are required to provide four (4) stalls. We are proposing eight (8) to be distributed throughout the site.

## **MISC. DESIGN ITEMS**

### **Mechanical Equipment Screening**

Given the mixture of uses, we are proposing distinct HVAC systems for the commercial and residential uses. The ground level commercial spaces will be served by a variable refrigerant flow (VRF) system, which consists of heat pumps and energy recovery ventilation (ERV) units located within the rooftop confinement. For the residential uses, we are proposing a ductless split system, which consists of condensing units at the rooftop level and multiple fan coil units located within the individual residential units. In any case, the height of any rooftop equipment shall not exceed the height of the building's parapet.

### **Gas & Electrical Meter Screening**

The bank of gas meters is proposed to be located along the north face of the building along the alley, arguably the least exposed side of the building. The electrical gear

and transformer are proposed to be located under the second level floor plane, adjacent to the residential parking, obscured from view.

**Trash & Recycling Collection**

A trash and recycling enclosure is proposed along the alleyway adjacent to the parking access drive. The location and orientation of the enclosure is intended to provide clear and unobstructed access for large trucks from the alley, maximizing ease and safety.

**Building/Site Signage**

No signs (building or monument) are proposed at this time.

On behalf of Star Property Holding, LLC, we appreciate your review and consideration of this Conditional Use application. We believe this mixed-use building will be an exciting addition to the City of Star and a catalyst for downtown development. Please do not hesitate to contact me if you have any questions and/or comments regarding this application.

Sincerely,



Walter Lindgren, Principal Architect  
LINDGREN:LABRIE ARCHITECTURE

# Downtown Parking Study

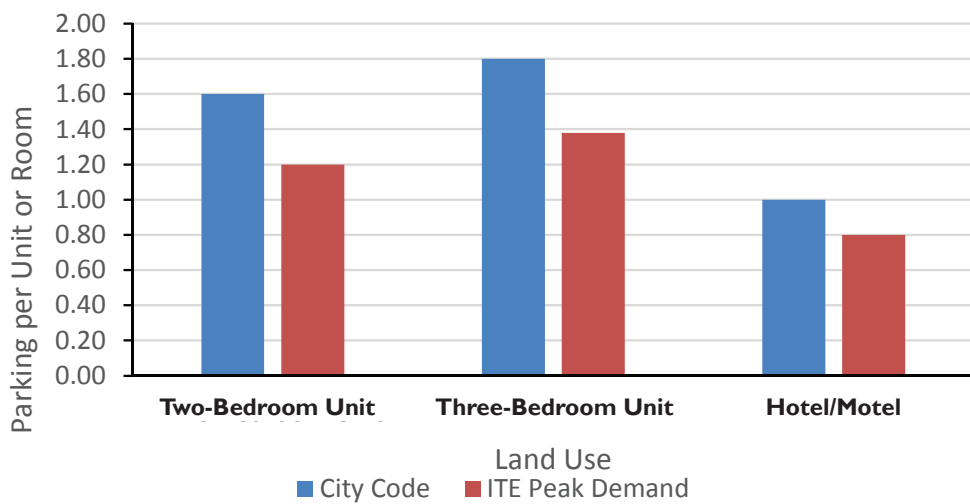
## Summary of Findings

In 2015 Transportation Solutions, Inc. conducted a parking study as part of the Comprehensive Plan update. The study focused on Downtown and the waterfront. The study's purpose was to help the community understand the relationship between parking and land use, identify parking strategies, and find potential changes to land use policy.

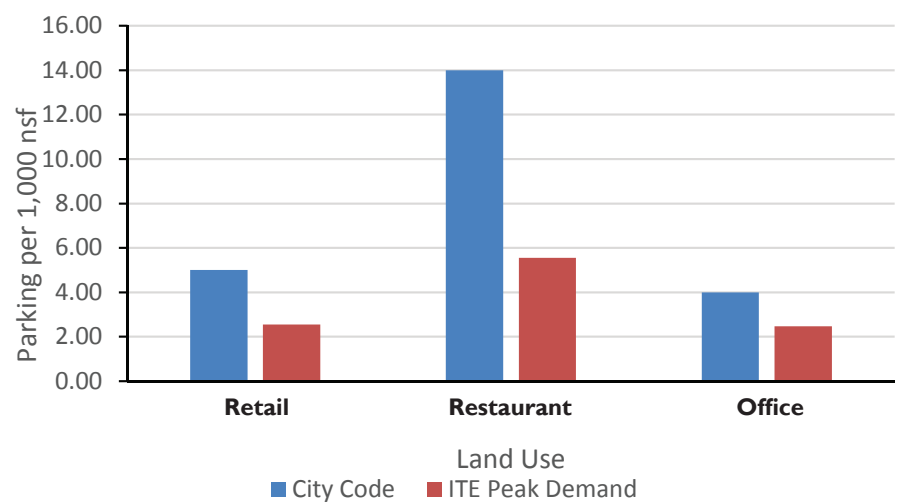
### Top 5 Findings

1. Anacortes' parking requirements are generally **higher than actual need**. For residential development the number of parking spaces required is roughly 20% more than the peak demand.
2. Retail and restaurant parking requirements **exceed actual parking needs by 250%**.
3. Downtown has **2,114 parking stalls**, about 55% of which are on-street
4. During peak summer weekday times, about **50% of all Downtown parking spaces are occupied**
5. More than 90% of people visiting Downtown park in the same space for **two hours or less**

Residential and Hotel Uses



Commercial Uses



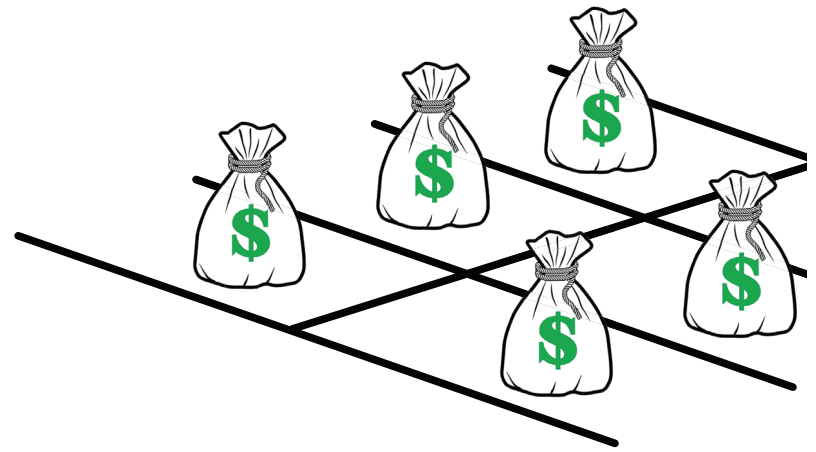
The study compared Anacortes' parking requirements to nationally-observed standards generated by the Institute for Transportation Engineers (ITE).

### Parking is Expensive

The cost and physical constraints of providing private off-street parking often challenge the financial feasibility and marketability for new development and redevelopment of existing properties. In Anacortes, parking requirements for new and redeveloped land uses are often greater than peak parking needs.

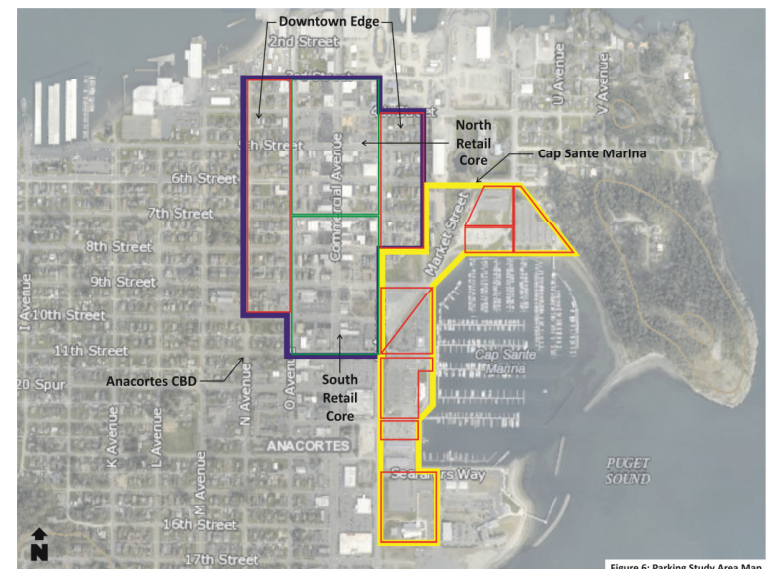
Costs of structured parking:

- Above ground garages: \$15,000-\$25,000 per stall
- Underground garages: \$30,000-\$40,000 or more per stall



### Preliminary Recommendations

- Conduct comprehensive review of zoning code and align parking requirements with desired land-use changes
- Reduce parking requirements for retail and commercial uses
- Tailor requirements for specialty land-uses such as high density multi-family
- Distinguish Downtown parking requirements from citywide parking requirements
- Lower minimum parking standards to no more than 15% of forecasted needs
- Establish an in-lieu fee policy to improve or fund public parking lots



The parking study focused on Downtown and the waterfront.







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LICENSED ARCHITECT  
AR-2349  
9-9-24  
WALTER I. LINDGREN  
STATE OF IDAHO  
Arch / Engineer Stamp

**PARKING:**

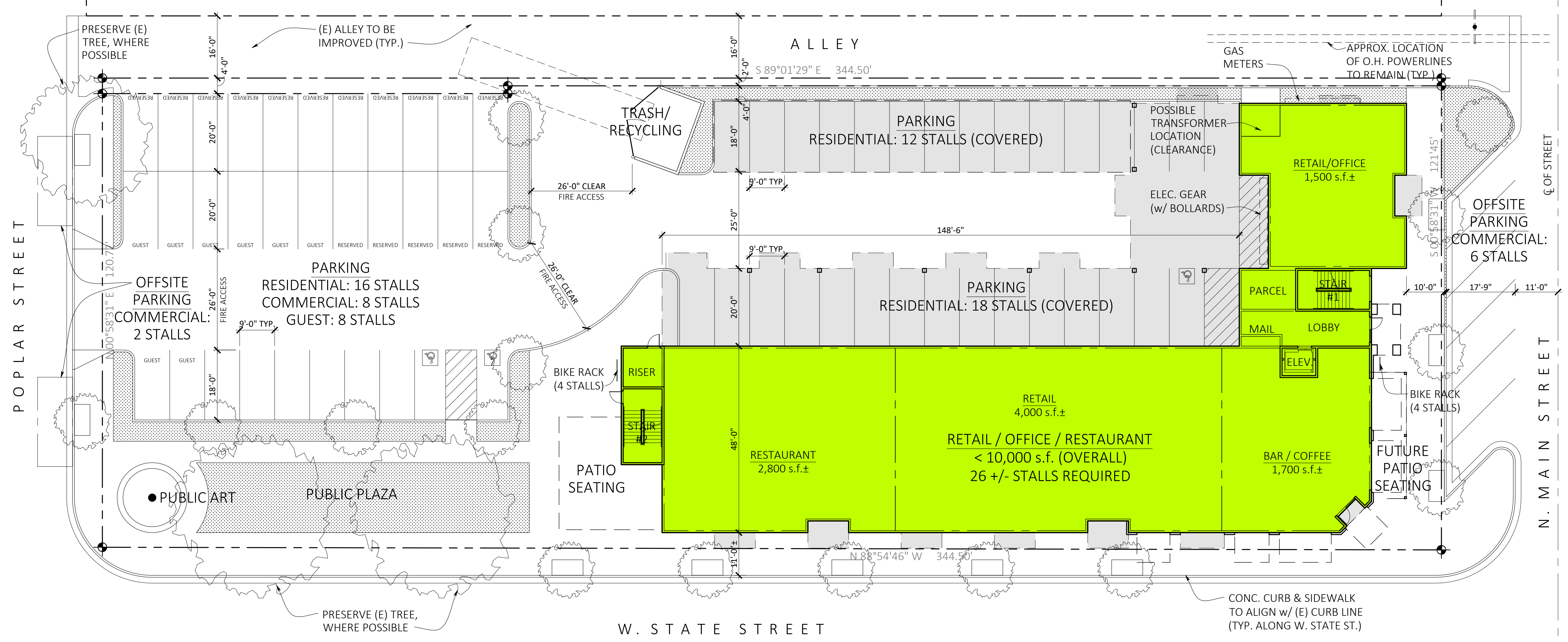
BUILDING USE	AREA OR # OF UNITS	STALLS REQUIRED	STALLS PROVIDED
RESTAURANT	< 4,500 S.F.	15 (1/300 S.F.)***	10
OFFICE / RETAIL	< 5,500 S.F.	11 (1/500 S.F.)***	6
RESIDENCES (1 BR)	28	42 (1.5 / UNIT)	42*
RESIDENCES (2 BR)	2	4 (2 / UNIT)	4*
RESIDENCE GUEST PARKING	30	8 (0.25 / UNIT)	8**
<b>TOTAL:</b>		<b>80</b>	<b>70</b>

\* PER CITY OF STAR MUNICIPAL CODE 8-4B-3B, A MINIMUM OF ONE STALL PER RESIDENTIAL UNIT SHALL BE COVERED.

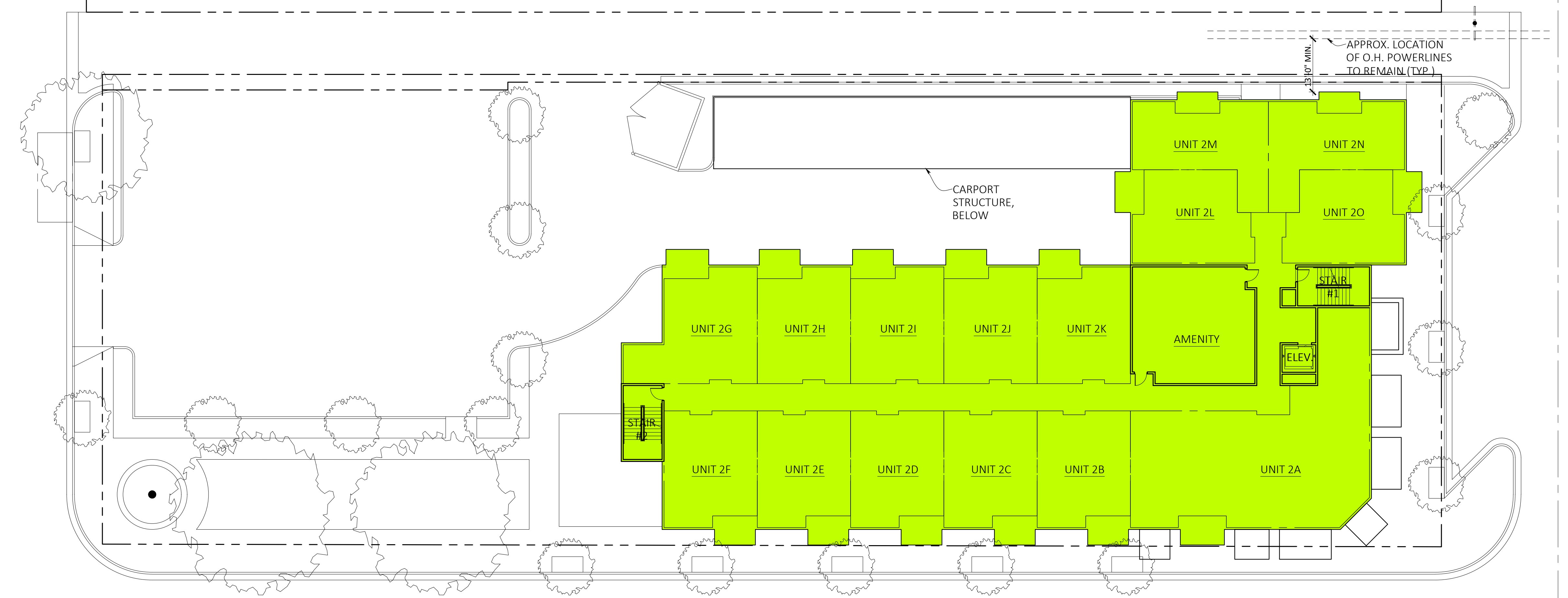
\*\* PER CITY OF STAR MUNICIPAL CODE 8-4B-3B, 0.25 STALLS PER RESIDENTIAL UNIT SHALL BE PROVIDED FOR GUEST PARKING. ADJACENT ON-STREET PARKING SPACES ON A LOCAL STREET MAY BE CREDITED TOWARD THE GUEST PARKING REQUIREMENT.

\*\*\* WITHIN THE CBD ZONING DISTRICT, MINIMUM REQUIRED PARKING MAY BE REDUCED BY COUNCIL FOR UP TO 50% OF ALL NON-RESIDENTIAL USES. ADJACENT ON-STREET PARKING MAY ALSO BE INCLUDED IN THE MINIMUM PARKING REQUIREMENT. COUNCIL MAY ALSO REQUIRE A PARKING IN-LIEU-OF PAYMENT FOR A PORTION OF THE REDUCED PARKING.

PER CITY OF STAR MUNICIPAL CODE 8-4B-3H, ONE (1) BICYCLE STALL PER 25 VEHICLE STALLS. THEREFORE, FOUR (4) BICYCLE STALLS ARE REQUIRED; HOWEVER, EIGHT (8) STALLS ARE PROVIDED.



**SITE PLAN / GROUND LEVEL**  
AREA: 11,300 s.f. ± (FOOTPRINT)



**2ND LEVEL**  
AREA: 14,900 s.f. ±

A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
W. State St. & N. Main St.  
Star, Idaho 83669

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**CONDITIONAL USE**

**SITE / GROUND & 2ND LEVEL**

DRAWING SHEET REVISIONS

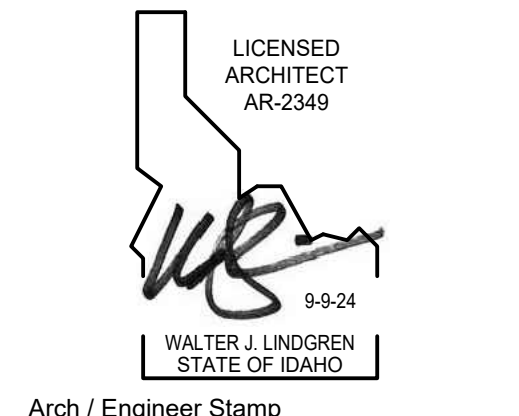
DATE	REMARKS

Drawn By: STAFF  
Checked By: WJL  
Date: 09 SEP 2024  
Scale: AS NOTED  
Job No. 23135

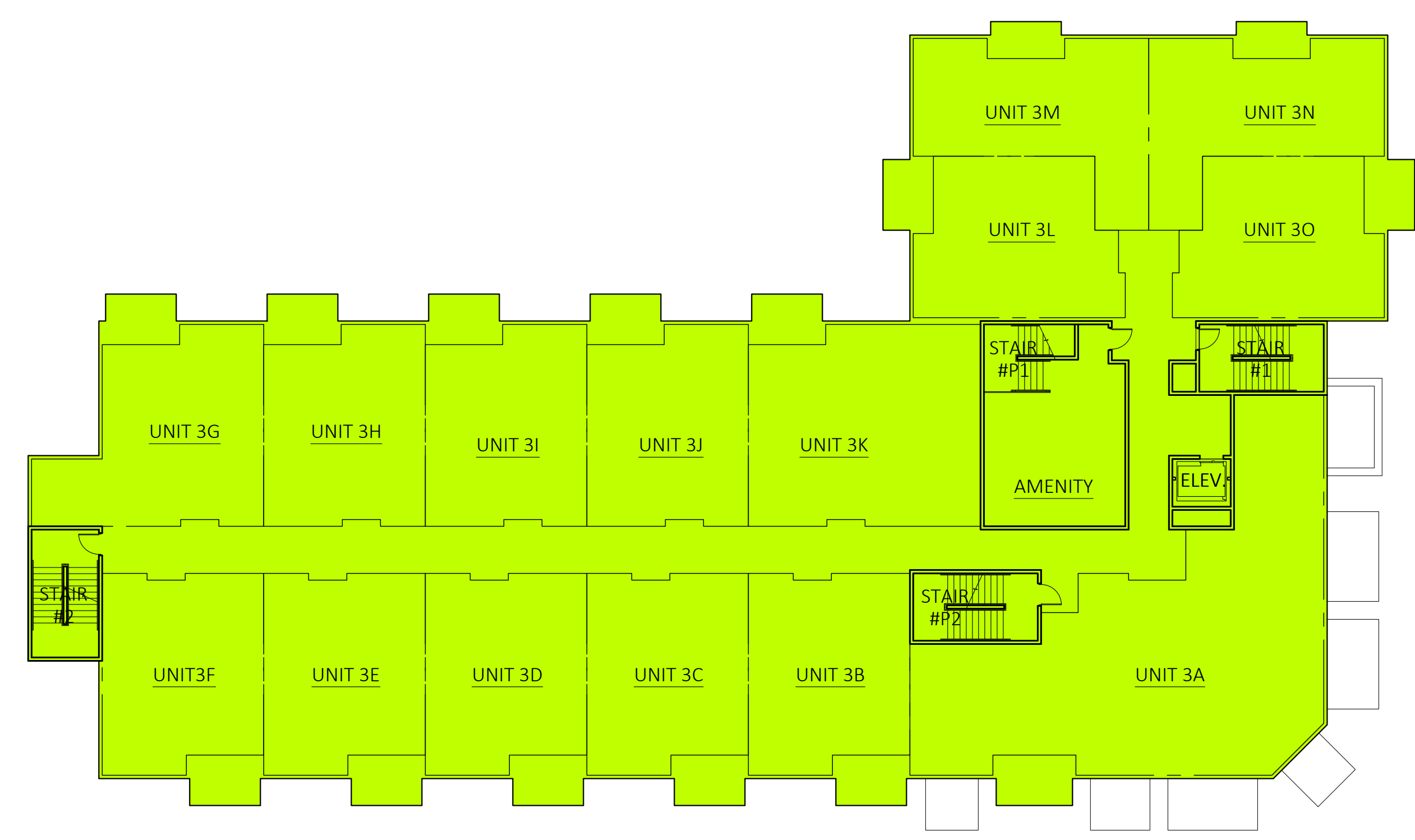


LINDGREN:LABRIE ARCHITECTURE

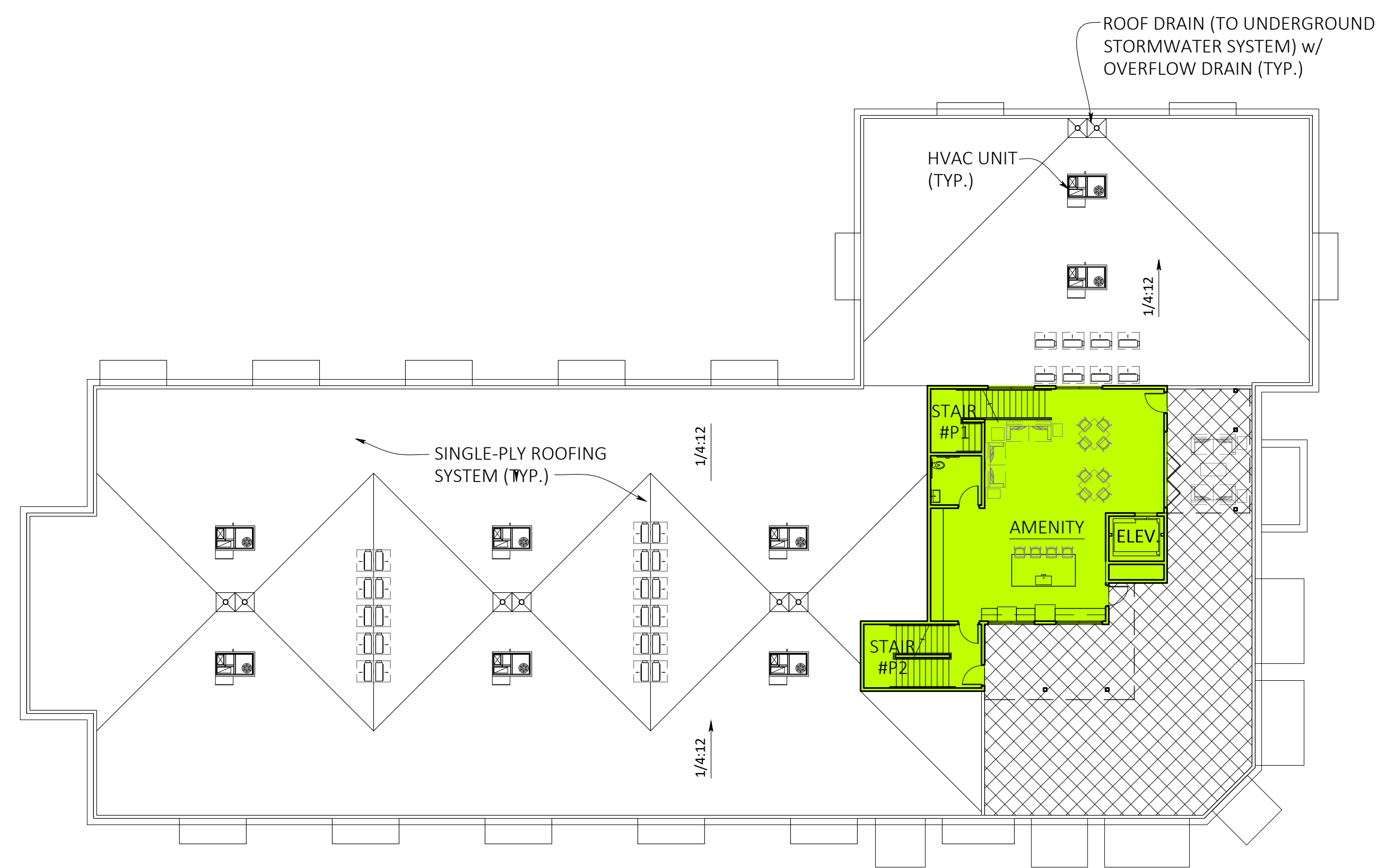
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3RD LEVEL  
AREA: 14,900 s.f. ±



ROOF TERRACE / PATIO  
AREA (INDOOR): 1,100 s.f. ±  
AREA (PATIO): 1,800 s.f. ±

A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
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3RD LEVEL &  
ROOF TERRACE

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 Scale: AS NOTED  
 Job No. 23135





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VIEW FROM SOUTHEAST (W. STATE ST. / HWY 44)





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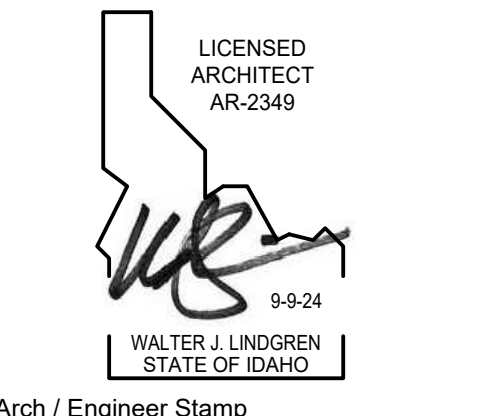
VIEW FROM NORTHEAST (N. MAIN ST.)





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A Conditional Use Application for the  
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ELEVATIONS

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 Checked By: WJL  
 Date: 09 SEP 2024  
 Scale: AS NOTED  
 Job No. 23135

Sheet Number **A3**



**1 EAST ELEVATION (N. MAIN ST.)**  
1/8" = 1'-0"



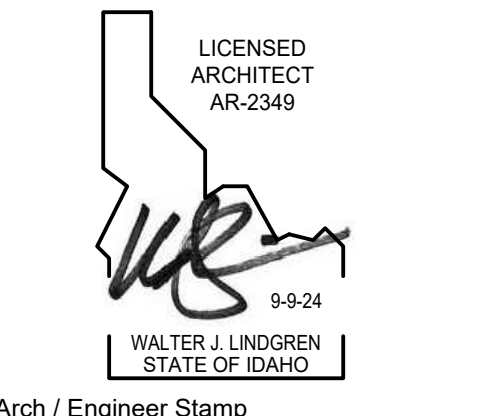
**2 SOUTH ELEVATION (W. STATE ST. / HWY 44)**  
1/8" = 1'-0"





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1 WEST ELEVATION (N. POPLAR ST.)  
1/8" = 1'-0"



2 NORTH ELEVATION (ALLEY)  
1/8" = 1'-0"

A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
W. State St. & N. Main St.  
Star, Idaho 83669

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CONDITIONAL USE

EXTERIOR  
ELEVATIONS

DRAWING SHEET REVISIONS


DATE	REMARKS

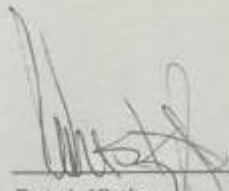
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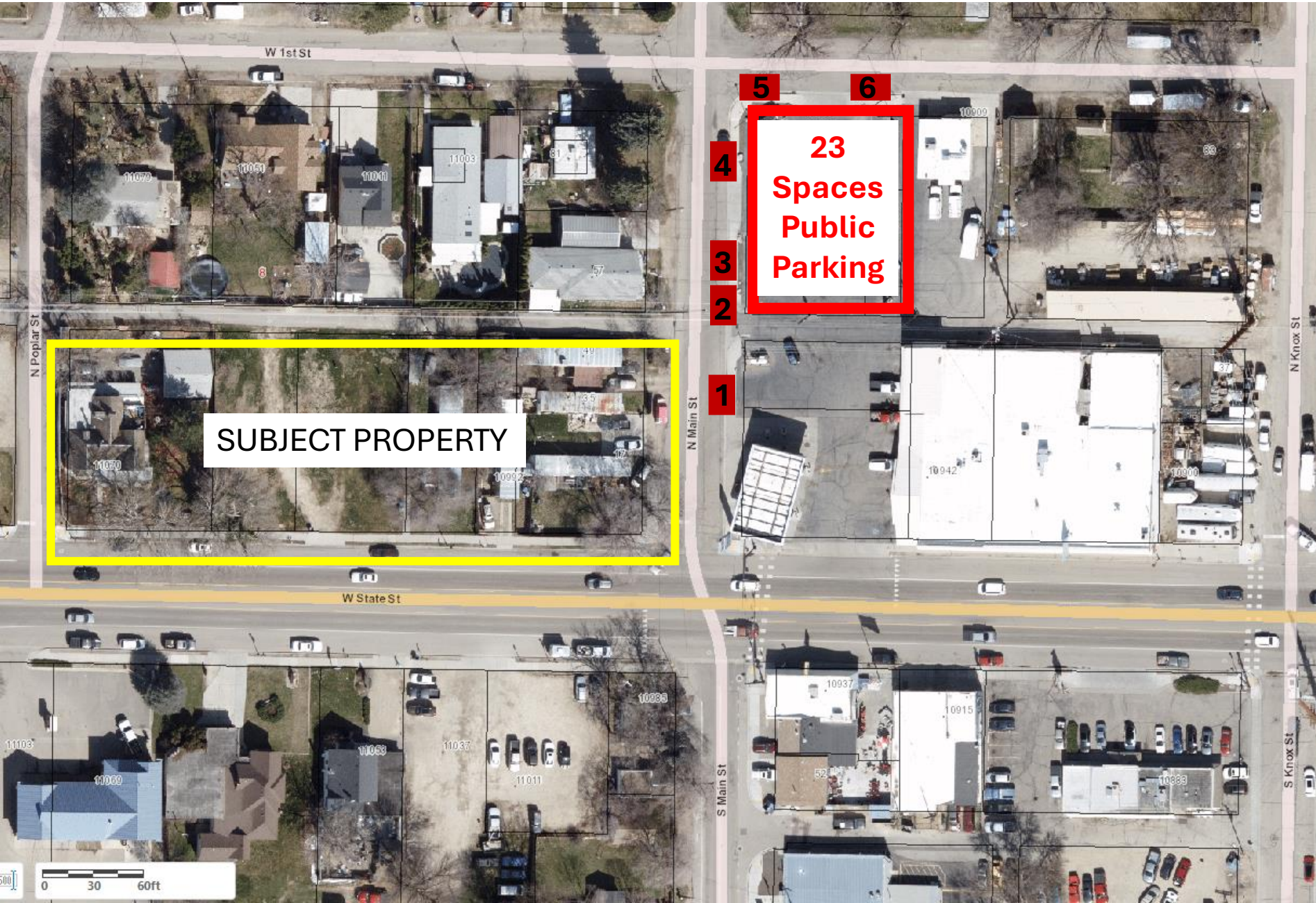
March 25, 2025

This letter hereby serves as an initial agreement between the City of Star, and Star Mercantile, Inc., to allow the City of Star to use a portion of the Star Mercantile property as Public Parking for downtown businesses. The property in question is approximately .26 acres (Ada Co. Parcels R7073754352 & R7073754412) and is located in the northwest corner of the current Star Mercantile parking lot (see attached exhibit). The exact terms of this agreement, including but not limited to compensation for monthly rental amount, maintenance and upgrades, shall be negotiated between the two parties at a later date. Star Mercantile shall enter into this agreement, and the City understands that the parking is temporary in nature, and the agreement may be terminated at any time by the Star Mercantile, should they redevelop or repurpose the property or require the additional parking for their current uses of the property. This would include the use of approximately 23 parking spaces, as currently configured.

  
Trevor A. Chadwick      3-25-25  
Mayor, City of Star      Date

  
Butch Kirtley      3-25-25  
Star Mercantile, Inc.      Date





# ADDITIONAL DOWNTOWN PARKING EXHIBIT

- **23 Public Parking Spaces in Star Mercantile Lot**
- **6 On-Street Parking Spaces on Main St/1<sup>st</sup> Street**

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



Brad Little, Governor  
Jess Byrne, Director

October 4, 2024

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: State & Main Streets Multiple Use Development  
File # CU-24-07 Conditional Use Permit

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), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).

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

- IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.

For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

**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) 305-0550.

#### 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 Rebecca Blankenau, 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,



Aaron Scheff  
Regional Administrator

c:

2021AEK

October 10, 2024, 2024

Shawn Nickel  
City of Star  
PO Box 130  
Star, ID 83669

Re: **State and Main Street Multiple Use Development  
Conditional Use Permit**

Dear Mr. Nickel

The Star Sewer and Water District has reviewed the State and Main Multiple Use Development CUP application provided by your office. This property was included with the original formation of the Star Sewer and Water District, and we are therefore prepared to serve this property with both sewer and water. However, no utility plans were included with the CUP application and as a result we do not know the full intent of the proposed improvements to the sewer and water system. 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 the alley immediately north of the proposed development. This sewer line was recently rehabilitated (November/December 2024). The original line was constructed during the 1960s of asbestos cement, the rehabilitation included lining the existing main with a polymer liner. The proposed development will be allowed to connect to the sewer main with their proposed improvements, if they provide the District with a full set of construction drawings.

Water is located in Main Street and State street. Main Street includes an 8-inch water main and State Street has a 12-inch main. Because of the potential impact on the water system adjacent to the site, the District will require construction of an 8-inch water main in Poplar St from State Street to 1<sup>st</sup> Street. Again, construction drawings of the proposed improvements will be required prior to the construction of any improvements.

Very truly yours,



Ryan V. Morgan, P.E.  
District Engineer



# Star Fire Protection District

Headquarters • 11665 W. State St., Suite B • Star, ID 83669 • (208) 286-7772 • www.midstarfire.org

Date: November 26, 2024  
To: City of Star Planning & Zoning  
From: Victor Islas, Deputy Chief  
Subject: Fire District Comments  
File: State & Main Streets Multiple Use Development  
CU-24-07 Conditional Use



The Star Fire Protection District has assessed the documents provided by the City of Star on October 3, 2024, review comments are as follows:

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 9,900 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.

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 0.5 miles from the development entrance, with an estimated travel time of 2 minutes under optimal driving conditions.

The Fire District level of service expectation goal is 5 minutes. This development sits within the Fire District service level expectations when resources are available.

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. A further review 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.



Date: October 21, 2024

To: Ian Wolf, Star Property Holding, LLC and Walter Lindgren-Lindgren Labri Architecture, PLLC

Staff Contact: Dawn Battles, Senior Planner

Project Description: State and Main Street Mixed-Use Building

Trip Generation: This development is estimated to generate 103 vehicle trips per day, 11 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> edition.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	
No	X
If yes, is mitigation required	

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	X
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	X
No	

ACHD Planned Improvements	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X



**Project/File:** **State & Main Street Mixed-Use Building / STAR24-0006 / CU-24-07**  
 This is a conditional use permit application to allow for the development of a 46,800 square foot 3-story building consisting of 9,900 square feet of ground floor commercial space on the ground floor and 30 residential units on the 2<sup>nd</sup> and 3<sup>rd</sup> floors.

**Lead Agency:** City of Star

**Site address:** 17 N. Main Street and  
 10992, 11000, 11026,  
 11046, and 11070 W. State Street

**Staff Approval:** October 21, 2024

**Applicant:** Ian Wolf  
 Star Property Holding, LLC  
 511 S. Proctor Lane  
 Eagle, ID 83616

**Representative:** Walter Lindgren  
 Lindgren Labrie Architecture, PLLC  
 247 N. Eagle Road  
 Eagle, ID 83616

**Staff Contact:** Dawn Battles, Senior Planner  
 Phone: 208-387-6218  
 E-mail: [dbattles@achdidaho.org](mailto:dbattles@achdidaho.org)

**Report Summary:**

ACHD Planned Improvements .....2  
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# ACHD Planned Improvements

## 1. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

- Star Road is scheduled in the IFYWP as a community project which includes constructing enhanced pedestrian facilities on the west side of the roadway and the installation of a pedestrian bridge over the Lawrence Kennedy Canal (Bridge #1007) in 2026. The project also includes an enhanced crossing across Star Road at Main Street, upgraded ADA ramps/bulb-outs and pavement marking/streetlights.
- Star Road is scheduled in the IFYWP to be widened to 5-lanes from US 20/26 (Chinden Boulevard) to SH-44 (State Street) with the concept year in 2025-2026. This project includes the widening of Star Road Bridge #2030.
- The intersection of State Street (SH-44) and Star Road is listed in the CIP to be widened to 4-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 6-lanes on the west leg, and replace and modify the signal between 2026 and 2030.

## Level of Service Planning Thresholds

### 1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count
*State Highway 44 State Street	345-feet	Principal Arterial	740
**Main Street	115-feet	Local	N/A
**Poplar Street	120-feet	Local	N/A

\* ACHD does not set level of service thresholds for State Highways.

\*\* ACHD does not set level of service thresholds for local streets.

### 2. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD’s most current traffic counts.

- The average daily traffic count for SH-44 east of Star Road was 17,111 on October 12, 2023.
- There are no current traffic counts for Main Street or Poplar Street.

## **A. Site Specific Conditions of Approval**

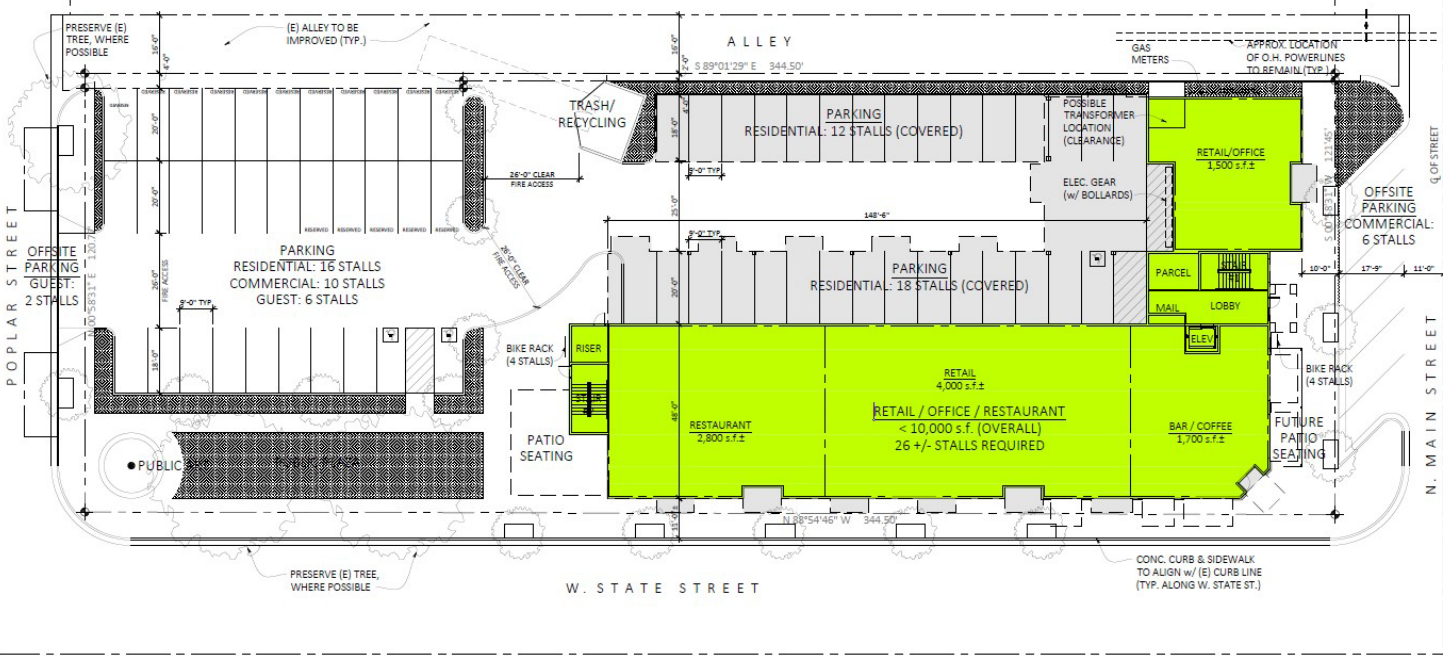
1. Complete Main Street abutting the site as a 40-foot wide commercial street section with vertical curb, gutter and as proposed, a 10-foot wide attached concrete sidewalk.
2. Construct Poplar Street as ½ of a 36-foot wide commercial street section with curb, gutter and 10-foot wide attached concrete sidewalk on Poplar Street abutting the site.
3. Dedicate right-of-way on Main Street and Poplar Street to 2-feet behind back of attached sidewalk abutting the site.
4. Dedicate additional right-of-way to total 20-feet of alley right-of-way abutting the site.
5. Pave the alley its full width abutting the site between Main Street and Poplar Street.
6. Install “No Parking” signs located at the alley/Main Street and the alley/Poplar Street intersections.
7. Close the two existing driveways onto Main Street located 100 and 135-feet north of SH-44 with vertical curb, gutter and sidewalk, as proposed.
8. Close the existing driveway onto Poplar Street with vertical curb, gutter and sidewalk, as proposed.
9. If required by the fire department, construct a 26-foot wide driveway onto Poplar Street located 105-feet north of SH-44 restricted with a gate or bollards located outside of the right-of-way and as determined by the appropriate fire department.
10. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
11. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
12. Comply with all Standard Conditions of Approval.

# B. Vicinity Map





# C. Site Plan



# D. Findings for Consideration

## 1. State Highway SH-44 /State Street

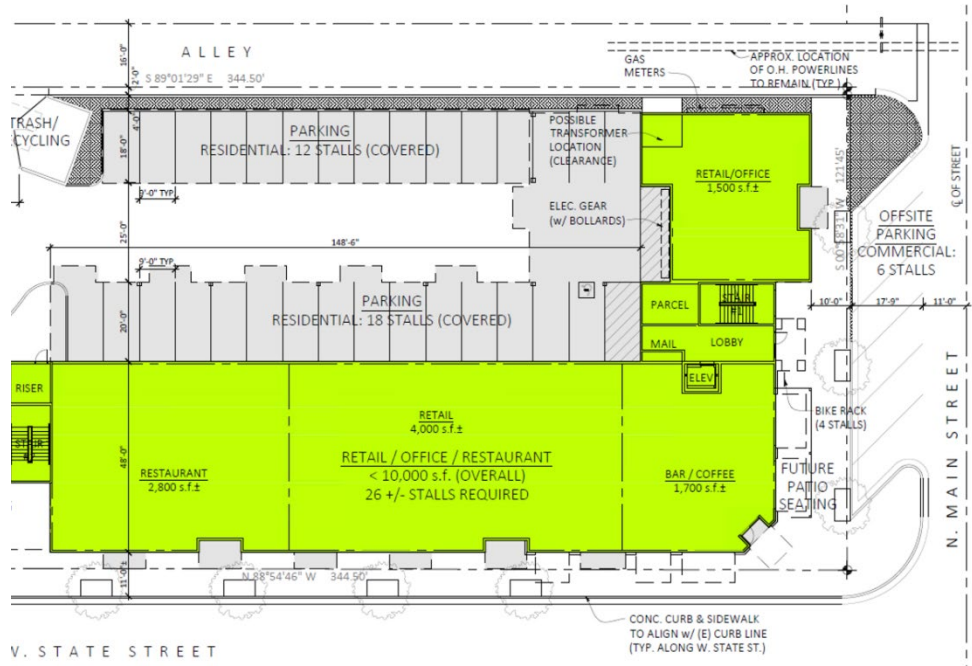
SH-44 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Star, and ITD should work together to determine if improvements or additional right-of-way for the Star Road/SH-44 project listed in the CIP are necessary on SH-44.



## 2. Main Street

a. **Existing Conditions:** Main Street is improved with 2-travel lanes, 31 to 38-feet of pavement, vertical curb, gutter, and 6-foot wide sidewalk abutting 30-feet of the site and no curb, gutter or sidewalk abutting the remainder of the site. There is 60-feet of right-of-way for Main Street (30-feet from centerline).

b. **Applicant's Proposal:** The applicant is proposing to complete Main Street abutting the site with an 11-foot wide travel lane and 6 designated diagonal on-street parking spots, vertical curb, gutter and 10-foot wide attached concrete sidewalk.



- c. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy which requires Main Street to be completed as a 40-foot wide commercial street section and should not be approved, as proposed. The applicant should be required to complete Main Street abutting the site as a 40-foot wide commercial street section with vertical curb, gutter and as proposed, a 10-foot wide attached concrete sidewalk.

The applicant’s proposal to provide diagonal on-street parking on Main Street should not be approved as proposed due to the close proximity of the site to SH-44, the grocery store/gas station located on the east side of Main Street across from the site and there is no existing diagonal on-street parking in the vicinity of the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of the attached sidewalk on Main Street abutting the site.

### 3. Poplar Street

- a. **Existing Conditions:** Poplar Street is improved with 2-travel lanes, 21-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 32-feet of right-of-way for Poplar Street (20-feet from centerline).
- b. **Applicant Proposal:** The applicant is proposing to construct curb, gutter and 10-foot wide attached concrete sidewalk on Poplar Street abutting the site.
- c. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy with the exception of pavement widening. The applicant should be required to construct Poplar Street as ½ of a 36-foot wide commercial street section abutting the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of the attached sidewalk on Poplar Street abutting the site.

### 4. Alleys

- a. **Existing Conditions:** There is an existing 16-foot wide alley that is partially paved approximately 9 to 12-feet in width abutting the site’s north property line. The alley runs east/west between Main Street and Poplar Street.
- b. **Applicant Proposal:** The applicant is proposing to construct a 26-foot wide driveway from the site onto the alley.
- c. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed.

Due to the large power poles that run along the north side of the alley, restricting the future widening of the alley to the north, the applicant should be required to dedicate additional right-of-way to total 20-feet of alley right-of-way abutting the site.

Because the alley is only partially paved and the requirement to dedicate additional alley right-of-way will leave an additional area of unpaved alley, the applicant should be required to pave the unpaved portion of the alley abutting the site between Main Street and Poplar Street.

The applicant should be required to install “No Parking” signs located at the alley/Main Street and the alley/Poplar Street intersections.

### 5. Driveways

#### 5.1 Main Street

- a. **Existing Conditions:** There are two existing driveways from the site onto Main Street located 100 and 135-feet north of SH-44 (measured centerline-to-centerline).
- b. **Applicant’s Proposal:** The applicant is proposing to close the two existing driveways onto Main Street with vertical curb, gutter and sidewalk.

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

**5.2 Poplar Street**

- a. **Existing Conditions:** There is an existing driveway from the site onto Poplar Street located 140-feet north of SH-44.

- b. **Applicant’s Proposal:** The applicant is proposing to close the existing driveway onto Poplar Street with vertical curb, gutter and sidewalk.

The applicant is proposing to construct a 26-foot wide driveway from the site onto Poplar Street located 105-feet north of SH-44 (measured centerline-to-centerline).

- c. **Staff Comments/Recommendations:** The applicant’s proposal to close the existing driveway onto Poplar Street meets District policy and should be approved, as proposed.

The applicant’s proposal to construct a 26-foot wide driveway onto Poplar Street does not meet District Driveway Location policy which requires a driveway onto a commercial street to be located a minimum of 150-feet from the nearest arterial street intersection and should not be approved, as proposed. However, if the driveway is required for fire access, then the driveway is approved to be constructed and should be restricted with a gate or bollards located outside of the right-of-way and as determined by the appropriate fire department.

**E. Policy**

**1. Federal Accessibility Design Guidelines and Standards**

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board’s Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, <https://www.access-board.gov/prowag> and <https://www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf> for additional information).

**2. Minor Improvements**

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

**3. Livable Street Performance Measures**

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

#### 4. Main Street and Poplar Street

**Commercial Roadway Policy:** District Policy 7208.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

**Sidewalk Policy:** District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, a parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip.

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

**Half Street Policy:** District Policy 7208.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

#### 5. Alleys

**Existing Alley Policy:** District Policy 7210.2 states that if a proposed development abuts an existing alley, the dedication of additional right-of-way to obtain a minimum width from the centerline of the alley of 8-feet for residential uses and 10-feet for non-residential or commercial uses may be required. Each development will be reviewed by the District on a case-by-case basis. If the proposed development takes access from an alley, the developer will be required to pave the entire width of the right-of-way from the nearest public street to and abutting the development.

**Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking

structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

**Vacations of Alleys Policy:** District Policy 7210.3.6 states that vacations of alley right-of-way are discouraged and shall not result in dead-end alleys.

## 6. Driveways

### 6.1 Main Street and Poplar Street

**Driveway Location Policy:** District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

**Driveway Design Requirements:** District policy 7208.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

## 7. Tree Planters

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

## 8. Landscaping

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

## 9. Pathway Crossings: United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side.



The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

## **F. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

## **G. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

- 2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.



## **Request for Appeal of Staff Decision**

To request an appeal of a staff level decision, see District policy 7101.6.7 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>

## **Request for Reconsideration of Commission Action**

To request reconsideration of a Commission Action, see District policy 1006.11 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>



**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 14, 2025

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

<b>Development Application</b>	<b>CU-24-07</b>
<b>Project Name</b>	<b>State &amp; Main Streets Multiple Use</b>
<b>Project Location</b>	11070 W 17 N Main Street / 10992, 11000, 11026, 11046 & 11070 W State Street
<b>Project Description</b>	48,000sqft Multiple use building. 9,900sqft of commercial space at ground level, 30 residential units on 2 <sup>nd</sup> and 3 <sup>rd</sup> levels w/ rooftop residential common area.
<b>Applicant</b>	Walter Lindren, LLA Architecture, PLLC

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. This project abuts the state highway system.
2. ITD supports ACHD’s Site Specific Conditions of Approval concerning road improvements for both Main Street and Poplar Street. ITD requires applicant to complete permit application for any work being completed within ITD ROW.
3. In the event that local roadways are not improved, ITD recommends service vehicles be restricted access to site via Main Street and/or Poplar Street. Access may be gained utilizing W 1<sup>st</sup> Street via North Star Road.

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)



Ada County Transmittal  
Division of Community and Environmental Health

Return to:

- ACZ
- Boise
- Eagle
- Garden City
- Meridian
- Kuna
- Star

Rezone/OTD # \_\_\_\_\_

Conditional/Accessory Use # CU-24-07

Preliminary / Final / Short Plat \_\_\_\_\_

Development Name/Section City of Star CDH File # \_\_\_\_\_

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
  - high seasonal ground water
  - waste flow characteristics
  - bedrock from original grade
  - other \_\_\_\_\_
- 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
  - central sewage
  - community sewage system
  - interim sewage
  - central water
  - individual sewage
  - individual water
  - community water well
- 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
  - central sewage
  - community sewage system
  - sewage dry lines
  - central water
  - community water
- 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.
- 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.
- 11. Land development application, fee per lot, test holes and full engineering report is required.
- 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.
- 13. We will require plans be submitted for a plan review for any:
  - food establishment
  - swimming pools or spas
  - beverage establishment
  - grocery store
  - child care center
- 14. \_\_\_\_\_

Reviewed By:

*Lowrey*

Date: 10/24/24

City of Star

P.O. Box 130  
Star, Idaho 83669  
208-286-7247  
Fax 208-286-7569

[www.staridaho.org](http://www.staridaho.org)



Mayor:  
Trevor A. Chadwick

Council:  
Kevin Nielsen  
Jennifer Salmonsens  
Kevan Wheelock  
David Hershey

16 January 2025

Walter Lindgren  
Lindgren Labrie Architecture  
247 N Eagle Road  
Eagle, ID 83616

**Re: State and Main Multiple Use Development  
Conditional Use Permit**

Dear Mr. Lindgren

The City of Star Engineering Department has reviewed the CUP for the State and Main Multiple Use Development dated September 9, 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 questions based on our review.

1. 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 for the final development.
2. There are legals for individual lots, but it appears they are trying to combine all lots into one, we need to do a lot line adjustment and a legal description for the combined lot is required prior to building permit submittal.
3. A detailed landscape plan must be included with the construction drawings.
4. 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.
5. Finish grades at subdivision boundaries shall match existing finish grades. The finish floor of the first floor of the building shall be elevated at a minimum to the centerline of State Street.

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

**Shawn Nickel**

**From:** Jeff Hargis <jhargis61@gmail.com>  
**Sent:** Thursday, January 16, 2025 2:28 PM  
**To:** Shawn Nickel  
**Cc:** Trevor Chadwick  
**Subject:** Conditional Use Application State & Main

Dear Star City Council Members,

I am writing to express my opposition to the Conditional Use Permit application from Lindgren & Labrei for the property located at the city block of State Street between N. Main and Poplar Streets.

While I understand the City's desire to encourage business growth, I have several concerns regarding this proposal that directly impact the quality of life for nearby residents.

**1. Privacy Concerns:** The proposed placement of windows on the upper north elevation of the building will directly overlook the backyards of neighboring properties, including a swimming pool, which families use through the warmer months. This will significantly compromise the privacy of residents and negatively impact our enjoyment of our outdoor spaces.

**2. Inadequate Parking Plan:** The proposed parking plan is insufficient and will create significant traffic and parking congestion in the surrounding area.

- **Increased Residential Traffic:** The apartment component of this development will generate substantial traffic. Based on a University of Utah report (7-30-2017), we can expect 3.27 daily trips per residential parking spot, resulting in a total of 150.42 daily trips for the entire apartment complex. This increased traffic flow will severely strain the existing alleyway, which is not adequately addressed in the current plan. ( 50% less units maybe ).
- **Insufficient Parking for Restaurant/Bar Patrons:** The plan relies heavily on the City to address the parking needs of the restaurant/bar component. This is unacceptable. The applicant has a responsibility to demonstrate adequate parking provisions on and off site. The high volume of traffic expected from the restaurant/bar, especially during peak hours, will inevitably lead to overflow parking on 1st Street, causing significant disruptions for residents.
- **Inadequate Consideration of Existing Businesses:** The application fails to adequately address impacts of existing high-volume businesses in the area, such as The Mercantile and Lumber, Sully's Pub and Grill, Maverick, and the Shell Station. They are "encouraging" (pg 7 par 3) the city to allow parking at below the current code without addressing specific areas that can be utilized.

The applicant must demonstrate a viable parking and traffic solution that addresses the concerns outlined above.

I urge the City Council to carefully consider these concerns and deny the Conditional Use Permit application until a satisfactory parking and traffic survey plan is presented.

Thank you for your time and attention to this matter.

Section 6, Item A.

Sincerely,

Jeff Hargis



# DOWNTOWN REVITALIZATION PLAN



Star, Idaho

2011

Adopted by City of Star  
March, 2011





# ACKNOWLEDGEMENTS

## Downtown Revitalization Plan commissioned by:

City of Star  
Mayor Nathan Mitchell  
Councilor Chad Bell  
Councilor Tom Erlebach  
Councilor Tammy McDaniel  
Councilor Gary Smith

Star Economic Development Committee

## Planning process funded in part by:

Gem Communities Grant, Idaho Department of Commerce  
City of Star

## Consulting team:

Sage Community Resources  
Keller Associates

## Agency partners:

Star Chamber of Commerce  
Idaho Transportation Department  
Ada County Highway District  
COMPASS  
Idaho Department of Commerce

**And to the countless others that completed surveys, provided public input, and attended the planning workshops—*thank you!***



[www.sageidaho.com](http://www.sageidaho.com)



[www.staridaho.org](http://www.staridaho.org)



[www.kellerassociates.com](http://www.kellerassociates.com)



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     Example survey

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## INTRODUCTION

This Downtown Revitalization Plan presents a multi-faceted program for rejuvenating the central core of Star, Idaho, by identifying physical improvements, beautification efforts, marketing strategies, an implementation plan, and potential funding sources. The vision of this plan is to establish downtown Star as a unique, vibrant and accessible retail center that serves area residents and entices visitors to stop.

Public input shaped the plan through business and community questionnaires, surveys mailed to city water and sewer users, summary newsletters, and by a series of five public meetings.

This plan is intended to serve as a long-range working document for guiding local downtown revitalization efforts that mutually benefit the City of Star, property owners, business operators, residents and visitors. The plan also includes more immediate downtown revitalization ideas and improvements that can be implemented in the near future and provides the project information and preliminary data needed to seek funding for streetscape improvements from funding sources such as the Community Development Block Grant program, administered by the Idaho Department of Commerce.

Like any planning document, the effectiveness of the efforts summarized here will only be realized through dogged implementation of the identified priorities and continued pursuit of details by local elected leaders and community volunteers. This plan is intended to provide a foundation and direction for that pursuit, and to act as a “living” document that can be refined and augmented as implementation progresses.

The commissioning of this plan by the City of Star advances several aspects of the City’s Comprehensive Plan. A summary of the intersection points between the City’s Comprehensive Plan and the Star Downtown Revitalization Plan is provided in the Appendix to this document, but the principle Comprehensive Plan policy fulfilled by this plan is within the Comprehensive Plan’s Economic Development section and is summarized here:

*“An excellent opportunity exists to turn downtown Star into a viable and appealing shopping, civic, residential and entertainment area.”*

- Star Comprehensive Plan



Policy: Develop a Downtown Revitalization Plan<sup>1</sup>

- Strengthen the appearance and commercial development within the City's Central Business District / Main Street area.
- Work with ITD on the development of SH 44, which divides the CBD in order to determine the locations of sidewalks, trees, planters and outdoor seating.

## STAR AND ITS DOWNTOWN

### Location

The City of Star, Idaho, is located approximately sixteen miles northwest of Boise, Idaho's capitol city, six miles west of the City of Eagle, seven miles east of Middleton, nine miles north of Nampa, and sixteen miles south of Emmett at approximate coordinates 43°41'39"N 116°29'25"W and at 2470' elevation. The city limits of Star straddle two counties, Ada and Canyon, although Star's downtown, its Central Business District, is entirely located within Ada County.

### Brief history

Star was originally founded in 1863, one mile east of its current location, but was left unnamed until the early 1870s when a star nailed to the wooden door of the area's first school house became a landmark synonymous with the town.<sup>2</sup>

In 1905, city limits reaching four miles in all directions were platted and Star was incorporated. The city remained incorporated until 1929 when the residents chose to dissolve the town's incorporation to avoid increased levied taxes to pay for paving a portion of what was to become State Street / State Highway 44, the principal roadway through the heart of Star. The City of Star was re-incorporated in 1997, making it the newest incorporated city in the state.<sup>3</sup>



<sup>1</sup> Star Comprehensive Plan, pg. 4-11

<sup>2</sup> *Boise Weekly*, August 25, 2010.

<sup>3</sup> City of Star Web site – [www.staridaho.org/history.html](http://www.staridaho.org/history.html)

### Key assets

The unique aspects of a community, its history, arts, recreational opportunities, and lifestyle can be a catalyst for attracting visitors and businesses. Travelers are increasingly interested in visiting destinations that can provide unique educational and entertainment opportunities. Business owners often consider these “quality of life” elements when seeking to relocate or establish a business. Although Star does not yet have an organized historical or arts commission to develop and promote its cultural assets, a wealth of unique assets exist in the area. Fostering and visibly celebrating these aspects will attract visitors and promote business.

Planning workshop participants and survey respondents identified several key assets that residents and visitors to Star enjoy. Those attractions most often noted include:

- Rural feel with metropolitan access: Star’s relative small size provides a small-town, rural, feel while its proximity to Boise, Meridian and Nampa allows for easy access to the amenities of larger cities.
- Boise River / Star River Walk: The Boise River flows through Star less than one mile south of its downtown core and offers varied outdoor recreational opportunities such as fishing, floating, swimming, walking, jogging, biking and wildlife viewing. The Star River Walk, a community effort guided by the Land Trust of Treasure Valley to create a recreational pathway system and open space areas along the Boise River accessible near Star Road and South Main Street in Star, is in the process of development and is envisioned to eventually connect with the extensive Eagle/Boise green belt system.
- Heron Rookery: Along the newly established Star River Walk is a cluster of trees used by Great Blue Herons as a nesting area. Efforts to preserve this area yet provide pedestrian access are a component of the Star River Walk Plan and will offer a unique bird watching opportunity.
- Star Parks & Recreation: In 2010, the City of Star established the Star Parks and Recreation Department in an effort to provide varied recreational activities for youth and families. A wide

“Star needs to create a compacted City center that functions well commercially and possesses a strong identity through its numerous historic buildings.”  
-Star Comprehensive Plan



*Meridian’s Generations Plaza includes outdoor interpretive signage celebrating community history.*

variety of activities are offered, from summer soccer and baseball to winter bowling and skiing, and more. Participation in these activities has been remarkably high. The City of Star has also acquired property on the southeast corner of the intersection of Star Road and Floating Feather Road as a new public park.

- **Farms and ranches:** While development pressure has rapidly decreased the amount of Star area property in agricultural production, the agricultural foundation of Star's history and economy is still evident, even within the city's downtown area. For example, between the downtown core of Star and the Boise River, livestock still grazes on small parcels of pasture, and farm-fresh eggs can be purchased. To preserve the agricultural aspects of Star, the City should consider adopting farmland preservation policies.
- **Historic Buildings:** In 1991, Planmakers Urban Design and Planning conducted an inventory of Star's historic assets at the request of the Ada County Historic Preservation Council (see appendices). At that time, Planmakers identified thirty-one historic buildings and sites in Star, mostly located near the city's center and illustrating Queen Anne, Craftsman, and National style architecture. Boundaries of a Historic District were also proposed, which, if established, would encompass much of Star's Central Business District. This density of historic buildings within a downtown core area is an asset that the City of Star should carefully consider efforts to preserve and promote by formalizing a historic district and/or establishing a citizen-lead historic preservation organization.
- **Oregon Trail:** One of the later branches of the Oregon Trail passed through Star, just south of the present-day State Street / State Highway 44.<sup>4</sup> An opportunity exists to utilize this well-known historic connection to educate residents and visitors about Star's history and present-day attractive qualities.



*This 1937 star-patterned quilt by the Star Christian Ladies Aid was on display during Star's 2010 Hometown Celebration and includes names of people who lived in the area at the time.*

### Study area

The focus of this plan is Star's Central Business District (see figure 1) and the primary streets connecting the Central Business District to the Star River Walk, a recreational area along the Boise river

<sup>4</sup> Star Comprehensive Plan, section 11-2.

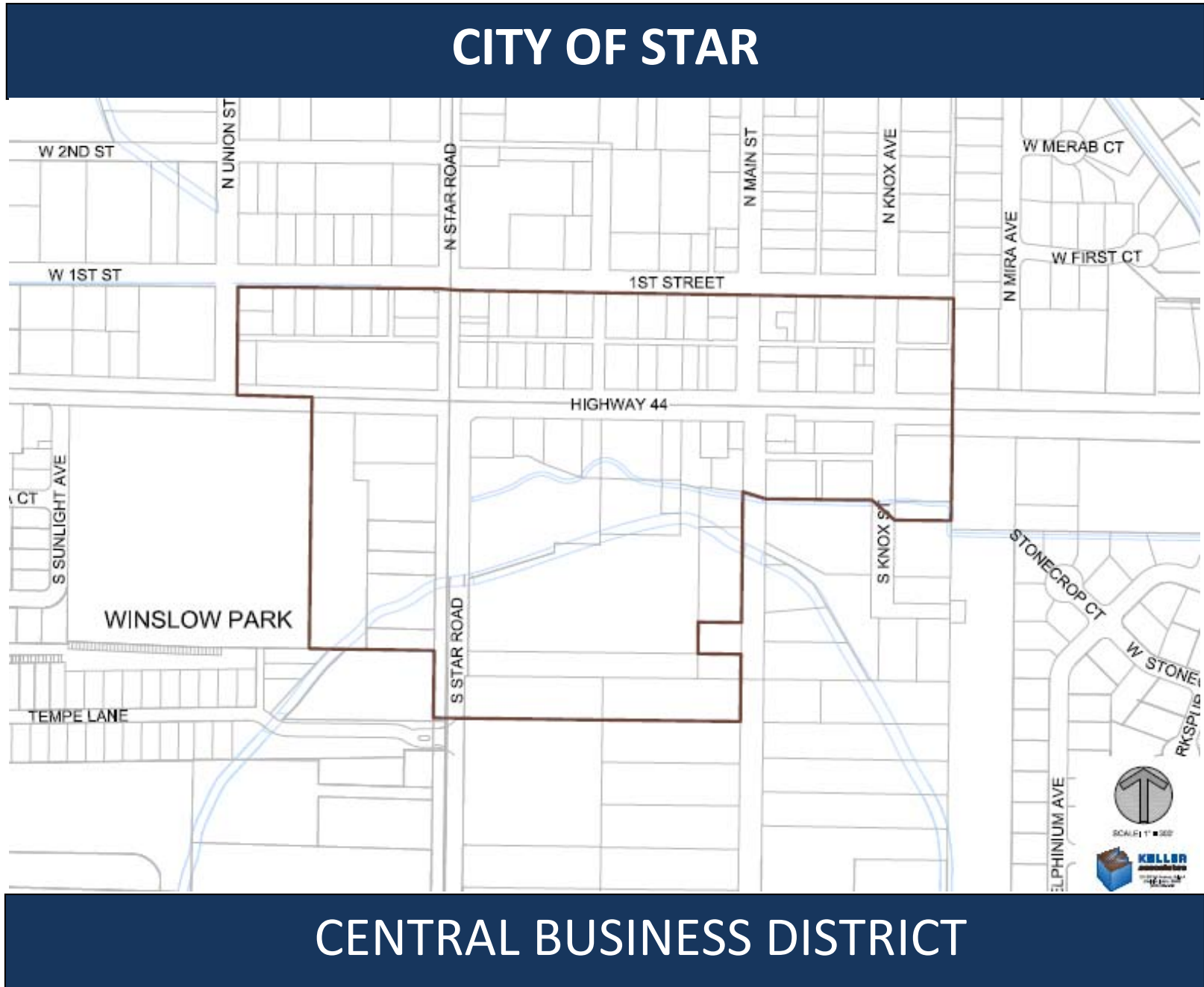
that is located approximately one mile to the south of the Central Business District. The City of Star's Comprehensive Plan describes the Central Business District as an area in which "commercial, retail, civic, private offices with housing on the upper floors would be located."<sup>5</sup>

Existing conditions within the study area are described beginning on page 11.

---

<sup>5</sup> Star Comprehensive Plan, section 5-5.

Figure 1: Star's Central Business District



### Project objectives

The City of Star and the Star Economic Development Committee tasked the consulting team of Sage Community Resources and Keller Associates to:

- Define the vision, goals, action steps, costs and concept designs for streetscape enhancement, beautification projects, and marketing strategies needed to create a vibrant and active downtown core.
- Connect pedestrian and bicycle access between downtown and the Star River Walk along the Boise River.
- Inspire community involvement and commitment to implement revitalization strategies.
- Conduct the documentation and research needed to be eligible and prepared for funding investment.



*Participants at one of the five open house meetings were held to collect public input into this downtown revitalization plan.*

### Planning process / public input

As is common in small communities, Star has a handful of community volunteers that have worked diligently for years on various community efforts. To help broaden the volunteer base and involvement of area residents and business owners in revitalization efforts, the planning process was designed to be as inclusive as possible and encourage public involvement at every step.

Sage Community Resources facilitated a series of five public planning meetings, held every-other-month, January through September, 2010, with local elected officials, business operators, property owners, residents and supporters of downtown Star. This group was tasked to advise the City Council by prioritizing measures to effectuate the goal of revitalization. The planning meetings were open to the public and announced via the local newspaper, postings at City Hall, and emails to contact lists.

Additionally, this revitalization plan was informed by members of the public through:

- Written and online surveys of Star business owners and community members (see Conditions Within the Study Area, page 11)
- A driving tour and field trip to neighboring communities to see the functionality of road configuration and streetscape amenity options in use.
- Volunteers from the community photographing and documenting the existing downtown streetscape and property conditions.
- Area newspapers, *The Independent*, featured articles about Star's downtown planning process and streetscape design options.
- The Star City Council held two workshops with residents of South Main Street to gain input and support for improvement measures to connect downtown to Star River Walk.



*Participants in a driving tour field trip to neighboring communities review sidewalk treatments and streetscape amenities in downtown Boise.*

The Star downtown planning team held its final public meeting in September, 2010, after successfully creating and prioritizing strategies to improve the pedestrian safety, attractiveness and business climate in downtown Star. These actions are presented in the Revitalization Plan section of this plan (page 21).

## ECONOMIC ANALYSIS

Economically, the City of Star is challenged by its rapid increase in population. Once supported primarily by an agriculturally-based economy, Star is shifting to a more suburban community with a large number of the workforce commuting to surrounding urban business centers. Farming-related agricultural activity now accounts for less than 1 percent of the City's labor force, while the largest job category is the educational, social service, and health care industry. Close proximity to the major urban areas of Boise and Nampa not only creates a workforce of commuters, it also challenges local retail and service businesses as much of their consumer base does not shop or conduct its business



locally. Economically, this results in significant dollars flowing out of Star's economy in commuter transportation costs and non-local consumer expenditures.

### Population

The population at the time of Star's incorporation in 1998 was 648. The 2000 U.S. Census calculated that City's population had grown to 1795, a growth rate of 277 percent in two years. 2010 Census city-specific data has not yet been released, but a state-wide survey indicates that Idaho grew by 21.1 percent from 2000 to 2010. If that growth percentage is applied to the City of Star, then the estimated 2010 population would be 2174. However, projections indicate that the population of Star has likely increased by much more since urban and sub-urban areas often experience a higher growth rate than the state average.

Population projections provided in the City's Comprehensive Plan illustrate rapid growth rate expectations with an estimated 2010 population ranging from 5229 to 8956.<sup>6</sup> The US Census Bureau's American Community Survey estimates Star's 2009 population at 4332.<sup>7</sup> The Community Planning Organization of Southwest Idaho (COMPASS) estimates that Star's population in 2009 was 5980.<sup>8</sup>

Star's largest population groups at the time of the 2000 Census were young children (under 5) and adults ages 25 to 34 with a median age of 28.4.<sup>9</sup> This indicates a primary population group of families with young children.

### Employment

2009 data from the U.S. Census Bureau's American Community Survey indicate that a civilian workforce of 1954 call Star home. The largest percentage of which work within the educational, social service, and health care industry while agricultural related industry workers now make up less than one percent.



*Sully's, a new restaurant in downtown Star, is an example of business scale and building design preferred by downtown planning participants.*

<sup>6</sup> Star Comprehensive Plan, section 2.1

<sup>7</sup> American FactFinder, U.S. Census Bureau, [www.census.gov](http://www.census.gov).

<sup>8</sup> COMPASS, [www.compassidaho.org/prodserv/demo-current.htm](http://www.compassidaho.org/prodserv/demo-current.htm)

<sup>9</sup> 2000 Census, U.S. Census Bureau, [www.census.gov](http://www.census.gov).



<b>INDUSTRY</b>		
<b>Civilian employed population 16 years and over</b>	<b>1,954</b>	<b>1,954</b>
Agriculture, forestry, fishing and hunting, and mining	12	0.6%
Construction	233	11.9%
Manufacturing	175	9.0%
Wholesale trade	84	4.3%
Retail trade	276	14.1%
Transportation and warehousing, and utilities	64	3.3%
Information	23	1.2%
Finance and insurance, and real estate and rental and leasing	176	9.0%
Professional, scientific, and management, and administrative and waste management services	262	13.4%
Educational services, and health care and social assistance	333	17.0%
Arts, entertainment, and recreation, and accommodation and food services	96	4.9%
Other services, except public administration	106	5.4%
Public administration	114	5.8%

Figure 2: US Census Bureau’s American Community Survey data estimating City of Star number and percentages of workforce by employment sector.

The 2009 estimated unemployment rate among Star’s workforce at 6.7 percent<sup>10</sup> was well below the Idaho state average in 2009 of 8.0 percent<sup>11</sup>. Of those employed, the great majority (83.5 percent) drove to their place of work alone, 8 percent carpooled, and less than 0.5 percent took public transportation. Among those who commuted to work, it took them on average 30.1 minutes to get to work.

<b>COMMUTING TO WORK</b>		
<b>Workers 16 years and over</b>	<b>1,946</b>	<b>1,946</b>
Car, truck, or van -- drove alone	1,624	83.5%
Car, truck, or van -- carpooled	160	8.2%
Public transportation (excluding taxicab)	0	0.0%
Walked	25	1.3%
Other means	0	0.0%
Worked at home	137	7.0%

Figure3: US Census Bureau’s American Community Survey data estimating City of Star the 2009 number and percentage of commuters by transportation mode.

<sup>10</sup> US Census Bureau, American Community Survey

<sup>11</sup> Idaho Department of Labor, Labor Market Information

### Personal incomes

The median income of households in Star city was \$62,022 in 2009. Eighty-six percent of the households received earnings and 15 percent received retirement income other than Social Security. Twenty-two percent of the households received Social Security. The average income from Social Security was \$17,271. These income sources are not mutually exclusive; that is, some households received income from more than one source.

In 2009, 7 percent of people were in poverty. Ten percent of related children under 18 were below the poverty level, compared with 6 percent of people 65 years old and over. Four percent of all families and 16 percent of families with a female householder and no husband present had incomes below the poverty level.

### Housing

In 2009, the City of Star was estimated to have a total of 1,600 housing units, 8 percent of which were vacant. Of the total housing units, 95 percent was in single-unit structures, 3 percent was in multi-unit structures, and 2 percent was mobile homes. Eighty-two percent of the housing units were built since 1990. The median monthly housing costs for mortgaged owners was \$1,448, non-mortgaged owners \$363, and renters \$1,063. Twenty-six percent of owners with mortgages, 3 percent of owners without mortgages, and 63 percent of renters in Star city spent 30 percent or more of household income on housing.<sup>12</sup>

## CONDITIONS WITHIN THE STUDY AREA

Teams of community volunteers, planning workshop participants, business owners, and community members helped to define the existing conditions of the study area and opportunities for improvement through on-site observation, written hard-copy and online survey responses, and public meetings. Overall, the data collected reflects that the study area:

<sup>12</sup> US Census Bureau, American Communities Survey

- Lacks basic infrastructure necessary for safe pedestrian movement between Star's downtown and the Star River Walk, a principle amenity.
- Sections of the existing sidewalk along State Street / Highway 44 in Star's Central Business District are cracked or crumbling, of minimal width, and lack consistent illumination, therefore failing to provide the safe and inviting downtown pedestrian experience desired by community members.
- Clean up of buildings and lots and landscape screening is needed to make downtown more attractive to visitors and shoppers.
- Entryway signage and distinct streetscape elements are needed to create a sense of arrival to Star's downtown and to distinguish the Central Business District as infill along State Street / Highway 55 between Star and Eagle continues.
- The existing four-lane traffic system along State Street / Highway 44 through downtown Star creates challenges for pedestrians to safely circulate and left-turning or parallel parking vehicles create traffic bottlenecks and congestion.

### **Business survey**

In an effort to better understand Star's business operating climate and downtown improvement needs, a survey of business owners and operators was conducted by Sage Community Resources and the Star Economic Development Committee in the summer of 2010. The surveys, offered online and in hard copy form, were distributed via email to Star Economic Development Committee and Star Chamber of Commerce business contact lists and hand delivered to business locations by community volunteers. It is estimated that 200 business surveys were distributed. Twenty six (26) businesses responded, fifteen (15) via the online survey and eleven (11) returned hard copies of the survey, resulting in an estimated response rate of thirteen percent (13%).

The complete findings of the Star Business Survey can be found in the appendix of this report. A summary is provided here:

- Thirty-one percent (31%) of the respondents operate beauty/health services businesses, 23% are professional or financial services companies, 9% in the automotive industry, 9% operate home improvement or construction companies, and 9% are in the child care or education-related business. The remaining 19% include a variety of food and drink establishments, printing and office supply companies, technical services, and agricultural-related businesses.
- Approximately forty-three percent (43%) of the businesses own the building they occupy, 22% lease, 22% operate businesses from their homes, and 13% rent their business location.
- Sixty-eight percent (68%) of the responding businesses have been open less than five years while 23% have been operating for ten years or more.
- Star businesses have felt the impact of the recent global economic downturn, experiencing deepening sales reductions in 2008 and 2009 (see figure 4).
- Business respondents noted that increasing the variety of goods offered by Star businesses (85%) and improving parking (81%) were important to downtown revitalization. Other top needs included improving cleanliness, building appearance and pedestrian access.

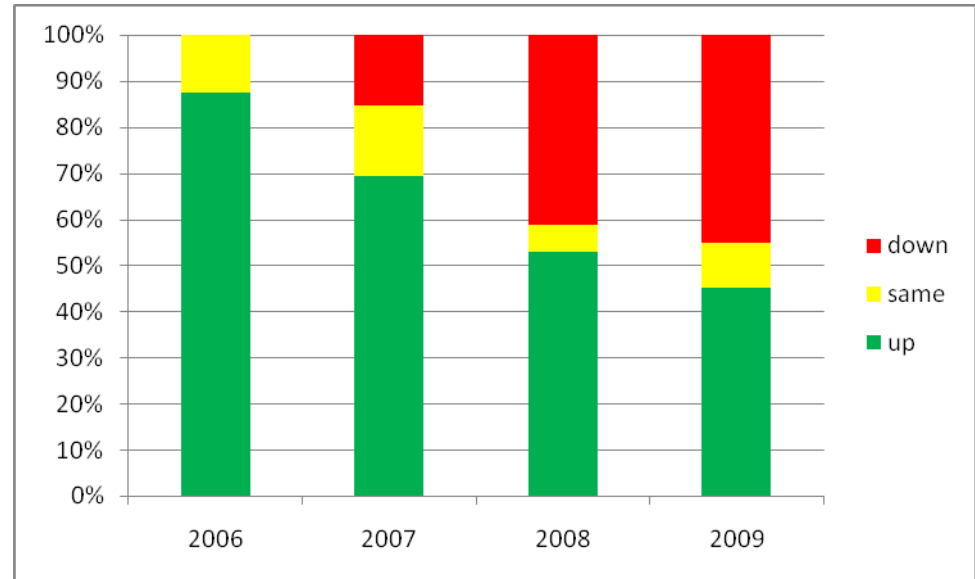


Figure 4: Graph illustrating Star business survey responses regarding business income by year as being up, the same as the previous year, or down.

**Community survey**

Three hundred and eighteen (318) Star community members made their opinions known in a survey direct-mailed to all residents within the local zip code in July, 2010, by the City of Star. Respondents were able to complete the survey by returning the mailed hard-copy to Star’s City Hall or by completing an identical online survey. Thirty percent (30%) of responses were received via the online survey.

A summary of the survey results is offered below. The complete findings are compiled in the appendix of this plan.

- When asked about their overall shopping experience in downtown Star, the attractiveness of downtown and its buildings was most often rated as “poor.”
- Ninety-eight percent (98%) of those that completed the survey do *most* of their shopping in towns other than Star. Eagle and Nampa were the most popular shopping destinations of Star residents.
- Increasing the variety of goods offered for sale in Star was the top suggestion for how to encourage downtown revitalization. Other leading suggestions included improving the appearance, cleanliness, and pedestrian access of downtown.
- Eighty-five percent (85%) of survey participants use a motor vehicle to reach downtown Star, but once downtown, shoppers walked from store to store (45%) as often as they drove (45%).

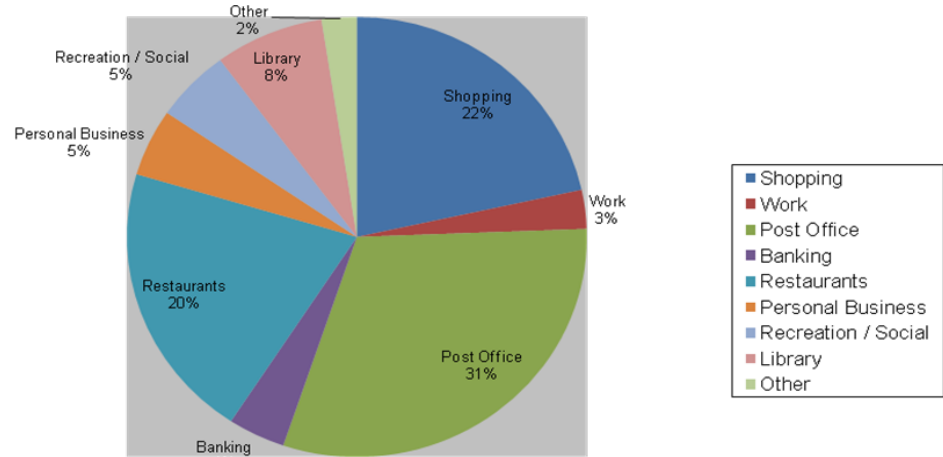


Figure 5: This chart illustrates the top reasons community survey respondents visit downtown Star. Among the top reasons are access to public services like the Post Office and Library, shopping, and eating at local restaurants.

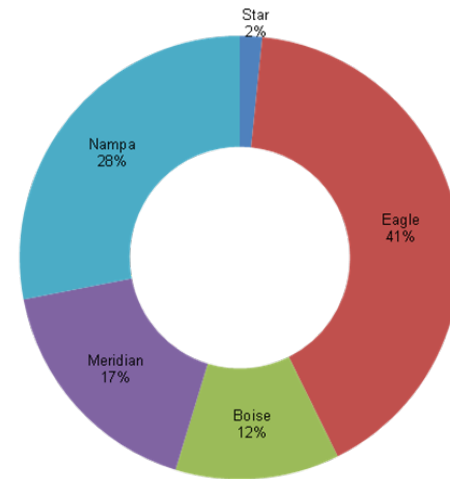


Figure 6: When asked “Where do you do MOST of your shopping?” 98% of Star Community Survey respondents shop in communities other than Star.

Ten percent (10%) bicycle around downtown Star.

- What brings people to downtown Star? Access to public services like the Post Office and Library was the top reason cited by survey respondents (39%) with shopping (22%) and dining (20%) listed as other top reasons.
- *On a positive note, survey responses indicated that there is a strong feeling of security when in downtown Star and that business operating hours in evenings and weekends are convenient.*
- *In response to the question “What do you feel is a visitor’s first impression of downtown Star?,” twenty-four percent (24%) of respondents felt the impression is “excellent” or “good,” while seventy-six percent (76%) stated “fair” or “poor.”*
- *When asked in the survey “What would you like downtown Star to look like?,” the most common response was a single word; “clean.”*

*Community survey respondents also voiced their opinions regarding support or opposition to pedestrian improvements on several downtown area streets. Survey respondents indicated the top street improvement priorities are similar to those established by attendees of the Star downtown planning workshops:*

- *Sidewalk/pathway improvements to State Street / Highway 44 within Star’s downtown core: Survey results*

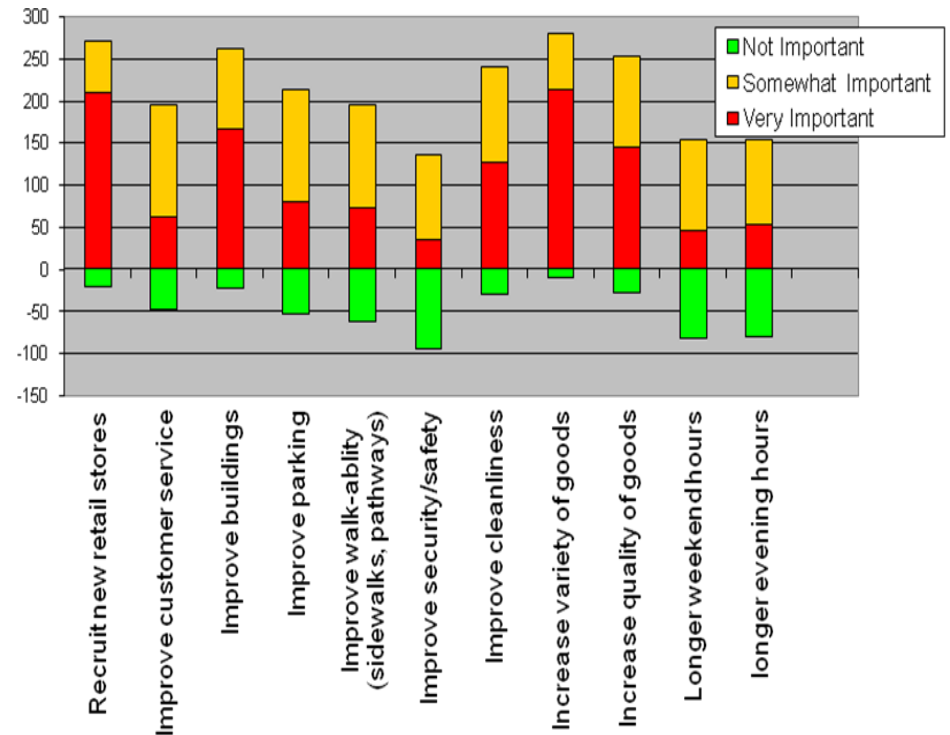


Figure 7: This graph illustrates results of Star Community Survey responses to the question, “What can be done to improve downtown Star?”

show seventy-four percent (74%) of respondents “support” or “strongly support” these improvements, while nineteen percent (19%) were neutral to the idea, and seven percent (7%) “opposed” or “strongly opposed” sidewalk improvements to this street.

- South Main Street sidewalk/pathway improvements from downtown to the Star River Walk along the Boise River: Survey results indicated sixty-seven (67%) of community members “support” or “strongly support” these improvements, while twenty-two percent (22%) were neutral to the idea, and eleven percent (11%) “opposed” or “strongly opposed” pedestrian improvements to this street.
- Sidewalk/pathway improvements to Star Road from the downtown core to the Boise River and Star River Walk: Survey results indicate sixty-three percent (63%) of respondents “support” or “strongly support” these improvements, while twenty-five percent (25%) were neutral to the idea, and twelve percent (12%) “opposed” or “strongly opposed” the idea.

### **Theme**

No identified community design theme exists in Star at this time although the desire to establish a theme was expressed in surveys and community conversations. Communities, however, should strive to be authentic in their display of history and development of themes. Instead of creating a singularly “western” or “agricultural” look to the community as was suggested by some survey respondents, it is recommended that Star aesthetically treat the community like a quilt, a patchwork of interesting aspects that educate and celebrate the many contributions to the community history and design, but that, together, steered by design guidelines that articulate uniform height, setbacks, building proportions, landscaping requirements, etc. create an attractive appearance and rich facets of interest.

### **Slum and Blight inventory**

As described in the Idaho Department of Commerce’s application materials for the Community Development Block Grant program, Slum and Blight or redevelopment areas are “geographic areas which contain a substantial number of deteriorating buildings and/or two or more deteriorated public facilities.” These areas “inhibit community growth and are considered to be an economic and social liability and may even be a health hazard.” In August, 2010, with guidance from Sage Community Resources, community volunteers conducted an inventory of the existing conditions of buildings and

streetscapes along the priority routes within the Star Central Business District and along the South Main Street corridor to the Star River Walk. The volunteers determined if the conditions within the area fit the definition of slum and blight. The volunteers photographed each building and property within the area, determined the condition of the property to be well-maintained, unsightly or dilapidated, and noted locations and conditions of pedestrian accessibility infrastructure such as sidewalks and streetlights. Full documentation of the inventory, with notes and photos for each property, is on file at the City of Star. The findings are summarized below and provided in spreadsheet form in the Appendix of this report.

To be eligible for Community Development Block Grant funding, the City of Star will need to adopt a Redevelopment Area resolution that describes the conditions of the area and defines its geographic boundaries. An example of a Redevelopment Area resolution is provided in the appendices to this document.

### **Slum & Blight inventory results summary**

#### Buildings

Ninety-three (93) buildings were inventoried within Star's Central Business District and along South Main Street to the Star River Walk. Twenty (20) are commercial buildings, four are public facilities (City Hall, Fire Station, Library and Post Office), and sixty-nine (69) are residences. Of these, 69 buildings (49 residences; 4 public; 16 businesses) were determined to be well-maintained, 22 buildings (17 residences; 5 businesses) were determined to be unsightly, most needing repainting and/or clean up, and two residential buildings were determined to be dilapidated.

#### Lots

Star has a considerable amount of open lot space within the downtown core that could accommodate in-fill development, parking, civic gather places, and/or green space. While conducting the inventory, the volunteers noted the condition of open lot areas, sometimes cataloging large open areas as a single lot when, if referenced by ownership are actually multiple adjacent properties or individual vacant lots. The volunteers inventoried fifteen (15) large vacant lots within inventory area. Of these, thirteen (13) were noted as "unsightly" and needing removal of junk and/or basic landscaping (i.e. weeding and mowing). Two lots were considered "well-maintained."



### Parking

It was difficult to accurately assess the number of existing parking spaces within Star’s inventory area since parking signage or striping was often nonexistent to establish parking patterns. For example, some businesses use vacant lots behind or adjacent to their businesses for parking that lack pavement and striping. Inventory documenters estimated that five hundred and forty-two (542) off-street parking spaces were available to patrons of businesses and public facilities within the inventory area (note that 200 of these accompany the LDS Church).

*“Sidewalks along highways, arterials and collectors should have wider widths to accommodate two couples abreast.”*

*-Star Comprehensive Plan, section 6.6.2*

The City of Star does not currently provide any public parking areas within the downtown core, except for those on City Hall property. With the existing configuration of State Street / Highway 44, on-street parallel parking is permitted in most section of each street side. However, in order to accommodate enhanced pedestrian and bicycle accessibility within the existing right-of-way, the proposed streetscape reconfiguration of State Street / Highway 44 within the Central Business District would eliminate on-street parking, making the acquisition and construction of public parking areas essential to downtown revitalization.

### Pedestrian accessibility

Pedestrian accessibility within the downtown core and connectivity to the Star River Walk is a primary concern for the City of Star. Currently, sidewalk exists along State Street / Highway 44 within the Central Business District. However, sidewalk width does not allow room for couples to walk abreast, street furniture, or additional landscaping. Small sections of sidewalk exist along South Star Road and South Main Street, however these sections have been installed as development has occurred and, in most cases, are non-contiguous. Of the estimated existing 3740 linear feet of sidewalk within the inventoried area, inventory volunteers determined that 810 linear feet (22%) to be cracked and/or crumbling.

### Illumination

The City of Star has installed sixteen (16) decorative streetlights along State Street / Highway 44 and requires that new development along State Street / Highway 44 and Star Road include matching luminaries. However, the spacing and density of the existing lighting fails to provide adequate

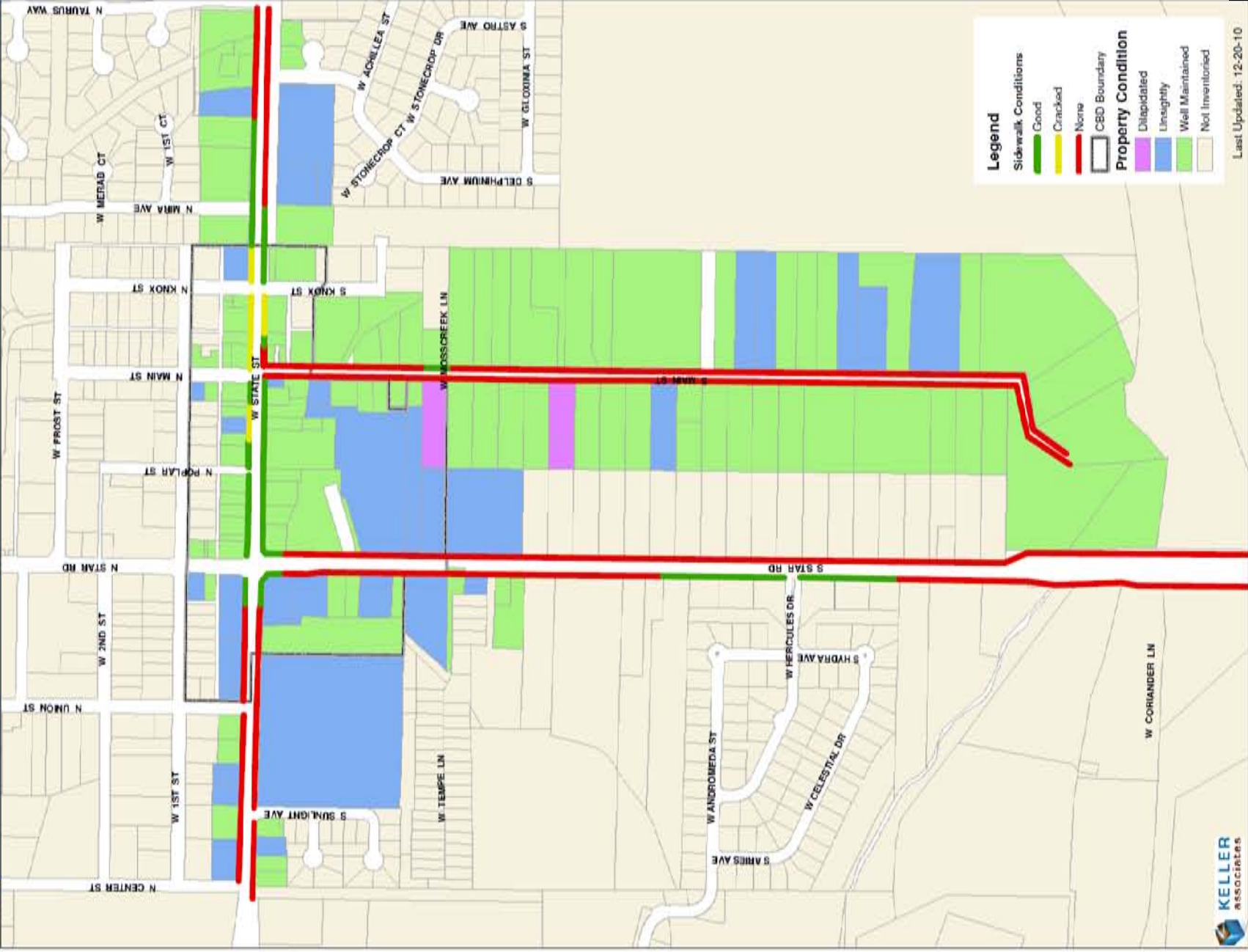
illumination for pedestrian safety along both sides of State Street / Highway 44 and the South Star Road and South Main Street connecting corridors to the Star River Walk are without street side illumination.



*One of Star's sixteen existing decorative streetlights along State Street / Highway 44.*



# CITY OF STAR



Last Updated: 12-20-10



# Conditions of Slum & Blight

Figure 8

## REVITALIZATION PLAN

Informed by extensive public input, a vision and strategies for revitalization of Star's downtown have been indentified and prioritized. These strategies represent a multi-faced approach to rejuvenate the downtown business climate by increasing pedestrian access and safety, creating connectivity between downtown and the Star River Walk, a nearby key recreational amenity, improving cleanliness and appearance, developing public gathering spaces, and marketing the community. Road cross sections for West State Street / Highway 44 within the Central Business District, and for South Star Road and South Main Street between the downtown core and Star River Walk are provided (see pages 27-30). Prioritized action steps for implementation of the elements described are also detailed (see page 40).

### Vision

Participants in Star's first downtown planning public workshop were asked to envision what Star would look like when their downtown revitalization efforts were successful, thereby articulating a vision for revitalization. The envisioned elements include:

- Bike and pedestrian routes (i.e. sidewalks, bike paths)
- Public plaza (i.e. benches, public restrooms, water feature, events space)
- History preserved and celebrated
- Parks and green spaces (i.e. skateboard and dog parks)
- Off-street public parking
- Consistent lighting and trees along streets
- Attractive store fronts
- Landscaping (i.e. hanging flower baskets, planters, screened parking lots)
- Mixed use new development that provides business and residential spaces

- Welcome signage at key entryways
- River access for pedestrians and recreationalists
- Regularly offered events and attractions
- Appropriate business signage
- Public art



Figure 9

# Star Downtown Master Plan—walking route priorities

The graphic below captures the *ideas and vision* of participants in the March 9, 2010 Star downtown planning public workshop. After review of large scale pedestrian loop and route opportunities, participants ranked which pedestrian route sections were of the highest priority for development. The top four priorities are represented below. Locations of items on the map are *approximate* and are not intended to represent final placement or length.



- █ 1st Priority Walking Route: Star River Walk
- █ 2nd Priority Walking Route: Main Street, connecting Star River Walk to downtown
- █ 3rd Priority Walking Route: State Street (SH 44) pedestrian improvements within downtown core
- █ 4th Priority Walking Route: Canal Walk, walking/bike path along irrigation canal extending east/west from downtown



### Streetscape enhancement projects

Three street sections were identified by public workshop attendees and survey respondents for priorities for improving pedestrian and bicycle connectivity (see figure XX). These are:

1. South Main Street from the State Street intersection south to the Star River Walk / Boise River.  
This road section currently has two paved traffic lanes with unimproved shoulders and without pedestrian or bicycle pathways within a right-of-way of 60 feet and is maintained by the Ada County Highway District (ACHD). Historically, this road section has primarily experienced localized traffic serving the adjacent residential properties. However, with the development of the Star River Walk along the Boise River at the south end of this road section, vehicle, pedestrian and bicycle traffic is expected to increase as Star community members and visitors utilize the newly accessible recreational opportunities of the Star River Walk. Therefore, pedestrian and bicycle improvements to this road section that connects the Star River Walk to the downtown core were identified as Star's top priority streetscape improvement project. Multiple alternative cross-sections and streetscape configurations were developed for this roadway and presented at open houses. The preferred alternative is presented on page 28. These improvements are envisioned to retain a "rural" feel yet improve pedestrian and bicycle safety by constructing curb, gutter and sidewalk along one side of the roadway, allowing the sidewalk to meander around large existing trees and striping a designated lane for bicycles.

Prior to this master planning process, the City in concert with the Ada County Highway District (ACHD) had established preliminary plans to begin the process of enhancing the pedestrian pathway along Main Street. To that end, ACHD had commissioned funding to complete preliminary and final design plans and specifications for a pedestrian pathway along Main Street. Initial plans reflected a sidewalk along both sides of the street along the corridor. When ACHD became aware that this downtown planning effort included a similar evaluation along Main Street to connect the downtown area with the Star River Walk, ACHD solicited input from the public through the workshops and open houses that were conducted. It is hoped that ACHD will utilize the configuration of the preferred alternative in figure 11 to guide the final design of improvements along Main Street.

It should be noted that future right-of-way for a collector road from the Heron River (Parkstone) development will discharge onto Main Street immediately south of the LDS church (approximately midway between the Boise River and Hwy 44) which will alter the traffic flows and patterns significantly in the area.

2. State Street / Highway 44 as it passes through Star's downtown core. This section is a state highway, managed by Idaho Transportation Department (ITD) and is Star's primary arterial collector, serving the largest traffic volume of Star's roadway system. The partnership arrangement for elements of the operation and maintenance of this corridor are outlined in a state-local agreement between the City of Star and ITD. The bulk of Star's commercial sector lines the roadway, extending east and west from the downtown center and it represents two of three primary entrances into the community of Star from the East and the West. Currently, within the right-of-way of approximately 80 feet, there are sidewalks approximately 5 feet in width on each roadway side, parallel parking in each direction, and four travel lanes. Discussions and feasibility investigations with ITD regarding possible bypass routes have determined that, for the foreseeable future, this roadway will continue to be the primary route for State Highway 44 which is outlined in the *SH 44 Corridor Preservation Study*.

The vision of Star's downtown revitalization plan is to improve pedestrian safety and create an attractive and distinct sense of arrival within Star's downtown core while continuing to serve the needs of the travelers along State Highway 44. Multiple alternative cross-sections and streetscape configurations were developed for this roadway and presented at open houses. The preferred alternative is presented in figure 12. To accomplish the desired objectives, the preferred alternative proposed that travel lanes be reduced to three lanes – one lane of traffic in each direction (12 feet in width each) and a center turn lane (12 feet in width), bicycle lanes (5 feet in width) will be added to each side of the roadway, and the sidewalk areas will be widened to 11 feet to allow ample room for pedestrians and streetscape amenities. Because the center turn lane will remove left turning traffic from the primary travel lanes, ITD has indicated that the three-lane configuration will allow for a comparable traffic volume flow as the current configuration (see page 29). Portions of these roadway changes could be implemented with very little cost by simply restriping the existing road section from a four-lane roadway with parallel parking to a three-lane roadway with a bike lane on each side of the road (Phase 2 in figure 10). No structural changes to



*Star's Hometown Celebration attendees line State Street.*

the roadway would be required, but simply restriping the existing roadway could accomplish many of the desired objectives to make Hwy 44 more pedestrian friendly.

3. South Star Road from the State Street intersection south to the Boise River. South Star Road connects Star with communities to the south, is one of three primary entrances into the community of Star, and has a secondary concentration of commercial properties (second to State Street / Highway 44). Within its approximate right-of-way of 70 feet, South Star Road currently accommodates two travel lanes, a borrow area, and does not have pedestrian or bicycle pathways along the majority of the route. The Star River Walk / Boise River can be accessed via South Star Road at approximately 0.67 miles south of the State Street / South Star Road intersection. Just prior to this intersection, travel lanes on South Star Road expand to four travel lanes and offer a non-contiguous bike lane for approximately 138 feet. Approximately 308 feet of sidewalk in good conditions currently exists on both sides of South Star Road extending from the intersection with State Street / Highway 44 to the south. Sidewalk also exists on North Star Road, linking downtown to a church, elementary school and a newly-purchased property that will become Star's newest public park.

Once again, multiple alternative cross-sections and streetscape configurations were developed for this roadway and presented at open houses. The preferred alternative for South Star Road would create a pedestrian and bicycle-friendly loop from Star's downtown to the Star River Walk. Pedestrian and bicyclists would be able to access the Star River Walk by traveling south on Main Street or South Star Road. Proposed improvements to Star Road would include two traffic lanes, a center turn lane, wide sidewalks and bike lanes without on-street parking (see page 30). Possible phasing of this project could include construction of sidewalk on the east side of the roadway only to accommodate connectivity between downtown and the Star River Walk.

Figure 10

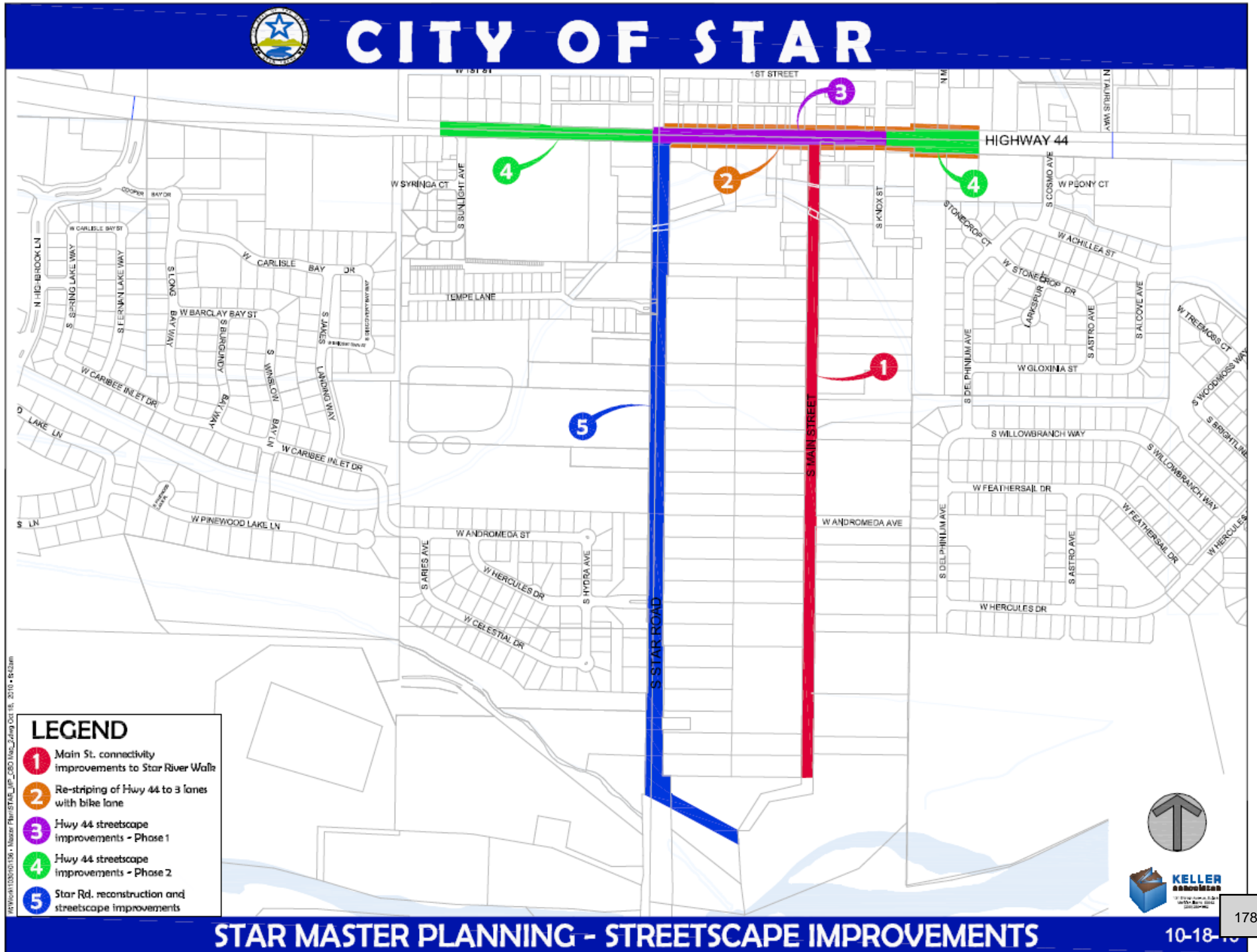


Figure 11

# Star Master Planning Options Main Street

## ◆ Main Street – Option D (60’ Right-Of-Way)

- ◆ 2-lane road with sidewalk and bike path



Typical Section – Cross Section



Typical Section – 3D Rendering



Field Application



Field Application

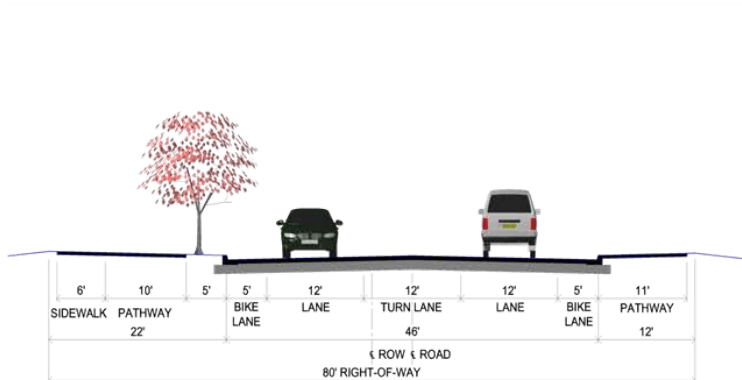


Figure 12

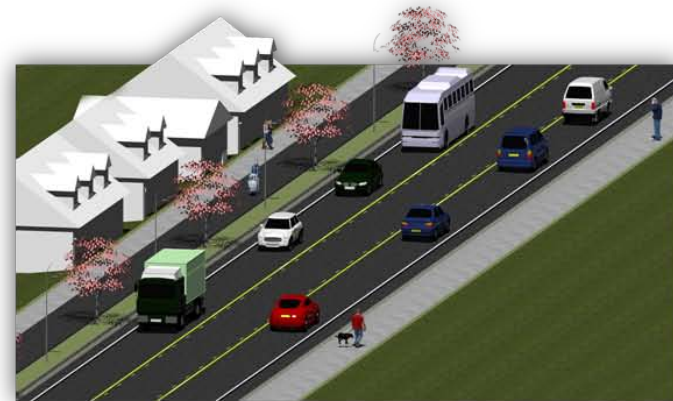
# Star Master Planning Options Highway 44

## ◆ Highway 44 - Option A (80' Right-Of-Way)

- ◆ 3-lane road (no parking) with bike lane, streetscape, drivable median



Typical Section – Cross Section



Typical Section – 3D Rendering



Streetscape Options



Field Application – Meridian Road, Meridian

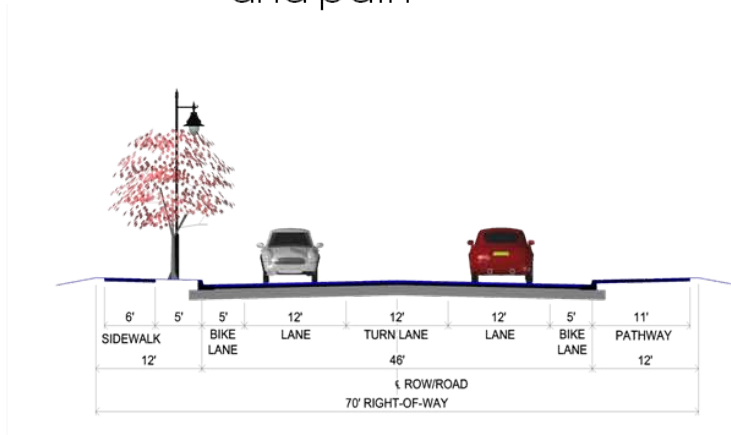


Figure 13

# Star Master Planning Options Star Road

## ◆ Star Road - Option A (70' Right-Of-Way)

- ◆ 3-lane road with bike lanes, drivable median, streetscape, sidewalk and path



Typical Section – Cross Section



Typical Section – 3D Rendering



Streetscape Options



Field Application – Eagle Road, Eagle

### Parking

The proposed streetscape improvements to State Street / Highway 44 and South Star Road will eliminate on-street parking to accommodate improved traffic flow and provide room within the existing right-of-way for bike lanes, wide sidewalks, landscaping and street furniture. Star's Comprehensive Plan includes the economic development objective, "Provide on street parking in the CBD."<sup>13</sup> Ample off-street parking is currently offered to serve most of downtown Star's existing businesses. However, as Star's business density increases, off-street public parking areas will become increasingly important.

### Crosswalks

Visible and frequent pedestrian crossing opportunities are a key aspect of creating a walk-able downtown core, especially when the primary commercial area is transected by a state highway. The City of Star is aware of this challenge and has recently worked with the Ada County Highway District to install a pedestrian-activated overhead flashing yellow light at Main Street and Highway 44. The primary objective of the project was to improve safety for pedestrians crossing State Street / Highway 44 in route to the Star River Walk and is a key element in creating pedestrian connectivity for areas north of State Street / Highway 44 to the Star River Walk.

### Entryways

Star lacks entryway signage or unique landscaping to provide visitors and residents with a sense of arrival and give them the impression that they are entering a community with a lot to offer. Increasing commercial development along State Street / Highway 44 to the west and east is reducing the rural aesthetic buffer between Star and its neighboring communities and making it more difficult to determine where Star's "heart" or core begins and ends. Establishment of entryway signage, public art and/or landscaping will complement the proposed streetscape improvements to help define Star's central core. Entryway elements do not need to be placed at city limits. Instead, locations should be chosen to maximize visibility and create a sense of arrival to the central core or downtown of a community.



*An eye-catching monument that defines a place can be as simple as this clock located in Meridian.*

<sup>13</sup> Star Comprehensive Plan, pg. 4-10.

**Gathering place**

Civic plazas and parks within a downtown area provide visitors and community members with a place to gather, recreate, enjoy events, and / or shop at outdoor market places. These central gathering places are important to downtown revitalization because they encourage prospective customers to stay longer in downtown and provide venues for events that can attract local and visiting customers.

Several locations were identified as potentials for development of a civic plaza gathering place (see figure 14). Perhaps the best option for Star to develop a civic plaza would be to partner with a private business development to help finance, provide available property, and create compatible surrounding businesses. Generations Plaza in Meridian is a good example of a small-scale civic plaza development and was toured by Star residents during the downtown revitalization planning process.



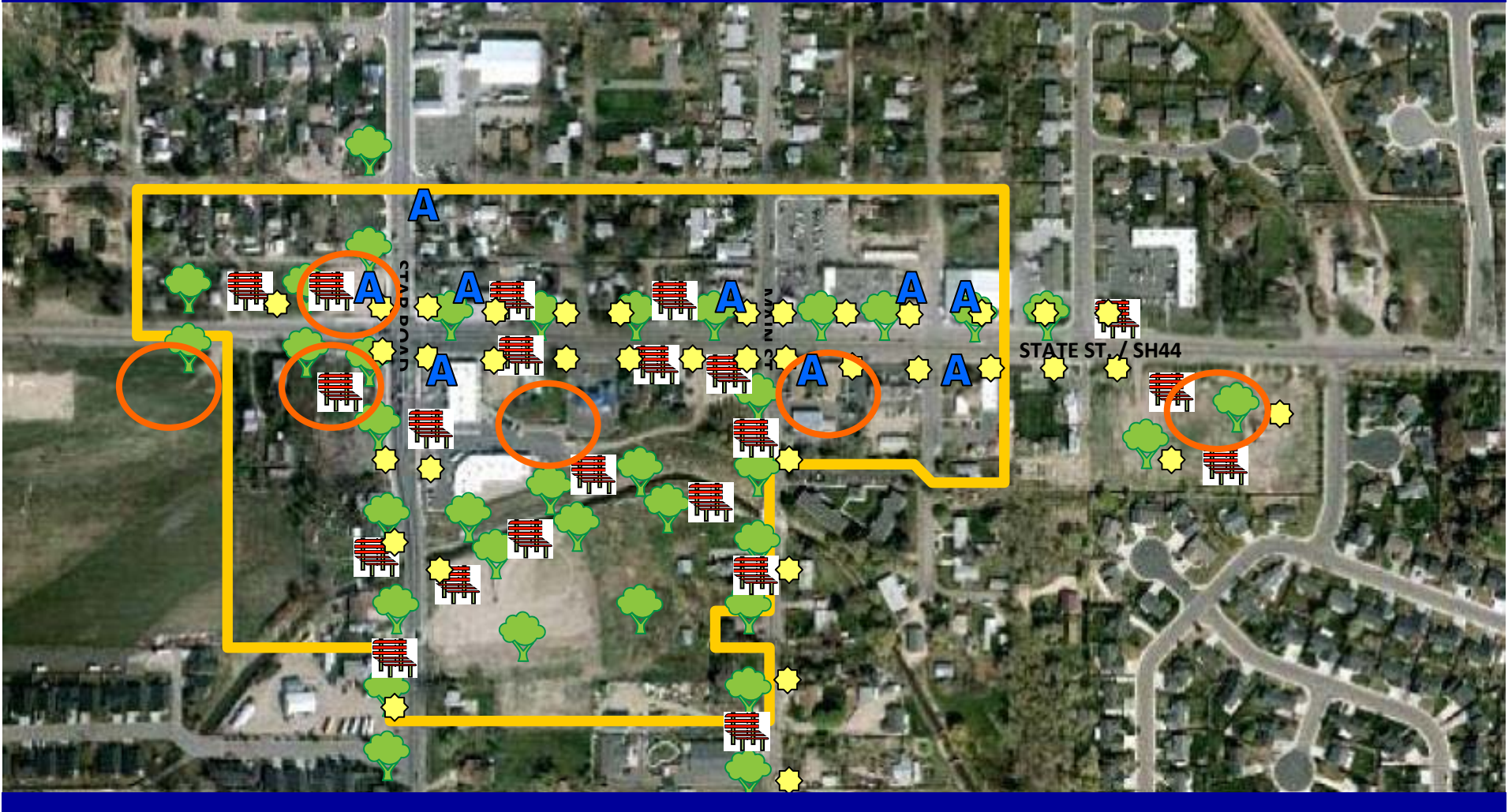
*This picnic shelter at an Eagle park is an example of a flexible community gathering spot.*



Figure 14

# Star Downtown Master Plan—*ideas* from January 2010 public workshop

Please note: the graphic below captures the *brainstormed ideas* and vision of public workshop participants. Locations of items on the map are approximate and are not intended to represent final placement.



- Star Central Business District
- Tree / Landscaping
- Bench / Seating area

- Public Art
- Plaza / Gathering Place location suggestion
- Street light

## Signage

The signage displayed by businesses within a downtown core can either distract or enhance the appearance of the area. Star's businesses currently display a wide variety of signage, both permanent and temporary. A suggested standard for sign design should be provided to existing and new businesses. Interpretive signage design has recently been developed for the Star River Walk and would be a good foundation for broader community and business signage to reinforce a unified aesthetic and Star's connection to the Star River Walk. Funding help for signage upgrades can be incorporated into a business façade improvement grant program to encourage existing businesses to replace outdated or unsightly signs.

Temporary signage such as sandwich boards and yard signs can add to signage clutter and distract from the ability of a downtown core to attract customers, yet businesses need to be given the opportunity to visually announce short-term specials and sales. Education about temporary signage options and resources for business owners can help raise the professional appearance and reduce the frequency of usage of temporary signs.

## Beautification

Beautification is “the act of making something more beautiful” or “the act of changing something into something different in essential characteristics.”<sup>14</sup> In downtown revitalization efforts, beautification projects are generally small budget efforts implemented by community groups or volunteers in partnership with municipal leadership to improve the visual aspects of downtown. Star downtown planning participants identified the need for clean up, business façade improvements, and landscaping as top beautification priorities.

## Clean up

The level of basic cleanliness in a downtown reflects the extent of pride residents and business owners have in their community. Cleanliness includes weeding and mowing, junk removal, and reduction of clutter from public and private property and lots. Priority cleaning projects are identified in the project priority lists beginning on page 40.



*Public workshop attendees often used this sign for Sully's Pub & Grill as an example of an attractive business sign.*

<sup>14</sup> Online dictionary by Farflex, accessed January 3, 2011.

### Façade improvements

Perhaps the best way to quickly improve the attractiveness of Star’s downtown is to help property and business owners repaint and refurbish business fronts. With a little effort and minimal funds, big improvements can be made.

Tim Reinders, of Main Street Iowa, in his Webinar presentation entitled “Design on a Dime...or The Power of Paint” provided these benefits of a façade improvement program:

*Build Momentum for Revitalization: People can easily relate to a completed façade improvement. In most communities, there is not the immediate capacity to undertake large extensive (and costly) building rehabs. By getting some lower cost, highly visual projects completed, the program can begin to show results and create excitement and momentum for the revitalization efforts.*

*Show Possibilities to the Community: Early in the life of a program, people have misperceptions about what is meant by using historic preservation as a development tool. Successfully implementing some high quality low cost highly visual projects helps show people that preservation does not have to be costly to be effective.*

*Build Capacity in Community: People learn most by example. People also mimic or copy successful strategies they see others use. Successful projects build investor confidence, and also improve the skills and experience of contractors, bankers and investors.*

*Expand pool of participants in improvements: For a variety of reasons, not every owner/business can implement a full scale total rehab. However, even some paint or some other low cost improvements can provide an opportunity for almost every building owner to participate in property improvements.<sup>15</sup>*

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<sup>15</sup> Main Street Innovation Lab Series, National Trust Main Street Center. [www.mainstreet.org](http://www.mainstreet.org)



Businesses providing paint and paint supplies can often provide color consulting and design assistance at no cost to downtown business owners and offer discount prices on paint for downtown business façade improvement efforts.

### Landscaping

Planter boxes and pots are an excellent way to quickly improve a downtown's appearance. Since they are not permanent fixtures, planting vessels can be added as a short-term fix to beautify an area while long-term streetscape infrastructure improvement projects are planned and funded.

The construction, planting and maintenance of downtown planters, is also an excellent opportunity to involve the community in downtown revitalization efforts. Here are two examples:

1. The Ward 7 Arts Collective in Chicago offers an "Adopt-a-box" program where business owners "adopt" a planter box for the front of their business, then a mosaic artist works with area youth to make each box unique.
2. The all-volunteer Beautification Committee of Geneva, Illinois, involves the community in their downtown landscaping and planting box efforts by:
  - Throughout the year, local businesses help support the Beautification Committee by either adopting a planting area or donating supplies, plants and refreshments on group planting/clean-up days.
  - Volunteers or community groups can "Adopt" and maintain a planting bed.
  - Volunteers help with preparation, planting and clean-up of beds on designated days.
  - Other volunteers assist with various jobs, such as building flower boxes, delivering flowers and clean up plant debris or share their talents in areas, such as fundraising, promotion, taking photos and in the coordination of committee activities.
  - The community at large assists by participating in fundraisers to support the purchase of planters and plants. Fundraising efforts include sale of firewood bundles and a "Pasta for Posies" spaghetti dinner.<sup>16</sup>

*"Landscaping...is, in fact, a critical component of any successful development project and should be considered an essential part of the design process."*

- Star Comprehensive Plan, pg. 8-2



Youth arts project example: "Adopt-a-box" project, Ward7 Arts Collaborative, Chicago. [www.w7aconline.org](http://www.w7aconline.org)

<sup>16</sup> Geneva Beautification Committee, Geneva, Illinois. <http://www.genevaspac.org/beautification/aboutus.html>

### Public art

It is recommended that the City of Star take a deliberate approach to integrating the arts into the design of downtown redevelopment. The vision is to create a celebration of the arts that will bring cultural richness and economic support to the city center. During the planning process, regional artist Ward Hooper provided a presentation of design concepts for public artwork incorporating imagery using a star motif. Other motifs might be drawn from Star's agricultural heritage, proximity to the Boise River, or unique local wildlife (i.e. heron). A robust public art collection will incorporate multiple themes and motif, so Star should allow artists to pursue multiple motif concepts when developing public artworks. In addition to free standing sculptures or murals, public art can also be integrated into streetscape itself, transforming ordinary things like tree grates, fences or benches into unique functional artworks.

### Marketing via events and celebrations

Events are a key marketing strategy to draw attendance and attention to downtown and its businesses. Downtown Rapid City, for example, has set a goal to have events and activities, targeted primarily to local residents, every day each year in a 365-day program held downtown so there is always something "happening" and the downtown area becomes the center of community activity.

Star has a good start on reaching this goal; several events are offered throughout the year in, or near the city center. These include:

- Weekly live music at local venues like Sully's Pub & Grill (throughout the year)
- Indoor and outdoor sporting events offered by Star's Parks and Recreation Department (throughout the year)
- New Years eve party offered by a local business (January)
- Senior Center Chili Feed (February)
- Events at the Public Library (March, April, May)
- Quilt Show (April)
- Mother's Day Car Show (May)
- Flea Market (summer months)
- Outdoor movies (summer months)
- Book Faire (September)
- Hometown Celebration (September)



*Public art, like this piece in Boise's Basque Block, can be integrated into streetscape improvements.*



*Public art, like this piece by artist Ward Hooper, can help define a place while celebrating history.*

- Pheasant Hunters' Breakfast (October)
- Tree Lighting Ceremony (December)
- Christmas Bazaar (December)

### **Implementation groups**

Marcia Elkins, Growth Management Director, Rapid City, South Dakota, offered these tips for success in implementation of downtown revitalization projects:

- *Paid staff, even if very part time, can make all the difference.*
- *Revitalization has to be a partnership – the City can't do it all.*
- *Start with forming project-specific committees, perhaps under the Chamber or other downtown-supportive group.<sup>17</sup>*

As funding becomes available, the City of Star should strive to hire a coordinator of downtown revitalization strategies. But, revitalization efforts can move forward as a volunteer-led effort, it is just more difficult, because volunteers often come and go, often resulting in more of a start-stop-start approach.

Star is fortunate to have several existing community groups whose mission aligns with downtown revitalization. These include:

- City of Star's Economic Development Committee (Star EDC)
- City of Star's Parks and Recreation Department
- Star Chamber of Commerce
- Star community groups such as church, youth, and social organizations

### **Estimated costs, priorities and responsibilities**

The following tables (pages 40-42) list and prioritize the downtown revitalization recommendations developed by citizens of Star through public open house meetings and community surveys for streetscape improvements and other large budget projects, beautification strategies and other smaller budget project, and local marketing efforts. It also includes estimated costs, primary groups to lead implementation efforts, and a prioritization of high, medium, or low. Note that the costs are general

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<sup>17</sup> Phone call with Marcia Elkins, Growth Management Director, City of Rapid City, South Dakota. (4-2-10)

estimates and should be refined as variables such as materials costs, locations, and implementation timing changes.

REVITALIZATION STRATEGY	PROJECT DESCRIPTION	ESTIMATED COST	PRIORITY STATUS	LEADING AGENCY
<b>Streetscape &amp; large construction projects</b>				
Civic Plaza	Work with private developers to incorporate public gathering place / civic plaza into State Street property re-use	\$1 million +	Medium	
Public parking lot	Create off-street public parking areas downtown - could be accomplished as part of Civic Plaza construction or in partnership with private business owners and developers	\$250,000-\$500,000	Medium	
Gateway art	Design and install visible public art pieces referencing Star at city entrances	\$25,000-\$100,000 each (donated sites)	High	Star EDC with City of Star
State Street / SH 44 Restriping	Restripe existing pavement section to include 3 lanes, a bike lane in both directions, and parking within Central Business District	\$25,000	High	City of Star with Star EDC
South Main Street improvements	Construct curb, gutter, bike path, and sidewalk on one side of the road; bike path on the other side from downtown (SH44) to Star River Walk (Boise River access)	\$500,000-\$1,310,000 (depending on grading and drainage complexities)	High	City of Star with Star EDC
State Street / SH 44 Phase One	Convert pavement to streetscape from Star Rd. to Knox St. (both sides of road), including wider sidewalks, street trees, and street lights.	\$780,000	High	City of Star with Star EDC
State Street / SH 44 Phase Two	Convert pavement to streetscape from Knox St. to east of the library and from Star Rd. west to the Moxi-Java. Streetscape includes wider sidewalks, street trees, and street lights and could include colored concrete, benches and/or bike racks.	\$1,170,000	Medium	
Star Road	Reconstruct Star Rd. from SH 44 to the Star River Walk to include 3 lanes and streetscape amenities like sidewalk, street trees, and illumination.	\$4,010,000	Low	

REVITALIZATION STRATEGY	PROJECT DESCRIPTION	ESTIMATED COST	PRIORITY STATUS	LEADING AGENCY
<b>Beautification &amp; small construction projects</b>				
Parking signage	Create clearly-signed public parking areas - perhaps work with private property owners for temporary / shared public parking	\$50-\$200 / sign + installation	Low	
Clean up - State St. sidewalk strip	Weed and uniformly treat (brick) "decorative" sidewalk strip along State St.	Weeding: none Treatment: \$8-\$10 / sq. ft. + installation	High	Star EDC with Boy Scouts, Lions Club
Container plantings	Install planter boxes or barrels (six/block (three each side of street)) on State St. in CBD.	Planter: \$100-\$200 ea. Plants: \$50-\$100 ea. Soil: \$50-\$100 ea.	Medium	
Tree planting	Identify opportunities to plant trees on public and private property in downtown core and plant new trees where able.	\$350-\$400 / tree (includes excavation, soil and mulch) \$2000 / tree grate	Medium	
Façade improvement - "Paint the Town"	Work with business operators and property owners to paint the façade of one downtown business annually.	Primer & paint: \$200-\$300 (1500 sq. ft.) Design consultation: free	High	Chamber with Lions, Star EDC
Façade improvement - Matching grant program	Encourage downtown businesses to improve signage, awnings, paint, and landscaping by offering funding assistance through an annual matching grant program	\$1,000 - \$40,000 / per business Match: 25-50%	High	City of Star with Star EDC, Chamber
Street Furniture: Seating/ benches	Place benches at key locations downtown (on public and/or private property) to encourage pedestrian circulation - at least two/block	\$1,000-\$3,000 ea.	Medium	



Street Furniture: Trash & recycling receptacles	Provide trash / recycling receptacles for public use downtown - at least one / block (each side of street)	\$750-\$2500 ea.	Low	
Facade improvement - Mural Project	Work with regional artists (and, perhaps, local youth) to create a mural on a prominent downtown business (i.e. Merc.)	\$10,000-\$25,000	Medium	
Landscape screening	Use landscaping to screen parking and unsightly lots from view (use drought-tolerant plants where irrigation is not provided)	\$250-\$350 / sq. yd.	High	Star Parks & Rec., with Chamber, Lions
Street Furniture: Bicycle racks	Provide racks for bicycle security and parking in CBD at key business locations (1-2 / block)	\$500-\$2500 each	Low	

REVITALIZATION STRATEGY	PROJECT DESCRIPTION	ESTIMATED COST	PRIORITY STATUS	LEADING AGENCY
<b>Marketing</b>				
Events - Family Fun Night	Family-fun activities offered one evening each month and hosted by different downtown businesses (i.e. talent night, ice cream social, etc.)	\$250 - \$500 / month	High	Chamber
Business-to-business cross promotion	Encourage customers shopping at one downtown location to patron another via Coupon Exchange at key holiday times.	Participating business expense (\$25-\$100 ea.)	Medium	
Tourist in Your Town Tours	Increase knowledge of residents of what there is "to-do" in Star via an annual walking or bus-tour that highlights local history, activities, sites, food, (i.e. Historic building tour, tasting tour of local restaurants, etc.)	In-kind support only	Low	
Info Kiosk	Design and install a map-board of downtown Star that highlights business services and locations	\$2000 - \$3500	Low	
Shop Local Campaign	Conduct a price comparison to demonstrate that Star has competitive goods and services then promote by implementing a "shop local" marketing campaign	\$5,000 +	Medium	
Events - Farmers' Market	Offer weekly opportunity for food and craft producers to set up booths and sell to the public in downtown Star.	\$15,000-\$20,000 per year (includes part-time coordinator)	High	Chamber with Star Outreach, City of Star

## RESOURCES

The process of identifying available funding is an ever-shifting landscape and requires persistent monitoring and inquiry. Even the most established and long-available funding sources frequently undergo eligibility and availability changes. Given Star's small population, limited tax base and few established businesses, to accomplish the more substantial aspects of this downtown revitalization plan (i.e. streetscape improvements) will likely require grant funding be leveraged with other sources such as local dollars and/or development fees. At this time, the Idaho Community Development Block Grant (ICDBG) program for Slum and Blight abatement administered by the Idaho Department of Commerce is the most likely source for funding of downtown improvements, including sidewalk and streetscape elements. But, these funds are best pursued in partnership with other local or grant dollars.

The City of Star should utilize this downtown revitalization plan as a foundation from which to evaluate funding opportunities as they arise and to pursue partnerships with potential funding sources. A partial list of possible funding opportunities is provided below.

### **Funding opportunities**

*Business Improvement District:* A business improvement district (BID) is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district's public realm and trading environment. BIDs are often a geographically defined district in which commercial property owners vote to impose a self-tax. To enact a BID, a simple majority (50 percent plus 1) of affected property owners holding at least 75 percent of the assessed property value of the area must vote affirmatively. Funds are then collected by the taxing authority and provided to a board of directors elected by the property owners. BIDs require legislative authorization by the government in which it resides, in order to be established. BIDs typically provide services such as street and sidewalk maintenance, public safety officers, park and open space maintenance, marketing, capital improvements, and various development projects. For more information, visit <http://www3.state.id.us/cgi-bin/newidst?sctid=500260001.K>.

*Urban Renewal District:* The basic idea behind urban renewal is that urban renewal taxes fund revitalization efforts. Urban renewal taxes are generated by the increase in total assessed values within a defined urban renewal district from the time the district is first established. The governing body, acting on the recommendation of a community-based advisory committee, creates an urban renewal district with specific boundaries and identifies improvements to be funded within the district. Bonds may then be issued to fund improvements. As property values increase in the district, the increase in taxes is used to pay off the bonds. When the bonds are paid off the entire valuation is returned to the general property tax rolls. Visit <http://www3.state.id.us/cgi-bin/newidst?sctid=500290004.K> for details.

*Local Improvement District:* A Local Improvement District (LID) is a specific geographical district formed by a group of property owners working together to bring needed capital improvements such as sidewalks, streetlights, street pavement or water or sewer lines. An LID is a financing method available to property owners for design and construction of those improvements. The City undertakes all aspects of design, financing and construction of improvements and sells bonds to provide cash for the project. Property owners within the benefit LID repay the money through special assessments, usually over 15 to 20 years. The City of Star currently has an LID in place to provide funding for the recently completed storm water drainage project. Construction cost savings of that project, however, may make the LID unnecessary in which case, an LID may be a good choice for partial funding of streetscape improvements. <Http://www3.state.id.us/cgi-bin/newidst?sctid=500170003A.K> provides details about LIDs in Idaho.

*Revolving loan funds for economic diversity and development:* Available through Sage Community Resources, the regional economic development district, revolving loan funds are available to support the start-up or expansion of businesses that sustain and diversify local economies. Usually made in conjunction with conventional lenders, these funds can be used to acquire land for commercial development, rehabilitate or renovate usable, empty buildings for re-use or for equipment.

*Development / impact fees:* Impact fees, or development fees, are expenditures that developers are required to make as a precondition to approval of their project. Impact fees are generally used to

finance roads, schools, affordable housing, transit systems and other projects and services in municipalities. The City of Star is currently reviewing its impact and development fee structure.

*Business loan pool:* A tool to attract new businesses and assist existing businesses that want to expand, business loan pools provide low-interest loans for business and property development. Private foundations and banks are means to initiate these programs and local banks that participate are eligible for Community Reinvestment Act (CRA) credits.

*Façade and sign improvement program:* This program would utilize municipal or other funding to provide matching grants or loans to downtown property owners to make improvements to storefronts. This program should include design guidelines in keeping with the historic character of the community.

*In-kind goods and services:* Tangible goods such as lumber, pavers, benches or other items and services such as landscaping design, excavation, project management, etc. can often be contributed directly by area businesses or individuals. These contributed goods or services are called “in-kind” contributions and can often be utilized to match grant funds.

*State, federal, foundation, and private grant opportunities:* Several sources for grant funding for downtown revitalization may be available from state and federal agencies, corporations and/or private foundations. Below find a partial list of these grant programs. For a full list of available grant programs, visit the Funding Information Center on the third floor of the Boise Public Library. This regional resource allows researchers to access a national database of granting agencies searchable by keyword and geographic area.

- Idaho Community Development Block Grant Program (ICDBG) – this program administered by the Idaho Department of Commerce provides funding to cities and counties for infrastructure improvements, housing for low income families, economic development and slum and blight abatement. The latter category is the City of Star’s most likely source for assistance to compete downtown streetscape enhancements. Eligibility for ICDBG funding requires that 51% or more of community households be designated as low-and-moderate income (LMI) by Housing and Urban Development. Currently, Star’s LMI percentage is 54%, but this may change rapidly as

new residential development is build and annexed into the city. Visit [www.idahoworks.com](http://www.idahoworks.com) for more information.

- Idaho Transportation Department (ITD) – until recently, streetscape improvements like those articulated in this plan were often funded by the Transportation Enhancement Grant program through ITD. However, ITD has suspended that program indefinitely due to state budget shortfalls. Should it be reinstated, it is likely that this Enhancement Grant program will undergo significant changes and be incorporated into ITD’s Mobility Program. If such a reinstatement does occur, it will be important for the City of Star to work to advocate regionally for funding. Safe Routes to Schools, another granting program administered via ITD can provide funding for infrastructure improvements that increase the safety of school children as they travel to and from school. Since the Star Elementary School is within the city core, this grant program may be a viable opportunity and should be pursued in partnership with the local school district and parent/teacher organization (see [www.itd.idaho.gov](http://www.itd.idaho.gov)).
- Local Highway Technical Assistance Council (LHTAC): LHTAC administers grant programs for rural road improvements including the Local Rural Highway Investment Program that provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road and the Surface Transportation Program / Local Rural that provides support for road improvements in communities less than 5,000 population. See [www.lhtac.org](http://www.lhtac.org) for more information. The City of Star currently has a grant pending with LHTAC for funding assistance to pave several side streets in downtown and to complete an area specific transportation plan for the Star area through the Local Rural Highway Investment Program (LHRIP).
- Idaho Department of Parks and Recreation: Grants are provided to acquire, develop and then preserve property for outdoor recreation.
- Idaho Community Foundation: Small funding awards (up to \$5000) are available through regional competitive grants and can support a wide range of project types, including arts, culture, recreation and public projects.

*Idaho Power local franchise fees:* A small percentage that can, by city ordinance, be collected from Idaho Power customers within City limits and dedicated toward utility improvements. For example, the



City of McCall recently voted to increase the franchise fee from 1% to 3% and dedicated the money to undergrounding utilities in the downtown area.<sup>18</sup>

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<sup>18</sup> *The Star News*, "McCall council hikes Idaho Power fee to 3%," issue date: January 15, 2009