



STAR CITY COUNCIL REGULAR MEETING AGENDA

City Hall - 10769 W State Street, Star, Idaho

Tuesday, January 19, 2021

7:00 pm

1. **CALL TO ORDER** (Welcome/Pledge of Allegiance)
2. **INVOCATION**
3. **ROLL CALL**
4. **APPROVAL OF AGENDA** (Approval of Agenda as it stands/Amend Agenda) Action Item
5. **CONSENT AGENDA** Action Items

**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. Regular Meeting Minutes of January 5, 2021
 - B. Final Plats for:
 1. Sample Commercial Subdivision (Albertsons) (FP-20-27)
6. **PRESENTATIONS**
 - A. Pathways & Beautification Quarter 4 Service Award
7. **OLD/NEW BUSINESS** Action Items
 - A. Public Hearing: Canvasback Subdivision Annexation & Zoning, Development Agreement, Preliminary Plat (AZ-20-11/DA-20-11/PP-20-11) – Tabled from 10/6/20 & 11/17/20
 - B. Public Hearing: Saddlewood Subdivision Preliminary Plat (PP-20-20)
 - C. Ordinance No. 322 Moon Valley Estates Property Annexation
 - D. Ordinance No. 324 Ridley's Heron River Commercial Property Rezone
 - E. Ordinance No. 325 Moyle Estates Subdivision No. 2 Annexation
8. **REPORTS**
9. **ADJOURNMENT** Action Item

Limited seating is available at the City Council Meeting at City Hall due to COVID-19. The meeting can be viewed via a link posted to the City of Star website at staridaho.org. This link will be posted by Tuesday, January 19, 2021. Information on how to participate in a public hearing remotely will be posted to staridaho.org under the January 19th meeting information. The public is always welcomed to submit comments in writing.



STAR CITY COUNCIL MEETING MINUTES

January 5, 2021

1. CALL TO ORDER:

The regular meeting of the Star City Council was held on Tuesday, January 5, 2021 at Star City Hall, 10769 W. State Street in Star, Idaho. Mayor Trevor Chadwick called the meeting to order at 7:00 pm and all stood for the Pledge of Allegiance.

2. INVOCATION: Larry Osborn, LifeSpring Christian Church

3. ROLL CALL:

Council Present: David Hershey, Michael Keyes, Jennifer Salmonsens, Kevin Nielsen

Council Absent: None

4. APPROVAL OF THE AGENDA:

Keyes moved to approve the agenda. Hershey seconded the motion.

VOTE: Approved. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

5. CONSENT AGENDA:

Keyes moved to approve the consent agenda. Salmonsens seconded the motion.

VOTE: Approved. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

6. PRESENTATION/PUBLIC INPUT: No public input.

7. OLD/NEW BUSINESS:

A) PUBLIC HEARING – PAINT POINT SUBDIVISION

The Mayor opened the public hearing. No ex parte contact from Council members.

Applicant: Rick Williams – 11275 Floating Feather Rd, Star ID 83669

Applicant was seeking approval of a Rezone (R-5), a Development Agreement, a Preliminary Plat for a proposed residential subdivision consisting of 9 residential lots and 2 common lots and a Private Street. Williams gave an overview of the project. There were discussions regarding irrigation water, private streets size, lot and home size, and price.

Public Testimony:

Ellen Morse – 11282 W Floating Feather Rd, Star ID 83669

Morse opposed this project. Her concerns were with density, traffic, placement, and impact on home value.

Stan Morse – 11282 W Floating Feather Rd, Star ID 83669

Morse opposed this project. He was concerned about decreased home values and potential traffic problems.

Online, Delbert Martens – 1586 N Wild Mustang Pl, Star ID 83669

Martens opposed this project. He was concerned about property size, common areas and noise, the driveway entrance, visitor parking, and privacy issues.

Online, Cheryl Sanchez – 1813 N Water Heights Way, Star ID 83669

Sanchez opposed to this project. She had concerns about the first entrance and traffic at Hunters Creek Park, putting another private street that will create more traffic, and the high density.

Online, Lori Murray – 1543 N Wild Mustang Pl, Star ID 83669

Murray opposed this project. Her concerns included water rights, parking, not meeting the requirements of the current subdivision and high density.

Online, Kevan Wheelock – 1481 N Star Rd, Star ID 83669

Wheelock requested the homes to at least have an aesthetically country appearance and would like the sidewalks to connect to make a loop for better flow.

Rebuttal:

Williams addressed the concerns from each of the public testimonies. There were discussions regarding home sizes, zoning, grantors, CC&Rs, definitions and rights. The Council suggested tabling the application and would like to see a better conceptual plan, improving pedestrian safety, for Williams to reach out to neighbors and address density, parking, and the other issues. The Mayor closed the public hearing and went into deliberations. Keyes made suggestions regarding the private road, density, zoning, walkways, and parking. Nielsen moved to table the application to February 2. Hershey seconded the motion.

VOTE: Tabled until February 2, 2021. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

B) PUBLIC HEARING – SELLWOOD PLACE SUBDIVISION

The Mayor opened the public hearing. No ex parte contact from Council members.

Applicant: Wendy Shrief – 2760 W Excursion Way, Meridian ID 83642

Applicant is seeking and approval of an Annexation and Zoning (R-4), a Development Agreement, and Preliminary Plat for a proposed residential subdivision consisting of 76 residential lots and 12 common lots. Shrief outlined the project with some updates. There was discussion regarding landscaping, amenities, sidewalks, and mailboxes.

Public Testimony:

Travis Chesley – 2351 N Brandon Rd, Star ID 83669

Chesley opposed this project. His biggest concern was no sidewalks, no lights, and poor visibility. There was a discussion regarding lighting and the entrance.

Tom Spillner – 10965 W Eagle Flats Ln, Star ID 83669

Spillner opposed this project. He also represented neighbor, Jake Schmidt who was not notified of the meeting or development. Spillner's biggest issues were the access entrance, water irrigation ditch piping and maintaining access, and zoning. He would like a berm placed, single story residences, and play areas.

Jeff Langford – 2348 N Bottle Creek Pl, Eagle ID 83616

Langford opposed the project. His concerns included the high density, frontage, berms, details about the homes, and the entrance safety.

Maxine McCombs – 2211 N Schreiner Ln, Star ID 83669

McCombs opposed this project. Her concerns included density, and traffic safety issues.

Vic Warr – 2050 N Brandon Rd, Star ID 83669

Warr opposed this project. His issues included not having a transition area, stub road, surface water runoff and gullies and how will that be handled, traffic and lighting.

Charles Cooley – 2645 N Brandon Rd, Star ID 83669

Cooley opposed this project. He is concerned about traffic safety, the views, lighting and pedestrian safety.

Online, Ann Kuck – 10399 W Rolling Hills Dr, Star ID 83669

Kuck appreciated the open space and buffer they added and getting rid of the stub road. She talked about density and asked for a landscape plan before it is approved.

Online, Robert Fehlau – 2203 N Sunny Ln, Star ID 83669

Fehlau requested that the non-buildable common lot be put into the description. He would like to see larger lots to create more of a buffer and transition, less density, and that the natural area be protected and undisturbed.

Rebuttal:

Shrief addressed the concerns from each of the public testimonies. There were discussions regarding moving the access entrance with ACHD's approval, detached sidewalks, a landscaping plan, a lighting plan, irrigation and ditches, water rights, drainage and grading, farmland statutes, and amenities. The Mayor closed the public hearing and went into deliberations. Keyes moved to table the application to February 2. Salmonsens seconded the motion. There was a short discussion among the Council regarding density.

VOTE: Tabled to February 2, 2021. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

C) Ordinance No 323 Greyloch Cabinetry Rezone

Keyes moved to dispense with the rules to be able to approve the ordinance after reading once by title only. Nielsen seconded the motion. Roll call vote. All ayes from Council.

Hershey moved to approve Ordinance 323. Keyes seconded the motion.

VOTE: Approved. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

D) Resolution 21-01 Comprehensive Plan Land Use Map and Text Amendment

Color code issues will be cleaned up to what was previously approved. There was further discussion regarding the defined and simplified transitional matrix, verbiage in the Land Use Section 8.5.3, and graphs being updated. Keyes moved to approve Resolution 21-01. Nielsen seconded the motion.

VOTE: Approved. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

E) Approval of Bid Documents and Plans for Hunters Creek Park Improvements

City Engineer, Ryan Morgan with Keller Associates – 131 SW 5th Ave A, Meridian ID 83642

Morgan outlined the layout for Hunters Creek Park. It will go to bid on January 12, be received back January 28, with the proposal to the Council on February 2. Some add alternates were discussed, including scoreboards, an asphalt pathway, and sidewalk extension. There was further discussion regarding ADA compliance, grading different types and needs of lighting, trees and landscaping. The goal is completion by mid-March.

Keyes moved to approve with the add alternates. Nielsen seconded the motion.

VOTE: Approved. Ayes – Hershey, Keyes, Salmonsens, Nielsen. Motion carried.

8. EXECUTIVE SESSION

Nielsen moved to go into Executive Session. Keyes seconded the motion. Roll call vote. All ayes from Council. The Executive session ended at 10:10.

9. Action taken as a result of the Executive Session:

Nielsen moved that pursuant to City of Star Code Ordinance 1-6-4 and 1-6-5 and under authority of Idaho Code Section 50-260 that we unappoint the City Clerk and City Treasurer. Keyes seconded the motion. Roll call vote.

VOTE: Ayes – Hershey, Keyes, Salmonsens, Nielsen. Unappointment confirmed.

10. REPORTS: No reports.**11. ADJOURNMENT:** The Mayor adjourned the meeting at 10:15 pm.

Respectfully submitted:

Approved:

Meredith Hudson, Deputy City Clerk

Trevor A Chadwick, Mayor



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: Shawn L. Nickel *Shawn L. Nickel*
Planning Director and Zoning Administrator

MEETING DATE: **January 19, 2021**

FILE(S) #: FP-20-27 Final Plat, Sample Commercial Subdivision

REQUEST

The Applicant is seeking approval of a Final Plat for Sample Commercial Subdivision consisting of 5 commercial lots and 1 common lot on 12.89 acres. The property is located at 210 N. Highbrook Way in Star, Idaho. The subject property is generally located at the northeast corner of N. Highbrook Way and W. State Street. Ada County Parcel Number is R8108003003 & R8108003012.

APPLICANT/REPRESENTATIVE:

Roger Collins, The Land Group
462 E. Shore Drive Suite 100
Eagle, Idaho 83616

OWNER:

ABS ID-O, LLC
250 Parkscenter Blvd
Boise, Idaho 83706

PROPERTY INFORMATION

| | |
|------------------------|---------------------|
| Land Use Designation - | Commercial (C-2-DA) |
| Acres - | 12.89 acres |
| Commercial Lots - | 5 |
| Common Lots - | 1 |

HISTORY

September 19, 2017 Council approved applications for Annexation and Zoning (AZ-17-01), Development Agreement (DA-17-01) and Preliminary Plat (PP-17-02) for Sample Commercial Subdivision.

GENERAL DISCUSSION

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

The application reflects three phases for this development, Phase 1 is the current phase for review. The second phase will be additional commercial development to the east and the third phase will be residential development to the north. Plans for these two phases were not received with this application. However, residential is proposed as single-family dwellings, consistent with the adjacent homes with density to increase moving south towards the commercial development. Overall density is proposed as seven units to the acre with an estimated 121 residential unit's total meeting requirements of the Comprehensive Plan Map.

The Preliminary Plat – Phase 1 includes seven lots, of which five are commercial lots, one is a common lot and one ROW dedication of 1.86 acres to ACHD. The development is proposed as a grocery anchored, commercial shopping center on 13.29 acres.

Per the Applicant, buildings will be designed with elevations that create interest through the use of broken planes, windows, and cornices. Large flat walls will not be provided. Building heights and elevations will be varied to reduce the appearance of a large mass. This will be accomplished through varying rooflines, canopies or arcades, designed with proper proportions and complimentary materials. The maximum building height proposed is 45'.

A drainage swale is proposed on the common lot located northwest of the commercial development. Perpetual maintenance of this drainage swale is required.

Trash enclosures are reflected on the plans for each business. Per the Unified Development Code, each business shall have an enclosed trash collection area. These enclosures shall be made of solid walls on three sides and at least four feet in height. Additional standards may be required by Republic Services.

No area or structure shall be used or occupied in any manner creating dangerous, injurious, noxious or hazardous conditions to the surrounding areas.

Hours of operation are proposed as 5:00 am to 1:00 am. Per the Star City Code, Section 3-2-1 Noise, Prohibited Acts and 3-2-4 Specific Noise Violations, during construction, operation and maintenance of said commercial development, application shall ensure all tenants are aware of all regulations of this section.

Outdoor lighting along State Highway 44 shall follow the City's designated streetlight design for State Highway 44. All internal streetlights shall follow the UDC and "dark sky" guidelines.

Outdoor service and equipment shall not be located within 50' of any abutting residential district. Landscaping shall be incorporated into the design for visual and acoustical impacts.

Pressurized irrigation shall be installed for all landscaping. City water may not be used for irrigation. An irrigation agreement from all effected canal and ditch districts will be required prior to any building permits.

Self-service uses shall for safety purposes be highly visible, opening to a public street or adjoining business and have low impact lighting. Financial transaction areas shall be oriented toward high volume traffic areas. Landscaping in these areas shall be limited to no more than three feet in height.

Sidewalks in all zones except Central Business District shall be a minimum of five feet in width.

Non-residential buildings shall not be located closer than 15' to a residential property line. Minimum yard requirements may be reduced to 50% if screening is provided. Screening may be acceptable with landscaping, masonry or solid fencing free of advertising. Landscaping area shall not be less than 20' in width. Chain link fencing shall not be used. Landscaping buffers shall facilitate pedestrian access from residential development to abutting commercial districts and vice versa.

Street buffers for commercial shall be on a common lot or on a permanent easement, maintained by the property owner or business owner's association.

Except where fences and walls are being used as decorative landscape elements, fences and walls are permitted only on the interior edge of the street buffer.

Parking lot landscaping shall comply with the UDC section 8-4 B-8.

Bicycle parking shall be located as close as possible to the building entrance. One bicycle parking space shall be provided for every 25 vehicle parking spaces for all commercial uses.

Parking standards shall be followed for all uses, see UDC section 8-4 C-6. Required parking for retail stores is one per each 250 sq. ft. of gross floor area, single family

attached, townhouses and duplexes are dependent on number of bedrooms and multifamily is two per dwelling – one covered, one not. The type of business will dictate the required number of parking spaces

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.

The UDC defines off street loading spaces by size of the building. The main grocery building shall fall under the requirement of having two types of spaces – one that shall be not less than 12' in width and 35' in length and type two space shall be not less than 15' in width and 65' in length. All spaces shall have 14' in height requirements.

Parking and loading shall not back out into the street. No off-street loading space shall be located closer than 50' to an abutting a residential unless entirely enclosed within a sound attenuating structure, such as masonry block. No off-street loading shall face an abutting residential district.

Any off-street loading space located within 50' of a residential district shall not operate between the hours of 10:00 pm and 7:00 am.

Amenities are not a requirement of a commercial development but will be required once the residential area develops. The proposed residential area is approximately 17.42 acres – the common open space shall exceed 5% of the gross land area of the development. Several examples of qualified open space are available per UDC 8-4 F-3.

All additional businesses will be required to apply for zoning compliance certificates and/or conditional use permits prior to construction.

Staff analysis of Final Plat Submittal:

The Final Plat layout for Phase I complies with the approved Preliminary Plat.

Streetlights – Streetlight plan has been submitted with the final plat application. The streetlight plan shows the minimum required streetlight locations, including along State Street and within the parking lot area of the development. **The applicant shall work with Planning Staff on the final street design and layout.**

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| PUBLIC NOTIFICATIONS |
|-----------------------------|

Notifications of this application were sent to agencies having jurisdiction on October 20, 2020.

Keller Associates

Review Checklist

FINDINGS

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

A. The Plat is in conformance with the Comprehensive Plan.

The Council finds that this subdivision upon Preliminary Plat approval was in conformance with the Comprehensive Plan; no changes have been made to change this status.

B. Public services are available or can be made available and are adequate to accommodate the proposed development.

Staff finds that all public services are available and able to accommodate this development.

C. There is public financial capability of supporting services for the proposed development.

Staff knows of no financial hardship that would prevent services from being provided.

D. The development will not be detrimental to the public health, safety or general welfare; and, *Staff finds no facts to support that this subdivision phase will be detrimental to the public health, safety or general welfare.*

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

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

CONDITIONS OF APPROVAL

1. The property associated with this approved Final Plat, in addition to the property of all future phases shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
2. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
3. 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.
4. The approved Preliminary Plat shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages. (See Section 8-4 B Landscaping Requirements)
5. **The applicant shall work with City Staff on the streetlight design prior to installation.** The design must meet the dark sky standards consistent with the intent of the City. Streetlights shall be consistent throughout the remaining phases of the subdivision.
6. A plat note shall state that development standards for commercial development shall comply with the effective building and zoning requirements at time of building permit issuance.

7. Requested surety shall be required at 150% of the total estimated installed cost, as approved by the City Engineer or Administrator. The term of approval shall not exceed 180 days. (See Section 8-1 C-1 of the Unified Development Code for a list of eligible items.)
8. A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service.
9. 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.
10. A separate sign application is required for any subdivision sign.
11. As built plans for pressurized irrigation systems shall be submitted to the City of Star **prior to signature of the final plat.**
12. Applicant shall provide the City with a full size and (1) 11"x17" copy of the signed recorded final plat with all signatures, prior to any building permits being issued.
13. The mylar/final plat shall be signed by the owner, Surveyor, Central District Health, ACHD and City Engineer, prior to being delivered to the City of Star for City Clerk's signature.
14. A copy of signed irrigation agreements shall be submitted to the City **prior to signature of the final plat.**
15. All common areas shall be maintained by the Homeowners Association.
16. 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.**
17. A copy of the recorded CC&R's shall be submitted to the City of Star prior to any building permits being issued.
18. **Prior to signature of the final plat**, a signed Irrigation District Agreement with the Irrigation Districts shall be provided to the City of Star. This requirement shall be with each subsequent Final Plat application.
19. Any additional Condition of Approval as required by Staff and City Council.

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|-------------------------|
| COUNCIL DECISION |
|-------------------------|

The Star City Council Approved File # FP-20-27 Sample Commercial Subdivision, Final Plat on _____, 2021.



June 30, 2020

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

RE: Final Plat Application – Sample Commercial Subdivision

Dear Mr. Nickel:

Attached to this letter is the Final Plat Application for the Sample Commercial Subdivision. This application includes R8108003003 (11.68 acres) and a portion of parcel R8108003012 (1.21 acres ROW) with a total area for the Final Plat of 12.89 acres.

The 12.89-acre site (blue area below) is generally located on the northeast corner of the proposed N. Highbrook Way. The property is currently zoned R-7 in the City of Star. No structures exist on the property and it is currently vacant and previously utilized for agriculture.

The site is bound on the south by commercial and future commercial properties; future commercial to the east; future mixed-use development (commercial and residential on the west. To the north are existing single-family homes in the Endsley Court Subdivision and future higher density residential, zoned R-7.

Final Plat Area:



Sample Commercial Subdivision - Vicinity Map

This plat creates six total lots (5 commercial and 1 common) with a density of 0.51 lots per acre and average lot size of 1.95 acres. The final layout for the Final Plat is overall consistent with the approved preliminary plat, with the exceptions listed below that were due to required design changes:

ACHD required full build out of W. Sample Farm Dr. and the intersection of W. Sample Farm Dr. and N. Highbrook Way, with the development of Endsley Court Subdivision. Therefore, this road work originally contemplated for this subdivision has been eliminated. The boundary of the right-of-way also changed due to the final intersection configuration.

ITD required this project to update the previous TIS and subsequently provided a "Star Grocery and Commercial Development condition Memo - Revised (Phase 1 only)", outlining updated conditions for the State Street improvements. Therefore, the State Street road configuration has slightly changed from the Preliminary Plat layout.

The Layout, Materials, Grading and Landscape plans have been adjusted to align with the new layout.

Utilities are available to support the project, and the approved utility design is included with this submittal. For irrigation of the common areas and lots we propose to utilize surface water right shares supplemented by a well to supply the needed water for the system. The layout is shown on the attached drawings; the pump system will be a private system owned and maintained by the Common Area Maintenance Entity.

The common areas provided within the project consist of the common lot and the pedestrian corridors at the perimeter of the project and the outdoor seating area at the new Albertsons building. The amenities include extra open space over what is required providing walking areas and the seating area to provide a gathering spot and landscaping that has been designed for an aesthetic pedestrian environment.

Thank you in advance for your consideration and support. We look forward to working with the City to plan a quality project of which we can all be proud.

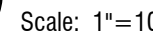
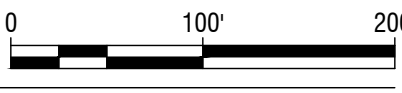
Sincerely,

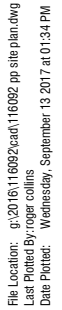
A handwritten signature in black ink, appearing to read "Roger A. Collins", with a long horizontal flourish extending to the right.

Roger Collins
Sr. Planner

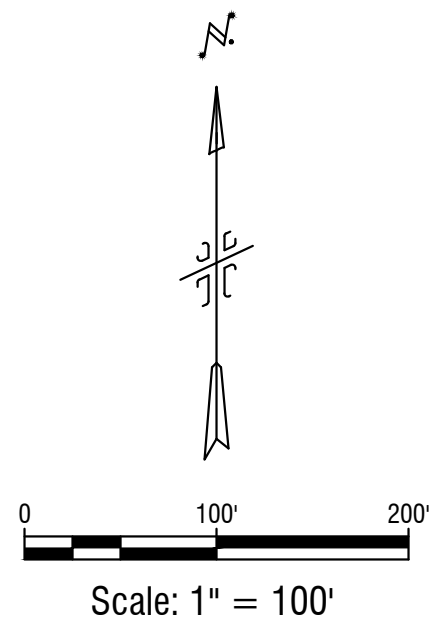


Sample Commercial Subdivision - Vicinity Map





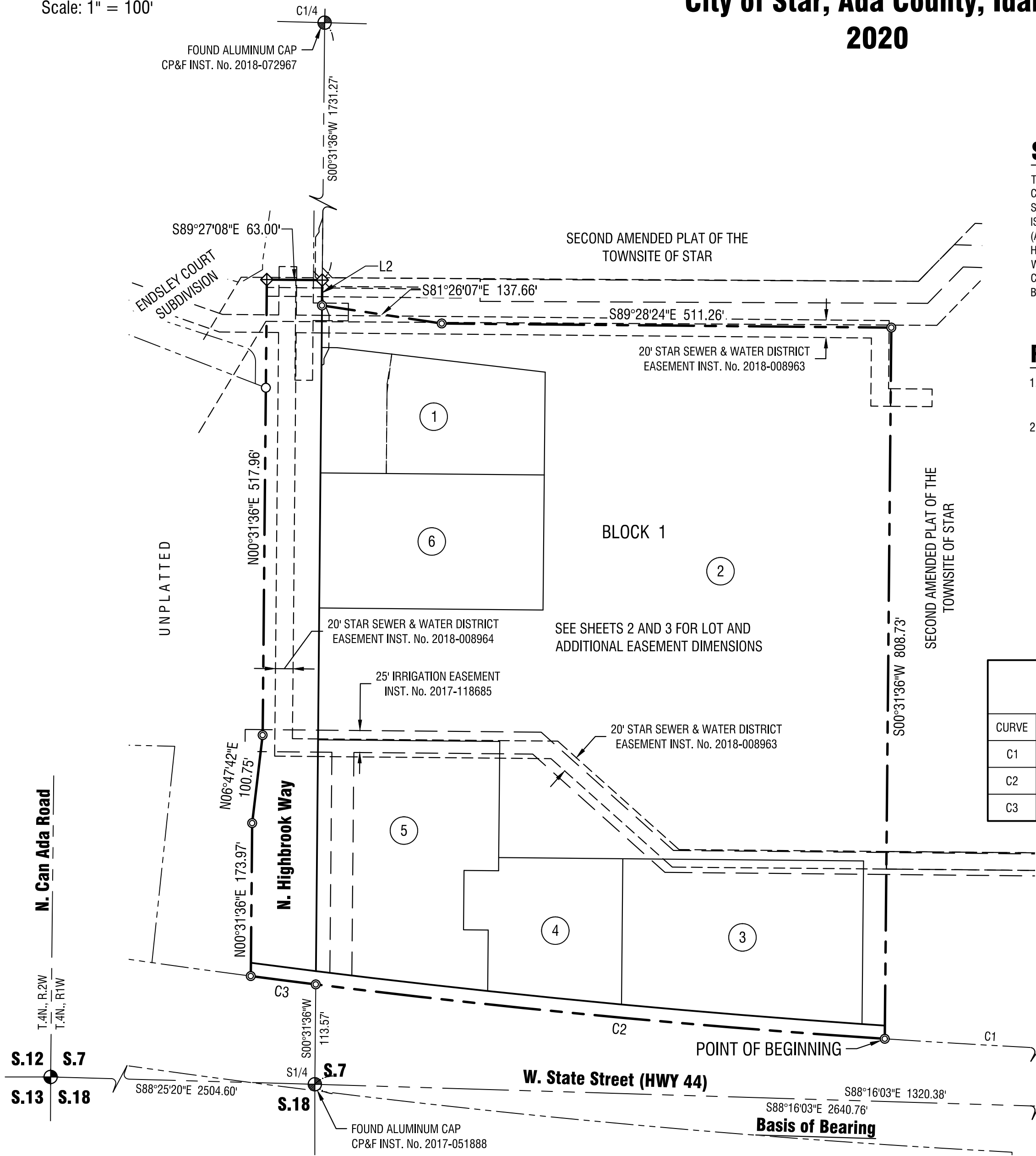
PP-2



Final Plat for

Sample Commercial Subdivision

Being a Re-Subdivision of a portion of Blocks 8, 11, 12, 13, 14 and 15
of the "Second Amended Plat of the Townsite of Star" and a portion of the
Southeast One Quarter of the Southwest One Quarter of Section 7,
Township 4 North, Range 1 West, Boise Meridian,
City of Star, Ada County, Idaho
2020



Survey Narrative

THIS PLAT WAS PREPARED FOR THE DEVELOPMENT OF THE SAMPLE COMMERCIAL SUBDIVISION. THE PROPERTY IS A RE-SUBDIVISION OF THE SECOND AMENDED PLAT OF THE CITY OF STAR. THE AREA BEING SUBDIVIDED IS AN AREA THAT HAS BEEN THOUGH A COMMERCIAL ANNEXATION PROCESS (APN:R8108003003) AND AN ACHD RIGHT OF DEDICATION FOR NORTH HIGHBROOK WAY. THE NORTH CONNECTION POINT OF NORTH HIGHBROOK WAY ABUTS THE EXISTING ENDSLEY COURT SUBDIVISION. THE SOUTH 1/4 CORNER AND THE SOUTHEAST CORNER OF SECTION 7 WERE HELD FOR THE BASIS OF BEARINGS.

Referenced Survey

1. PLAT FOR ENDSLEY COURT SUBDIVISION, BOOK 117 OF PLATS AT PAGES 17841 THROUGH 17846, RECORDS OF ADA COUNTY, IDAHO.
2. RECORD OF SURVEY No. 5676, RECORDS OF ADA COUNTY, IDAHO.

Line Table

| LINE | BEARING | LENGTH |
|------|-------------|--------|
| L1 | N00°29'08"E | 43.50' |
| L2 | S00°31'36"W | 28.77' |

Curve Table

| CURVE | LENGTH | RADIUS | DELTA | CHORD BEARING | CHORD LENGTH |
|-------|---------|-----------|----------|---------------|--------------|
| C1 | 300.17' | 11399.16' | 1°30'31" | N86°55'29"W | 300.16' |
| C2 | 650.06' | 11399.16' | 3°16'03" | N84°32'12"W | 649.97' |
| C3 | 74.52' | 11399.16' | 0°22'28" | N82°42'56"W | 74.52' |

Legend:

- FOUND BRASS OR ALUMINUM CAP MONUMENT AS SHOWN
- FOUND 5/8" REBAR, WITH PLASTIC CAP, PLS 13550 OR AS SHOWN
- FOUND 1/2" REBAR WITH PLASTIC CAP, MSF 13550
- FOUND 1-1/4" COPPER DISC W/MAGNETIC CAP, MSF 13550
- SET 5/8"x 24" REBAR WITH PLASTIC CAP, MSF 13550
- SET 1/2"x 24" REBAR WITH PLASTIC CAP, MSF 13550
- CALCULATED POINT, (NOTHING SET)
- SECTION LINE
- SUBDIVISION BOUNDARY LINE
- RIGHT-OF-WAY LINE
- ROAD CENTERLINE
- INTERIOR LOT LINE
- EASEMENT LINE
- ADJACENT LOTS
- SECTION TIE
- LOT NUMBER
- EASEMENT HATCH PATTERNS (AS LABELED)

Notes

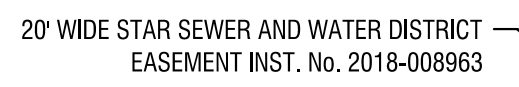
1. ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY LINE, AND THE EXTERIOR SUBDIVISION BOUNDARY HAVE A TEN (10) FOOT WIDE PERMANENT PUBLIC UTILITIES, PROPERTY DRAINAGE & PRESSURE IRRIGATION EASEMENT, UNLESS DIMENSIONED OTHERWISE. SAID EASEMENTS ARE RESERVED FOR THE OWNERS ASSOCIATION OR ASSIGNS.
2. EACH SIDE OF INTERIOR LOT LINES HAVE A FIVE (5) FOOT WIDE PUBLIC UTILITIES, PROPERTY DRAINAGE AND PRESSURE IRRIGATION EASEMENT UNLESS DIMENSIONED OTHERWISE. SAID EASEMENTS ARE RESERVED FOR THE OWNERS ASSOCIATION OR ASSIGNS.
3. IN COMPLIANCE WITH THE IDAHO CODE SECTION 31-3805 (1)(b) THE OWNER OF THIS SUBDIVISION HAS PROVIDED AN UNDERGROUND IRRIGATION SYSTEM AND SHALL BE OWNED & MAINTAINED BY THE ENDSLEY COURT COMMUNITY ASSOCIATION, INC. LOTS WITHIN THE SUBDIVISION WILL BE OBLIGATED FOR ASSESSMENTS FROM THE MIDDLETON MILL DITCH COMPANY FOR SAID IRRIGATION WATER.
4. THE PRESSURE IRRIGATION SYSTEM WITHIN THIS DEVELOPMENT SHALL BE MAINTAINED BY THE OWNERS ASSOCIATION.
5. ANY RESUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISION AND SHALL BE SUBJECT TO THE CITY OF STAR APPROVAL.
6. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF STAR APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED, OR AS SHOWN ON THIS PLAT.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
8. THIS SUBDIVISION IS SUBJECT TO A DEVELOPMENT AGREEMENT ASSOCIATED WITH REZONE APPLICATION #AZ-17-01 RECORDED IN INSTRUMENT No. 2018-000698 AND ALL SUBSEQUENT MODIFICATIONS.
9. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE MIDDLETON MILL DITCH COMPANY, MIDDLETON IRRIGATION ASSOCIATION, INC., AND THE FLAKE DITCH COMPANY, AS RECORDED IN INSTRUMENT No. 2019-020270, RECORDS OF ADA COUNTY, IDAHO.
10. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE DRAINAGE DISTRICT No. 2 AS RECORDED IN INSTRUMENT No. 2020-_____, RECORDS OF ADA COUNTY, IDAHO.
11. THIS SUBDIVISION IS SUBJECT TO A LICENSE AGREEMENT WITH THE ADA COUNTY HIGHWAY DISTRICT AS RECORDED IN INSTRUMENT No. 2020-_____, RECORDS OF ADA COUNTY, IDAHO.



462 East Shore Drive, Suite 100
Eagle, ID 83616

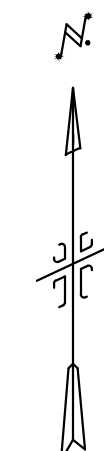
FOUND ALUMINUM CAP
CP&F INST. No. 2018-006993

Final Plat for



Curve Table

Line Table



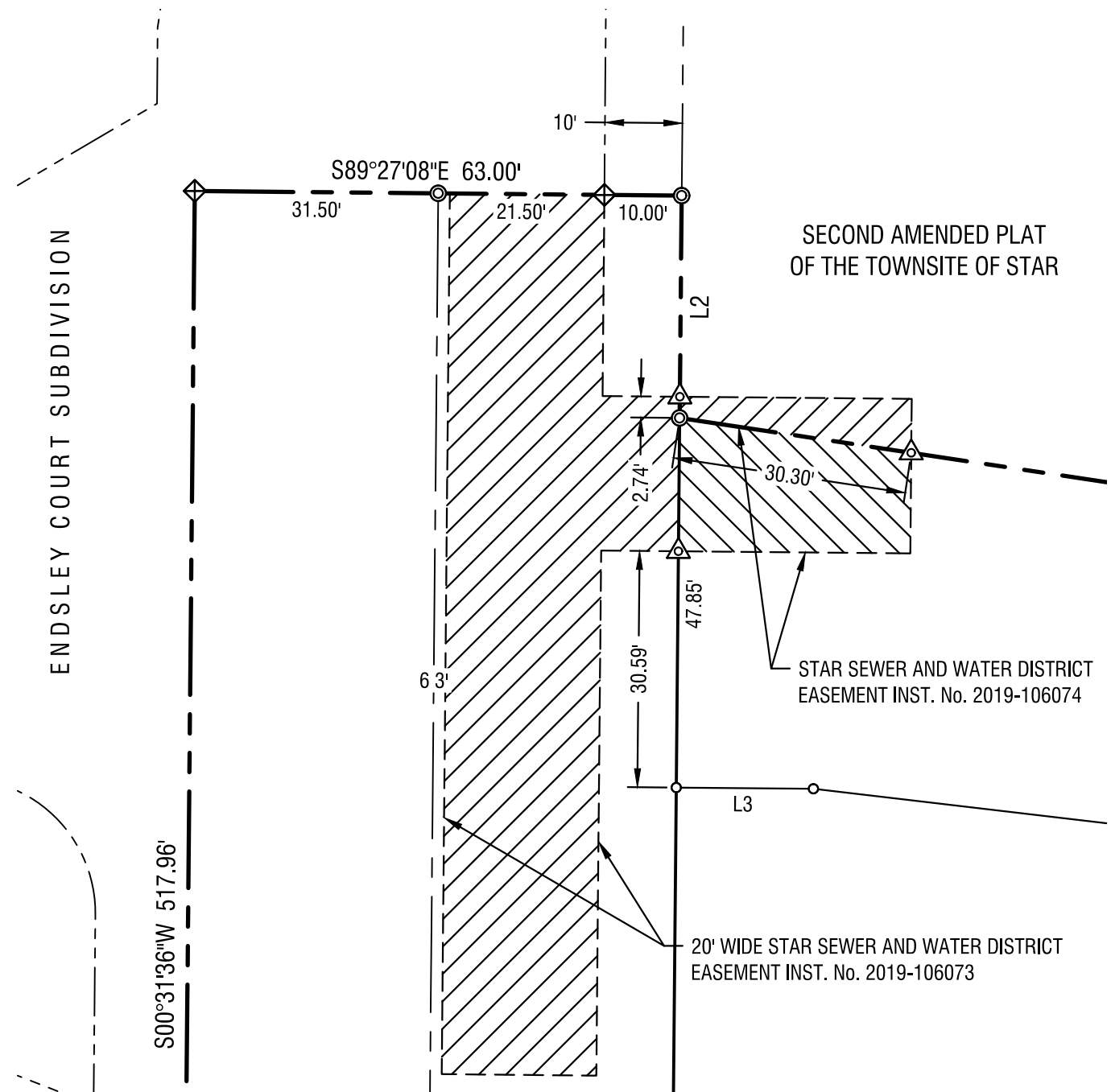
Scale: 1" = 60'
See Sheet 1 of 5 for Legend and Notes



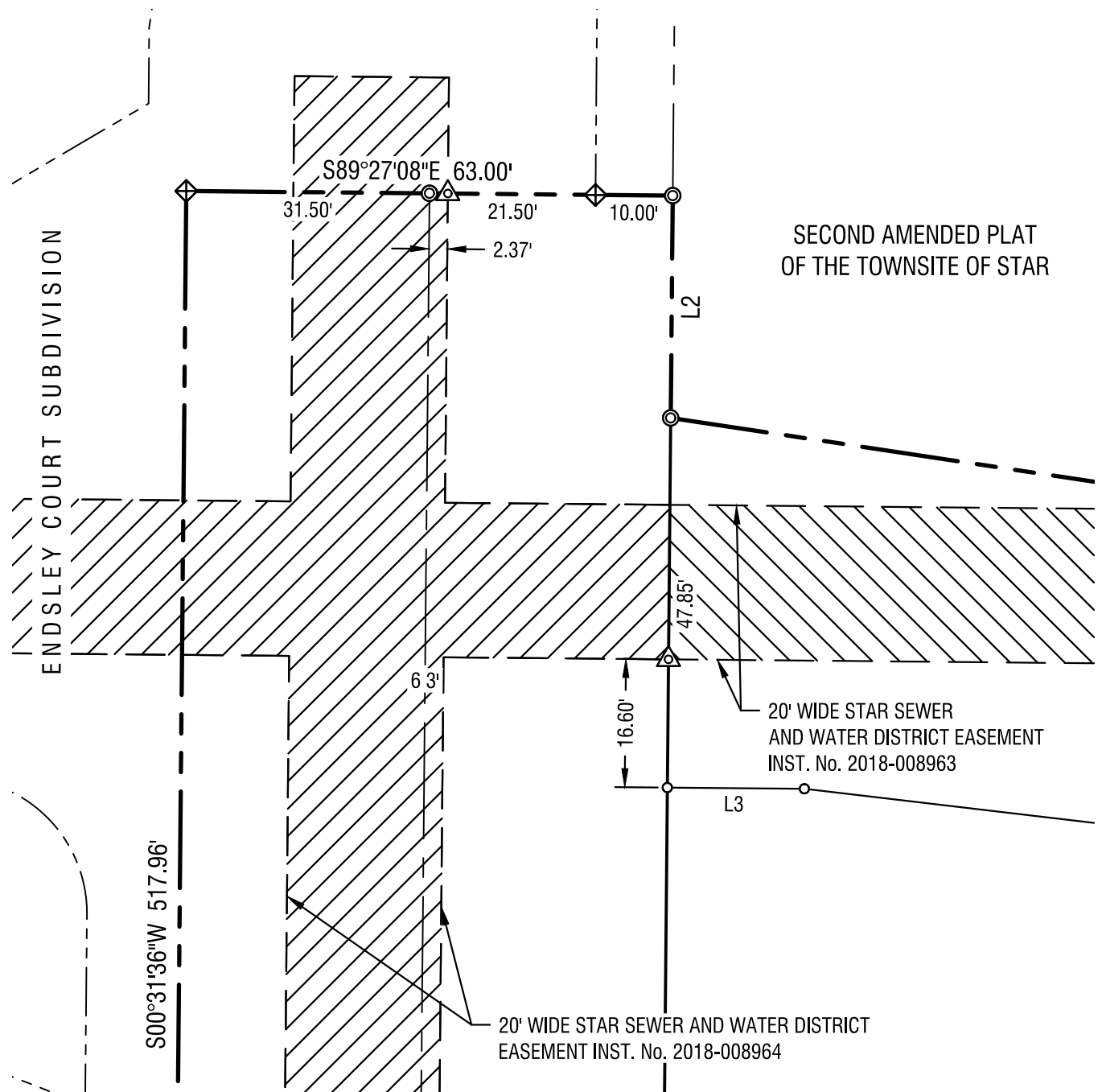
462 East Shore Drive, Suite 100
Eagle, ID 83616

Final Plat for

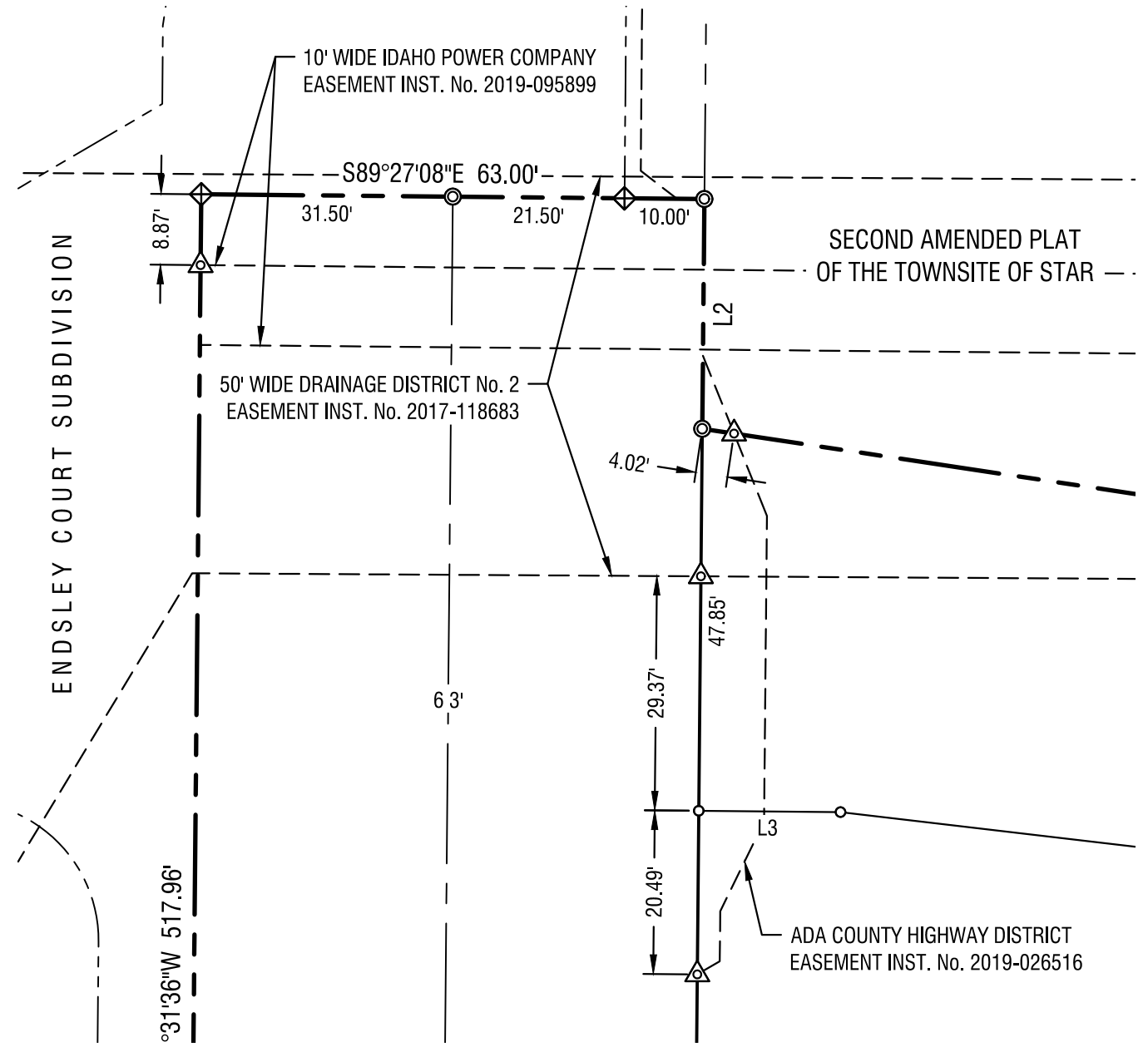
Sample Commercial Subdivision



EASEMENTS FOR STAR SEWER AND WATER DISTRICT
Scale: 1" = 20'

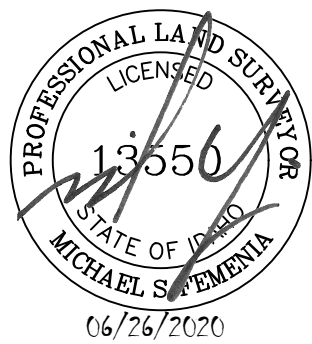


EASEMENTS FOR STAR SEWER AND WATER DISTRICT
Scale: 1" = 20'



EASEMENTS FOR DRAINAGE DISTRICT No. 2, IDAHO POWER COMPANY & ADA COUNTY HIGHWAY DISTRICT
Scale: 1" = 20'

| Line Table | | |
|------------|-------------|--------|
| LINE | BEARING | LENGTH |
| L2 | S00°31'36"W | 28.77' |
| L3 | S89°28'24"E | 17.75' |



462 East Shore Drive, Suite 100
Eagle, ID 83616

Final Plat

Sample Commercial Subdivision

Certificate of Owners

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

A PARCEL OF LAND LOCATED IN A PORTION OF THE VACATED 'SECOND AMENDED PLAT OF THE TOWNSITE OF STAR'; SITUATE IN THE SOUTHWEST ONE QUARTER OF THE SOUTHEAST ONE QUARTER AND A PORTION OF THE SOUTHEAST ONE QUARTER OF THE SOUTHWEST ONE QUARTER OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 1 WEST, BOISE MERIDIAN, ADA COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH ONE QUARTER CORNER OF SAID SECTION 7, FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 7 BEARS SOUTH 88°16'03" EAST, 2640.76 FEET;
THENCE SOUTH 88°16'03" EAST, 1320.38 FEET, ON THE SOUTH LINE OF SAID SECTION 7, TO THE ONE SIXTEENTH CORNER;
THENCE LEAVING SAID SECTION LINE, NORTH 00°29'08" EAST, 43.50 FEET, ON THE EAST LINE OF THE AFOREMENTIONED SOUTHWEST ONE QUARTER OF THE SOUTHEAST ONE QUARTER;
THENCE LEAVING SAID EAST LINE, NORTH 89°30'52" WEST, 25.00 FEET, TO A POINT COMMON WITH THE WESTERLY RIGHT-OF-WAY OF NORTH CENTER STREET AND THE NORTHERLY RIGHT-OF-WAY LINE OF WEST STATE STREET (STATE HWY 44); THENCE ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID WEST STATE STREET, THE FOLLOWING FOUR (4) COURSES:
NORTH 83° 20' 14" WEST, 233.85 FEET;
THENCE NORTH 87° 40' 46" WEST, 115.18 FEET TO A POINT OF CURVATURE;
THENCE 300.17 FEET ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 11399.16 FEET, A CENTRAL ANGLE OF 01° 30' 31", AND WHOSE LONG CHORD BEARS NORTH 86° 55' 29" WEST, 300.16 FEET, TO THE POINT OF BEGINNING.

THENCE CONTINUING ON SAID RIGHT-OF-WAY LINE, 650.06 FEET ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 11399.16 FEET, A CENTRAL ANGLE OF 03° 16' 03", AND WHOSE LONG CHORD BEARS NORTH 84° 32' 12" WEST, 649.97 FEET TO A POINT ON THE MID-SECTION LINE OF SAID SECTION 7;

THENCE CONTINUING ON SAID RIGHT-OF-WAY LINE, 74.52 FEET ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 11399.16 FEET, A CENTRAL ANGLE OF 02° 22' 28", AND WHOSE LONG CHORD BEARS NORTH 82° 42' 56" WEST, 74.52 FEET;

THENCE LEAVING SAID RIGHT-OF-WAY LINE, NORTH 00° 31' 36" EAST, 173.97 FEET;

THENCE NORTH 06° 47' 42" EAST, 100.75 FEET;

THENCE NORTH 00° 31' 36" EAST, 517.96 FEET;

THENCE SOUTH 89° 27' 08" EAST, 63.00 FEET;

THENCE SOUTH 00° 31' 36" WEST, 28.77 FEET;

THENCE SOUTH 81° 26' 07" EAST, 137.66 FEET;

THENCE SOUTH 89° 28' 24" EAST, 511.26 FEET;

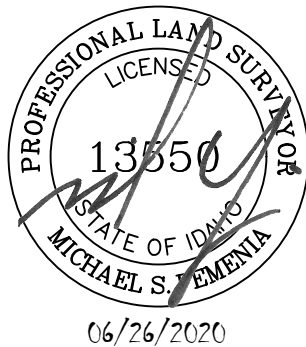
THENCE SOUTH 00° 31' 36" WEST, 808.73 FEET T TO THE **POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS 12.89 ACRES, MORE OR LESS.

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

Certificate of Surveyor

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



ABS ID-O, LLC

BY: _____
BRADLEY R. BECKSTROM, AUTHORIZED SIGNATORY

Acknowledgment

STATE OF IDAHO)
) SS
COUNTY OF ADA)

ON THIS _____ DAY OF _____, IN THE YEAR _____, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED BRADLEY R. BECKSTROM, KNOWN OR IDENTIFIED TO ME TO BE THE AUTHORIZED SIGNATORY OF ABS ID-O, LLC, AND ACKNOWLEDGED TO ME THAT SUCH LIMITED LIABILITY COMPANY EXECUTED THE SAME.

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

MY COMMISSION EXPIRES

NOTARY PUBLIC FOR IDAHO
RESIDING IN BOISE, IDAHO



462 East Shore Drive, Suite 100
Eagle, ID 83616

Final Plat

Sample Commercial Subdivision

Approval of Central District Health

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

CENTRAL DISTRICT HEALTH

Approval of Ada County Highway District

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS

ON THE DAY OF , IN THE YEAR 20 .

ADA COUNTY HIGHWAY DISTRICT

PRESIDENT

Approval of City Engineer

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

ON THIS DAY ,HEREBY APPROVE APPROVE THIS PLAT.

CITY ENGINEER

Approval of City of Star

I, THE UNDERSIGNED, , CITY CLERK IN AND FOR THE CITY OF STAR, ADA COUNTY, IDAHO,

DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE DAY OF ,

IN THE YEAR 20 , THIS PLAT WAS DULY ACCEPTED AND APPROVED.

CITY OF STAR CLERK

Certificate of County Surveyor

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

COUNTY SURVEYOR

PLS

DATE

Certificate of Surveyor

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



Certificate of the County Treasurer

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

DATE

COUNTY TREASURER

County Recorder's Certificate

STATE OF IDAHO)
) SS
COUNTY OF ADA)

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

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

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

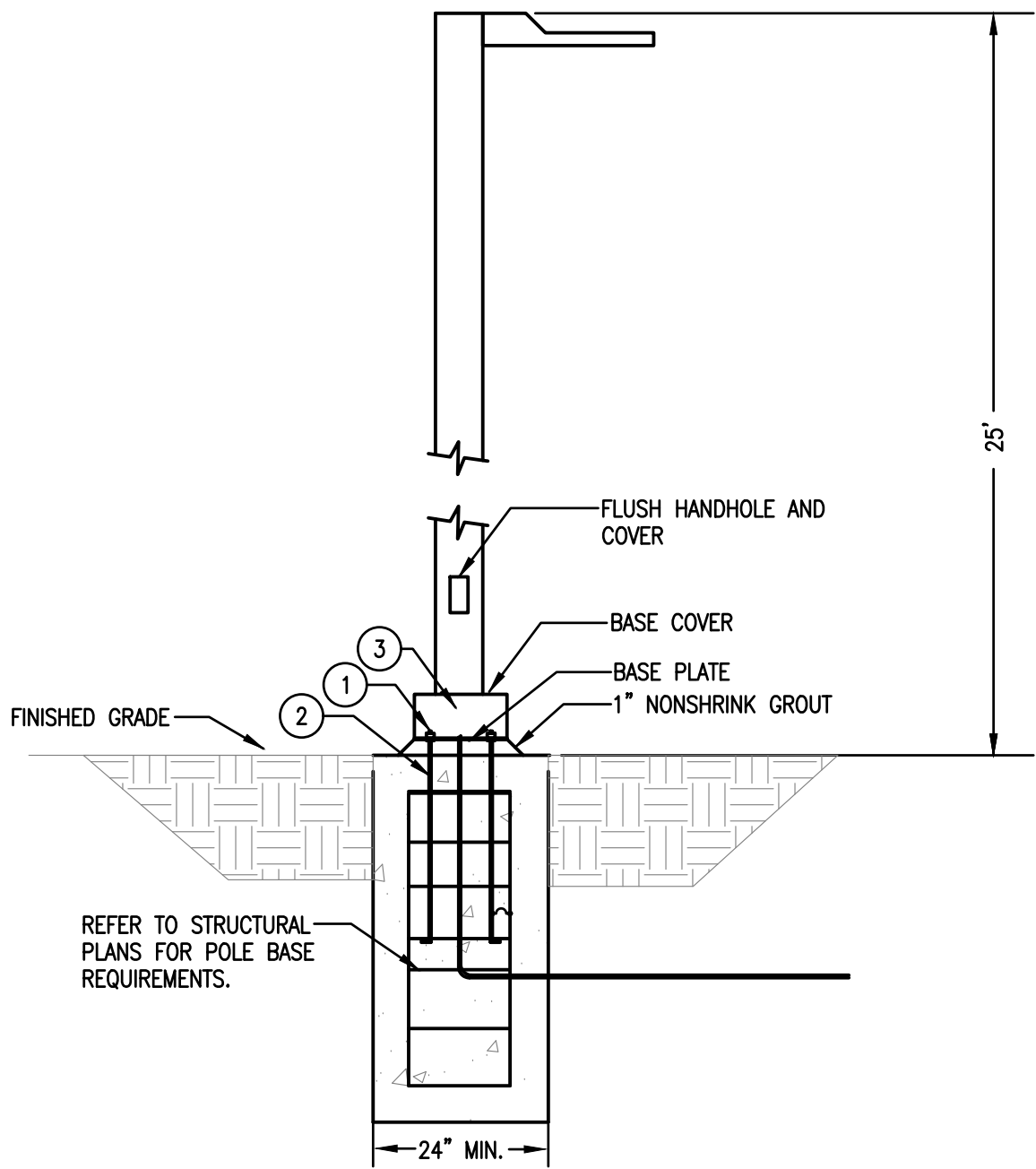
DEPUTY

EX-OFFICIO RECORDER

FEE:



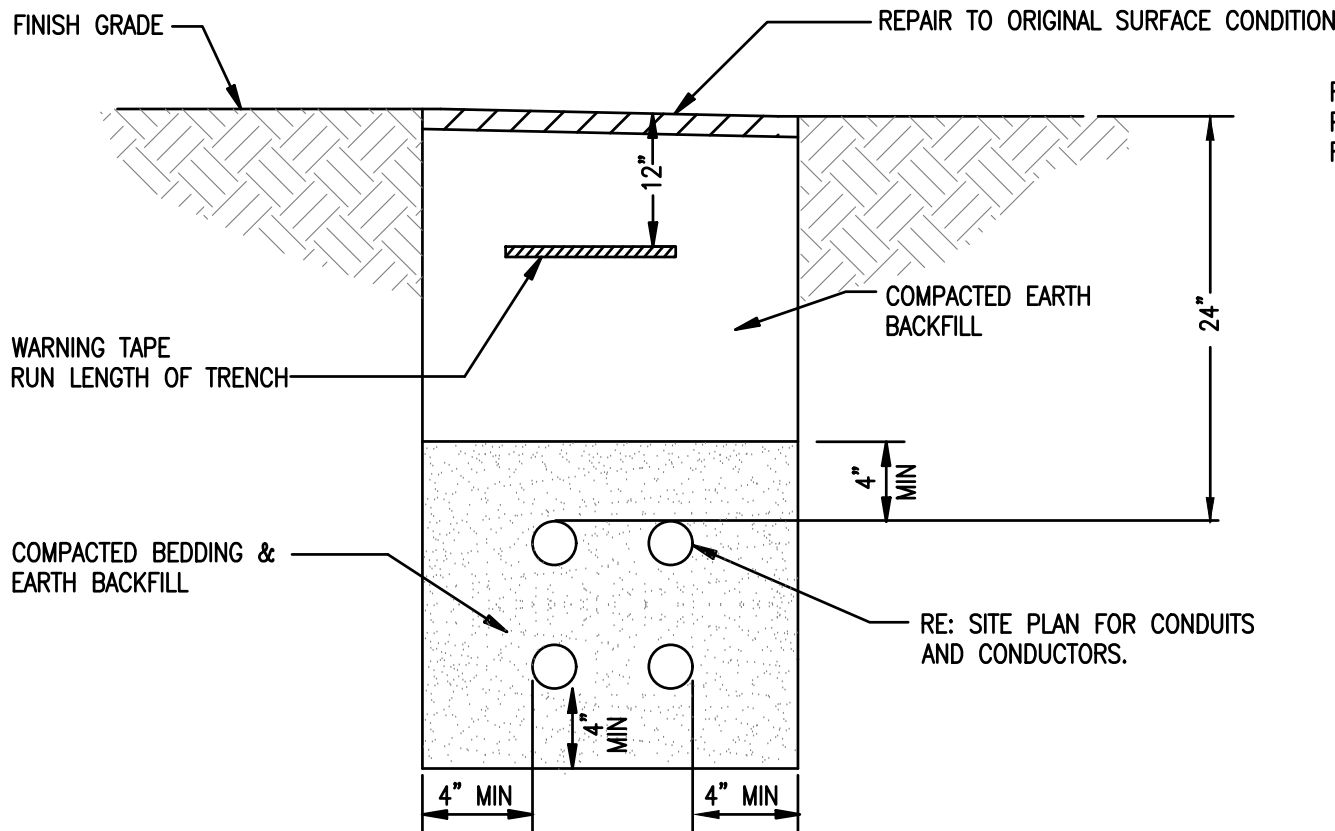
462 East Shore Drive, Suite 100
Eagle, ID 83616



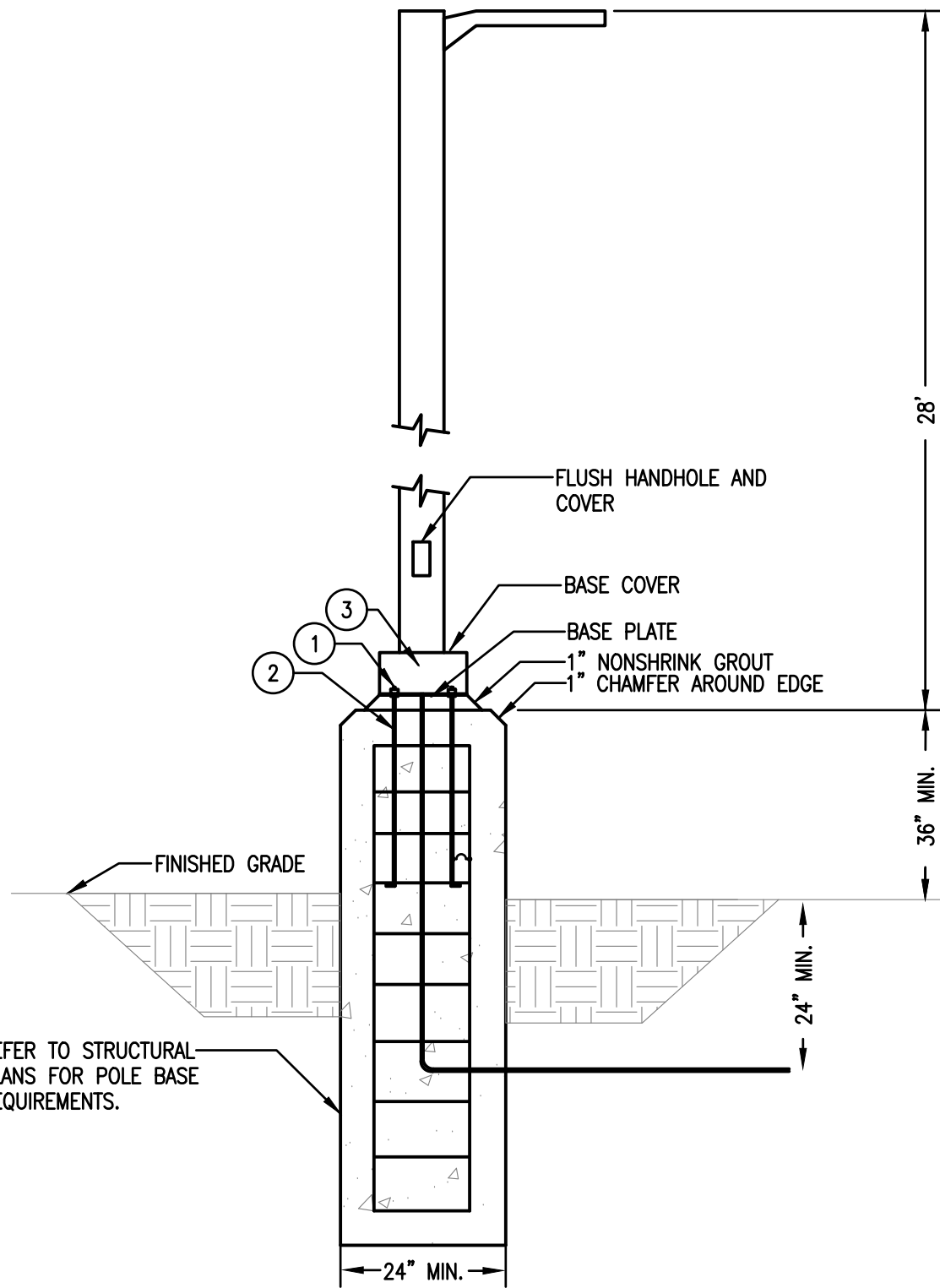
POLE BASE DETAIL KEYED NOTES:

1. PROVIDE STAINLESS STEEL LOCKNUTS AND LOCKWASHERS.
2. PROVIDE ANCHOR BOLTS TO MATCH PATTERN AS PROVIDED BY MANUFACTURER.
3. STUB 3/4" C-6" ABOVE POLE BASE.

1 SA3 ROADWAY POLE BASE DETAIL
SCALE: N.T.S.



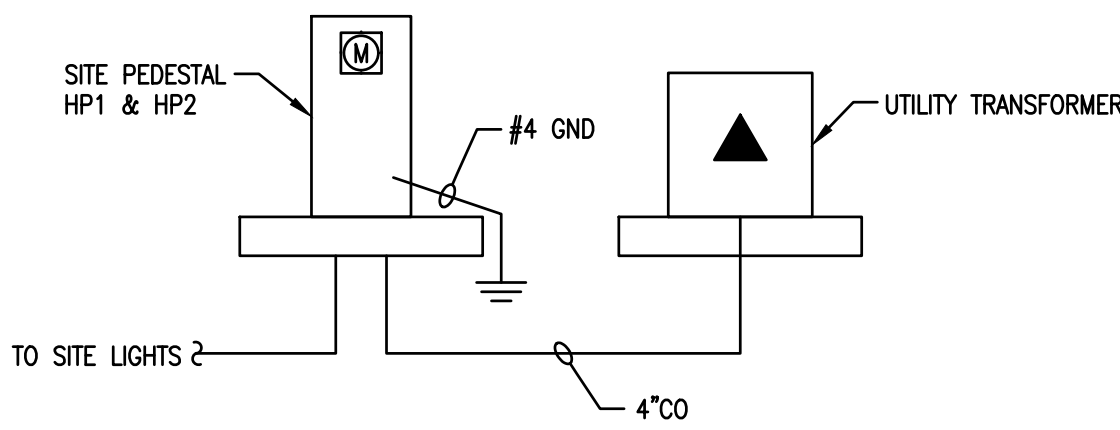
2 UNDERGROUND CONDUIT DETAIL
Scale: N.T.S.



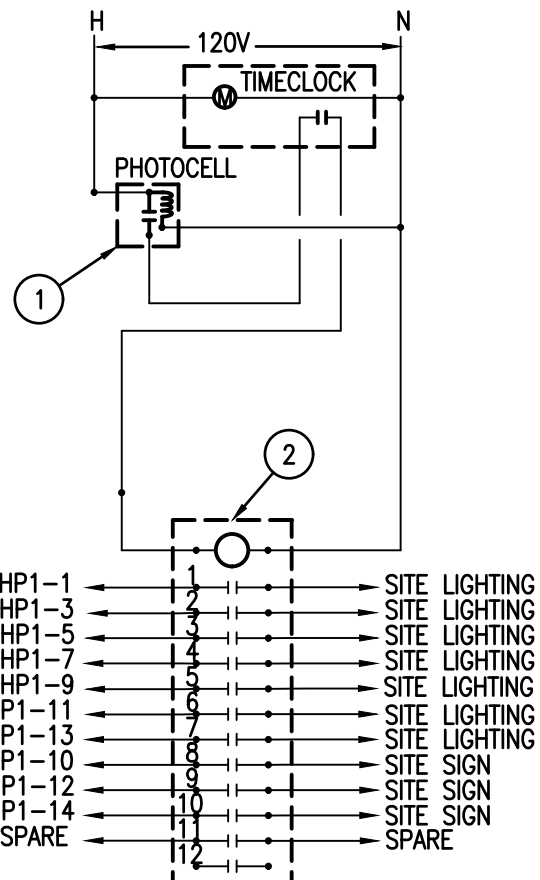
POLE BASE DETAIL KEYED NOTES:

1. PROVIDE STAINLESS STEEL LOCKNUTS AND LOCKWASHERS.
2. PROVIDE ANCHOR BOLTS TO MATCH PATTERN AS PROVIDED BY MANUFACTURER.
3. STUB 3/4" C-6" ABOVE POLE BASE.

3 POLE BASE DETAIL
SCALE: N.T.S.



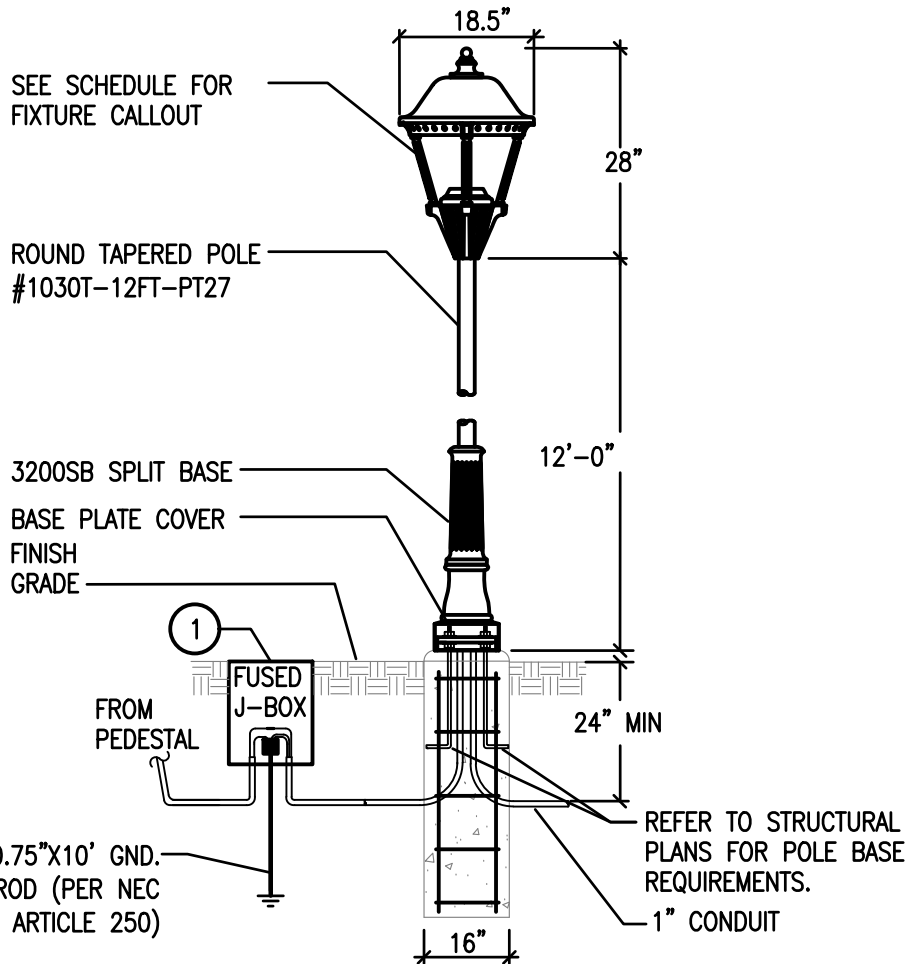
4 SINGLE DIAGRAM



DETAIL KEYNOTES:

1. MOUNT PHOTOCELL ON TOP OF PEDESTAL FACING NORTH.
2. CONTACTOR MOUNTED IN SITE PEDESTAL.

NOTE: REFER TO CITY OF STAR STREELIGHT SPECIFICATIONS FOR LATEST INFORMATION.



NOTE:

POLE AND LUMINAIRE BY SUN VALLEY LIGHTING

6 SIG SIDEWALK POLE LIGHT DETAIL
SCALE: N.T.S.

GENERAL SITE NOTES:

1. PROVIDE WEATHERPROOF JUNCTION BOX 1' BEHIND LIGHT FIXTURE FOR CITY OWNED LIGHTING. COORDINATE WITH GENERAL CONTRACTOR FOR LOCATION OF JUNCTION BOX. PROVIDE ALL EQUIPMENT FOR COMPLETE INSTALLATION.

| XR | | | | | |
|------|-------------------------------|--------------|---------------------------------|---------------|----------------------------|
| Type | Description | Manufacturer | Model Number | Lamps/Ballast | Location |
| SA1 | D-Series 2 LED Area Luminaire | Lithonia | DSX2 LED P6 40K TSW MVOLT | 644w LED | Pole Mounted Site |
| SA2 | D-Series 2 LED Area Luminaire | Lithonia | DSX2 LED P6 40K TSW MVOLT | 322w LED | Pole Mounted Site |
| SA3 | Ecobra Head | LeoTex | EC7 MV NW 3 GY 700 | 160w LED | Pole Mounted Highbrook Way |
| SA4 | D-Series 2 LED Area Luminaire | Lithonia | DSX2 LED P6 40K TSW MVOLT | 966 LED | Pole Mounted Site |
| SIG | Decorative Post top | Sun Valley | SIG HR111 100w MH PT RAL-9005-T | 209w MH | Pole Mounted State Street |

| Revisions | | | | | |
|-----------|--|--|--|--|--|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

| | |
|--------------------|-------|
| Project Name | Star |
| Star Albertsons | Idaho |
| Phase 1 | |
| Design Development | |

| | |
|-------------|--------------------|
| Sheet Title | SITE LIGHTING PLAN |
|-------------|--------------------|

THE LAND GROUP
INCORPORATED
462 East Shure Drive, Suite 100
Boise, Idaho 83716
PH. 208.838.4041 Fax 208.838.4446
www.thelandgroupinc.com

PROFESSIONAL ENGINEER
LICENSED
12038
STATE OF IDAHO
WILLIAM CRAIG

| | |
|-------------------|---------|
| Project No. | 116092 |
| Date of Issuance: | 2/28/18 |
| Designed by: | JF |
| Checked by: | WBC |
| Sheet No. | E1.1 |



PHONE:
CENTURY LINK
KIM RUETTGERS
800-526-3557

CABLE:
CABLE ONE
DAN WEED
208-404-5882

1. CONTRACTOR SHALL CONTACT UNDERGROUND UTILITY LOCATING SERVICE PRIOR TO EXCAVATION FOR ELECTRICAL WORK.
2. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH ALL OTHER SITE DISCIPLINES INCLUDING BUT NOT LIMITED TO TRADES ASSOCIATED WITH WATER, SEWER, AND GAS INSTALLATIONS.
3. ELECTRICAL CONTRACTOR SHALL COORDINATE UTILITY WORK REQUIRED BY IDAHO POWER(IPCO) AND SHALL FORWARD IPCO WORK ORDER INVOICE TO OWNER FOR PAYMENT BY OWNER.

1. PYLON SIGN.
2. REFER TO DETAIL 2, SHEET E.1.1 FOR POLYMER TRENCING DETAIL.
3. REFER TO DETAIL 3, SHEET E.1.1 FOR POLE BASE DETAIL. TYPICAL ALL SITE LIGHT POLE BASES. RE: E3.0 FOR LIGHT FIXTURE SCHEDULE.
4. PROVIDE FREE STANDING MYERS PEDESTAL OR EQUIVALENT, WITH METER, COMPATIBLE WITH IDAHO POWER STANDARDS, THAT CONTAINS THE FOLLOWING: BREAKERS PER SCHEDULE SHOWN ON THIS SHEET, 12-POLE CONTACTOR, PHOTO CELL CONTROL. 2W 277/120V SINGLE PHASE TRANSFORMER WIRED TO (2) 20A/1P CIRCUIT BREAKERS ON INRUAL FOR IRRIGATION CONTROLLER POWER. REFER TO DETAIL 5, SHEET E.1.1 FOR CONTROL SPECIFICS.
5. IN GROUND PULLBOX FOR CONDUIT CONSOLIDATION.
6. PROVIDE FREE STANDING 208V MYERS PEDESTAL OR EQUIVALENT, WITH METER, COMPATIBLE WITH IDAHO POWER STANDARDS, THAT CONTAINS THE FOLLOWING: BREAKERS PER SCHEDULE SHOWN ON THIS SHEET, 4-POLE CONTACTOR, WITH PHOTO CELL CONTROL.
7. REFER TO DETAIL 6, SHEET E.1.1 FOR POLE BASE DETAIL. TYPICAL ALL SIDEWALK LIGHT POLE BASES. RE: E.1.1 FOR LIGHT FIXTURE SCHEDULE.
8. REFER TO DETAIL 1, SHEET E.1. FOR POLE BASE TYPICAL ALL ROADWAY LIGHT POLE BASES.
9. CONDUIT FOR USE WITH FUTURE SITE LIGHTS.
10. PAD SIGN.
11. CONTRACTOR TO REDUCE CONDUCTOR SIZES TO #10 PRIOR TO TERMINATION POINT.

PANEL: HP2

VOLTAGE: 120/208V

ENTRY:

LOADS:

PHASE A: 5

PHASE B: 0

PHASE C: 0

TOTAL: 1254

AMPS

VA

LOAD TYPES:

1 = LIGHTING

2 = RECEPTACLES

3 = MISC

4 = MOTOR

5 = KITCHEN

REMARKS:

NOTE 1 - ROUTE CIRCUIT THROUGH LIGHTING CONTACTOR

LOAD (VA)

LOAD SERVED

NOTE

LOAD TYPE

AMPS/POLES

CRK

NO PHASE

CRK

NO

AMPS/POLES

LOAD TYPE

NOTE

LOAD SERVED

LOAD (VA)

1254

SITE LIGHTS

1

1

20 1

1

A

2

20 1

20 1

3

B

4

20 1

20 1

5

C

8

20 1

LOADING BY TYPE

CONNECTED

NEC CODE

DEMAND FACTOR

DEMAND

NOTES:

LIGHTING

1254 VA

210-19

125%

1568 VA

E: DENOTES EXISTING BREAKER TO REMAIN

RECEPTACLES

0 VA

220-44

10KVA @ 100%, ELSE @ 50%

0 VA

N: DENOTES NEW BREAKER REQUIRED

MISC

0 VA

220-60

100%

0 VA

R: DENOTES TO REUSE EXISTING BREAKER

MOTOR

LARGEST MOT:

0 VA

220-50

100% + LARGEST x 25%

0 VA

KITCHEN

OF KIT. UNITS:

0 VA

220-56

0 VA

TOTAL

2 A

2 A

The Location
Last Picked
Date Picked
\\dev\projects\2007\UT4\202 - alienation site development site, Waco\UT4\202-11.dwg
By John Fredrick
Tuesday, February 27 2008 at 5:08 PM



CITY OF STAR

LAND USE STAFF REPORT MEMO

TO: Mayor & Council

FROM: Shawn L. Nickel, Planning Director & Zoning Administrator *Shawn L. Nickel*

MEETING DATE: **January 19, 2021** – PUBLIC HEARING

FILE(S) #: **AZ-20-11 Annexation and Zoning**
DA-20-11 Development Agreement
PP-20-11 Preliminary Plat for Canvasback Subdivision

OWNER/APPLICANT/REPRESENTATIVE

Property Owner:

Patrick and Rhonda Hynes Trust
4835 NE Hwy 20
Corvallis, Oregon 97330

Applicant/Representative:

Jane Suggs, Gem State Planning
9840 W. Overland Road Suite 120
Boise, Idaho 83709

UPDATE

This application was originally heard by Council on October 6, 2020 and again on November 17, 2020. At the last meeting, Council tabled the application and directed the applicant to work with the neighbors on a design that incorporated better lot transition to the existing Star Acres Subdivision. Council stated that a workshop with the Council and the applicant may be an option if necessary. The applicant has met with neighbors and has submitted a revised preliminary plat and narrative to Council for further review on January 19th. Staff has reviewed the updated plat for compliance with the Comprehensive Plan and Unified Development Code and finds that it meets the requirements and is therefore in support of the submitted revisions.

Gem State Planning, LLC

January 8, 2021

Mr. Shawn Nickel, Planning Director
City of Star
10769 W. State Street
Star, Idaho 83669

Subject: Canvasback Subdivision at New Hope/Brandon/Wing Roads
Applications for Annexation, Zoning, Preliminary Plat and Development
Agreement

Dear Mr. Nickel:

Please accept our second revision of the Preliminary Plat for Canvasback Subdivision. As directed by the City Council at the November 17, 2020, hearing, we met with the neighbors in Star Acres (virtually) on December 16th. The revised plat addresses many of the comments and suggestions from the neighbors, including:

- Lots 2-4, Block 8 of the previous plat have been combined to create one buildable lot, Lot 2, Block 8, that is 19,011 sf.
- Six lots in Block 2 – Lots 22-27 of the previous plat, have been combined to create 3 lots, Lots 21-23, Block 2, that are 12,300 sf or larger.
- Lots 2-4, Block 2, of the previous plat, have been combined to create 2 larger lots, Lots 2 and 3, Block 2.
- Revisions have resulted in the loss of 6 lots and the density of Canvasback Subdivision is now 3.47 du/acre.
- Landscape buffers have been added along both sides of N. Warbler Avenue at New Hope Road.
- All homes will meet the City's setback requirements for the R-4 zone.
- Lot 1, Block 8 will remain as open space in the configuration approved by Ms. Kuck.
- The open space still exceeds the City's requirement.
- As previously planned, the park area will include a picnic shelter and playground.


9840 W. Overland Road, Suite 120, Boise, Idaho 83709

- We plan to keep the park area open and un-fenced along the Wing Road frontage. Buildable lots adjacent to open space will be fenced.
- We will work with Star staff and ITD to determine how our revisions may impact our mitigation fees.

We appreciate the suggestions and assistance of the staff, City Council, and our neighbors. Special thanks to Ms. Ann Kuck for her input and assistance with the neighborhood meeting.

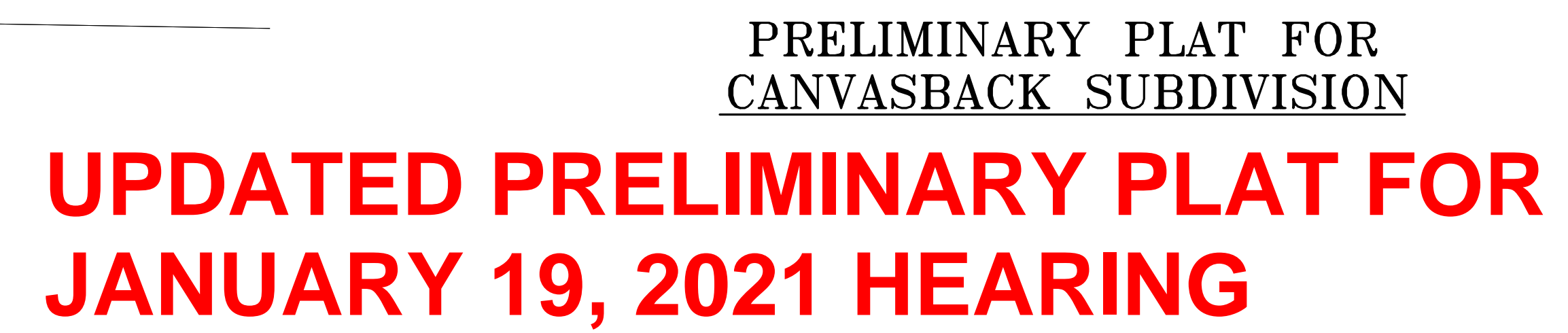
With these revisions, we respectfully request your approval of our applications for annexation, rezone, and preliminary plat.

Sincerely,



Jane Suggs

cc: Shawn Brownlee, Trilogy Development



DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 30.49 ACRES
TOTAL LOTS - 117
BUILDABLE LOTS - 106
RESIDENTIAL - 106
COMMON LOTS - 11
DENSITY DU/ACRE - 3.47
COMMON AREA - 5.30 ACRES - 17.4%
USEABLE OPEN SPACE - 4.51 ACRES 14.8%

PHASES
 PHASE 1 - 77
 BUILDABLE - 71
 COMMON - 6

PHASE 2 - 40
BUILDABLE - 35
COMMON - 5

ZONING
EXISTING - RUT/R
PROPOSED - R-4

SEWAGE DISPOSAL
STAR SEWER AND WATER DISTRICT

WATER SUPPLY
STAR SEWER AND WATER DISTRICT

CITY
STAR

SCHOOL DISTRICT
STAR

FIRE DISTRICT
STAR

IRRIGATION DISTRICT
FARMERS UNION DITCH COMPANY
LTD

OWNERS

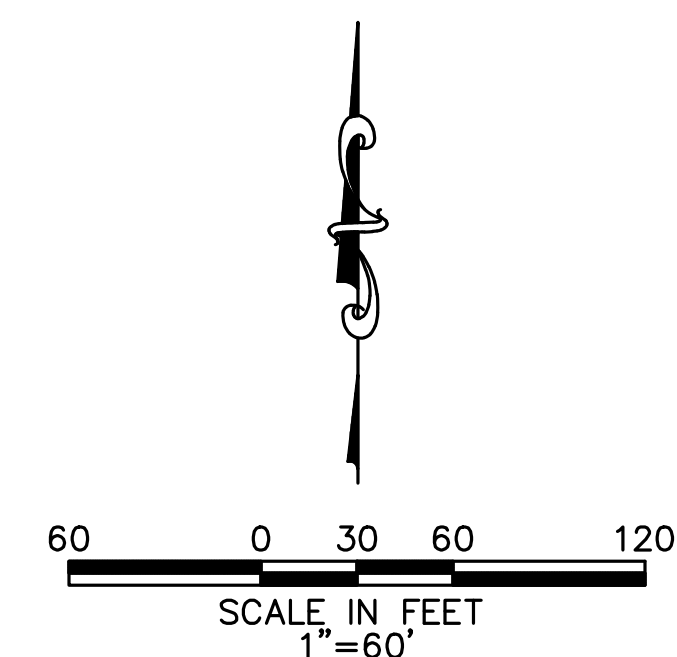
HYNES PATRICK & RHONDA TRUST
4835 HWY 20
CORVALLIS, OR 97330

DEVELOP

TRILOGY DEVELOPMENT, INC
9839 W. CABLE CAR ST.
BOISE ID 83709

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST., SUITE 210
EAGLE, ID 83616
208-938-0013

PLANNER/CONTACT
JANE SUGGS
9840 W. OVERLAND RD., SUITE 120
BOISE, ID 83709
208-602-6941






CITY OF STAR

LAND USE STAFF REPORT MEMO

TO: Mayor & Council

FROM: Shawn L. Nickel, City Planner 

MEETING DATE: **November 17, 2020**

FILE(S) #: **AZ-20-11 Annexation and Zoning**
DA-20-11 Development Agreement
PP-20-11 Preliminary Plat for Canvasback Subdivision

PROJECT SUMMARY/UPDATE

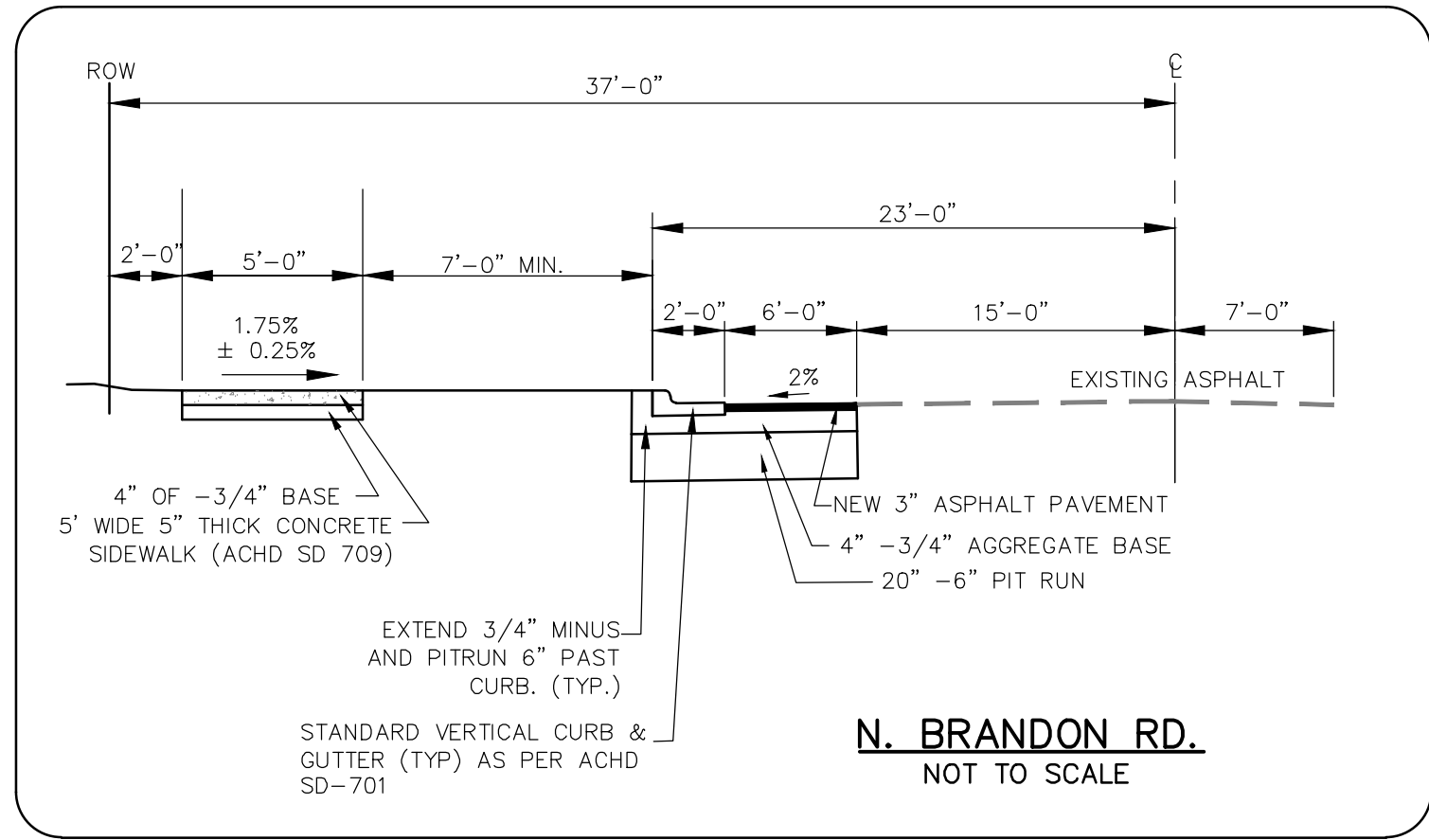
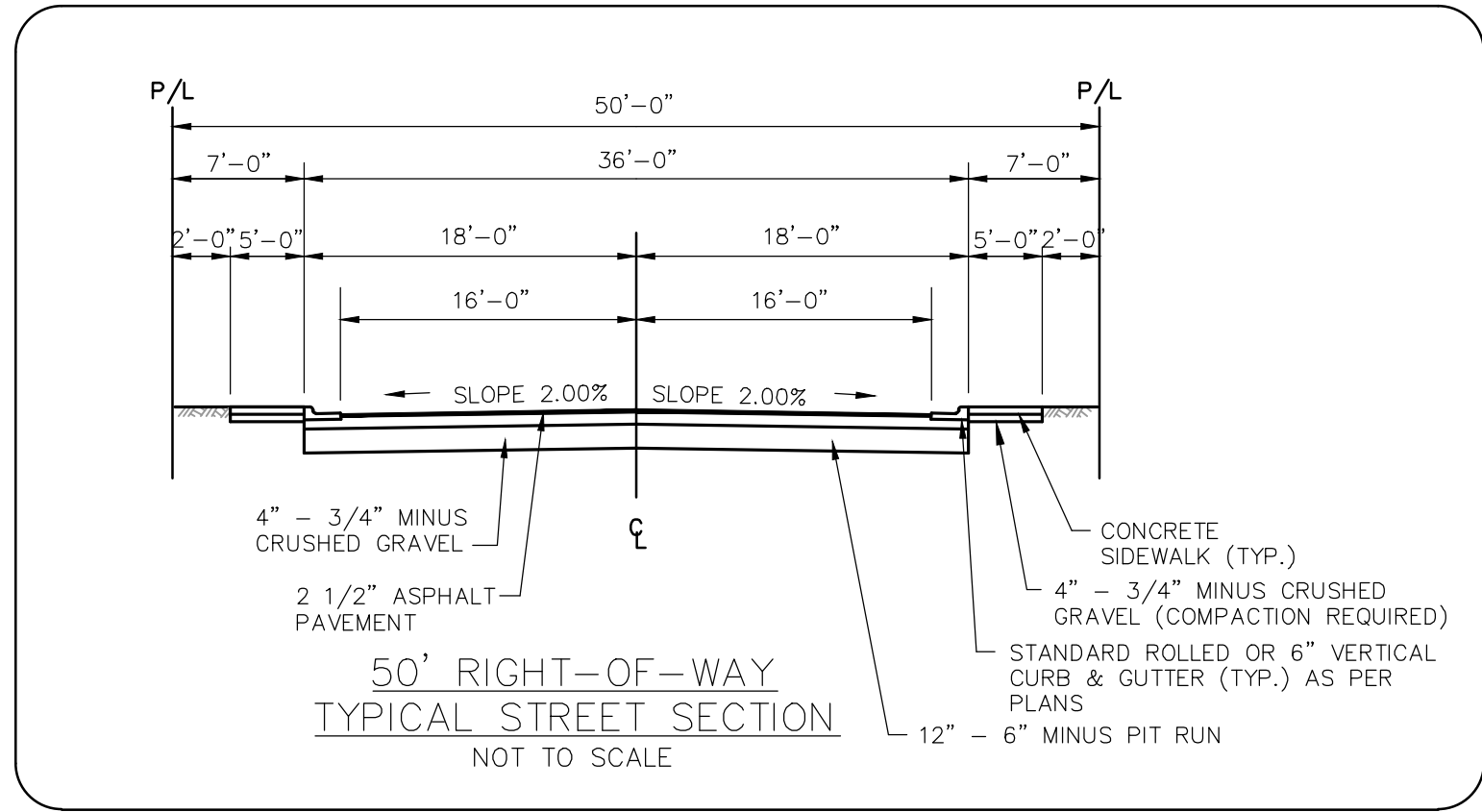
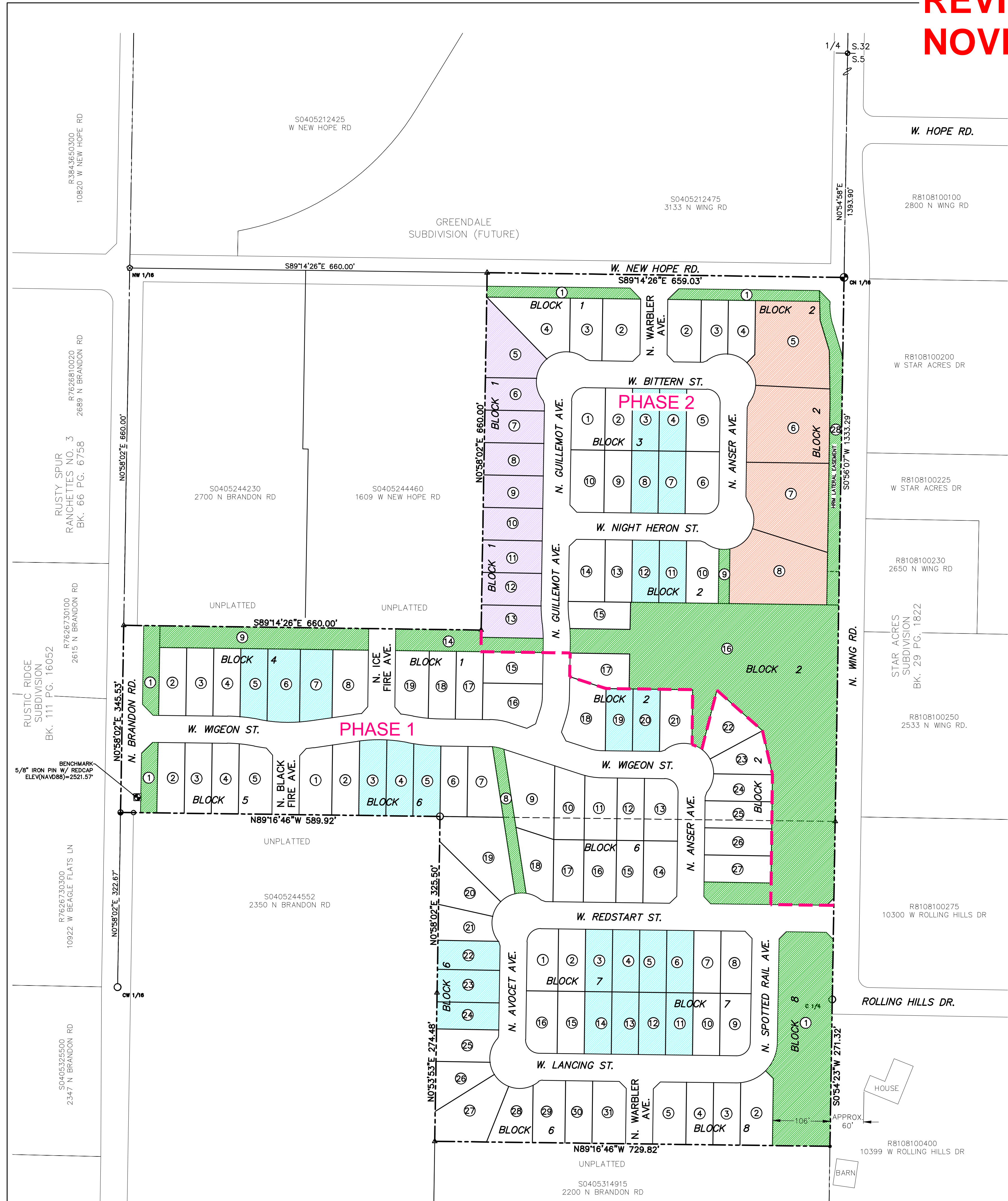
On October 6, 2020, the City Council tabled the Canvasback Subdivision application and requested that the applicant redesign the development to address concerns by neighbors and Council at the hearing. Items included:

- Transitional lots/buffers adjacent to the eastern boundary of the property (along Wing Road);
- New Home Setbacks;
- Stub Street Location onto Wing Road;

The applicant has resubmitted a revised preliminary plat and letter addressing each of the issues brought up in the previous hearing.

Copies of each are attached to this memo for Council reference.

REVISED PRELIM PLAT FROM NOVEMBER 17 HEARING



| LEGEND | |
|---------------------|---------------|
| LOT LINES | --- |
| ROAD CENTERLINE | --- |
| RIGHT OF WAY | --- |
| LOT NUMBER | ① |
| BLOCK NUMBER | BLOCK 7 |
| CURB GUTTER & SW | --- |
| STREET NAME | W. ASHTON DR. |
| HANDICAP RAMP | --- |
| SEWER LINE | --- |
| WATER LINE | --- |
| STORM DRAIN LINE | --- |
| PRESSURE IRRIGATION | --- |
| GRAVITY IRRIGATION | --- |
| FLOW ARROW | --- |
| FIRE HYDRANT | --- |
| CATCH BASIN | --- |

| SURVEY LEGEND | |
|------------------------|-----|
| BENCHMARK AS NOTED | --- |
| FOUND BRASS CAP | --- |
| FOUND ALUMINUM CAP | --- |
| FOUND 1/2" IRON PIN | --- |
| FOUND 5/8" IRON PIN | --- |
| CALC. POINT | --- |
| FOUND SPIKE MONUMENT | --- |
| PROPERTY BOUNDARY LINE | --- |
| SECTION LINE | --- |

| LOT LEGEND | |
|---|-----|
| REQUEST 5' SIDE YARD SETBACKS (BOTH SIDES) FOR 2-STORY | --- |
| REQUEST 5' SIDE YARD FOR 2-STORY (ONE SIDE) 1-STORY W/ 3-CAR GARAGE (OTHER SIDE - PER CODE) | --- |
| REQUEST 10' SIDE YARDS (BOTH SIDES) FOR 1 OR 2-STORY | --- |
| SIDE YARD SETBACK PER CODE | --- |

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 30.49 ACRES
TOTAL LOTS - 123
BUILDABLE LOTS - 112
RESIDENTIAL - 112
COMMON LOTS - 11
DENSITY DU/ACRE - 3.67
COMMON AREA - 5.30 ACRES - 17.4%
USEABLE OPEN SPACE - 4.57 ACRES 15.0%

PHASES
PHASE 1 - 82
BUILDABLE - 76
COMMON - 6
PHASE 2 - 41
BUILDABLE - 36
COMMON - 5

ZONING
EXISTING - RUT/RT
PROPOSED - R-4

SEWAGE DISPOSAL
STAR SEWER AND WATER DISTRICT

WATER SUPPLY
STAR SEWER AND WATER DISTRICT

CITY
STAR

SCHOOL DISTRICT
STAR

FIRE DISTRICT
STAR

IRRIGATION DISTRICT
FARMERS UNION DITCH COMPANY LTD

OWNERS
HYNES PATRICK & RHONDA TRUST
4635 HWY 20
CORVALLIS, OR 97330

DEVELOPER
TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST.
BOISE ID 83709

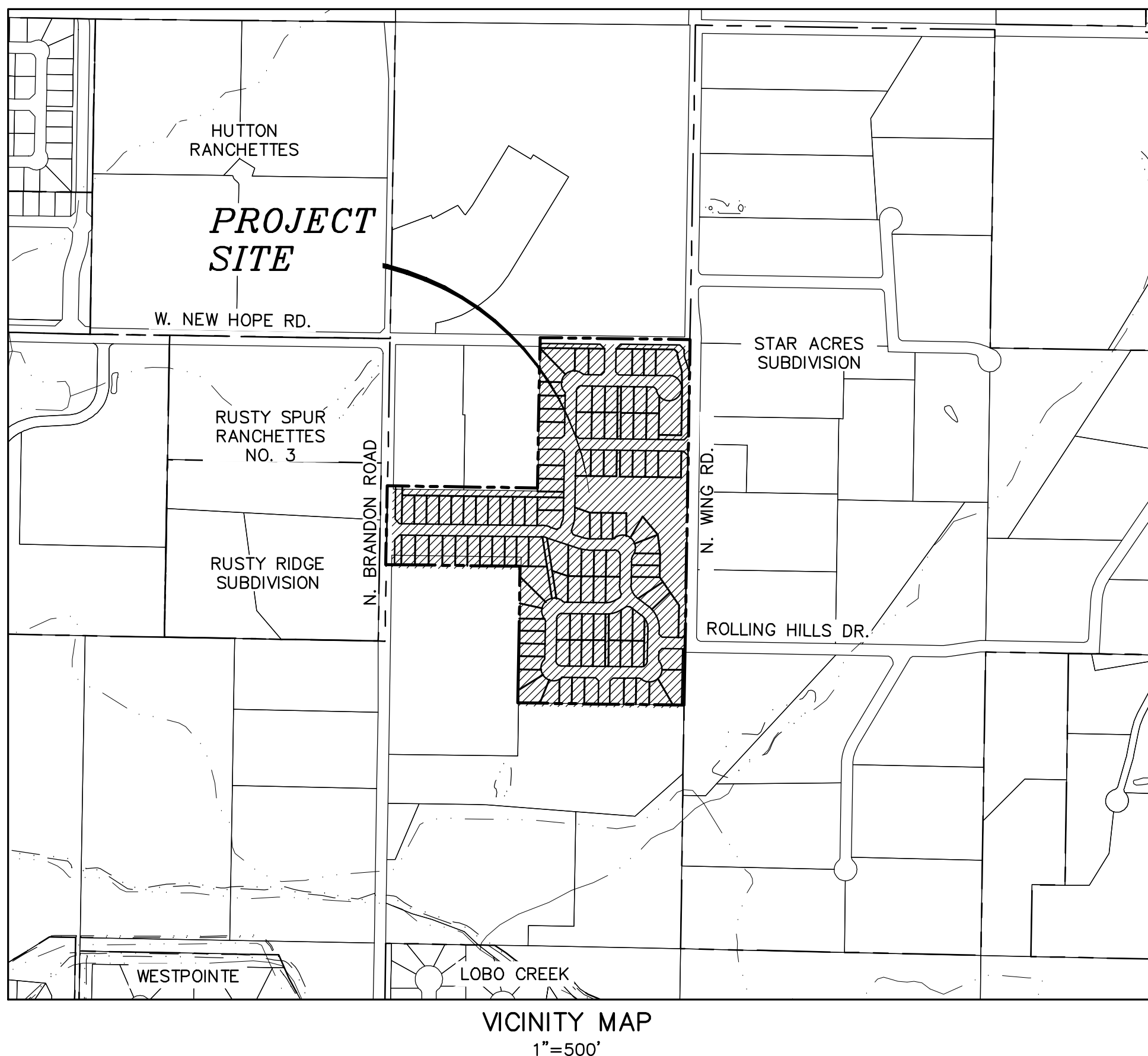
ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST., SUITE 210
BOISE, ID 83709
208-938-0013

PLANNER/CONTACT
JANE SUGGS
8940 W. OVERLAND RD., SUITE 120
BOISE, ID 83709
208-602-6941

| Common Lots | | | |
|---------------------|--------|-----------|--------------------|
| Lot | Area | Perimeter | Type |
| BLOCK 1 Lot 1 OPEN | 5483 | 597 | BUFFER |
| BLOCK 1 Lot 14 OPEN | 9314 | 624 | OPEN SPACE |
| BLOCK 2 Lot 1 OPEN | 5405 | 589 | BUFFER |
| BLOCK 2 Lot 9 OPEN | 1999 | 241 | OPEN SPACE PATHWAY |
| BLOCK 2 Lot 16 OPEN | 126206 | 2457 | OPEN SPACE |
| BLOCK 2 Lot 28 OPEN | 12470 | 1196 | BUFFER |
| BLOCK 4 Lot 1 OPEN | 4764 | 379 | BUFFER |
| BLOCK 4 Lot 9 OPEN | 15420 | 851 | OPEN SPACE |
| BLOCK 5 Lot 1 OPEN | 3701 | 308 | BUFFER |
| BLOCK 6 Lot 8 OPEN | 5434 | 585 | OPEN SPACE PATHWAY |
| BLOCK 8 Lot 1 OPEN | 40650 | 993 | OPEN SPACE |

PRELIMINARY PLAT FOR CANVASBACK SUBDIVISION

LOCATED IN THE SE 1/4 OF THE NW 1/4 AND THE NE 1/4 OF THE SW 1/4
SECTION 5 T.4N., R.1W. B.M., CITY OF STAR, ADA COUNTY, IDAHO
2020

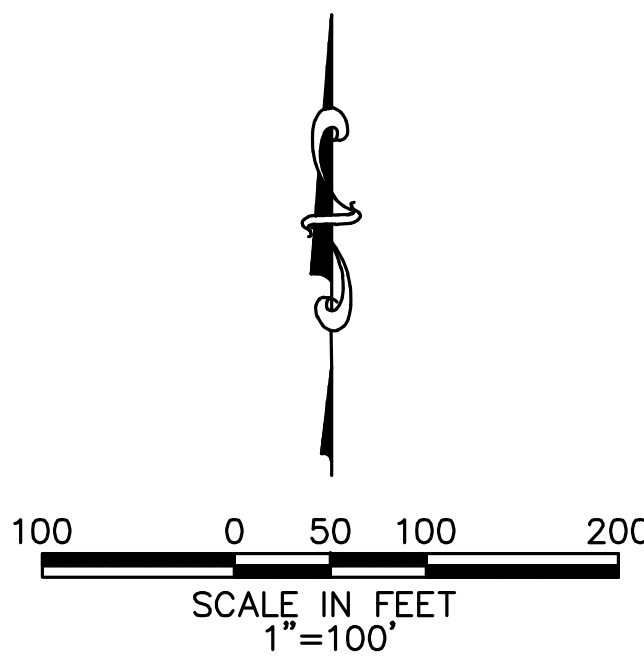


PLAN SHEET INDEX

SHEET DESCRIPTION

- PP-1 - COVER SHEET, INDEX, VICINTIY MAP, NOTES & DETAILS
- PP-2 - PRELIMINARY PLAT & PARCEL TABLE
- PP-3 - CONCEPTUAL ENGINEERING PLAN & CURVE TABLE
- PP-4 - CONCEPTUAL SEWER PROFILES
- PP-6 - CONCEPTUAL SEWER PROFILES

- STAR SEWER AND WATER DISTRICT WATER AND SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
- THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANELS 16001C0130H REVISED FEBRUARY 19, 2003.
- ALL LOT SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
- MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF STAR AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
- THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE FARMERS UNION DITCH COMPANY.
- STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SUBSURFACE SEEPAGE TRENCHES AS APPROVED BY ACHD.
- ALL LOTS DESIGNATED AS COMMON LOTS ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
- ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE CONTAINING THE STRUCTURE.
- ALL LOTS WITHIN THIS SUBDIVISION ARE SINGLE FAMILY RESIDENTIAL LOTS, WITH THE EXCEPTION OF LOTS 1 & 14, BLOCK 1; LOTS 1, 9, 16 & 28, BLOCK 2; LOTS 1 & 9, BLOCK 4; LOTS 1, BLOCK 5; LOT 8, BLOCK 6; AND LOT 1, BLOCK 8; THAT ARE COMMON LOTS OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.



Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
1119 E. STATE ST., SUITE 210
BOISE, ID 83709
TEL: 208-938-0013
WWW.BAILEYENGINEERING.COM



CHECKED BY:
DAVID A. BAILEY, P.E.
DRAWN BY:
DAB/REB

REVISED
NO. DATE DESCRIPTION

PRELIMINARY PLAT
CANVASBACK SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE:
11-03-2020

PROJECT:
C2019-033

SHEET
PP-1

LEGEND

LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
BLOCK NUMBER
CURB GUTTER & SW
STREET NAME
HANDICAP RAMP
SEWER LINE
WATER LINE
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW
FIRE HYDRANT
CATCH BASIN

SURVEY LEGEND

BENCHMARK AS NOTED
FOUND BRASS CAP
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FOUND 1/2" IRON PIN
FOUND 5/8" IRON PIN
CALC. POINT
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PROPERTY BOUNDARY LINE
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LOT LEGEND

REQUEST 5' SIDE YARD SETBACKS (BOTH SIDES) FOR 2-STORY
REQUEST 5' SIDE YARD FOR 2-STORY (ONE SIDE) 1-STORY W/ 3-CAR GARAGE (OTHER SIDE - PER CODE)
REQUEST 10' SIDE YARDS (BOTH SIDES) FOR 1 OR 2-STORY
SIDE YARD SETBACK PER CODE

PRELIMINARY PLAT FOR CANVASBACK SUBDIVISION

REVISED PRELIM PLAT FROM NOVEMBER 17 HEARING

| Parcel Table | | | Parcel Table | | |
|----------------|-------|-----------|----------------|-------|-----------|
| Lot | Area | Perimeter | Lot | Area | Perimeter |
| BLOCK 1 Lot 2 | 7965 | 362 | BLOCK 4 Lot 7 | 7809 | 380 |
| BLOCK 1 Lot 3 | 6567 | 338 | BLOCK 4 Lot 8 | 7831 | 367 |
| BLOCK 1 Lot 4 | 10663 | 459 | BLOCK 5 Lot 2 | 6536 | 361 |
| BLOCK 1 Lot 5 | 10005 | 444 | BLOCK 5 Lot 3 | 6500 | 360 |
| BLOCK 1 Lot 6 | 6104 | 328 | BLOCK 5 Lot 4 | 6493 | 359 |
| BLOCK 1 Lot 7 | 6600 | 340 | BLOCK 5 Lot 5 | 7680 | 369 |
| BLOCK 1 Lot 8 | 6600 | 340 | BLOCK 6 Lot 1 | 7466 | 366 |
| BLOCK 1 Lot 9 | 6600 | 340 | BLOCK 6 Lot 2 | 6666 | 367 |
| BLOCK 1 Lot 10 | 6600 | 340 | BLOCK 6 Lot 3 | 6963 | 377 |
| BLOCK 1 Lot 11 | 6600 | 340 | BLOCK 6 Lot 4 | 6864 | 374 |
| BLOCK 1 Lot 12 | 6600 | 340 | BLOCK 6 Lot 5 | 6557 | 364 |
| BLOCK 1 Lot 13 | 6747 | 345 | BLOCK 6 Lot 6 | 6500 | 360 |
| BLOCK 1 Lot 14 | 6364 | 336 | BLOCK 6 Lot 7 | 7293 | 374 |
| BLOCK 1 Lot 15 | 7816 | 355 | BLOCK 6 Lot 8 | 11197 | 454 |
| BLOCK 1 Lot 16 | 6255 | 350 | BLOCK 6 Lot 9 | 7136 | 370 |
| BLOCK 1 Lot 17 | 6250 | 349 | BLOCK 6 Lot 10 | 6940 | 354 |
| BLOCK 1 Lot 18 | 7400 | 359 | BLOCK 6 Lot 11 | 5750 | 330 |
| BLOCK 1 Lot 19 | 7046 | 346 | BLOCK 6 Lot 12 | 7035 | 344 |
| BLOCK 2 Lot 2 | 5303 | 318 | BLOCK 6 Lot 13 | 7085 | 347 |
| BLOCK 2 Lot 3 | 5273 | 310 | BLOCK 6 Lot 14 | 5750 | 330 |
| BLOCK 2 Lot 4 | 21020 | 587 | BLOCK 6 Lot 15 | 6900 | 350 |
| BLOCK 2 Lot 5 | 21004 | 573 | BLOCK 6 Lot 16 | 6440 | 342 |
| BLOCK 2 Lot 6 | 21004 | 589 | BLOCK 6 Lot 17 | 7005 | 366 |
| BLOCK 2 Lot 7 | 21062 | 583 | BLOCK 6 Lot 18 | 13776 | 496 |
| BLOCK 2 Lot 8 | 6624 | 339 | BLOCK 6 Lot 19 | 8128 | 409 |
| BLOCK 2 Lot 9 | 5750 | 330 | BLOCK 6 Lot 20 | 5752 | 330 |
| BLOCK 2 Lot 10 | 5750 | 330 | BLOCK 6 Lot 21 | 6144 | 335 |
| BLOCK 2 Lot 11 | 5750 | 330 | BLOCK 6 Lot 22 | 6899 | 350 |
| BLOCK 2 Lot 12 | 5750 | 330 | BLOCK 6 Lot 23 | 5750 | 330 |
| BLOCK 2 Lot 13 | 5750 | 330 | BLOCK 6 Lot 24 | 6381 | 339 |
| BLOCK 2 Lot 14 | 5750 | 330 | BLOCK 6 Lot 25 | 6094 | 345 |
| BLOCK 2 Lot 15 | 5750 | 330 | BLOCK 6 Lot 26 | 10724 | 426 |
| BLOCK 2 Lot 16 | 5750 | 330 | BLOCK 6 Lot 27 | 6598 | 347 |
| BLOCK 2 Lot 17 | 5750 | 330 | BLOCK 6 Lot 28 | 6832 | 343 |
| BLOCK 2 Lot 18 | 5750 | 330 | BLOCK 6 Lot 29 | 5750 | 330 |
| BLOCK 2 Lot 19 | 5750 | 330 | BLOCK 6 Lot 30 | 7045 | 346 |
| BLOCK 2 Lot 20 | 5750 | 330 | BLOCK 6 Lot 31 | 6511 | 335 |
| BLOCK 2 Lot 21 | 5750 | 330 | BLOCK 7 Lot 1 | 5750 | 330 |
| BLOCK 2 Lot 22 | 5750 | 330 | BLOCK 7 Lot 2 | 5750 | 330 |
| BLOCK 2 Lot 23 | 5750 | 330 | BLOCK 7 Lot 3 | 5750 | 330 |
| BLOCK 2 Lot 24 | 5750 | 330 | BLOCK 7 Lot 4 | 5750 | 330 |
| BLOCK 2 Lot 25 | 5750 | 330 | BLOCK 7 Lot 5 | 5750 | 330 |
| BLOCK 2 Lot 26 | 5750 | 330 | BLOCK 7 Lot 6 | 5750 | 330 |
| BLOCK 2 Lot 27 | 5750 | 330 | BLOCK 7 Lot 7 | 5750 | 330 |
| BLOCK 3 Lot 1 | 7021 | 344 | BLOCK 7 Lot 8 | 6484 | 337 |
| BLOCK 3 Lot 2 | 5750 | 330 | BLOCK 7 Lot 9 | 6387 | 333 |
| BLOCK 3 Lot 3 | 5750 | 330 | BLOCK 7 Lot 10 | 5750 | 330 |
| BLOCK 3 Lot 4 | 5750 | 330 | BLOCK 7 Lot 11 | 5750 | 330 |
| BLOCK 3 Lot 5 | 5750 | 330 | BLOCK 7 Lot 12 | 5750 | 330 |
| BLOCK 3 Lot 6 | 5750 | 330 | BLOCK 7 Lot 13 | 5750 | 330 |
| BLOCK 3 Lot 7 | 5750 | 330 | BLOCK 7 Lot 14 | 5750 | 330 |
| BLOCK 3 Lot 8 | 5750 | 330 | BLOCK 7 Lot 15 | 5750 | 330 |
| BLOCK 3 Lot 9 | 5750 | 330 | BLOCK 7 Lot 16 | 6550 | 335 |
| BLOCK 3 Lot 10 | 7117 | 348 | BLOCK 8 Lot 2 | 7509 | 371 |
| BLOCK 4 Lot 2 | 6307 | 351 | BLOCK 8 Lot 3 | 5751 | 330 |
| BLOCK 4 Lot 3 | 6272 | 351 | BLOCK 8 Lot 4 | 5750 | 330 |
| BLOCK 4 Lot 4 | 6276 | 352 | BLOCK 8 Lot 5 | 6972 | 345 |
| BLOCK 4 Lot 5 | 6459 | 360 | | | |
| BLOCK 4 Lot 6 | 8082 | 387 | | | |

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 30.49 ACRES
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STAR SEWER AND WATER DISTRICT

WATER SUPPLY
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60 0 30 60 120
SCALE IN FEET
1"=60'

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www.baileyeng.com



CHECKED BY:
DAVID A. BAILEY P.E.

DRAWN BY:
DAB/REB

REVISED

NO.

DATE

DESCRIPTION

PRELIMINARY PLAT
CANVASBACK SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE:
11-03-2020

PROJECT:
C2019-033

SHEET
PP-2



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: Shawn L. Nickel, Planning Director & Zoning Administrator *Shawn L. Nickel*

MEETING DATE: October 6, 2020 – PUBLIC HEARING

FILE(S) #: **AZ-20-11 Annexation and Zoning**
DA-20-11 Development Agreement
PP-20-11 Preliminary Plat for Canvasback Subdivision

OWNER/APPLICANT/REPRESENTATIVE

Property Owner:

Patrick and Rhonda Hynes Trust
4835 NE Hwy 20
Corvallis, Oregon 97330

Applicant/Representative:

Jane Suggs, Gem State Planning
9840 W. Overland Road Suite 120
Boise, Idaho 83709

REQUEST

Request: The Applicant is seeking approval of an Annexation and Zoning (R-3), a Development Agreement, and a Preliminary Plat for a proposed residential subdivision consisting of 112 residential lots and 11 common lots. The property is located at the southwest corner of W. New Hope Road and N. Wing Road and consists of 20.6 acres with a proposed density of 3.67 dwelling units per acre.

PROPERTY INFORMATION

Property Location: The subject property is generally located on the south side of W. New Hope Road between N. Brandon Road and N. Wing Road in Star, Idaho. Ada County Parcel No. S0405244200 & S0405244700.

Existing Site Characteristics: The property is currently in agricultural production

Irrigation/Drainage District(s): - Farmer's Union Ditch Company, LTD
P.O. Box 1474, Eagle, ID 83616

Flood Zone: This property is not located in a Special Flood Hazard Area.

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 – No.
- ✧ Riparian Vegetation – No known areas.
- ✧ Steep Slopes – No.
- ✧ 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.
- ✧ 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 | December 18, 2019 |
| Neighborhood Meeting Held | February 12, 2020 |
| Application Submitted & Fees Paid | July 30, 2020 |
| Application Accepted | July 30, 2020 |
| Residents within 300' Notified | August 03, 2020 |
| Agencies Notified | August 03, 2020 |
| Legal Notice Published | August 04, 2020 |
| Property Posted | September 25, 2020 |

| |
|----------------|
| HISTORY |
|----------------|

Request previously scheduled for public hearing on September 15, 2020 and tabled to October 06, 2020. There have been no previous requests through the City for development of this property.

| |
|--|
| SURROUNDING ZONING/COMPREHENSIVE PLAN MAP/LAND USE DESIGNATIONS |
|--|

| | Zoning Designation | Comp Plan Designation | Land Use |
|----------------------|---------------------------------|------------------------------|--------------------------|
| Existing | County Rural Transitional (RUT) | Neighborhood Residential | Agricultural |
| Proposed | R-4-DA | Neighborhood Residential | Neighborhood Residential |
| North of site | R-3 | Neighborhood Residential | Greendale Grove Sub. |

| | | | |
|----------------------|---------------------------------|--|--------------------------------------|
| South of site | County Rural Transitional (RUT) | Neighborhood Residential | Single Family Dwelling / Agriculture |
| East of site | County Rural Transitional (RUT) | Rural Residential / Special Transition Overlay | Single Family Dwelling / Agriculture |
| West of site | County Rural Transitional (RUT) | Neighborhood Residential | Single Family Dwelling / Agriculture |

CODE DEFINITIONS / COMPREHENSIVE PLAN

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.

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.

| <u>ZONING DISTRICT USES</u> | A | R-R | R |
|------------------------------------|----------|------------|----------|
| Accessory structure | A | A | A |
| Dwelling: | | | |
| Multi-family 1 | N | N | C |
| Secondary 1 | A | A | A |
| Single-family attached | N | N | C |
| Single-family detached | P | P | P |
| Two-family duplex | N | N | P |

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-4 | 35' | 15' to living area 20' to garage | 15' | 5' per story(2) | 20' |

Notes:

1. Front yard setback shall be measured from the face of the garage to the face of the sidewalk, allowing for 20' of parking on the driveway without overhang onto the sidewalk.
2. Interior side yard setbacks for lots with 50' or less of lot width shall be allowed 5' interior side yard setbacks for one and two-story structures.

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

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 gross land area of the development. Ten percent (10%) of that area shall be usable open space.
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.

B. Qualified Open Space: The following may qualify to meet the common 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;
 - c. Ponds or water features where active fishing, paddle boarding or other activities are provided (50% qualifies towards total required open space, must be accessible by all residents to qualify.) ponds must be aerated;
 - d. A plaza.
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. Parkway 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.
- 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.
 - b. Children's play structures.
 - c. Sports courts.
 - d. Additional open space in excess of 5% 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;
- 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 the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

8-1E-1: DEFINITIONS - TERMS DEFINED

TRANSITIONAL LOT OR PROPERTY: The size of a new residential lot when being proposed adjacent to an established residential use. The ratio for lots adjacent to properties shall be determined on a case by case basis, when considering the size of the development potential for the existing use. This shall not be required if separated by an existing roadway or large canal where the distance between new structures and existing structures equal or exceed 100 feet.

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

- B. When development is planned with lots that directly abut existing lots within a Rural Residential area, or "Special Transition Overlay Area" as shown on the Comprehensive Plan Land Use map, an appropriate transition shall be provided for the two abutting residential lot types. A transition shall take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting rural residential lots, or may include the provision of

a buffer strip avoiding urban lots directly abutting rural residential lots, or may include setbacks within the urban lots similar to the rural residential lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the rural residential lots.

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Neighborhood Residential:

Suitable primarily for single family residential use. Densities in the majority of this land use area are to range from 3 units per acre to 5 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 adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

Special Transition Overlay Area

Development adjacent to, and potentially within, this area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. Site layout is to provide for a transition in density and lot sizing.

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:

- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Retain and encourage rural areas where it will not result in increased costs for urban service.
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

8.5.3 Policies Related Mostly to the Urban Residential Planning Areas:

- A. The Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.
- B. Low densities within the 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
- C. Site layout within the Special Transition Overlay Area is to provide for a transition in density and lot sizing. Base densities may be significantly reduced or home sites may be clustered to increase open space within a portion of a site when property is within this overlay.

8.5.4 Policies Related to The Special Transition Overlay Areas:

- A. Development adjacent to and within the Special Transition Overlay Area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. This may include new abutting lots to be one acre in size or may include buffering.
- B. Site layout is to provide for a transition in density and lot sizing with all policies regarding compatibility herein applying.
- C. Modified street sections, such as with no curbs gutters or sidewalks, should be encouraged for adjacent compatibility where determined appropriate.
- D. When an urban density residential development is planned with lots that directly abut lots within a Special Transition Overlay Area an appropriate transition is to be provided for the two abutting residential lot types. A transition must take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting Special Transition Overlay Area lots, or may include the provision of a buffer strip avoiding urban lots directly abutting Special Transition Overlay Area lots, or may include setbacks within the urban lots similar to the Special Transition Overlay Area lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the Special Transition Overlay Area lots.
- E. Larger setbacks should be required for new lots planned to abut existing Special Transition Overlay Area lots.

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.

PROJECT OVERVIEW

ANNEXATION & REZONE:

The annexation and rezone request from Residential R-3 and County Rural Urban Transition (RUT) to Medium-Low Density Residential (R-4) on the applicant's property will allow for the subdivision of the property to develop with urban densities that will be consistent with the current Comprehensive Plan Map. The overall gross density of the proposed development is 3.67 dwelling units per acre. The current Comprehensive Plan Land Use Map designates this property as Neighborhood Residential, with an anticipated density of 3 to 5 dwelling units per acre. The requested density falls in the middle of this designation. The requested zoning designation and density meets the intent of the Comprehensive Plan.

PRELIMINARY PLAT:

The Preliminary Plat submitted contains 112 single family residential lots, and 11 common area lots for a total of 123 total lots. The residential lots range in size from 5,298 square feet to 14,988 square feet. The applicant has indicated that the development will contain a total of five (5) acres (16.4%) of open space. The applicant states that useable open space, not including street buffers and endcaps equal to 3.52 acres (11.6%) exceeding the requirement for usable open space in the current Unified Development Code, Section 8-4E-2. Streets are proposed to be public and will measure 36 ft from back of curb to back of curb and satisfy Section 8-4D-34B(4) of the UDC.

The development will use access off N. Brandon Road and W. New Hope Road as well as N. Wing Road. The development will also have a stub road on the south of the property that will terminate at the property line with the possibility to extend in the future.

The current Unified Development Code, Section 8-4E-2 requires a development of this size to have 3 site amenities. The applicant is proposing a children's play structure, covered picnic shelter and pathway connections for access to the development and park.

ADDITIONAL DEVELOPMENT FEATURES:

- Sidewalks
Sidewalks are proposed at five-foot (5') widths and will be attached throughout overall subdivision.
- Lighting
Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The applicant has not submitted street light design standards. A condition of approval will be required to receive staff approval of streetlights prior to final plat approval.
- Street Names
Street names will be approved by the Ada Street Naming Committee prior to signature of 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.
- Setbacks – Client is requesting a five (5) foot side yard setback for all homes in the development.
- Block lengths – All blocks meet the 750' block length requirement.

AGENCY RESPONSES

| | |
|---------------------------------|--------------------|
| Star Fire District | August 31, 2020 |
| Keller and Associates | August 06, 2020 |
| ITD | April 22, 2020 |
| ACHD | September 22, 2020 |
| DEQ | August 13, 2020 |
| Farmer's Union Ditch Company | September 04, 2020 |
| West Ada School District | September 08, 2020 |
| Ada County Development Services | August 04, 2020 |

PUBLIC RESPONSES

| | |
|---|--------------------|
| Lonnn and Ann Kuck - 10399 W. Rolling Hills Dr., Star, ID 83669 | September 28, 2020 |
| Steve and Charlene Greene – 9999 W Star Acres Drive, Star, ID 83669 | September 28, 2020 |
| Will Eason – 10174 W. Star Acres Dr., Star, ID 83669 | September 28, 2020 |
| Terry Bier and Carolee Polfer – 10040 West Star Acres Dr., Star, ID 83669 | |

TRANSITIONAL LOTS:

The eastern boundary of the subdivision is immediately adjacent to Star Acres Subdivision, an Ada County approved 5-acre lot subdivision that is in Un-Incorporated Ada County. The majority of the houses built within the Star Acres Subdivision are located to the west end of the lots and along N. Wing Road. The Star Comprehensive Plan designates the area within this subdivision as a Special Transition Overlay Area. The Unified Development Code provides a definition for transitional Lots or Properties and states the following: *The size of a new residential lot when being proposed adjacent to an established residential use. The ratio for lots adjacent to properties shall be determined on a case by case basis, when considering the size of the development potential for the existing use. This shall not be required if separated by an existing roadway or large canal where the distance between new structures and existing structures equal or exceed 100 feet.* It appears from the submitted preliminary plat that the developer has made an effort to design the development with this requirement in mind (see exhibit attached). N. Wing Road and the proposed 30-foot landscape buffer provide in excess of 100 feet of separation. The one concern that staff has is with regard to the two proposed lots (Lots 2 & 3, Block 7) at the southeast corner of the proposed development. An existing house on the adjacent lot in Star Acres is in very close proximity to the boundary of the proposed Lots 2 & 3 and there is not a roadway or canal providing the defined buffer of 100 feet. Council should consider this when making its decision on compliance with the UDC standards. One staff suggestion is to combine lots 2 & 3 into one lot or increase the open space buffer between the two developments.

STAFF ANALYSIS & RECOMMENDATIONS

Staff is overall supportive of the design, layout and density of the development application, with the proposed conditions of approval.

Based upon the information provided to staff in the applications and agency comments received to date, staff finds that the proposed annexation and zoning, development agreement modification, and preliminary plat meets the requirements, standards and intent for development as they relate to the Unified Development Code and the 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 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:

ANNEXATION/REZONE FINDINGS:

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

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.

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

The City must find that the proposal complies with the proposed district and purpose statement. The purpose of the residential districts is to provide regulations and districts for various residential neighborhoods with gross densities in compliance with the intent of the Comprehensive Plan designation. 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 in all districts exceeding one dwelling unit per acre. Private streets may be approved in this district for access to newly subdivided or split property.

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

The City must find that there is no indication from the material submitted by any political agency stating 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 City must find that it 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 City must find that this annexation is reasonably necessary for the orderly development of the City.

PRELIMINARY PLAT FINDINGS:

1. The plat is in compliance with the Comprehensive Plan.

The City must find that this Plat follows designations, spirit and intent of the Comprehensive Plan regarding residential development and meets several of the objectives of the Comprehensive Plan such as:

- 1. Designing development projects that minimize impacts on existing adjacent properties, and*
- 2. Managing urban sprawl to protect outlying rural areas.*

2. Public Services are available or can be made available and are adequate to accommodate the proposed development.

The City must find that Agencies having jurisdiction on this parcel were notified of this action, and that it has not received notice that public services are not available or cannot be made available for this development.

3. There is public financial capability of supporting services for the proposed development;

The City must find that they have not been notified of any deficiencies in public financial capabilities to support this development.

4. The development will not be detrimental to the public health, safety or general welfare;

The City must find that it has not been presented with any facts stating this Preliminary Plat will be materially detrimental to the public health, safety and welfare. Residential uses are a permitted use.

5. The development preserves significant natural, scenic or historic features;

The City must find that there are no known natural, scenic, or historic features that have been identified within this Preliminary Plat.

Upon granting approval or denial of the application, the Council shall specify:

1. The Ordinance and standards used in evaluating the application;
2. The reasons for recommending approval or denial; and
3. The actions, if any, that the applicant could take to obtain approval.

CONDITIONS OF APPROVAL

1. The approved Preliminary Plat for the Canvasback Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. All public streets shall have a minimum street width of 36' and shall be constructed to ACHD standards.
3. The stub street shall be built in accordance with Star Fire District requirements.
4. The applicant shall enter into a Development Agreement with the City, agreeing to proportionate share assessment by ITD regarding impacts to the State Highway System. These fees will be collected by the City of Star, by phase, prior to final plat signature. The development agreement shall be signed and recorded as part of the ordinance for annexation and zoning and shall contain the details of the fees to be collected.
5. 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 prior to any building occupancy. Design shall follow Code with requirements for light trespass and "Dark Skies" lighting. **Applicant/Owner shall submit a streetlight plan/design prior to Final Plat approval. Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative.**
6. Street trees shall be installed per Chapter 8, including Section 8-8C-2-M(2) Street Trees including one (1) tree per thirty-five (35) linear feet.
7. The property with the approved Preliminary Plat shall be satisfactorily weed abated, preventing a public nuisance, per Star City Code.
8. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
9. 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.
10. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
11. A copy of the CC&R's shall be submitted to the City of Star at Final Plat.
12. A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service.
13. 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.
14. 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.
15. 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.
16. All common areas shall be owned and maintained by the Homeowners Association.

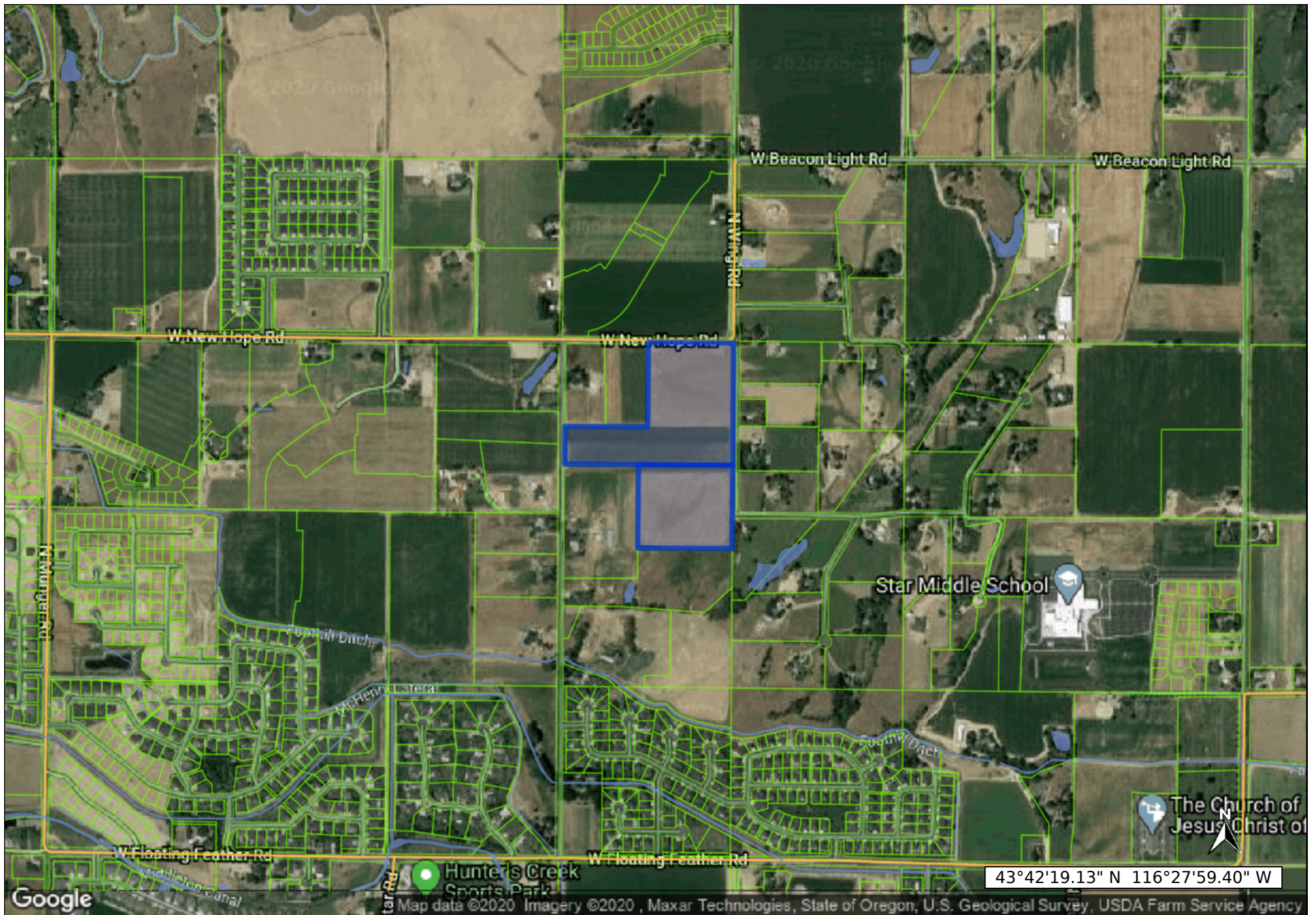
17. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through home sales that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of construction.**
18. A sign application is required for any subdivision signs.
19. Any additional Condition of Approval as required by Staff and City Council.

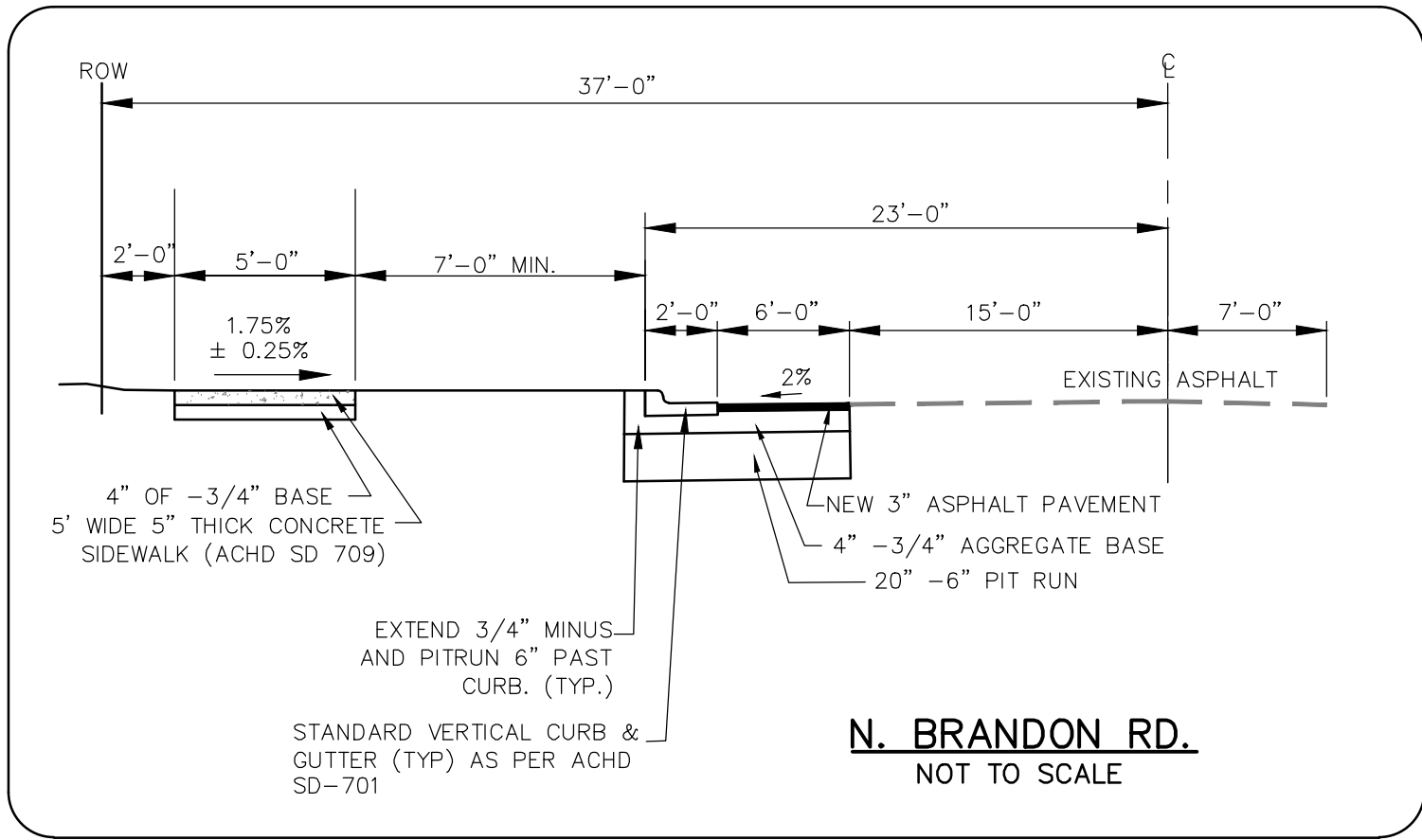
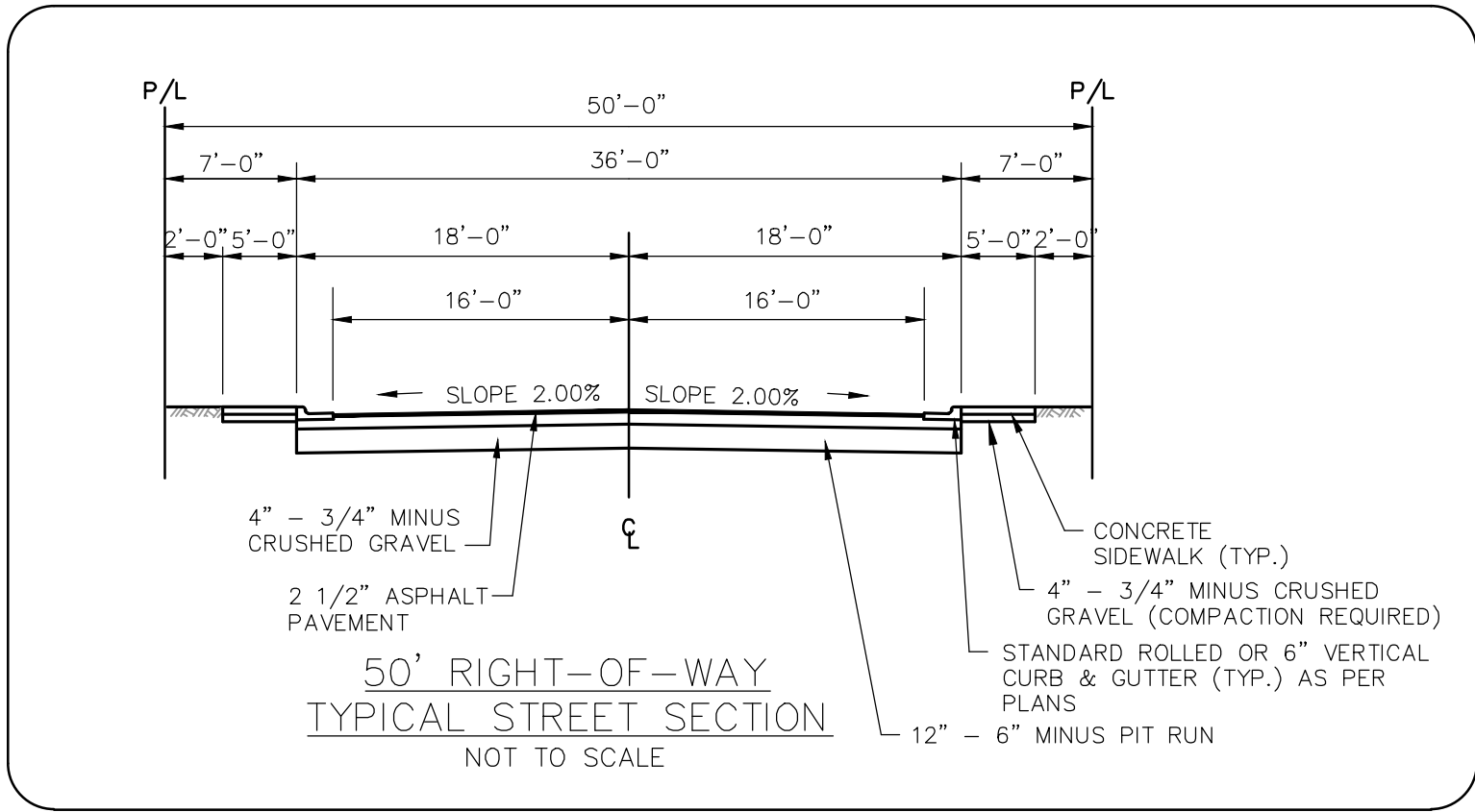
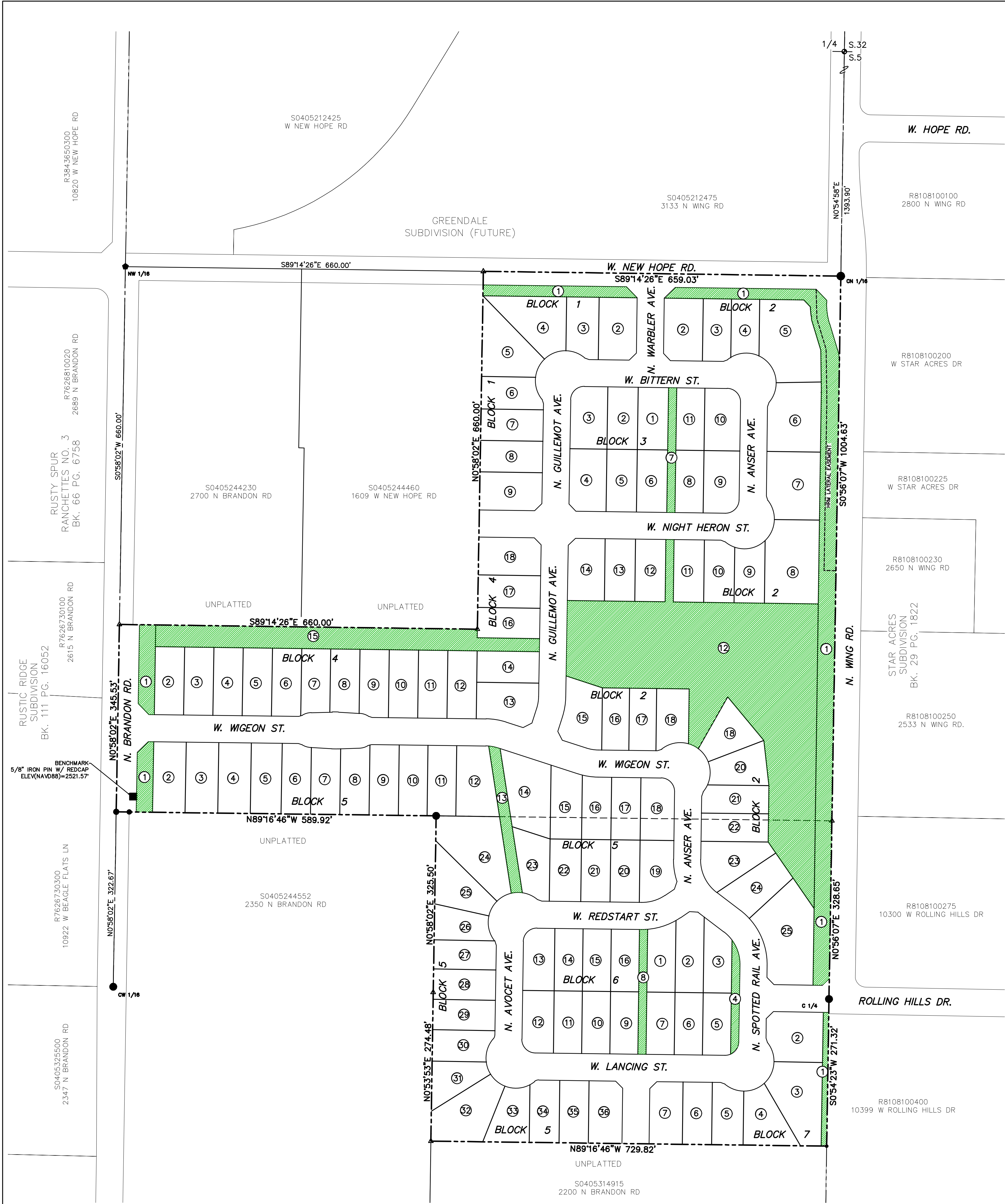
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|-------------------------|
| COUNCIL DECISION |
|-------------------------|

The Star City Council _____ File #AZ-20-11/PP-20-11/DA-20-11 for Canvasback
Subdivision on _____, 2020.

Canvasback Subdivision

Vicinity map 2





LEGEND

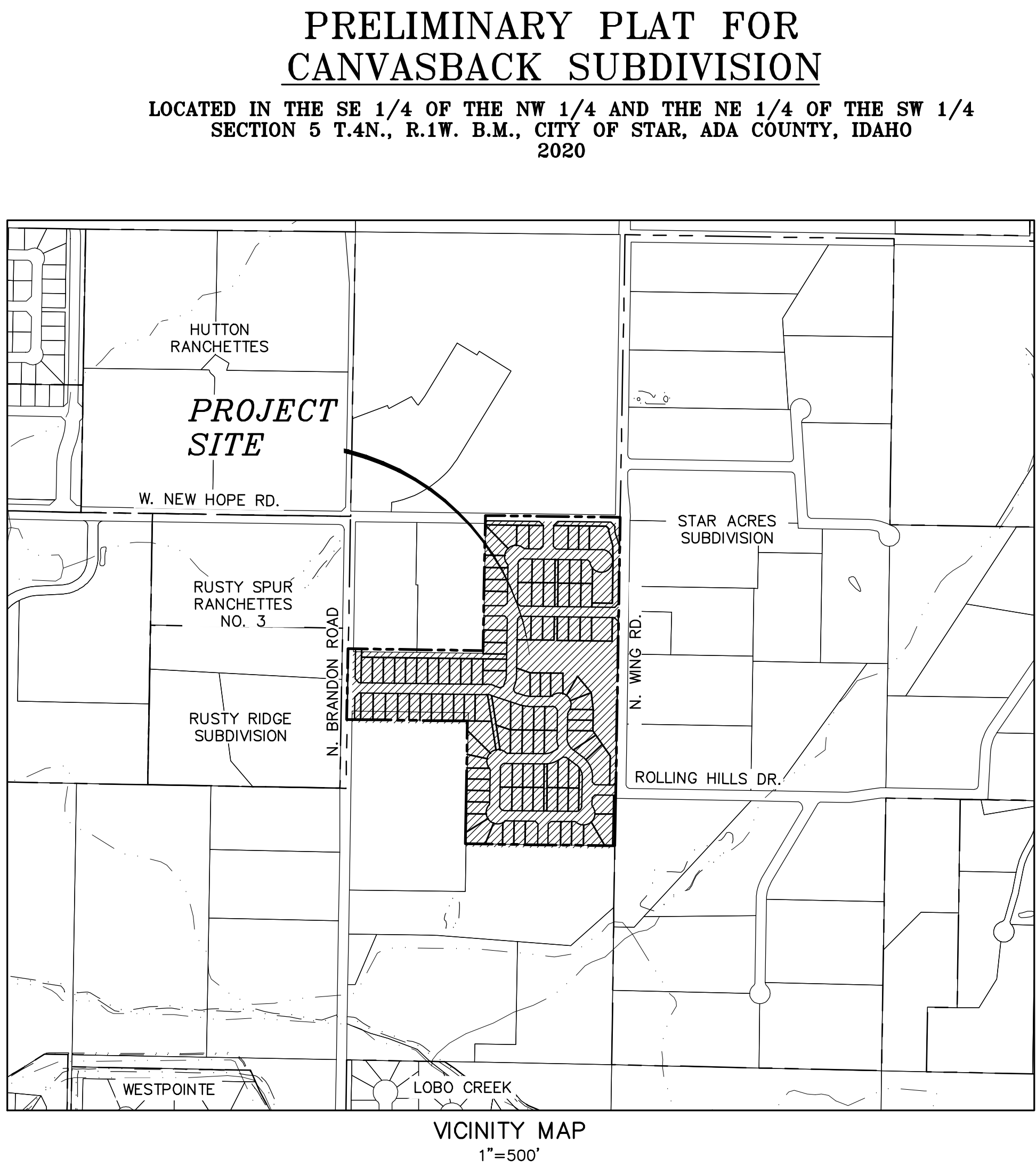
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
BLOCK NUMBER
CURB GUTTER & SW
STREET NAME
HANDICAP RAMP
SEWER LINE
WATER LINE
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW
FIRE HYDRANT
CATCH BASIN

BLOCK 7

W. ASHTON DR.

SURVEY LEGEND

BENCHMARK AS NOTED
FOUND BRASS CAP
FOUND ALUMINUM CAP
FOUND 1/2" IRON PIN
FOUND 5/8" IRON PIN
CALC. POINT
FOUND SPIKE MONUMENT
PROPERTY BOUNDARY LINE
SECTION LINE



PLAN SHEET INDEX

- SHEET DESCRIPTION**
- PP-1 - COVER SHEET, INDEX, VICINTIY MAP, NOTES & DETAILS
PP-2 - PRELIMINARY PLAT & PARCEL TABLE
PP-3 - CONCEPTUAL ENGINEERING PLAN & CURVE TABLE
PP-4 - CONCEPTUAL SEWER PROFILES
PP-6 - CONCEPTUAL SEWER PROFILES

1. STAR SEWER AND WATER DISTRICT WATER AND SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
2. THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANELS 16001C0130H REVISED FEBRUARY 19, 2003.
3. ALL LOT SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
4. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF STAR AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
5. THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE FARMERS UNION DITCH COMPANY.
6. STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SUBSURFACE SEEPAGE TRENCHES AS APPROVED BY ACHD.
7. ALL LOTS DESIGNATED AS COMMON LOTS ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
8. ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE CONTAINING THE STRUCTURE.
9. ALL LOTS WITHIN THIS SUBDIVISION ARE SINGLE FAMILY RESIDENTIAL LOTS, WITH THE EXCEPTION OF LOT 1, BLOCK 1; LOTS 1 & 12, BLOCK 2; LOT 7, BLOCK 3; LOTS 1 & 15, BLOCK 4; LOTS 1 & 13, BLOCK 5; LOTS 4 & 8, BLOCK 6; LOT 1, BLOCK 7; THAT ARE COMMON LOTS OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

| Common Lots | | | |
|---------------------|--------|-----------|--------------------------|
| Lot | Area | Perimeter | Type |
| BLOCK 1 Lot 1 OPEN | 5483 | 597 | BUFFER |
| BLOCK 2 Lot 1 OPEN | 45124 | 3134 | BUFFER |
| BLOCK 2 Lot 12 OPEN | 114714 | 2297 | OPEN |
| BLOCK 3 Lot 7 OPEN | 3450 | 490 | PATHWAY |
| BLOCK 4 Lot 1 OPEN | 4764 | 379 | BUFFER |
| BLOCK 4 Lot 15 OPEN | 26499 | 1496 | OPEN |
| BLOCK 5 Lot 1 OPEN | 3701 | 308 | BUFFER |
| BLOCK 5 Lot 13 OPEN | 5434 | 585 | PATHWAY/UTILITY EASEMENT |
| BLOCK 6 Lot 4 OPEN | 2832 | 430 | ENDCAP |
| BLOCK 6 Lot 8 OPEN | 3451 | 491 | PATHWAY |
| BLOCK 7 Lot 1 OPEN | 2459 | 513 | BUFFER |

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 30.49 ACRES
TOTAL LOTS - 123
BUILDABLE LOTS - 112
RESIDENTIAL - 112
COMMON LOTS - 11
DENSITY DU/ACRE - 3.87
COMMON AREA - 5.00 ACRES - 16.4%
USEABLE OPEN SPACE - 3.92 ACRES 11.8%

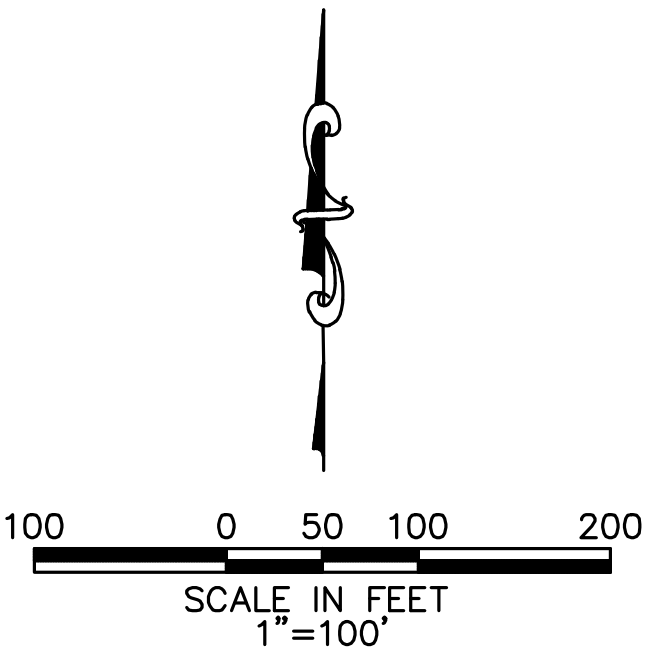
ZONING
EXISTING - RUT/RT
PROPOSED - R-4
SEWAGE DISPOSAL
STAR SEWER AND WATER DISTRICT
WATER SUPPLY
STAR SEWER AND WATER DISTRICT
CITY
STAR
SCHOOL DISTRICT
STAR
FIRE DISTRICT
STAR
IRRIGATION DISTRICT
FARMERS UNION DITCH COMPANY LTD

OWNERS
HYNES PATRICK & RHONDA TRUST
4835 HWY 20
CORVALLIS, OR 97330

DEVELOPER
TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST.
BOISE ID 83709

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E STATE ST., SUITE 210
EAGLE, ID 83616

PLANNER/CONTACT
SHAWN BROWNLEE
TRILOGY DEVELOPMENT, INC.
9839 W. CABLE CAR ST.
BOISE ID 83709
208-885-8858



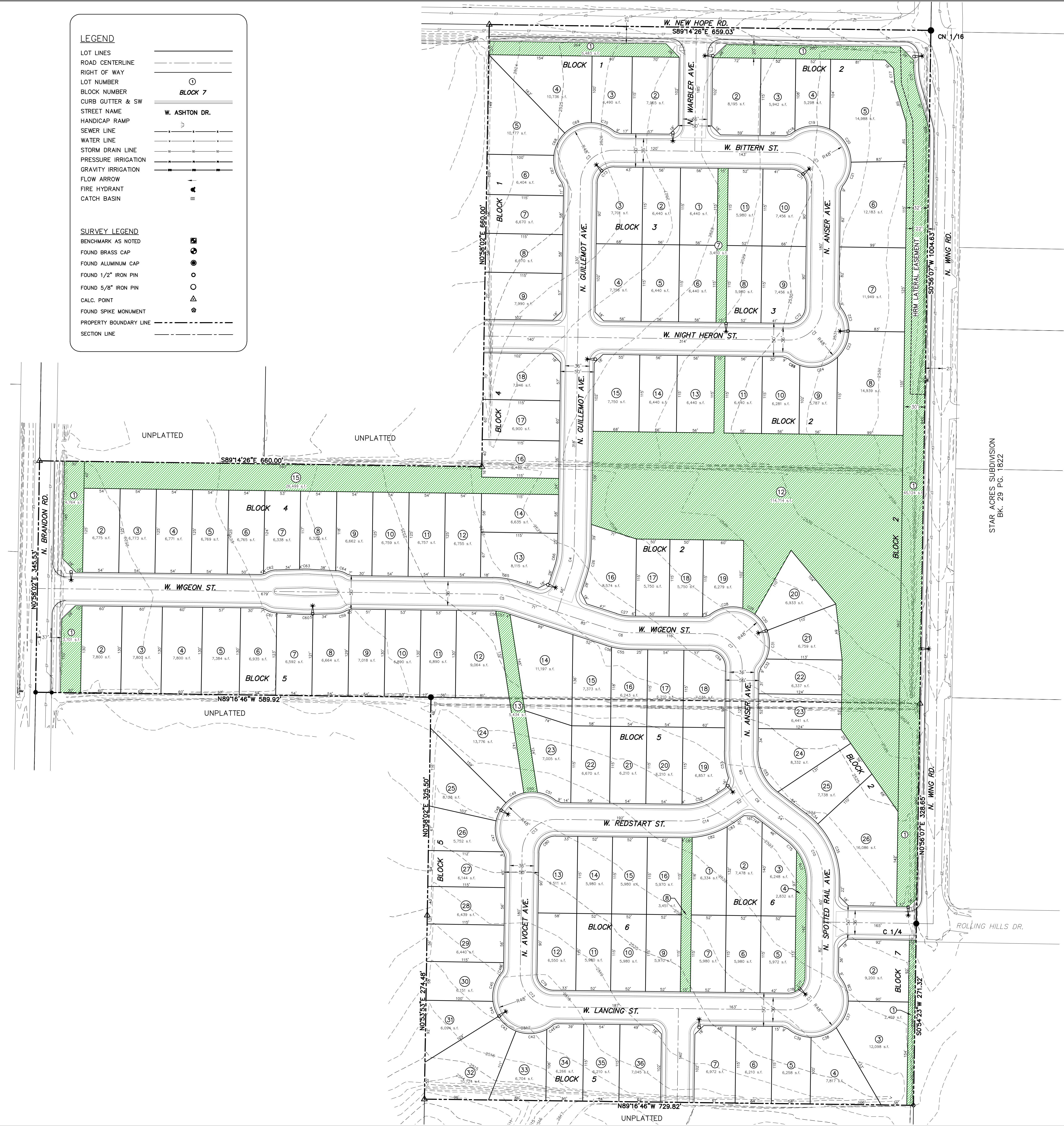
Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
1119 E STATE ST., SUITE 210
EAGLE, ID 83616
TEL: 208-885-8858
WWW.BAILEYENGINEERING.COM

PROFESSIONAL ENGINEER
DAVID A. BAILEY, P.E.
NO. 5550
DATE OF LICENSE
DAVID A. BAILEY

CHECKED BY:
DAVID A. BAILEY, P.E.
DRAWN BY:
DAS/REB

PRELIMINARY PLAT
CANVASBACK SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 06-17-2020
PROJECT: C2019-033
SHEET
PP-1



LEGEND

LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
BLOCK NUMBER
CURB GUTTER & SW
STREET NAME
HANDICAP RAMP
SEWER LINE
WATER LINE
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW
FIRE HYDRANT
CATCH BASIN

BLOCK 7

W. ASHTON DR.

SURVEY LEGEND

BENCHMARK AS NOTED
FOUND BRASS CAP
FOUND ALUMINUM CAP
FOUND 1/2" IRON PIN
FOUND 5/8" IRON PIN
CALC. POINT
FOUND SPIKE MONUMENT
PROPERTY BOUNDARY LINE
SECTION LINE

PRELIMINARY PLAT FOR
CANVASBACK SUBDIVISION

| Parcel Table | | | Parcel Table | | |
|----------------|-------|-----------|----------------|-------|-----------|
| Lot | Area | Perimeter | Lot | Area | Perimeter |
| BLOCK 1 Lot 2 | 7965 | 362 | BLOCK 4 Lot 18 | 7946 | 362 |
| BLOCK 1 Lot 3 | 6490 | 338 | BLOCK 5 Lot 2 | 7800 | 380 |
| BLOCK 1 Lot 4 | 10736 | 460 | BLOCK 5 Lot 3 | 7800 | 380 |
| BLOCK 1 Lot 5 | 10177 | 449 | BLOCK 5 Lot 4 | 7800 | 380 |
| BLOCK 1 Lot 6 | 6404 | 338 | BLOCK 5 Lot 5 | 7384 | 374 |
| BLOCK 1 Lot 7 | 6670 | 346 | BLOCK 5 Lot 6 | 6935 | 362 |
| BLOCK 1 Lot 8 | 6670 | 346 | BLOCK 5 Lot 7 | 6592 | 353 |
| BLOCK 1 Lot 9 | 7990 | 363 | BLOCK 5 Lot 8 | 6664 | 360 |
| BLOCK 2 Lot 2 | 8195 | 366 | BLOCK 5 Lot 9 | 7018 | 367 |
| BLOCK 2 Lot 3 | 5942 | 329 | BLOCK 5 Lot 10 | 6890 | 366 |
| BLOCK 2 Lot 4 | 5298 | 319 | BLOCK 5 Lot 11 | 6890 | 366 |
| BLOCK 2 Lot 5 | 14988 | 489 | BLOCK 5 Lot 12 | 9064 | 401 |
| BLOCK 2 Lot 6 | 12183 | 441 | BLOCK 5 Lot 14 | 11197 | 454 |
| BLOCK 2 Lot 7 | 11949 | 436 | BLOCK 5 Lot 15 | 7373 | 373 |
| BLOCK 2 Lot 8 | 14939 | 496 | BLOCK 5 Lot 16 | 6243 | 342 |
| BLOCK 2 Lot 9 | 5787 | 334 | BLOCK 5 Lot 17 | 6210 | 338 |
| BLOCK 2 Lot 10 | 6281 | 333 | BLOCK 5 Lot 18 | 7035 | 344 |
| BLOCK 2 Lot 11 | 6440 | 342 | BLOCK 5 Lot 19 | 6857 | 339 |
| BLOCK 2 Lot 13 | 6440 | 342 | BLOCK 5 Lot 20 | 6210 | 338 |
| BLOCK 2 Lot 14 | 6440 | 342 | BLOCK 5 Lot 21 | 6210 | 338 |
| BLOCK 2 Lot 15 | 7750 | 359 | BLOCK 5 Lot 22 | 6670 | 346 |
| BLOCK 2 Lot 16 | 8574 | 384 | BLOCK 5 Lot 23 | 7005 | 366 |
| BLOCK 2 Lot 17 | 5750 | 330 | BLOCK 5 Lot 24 | 13776 | 496 |
| BLOCK 2 Lot 18 | 5750 | 330 | BLOCK 5 Lot 25 | 8128 | 409 |
| BLOCK 2 Lot 19 | 6279 | 340 | BLOCK 5 Lot 26 | 5752 | 330 |
| BLOCK 2 Lot 20 | 6933 | 355 | BLOCK 5 Lot 27 | 6144 | 335 |
| BLOCK 2 Lot 21 | 6759 | 351 | BLOCK 5 Lot 28 | 6439 | 342 |
| BLOCK 2 Lot 22 | 6337 | 344 | BLOCK 5 Lot 29 | 6440 | 342 |
| BLOCK 2 Lot 23 | 6441 | 352 | BLOCK 5 Lot 30 | 6151 | 335 |
| BLOCK 2 Lot 24 | 8332 | 383 | BLOCK 5 Lot 31 | 6094 | 345 |
| BLOCK 2 Lot 25 | 7738 | 373 | BLOCK 5 Lot 32 | 10724 | 426 |
| BLOCK 2 Lot 26 | 16086 | 527 | BLOCK 5 Lot 33 | 6704 | 350 |
| BLOCK 3 Lot 1 | 6440 | 342 | BLOCK 5 Lot 34 | 6266 | 334 |
| BLOCK 3 Lot 2 | 6440 | 342 | BLOCK 5 Lot 35 | 6210 | 338 |
| BLOCK 3 Lot 3 | 7701 | 356 | BLOCK 5 Lot 36 | 7045 | 346 |
| BLOCK 3 Lot 4 | 7796 | 359 | BLOCK 6 Lot 1 | 6334 | 355 |
| BLOCK 3 Lot 5 | 6440 | 342 | BLOCK 6 Lot 2 | 7478 | 384 |
| BLOCK 3 Lot 6 | 6440 | 342 | BLOCK 6 Lot 3 | 6248 | 356 |
| BLOCK 3 Lot 8 | 5980 | 334 | BLOCK 6 Lot 5 | 5972 | 332 |
| BLOCK 3 Lot 9 | 7456 | 351 | BLOCK 6 Lot 6 | 5980 | 334 |
| BLOCK 3 Lot 10 | 7456 | 351 | BLOCK 6 Lot 7 | 5980 | 334 |
| BLOCK 3 Lot 11 | 5980 | 334 | BLOCK 6 Lot 9 | 5970 | 334 |
| BLOCK 4 Lot 2 | 6775 | 359 | BLOCK 6 Lot 10 | 5980 | 334 |
| BLOCK 4 Lot 3 | 6773 | 359 | BLOCK 6 Lot 11 | 5980 | 334 |
| BLOCK 4 Lot 4 | 6771 | 359 | BLOCK 6 Lot 12 | 6550 | 335 |
| BLOCK 4 Lot 5 | 6769 | 359 | BLOCK 6 Lot 13 | 6511 | 335 |
| BLOCK 4 Lot 6 | 6765 | 358 | BLOCK 6 Lot 14 | 5980 | 334 |
| BLOCK 4 Lot 7 | 6338 | 349 | BLOCK 6 Lot 15 | 5980 | 334 |
| BLOCK 4 Lot 8 | 6322 | 343 | BLOCK 6 Lot 16 | 5970 | 334 |
| BLOCK 4 Lot 9 | 6662 | 353 | BLOCK 7 Lot 2 | 9200 | 375 |
| BLOCK 4 Lot 10 | 6759 | 358 | BLOCK 7 Lot 3 | 12098 | 460 |
| BLOCK 4 Lot 11 | 6757 | 358 | BLOCK 7 Lot 4 | 7817 | 380 |
| BLOCK 4 Lot 12 | 6755 | 358 | BLOCK 7 Lot 5 | 6258 | 334 |
| BLOCK 4 Lot 13 | 8115 | 364 | BLOCK 7 Lot 6 | 6210 | 338 |
| BLOCK 4 Lot 14 | 6635 | 345 | BLOCK 7 Lot 7 | 6972 | 345 |
| BLOCK 4 Lot 16 | 6439 | 342 | | | |
| BLOCK 4 Lot 17 | 6900 | 350 | | | |

PRELIMINARY PLAT

CANVASBACK SUBDIVISION

TRILOGY DEVELOPMENT, INC.

PP-2

DATE: 06-17-2020
PROJECT: C2019-033
SHEET

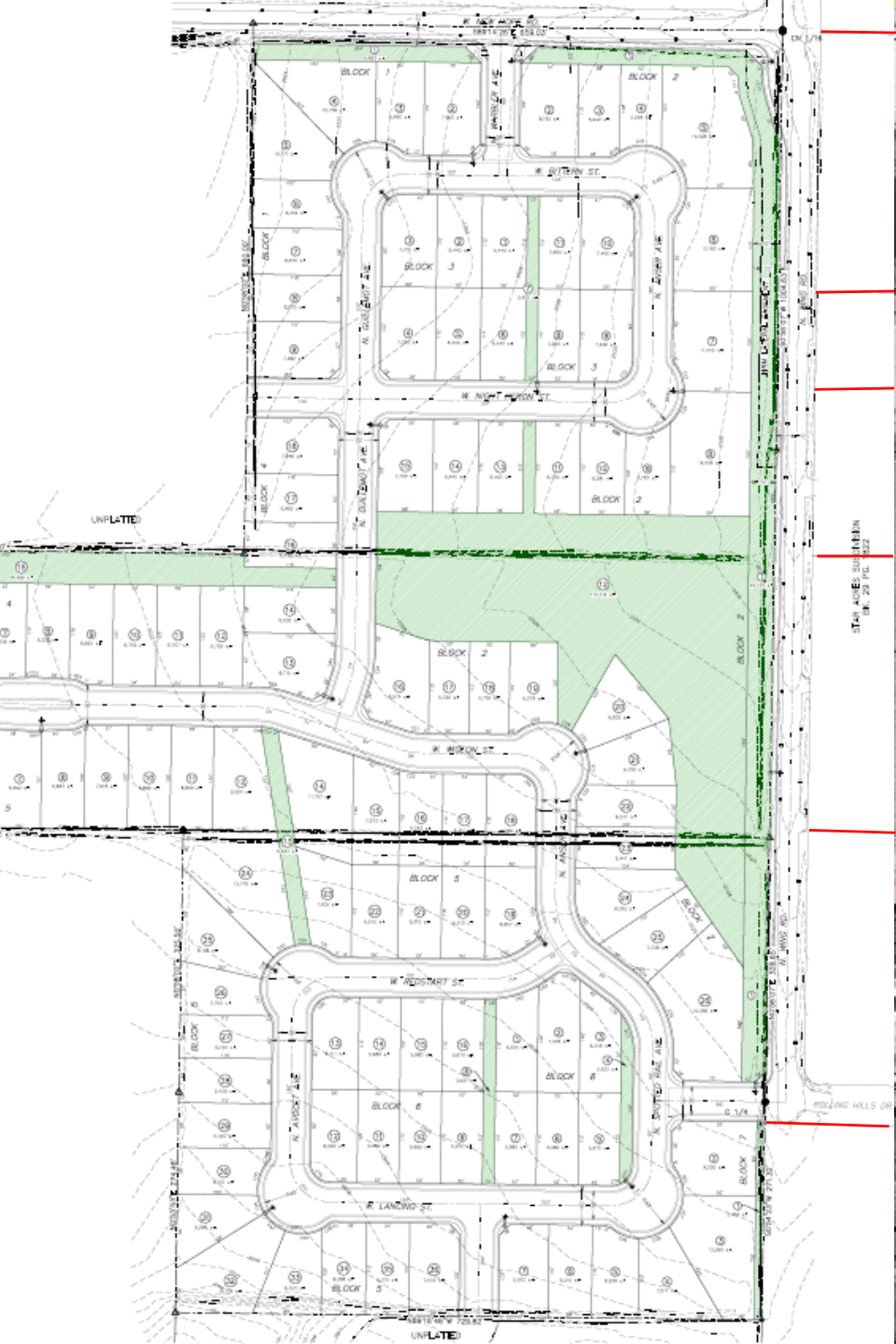
BAILEY ENGINEERING, Inc.
CIVIL ENGINEERING / PLANNING / CADD
1118 E. STATE ST., SUITE 210
DALLAS, TX 75202
TEL: 972-388-0013
WWW.BAILEYENGINEERING.COM

PROFESSIONAL ENGINEER
NO. 5272
DAVID A. BAILEY

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: CADD/REB

REVISION

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|-----|------|-------------|



Gem State Planning, LLC

July 1, 2020

Mr. Shawn Nickel, City Planner
City of Star
10769 W. State Street
Star, Idaho 83669

Subject: Canvasback Subdivision at New Hope/Brandon/Wing Roads
Applications for Annexation, Zoning, Preliminary Plat and Development Agreement

Dear Mr. Nickel:

On behalf of the property owners, Patrick & Rhonda Hynes Trust and the developer, Trilogy Development, please accept the subject applications for Canvasback Subdivision. This new community of single family homes is located south of New Hope Road, between Brandon Road and Wing Road (4N, 1W, Section 5). The property is 30.49 acres, is currently zoned RUT in Ada County and is being farmed.

Annexation and Zone

The property is located just south of the recently annexed Greendale Subdivision, which provides a path of annexation into the City of Star. The Star Comprehensive Plan Future Land Use Map designates this property as Neighborhood Residential. This designation is "suitable primarily for single family residential use" with densities of 3-5 units per acre. Canvasback Subdivision is planned for 112 buildable lots or 3.67 dwelling units per acre. We are requesting a rezone to R-4 which is in keeping with the City's Neighborhood Residential designation. With the accompanying Development Agreement, the lots in Canvasback Subdivision meet dimensional standards for R-4 lots. The annexation and rezone will not negatively impact the provision of public services. In fact, the developers of Canvasback and Greendale Subs are working together to provide sewer and water extensions along Brandon and New Hope Roads, that will also service adjacent parcels. In addition, the annexation of this property at the requested zone will not be detrimental to public health, safety and welfare and is in the best interest of the City of Star.

Preliminary Plat

As noted above, Canvasback Subdivision is planned for 112 buildable lots and 11 common lots for a total of 123 lots.

Canvasback Subdivision is located adjacent to the Star Acres Subdivision to the east. Star Acres Sub was developed in the mid 1970's as an Ada County Subdivision. The Star Acres lots are zoned RUT or 5-acre lot size. These lots are not within the City of Star but are in the City's Special Transition Overlay Area. The Star City Code states that development directly adjacent to this special area requires an appropriate transition where new urban development, such as Canvasback Subdivision, is being planned. According to Star Code 8-3B-3, the transition may include clustering urban lots, a buffer strip, different setbacks, or larger lots directly abutting the rural lots.

Canvasback is using several methods to provide more than adequate transition to the Star Acres lots. As shown on the preliminary plat, most of the Canvasback Subdivision is separated from the Star Acres lots

9840 W. Overland Road, Suite 120, Boise, Idaho 83709

That plan included 114 buildable lots and 3 new street connections to Wing Road. As a result of the comments we received at the neighborhood meeting and from Mr. Greene, we made significant revisions to the layout. We eliminated 2 of the 3 street connections to Wing Road. We increased the buffer along Wing Road from 20' to 30' wide to provide room for landscaping, along with the necessary irrigation facilities.

We realigned the southern access to Wing Road so that it lines up with Rolling Hills Drive. And by moving the south stub street, we now have 2 larger lots adjacent to our neighbor at 10399 Rolling Hills Drive, instead of 3 lots in our earlier plan.

Development Agreement

We have included a draft development agreement in our application package. Through this development agreement we are requesting five (5) foot side yard setbacks for all the homes in Canvasback Subdivision. We also agree to limit the number of buildable lots to 112.

Streets and Utilities

All streets in Canvasback are public streets that are 36' back-of-curb to back-of-curb, with attached 5' sidewalks, in a 50' right of way. Both New Hope Road and Wing Road will also be improved to meet the same standard where adjacent to the subdivision property. Canvasback frontage on Brandon Road will be improved to collector street standards as indicated on the plat detail.

Water, sewer, and pressurized irrigation will be provided to each lot. Open irrigation ditches that cross the property will be enclosed in pipe. The location and volume of irrigation discharge to adjacent properties will not change. In fact, Mr. Sam Rosti, the President of the Farmers Union Irrigation District, is familiar with the property and has met with the project engineer on site to assist with irrigation design.

Traffic Study

A traffic impact study has been prepared and was submitted to ACHD and ITD on March 23, 2020. A copy of the TIS is included in our application package.

In summary, Canvasback Subdivision, with the changes made in response to comments, will be a great asset to Star and a wonderful community for families to live and play. We look forward to working with you through the approval process. Please contact me if you have questions about the applications or the new community.

Sincerely,

Jane Suggs

Jane Suggs



From the Office of Deputy Chief Victor Islas

August 31, 2020

City of Star
City Planner/Zoning Administrator
P.O. Box 130
Star, Idaho 83669

RE: Canvasback Subdivision
File # AZ-20-11 Annexation-Zoning
File # PP-20-11 Preliminary Plat

To Whom It May Concern:

The Star Fire Protection District has reviewed submitted plans for the Canvasback Subdivision located in Star, Idaho. Our Comments are as follows:

This project shall comply with the 2015 International Fire Code (IFC) and any codes set forth by the City of Star Idaho.

This project can be serviced by the Star Fire Protection District. The response station to this development will be Fire Station 51 located at 11665 W. State Street, Suite B, Star, Idaho 83669. The response time under normal driving conditions will be 7 minutes utilizing google maps.

Access roads shall be provided and maintained following Appendix D and Section 503 of the 2015 IFC. Access shall include adequate roadway widths, signage, turnarounds, and turning radius for fire apparatus.

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

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

Middleton Rural Fire District
302 E. Main Street
Middleton, Idaho 83644

Star Fire Protection District
11665 State Street, Suite B
Star, Idaho 83669



From the Office of Deputy Chief Victor Islas

Continued Comments for: Canvasback Subdivision

All fire department access roads in the development shall remain clear and unobstructed during construction of the development. Additional parking restrictions may be required as to maintain access for emergency vehicles at all times. Hydrants shall remain unobstructed during construction as per City code.

The Fire hydrant spacing shall be no more than 400' apart and will be equipped with Storz LDH connection in place of the 4 182" outlet. Hydrants shall be approved and witnessed by the Fire Code Official.

Final inspection by Fire District of above list including hydrant flow must be verified before building permits are issued.

If you have questions or would like to discuss this letter in detail, please feel free to contact my office at (208) 585-6650.

Sincerely,

A handwritten signature in blue ink that reads 'Victor E. Islas'.

Victor E. Islas
Deputy Chief



131 SW 5th Ave, Suite A
Meridian, ID 83642

(208) 288-1992

August 6, 2020

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

Re: Canvasback Subdivision Preliminary Plat Application

Dear Mayor:

Keller Associates, Inc. has reviewed the Preliminary Plat for the Canvasback Subdivision dated June 17, 2020. We reviewed the applicant's package to check conformance with the City's Subdivision Ordinance and coordinated our review with Cathy Ward. We have the following comments and question based on our review.

1. The distances on the east side of the property boundary shown on the plan do not match the legal description provided.
2. It appears that there is a sewer line that runs through Lot 13, Block 5 that will need an easement.
3. Stamp needs to be signed.
4. Add a streetlight at the intersection of N Spotted Rail Ave and Rolling Hills.
5. Irrigation arrows appear to be pointing to the wrong areas and structures.
6. 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.
7. Construction plans for a subdivision-wide pressure irrigation system will be required for each final plat. Plan approvals and license agreements from the affected irrigation and/or canal companies will be required.
8. Historic irrigation lateral, drain, and ditch flow patterns shall be maintained unless approved in writing by the local irrigation district or ditch company.
9. Potable water cannot be used for irrigation purposes. A separate pressure irrigation system will be required.
10. Finish grades at subdivision boundaries shall match existing finish grades. Runoff shall be maintained on subdivision property unless otherwise approved.
11. Easements for sewer/water facilities will be required where placed outside of public right of way.

We recommend that the **conditions 1 and 5 listed above be addressed prior to approval of the Preliminary Plat**. Any variance or waivers to the City of Star standards, ordinances, or policies must be specifically approved in writing by the City. Approval of the above-referenced Preliminary Plat does not relieve the Registered Professional Land Surveyor or the Registered Professional Engineer of those responsibilities.

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

Sincerely,

KELLER ASSOCIATES, INC.

DocuSigned by:



7A2F517B7961045
Ryan V. Morgan, P.E.

City Engineer

cc: File



Your Safety • Your Mobility Your Economic Opportunity

**Staff Technical Report
3/30/2020
REVISED 4/21/2020**

Development: Canvasback Subdivision

Lead Agency: City of Star
Shawn Nickel
Snickel@staridaho.org
Phone: 208-286-7247

Location: East of SH-16, SE corner of New Hope and Wing Road in Star, ID

Applicant: Shawn Brownlee
Trilogy Development
9839 W. Cable Car St, Suite 101
Boise, ID 83709
(208) 895-8858 office

Consultant: Chhang Ream
CR Engineering, Inc.
181 East 50th Street
chhream@gmail.com
Phone: 208-841-4996

Staff Contact: Erika Bowen
Traffic Technical Engineer
Erika.Bowen@itd.idaho.gov
Phone: 208-265-4312 ext. #7

Traffic Findings for Consideration

1. Proposed Development

The proposed Canvasback Subdivision contains 113 single-family homes. Total build is anticipated in 2023. The development is taking all access from local roads.



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

IDAHO TRANSPORTATION DEPARTMENT

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

April 22, 2020

Shawn Brownlee
Trilogy Development
9839 W. Cable Car St, Suite 101
Boise, ID 83709

VIA EMAIL

RE: Canvasback Subdivision – ITD Development Condition Memo

Dear Shawn,

I really appreciate the work you are doing to help those who are living in this beautiful area of Star, ID. The Canvasback Subdivision Traffic Impact Study (TIS) provided by CR Engineering has been reviewed. The trips generated by your development adds congestion to SH-44 and SH-16. ITD has entered into an agreement with the city of Star to collect a proportionate share contribution from each new development for impacts to the State highway system. As two agencies we will work together to accelerate highway construction within Star's area of impact to accommodate new development growth. ITD values your contribution to the transportation system so we can help keep goods, services and the public moving at an efficient pace.

ITD determined Canvasback Subdivision's proportionate share contribution to be \$188,000 (0.47%). This is based off the subdivision's site trips through the intersection of SH-16 / SH-44 in comparison to total 2045 traffic volumes. The next anticipated intersection improvement is an interchange. Details of the proportionate share calculation are included in the attached *ITD Staff Technical Report*.

Thank you again for your partnership. If there are any questions or concerns please don't hesitate to email me at Justin.Price@itd.idaho.gov or give me a call at 208-334-8340.

Sincerely,

Justin Price

Justin Price
ITD District 3 Traffic Engineer

Cc:

Shawn Nickel – City of Star
Mindy Wallace – ACHD

2. Vicinity Map



3. Trip Generation:

Table 4.1 – Build-Out Site Traffic Trip Generation Summary

| Land Use | ITE Code | Size | Unit | Period | Total Trips | Entering | Exiting |
|--------------------------------|----------|------|------|---------------------|-------------|----------|---------|
| Single-Family Detached Housing | 210 | 113 | DU | Weekday Daily (vpd) | 1,164 | 50% | 582 |
| | | | | AM Peak Hour (vph) | 85 | 25% | 21 |
| | | | | PM Peak Hour (vph) | 114 | 63% | 72 |

4. Traffic Impact Analysis

Dated: March 23, 2020

a. Scope of Work

ITD only requested full build-out site trips and not analysis at the intersections of SH-16 / Beacon Light Rd, SH-16 / SH-44, SH-44 / Star Road. Future intersections improvements are known at each of these intersections based on corridor plans, and other recent TIS's.

b. Executive Summary

CR Engineering prepared a traffic impact study for the proposed Canvasback Subdivision. Below is an executive summary of the findings as presented by CR Engineering. The following executive summary is not the opinion of ITD staff. ITD Staff has reviewed the submitted traffic impact study for consistency with ITD policies and practices and may have additional and/or varied requirements beyond what is noted in the summary.

2.0 Improvements Needed to Mitigate 2020 Existing Traffic

- 2.1 With 2020 existing traffic, all study area roadway segments meet ACHD's level of service planning thresholds with the existing lane configuration. As a result, no roadway capacity improvements are needed to mitigate 2020 existing traffic operations.
- 2.2 With 2020 existing traffic, all study area intersections meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. In addition, none of the study area intersections requires turn lanes based on ACHD's turn lane guidelines. As a result, no intersection improvements are needed to mitigate 2020 existing traffic operations.

3.0 Improvements Needed to Mitigate 2023 Build-Out Year Background Traffic

- 3.1 There are numerous in-process developments adjacent to the site and will be contributing off-site traffic to the study area roadways and intersections. To accurately account for off-site traffic, background traffic was estimated using a 2% annual growth rates plus off-site traffic generated by the following in-process developments:
 - Trident Ridge Subdivision
 - Trapper Ridge Subdivision
 - Greendale/Greendale Grove Subdivision
 - Greiner Hope Springs Subdivision
 - New Hope Subdivision (traffic impact study is being prepared)
- 3.2 Greendale Subdivision is planning to realign Beacon Light Road between Wing Road and Brandon Road, expected to be constructed in 2021. With this realignment, Wing Road south of Beacon Light Road and New Hope Road east of Brandon Road will be disconnected from Beacon Light Road. New Hope Road east of Brandon Road will be realigned to form a new T-intersection with the Beacon Light Road realignment.
- 3.3 With 2023 background traffic, all study area roadway segments are expected to meet ACHD's level of service planning thresholds with the existing lane configuration. Besides the Beacon Light Road realignment and intersection improvements, no additional roadway capacity improvements are needed to mitigate 2023 background traffic operations.
- 3.4 With 2023 background traffic, all study area intersections are expected to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. One study area intersection is expected to meet ACHD's turn lane guidelines:
 - Pollard Lane and Beacon Light Road intersection
 - Westbound left-turn lane
 - Based on the expected volumes, the existing westbound right-turn lane is not required. The westbound left-turn lane could be added by restriping the westbound approach to have one left-turn lane and one shared through/right-turn lane
 - Roadway widening will be needed west of the intersection to accommodate the westbound left-turn lane

4.0 Improvements Needed to Mitigate 2023 Build-Out Year Total Traffic

- 4.1 With 2023 total traffic, all study area roadway segments are expected to meet ACHD's level of service planning thresholds with the existing lane configuration. As a result, no roadway capacity improvements are needed to mitigate 2023 total traffic operations.
- 4.2 With 2023 total traffic, all study area intersections are expected to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations or with the turn lane needed with 2023 background traffic conditions. As a result, no additional improvements beyond the improvements needed to mitigate 2023 background traffic are needed to mitigate 2023 total traffic operations.
- 4.3 The estimated site traffic as a percentage of the 2023 total traffic at the study area intersections are:
 - Wing Road and Beacon Light Road intersection – 7.0% in the AM and PM peak hour
 - Pollard Lane and Beacon Light Road intersection – 6.3% in the AM and PM peak hour
 - Brandon Road and Floating Feather Road intersection – AM Peak = 8.4%, PM peak = 9.0%

5. ITD Policy Review

a. Proportionate Share Contribution

ITD District 3 has issued *Memo 39-Development Proportionate Share Contribution* as a means to request equitable contribution from developers to improve public facilities needed to serve new growth and development.

b. Jurisdictional Authority

ITD does not have jurisdictional authority to require improvements from the developer. A formal letter of request will need to be sent to the city of Star requesting them to include any mitigation to the State highway system in their development agreement.

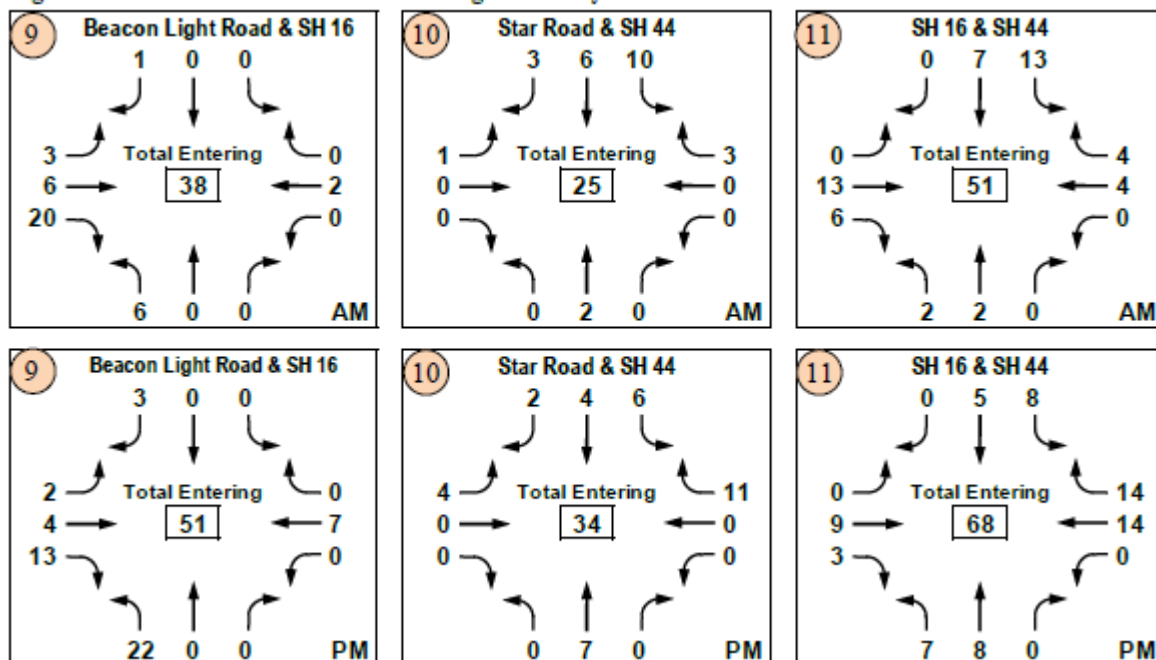
c. Interagency Agreement

ITD does not have a signed Interagency Agreement with the city of Star. The draft document should be presented at the April 27th Star City Council meeting.

6. Staff Comments Recommendations

The TIS provided site trips passing through the following three intersections:

Figure 4.7 – Build-Out Site Traffic Entering ITD Study Area Intersections



Given that traffic disperses to both SH-16 and SH-44, staff feels it is most fair to only ask for proportionate share contribution at a single intersection. The one that experiences traffic from both directions, SH-16 / SH-44

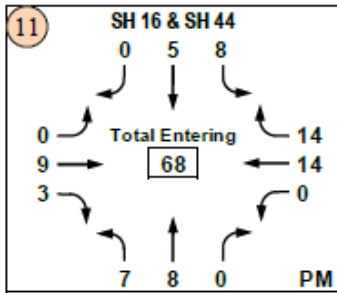
Intersection of SH-44 / SH-16

ITD's SH-44 Traffic Analysis identifies an interchange being the next needed improvement at this location to meet 2045 traffic demands.

GARVEE office staff estimates the design and construction costs for the SH-44 / SH-16 interchange as \$40M.

Staff calculates the developer's proportionate share to be 0.95% based off total intersection trips at 2045 PM Peak. 2045 is the year analyzed in the SH-44 Traffic Analysis.

2023 Site Traffic



2045 Total Traffic

| 2045 Build 5-6 PM | | | | | 2045 Forecasts (Build) | | | ADJUSTMENT OPTIONS | | 2045 ADJUSTED FORECASTS | | | | |
|----------------------|--------------|---------|------|-----------------------|---------------------------|-------------------|----------------|--|---|---|--------------------|-------------------|-------|-----|
| | | | | | 2045 5-6 PM | 2045 5-6 PM | 2045 5-6 PM | Adjustment (Yes, None, Growth Rate, Override) | Estimated Annual Growth Rate % | Adjustment Ratio (Adjusted Forecast / Forecast) | | | | |
| Int. No. | Intersection | Segment | Dir. | Inbound / Outbound | Volume | Approach Total | Split | | | Selected Adjustment | Selected Volume | Approach Total | Split | |
| 19 | SH-16 | SH-44 | w/o | In | 1,184 | 3,154 | 38% | Yes | | 0.91 | RAF | 1,077 | 3,058 | 35% |
| 19 | SH-16 | SH-44 | w/o | Out | 1,970 | | 62% | Yes | | 1.01 | RAF | 1,981 | | 65% |
| 19 | SH-16 | SH-44 | e/o | In | 2,428 | 4,597 | 53% | Yes | | 1.17 | RAF | 2,845 | 4,738 | 60% |
| 19 | SH-16 | SH-44 | e/o | Out | 2,169 | | 47% | Yes | | 0.87 | RAF | 1,893 | | 40% |
| 19 | SH-16 | SH-16 | n/o | In | 1,226 | 2,557 | 48% | Yes | | 0.85 | RAF | 1,044 | 2,390 | 44% |
| 19 | SH-16 | SH-16 | n/o | Out | 1,331 | | 52% | Yes | | 1.01 | RAF | 1,346 | | 56% |
| 19 | SH-16 | SH-16 | s/o | In | 2,716 | 4,826 | 56% | Yes | | 0.86 | RAF | 2,344 | 4,459 | 53% |
| 19 | SH-16 | SH-16 | s/o | Out | 2,110 | | 44% | Yes | | 1.00 | RAF | 2,115 | | 47% |
| 19 | SH-16 | | | Total | 15,134 | | | | | 0.97 | | 14,645 | | |

| | | |
|---|-------------------|-------------|
| PM Site = 68 | PM Total = 14,465 | PM % = 0.47 |
| Proportionate Share for SH-44 / SH-16 Interchange Improvements | | % = 0.47 |

Staff recommends the developer pay a proportionate share of \$188,000 (0.47%) to the future interchange at SH-16 / SH-44 based off total intersection trips at 2045. Proportionate share needs to be provided prior to occupancy of the development.

**ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development.*

*** Recommendations included in ITD's Staff Technical Report along with any development conditions (see associated Permit Committee Agenda/Minutes) is only valid for the period of one year from the date of the TIS report. ITD reserves the right to request an updated TIS to reflect current traffic conditions if an approved encroachment application and/or proportionate share contribution are not obtained/provided within one year.*



STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

1445 North Orchard • Boise, ID 83706 • (208) 373-0550

Brad Little, Governor
John H. Tippetts, Director

August 13, 2020

Shawn L. Nickel
City Planner and Zoning Administrator
Star City Hall
P.O. Box 130
Star, Idaho 83669

RE: Canvasback Subdivision, AZ-20-11 Annexation-Zoning, DA-20-11 Development Agreement, and PP-20-11 Preliminary Plat

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: deq.idaho.gov/assistance-resources/environmental-guide-for-local-govts.

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).

All property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.

DEQ recommends the city/county require the development and submittal of a dust prevention and control plan prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites. Information on fugitive dust control plans can be found at: http://www.deq.idaho.gov/media/61833-dust_control_plan.pdf

- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.

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

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

2. Wastewater and Recycled Water

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.

All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.

- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

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

3. Drinking Water

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.

All projects for construction or modification of public drinking water systems require preconstruction approval.

- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: deq.idaho.gov/water-quality/drinking-water.aspx). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to

explore options to both best serve the future residents of this development and provide for protection of ground water resources.

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

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

4. Surface Water

- A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.
- Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. A Construction General Permit from EPA may be required if this project will disturb one or more acres of land, or will disturb less than one acre of land but are part of a common plan of development or sale that will ultimately disturb one or more acres of land.
- 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:
<http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>
- 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. Hazardous Waste And Ground Water Contamination

- **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.
- 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, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.

- **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 Albert Crawshaw, 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 deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx 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
Boise Regional Office

ec: CM#2020AEK198



Richard Beck
Interim Director

Ada County Courthouse
200 West Front Street
Boise ID 83702
208.287.7900
Fax 208.287.7909
www.adacounty.id.gov

Department Divisions
Building
Community Planning
Engineering & Surveying
Permitting

Ada County Commissioners
Diana Lachiondo, First District
Patrick Malloy, Second District
Kendra Kenyon, Third District

ADA COUNTY Development Services Department

August 4, 2020

Via Email: snickel@staridaho.org

Shawn Nickel
City of Star Planning & Zoning Department
10769 W. State Street
Star, ID 83669

RE: Annexation / Canvasback Subdivision

Shawn,

The City of Star has requested feedback regarding a proposed annexation and preliminary plat for the Canvasback Subdivision located on the southwest corner of New Hope Road and Wing Road. The subdivision will consist of 112 single-family residential lots on 30.5 acres at a density of 3.7 dwelling units per acre. Ada County is in support of the application due to the proximity of the site to public services and infrastructure. Future residents of the site will have nearby access to existing parks, schools, commercial services and employment opportunities, and will help to support the businesses located within Star's downtown.

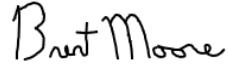
The proposed application is supported by *Goal 2.2f* of the Ada County Comprehensive Plan as it encourages residential development to occur at urban densities within Areas of City Impact where urban public facilities are available. The layout of the subdivision also complies with several goals of the Star Comprehensive Plan, as adopted by Ada County. The proposal to provide 3.52 acres of usable open space within the development, which will include a park, playground and picnic shelter will comply with *Residential Policy 3*, which encourages neighborhood parks and open spaces within residential areas, and the proposed pedestrian paths will comply with *Transportation Policy 9* which encourages non-motorized pathways between residential areas to reduce vehicle trips and improve access for non-drivers.

It is recommended that additional stub streets be provided, particularly to the adjacent property to the southwest to which no connections are proposed, in order for the development to meet the Ada County Comprehensive Plan's connectivity goals. *Goal 4.3* supports the development of local transportation systems that are well-connected, both internally and to the regional transportation system and *Goal 4.3d* calls for new developments to provide stub streets that will connect to future developments on adjacent lands wherever possible.

Regarding land use, the comprehensive plan currently adopted by the County for the Star Area of City Impact designates the site as *Low Density Residential*, with a maximum density of up to two units per acre. Star has since adopted an updated comprehensive plan designating the site as *Neighborhood Residential*, within which the proposed density would be allowed. Ada County looks forward to working with city staff in the renegotiation and adoption of the updated comprehensive plan.

Thank you for this opportunity to provide feedback.

Sincerely,

A handwritten signature in black ink that reads "Brent Moore". The signature is written in a cursive, slightly informal style.

Brent Moore, MCMP, AICP
Community & Regional Planner
Ada County Development Services

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Canvasback






Agency: Star

CIM Vision Category: Future Neighborhoods

New households: 112

New jobs: 0

Exceeds CIM forecast: Yes

| | | |
|--|---|---|
|  | CIM Corridor: New Hope Road Pedestrian level of stress: R Bicycle level of stress: R | Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels. |
|  | Housing within 1 mile: 790 Jobs within 1 mile: 160 Jobs/Housing Ratio: 0.2 | A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need. |
|  | Nearest police station: >4 miles Nearest fire station: 2.4 miles | Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services. |
|  | Farmland consumed: Yes Farmland within 1 mile: 1,129 acres | Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland. |
|  | Nearest bus stop: >4 miles Nearest public school: 1.7 miles Nearest public park: 3 miles Nearest grocery store: >4 miles | Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle. |

Recommendations

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. The proposal is on the fringe of urban development in a predominately farmland area. Nearby services, such as schools, parks, grocery, and other services are likely accessed only by vehicle and there are no plans for public transportation to this location. The nearest bus service is more than four miles away.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

Jerry A. Kiser
Attorney at Law
4708 W. Fairview Ave., Suite 203
P.O. Box 8389
Boise, Idaho 83707

jkiser@cableone.net

(208) 861-4657

September 4, 2020

By email to: snickel@staridaho.org
and by regular U.S. mail to:

City of Star
Attn: Shawn Nickel
P.O. Box 130
Star, ID 83669

Re: Canvasback Subdivision/ File #'s AZ-20-11 Annexation-Zoning;
DA-20-11 Development Agreement; PP-20-11 Preliminary Plat

Dear Mr. Nickel:

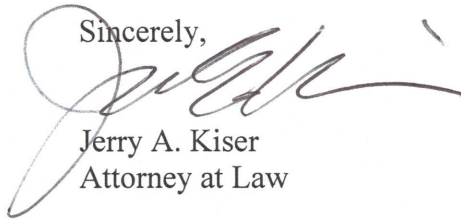
I write as attorney for the HRM pipeline, (HRM) an Idaho lateral water user association. The HRM delivers irrigation water from the Farmers Union canal to the property being developed as Canvasback subdivision as well as a number of other water users in the area. Regarding the proposed development and subdivision, the HRM has certain requirements which include, but may not be limited to, the following:

1. The developer/property owner must recognize irrigation rights-of-way for cleaning, maintenance and repair of the HRM delivery ditches and pipeline. The HRM has rights-of-way granted by State law. The sizes of those rights-of-way vary depending on the location, size and type of delivery structure or method of conveyance of water delivered to its water users. The HRM maintains a right-of-way of at least 10 feet on each side of its buried pipelines. Open ditch rights-of-way differ depending on a number of factors such as the width of the ditch and geographic features on or near the ditch. Idaho law provides no improvements including but not limited to, fences, structures, roads, pipelines or other construction is to be placed in the HRM rights-of-way without written permission from the HRM. The HRM strongly recommends rights-of-way be platted as common area lots to prevent encroachment or unauthorized improvements in the right-of-way by lot owners. The HRM should be contacted to determine specific rights-of-way the HRM has for its ditches and pipelines.
2. No change in the point of diversion or place of use of the water is allowed unless approved by the HRM.

3. Any construction activities, including road or other construction must be completed at times and in a manner so as not to interfere in any way with the HRM's delivery of water or cleaning, maintenance, and repairs to its pipes and ditches.
4. In most circumstances, the HRM requires subdivisions install a pressurized irrigation system. Any such system should be pre-approved by the HRM.
5. Pursuant to Idaho law, the written permission of the HRM must be obtained before any ditch or canal is buried in irrigation pipe by any land owner. Written permission must also be obtained from the HRM to relocate or change the location of any existing ditch, canal or pipeline.

Please note the HRM may have further and additional input regarding impacts to the lateral by the proposed subdivision. The President of the HRM is Mike Sessions and he can be reached at 208-949-3837. If you have any questions regarding the foregoing, please feel free to contact me or Mike.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jerry A. Kiser", is written over the typed name and title.

Jerry A. Kiser
Attorney at Law

cc: HRM Pipeline



West Ada

SCHOOL DISTRICT

September 8, 2020

City of Star
P.O. Box 130
Star, ID 83669

RE: Canvasback Subdivision
DA-20-11 Development Agreement

Dear Planners:

Joint School District No. 2 (dba West Ada School District) has experienced significant and sustained growth in student enrollment during the last ten years. Many of our schools throughout the district are operating at or above capacity. Based on U.S. census data, we can predict that these homes, when completed, will house **78 (= # homes x 0.7 student generation rate) school aged children**. Approval of the **Canvasback Subdivision** will affect enrollments at the following schools in West Ada District:

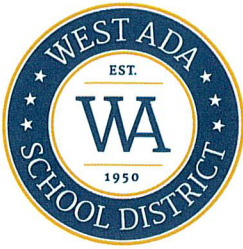
| | <u>Enrollment</u> | <u>Capacity</u> |
|--------------------|-------------------|-----------------|
| Star Elementary | 525 | 650 |
| Star Middle School | 727 | 1000 |
| Eagle High School | 2159 | 1800 |

West Ada School District supports economic growth; however, growth fosters the need for additional school capacity. In order to meet the need for additional school capacity, West Ada School District will accept the donation of land appropriate for a school site. Passage of a bond issue will be required prior to the commencement of new school construction.

New residents cannot be assured of attending the neighborhood school(s) as it may be necessary to bus students to available classrooms across the district. The safety of our students is our first and foremost priority. With this in mind, we ask that you encourage the developer to provide safe walkways, bike paths and pedestrian access for our students. School capacity and transportation is addressed in Idaho Code 67-6508 - future development will continue to have an impact on the district's capacity.

Sincerely,

Joe Yochum
Assistant Superintendent – Operations
West Ada School District



West Ada

SCHOOL DISTRICT

September 8, 2020

City of Star
P.O. Box 130
Star, ID 83669

RE: Moon Valley Estates Subdivision
FP-20-14

Dear Planners:

Joint School District No. 2 (dba West Ada School District) has experienced significant and sustained growth in student enrollment during the last ten years. Many of our schools throughout the district are operating at or above capacity. Based on U.S. census data, we can predict that these homes, when completed, will house **10 (= # homes x 0.7 student generation rate) school aged children**. Approval of the **Moon Valley Estates Subdivision** will affect enrollments at the following schools in West Ada District:

| | <u>Enrollment</u> | <u>Capacity</u> |
|--------------------|-------------------|-----------------|
| Star Elementary | 525 | 650 |
| Star Middle School | 727 | 1000 |
| Eagle High School | 2159 | 1800 |

West Ada School District supports economic growth; however, growth fosters the need for additional school capacity. In order to meet the need for additional school capacity, West Ada School District will accept the donation of land appropriate for a school site. Passage of a bond issue will be required prior to the commencement of new school construction.

New residents cannot be assured of attending the neighborhood school(s) as it may be necessary to bus students to available classrooms across the district. The safety of our students is our first and foremost priority. With this in mind, we ask that you encourage the developer to provide safe walkways, bike paths and pedestrian access for our students. School capacity and transportation is addressed in Idaho Code 67-6508 - future development will continue to have an impact on the district's capacity.

Sincerely,

Joe Yochum
Assistant Superintendent – Operations
West Ada School District



Project/File: Canvasback/ SPP20-0004/ AZ-20-11/ PP-20-11/ DA-20-11
This is an annexation with rezone from RUT to R-4, a preliminary plat application consisting of 123 lots, and a Development Agreement with the City of Star. The site is located on 30.5-acres.

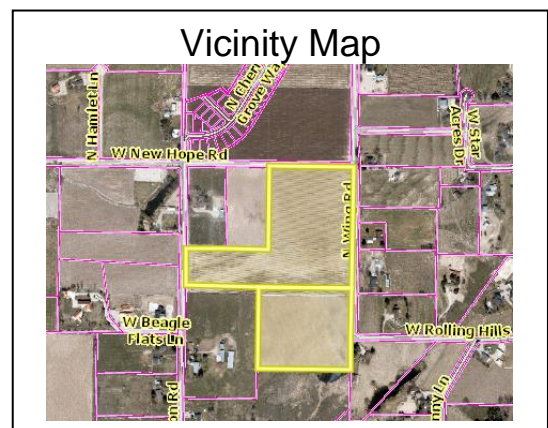
Lead Agency: City of Star

Site address: South of New Hope Road between Brandon Road and Wing Road

Staff Approval: September 22, 2020

Applicant/ Representative: Gem State Planning
 Jane Suggs
 9840 W Overland Road, Ste. 120
 Boise, ID 83709

Staff Contact: Stacey Yarrington, Planner III
 Phone: 387-6171
 E-mail: syarrington@achdidaho.org



A. Findings of Fact

- Description of Application:** The applicant is requesting approval for annexation with rezone from RUT (Rural Urban Transition) to R-4 (Medium-low density Residential), a preliminary plat application consisting of 112 single family lots and 11 common lots, and a Development Agreement with the City of Star. The site is located on 30.5-acres and the applicant's proposal is consistent with the City of Star's Future Land Use Map that designates this area as Neighborhood Residential.

- Description of Adjacent Surrounding Area:**

| Direction | Land Use | Zoning |
|-----------|--|----------|
| North | Medium-low Residential | R-3 |
| South | Rural Urban Transition (Ada County) | RUT |
| East | Rural Urban Transition | RUT |
| West | Medium-low Residential/ Rural Urban Transition | R-4, RUT |

- Site History:** ACHD has not previously reviewed this site for a development application.
- Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
 - Canopi Estates, a 15 single-family lot subdivision located directly west of the site was approved by ACHD in June 2020.
 - Greiner Hope Springs, a 270-lot residential development located west of the site was approved by ACHD in August 2019.

- Greendale Grove, a 106-lot residential development located northeast of the site was approved by ACHD in April 2019.
- Greendale, a 131-lot residential development located north of the site was approved by ACHD in April 2019.

5. **Transit:** Transit services are not available to serve this site.
6. **New Center Lane Miles:** The proposed development includes 0.77 centerline miles of new public road.
7. **Impact Fees:** 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.
8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
There are no roadways, bridges or intersections in the general vicinity of the project that are in the Integrated Five Year Work Plan (IFYWP) or the District's Capital Improvement Plan (CIP).
9. **Roadways to Bikeways Master Plan:** ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies New Hope Road as a Level 3 facility and Brandon Road as a Level 2 facility.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 1,154 vehicle trips per day; 113 vehicle trips per hour in the PM peak hour, based on the traffic impact study.
2. **Traffic Impact Study**
CR Engineering, Inc., prepared a traffic impact study for the proposed Canvasback Subdivision. Below is an executive summary of the findings **as presented by CR Engineering, Inc.** The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

SUMMARY

☐ **Improvements Needed to Mitigate 2020 Existing Traffic**

- All study area intersections and roadways are anticipated to operate at an acceptable planning level of service threshold under existing traffic conditions.

☐ **Improvements Needed to Mitigate 2023 Build-Out Year Background Traffic**

- All study area roadways are anticipated to operate at an acceptable planning level of service threshold with 2023 background traffic.
- With 2023 background traffic, all study area intersections are expected to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. One study area intersection is expected to meet ACHD's turn lane guidelines:
 - Pollard Lane and Beacon Light Road intersection

- Based on the expected volumes, the existing westbound right-turn lane is not required. The westbound left-turn lane could be added by restriping the westbound approach to have one left-turn lane and one shared through/right-turn lane.
- Roadway widening will be needed west of the intersection to accommodate the westbound left-turn lane.

□ **Improvements Needed to Mitigate 2023 Build-Out Year Total Traffic**

- All study area roadways are anticipated to operate at an acceptable planning level of service threshold with 2023 total traffic.
- All study area intersections are anticipated to operate at an acceptable planning level of service threshold with the existing intersection control and lane configurations or with the turn lane needed with 2023 background conditions. No additional improvements are needed under 2023 total traffic conditions.
 - Intersection Mitigation
All study area intersections are expected to meet minimum operational thresholds with and without the turn lanes as summarized under 2023 background traffic conditions. As a result, no additional intersection improvements are needed to mitigate 2023 total traffic operations. The estimated site traffic at the external study area intersections as a percentage of the 2023 total traffic are:
 - Wing Road and Beacon Light Road intersection – 6.8% in the AM peak hour and 7.0% in the PM peak hour
 - Pollard Lane and Beacon Light Road intersection – 6.1% in the AM peak hour and 6.3% in the PM peak hour
 - Floating Feather Road and Brandon Road intersection – 8.4% in the AM peak hour and 8.9% in the PM peak hour

Policy:

a. Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the IFYWP or the CIP; the applicant may (i) analyze the shoulder hour and (ii) provide a safety analysis to determine alternative mitigation requirements.
 - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour the applicant may suggest feasible alternative mitigation such as: sidewalks, bike facilities,

connectivity, safety improvements, etc. within 1.5 miles of the proposed development.

- If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
 - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
 - Reducing the scope and/or scale of the project.

b. Level of Service Planning Thresholds: District Policy 7206.4.1 states that, Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

Staff Comments/Recommendations: Traffic Services and Planning Review staff have reviewed and generally agree with the findings and recommendations of the submitted traffic impact study.

The Traffic Impact Study indicates that with the development and background traffic, the Pollard Lane/Beacon Light Road intersection should be widened and re-stripped to have one left-turn lane and one shared through/right-turn lane. However, widening of the intersection as recommended in the TIS is infeasible because there is insufficient right-of-way and the location of the large drainage ditch along the east side of Pollard Lane, to accommodate the proposed improvement mitigation. Therefore, no improvements are required for this intersection consistent with District Level of Service Planning Thresholds policy that states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of planning threshold or V/C ratio. The proposed development is estimated to generate 6.3% in the PM peak hour to the existing intersection peak hour traffic.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

| Roadway | Frontage | Functional Classification | PM Peak Hour Traffic Count | PM Peak Hour Level of Service |
|---|------------|---------------------------|----------------------------|-------------------------------|
| Beacon Light Road | 0-feet | Minor Arterial | 248 | Better than "E" |
| New Hope Road (Brandon to Can Ada Road) | 0-feet | Minor Arterial | 78 | Better than "E" |
| Brandon Road | 345-feet | Collector | 21 | Better than "D" |
| New Hope Road (Brandon to Wing) | 655-feet | Local | N/A | N/A |
| Wing Road | 1,360-feet | Local | N/A | N/A |

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

4. **Average Daily Traffic Count (VDT)**

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

- The average daily traffic count for Beacon Light Road east of Wing Road was 1,869 on 02/13/2020.
- The average daily traffic count for New Hope Road east of Can Ada Road was 1,172 on 05/18/2016.
- The average daily traffic count for Brandon Road south of New Hope Road was 506 on 09/13/2016.
- There are no current traffic counts for Wing Road.

C. Findings for Consideration

1. **Purple Sage/Beacon Light Alignment Study**

On June 28, 2008 the ACHD Commission approved the Purple Sage/Beacon Light Alignment Study which included a preferred alignment for the roadway and determined that Beacon Light Road would be extended as a 3-lane minor arterial roadway. The study notes that right-of-way dedication and construction of the roadway will occur incrementally as development occurs.

The alignment of Beacon Light Road has been designated on ACHD's Master Street Map and the realignment of Beacon Light to connect to New Hope Road was approved as part of the Greendale Subdivision directly north of the site. The realignment of Beacon Light Road also changed the designation of New Hope Road between Brandon Road and Wing Road from a Minor Arterial to a Local Street.

2. **New Hope Road**

a. **Existing Conditions:** New Hope Road is improved with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for New Hope Road (30-feet from centerline).

b. **Policy:**

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local 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 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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 7207.2.2 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.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

- c. **Applicant Proposal:** The applicant is proposing to construct New Hope Road abutting the site as ½ of a 36-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalk within the existing right-of-way.
- d. **Staff Comments/Recommendations:** As noted above, this section of New Hope Road between Brandon Road and Wing Road is now classified as a local street due to the realignment of Beacon Light Road and New Hope Road. The applicant's proposal meets District policy and should be approved, as proposed.

3. Brandon Road

- a. **Existing Conditions:** Brandon Road is improved with 2-travel lanes, 22-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 53-feet of right-of-way for Brandon Road (23-feet from centerline).
- b. **Policy:**
 - Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
 - Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Brandon Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 50-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to dedicate additional right-of-way to total 37-feet from centerline of Brandon Road abutting the site.

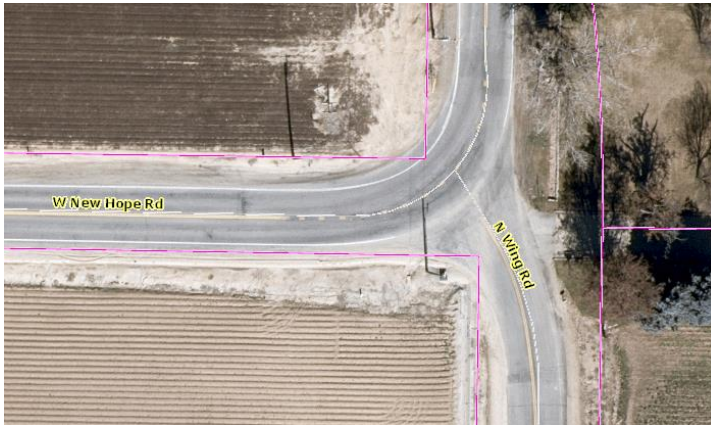
The applicant is proposing to construct Brandon Road abutting the site as ½ of a 36-foot wide collector street section with curb, gutter, 7-foot wide parkway strip, and 5-foot wide detached concrete sidewalk.

- d. **Staff Comments/Recommendations:** The applicant's proposal is consistent with the MSM and meets District policy and should be approved, as proposed, except for the proposed 7-foot wide planter strip. The applicant should be required to provide a minimum 6-foot wide planter strip, or 8-foot wide planter strip if street trees are desired. For detached sidewalks, the applicant should be required to extend the right-of-way to 2-feet behind the back edge of sidewalk, or the applicant may reduce the right-of-way width to 2-feet behind the back of curb

and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back edge of the sidewalk.

4. Wing Road

- a. **Existing Conditions:** Wing Road is improved with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Wing Road (25-feet from centerline). Wing Road intersects New Hope Road as a non-standard intersection with a curve in the roadway.



b. **Policy:**

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local 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 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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 7207.2.2 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.

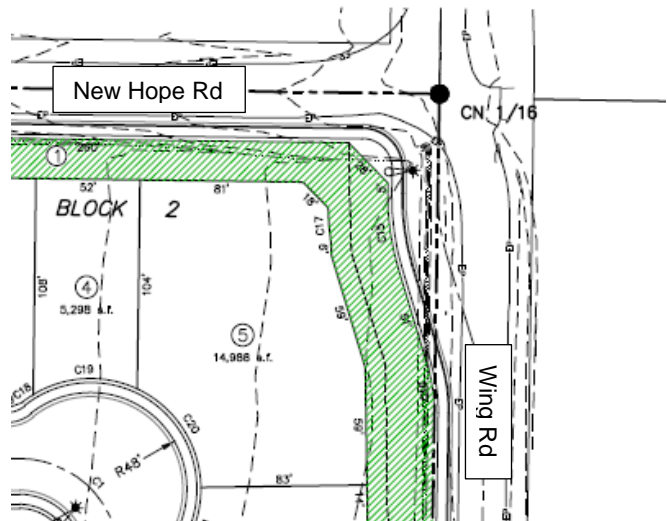
Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

- c. **Applicant's Proposal:** The applicant is proposing to realign the intersection of Wing Road and New Hope Road as a T-type intersection and construct Wing Road as $\frac{1}{2}$ of 36-foot street section with curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.

d. **Staff Comments/Recommendations:**

The applicant's proposal meets District policy and should be approved, as proposed.

The applicant should be required to dedicate additional right-of-way to 2-feet behind back of sidewalk on Wing Road abutting the site to accommodate the realignment of the Wing Road/ New Hope Road intersection.



5. Internal Streets

a. **Existing Conditions:** There are no existing streets within the site.

b. **Policy:**

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local 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 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Landscape Medians Policy: District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

- c. **Applicant's Proposal:** The applicant is proposing to construct the internal streets as 36-foot street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.

The applicant is proposing to construct a 12-foot wide landscape island on Wigeon Street with two, 21-foot wide travel lanes located between Lots 7 and 8, Block 4 and Lots 7 and 8, Block 5.

The applicant is proposing to construct 7 knuckles throughout the site.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy. However, as part of ACHD's approval of Canopi Estates, a stub street to the site's north property line was approved, Canopi Street. Therefore, the applicant should be required to extend Canopi Street into the site and construct the internal streets as 36-foot street sections with curb, gutter, and 5-foot wide concrete sidewalk within 50-feet of right-of-way.

The applicant's proposal to construct a 12-foot wide center landscape island on Wigeon Street with two, 21-foot wide travel lanes should be approved, as proposed. The applicant should be required to plat the center landscape island as right-of-way owned by ACHD; and the Developer or Homeowners Association apply for a license agreement if landscaping is to be placed within the median.

6. Roadway Offsets

- a. **Existing Conditions:** There are no existing streets within the site.

- b. **Policy:**

Local Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

- c. **Applicant's Proposal:** The applicant is proposing to construct a new local street, Warbler Avenue, to intersect New Hope Road located approximately 370-feet west of Wing Road (measured centerline to centerline).

The applicant is proposing to construct a new local street, Wigeon Street, to intersect Brandon Road located approximately 860-feet south of New Hope Road and 505-feet north of Beagle Flats Lane (measured centerline to centerline).

The applicant is proposing to construct a local street, Rolling Hills Drive to intersect Wing Road located approximately 1,340-feet south of New Hope Road in alignment with Rolling Hills Drive to the east.

The applicant is proposing to construct the internal streets with a minimum 125-foot offset from any other street (measured centerline to centerline).

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

7. Stub Streets

- a. **Existing Conditions:** As part of ACHD's June 2020 action on Canopi Estates Subdivision located north and west of the site a stub street, Canopi Street, was approved to stub to the site's north property line.

b. **Policy:**

Stub Street Policy: District policy 7207.2.4 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7207.2.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

- c. **Applicant Proposal:** The applicant is proposing to construct 2 stub streets as follows:

- A stub street to the west, Night Heron Street, 140-feet in length, located approximately 480-feet south of New Hope Road.
- A stub street to the south, 'unnamed', 140-feet in length, located approximately 965-feet east of Brandon Road.

- d. **Staff Comments/Recommendations:** The applicant's proposal to construct a stub street to the south located 965-feet east of Brandon Road meets District policy and should be approved, as proposed.

As indicated above, ACHD approved a stub street to the site's north property line, Canopi Street, as part of the Canopi Estates Subdivision. Therefore, the applicant should be required to extend the Canopi Street into the site. If Canopi Street, is not yet constructed, when this development moves forward then a stub street should be constructed to the site's north property line in alignment with the future Canopi Street.

Due to ACHD's action on Canopi Estates, staff does not recommend that the stub street to the west, Night Heron Street, be constructed as it would dead-end into a residential building lot.



There is a large parcel along the site's north and west boundaries. In order to provide for future connectivity, staff recommends that the applicant construct a stub street to parcel S0405244552 to provide for future connectivity in this area.

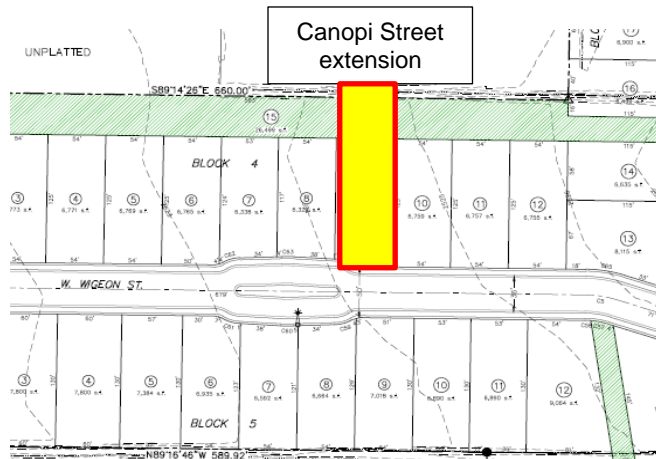
The applicant should provide signage at the terminus of all the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

No temporary turnarounds are required as the proposed stub streets are less than 150-feet in length.

8. Traffic Calming

Speed Control and Traffic Calming Policy (Local): District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

- a. **Applicant's Proposal:** The applicant is proposing to construct a landscape island on Wigeon Street approximately 405-feet east of Brandon Road to provide traffic calming on Wigeon Street because it is approximately 800-feet in length.
- b. **Staff Comments/Recommendations:** As indicated above, the applicant should be required to continue Canopi Street into the site, which will align with the east end of the proposed landscape island. Therefore, staff recommends that the applicant redesign Wigeon Street to relocate the landscape island outside of the future Canopi Street/Wigeon Street intersection or propose an alternative traffic calming design prior to plan submittal. If the landscape island is relocated on Widgeon Street for traffic calming, 21-foot wide travel lanes are required on either side of the island.



9. 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.

10. 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.

11. Other Access

Brandon Road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Construct New Hope Road abutting the site as $\frac{1}{2}$ of a 36-foot street section with curb, gutter, and 5-foot wide attached concrete sidewalk within the existing right-of-way (50-feet).
2. Dedicate additional right-of-way to total 37-feet from centerline of Brandon Road abutting the site.

3. Construct Brandon Road abutting the site as ½ of a 36-foot wide collector street section with curb, gutter, 6-foot wide (8-foot wide w/trees) parkway strip, and 5-foot wide detached concrete sidewalk. Provide a permanent right-of-way easement for detached sidewalks located outside of the dedicated right-of-way.
4. For detached sidewalks, the applicant should be required to extend the right-of-way to 2-feet behind the back edge of sidewalk, or the applicant may reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back edge of the sidewalk.
5. Realign the intersection of Wing Road and New Hope Road as a T-type intersection and construct Wing Road as ½ of a 36-foot street section with curb, gutter, and 5-foot wide attached sidewalk within 50-feet of right-of-way.
6. Dedicate additional right-of-way to 2-feet behind back of sidewalk on Wing Road abutting the site to accommodate the realignment of the Wing Road/ New Hope Road intersection.
7. Extend Canopi Street into the site and construct the internal streets as 36-foot street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.
8. Construct a new local street, Warbler Avenue, to intersect New Hope Road located 370-feet west of Wing Road.
9. Construct a local street, Wigeon Street, to intersect Brandon Road located 860-feet south of New Hope Road and 505-feet north of Beagle Flats Lane.
10. Construct a local street, Rolling Hills Drive to intersect Wing Road located 1,340-feet south of New Hope Road in alignment with Rolling Hills Drive to the east.
11. Construct 7 knuckles throughout the site, as proposed.
12. Construct an “unnamed” stub street to the site’s south property line, located 965-feet east of Brandon Road.
13. IF Canopi Street, is not constructed when this development moves forward, then construct one stub street to the north, Canopi Street, located 480-feet east of Brandon Road.
14. Construct a local stub street to parcel S0405244552.
15. Install signage at the terminus of all the stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
16. Redesign Wigeon Street to locate the landscape island outside of the future Canopi Street/ Wigeon Street intersection or propose an alternative traffic calming design prior to plan submittal.
17. If the landscape island is relocated on Wigeon Street for traffic calming, 21-foot wide travel lanes are required on either side of the landscape island.
18. Plat the center landscape island as right-of-way owned by ACHD; and the Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within the island.
19. Direct lot access is prohibited to Brandon Road and shall be noted on the final plat.
20. 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.
21. Payment of impact fees is due prior to issuance of a building permit.
22. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

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

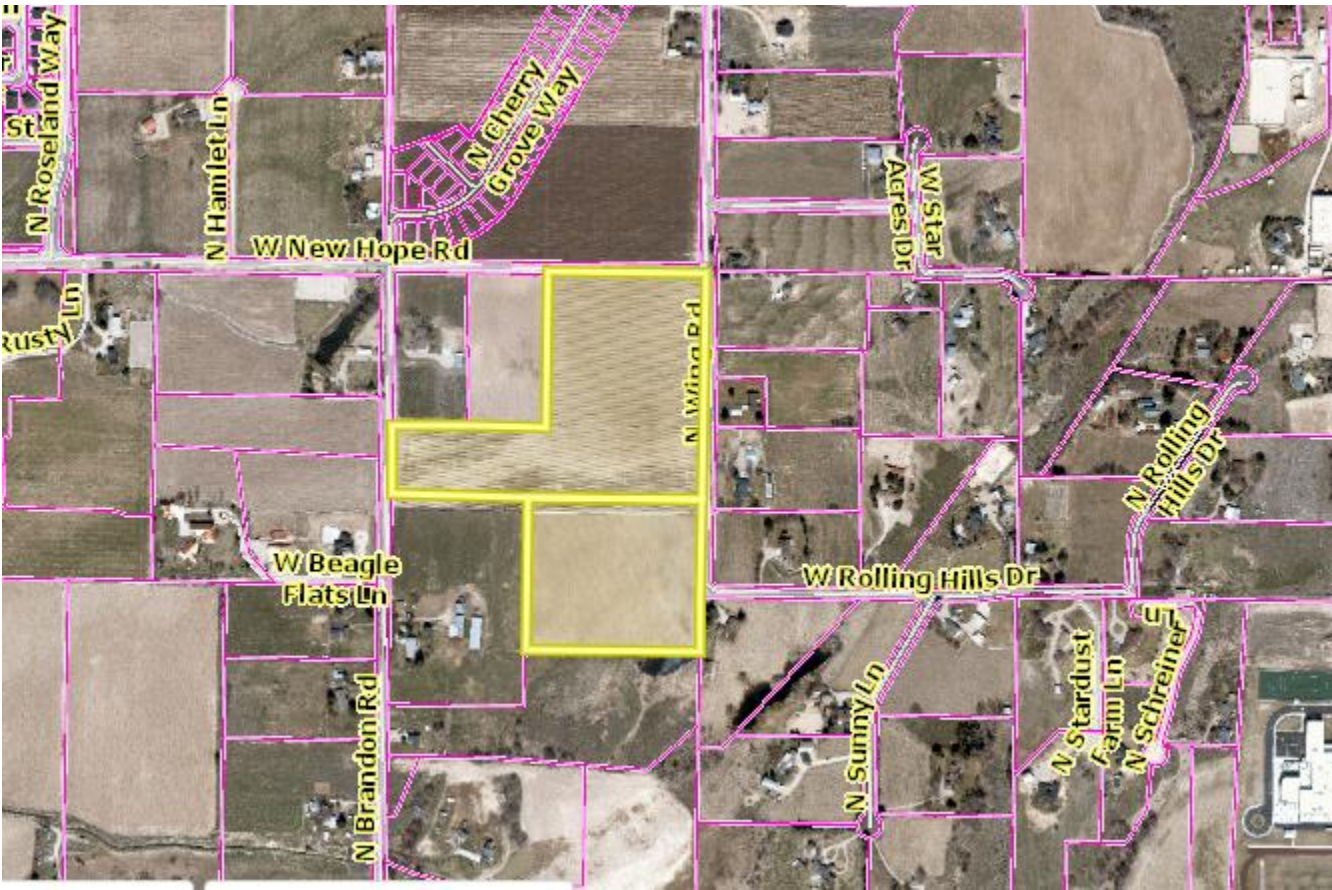
F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Appeal Guidelines

VICINITY MAP



SITE PLAN



Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

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

Items to be completed by Applicant:

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

DID YOU REMEMBER:

Construction (Non-Subdivisions)

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

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

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

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

Construction (Subdivisions)

☐ **Sediment & Erosion Submittal**

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

☐ **Idaho Power Company**

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

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

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

Star Mayor and City Council
10769 W. State Street
Star, ID 83669

RECEIVED
SEP 28 2020
CITY OF STAR

Dear Mayor and City Council Members,

We have several concerns with the proposed Canvasback subdivision plan dated June 17, 2020. Our property, at 10399 W. Rolling Hills Dr., is included in the Star Acres "Special Transition Overlay Area".

Lot size/buffer

Two Canvasback lots abut our property. In the absence of a consequential "buffer" neither lot meets the minimum size of one acre as called for in the comprehensive plan. As currently presented by the developer the "buffer" between our property and the Canvasback subdivision is nothing more than a 10' wide easement required by state law to provide maintenance access for an irrigation ditch that parallels our property. We challenge the premise that 10' is a meaningful "buffer" as a transition from the low density Star Acres subdivision and the proposed high density Canvasback subdivision. We propose a transition that mirrors the buffer provided to our neighbors to the north. This would be 50' of green space equal to Wing Road, plus the 20' setback. In addition, some of our neighbors to the north even receive the benefits of a park/open space that further enhances the buffer between them and the proposed Canvasback development. Sam Rosti, President of the Farmers Union Ditch Company, has told us that the minimum easement needed to maintain the ditch is 16'. From our perspective, six more feet does not make a meaningful "buffer". The developer suggested this narrow strip of land would be adequate because we have "planted a healthy stand of large trees". Our trees and other landscaping are not pertinent as far as buffering is concerned. The developer is responsible for providing the buffer, not us. In addition, over 100' of our property, between us and the proposed Canvasback subdivision, has no landscaping or trees further diminishing the "buffer" as proposed by the developer. Furthermore, another 350 plus feet on the west side of our property abuts property potentially available for future sub-development. If, in the future, our neighbors to the west decide to subdivide their properties, whatever lot size/buffering plan is finalized for Canvasback, will likely set a precedent for how future development proceeds to the south. We will continue to be impacted for years to come by the decisions made today.

Roads

At the original neighborhood meeting, we asked that road access to Wing Road be eliminated. There is now one road access point onto Wing at the corner of Wing and Rolling Hills. The plan says, "It is important to provide adequate access to Wing Road, New Hope Road and Brandon Road for emergency services and to allow ease of access for both Canvasback residents and the residents of Star Acres". While we would prefer not to have the road access from Brandon to Rolling Hills, we understand that a road may be necessary. If a road is justified for emergency access, a more reasonable option would be to connect it from Brandon to Wing in a more direct manner without the two ninety degree turns and the two "jogs".

Storm Water Drainage

We are concerned about the storm water that drains from north to south along the west side of Wing Road. This water is outside the Canvasback development. Once the sidewalk and gutter are constructed, how will this water be contained so as not to flood our property? At the present time, this runoff flows into the open irrigation ditch that will be buried. We must be assured that this water is contained and directed away from our property to avoid flooding. This issue is not addressed in the current plan.

Single Level Homes

Those of us living in Star Acres have requested that the developer consider single level homes along Wing Road to minimize the visual impact for existing residents. The response we received was, "We are currently not restricting homes along Wing Road to single level. No local codes or state laws provide for view easements over someone else's property". The lack of local codes or state laws in no way keeps the developer from building single level homes to accommodate the Star Acres residents.

Conclusion

With these concerns in mind, we are asking that the lots abutting our property conform to the one acre required in the comprehensive plan or we be afforded the same amount of buffering as our neighbors to the north. Another option would be to extend the large open space/park all along the west side of Wing Road. Another possible option would be to move the park from the northeast corner of the Canvasback property to the southeast corner.

Respectfully,

Lonn and Ann Kuck
10399 W Rolling Hills Dr
Star ID 83669
Email: eakuck@aol.com
Phone: 208-286-9638

Jerry A. Kiser
Attorney at Law
4708 W. Fairview Ave., Suite 203
P.O. Box 8389
Boise, Idaho 83707

jkiser@cableone.net

(208) 861-4657

September 24, 2020

Mr. and Mrs. Lonn Kuck
10399 W. Rolling Hills Dr.
Star, ID 83669

Re: HRM Lateral Water Users Association Rights-of-Way

Dear Mr. and Mrs. Kuck:

I write as attorney for the HRM pipeline, (HRM) an Idaho lateral water user association. The HRM delivers irrigation water from the Farmers Union canal to property in the Star area. The HRM has a lateral ditch which is near the West side of your property. It has come to the attention of the HRM Lateral that an issue has arisen regarding the proposed Canvasback subdivision, your fence and property in regards to the HRM lateral near your property and space needed to clean, maintain and repair this section of the HRM lateral ditch. The purpose of this letter is to inform you the HRM has a right-of-way granted by State law for purposes of cleaning, maintaining and repairing the lateral ditch. Pursuant to Idaho Code section 42-1102, the HRM has,

“... a right-of-way through the lands of others, for the purposes of irrigation. The right-of-way shall include, but is not limited to, the right to enter the land across which the right-of-way extends for the purposes of cleaning, maintaining and repairing the ditch, canal or conduit, and to occupy such width of the land along the banks of the ditch, canal or conduit as is necessary to properly do the work of cleaning, maintaining and repairing the ditch, canal or conduit with personnel and with such equipment as is commonly used or is reasonably adapted to that work.

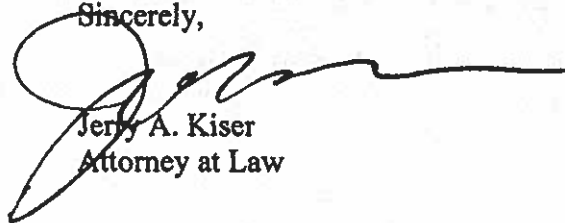
The existence of a visible ditch, canal or conduit shall constitute notice to the owner, or any subsequent purchaser, of the underlying servient estate, that the owner of the ditch, canal or conduit has the right-of-way and incidental rights confirmed or granted by this section.”

The HRM asserts a right-of-way under Idaho Code section 42-1102 of at least ten (10) feet on each side of the lateral ditch which is located near your West property line. Based on information I have been provided it appears that HRM's right-of-way is located partially on your property.

Please understand the right-of-way is for the benefit of the HRM and is not related to, or for the benefit of any individual or development. The HRM must protect and maintain its right-of-way to enable it to perform its statutory duties and obligations as a water delivery entity.

If you have any questions regarding the HRM right-of-way you may contact me or consult with your own legal counsel. If you do contact me please understand I represent the HRM and cannot give you legal advice.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry A. Kiser', with a long horizontal flourish extending to the right.

Jerry A. Kiser
Attorney at Law

cc: HRM Pipeline
City of Star
Gem State Planning, LLC

September 28, 2020

Star City Council
c/o Shawn Nickel
Star City Hall
P.O. Box 130
Star, ID 83669

Re: Canvasback Subdivision Comments

Star City Council,

The Canvasback Subdivision is currently proposed west of the Star Acres Subdivision, west of Wing Road, and south of New Hope Road. The Star Acres Subdivision is zoned Rural Residential and carries the designation as a Special Transition Overlay Area. The land the Canvasback Subdivision is on is zoned Neighborhood Residential (3-5 du/acre). We would ask the City Council to review the Canvasback Subdivision with the following considerations:

1. Lon and Ann Kuck, located at 10399 Rolling Hills Drive, adjacent to the proposed Canvasback Block 7, Lot 2 & 3, are those most impacted by this proposed subdivision. Ann and Lon have lived in their home over 40 years. While they have 5 acres, their home is in the northwest corner of their lot. The proposed Canvasback Subdivision is being built directly adjacent to their property with a minimal 10-foot buffer (Lot 1). The two lots planned adjacent to their lot are .21 acres (Lot 2) and .28 acres (Lot 3). We believe the intent of the Comprehensive Plan and the inclusion of a Special Transition Overlay Area was to provide for a meaningful transition between large lots and smaller lots – going from 5 acres to .12 acres or even .28 acres misses the intent. Additionally, since their home is in the northwest corner of their property, their privacy will be significantly changed forever.

Recommendation: We recommend that the two lots adjacent to the Kuck's home be a minimum of 1-acre and the homes on the lots be restricted to single story. This should meet the intent of the Comprehensive Plan's language regarding lot size transition which provides not only a physical transition but a lot value transition as well and provides a continued level of privacy.

2. Regarding the proposed lots adjacent to Wing Road, the proposed average lot size is .29 acres. North of this subdivision, also along Wing Road, the Greendale Subdivision on the City's recommendation provided an average lot size of .49 acres.

Recommendation: Unlike the Kuck's situation described above, because Wing Road provides somewhat of a buffer, we recommend the proposed lots along Wing Road be .5 acres to be consistent with the section of the Greendale Subdivision also along Wing

Road. This would meet the spirit of the Comprehensive Plan too by creating a lot size transition.

3. Lastly, while the developer has provided meaningful open space for proposed residents, the preserved view corridor only benefits one resident within Star Acres Subdivision.

Recommendation: We recommend that the homes be staggered along Wing Road with open space between them. The gaps between the proposed homes should be aligned with the existing homes along Wing Road. The proposed larger open space would be reduced in size accordingly. The benefit of this approach is the proposed development gets the same amount of open space but dispersed in a manner that each proposed home along Wing Road has some open space closer to their homes. Additionally, more existing residents in the Star Acres Subdivision will have a better view corridor to the west so they can continue to enjoy the sunsets and the rural feel they have enjoyed for decades.

In summary, what we believe would be an acceptable approach to the Special Transition Overlay Area transitions would be to provide 1 acre lots when proposed lots are directly adjacent to 5 acre lots and .5 acre lots when there is a roadway between the 5 acre lots and a proposed subdivision.

Thank you for allowing us the opportunity to provide comments on the proposed developments near our neighborhood.

Sincerely,

Steve and Charlene Greene
9999 W Star Acres Dr.
Star, ID 83669
208-999-2815
Sg.pointers@gmail.com

September, 28, 2020

Star City Council
Star, Idaho

Star City Council,

We would like to provide public comment to the proposed Canvasback Subdivision south of New Hope Road and west of Wing Road.

The proposed development is directly west of Star Acres Subdivision. Star Acres is one of the oldest established subdivisions in the Star area, and consists of single family homes on 5 acre lots. The subdivision is platted, recorded, and has restrictive covenants which prohibit the subdivision of the lots and provides a limit of one single family home per 5 acre lot. Almost all of the lots are used agriculturally, either raising crops or livestock. The protective covenants dictate that this subdivision will not be developed for any other use. In response to the uniqueness of the lot sizes, agricultural uses, and restrictions, the Comprehensive Plan has designated Star Acres as a Special Transition Overlay Area.

It is our contention that the proposed Canvasback Subdivision does not meet the criteria for development adjacent to a Special Transition Overlay Area with respect to lot size, transition, and buffer. In 2019, the City Council approved the Greendale Subdivision currently being built by Hubbell Homes north of New Hope Road and west of Wing Road. Like the proposed Canvasback Subdivision, it is directly west of Star Acres Subdivision. The Council required that in addition to the 50' right of way for Wing Road, Greendale provide a 20' buffer west of the road and that lots along Wing Road be ½ acres lots. We would recommend that the Council be consistent in their requirements for development along Wing Road and require Canvasback subdivision to provide a buffer area and a minimum lot size of ½ acre.

A different situation is present where Lots 2 and 3, Block 7, of the proposed Canvasback subdivision directly abut the lot line of the property at 10399 Rolling Hills Drive in Star Acres. Here there is no 50' road right of way to provide a transition. The developers of Canvasback contend that the trees and landscaping of the existing property provide a transition and buffer and meet the requirements of the comprehensive plan. The developer should not be permitted to use the features of an existing property to meet their development requirements for a transition and buffer and allow a smaller lot size. The property at 10399 Rolling Hills Drive should be afforded the same relief from adjacent development that was provided to the owners in Star Acres across Wing Road from Greendale. We would recommend that the Canvasback lots that directly abut 10399 Rolling Hills Drive provide a similar 70' transition and buffer area and ½ acre lots, or alternatively provide 1 acre lots adjacent to the Special Transition Overlay Area.

Thank you for your consideration.

Will and Denise Eason
10174 W. Star Acres Dr.
Star, Idaho 83669
(907) 575-1138
eason@gci.net

Shawn Nickel

From: Carolee Polfer <beemr04@gmail.com>
Sent: Tuesday, September 29, 2020 10:30 AM
To: Shawn Nickel
Subject: Canvasback Subdivision comments

Star City Council
c/o Shawn Nickel
Star City Hall
P.O. Box 130
Star, Idaho 83669

Mr Nickel:

1- The Canvasback Subdivision is currently proposed west of Star Acres Subdivision, west of wing road and south of New Hope. Star Acres Subdivision is zoned Rural Residential and carries the designation as a "Special Transition Overlay Area". The land Canvasback Subdivision is on is zoned Neighborhood Residential, which is 3-5 dwellings per acre. We would ask City Council to review Canvasback with the following considerations:

Lon and Ann Kuck located at 10399 Rolling Hills Drive are adjacent to the Canvasback Block 7, lots 2 and 3, are the most impacted by Canvasback Subdivision. Like many of us, this has been their home for many years. Their home is on 5 acres but is located in the northwest corner of their lot. The proposed Canvasback subdivision is being built directly adjacent to their property with a minimal 10 foot buffer (lot1). The two lots planned adjacent to their land are Lot 2 at .21 acres and Lot 3 at .28 acres. Our interpretation is that the Comprehensive plan and inclusion of a "Special Transition Overlay Area" is to provide significant transition between large lots and smaller lots. One quarter of an acre does not accomplish this. The location of the Kuck's home is going to adversely affect their privacy permanently.

We recommend that the two lots adjacent to their home be a minimum of one acre with single level homes, thus providing transition and privacy.

2- Adjacent to Wing Road, the proposed average lot size is .29 acres.
North of this subdivision along Wing Road, the Greendale Subdivision provided a lot size of .49 acres.

We suggest the proposed lots along Wing Road to be .5 acres to be consistent with the Greendale section along Wing Road, creating a lot size transition.

3- Open spaces have been provided for future residents, however the view corridor will only benefit one resident in the Star Acres Subdivision.

We would like the homes to be staggered along Wing Road with open space between them. The gaps between the proposed homes should be aligned with existing homes along Wing Road. Doing this will give each proposed home along Wing open space near their homes. This would give Star Acres Subdivision a better view to the west so we can continue to enjoy the beautiful view.

We believe to be in line with the "Special Transition Overlay Area" transitions to provide one acre lots when proposed lots are directly adjacent to five acre lots and .5 acre lots when there is a roadway between five acre lots and a proposed subdivision.

Sincerely,

Terry Bier and Carolee Polfer
10040 West Star Acres Drive
Star, Idaho 83669
208-863-4684
beemr04@gmail.com

Shawn Nickel

From: Judy Enzminger <jgenzminger@gmail.com>
Sent: Monday, September 28, 2020 9:45 PM
To: Shawn Nickel
Subject: Mr Nickel we have a concern with Canvasback Sub. we are part of the Star Acres Sub. we are worried with so many small lots

along wing road. We would like to see .50 acre lots there with the houses staggered so they all could have a view east & west. It also would be nice to have one level homes there on wing. We would like to keep our area value high as it is now. It seems to us we don't have enough schools for all these children that are coming in to our town. Our road on wing in the morning are already congested & with more cars we'll have more problems. Thank you for listening

Sincerely,

Gary & Judy Enzminger

Written Public Statement regarding Canvasback Subdivision for Council meeting 10/06/2020

Star City Planners, Council and Mayor,

My Name is Robert Fehlau.

I have lived for over 12 years at 2203 North Sunny Lane in Star Acres subdivision, just to the east of proposed Canvasback Subdivision.

The Proposed Canvasback Subdivision should not be approved because it does not meet lot size requirements set by the Star City Master Plan, The City of Star Uniform Development Code or by legal precedence for subdivisions abutting Rural Residential Special Transition Overlay Zones.

In order to meet these requirements, the following must be met:

- 1. Canvasback lots directly abutting Wing Road need to be increased to approximately ½ acre.**
- 2. Lots directly abutting special transition land need to be increased to one acre or create a total 70 foot setback to be ½ acre.**
- 3. Lots behind the open space backing to wing road should be limited to ½ acre including the open space.**
- 4. Adjoining lot sizes within Canvasback Subdivision should be increased to transition with these requirements.**

- 1. Canvasback lots directly abutting Wing Road (Block 2/5,6,7,8 & 26), need to be increased to approximately ½ acre as required by proximity to a Special Transition Overlay Zone and precedence of past Development requirements.** I have seen through the creation, and refining, of the Star City Comprehensive Master Plan that the city is trying to protect the special rural qualities that made us choose to live in this community above any other area in the Boise Valley. Star Acres, on the east side of Wing Road, was uniquely developed in 1975 with 30 lots approximately 5 acres each, which by recorded covenants cannot be subdivided. **Star Acres is identified in the Star City Master plan as a Special Transition Overlay Zone and Rural Residential.**

A. **“Overlay Area lots directly abutting, or may include the provision of one half to one-acre size lots directly abutting the Special Transition Overlay Area lots. Larger setbacks should be required for new lots planned to abut existing Rural Residential lots.” p. 63 Star Comp. Plan.** The Transition Zone was created to anticipate growth with a direction that does not make our community a patchwork of mismatched, awkward subdivisions.

B. **“When development is planned with lots that directly abut existing lots within a Rural Residential area, or “Special Transition Overlay Area” as shown on the Comprehensive Plan Land Use map, an appropriate transition shall be provided for the two abutting residential lot types.... may include the provision of a buffer strip avoiding urban lots directly abutting rural residential lots (Wing Road), or may include setbacks within the urban lots similar to the rural residential lots directly abutting (20 foot setback), or may include the provision of one half to one acre size lots directly abutting the rural residential lots.”** Star Uniform Development Code 8-3B-3: Residential Districts (p. 65/66)

All three of **these requirements** were requested and granted for the Greendale lots which front Wing Road.

C. **Legal Precedence for this was also created by of the Star City Councils requirement of approximately ½ acre lots in the Greendale Subdivision along Wing Road just north of the Proposed Canvasback Subdivision.**

D. The Star Master Plan states the importance of this precedence. (p.63) **” A Development adjacent to and within the Special Transition Overlay Area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. This may include new abutting lots to be one acre in size or may include buffering.”**

E. The Star City Council Minutes of 3/19/19 & 6/4/19 (attached) show that Wing Road (50 feet wide) was taken into account as a partial buffer, as well as a 20-foot setback (total of 70 feet), to require lots abutting Wing Road to be approximately one-half acre instead of one acre. (From 3/19/19 minutes) **“Chadwick stated he likes everything about the project, except the triangle piece was a hang-up for him because it is next to five acre parcels and they have no transition for that. He asked if there couldn't be half-acre parcels there and eliminate any access off of Hardwood Grove; that that would make it more of a transitional piece.”** From the June 4th 2019 minutes (attached) **“The Council had given them instructions last time concerning the existing five-acre lots to the east of their property and how they would take access onto the Beacon Light realignment and the possibility of reducing the density along there to provide some transitioning.** She reviewed the new design, showing they went from 46 lots down to 26 lots in the 12.77-acre area along Wing Road....Wing Road will still be eliminated and there will be twenty feet of landscaping along it as a buffer. McKay reviewed the lots

being different sizes, increasing in size as they go east and they will be staggered, not in a line.

I was there at those Council meetings and saw not only the public concern for this requirement but also saw the Council's efforts to stand by the Master plans design standards to ensure this transition.

F. Therefore, by precedence, any future lots directly abutting Wing Road and across from the Special Transition Overlay should meet this same standard and be required to be approximately ½ acre, including a 20 foot setback.

The revised Canvasback Subdivision Plot plan is proposing a lot size averaging only .297 acres for lots 5,6,7,8 & 26, directly abutting Wing Road.

The precedence requirement of Greendale Subdivisions lots which abut Wing Road average .482 acres. (see attached maps)

2. The two southeast proposed Canvasback lots (Block 7/ 2,3) directly abut the Special Transition Overlay Zone and Rural Residential without the Wing Road separation.

A. With a 70' setback, these two lots should be approximately ½ acre each. By the same legal precedence, lots 2@ .21 ac. and [3@ .27](#) ac. Are at least half the size they should be. The same 70-foot setback requirement equal to the 50-foot-wide Wing road and the 20-foot street side setback is needed in order to meet the approximately ½ acre minimum.

B. Without the 70-foot set back, the lot sizes here should be required to be one full acre.

C. From the developers own response to the neighborhood meeting:(attached) "Only one of the Star Acres lots directly abuts Canvasback Subdivision, in the southeast corner. At that location we have provide a 10' open space buffer and have reduced the number of adjoining lots from 3 lots to 2 lots. The two new Canvasback lots are 9200 sf (.21 ac.) and 12,098 sf (.27 ac.) in area. The owners of the Star Acres Rural Residential lot at 10399 Rolling Hills Drive have planted a healthy stand of large trees that provide a nice buffer from both Rolling Hills Drive and the proposed Canvasback lots. The remaining 4 Star Acres lots are separated from Canvasback Subdivision by Wing Road, which has a 50' wide right-of-way."

D. Precisely because of the fact that Wing Road does not create the same separation is why these lots should be larger, not smaller.

E. As stated above and in the Star Master Plan (p.63)"This may include new abutting lots to be one acre in size or may include buffering."

F. Buffering, by precedence, in this case would be 70 feet, not 10 feet.

G. What trees the existing adjoining property has does not have any bearing on the requirements of the proposed subdivision.

3. Lots behind the open space backing to Wing Road should be limited to ½ acre including the open space.

A. This lower extension of open space was created so that six lots (20-25) near Wing Road could be reduced to only an average of .163 acres.

B. These lots should still hold to the ½ acre requirement with the open space averaged in to meet the same criteria and this open space calculation should not include the 20 foot setback.

C. Those six lots total .98 acres. Including the open space just between those lots and Wing Road, the combined area looks to be no larger than **2 acres total**.

D. That would make the density there to be 3 lots per acre, or **1/3 of an acre**.

E. These 6 lots should be reduced to 4 lots, which would roughly average **½ acre per lot including the open space**.

4. Adjoining lot sizes within Canvasback Subdivision should be increased to transition with these requirements.

A. Major redesign of the proposed Canvasback subdivision is needed to meet these requirements. The 10 lots adjacent to or across the street from all the lots that back up to Wing Road should be increased to create a transition into the Canvasback neighborhood. Those ten lots, which average .148 acre, would look awkwardly small. **In the Greendale Subdivision, the lots adjacent to the ½ acre lots are at least .226 acre to create this transition.**

B. We know that the developer's argument will be that they will not be able to make a profit with these requirements. Previous research into the codes and precedence would have shown them that this plan should not be considered. They are asking for too much.

C. There are plenty of other developers that are doing very well building on larger lots.

The first two requirements were pointed out In February 2020 to the developer's planner, Jane Suggs, at the Neighborhood Meeting proposing the Canvasback Subdivision.

The City of Star Uniform Development Code, which was approved 2-4-2020, on page 133 requires after the meeting that;

“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.”

The summary (attached) does not fully address these requirements.

Most egregiously, it even suggests that some trees on the property neighboring lots 2 and 3 should somehow suffice to create the required transition with only a ten-foot easement for irrigation ditch maintenance. (Which in itself has been stated by the ditch company to be insufficient for maintenance.)

“The owners of the Star Acres Rural Residential lot at 10399 Rolling Hills Drive have planted a healthy stand of large trees that provide a nice buffer from both Rolling Hills Drive and the proposed Canvasback lots.” **These trees do not absolve the setback requirement.**

The following statement in the summary shows that the developer understood they needed to make lots abutting Wing Road larger, just not large enough.

“The remaining 4 Star Acres lots are separated from Canvasback Subdivision by Wing Road, which has a 50’ wide right-of-way. Even though Canvasback lots are not directly abutting these Star Acres lots, we have made additional changes to the subdivision layout... There are now 5 lots that back up to Wing Road. Those lots are 14,988 sf, 12,183sf, 11,949 sf, 14,939 sf and 16,086 sf; all significantly larger than the interior Canvasback lots.”

Choosing to ignore the precedence requirements, shows that this plan does not fit within goals and stipulations of the Star City Comprehensive Plan.

The first paragraph of the Star City Comprehensive Plan states, “the city desires to prepare for the near- and long-term future, by taking a proactive approach to planning for growth, rather than being reactive. The community does not want Star to become a “Stack and Pack” metropolitan city but wants to strive to retain its small town family friendly character while growing a strong commercial base and vibrant downtown.”

If a proactive choice is not made to reject this proposal, Star will lose the rural character that is the reason for it’s appeal to developers and the people that call this home.

The Proposed Canvasback Subdivision should not be approved.

Thank You for your time and review,

Robert Fehlau

Please feel free to contact me. 2203 N. Sunny Ln., Star, Idaho 83669 208-695-9187
rfehlau@hotmail.com

March 19th 2019 Council Meeting Minutes Highlights

Chadwick asked what the acreage of the southeast corner of Greendale, the triangle from Beacon Light to New Hope. McKay stated she estimated it to be about 17 acres. **Chadwick stated he likes everything about the project, except the triangle piece was a hang-up for him because it is next to five acre parcels and they have no transition for that. He asked if there couldn't be half-acre parcels there and eliminate any access off of Hardwood Grove; that that would make it more of a transitional piece.**

McKay pointed out they have landscape buffers along there and they are across a larger arterial road. As the entrance to Star Acres is off Wing Road it makes sense to have larger lots with buffer and a collector street, but to the north there is an arterial road with buffer and no access to Star Acres off Beacon Light. Nielsen noted he felt transitional use was gradual changing of lot sizes.

June 4th 2019 Council Meeting Minutes.

Applicant: Becky McKay, Engineering Solutions, 1029 N. Rosario Street, Ste. 100, Meridian, Idaho, stated she is representing the applicant Providence Development. **The Council had given them instructions last time concerning the existing five-acre lots to the east of their property and how they would take access onto the Beacon Light realignment and the possibility of reducing the density along there to provide some transitioning. She reviewed the new design, showing they went from 46 lots down to 26 lots in the 12.77-acre area along Wing Road. The five-acre parcels will be able to take access to Beacon Light along New Hope, which will be a collector road. Wing Road will still be eliminated and there will be twenty feet of landscaping along it as a buffer. McKay reviewed the lots being different sizes, increasing in size as they go east and they will be staggered, not in a line.**

Comprehensive Plan Highlights

Star Acres Subdivision (p. 57 map) The Star Acres Subdivision is designated as Rural Residential and a Special Transition Overlay Area. Special Transition Overlay Area (p. 53) Development adjacent to, and potentially within, this area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. Site layout is to provide for a transition in density and lot sizing. 8.5.2 Policies Related Mostly to the Rural and Agricultural Planning Areas (p. 61) When an urban density residential development is planned with lots that directly abut lots within a Rural Residential area an appropriate transition is to be provided for the two abutting residential lot types. A transition must take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting rural residential lots, or may include the provision of a buffer strip avoiding urban lots directly abutting rural residential lots, or may include setbacks within the urban lots similar to the **rural residential lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the rural residential lots. Larger setbacks should be required for new lots planned to abut existing Rural Residential lots.** 8.5.4 Policies Related to The Special Transition Overlay Areas (p. 63) **A. Development adjacent to and within the**

Special Transition Overlay Area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. This may include new abutting lots to be one acre in size or may include buffering. B. Site layout is to provide for a transition in density and lot sizing with all policies regarding compatibility herein applying. C. Modified street sections, such as with no curbs gutters or sidewalks, should be encouraged for adjacent compatibility where determined appropriate.

D. When an urban density residential development is planned with lots that directly abut lots within a Special Transition Overlay Area an appropriate transition is to be provided for the two abutting residential lot types. A transition must take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting Special Transition Overlay Area lots, or may include the provision of a buffer strip avoiding urban lots directly abutting Special Transition Overlay Area lots, or may include setbacks within the urban lots similar to the Special Transition Overlay Area lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the Special Transition Overlay Area lots. E. Larger setbacks should be required for new lots planned to abut existing Special Transition Overlay Area lots.

Star Uniform Development Code Highlights

8-3B-3: Residential Districts (p. 65/66) When development is planned with lots that directly abut existing lots within a Rural Residential area, or “Special Transition Overlay Area” as shown on the Comprehensive Plan Land Use map, an appropriate transition shall be provided for the two abutting residential lot types. A transition shall take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting rural residential lots, or may include the provision of a buffer strip avoiding urban lots directly abutting rural residential lots, or may include setbacks within the urban lots similar to the rural residential lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the rural residential lots

Neighborhood Meeting proposing the Canvasback Subdivision Response

The following is their written response to lot size concerns:

“Gem State Planning, LLC9840 W. Overland Road, Suite 120, Boise, Idaho 83709

CANVASBACK SUBDIVISION

Star Acres Subdivision Concerns:

Lot Size Buffer Consistent with the City’s Comprehensive Land Use Plan, we would like to see larger lot sizes along Wing Road with a transition to your smallest lot sizes. The Star Acres Subdivision is zoned Rural Residential as well as a Special Transition Overlay Area.

Response:

Star Zoning Code 8-3B-3 states:

When development is planned with lots that directly abut existing lots within a Rural Residential area, or "Special Transition Overlay Area" as shown on the Comprehensive Plan Land Use map, an appropriate transition shall be provided for the two abutting residential lot types. A transition shall take into consideration site constraints that may exist and may include clustering of the urban lots in order to provide an open space area avoiding urban lots directly abutting rural residential lots, or may include the provision of a buffer strip avoiding urban lots directly abutting rural residential lots, or may include setbacks within the urban lots similar to the rural residential lots directly abutting, or may include the provision of one half to one acre size lots directly abutting the rural residential lots. In recognition of the zoning designation of Star Acres as Rural Residential and located in a Special Transition Overlay Area, we have made changes to the layout of the Canvasback lots since our neighborhood meeting. **Five of the 30 homes in Star Acres Subdivision are across the street or adjacent to Canvasback Subdivision. Only one of the Star Acres lots directly abuts Canvasback Subdivision, in the southeast corner. At that location we have provide a 10' open space buffer and have reduced the number of adjoining lots from 3 lots to 2 lots. The two new Canvasback lots are 9200 sf and 12,098 sf in area. The owners of the Star Acres Rural Residential lot at 10399 Rolling Hills Drive have planted a healthy stand of large trees that provide a nice buffer from both Rolling Hills Drive and the proposed Canvasback lots.** The remaining 4 Star Acres lots are separated from Canvasback Subdivision by Wing Road, which has a 50' wide right-of-way. Even though Canvasback lots are not directly abutting these Star Acres lots, we have made additional changes to the subdivision layout. We have clustered the lots so that over a third of the subdivision frontage along Wing Road is a large open space/park. This open space provides a substantial buffer between the Star Acres lots and the home lots in Canvasback. There are now 5 lots that back up to Wing Road. Those lots are 14,988 sf, 12,183sf, 11,949 sf, 14,939 sf and 16,086 sf; all significantly larger than the interior Canvasback lots.



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: Ryan B. Field – Assistant City Planner

MEETING DATE: January 19, 2021 – PUBLIC HEARING

FILE(S) #: PP-20-20 Preliminary Plat for Saddlewood Subdivision

OWNER/APPLICANT/REPRESENTATIVE

Property Owner:

Inspiration Homes Idaho, LLC
Michael Keyes, Manager
338 S Long Bay Way
Star, ID 83669

Applicant

Michael Keyes
338 S Long Bay Way
Star, ID 83669

Representative:

Jay Gibbons
South Beck & Baird
2002 S Vista Avenue
Boise, ID 83705

REQUEST

Request: The Applicant is seeking approval of a Preliminary Plat for a proposed residential subdivision with 49 single-family residential lots and 7 common lots. The property is located at 864 N. Star Road and consists of 9.9 acres with a proposed density of 4.95 dwelling units per acre. The current zoning designation is Residential (R-5).

PROPERTY INFORMATION

Property Location: The subject property is generally located on the east side of N. Star Road, north of the Star Elementary School in Star, Idaho. Ada County Parcel No. S0408233800 & S0408233900.

Existing Site Characteristics: The property previously had a single-family dwelling and assorted accessory buildings but is now currently vacant.

Irrigation/Drainage District(s): - Middleton Irrigation Association/Middleton Mill Ditch Co.
P.O. Box 848
Middleton, ID 83644

Flood Zone: This property is located in an area of minimal flood hazard, Zone X.

Special On-Site Features:

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

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| APPLICATION REQUIREMENTS |
|---------------------------------|

| | |
|-----------------------------------|-------------------|
| Pre-Application Meeting Held | November 18, 2020 |
| Neighborhood Meeting Held | December 16, 2020 |
| Application Submitted & Fees Paid | December 18, 2020 |
| Application Accepted | December 21, 2020 |
| Residents within 300' Notified | December 21, 2020 |
| Agencies Notified | December 21, 2020 |
| Legal Notice Published | December 23, 2020 |
| Property Posted | January 8, 2021 |

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| HISTORY |
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- **July 19, 2020** – Application for Re-Zone from RUT to R-7 and a Development Agreement was accepted by the City.
- **August 18, 2020** – Public Hearing for Re-Zone and DA – Council Approved R-5 and the DA.
- **November 2, 2020** – Ordinance 316 was recorded with Ada County regarding Re-zone and DA.

SURROUNDING ZONING/COMPREHENSIVE PLAN MAP/LAND USE DESIGNATIONS

| | Zoning Designation | Comp Plan Designation | Land Use |
|----------------------|---------------------------|------------------------------|--|
| Existing | R – DA | Neighborhood Residential | Vacant |
| Proposed | R-5-DA | Neighborhood Residential | Single Family Residential |
| North of site | R-4 | Neighborhood Residential | Waterview Subdivision |
| South of site | R-4 | Neighborhood Residential | Middle Creek Subdivision Star Elementary School |
| East of site | R-4 | Neighborhood Residential | Waterview Subdivision |
| West of site | R-4 | Neighborhood Residential | Pristine Meadows Subdivision |

CODE DEFINITIONS / COMPREHENSIVE PLAN

UNIFIED DEVELOPMENT CODE:

| <u>ZONING DISTRICT USES</u> | A | R-R | R |
|------------------------------------|----------|------------|----------|
| Accessory structure | A | A | A |
| Dwelling: | | | |
| Multi-family 1 | N | N | C |
| Secondary 1 | A | A | A |
| Single-family attached | N | N | C |
| Single-family detached | P | P | P |
| Two-family duplex | N | N | P |

8-3A-3: USES WITHIN ZONING DISTRICTS

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

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-5 | 35' | 15' to living area/side load garage 20' to garage face | 15' | 5' | 20' |

Notes:

1. Front yard setback shall be measured from the face of the garage to the face of the sidewalk, allowing for 20' of parking on the driveway without overhang onto the sidewalk.
2. Interior side yard setbacks for lots with 50' or less of lot width shall be allowed 5' interior side yard setbacks for one and two-story structures.

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

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 gross land area of the development. Ten percent (10%) of that area shall be usable open space.
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.

B. Qualified Open Space: The following may qualify to meet the common 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;

c. Ponds or water features where active fishing, paddle boarding or other activities are provided (50% qualifies towards total required open space, must be accessible by all residents to qualify.) ponds must be aerated;

d. A plaza.

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.

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.
- b. Children's play structures.
- c. Sports courts.
- d. Additional open space in excess of 5% 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;
- 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 the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Neighborhood Residential:

Suitable primarily for single family residential use. Densities in the majority of this land use area are to range from 3 units per acre to 5 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 adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

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:

- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Retain and encourage rural areas where it will not result in increased costs for urban service.
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

8.5.3 Policies Related Mostly to the Urban Residential Planning Areas:

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

B. Low densities within the 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.

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.

PROJECT OVERVIEW

PRELIMINARY PLAT:

The Preliminary Plat submitted contains 49 single family residential lots, and 7 common area lots for a total of 56 lots. The residential lots range in size from 5,175 square feet to 7,681 square feet with the average buildable lot area of 5,263 square feet. The applicant has indicated that the development will contain a total of 1.90 acres (19.4%) of open space, of which 1.76 acres (18.01%) is usable open space. This exceeds the minimum requirement for usable open space in the current Unified Development Code, Section 8-4E-2. Streets are proposed to be public throughout the development and will measure 36 ft from back of curb to back of curb and satisfy Section 8-4D-34B(4) of the UDC.

The development will be accessed on the west from N. Star Road. There will also be access on the north of the development via N. Park Vista Avenue as the street will be extended. There will also be access on the south of the development via N. Knox Avenue as that street will also be connected to an existing stub street.

The current Unified Development Code, Section 8-4E-2 requires a development of this size to have 1 site amenity. The preliminary plat shows a total of 3 amenities. The applicant is proposing a common area of 1.1 acres with a gazebo, walking paths with benches and a picnic area and since open space is over 5% over the minimum requirement, the development can count this as an additional amenity. The development is also providing a path on the south of the property that will allow access to the school via connection to existing pathways.

ADDITIONAL DEVELOPMENT FEATURES:

- Sidewalks
Sidewalks are proposed at five-foot (5') widths and will be attached throughout the overall subdivision.
- 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, indicating location of lights, but has not submitted a street light design. A condition of approval will be required to receive staff approval of streetlights prior to final plat approval.
- 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. The landscape plan submitted with the Preliminary Plat shows street trees throughout the entire development as required per code for both street sections and open space.

- Traffic Calming – The preliminary plat shows a traffic calming measure in the eastern end of the street, a knuckle. The ACHD report also calls out an additional measure on the west end of the street, another knuckle and to widen the entry lanes where Hidden Point Street meets Star Road.
- Setbacks – Applicant was approved to have R-7 setbacks in the Development Agreement that was approved when the property was recently rezoned. This includes a 3-foot side yard setback. This is within the Unified Development Code Dimensional Standards found in Section 8-3A-4.

AGENCY RESPONSES

| | |
|-------------------------|--------------------------|
| Keller and Associates | Pending |
| ITD | November 13, 2020 |
| ACHD | January 11, 2021 (Draft) |
| Central District Health | December 29, 2020 |
| Star Fire District | December 29, 2020 |

PUBLIC RESPONSES

No public comments have been received.

STAFF ANALYSIS & RECOMMENDATIONS

Staff is supportive of the design, layout and density of the development application, with the proposed conditions of approval. The preliminary plat matches the overall concept that was approved by Council as part of the rezone and included in the Development Agreement.

Based upon the information provided to staff in the applications and agency comments received to date, staff finds that the proposed preliminary plat meets the requirements, standards and intent for development as they relate to the Unified Development Code and the 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 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:

PRELIMINARY PLAT FINDINGS:

1. The plat is in compliance with the Comprehensive Plan.
The City must find that this Plat follows designations, spirit and intent of the Comprehensive Plan regarding residential development and meets several of the objectives of the Comprehensive Plan such as:
 1. *Designing development projects that minimize impacts on existing adjacent properties, and*
 2. *Managing urban sprawl to protect outlying rural areas.*
2. Public Services are available or can be made available and are adequate to accommodate the proposed development.
The City must find that Agencies having jurisdiction on this parcel were notified of this action, and that it has not received notice that public services are not available or cannot be made available for this development.
3. There is public financial capability of supporting services for the proposed development;
The City must find that they have not been notified of any deficiencies in public financial capabilities to support this development.
4. The development will not be detrimental to the public health, safety or general welfare;
The City must find that it has not been presented with any facts stating this Preliminary Plat will be materially detrimental to the public health, safety and welfare. Residential uses are a permitted use.
5. The development preserves significant natural, scenic or historic features;
The City must find that there are no known natural, scenic, or historic features that have been identified within this Preliminary Plat.

Upon granting approval or denial of the application, the Council shall specify:

1. The Ordinance and standards used in evaluating the application;
2. The reasons for recommending approval or denial; and
3. The actions, if any, that the applicant could take to obtain approval.

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| CONDITIONS OF APPROVAL |
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1. The approved Preliminary Plat for the Saddlewood Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. All public streets shall have a minimum street width of 36' and shall be constructed to ACHD standards.
3. **Applicant shall meet all the setback requirements in the Unified Development Code Section 8-3A-4, unless a waiver is applied for and approved by the council.**

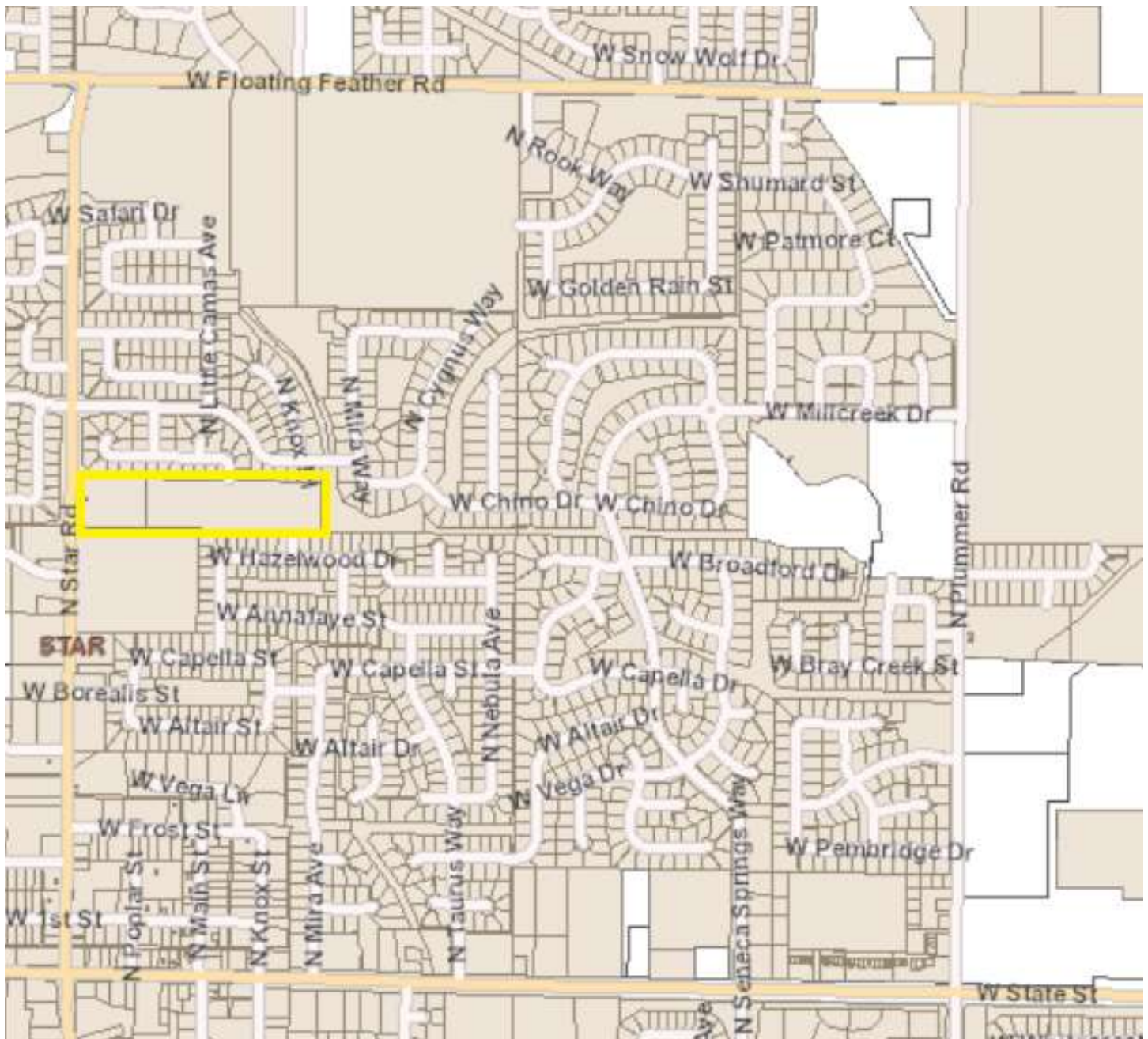
4. The applicant has entered into a Development Agreement with the City, agreeing to proportionate share assessment by ITD regarding impacts to the State Highway System within the City of Star and/or City of Star Area of City Impact. The Developer will pay the \$36,250.00 traffic mitigation fee determined by the Idaho Transportation Department as follows: the Developer will pay the City \$739.80 per buildable lot within each phase prior to signature on the final plat for the applicable phase. The City will allocate the funds to roadway improvements in the vicinity of the project. The Developer shall pay this amount (unless otherwise revised by ITD) directly to the City of Star. The City will maintain this contribution in a specific Development Contributions account, to be distributed to ITD when requested for use with a specific Idaho Transportation Improvement Plan (ITIP) project within the City of Star Area of City Impact or City Limits in accordance with the terms of the Intergovernmental Agreement between the Idaho Transportation Department and the City of Star dated April 22, 2020. These fees will be collected by the City of Star, by phase, prior to final plat signature.
5. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision and shall be maintained by the Homeowners Association. Streetlights shall be installed prior to any building occupancy. 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.**
6. Street trees shall be installed per Chapter 8, including Section 8-8C-2-M(2) Street Trees including one (1) tree per thirty-five (35) linear feet.
7. The property with the approved Preliminary Plat shall be satisfactorily weed abated, preventing a public nuisance, per Star City Code.
8. All signed Irrigation District Agreements with the Irrigation Districts shall be provided to the City of Star with each subsequent Final Plat application.
9. 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.
10. A plat note supporting the "Right to Farm Act" as per Idaho Code Title 22, Chapter 45, shall be shown on the Final Plat.
11. A copy of the CC&R's shall be submitted to the City of Star at Final Plat.
12. A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service and indicating the location of the mailbox cluster(s).
13. 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.
14. 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.
15. 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.

16. All common areas shall be owned and maintained by the Homeowners Association.
17. 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.**
18. A sign application is required for any subdivision signs.
19. Any additional Condition of Approval as required by Staff and City Council.

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| COUNCIL DECISION |
|-------------------------|

The Star City Council _____ File #PP-20-20 for Saddlewood Subdivision on
_____, 2021.

Saddlewood Subdivision Vicinity Map



SADDLEWOOD SUBDIVISION PRELIMINARY PLAT APPLICATION

WRITTEN NARRATIVE

Introduction:

Inspiration Homes Idaho, LLC, hereby applies for a preliminary plat for 49 single-family residential lots (R-5) and 9 common lots on 9.99 acres for Saddlewood Subdivision. The subject property is located at 864 N Star Road.

The topography of the property is essentially flat with a drop of approximately 5 feet over 1,485 feet. The change in elevation will not be an impediment to development of the parcel.

Existing Use on the Property:

The property is currently vacant. All existing structures have been removed from the property.

Comprehensive Plan and Surrounding Land Uses:

The City of Star's Land Use Map designates the area as Neighborhood Residential, allowing for 3 to 5 dwelling units per acre. The applicant is requesting a preliminary plat. The Comprehensive Plan land use completely surrounding the property is Neighborhood Residential. North and East - Waterview Subdivision, South- Middle Creek subdivision and Star Elementary School, West - Star Road and Pristine Meadows Subdivision.

The development of the subject site is consistent with the surrounding uses.

Residential Lots:

Lots range in size from 5,200 square feet to 8,476 square feet, with an average residential lot size of 5,370 square feet. The project is intended to be developed as two phases.

Sewer and Water Facilities:

The development is currently serviceable with central sewer and water by Star Sewer and Water District. The proposed project will connect to the water main and extend an 8-inch main into the subject site. A secondary domestic water connection will be established through Waterview and Middle Creek Subdivisions. A 12-inch gravity sewer main line is located to the east at the Pollard Lane and Beacon Light Road intersection. The applicant will be required to construct an 8-inch sewer main line to serve the subject property. Sewer and water capacities exist for service of the development, and the applicant has requested annexation into the Star Sewer and Water District.

Transportation:

The project has been designed in compliance with the Ada County Highway District Master Street Map. No additional widening or sidewalks, other than the new ones being constructed internally, will be required. A new road, W Hidden Point Street, will be constructed as well as the extension of the existing stub roads at N Knox Ave and N Park Vista Ave.

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The project includes attached 5-foot-wide sidewalks along all proposed local streets. The proposed right-of-way width for the local streets is 48 feet with a 36-foot-wide street section. Per ACHD, traffic calming will be installed along W Hidden Point Street.

Traffic Impact Study:

Since the project consists of only 49 single-family dwellings, Ada County Highway District does not require a traffic impact study. An email from Stacey Yarrington, Planner III at ACHD indicates a TIS is not required for the project.

Irrigation, Drainage and Pressure Irrigation Facilities:

The parcels have water rights with Middleton Mill / Middleton Irrigation. All water will be delivered by the relocated Jackson Lateral from a headgate located near Star Road. A pressurized irrigation pump station will be installed near Star Road. The homeowners' association will own and maintain the pressure irrigation system and will be assessed by the Middleton Mill / Middleton Irrigation Ditch Company.

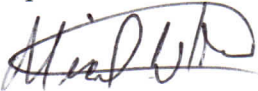
It is anticipated that storm drainage for local public streets will be routed into the Middleton Canal for the Eastern 40% of the project and 60% will utilize subsurface seepage bed facilities. All other storm water will be retained on site.

Amenities:

The total open space within the project is 1.90 acres, or 19.45%, and the qualified open space is 1.76 acres, or 18.01% of the site. The proposed amenities within the project include a 1.1-acre common area with a pathway, benches, and views along the season water amenity. A ¼ acre centrally located park will have a picnic shelter. A micropath will connect with the Waterview subdivision to a safe path to school on internal streets without using Star Road.

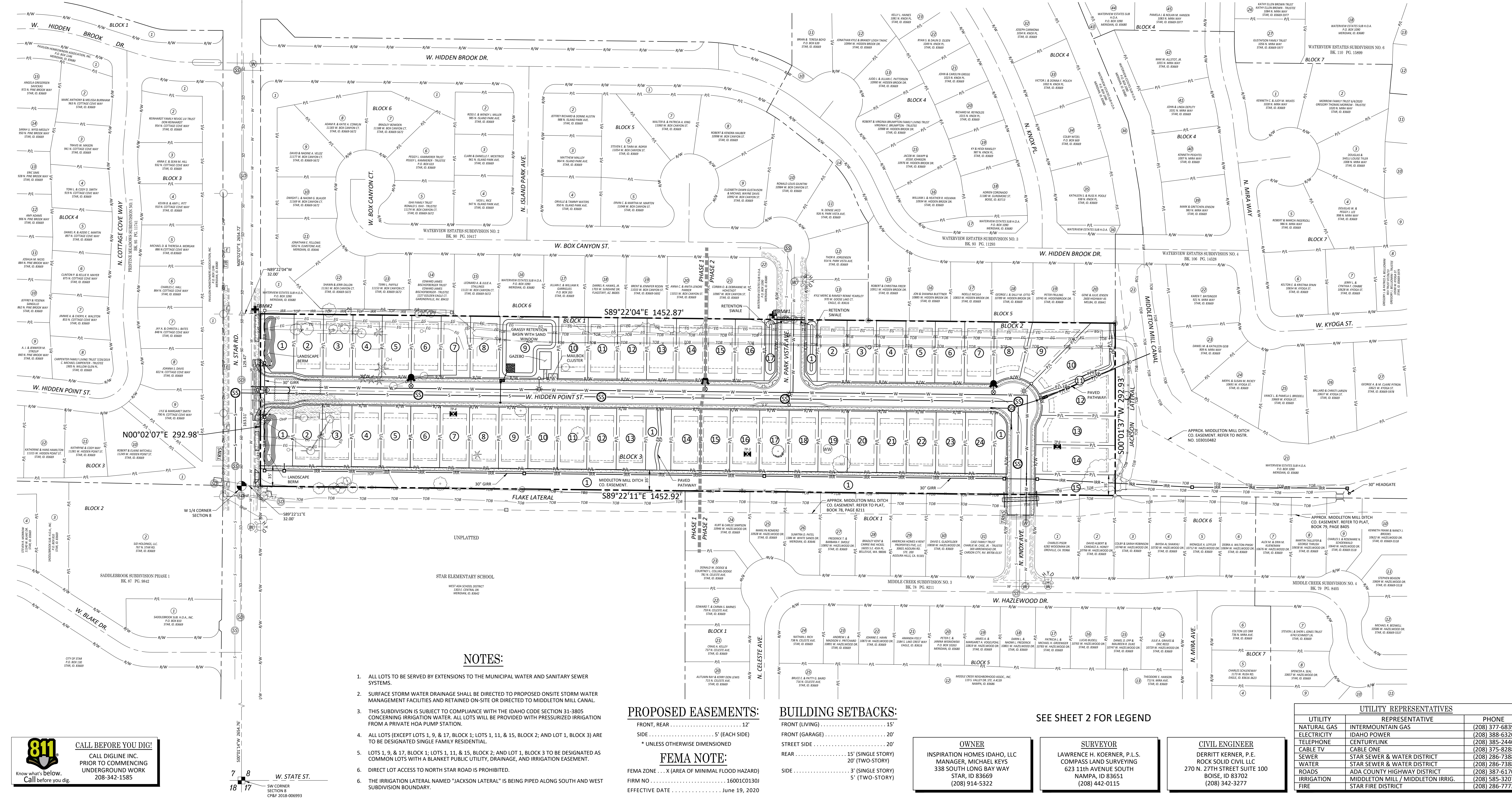
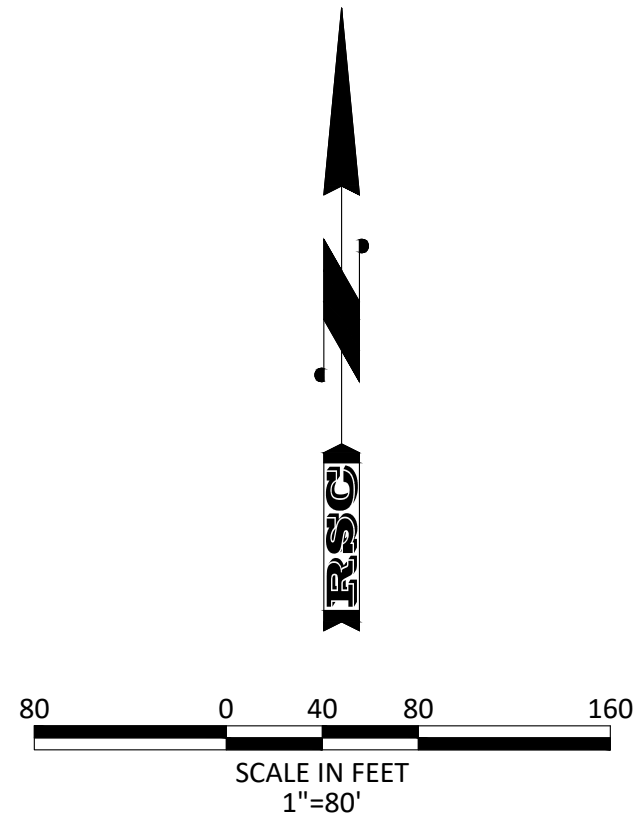
Respectfully Submitted,

Inspiration Homes Idaho, LLC

A handwritten signature in dark ink, appearing to read 'Michael Keyes', written over a horizontal line.

Michael Keyes, Manager

PRELIMINARY PLAT FOR
SADDLEWOOD SUBDIVISION
A PORTION OF THE S 1/2 OF THE NW 1/4 OF SECTION 8
T.4N., R.1W., B.M., CITY OF STAR, ADA COUNTY, IDAHO
2021



DEVELOPMENT FEATURES:

TOTAL ACRES 9.77 ACRES
DEDICATED R.O.W. 1.85 ACRES
TOTAL LOTS 56
BUILDABLE LOTS 49
COMMON LOTS/ACREAGE 7 / 1.90 ACRES
DENSITY DU/ACRES 5.0 / ACRE
EXISTING ZONING R-5
(CITY OF STAR)
PROPOSED ZONING R-5
(CITY OF STAR)
MINIMUM RESIDENTIAL LOT SIZE 5,120 sq. ft.
AVERAGE RESIDENTIAL LOT SIZE 5,360 sq. ft.

TYPICAL STREET SECTION
-NTS-

STREET SECTION - ENTRANCE
-NTS-

VICINITY MAP
1" = 1000'±

NOTES:

1. ALL LOTS TO BE SERVED BY EXTENSIONS TO THE MUNICIPAL WATER AND SANITARY SEWER SYSTEMS.
2. SURFACE STORM WATER DRAINAGE SHALL BE DIRECTED TO PROPOSED ON-SITE STORM WATER MANAGEMENT FACILITIES AND RETAINED ON-SITE OR DIRECTED TO MIDDLETON MILL CANAL.
3. THIS SUBDIVISION IS SUBJECT TO COMPLIANCE WITH THE IDAHO CODE SECTION 31-3805 CONCERNING IRRIGATION WATER. ALL LOTS WILL BE PROVIDED WITH PRESSURIZED IRRIGATION FROM A PRIVATE HOA PUMP STATION.
4. ALL LOTS (EXCEPT LOTS 1, 9, & 17, BLOCK 1; LOTS 1, 11, & 15, BLOCK 2; AND LOT 1, BLOCK 3) ARE TO BE DESIGNATED SINGLE FAMILY RESIDENTIAL.
5. LOTS 1, 9, & 17, BLOCK 1; LOTS 1, 11, & 15, BLOCK 2; AND LOT 1, BLOCK 3 TO BE DESIGNATED AS COMMON LOTS WITH A BLANKET PUBLIC UTILITY, DRAINAGE, AND IRRIGATION EASEMENT.
6. DIRECT LOT ACCESS TO NORTH STAR ROAD IS PROHIBITED.
7. THE IRRIGATION LATERAL NAMED "JACKSON LATERAL" IS BEING PIPED ALONG SOUTH AND WEST SUBDIVISION BOUNDARY.

PROPOSED EASEMENTS:

FRONT, REAR 12'
SIDE 5' (EACH SIDE)
* UNLESS OTHERWISE DIMENSIONED

FEMA NOTE:

FEMA ZONE ... X (AREA OF MINIMAL FLOOD HAZARD)
FIRM NO. ... 16001C01301
EFFECTIVE DATE ... June 19, 2020

BUILDING SETBACKS:

FRONT (LIVING) 15'
FRONT (GARAGE) 20'
STREET SIDE 20'
REAR 15' (SINGLE STORY)
20' (TWO-STORY)
SIDE 3' (SINGLE STORY)
5' (TWO-STORY)

SEE SHEET 2 FOR LEGEND

OWNER

INSPIRATION HOMES IDAHO, LLC
MANAGER, MICHAEL KEYS
338 SOUTH LONG BAY WAY
STAR, ID 83669
(208) 914-5322

SURVEYOR

LAWRENCE H. KOERNER, P.L.S.
COMPASS LAND SURVEYING
623 11th AVENUE SOUTH
NAMP, ID 83651
(208) 442-0115

CIVIL ENGINEER

DERRITT KERNER, P.E.
ROCK SOLID CIVIL LLC
270 N. 27TH STREET SUITE 100
BOISE, ID 83702
(208) 342-3277

UTILITY REPRESENTATIVES

| UTILITY | REPRESENTATIVE | PHONE |
|-------------|-----------------------------------|----------------|
| NATURAL GAS | INTERMOUNTAIN GAS | (208) 377-6839 |
| ELECTRICITY | IDAHO POWER | (208) 388-6320 |
| TELEPHONE | CENTURYLINK | (208) 385-2440 |
| CABLE TV | CABLE ONE | (208) 375-8288 |
| SEWER | STAR SEWER & WATER DISTRICT | (208) 286-7388 |
| WATER | STAR SEWER & WATER DISTRICT | (208) 286-7388 |
| ROADS | ADA COUNTY HIGHWAY DISTRICT | (208) 387-6170 |
| IRRIGATION | MIDDLETON MILL / MIDDLETON IRRIG. | (208) 585-3207 |
| FIRE | STAR FIRE DISTRICT | (208) 286-7772 |

Revisions

| Date | Description |
|------|-------------|
| 1 | |
| 2 | |
| 3 | |
| 4 | |

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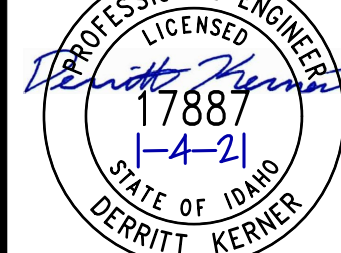
SADDLEWOOD SUBDIVISION

STAR, IDAHO

PRELIMINARY PLAT

Project Name

Stamp



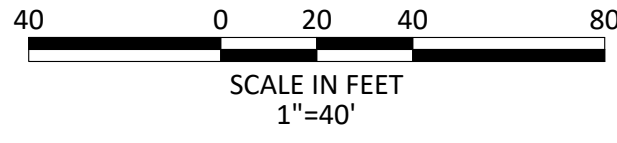
Project No. 20-71

Drawn By: JF

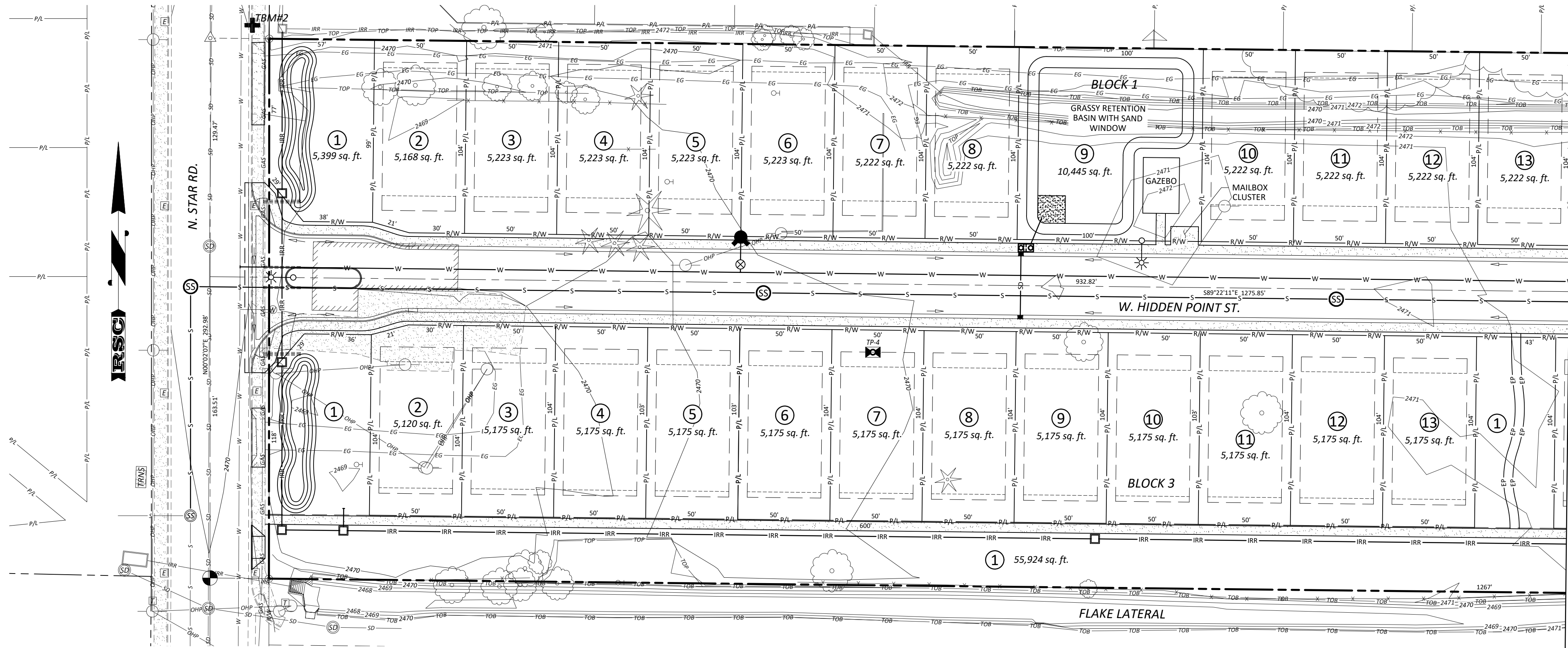
Date: January 4, 2021

Sheet No.

| CURVE TABLE | | | | | | |
|-------------|------------|--------|---------|-------------|---------------|--------------|
| CURVE | ARC LENGTH | RADIUS | TANGENT | DELTA ANGLE | CHORD BEARING | CHORD LENGTH |
| C1 | 78.54' | 50.00' | 50.00' | 89°59'44" | N44°22'19"W | 70.71' |



PRELIMINARY PLAT FOR
SADDLEWOOD SUBDIVISION
A PORTION OF THE S 1/2 OF THE NW 1/4 OF SECTION 8
T.4N., R.1W., B.M., CITY OF STAR, ADA COUNTY, IDAHO
2021



MATCH LINE - SEE BELOW

EXISTING

SECTION LINE
1/4 SECTION LINE
CENTERLINE
RIGHT OF WAY LINE
DEED OR LOT LINE
EASEMENT
PROPERTY BOUNDARY
EXISTING SUB BOUNDARY
BRASS CAP
5/8" REBAR
PK NAIL/MAG NAIL
CALCULATED POINT
LOT NUMBER
BLOCK NUMBER
TEMPORARY BENCHMARK
EDGE OF PAVEMENT
EDGE OF GRAVEL
CONCRETE
SANITARY SEWER MAIN
SANITARY SEWER MANHOLE
WATER LINE
WATER SERVICE
WATER VALVE
FIRE HYDRANT
WATER METER
WATER MANHOLE
WATER WELL
WATER BIBB/FAUCET
SAND & GREASE TRAP
STORM DRAIN LINE
STORM DRAIN MANHOLE
GRAVITY IRRIGATION LINE
IRRIGATION BOX
IRRIGATION STRUCTURE
UNDERGROUND POWER LINE
OVERHEAD POWER LINE
UTILITY POLE
ELECTRICAL BOX
POWER TRANSFORMER
UNDERGROUND TELEPHONE LINE
UNDERGROUND GAS LINE
WIRE FENCE
WOOD FENCE
VINYL FENCE
1' CONTOUR

LEGEND

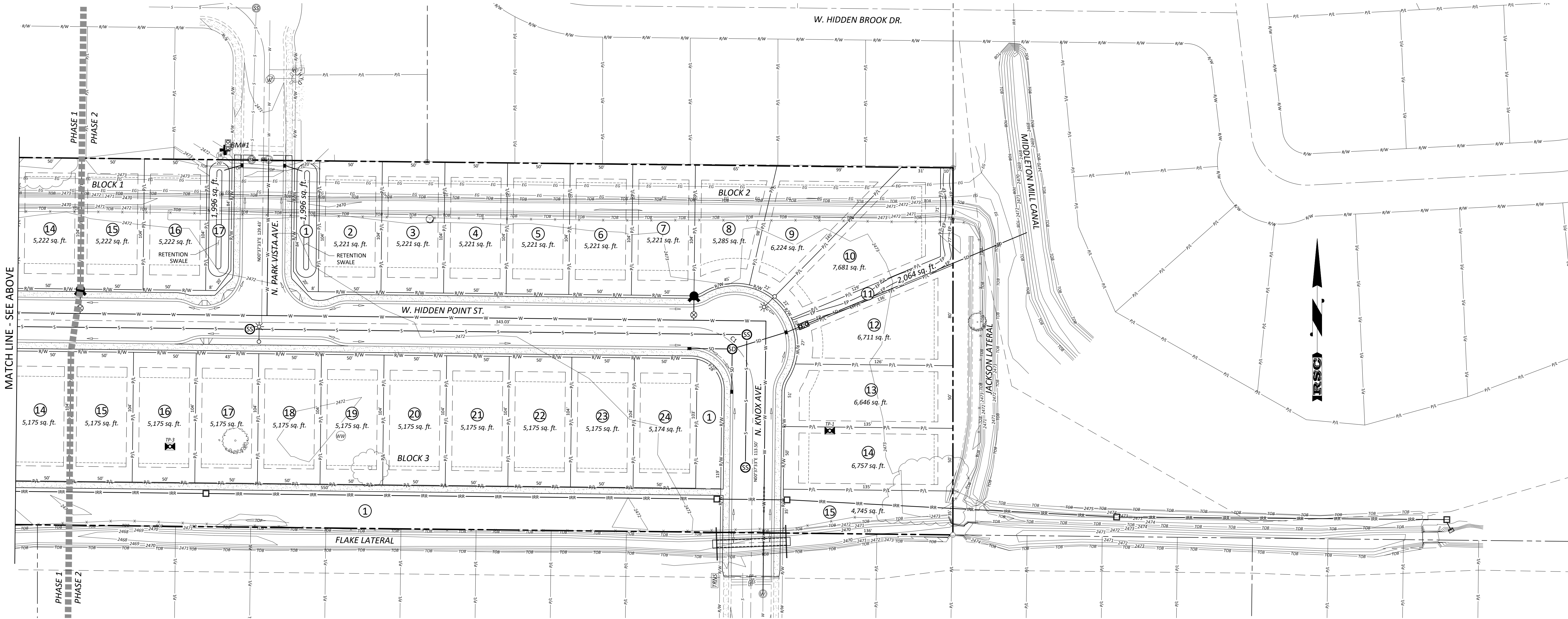
2470
TOP
TOE
TOB

2470
TOP
TOE
TOB

BUILDING
DECIDUOUS TREE
CONIFEROUS TREE
SHRUB
TEST PIT w/PIEZOMETER

PROPOSED

RIGHT OF WAY LINE
CENTERLINE
LOT LINE
EASEMENT LINE
SETBACK LINE
LOT NUMBER
BLOCK NUMBER
EDGE OF PAVEMENT
SAW CUT LINE
VERTICAL CURB NO GUTTER
ROLLED CURB AND GUTTER
VERTICAL CURB AND GUTTER
SIDEWALK
VALLEY GUTTER
SANITARY SEWER MAIN
SANITARY SEWER MANHOLE
WATER LINE
WATER VALVE
FIRE HYDRANT
GRAVITY IRRIGATION PIPE
GRAVITY IRRIGATION BOX
STORM DRAIN LINE
STORM DRAIN MANHOLE
STORM DRAIN CATCH BASIN
SAND & GREASE TRAP
STREET LIGHT
DRAINAGE DIRECTION



MATCH LINE - SEE ABOVE

Revisions

| Date | Description |
|------|-------------|
| 1 | |
| 2 | |
| 3 | |
| 4 | |

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SADDLEWOOD SUBDIVISION
STAR, IDAHO

PRELIMINARY PLAT

Project Name

Stamp

Professional Engineer
Derritt Kerner
17887
1-4-21
STATE OF IDAHO

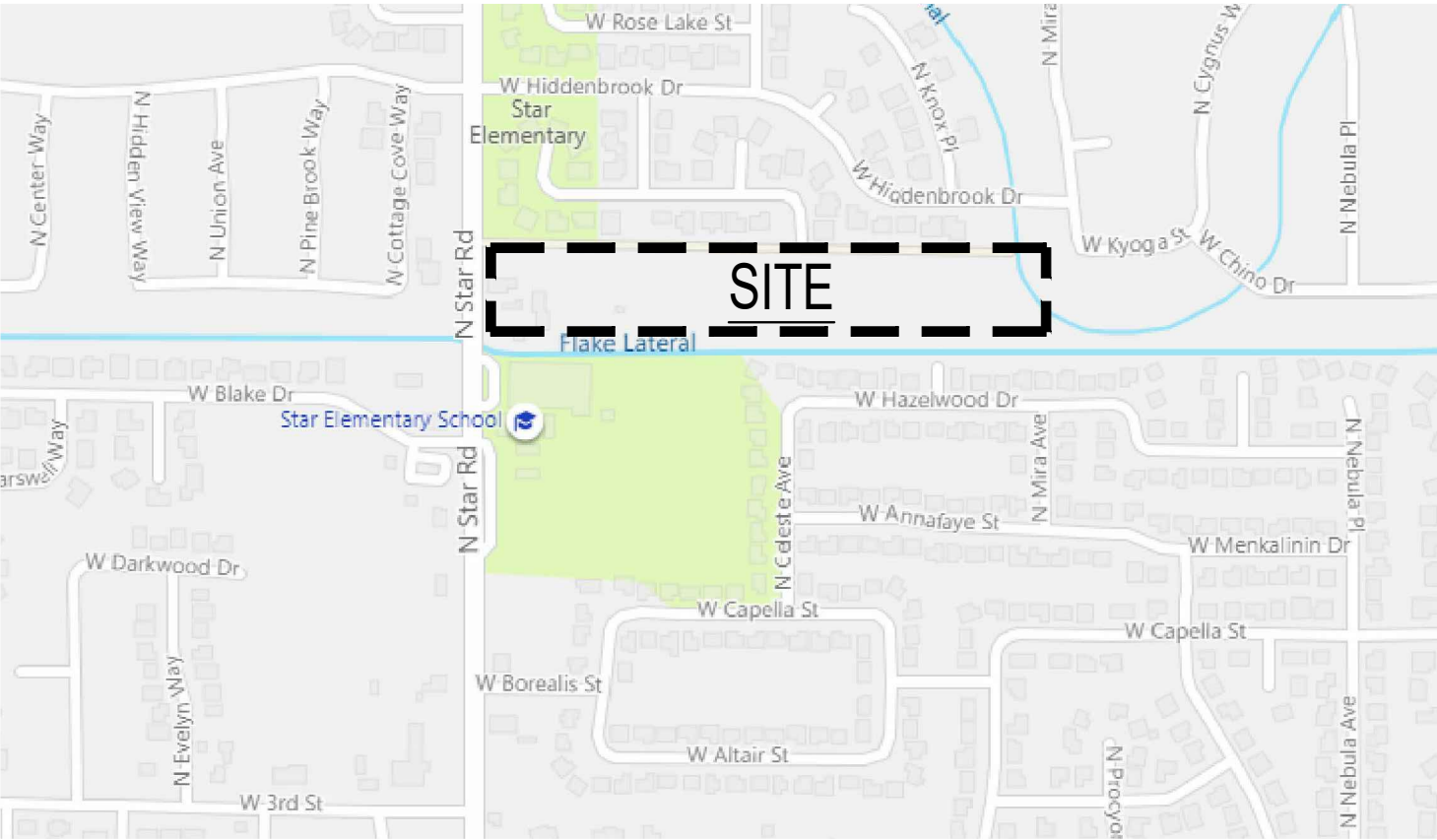
Project No. 20-91

Drawn By: JF

Date: January 4, 2021

Sheet No.

2 of 2



INSPIRATION HOMES IDAHO, LLC
338 SOUTH LONG BAY WAY
STAR, IDAHO 83669
208-914-5322

ROCK SOLID CIVIL LLC
270 N. 27TH STREET, SUITE 100
BOISE, IDAHO 83702
208-342-3277

| | |
|--------------------|------------------|
| SINGLE FAMILY AREA | 9.77 ACRES TOTAL |
| SINGLE FAMILY LOTS | 49 |
| OPEN/Common AREA | 1.90 ACRES |
| PERCENT OPEN AREA | 19.4% |

20' STREET BUFFER REQUIRED
51' STREET BUFFER PROPOSED




246' LINEAL FEET OF STREET BUFFER
(INCLUDES CENTER ISLAND):

5 SHADE TREES REQUIRED (26'
5 CONIFER TREES REQUIRED (26'

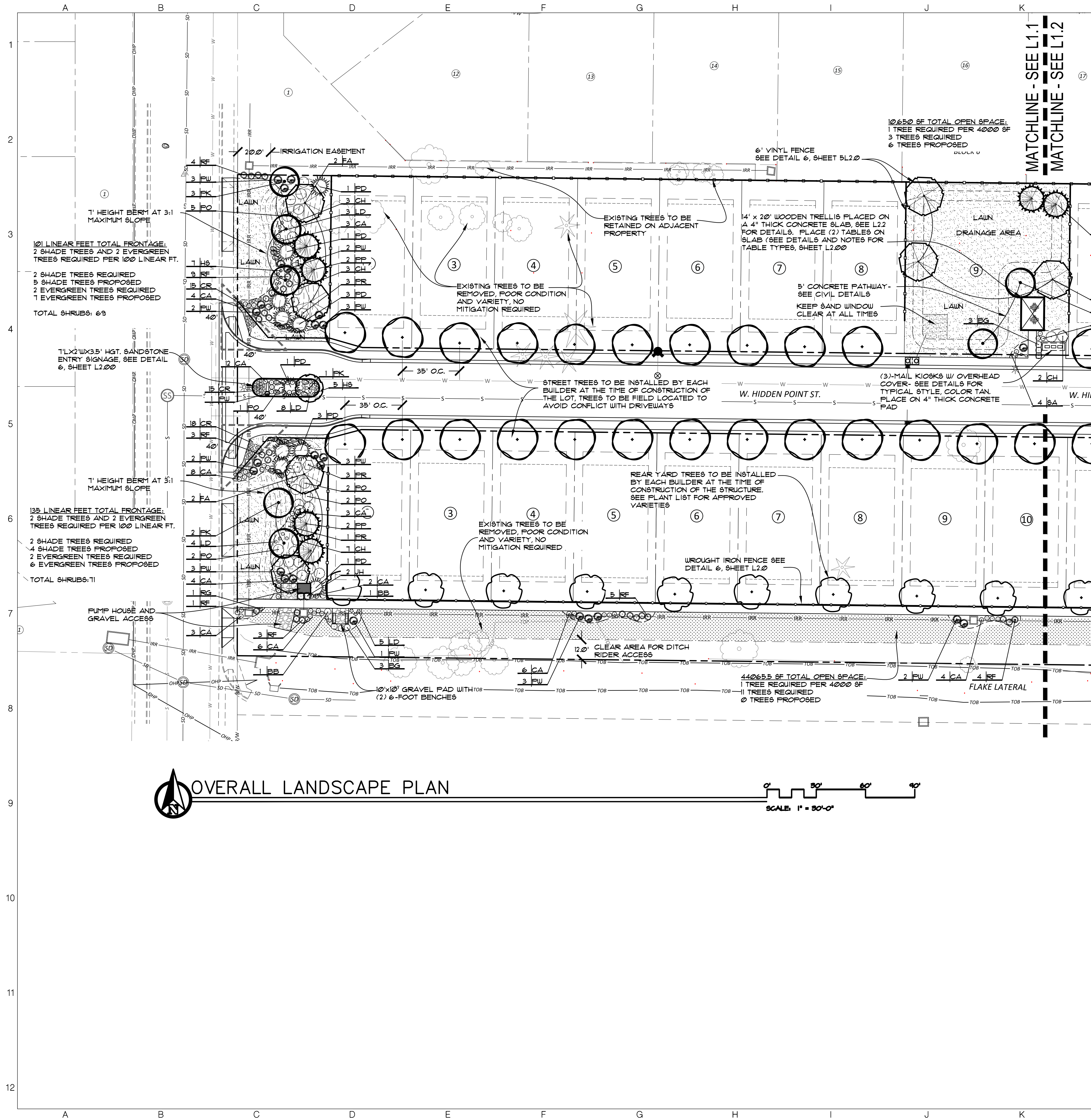
10 SHADE TREES PROPOSED
14 EVERGREENS PROPOSED

- RESIDENTIAL SUBDIVISION STREET TREES - 1 TREE PER 35' LF
68 REQUIRED, 68 PROPOSED
- * COMMON AREA PROPOSED NUMBER OF TREES:
(1 TREE/4,000 SF COMMON/ OPEN SPACE @0.63528F) =
21 REQUIRED, 21 PROPOSED
- * MITIGATION FOR REMOVAL OF EXISTING TREES:
NO EXISTING TREES ON THE SITE ARE TO REMAIN - NO MITIGATION
NECESSARY
- * AMENITIES PROVIDED:
COMMON SPACE
PARK SPACE WITH GAZEBO
MAILBOX KIOSK, STORAGE SHED,
WALKING PATHS WITH PARK BENCHES, PICNIC AREA,
AND OPEN VIEW AREAS.

- CONTRACTOR TO VERIFY THE LOCATIONS OF ALL UTILITIES WITH OWNER AND UTILITY COMPANIES PRIOR TO CONSTRUCTION, TO DETERMINE IN THE FIELD ACTUAL LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT; THE CONTRACTOR SHALL CALL FOR AND PROTECT ALL UTILITIES PRIOR TO ANY CONSTRUCTION.
- CONTRACTOR SHALL EXAMINE FINISH SURFACE, GRADES, TOPSOIL QUALITY AND DEPTH, DO NOT START ANY WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED, VERIFY LIMITS OF EXISTING EROSION PRIOR TO CONSTRUCTION.
- CONTRACTOR TO REPORT ALL DAMAGES TO EXISTING CONDITIONS AND INCONSISTENCIES WITH PLANS TO OWNER'S REPRESENTATIVE PRIOR TO BEGINNING OF CONSTRUCTION.
- ALL PLANTING AREAS TO BE COVERED WITH TYPAR WEED FABRIC WITH MULCH PLACED OVER TYPAR.
- CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE IN ALL LANDSCAPE BEDS AND ALL LAWN AREAS.
- CONTRACTOR TO FINE GRADE AND ROCK WOUND ALL PLANTING AREAS PRIOR TO PLANTING, TO PROVIDE A SMOOTH AND CONTINUOUS SURFACE, FREE OF IRREGULARITIES (BUMPS OR DEPRESSIONS) AND EXTRANEOUS MATERIAL OR DEBRIS.
1. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM PROPORTIONED ZONED FOR PLANTING AREAS.
2. COORDINATE LANDSCAPE INSTALLATION WITH INSTALLATION OF UNDERGROUND SPRINKLER AND DRAINAGE SYSTEMS.
3. CONTRACTOR TO OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM OWNER'S REPRESENTATIVE PRIOR TO ORDERING OR INSTALLATION, FAILURE TO COMPLY WILL REQUIRE THE REMOVAL OF MATERIALS AT NO COST TO THE OWNER AND REPLACED WITH APPROVED MATERIALS.
4. CONTRACTOR RESPONSIBLE TO IMPLEMENT BEST MANAGEMENT PRACTICES TO STABILIZE ALL SLOPES 3:1 OR GREATER AND PREVENT EROSION OR MOVEMENT OF SOIL FROM SLOPES.
5. ALL ROCK MATERIALS TO BE OBTAINED FROM LOCAL SOURCE OR APPROVED EQUAL.
6. THIS PLAN HAS BEEN DEVELOPED TO CONFORM WITH STAR CITY CODE 10-07, ANY CHANGES MUST BE APPROVED WITH THE CITY AND DESIGN PROFESSIONAL PRIOR TO CONSTRUCTION.
7. NO TREES SHALL BE PLANTED WITHIN THE 10 FOOT CLEAR ZONE OF ALL ACID STORM DRAIN PIPE STRUCTURES.
8. SEEPAGE BEDS MUST BE PROTECTED FROM THE ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
9. ALL TREES TO BE LOCATED A MINIMUM OF 5 FEET OR GREATER FROM THE BACK OF ANY SIDEWALK.

| | | |
|--|------|-------------|
| <div style="display: flex; justify-content: space-between; align-items: center;"><div style="text-align: center;"><small>STAMP:</small>  PRELIMINARY CONSTRUCTION 12/31/2021</div><div style="text-align: center;"><small>DATE:</small> 12/30/2020</div></div> | | |
| <div style="display: flex; justify-content: space-around; align-items: center;"><div style="text-align: center;"> <small>Know what's below. Call before you dig. 1-800-4-A-DIG</small></div><div style="text-align: center;"><small>CALL 2 BUSINESS DAYS BEFORE YOU DIG. GRADES OR EXISTING UTILITIES MAY VARY. MARKINGS OF PUBLIC UTILITIES NUMBER UTILITIES</small></div></div> | | |
| <div style="display: flex; justify-content: space-between; align-items: center;"><div style="width: 30%;"><p>7002 S. Vista Ave Boise, ID 83705 208.347.9999 Office 208.347.9999 Fax info@sbbao.com www.sbbao.com</p></div><div style="width: 40%; text-align: center;"> SOUTH BECK & BAIRD</div><div style="width: 30%; text-align: right;"><p>South Landscape Architecture P.C. Dba South Beck & Baird Landscape Architecture P.C.</p></div></div> | | |
| <p>Copyright © 2020 <small>All rights reserved. Reproduction in whole or in part in any form or by any means without written permission of South Landscape Architecture P.C. One South Beck & Baird Landscape Architecture P.C. is unlawful and subject to criminal prosecution.</small></p> | | |
| REVISIONS: | | |
| No. | Date | Description |
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| <div style="display: flex; justify-content: space-between; align-items: center;"><div style="width: 60%;"><h1 style="margin: 0;">LANDSCAPE PLAN</h1><h1 style="margin: 0;">SADDLEWOOD SUBDIVISION</h1></div><div style="width: 35%; text-align: right;"><h2 style="margin: 0;">STAR, ID</h2></div></div> | | |
| DRAWN BY: ACM | | |
| CHECKED BY: JG | | |
| PROJECT NUMBER 20-100 | | |
| SHEET: <div style="text-align: center; font-size: 2em; font-weight: bold;">L1.00</div> | | |

USER: JCH RUTERS LOCATION: PROJECT'S MICHAEL KEYES, 26-100 SADDLEWOOD SUBDIVISION SHEET'S 90-100 SADDLEWOOD SUBDIVISION LANDSCAPE PLAN FINAL 2011/11/2021 4:54 PM



PLANT SCHEDULE

(NOTE: ALL TREES TO BE GRADE #1)

| KEY | BOTANICAL NAME COMMON NAME | PLANTING SIZE | MATURE SIZE | CLASS |
|-----------------|--|------------------|----------------|----------|
| DECIDUOUS TREES | | | | |
| BN | Betula nigra River Birch | 2" B4B | 35' hgt. 25' w | CLASS II |
| FK | Prunus serrulata 'Kwanzan' Kwanzan Cherry | 2" B4B | 45' hgt. 15' w | CLASS II |
| FA | Fraxinus americana 'Junginger' Autumn Purple Ash | 2" B4B | 45' hgt. 25' w | CLASS II |
| GT | Gleditsia triacanthos 'Inermis' 'Skyline' Skyline Honeylocust | 2" B4B | 45' hgt. 30' w | CLASS II |
| MR | Malus x 'Red Baron' Red Barron Crabapple | 2" B4B | 15' hgt. 10' w | CLASS I |
| PS | Prunus sargentii 'Columnaris' Columnar Sargent Cherry | 2" B4B | 30' hgt. 15' w | CLASS I |

| | | | | |
|------------------|--|--------|----------------|--------|
| CONIFEROUS TREES | | | | |
| PD | Picea glauca 'Densaata' Black Hills Spruce | 6" B4B | 20' hgt. 10' w | CONIF. |
| PP | Picea pungens 'glauca' Colorado Blue Spruce | 8" B4B | 35' hgt. 15' w | CONIF. |

| | | | | |
|--------|---|--------|--------------------|--|
| SHRUBS | | | | |
| BB | Euonymus alatus 'Compactus' Dwarf Burning Bush | 2 Gal. | 4' hgt. x 4' wide | |
| BG | Buxus microphylla japonica 'Winter Gem' Winter Gem Boxwood | 2 Gal. | 3' hgt. x 4' wide | |
| BP | Berberis thunbergii 'Helmold Pillar' Helmold Pillar Barberry | 2 Gal. | 3' hgt. x 2' wide | |
| CH | Cornus alba 'Balthica' Ivory Halo Dogwood | 2 Gal. | 5' hgt. x 5' wide | |
| RT | Rhus trilobata 'Autumn Amber' Autumn Amber sumac | 2 Gal. | 12' hgt. x 6' wide | |
| JH | Juniperus horizontalis 'Blue Chip' Blue Chip Juniper | 2 Gal. | 6' hgt. x 6' wide | |
| PI | Picea pungens 'Globosa' Dwarf Globe Blue Spruce | 5 Gal. | 4' hgt. x 6' wide | |
| PW | Pinus strobus 'Blue Shag' Blue Shag Eastern White Pine | 5 Gal. | 4' hgt. x 4' wide | |
| PR | Prunus x cistena Dwarf Red Leaf Plum | 5 Gal. | 8' hgt. 6' wide | |
| PO | Physocarpus opulifolius 'Seaward' Summer Wine Ninebark | 2 Gal. | 4' hgt. x 4' wide | |
| RF | Rosa x 'Flower Carpet' Merlot Flower Carpet Rose | 2 Gal. | 4' hgt. x 5' wide | |

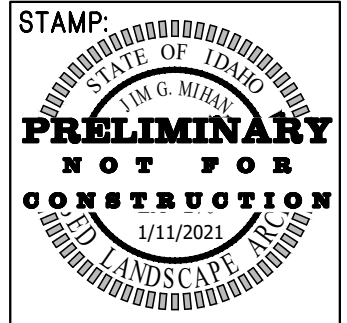
| | | | | |
|------------------------------------|--|--------|---------------------|--|
| GROUND COVERS/ GRASSES/ PERENNIALS | | | | |
| CR | Corsopelia rosea 'Sweet Dreams' Sweet Dreams Tickseed | 1 Gal. | 1' hgt. x 1' wide | |
| CA | Calamagrostis x. acutiflora 'Overdam' Dwarf Feather Grass | 1 Gal. | 3' hgt. x 2' wide | |
| HS | Hemerocallis x 'Stella De Oro' Stella De Oro Daylily | 1 Gal. | 18" hgt. x 2' wide | |
| SA | Sedum spectabile 'Autumn Joy' Autumn Joy Stonecrop | 1 Gal. | 2' hgt. x 3' wide | |
| LD | Lavandula angustifolia 'Dilly Dilly' Dilly Dilly Lavender | 1 Gal. | 12" hgt. x 18" wide | |
| PA | Fernisetum alopecuroides 'Little Bunny' Little Bunny Dwarf Fountain Grass | 1 Gal. | 2' hgt. x 3' wide | |
| RG | Rudbeckia fulgida 'Goldstrum' Goldstrum Black-Eyed Susan | 1 Gal. | 2' hgt. x 2' wide | |

STREET TREE & REAR YARD SCHEDULE

| KEY | BOTANICAL NAME COMMON NAME | PLANTING SIZE | MATURE SIZE |
|-----------------|---|---------------|-------------------|
| TREES | | | |
| STREET TREES | | | |
| AP | Acer platanoides 'Ezestre' Easy Street Maple | 2" B4B | 25' hgt. 25' wide |
| QR | Quercus robur x alba Streetspire Oak | 2" B4B | 35' hgt. 15' wide |
| REAR YARD TREES | | | |
| APD | Acer Platanoides 'Deborah' Deborah Maple | 2" B4B | 35' hgt. 30' wide |
| FAJ | Fraxinus americana 'Junginger' Autumn Purple Ash | 2" B4B | 35' hgt. 30' wide |

LANDSCAPE LEGEND

- EXISTING PLANTS TO BE REMOVED
- PLANTS TO BE INSTALLED
- LANDSCAPE CUT EDGE, SEE DETAIL L2.0
- 6' HGT. VINYL FENCE SEE DETAIL 3 L2.0
- WROUGHT IRON FENCE SEE DETAIL L2.0
- PLANT IDENTIFICATION KEY
- SODDED LAWN AREA - 'RTF' TURF TYPE TALL FESCUE OR APPROVED EQUAL
- HYDRO-SEEDED RED FESCUE AREA
- GRAVEL - 3" DEPTH OF 3/4" MINUS
- STANDARD BOULDERS - 2FT. DIA. NATIVE BASALT BOULDERS (CLEAN FROM CALICHE)



DATE: 12/30/2020



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| REVISIONS: | | |
|------------|------|-------------|
| No. | Date | Description |
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LANDSCAPE PLAN
SADDLEWOOD SUBDIVISION
STAR, ID

DRAWN BY: ACM

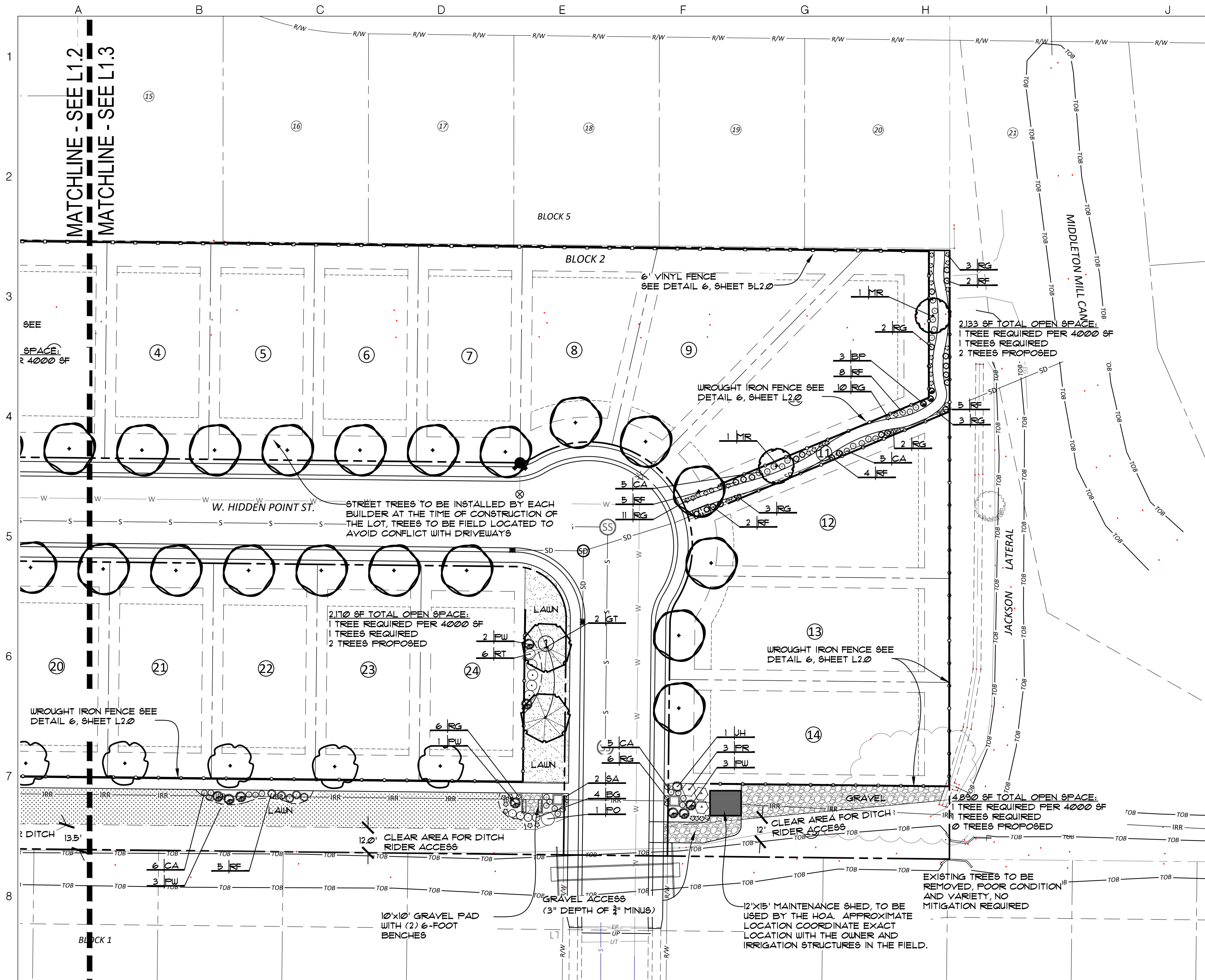
CHECKED BY: JG

PROJECT NUMBER 20-100

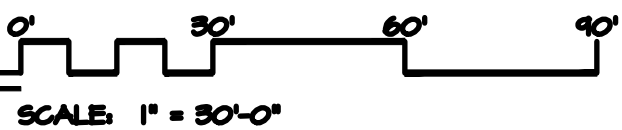
SHEET:

L1.10

USER:JCM RUTERS LOCATION:PROJECTS\MICHAEL KEYES\20-100 SADDLEWOOD SUBDIVISION LANDSCAPE PLAN FINAL 2011.DWG PRINT DATE:11/20/21 4:24 PM



OVERALL LANDSCAPE PLAN



6-FOOT BENCH

BENCH #MBE-0100-00115: MOVEABLE, IPE WOOD SLATS AND POWDER COATED EVERGREEN. BY MAGLIN SITE FURNISHINGS, 600 17th Street, Suite 2800 South, Denver, CO 80202-5428. CONTACT: Jennifer Fancy, Territory Manager. Jennifer.Fancy@maglin.com 1-800-716-5506 x6050



PICNIC TABLE

PICNIC TABLE #MLPT210: SURFACE MOUNT, IPE WOOD SLATS AND POWDER COATED EVERGREEN. BY MAGLIN SITE FURNISHINGS, 600 17th Street, Suite 2800 South, Denver, CO 80202-5428. CONTACT: Jennifer Fancy, Territory Manager. Jennifer.Fancy@maglin.com 1-800-716-5506 x6050

PLANT SCHEDULE

(NOTE: ALL TREES TO BE GRADE #1)

| KEY | BOTANICAL NAME COMMON NAME | PLANTING SIZE | MATURE SIZE | CLASS |
|-------------------------|--|------------------|----------------|----------|
| DECIDUOUS TREES | | | | |
| BN | Betula nigra River Birch | 2" B4B | 35' hgt. 25' w | CLASS II |
| FK | Prunus serrulata 'Kwanzan' Kwanzan Cherry | 2" B4B | 45' hgt. 15' w | CLASS II |
| FA | Fraxinus americana 'Jungling' Autumn Purple Ash | 2" B4B | 45' hgt. 25' w | CLASS II |
| GT | Gleditsia triacanthos 'Inermis' 'Skyline' Skyline Honeylocust | 2" B4B | 45' hgt. 30' w | CLASS II |
| MR | Malus x 'Red Baron' Red Barron Crabapple | 2" B4B | 15' hgt. 10' w | CLASS I |
| FS | Prunus sargentii 'Columnaris' Columnar Sargent Cherry | 2" B4B | 30' hgt. 15' w | CLASS I |
| CONIFEROUS TREES | | | | |
| PD | Picea glauca 'Densata' Black Hills Spruce | 6' B4B | 20' hgt. 10' w | CONIF. |
| PP | Picea pungens 'glauca' Colorado Blue Spruce | 8' B4B | 35' hgt. 15' w | CONIF. |

SHRUBS

| | | | |
|----|---|--------|--------------------|
| BB | Euonymus alatus 'Compactus' Dwarf Burning Bush | 2 Gal. | 4' hgt. x 4' wide |
| BG | Buxus microphylla 'japonica' 'Winter Gem' Winter Gem Boxwood | 2 Gal. | 3' hgt. x 4' wide |
| BP | Berberis thunbergii 'Helmold Pillar' Helmold Pillar Barberry | 2 Gal. | 3' hgt. x 2' wide |
| CH | Cornus alba 'Eratina' Ivory Halo Dogwood | 2 Gal. | 5' hgt. x 5' wide |
| RT | Rhus trilobata 'Autumn Amber' Autumn Amber sumac | 2 Gal. | 12' hgt. x 6' wide |
| JH | Juniperus horizontalis 'Blue Chip' Blue Chip Juniper | 2 Gal. | 6' hgt. x 6' wide |
| PI | Picea pungens 'Globosa' Dwarf Globe Blue Spruce | 5 Gal. | 4' hgt. x 6' wide |
| FW | Pinus strobus 'Blue Shag' Blue Shag Eastern White Pine | 5 Gal. | 4' hgt. x 4' wide |
| FR | Prunus x cistena Dwarf Red Leaf Plum | 5 Gal. | 8' hgt. 6' wide |
| PO | Physocarpus opulifolius 'Seaward' Summer Wine Ninebark | 2 Gal. | 4' hgt. x 4' wide |
| RF | Rosa x 'Flower Carpet' Merlot Flower Carpet Rose | 2 Gal. | 4' hgt. x 5' wide |

GROUND COVERS/ GRASSES/ PERENNIALS

| | | | |
|----|--|--------|---------------------|
| CR | Coreopsis rosea 'Sweet Dreams' Sweet Dreams Tickseed | 1 Gal. | 1' hgt. x 1' wide |
| CA | Calamagrostis x. acutiflora 'Overdam' Dwarf Feather Grass | 1 Gal. | 3' hgt. x 2' wide |
| HS | Hemerocallis x 'Stella De Oro' Stella De Oro Daylily | 1 Gal. | 18" hgt. x 2' wide |
| SA | Sedum spectabile 'Autumn Joy' Autumn Joy Stonecrop | 1 Gal. | 2' hgt. x 3' wide |
| LD | Lavandula angustifolia 'Dilly Dilly' Dilly Dilly Lavender | 1 Gal. | 12" hgt. x 18" wide |
| FA | Ferniastum alopecuroides 'Little Bunny' Little Bunny Dwarf Fountain Grass | 1 Gal. | 2' hgt. x 3' wide |
| RG | Rudbeckia fulgida 'Goldstrum' Goldstrum Black-Eyed Susan | 1 Gal. | 2' hgt. x 2' wide |

STREET TREE & REAR YARD SCHEDULE

| KEY | BOTANICAL NAME COMMON NAME | PLANTING SIZE | MATURE SIZE | CLASS |
|-----|-------------------------------|---------------|-------------|-------|
|-----|-------------------------------|---------------|-------------|-------|

(NOTE: ALL TREES TO BE GRADE #1)

TREES

STREET TREES

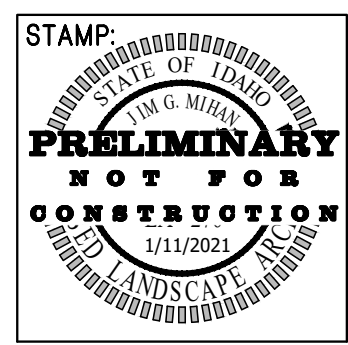
| | | | | |
|----|---|--------|-------------------|----------|
| AP | Acer platanoides 'Ezestre' Easy Street Maple | 2" B4B | 25' hgt. 25' wide | CLASS II |
| QR | Quercus robur x alba Streetpire Oak | 2" B4B | 35' hgt. 15' wide | CLASS II |

REAR YARD TREES

| | | | | |
|-----|--|--------|-------------------|----------|
| APD | Acer Platanoides 'Deborah' Deborah Maple | 2" B4B | 35' hgt. 30' wide | CLASS II |
| FAJ | Fraxinus americana 'Jungling' Autumn Purple Ash | 2" B4B | 35' hgt. 30' wide | CLASS II |

LANDSCAPE LEGEND

- EXISTING PLANTS TO BE REMOVED
- PLANTS TO BE INSTALLED
- LANDSCAPE CUT EDGE, SEE DETAIL 1 L20
- 6' HGT. VINYL FENCE SEE DETAIL 3 L20
- WROUGHT IRON FENCE SEE DETAIL 6 L20
- GRAVEL ACCESS (3" DEPTH OF 3" MINUS)
- 12'x15' MAINTENANCE SHED, TO BE USED BY THE HOA. APPROXIMATE LOCATION COORDINATE EXACT LOCATION WITH THE OWNER AND IRRIGATION STRUCTURES IN THE FIELD.
- EXISTING TREES TO BE REMOVED, POOR CONDITION AND VARIETY, NO MITIGATION REQUIRED
- SOODED LAWN AREA - 'RTF' TURF TYPE TALL FESCUE OR APPROVED EQUAL
- HYDRO-SEEDED RED FESCUE AREA
- GRAVEL - 3" DEPTH OF 3" MINUS
- STANDARD BOULDERS - 2FT. DIA. NATIVE BASALT BOULDERS (CLEAN FROM CALICHE)



DATE: 12/30/2020



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| REVISIONS: | | |
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| No. | Date | Description |
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LANDSCAPE PLAN SADDLEWOOD SUBDIVISION STAR, ID

DRAWN BY: ACM

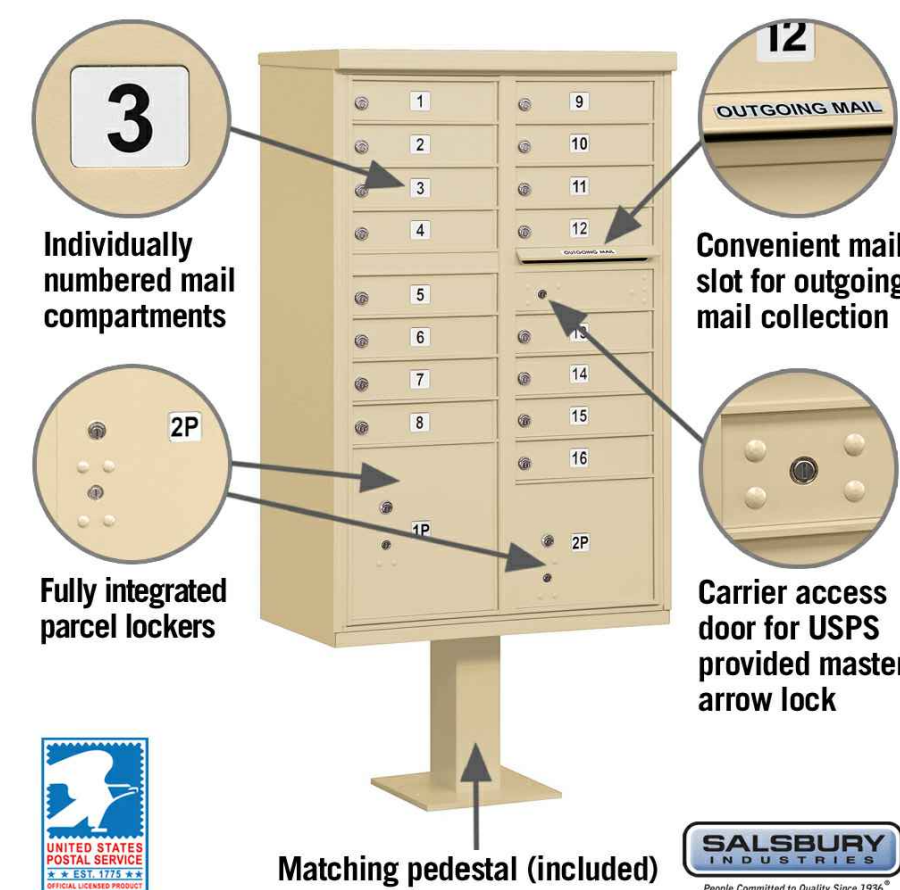
CHECKED BY: JG

PROJECT NUMBER 20-100

SHEET: L1.30

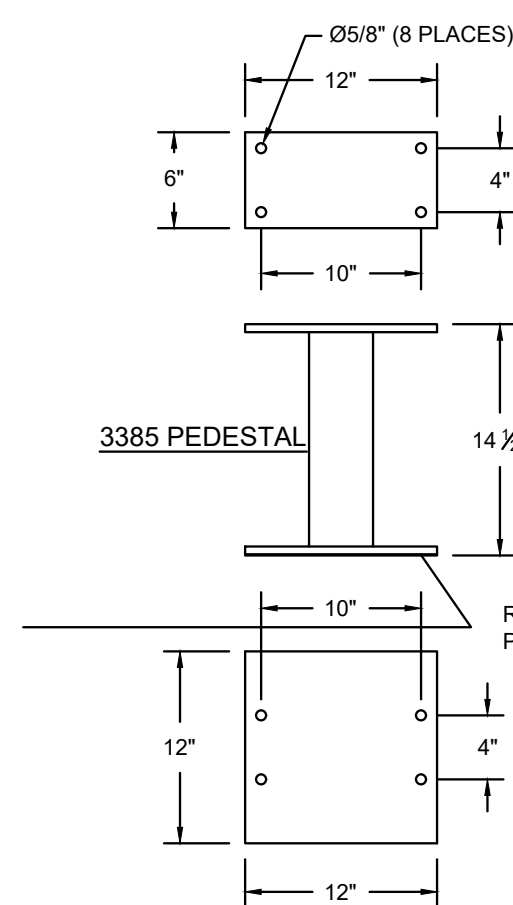
LANDSCAPE NOTES

- All plant material shall conform to the American Nurseryman Standards for type and size shown. Plants will be rejected if not in a sound and healthy condition. All plant material shall be Grade #1 or better.
- All planting beds and tree wells in lawn areas (wells to be 3' in diameter) shall be covered with a minimum of 3" depth of 1" bark mulch. Submit sample for approval by Owner.
- All lawn areas shall be sodded with RTF blend - provide sample to owner for review and approval. Contractor shall verify and match the variety existing in the adjacent development.
- All Red Fescue areas shall be Hydroseeded with 100% Red Fescue and seeded @ a rate of 8 lbs. per 1000 sq. ft. (per manufacturer's recommendations).
- All plant material shall be guaranteed for a period of one year beginning at the date of acceptance by Owner. Replace all plant material found dead or not in a healthy condition immediately with the same size and species at no cost to the Owner.
- Planting backfill for trees and planting beds shall be 5 parts topsoil and 1 part compost with straw. Stake all trees per details.
- All seeded or sodded lawn areas shall have 6" of topsoil and all planting beds shall have 12" of topsoil (minimum). Topsoil shall be a loose, friable, sandy loam, clean and free of toxic materials, noxious weeds, weed seeds, rocks, grass, or other foreign material larger than 1" in any dimension, a pH from 5.5 to 7.0. Top soil from site shall be used, if meeting these standards. Place 1/2" compost over all landscaped areas and rototill into top 4". Spread, compact, and fine grade topsoil to a smooth and uniform grade, 1" below surface of walks and curbs in areas to be sodded and 3" in planting bed areas.
- Fertilize all trees and shrubs with "Agriform" planting tablets, 21 gram. Quantity per manufacturer's recommendation.
- Plant material shall not be substituted without the written permission of Owner. Submit names of three suppliers contacted if substitution is requested and plant material specified is not available.
- Shrub planting beds shall be shovel edged to create a distinct separation of landscape types.
- Immediately clean up any topsoil, or other debris on site created from landscape operation and dispose of properly off site.
- All landscape areas shall have an state of the art (2-wire) automatic underground sprinkler system which insures complete coverage and is properly zoned for required water uses and has a weather station capable of turning off for rain/freeze events. All shrub zones, spray zones and gear driven zones shall be placed on separate zones. Do not exceed a maximum of 5 fpe in all mainline and lateral lines.
- This irrigation system shall be design built by a qualified irrigation contractor. The contractor shall provide professional designed irrigation construction drawings to the owner before construction (for review by the landscape architect). The drawings shall contain all the components in a professional irrigation system including but not limited to: mainlines, lateral lines, zones, valves, shut-off valves, drain valves, filtering, drip valve manifolds, wiring routes, FOC connections, and details. All products shall be from Hunter Industries and "commercial" grade components as determined by the manufacturer. No residential grade components will be accepted. If the contractor has questions on irrigation products call South Landscape Architecture 208.342.2999 before bidding.
- Coordinate all drainage areas and utilities with tree locations and adjust per field conditions.
- All existing trees shown to remain shall be retained and protected through out construction.
- No TREES SHALL BE PLANTED WITHIN THE 10 FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
- SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- ALL TREES TO BE LOCATED A MINIMUM OF 5 FEET OR GREATER FROM THE BACK OF ANY SIDEWALK.



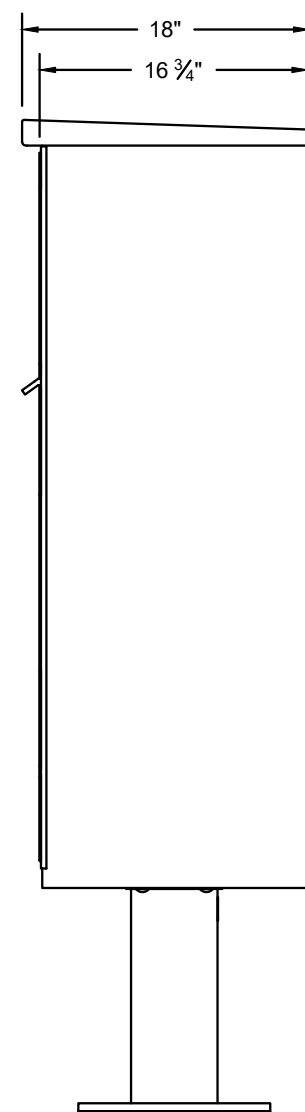
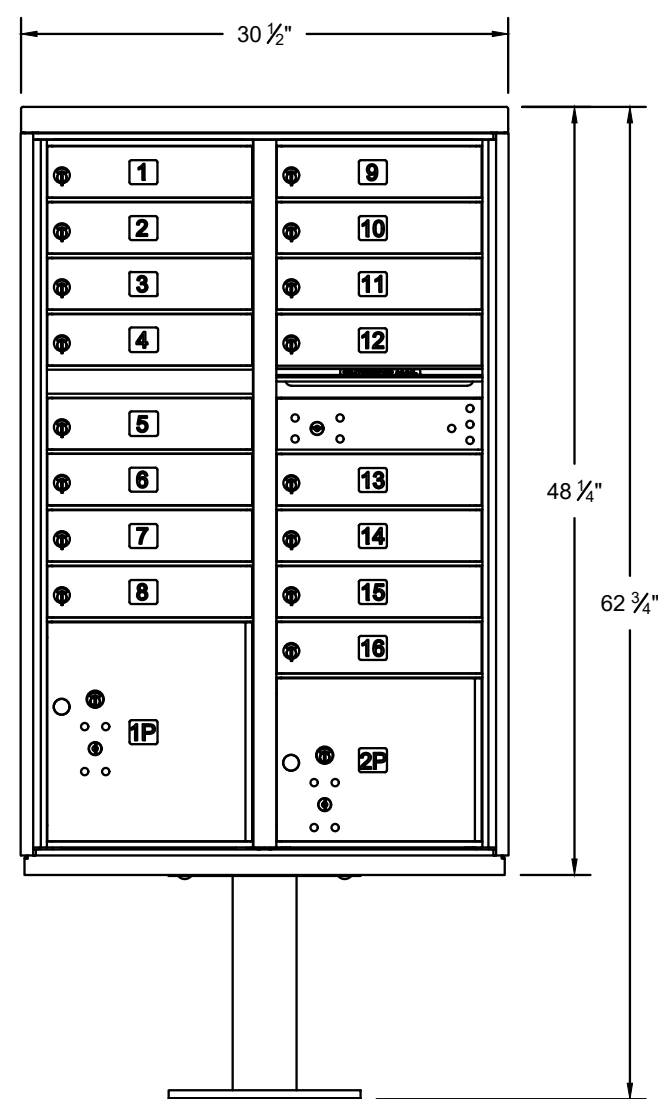
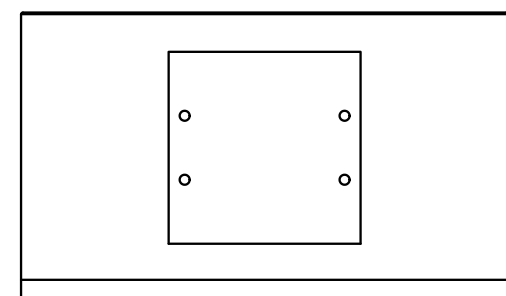
Matching pedestal (included)

SALISBURY INDUSTRIES



CLUSTER BOX UNITS
3300 SERIES "F" CBU's
AVAILABLE FOR USPS
ACCESS OR PRIVATE
ACCESS

(16) MAILBOXES
(1) OUTGOING MAIL COMPARTMENT
(2) PARCEL LOCKERS



NOTES:

- INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
- SALISBURY INDUSTRIES OR EQUAL.
- CLEAN BOULDERS OF DIRT AND LOOSE DEBRIS.
- COLOR: POWDER COAT SANDSTONE.
- THE KIOSKS SHALL HAVE AN OVERHEAD STRUCTURE PROVIDED TO PROTECT FROM THE ELEMENTS. CONTRACTOR SHALL COORDINATE WITH THE OWNER AND PROVIDE SHOP DRAWINGS FOR REVIEW.

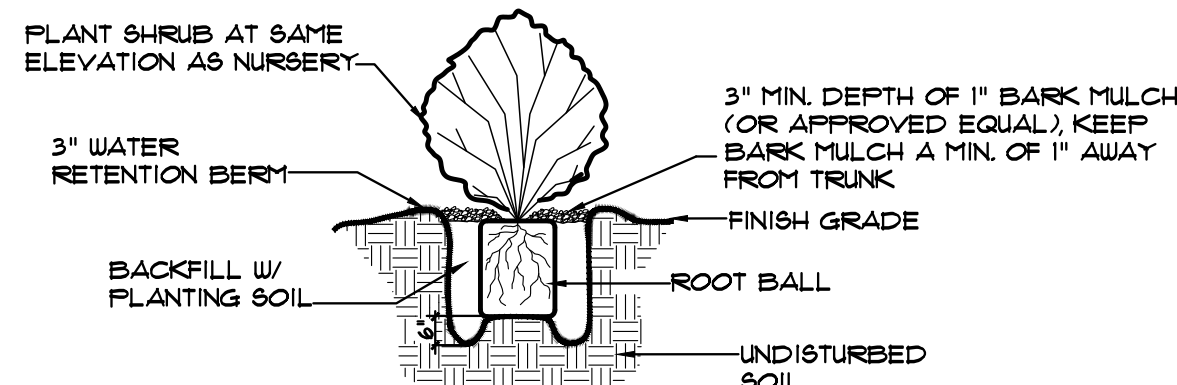
MAILBOX CLUSTER (TYPICAL)

NO SCALE

Salisbury Industries
18300 Central Avenue
Carson, CA 90746-4008
Phone: (800) 624-5263
Fax: (800) 624-5263
email: engineering@mailboxes.com

BOULDER PLACEMENT DETAIL

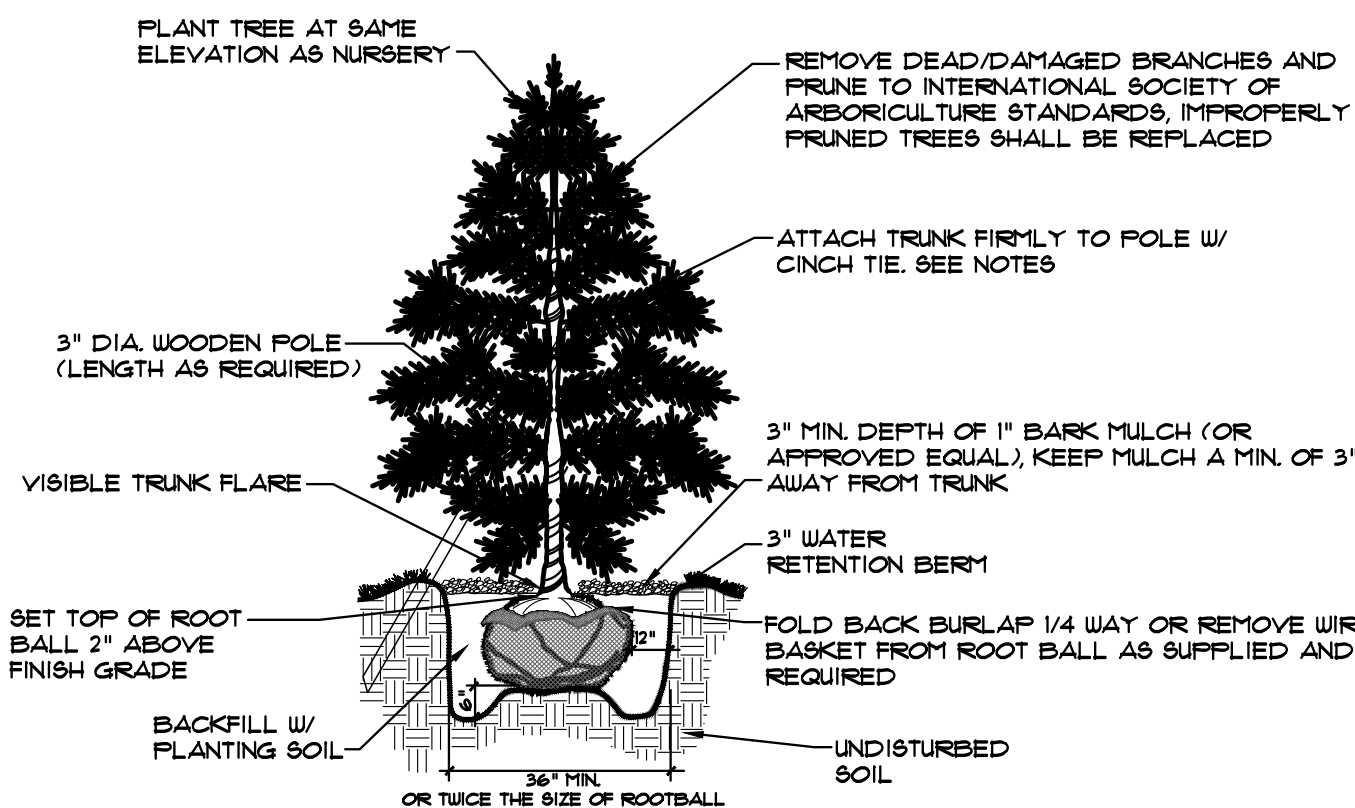
NO SCALE



NOTE - DIG HOLE TWICE THE SIZE OF ROOT BALL

SHRUB PLANTING DETAIL

NO SCALE



- NOTES:
- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION HOWEVER THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR THE TERM OF THE WARRANTY.
 - WRAP RUBBER CINCH TIE (OR APPROVED EQUAL) AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT MOVEMENT.
 - WATER IN BACKFILL BELOW THE ROOT BALL PRIOR TO SETTING TREE (TO INSURE NO SETTLING WILL OCCUR).
 - DEEP SOAK TREE TWICE WITHIN THE FIRST 48 HOURS.

CONIFEROUS TREE PLANTING DETAIL

NO SCALE

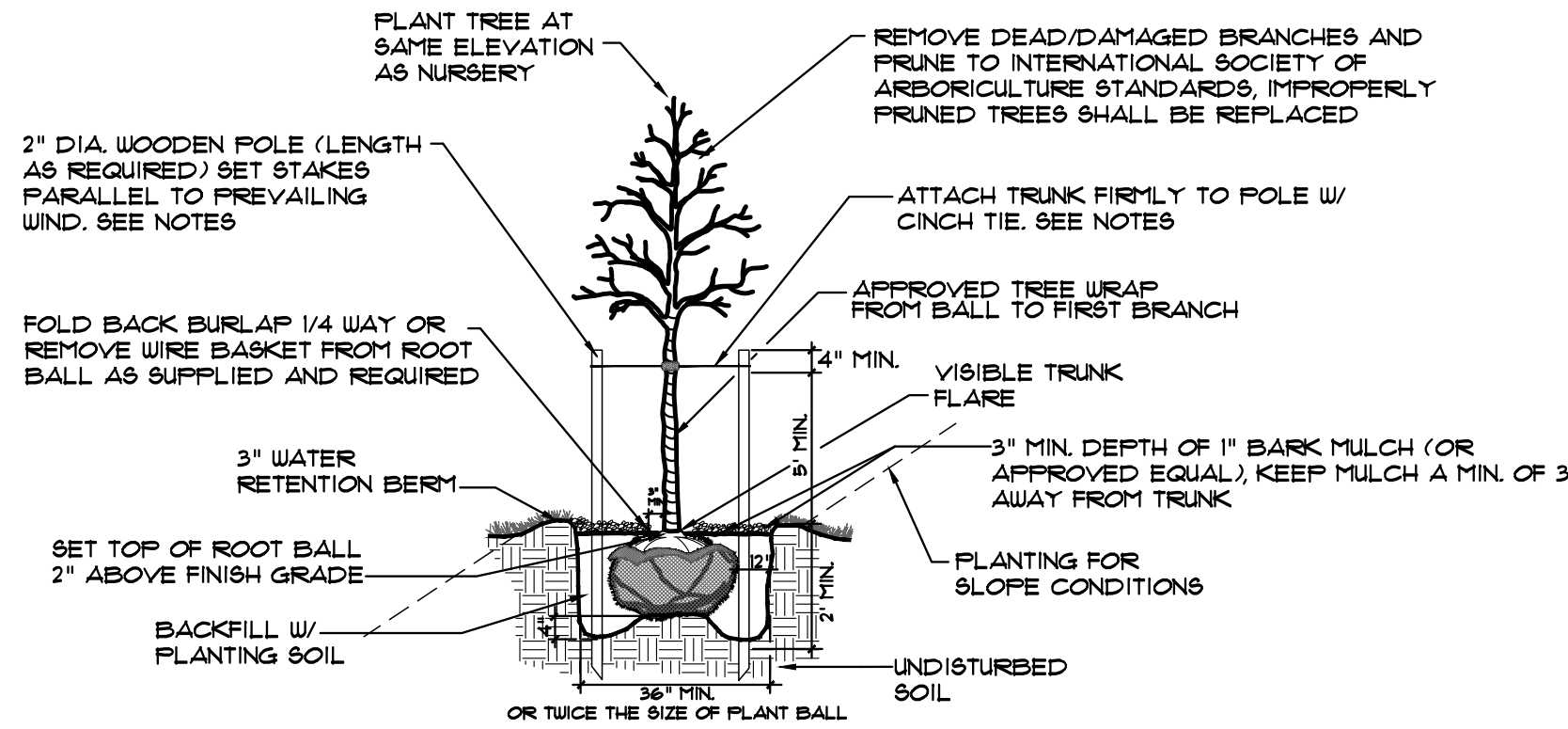


NOTES:

- SANDSTONE ENTRY SIGNAGE - APPROXIMATE LOCATION, LOCATE IN THE FIELD
- PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION.
- CLEAN BOULDERS OF DIRT AND LOOSE DEBRIS.
- COORDINATE NAME AND DESIGN WITH OWNER.
- PLACE ON COMPACTED LEVELING PAD.

SANDSTONE ENTRY SIGN

NO SCALE

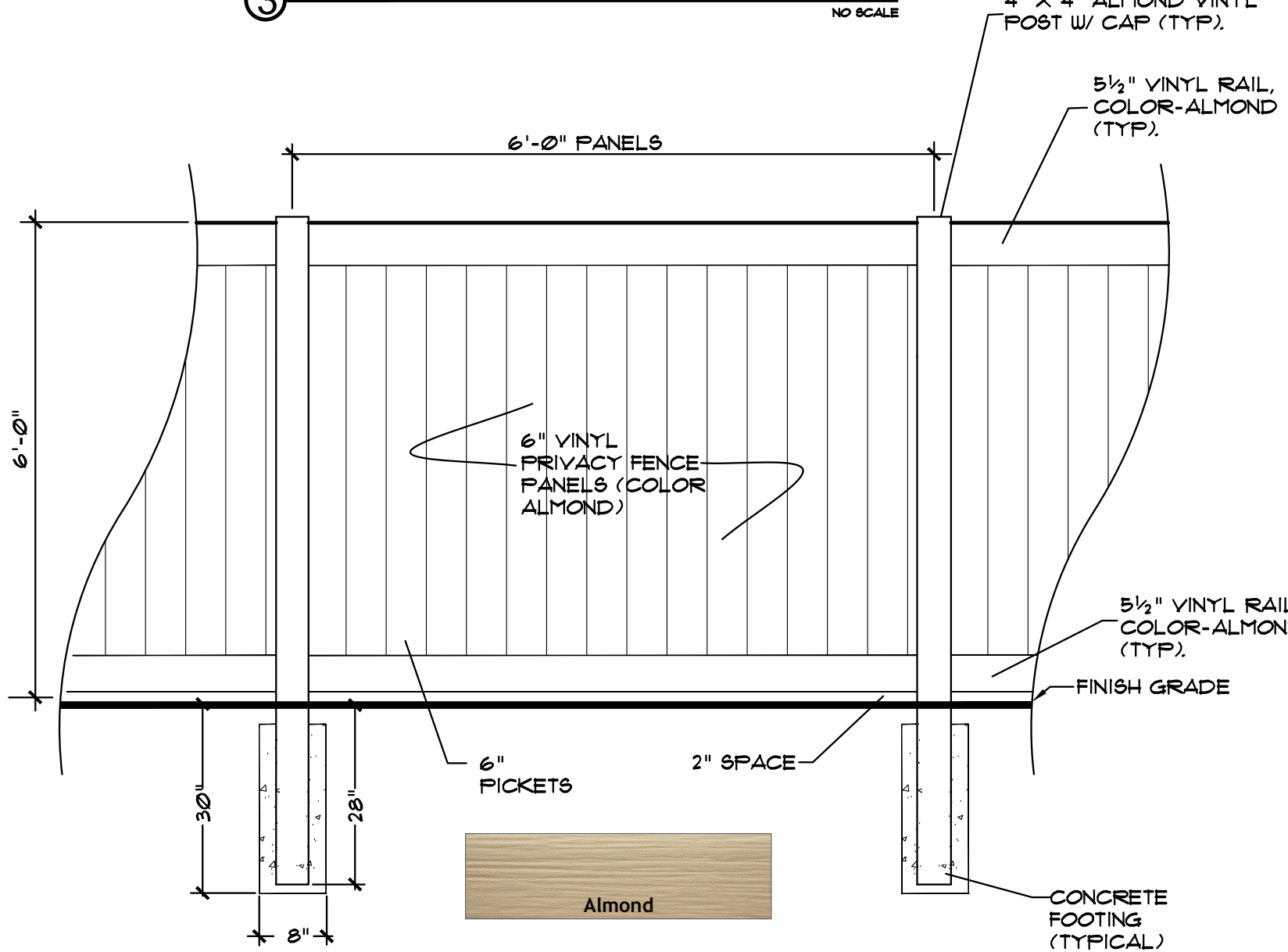


NOTES:

- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION HOWEVER THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR THE TERM OF THE WARRANTY.
- WRAP RUBBER CINCH TIE (OR APPROVED EQUAL) AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT MOVEMENT.
- WATER IN BACKFILL BELOW THE ROOT BALL PRIOR TO SETTING TREE (TO INSURE NO SETTLING WILL OCCUR).
- DEEP SOAK TREE TWICE WITHIN THE FIRST 48 HOURS.

DECIDUOUS TREE PLANTING DETAIL

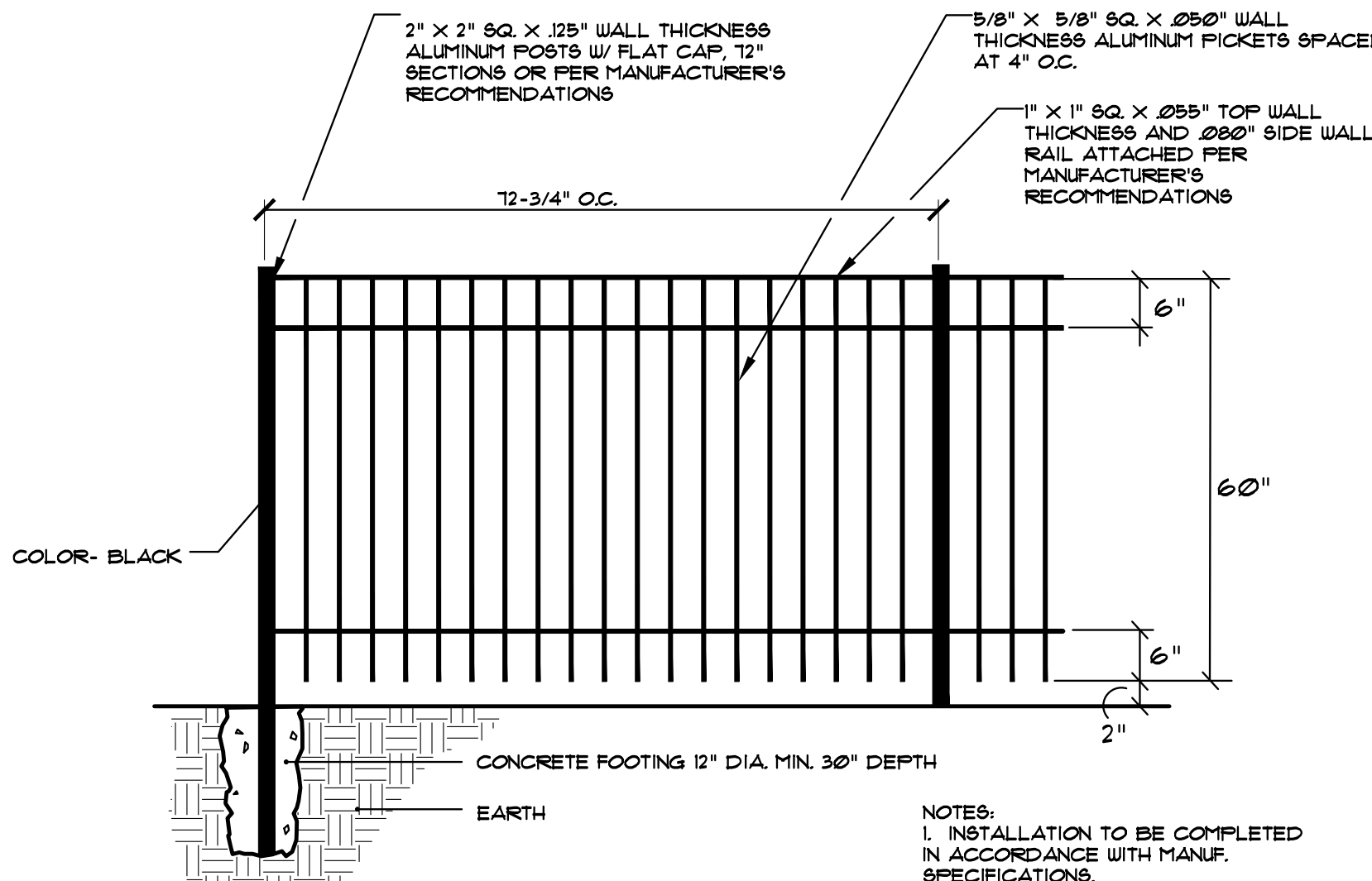
NO SCALE



6' VINYL PRIVACY FENCE

NO SCALE

NOTE: DURATEC VINYL FENCE
BY: SILVER CREEK WHOLESALE DISTRIBUTORS
CONTACT: CASEY CLARK 208.463.0519

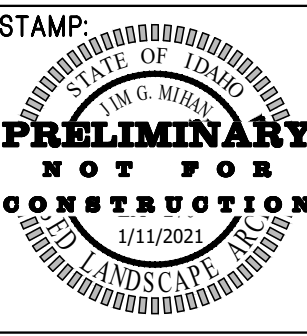


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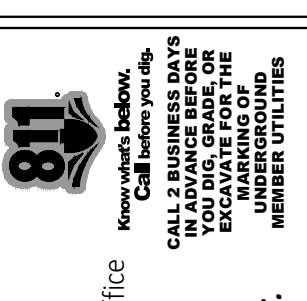
- INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUF. SPECIFICATIONS.
- ALLOT 6063-T6 ON PICKETS 6063-T6 ON POSTS AND RAILS OR APPROVED EQUAL.

5' WROUGHT IRON FENCE

NO SCALE



DATE: 12/30/2020



2002, Visa Are
Boise, ID 83705
Boise, ID 83705
208.342.2999 Office
208.342.2999 Cell
info@sldba.com
www.sldba.com

SOUTH BECK & BAIRD
LANDSCAPE ARCHITECTS
P.C.
Disa South Beck & Baird Landscape Architecture P.C.

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LANDSCAPE NOTES/DETAILS SADDLEWOOD SUBDIVISION STAR, ID

DRAWN BY: ACM

CHECKED BY: JG

PROJECT NUMBER 20-100

SHEET:

L2.00

USER:JON RUTERS LOCATION:PROJECTS\MICHAEL KEYES\20-100 SADDLEWOOD SUBDIVISION LANDSCAPE PLAN FINAL 20111210.DWG PRINT DATE:11/1/2021 4:54 PM

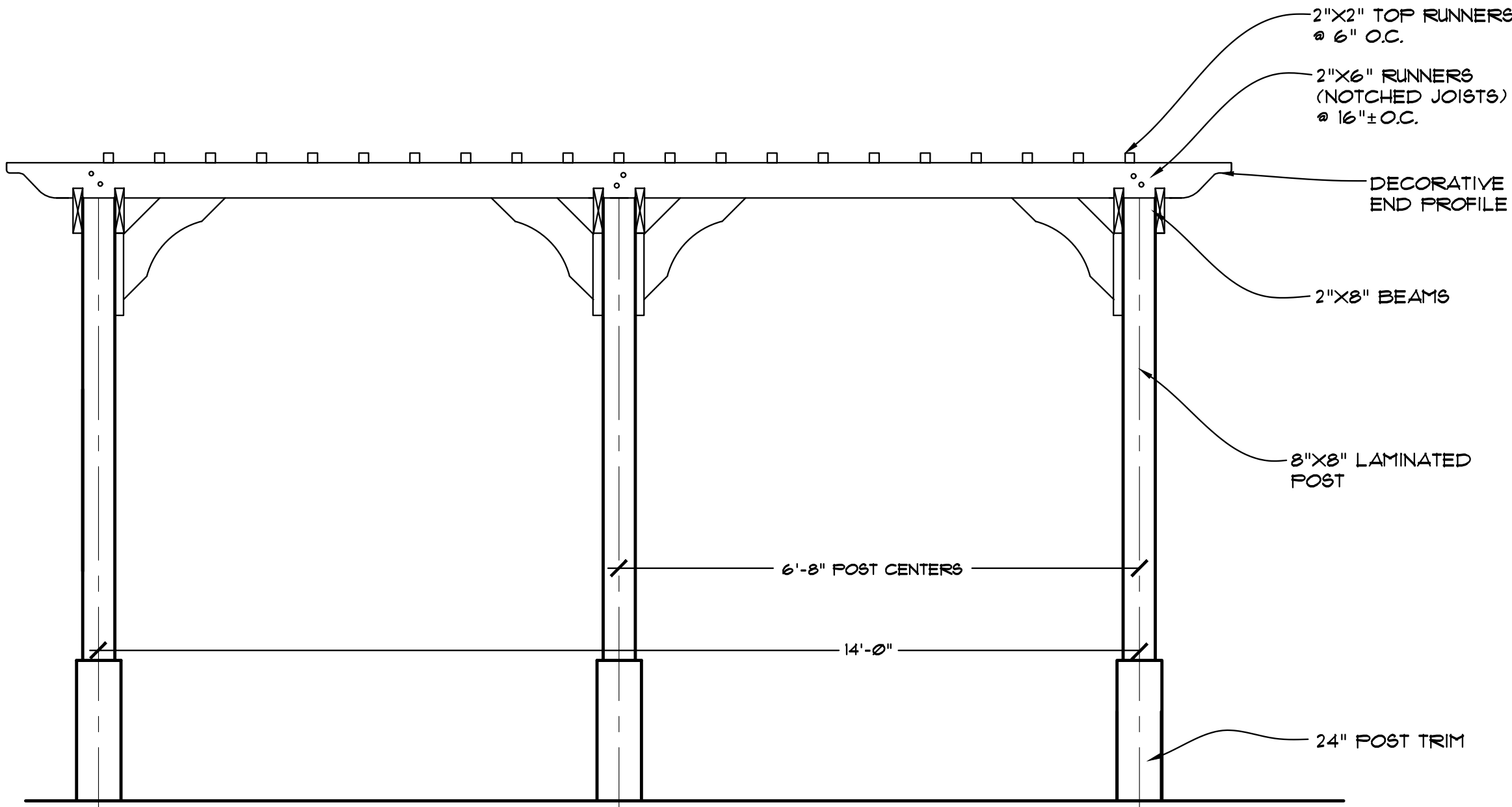


TYPICAL WOODEN PERGOLA
STRUCTURE (FOR REFERENCE ONLY)

20'X14' PERGOLA STRUCTURE
REDWOOD NO SCALE

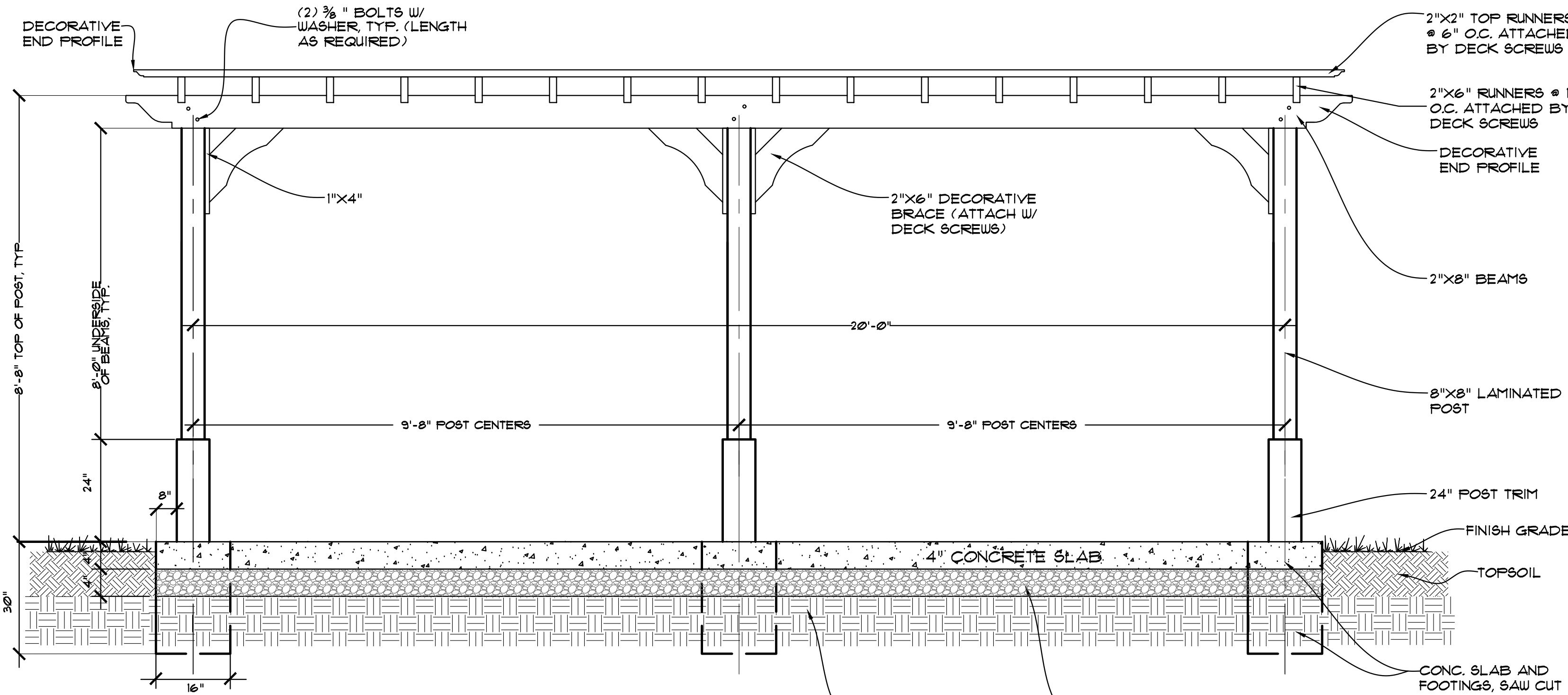
NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH LOCAL CODES. CONTACT A LOCAL MANUFACTURER FOR RECOMMENDATIONS.
2. ALL MEMBERS MUST BE PROPERLY BRACED UNTIL THE COMPLETE STRUCTURAL SYSTEM HAS BEEN CONSTRUCTED.
3. ATTACHED ALL STRUCTURAL MEMBERS PER LOCAL AND MANUFACTURER'S RECOMMENDATIONS.



SEE FRONT ELEVATION "B" FOR
CONCRETE SLAB AND FOOTINGS

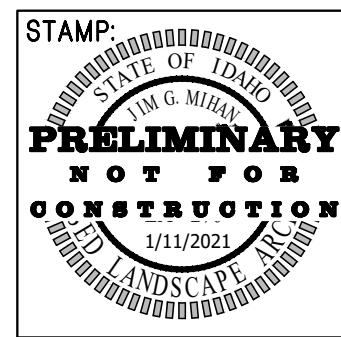
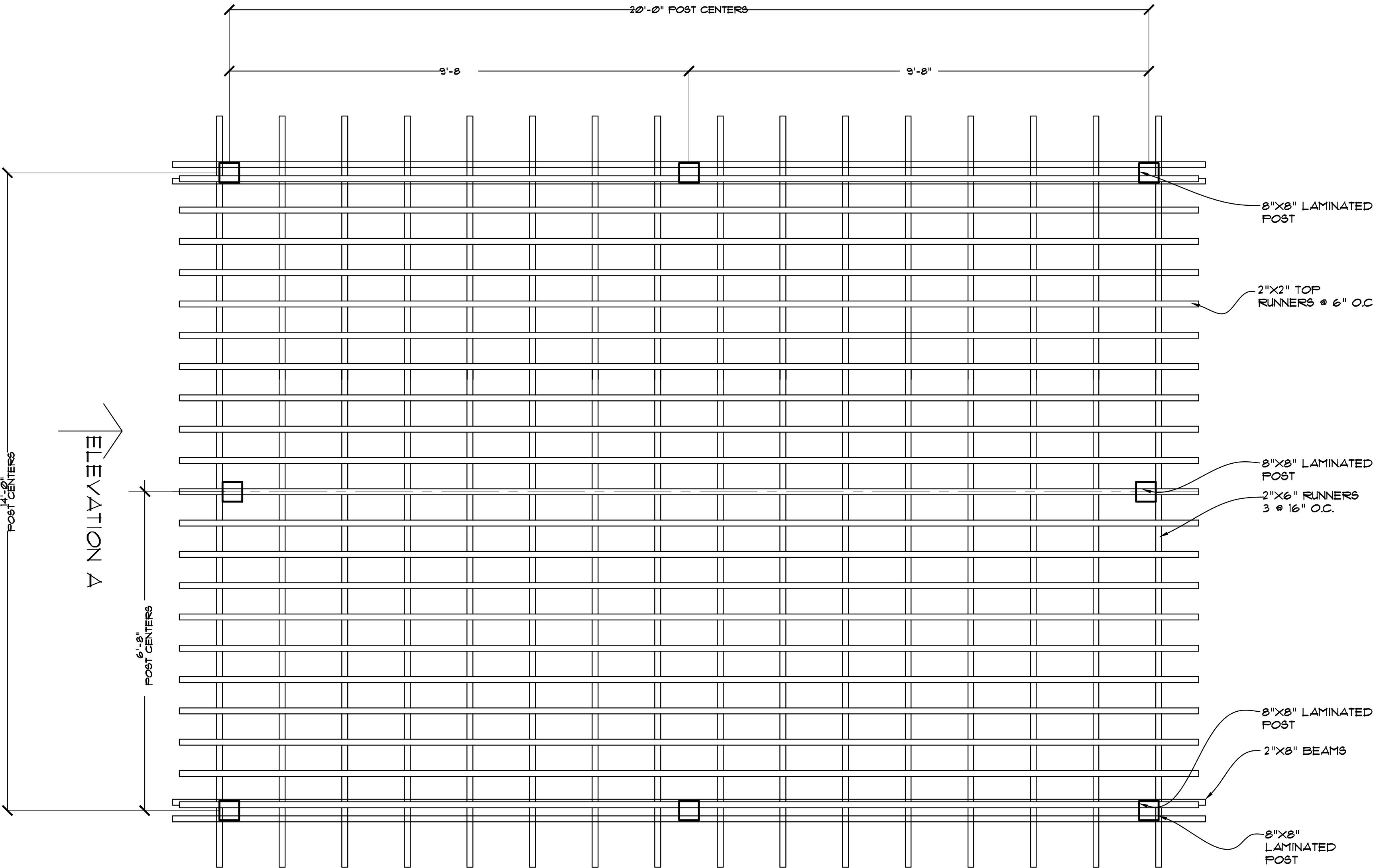
SIDE ELEVATION "A"



NOTE: ALL WOOD MEMBERS SHALL BE ATTACHED PER
MANUFACTURER'S RECOMMENDATIONS AND STANDARD
CONSTRUCTION.

FRONT ELEVATION "B"

TOP VIEW



DATE:
12/30/2020



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DETAILS
SADDLEWOOD SUBDIVISION
STAR, ID

DRAWN BY:
ACM

CHECKED BY:
JG

PROJECT NUMBER
20-100

SHEET:

L2.01




FIRE DISTRICT STAFF REPORT

Saddlewood Subdivision

DATE: December 29, 2020

TO: City of Star, Planning & Zoning

FROM: Victor Islas, Deputy Chief 

SUBJECT: Fire District Review

PROJECT NAME: Saddlewood Subdivision (PP-20-20)

Fire District Summary Report:

Overview: This development can be serviced by the Star Fire Protection District. This development shall comply with the 2015 International Fire Code (IFC) and any codes set forth by the City of Star, Idaho.

Fire Response Time: This development will be served by the Star Fire Protection District Station 51, located at 11655 W. State St., Star, Idaho. Station 51 is 0.8 miles with a travel time of 2 minutes under ideal driving conditions from this development.

Accessibility: Roadway Access, Traffic, Radio Coverage

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

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

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

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

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



FIRE DISTRICT

STAFF REPORT

Saddlewood Subdivision

Specialty/Resource needs:

No specialty/resources will be needed for this development.

Water Supply:

Water supply requirements will be followed as described in Appendix B of the 2015 International Fire Code unless agreed upon by the Fire District.

1. Fire Flow: Requirements will be as specified in Appendix B of the International Fire Code based on occupancy, construction and building size.
2. Water Supply: Acceptance of the water supply for fire protection will be by the Fire District and water quality by the Star Sewer & Water District for bacteria testing.
3. Water Supply: Final Approval of the fire hydrant locations shall be by the Star Fire Protection District or their designee in accordance with International Fire Code Section (IFC) 508.5.4 as follows:
 - a. Fire hydrants shall have a Storz LDH connection in place of the 4 ½" outlet. The Storz connection may be integrated into the hydrant or an approved adapter may be used on the 4 1/2" outlet.
 - b. Fire hydrants shall have the Storz outlet face the main street or parking lot drive aisle.
 - c. Fire hydrants shall be placed on corners when spacing permits.
 - d. Fire hydrants shall not have any vertical obstructions to outlets within 10'.
 - e. Fire hydrants shall be placed 18" above finished grade to the center of the Storz outlet.
 - f. Fire hydrants shall be provided to meet the requirements of the City of Star and Star Sewer and Water District Standards.
 - g. Show all proposed or existing hydrants for all new construction or additions to existing buildings within 1,000 feet of the project.

Inspections:

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

Additional Comments:

A meeting was held on December 18th at the Fire District Office with Mr. Keyes the applicant. After the meeting and my review, the project as presented meets the requirements set forth by the fire district.



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

IDAHO TRANSPORTATION DEPARTMENT

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

November 13, 2020

Shawn Nickel
City Planner
P.O. Box 130
Star, Idaho 83669

VIA EMAIL

| | |
|--------------------------------|---|
| Development Application | RZ-20-08, DA-20-07 |
| Project Name | INSPIRATION HOMES |
| Project Location | 864 North Star Road, north of SH-44 milepost 10.70 |
| Project Description | Rezone (from RT to Residential R-7 DA) and a development agreement for a proposed residential development with up to 67 single family residential lots. |
| Applicant | Irene Wilson |

The Idaho Transportation Department (ITD) reviewed the referenced rezone and development agreement applications and has the following comments:

1. This project does not abut the State Highway system.
 2. ITD and the City of Star have entered into an interagency agreement to collect proportionate share from new developments to mitigate traffic impacts from incoming developments. Proportionate share for each development is calculated based off of number of trips added to State Highway system. The number of trips generated can be determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITD requires trip distribution information to determine where trips generated by developments access the State Highway system.
 3. Applicant provided trip generation information from COMPASS; According to the information provided, the proposed subdivision is adding 24 trips to SH-44/Star Road intersection in the PM Peak at buildout, and 18 trips in the AM Peak. Proportionate share is based on the average AM and PM site trips through the intersection of SH-44/ Star Road which is approximately 0.49% percent of the traffic utilizing the intersection in 2045. The construction of the cost of design, construction, and right-of-way for a future quarter CFI at SH-44/ Star Road is estimated to cost \$7,398,133 (see attached). The applicant will only be responsible for contributing their proportionate share of \$36,250 (0.49%).
-



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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

4. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State Highway.
5. The Idaho Administrative Procedure Act (IDAPA) 39.03.60 governs advertising along the State Highway system. The applicant may contact Justin Pond, Right-of-Way Section Program Manager, at (208) 334-8832 for more information.
6. ITD objects to this development. ITD will remove the objection if the governing board requires, and the applicant agrees to, the execution of a Development Agreement with the City of Star binding the contribution of the proportionate share amount of \$36,250.

If you have any questions, you may contact me at (208) 334-8338 or Erika Bowen (208) 265-4312 ext 7.

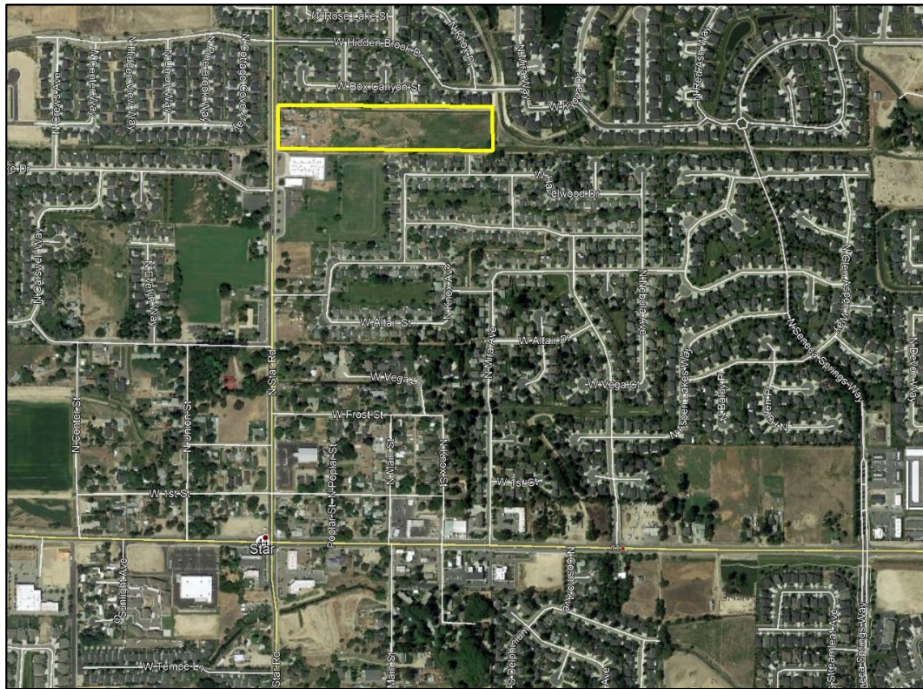
Sincerely,

Sarah Arjona
Development Services Coordinator
Sarah.Arjona@itd.idaho.gov

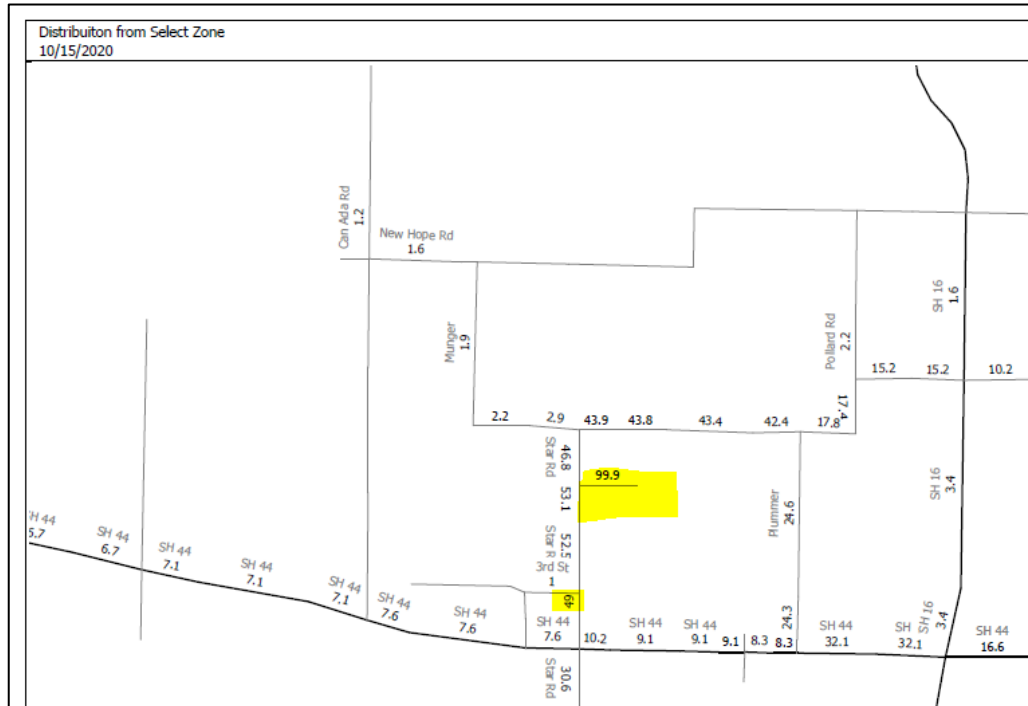
(REVISED 10/22/2020)

ITE Code (210) Single Family

PM Trip Rate = 0.99



COMPASS provided a trip distribution diagram to the department. It shows that approximately 49% of the development's traffic heads south on Star Road to the SH-44 / Star Road intersection.



Per the SH-44 Corridor Plan, the ultimate configuration at the intersection of SH-44 / Star Road is a quarter continuous flow intersection (CFI). ITD estimated the design and construction of a quarter CFI at SH-44 / Star Road as approximately \$7,398,133.

Proportionate share is based on the average AM and PM site trips through the intersection of SH-44 / Star Road compared to average number of AM and PM trips in 2045.

Site Traffic

AM Peak

49 units x 0.74 = 36 trips

36 trips x 49% = 18 trips @ SH-44 / Star Road

PM Peak

49 units x 0.99 = 49 trips

49 trips x 49% = 24 trips @ SH-44 / Star Road

Total Traffic 2045 @ SH-44 / Star Road

2045 Build

Table 5. 2045 Build intersection turning movement volumes – AM peak hour (7:00-8:00 AM)

| Int. No. | Intersection Name | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|----------|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|------|-------|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 20 | Star Road/SH-44 | 372 | 140 | 126 | 95 | 358 | 50 | 36 | 790 | 884 | 159 | 347 | 29 |

Table 6. 2045 Build intersection turning movement volumes – PM peak hour (4:45-5:45 PM)

| Int. No. | Intersection Name | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|----------|-------------------|------------|------|-------|------------|------|-------|-----------|------|-------|-----------|-------|-------|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 20 | Star Road/SH-44 | 1,175 | 387 | 492 | 120 | 264 | 48 | 80 | 714 | 548 | 404 | 1,034 | 107 |

| | | |
|---|------------------|--------------|
| AM Site = 18 | AM Total = 3,386 | AM % = 0.53 |
| PM Site = 24 | PM Total = 5,373 | PM % = 0.45 |
| Proportionate Share for SH-44 / Star Road quarter CFI Intersection Improvements | | Avg % = 0.49 |

Proportionate share contribution of 0.49% is \$36,250.

Conceptual Cost Estimate

Estimated By: Dan Block Date: 6/26/2020
 Checked By: Date:
 Location: SH-44; Star Rd Quarter CFI (Segment 002130, MP 10.56)

Scope:
 Construct a 1/4 CFI intersection at SH-44 and Star Rd. The northbound to westbound left turn movement is the displaced left turn. This cost estimate is based on a preliminary layout that was produced by AECOM through the KN 07827 corridor study.

The cost of unidentified or unquantified items such as drainage, landscaping, illumination, and signing, as well as, quantity variations of identified items, is covered in the 30% scoping level contingency.

This estimate assumes the full replacement of the bridge structure at the Lawrence-Kennedy Canal crossing.

| Item | Quantity | Unit Price | Cost | Note |
|--|--------------|-----------------|-----------------|-------------------|
| SECTION 1 | | | | |
| 201-010A CLEARING & GRUBBING | 1.00 LS | \$ 10,000.00 | \$ 10,000.00 | KN 13476 |
| 203-015A REM OF BITUMINOUS SURFACE | 4,980.00 SY | \$ 8.07 | \$ 40,188.60 | KN 7215 |
| 203-060A REM OF CONC SIDEWALK | 1,407.00 SY | \$ 6.75 | \$ 9,497.25 | KN 19814 |
| 203-070A REM OF CURB & GUTTER | 1,882.00 FT | \$ 4.03 | \$ 7,584.46 | KN 19814 |
| 205-005A EXCAVATION | 3,933.00 CY | \$ 15.27 | \$ 60,056.91 | KN 18872 |
| 301-005A GRANULAR SUBBASE | 8,034.00 TON | \$ 15.63 | \$ 125,571.42 | KN 19814 |
| 303-021A 3/4" AGGR TY A FOR BASE | 6,305.00 TON | \$ 18.97 | \$ 119,605.85 | KN 19814 |
| 401-020A CSS-1 DIL EMUL ASPH FOR TACK COAT | 1,536.00 GAL | \$ 3.72 | \$ 5,713.92 | KN 19814 |
| 405-435A SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3 | 4,120.00 TON | \$ 79.87 | \$ 329,064.40 | KN 19814 |
| 509-010A NON-STRUCTURAL CONC CLASS 40A | 1,866.00 SY | \$ 200.00 | \$ 373,200.00 | KN 13476 |
| 614-615A SIDEWALK | 959.00 SY | \$ 45.73 | \$ 43,855.07 | KN 19814 |
| 614-025A CURB RAMP | 40.00 SY | \$ 198.50 | \$ 7,940.00 | KN 19965 |
| 615-258A CURB TYPE 3 | 5,600.00 FT | \$ 20.00 | \$ 112,000.00 | KN 13476 |
| 615-492A CURB & GUTTER TYPE 2 | 1,523.00 FT | \$ 22.97 | \$ 34,983.31 | KN 19814 |
| 630-025A LONGITUDINAL PAV MKG- WATERBORNE | 34,978.00 FT | \$ 0.21 | \$ 7,345.38 | KN 7215 |
| 656-005A TRAF SIGNAL INSTALLATION | 1.00 LS | \$ 315,832.50 | \$ 315,832.50 | KN 13476 (75%) |
| 656-10A MULTIPLE APPROACH VIDEO DETECTION | 1.00 LS | \$ 40,050.00 | \$ 40,050.00 | KN 13476 (75%) |
| 656-15A MULTIPLE APPROACH RADAR DETECTION | 1.00 LS | \$ 39,300.00 | \$ 39,300.00 | KN 13476 (75%) |
| 675-005A SURVEY | 1.00 LS | \$ 90,000.00 | \$ 90,000.00 | KN 13476 |
| Bridge (Lawrence-Kennedy Canal) | 1.00 LS | \$ 1,512,796.44 | \$ 1,512,796.44 | |
| Traffic Control | 1.00 LS | \$ 217,500.00 | \$ 217,500.00 | KN 13476 (75%) |
| Miscellaneous Minor Items | 5% | | \$ 175,104.28 | |
| Mobilization | 10% | | \$ 350,208.55 | |
| SECTION 1 Sub-Total | | | \$ 4,027,398.34 | |
| SECTION 2 | | | | |
| CN Change Order / Quantity Variance | 5% | | \$ 201,369.92 | |
| CN Non-Bid Items | 3.5% | | \$ 140,958.94 | |
| SECTION 2 Sub-Total | | | \$ 342,328.86 | |
| SUMMARY | | | | |
| Sub-Total: SECTION 1 & SECTION 2 | | | \$ 4,369,727.20 | |
| Contingency - Scoping Level | | | \$ 1,310,918.16 | |
| TOTAL CONSTRUCTION COST | | | \$ 5,680,645.36 | |
| Summary of Project Costs | | | | |
| Construction | | | \$ 5,680,645.36 | |
| Design Services | 10% | | \$ 568,064.54 | |
| Construction Services | 12% | | \$ 681,677.44 | |
| Right-of-Way | 0.58 ACRES | | \$ 467,745.72 | ROM |
| Total Cost | | | \$ 7,398,133.06 | |





Ada County Transmittal
Division of Community and Environmental Health

Return to:

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

Rezone # _____

Conditional Use # _____

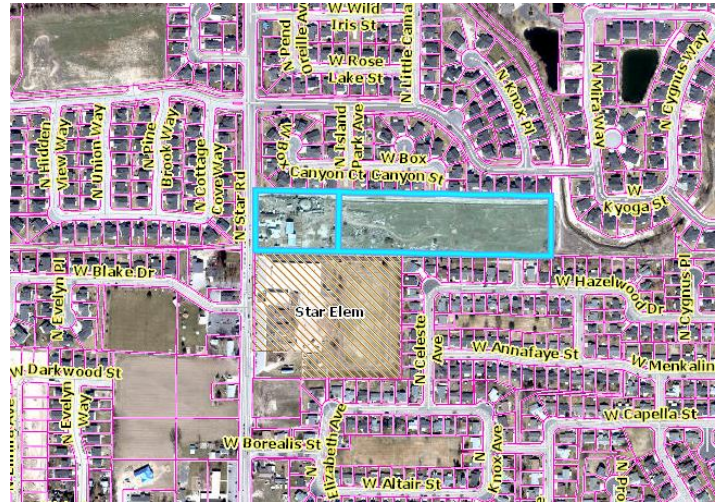
Preliminary / Final / Short Plat PP-20-20

Saddlewood

- ☐ 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. We will require more data concerning soil conditions on this Proposal before we can comment.
- ☐ 5. 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 _____
- ☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- ☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
- ☒ 8. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water
- ☒ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☒ sewage dry lines ☒ central water
- ☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
- ☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- ☐ 12. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store
- ☒ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDH.
- ☐ 14. _____

Reviewed By: Low Pady

Date: 12/29/2020



4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
- Sumpter Cove, a 23-lot residential subdivision located southwest of the site was approved by the ACHD Commission in May 2018.
 - Pristine Meadows Subdivision, a 297-lot residential subdivision and 1 elementary school lot located west of the site was approved by ACHD in January 2007 and is in various stages of construction.
5. **Transit:** Transit services are available to serve this site via route 44.
6. **New Center Lane Miles:** The proposed development includes 0.3 centerline miles of new public road.
7. **Impact Fees:** 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.
8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
- Star Road is listed in the CIP to be widened to 5-lanes from SH 20/26 (Chinden Boulevard) to SH-44 (State Street) between 2031 and 2035.
 - The intersection of SH-44 (State Street) 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 signalized between 2026 and 2030.
 - Floating Feather is listed in the CIP to be widened to 3-lanes from Plummer Road to SH-16 (Emmett Hwy) between 2036 and 2040.
 - Floating Feather is listed in the CIP to be widened to 3-lanes from Star Road to Plummer Road between 2036 and 2040.
 - The intersection of Floating Feather Road and Plummer Road is listed in the CIP to be constructed as a single-lane roundabout between 2036 and 2040.
 - The intersection of Floating Feather Road and Star Road is listed in the CIP to be constructed as a single-lane roundabout between 2036 and 2040.
9. **Roadways to Bikeways Master Plan:** ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies Star Road as a Level 2 facility that will be constructed as part of a future ACHD project.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 453 additional vehicle trips per day (9 existing); 48 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

2. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

| Roadway | Frontage | Functional Classification | PM Peak Hour Traffic Count | PM Peak Hour Level of Service |
|------------------------------------|----------|---------------------------|----------------------------|-------------------------------|
| **State Highway 44 State Street | 0-feet | Principal Arterial | 823 | N/A |
| Star Road | 293-feet | Collector | 264 | Better than "D" |

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

3. 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 (State Street) east of Star Road was 15,282 on March 8, 2019.
- The average daily traffic count for Star Road south of Floating Feather Road was 4,493 on October 23, 2019.

C. Findings for Consideration

1. Star Road

- a. **Existing Conditions:** Star Road is improved with 2-travel lanes, 43-feet of pavement, vertical curb, gutter, and 7-foot wide sidewalk abutting the site. There is 65-feet of right-of-way for Star Road (36-feet from centerline).

b. **Policy:**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Star Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 46-foot street section within 64-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is not proposing any improvements to Star Road abutting the site.
- d. **Staff Comments/Recommendations:** Star Road is fully improved; therefore, no additional right-of-way dedication or street improvements are required as part of this application.

Consistent with the District's Minor Improvements policy, the applicant should be required to replace or repair any damaged or deteriorated portions of curb, gutter, and sidewalk on Star Road abutting the site.

This section of Star Road is scheduled in the 2024 chipseal zone.

2. Internal Local Streets

- a. **Existing Conditions:** There are no local streets within the site.

There are two stub streets to the site, Park Vista Avenue stubs the site's north property line and Knox Avenue stubs the site's south property line.

- b. **Policy:**

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local 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 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within

50-feet of right-of-way.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 45-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

Landscape Medians Policy: District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
 - The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
 - At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
 - The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
 - The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
 - Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.
- c. **Applicant's Proposal:** The applicant is proposing to construct the entry roadway, Hidden Point Street, to intersect Star Road with two 18.5-foot wide travel lanes, a 10-foot wide center landscape island, vertical curb, gutter, and 5-foot wide concrete sidewalk within 53-feet of right-of-way.
- The applicant is proposing to extend Park Vista Avenue and Knox Avenue into the site and construct the other local internal street as 36-foot street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.
- The applicant is proposing to construct a knuckle at the Hidden Point Street and Knox Avenue intersection.
- d. **Staff Comments/Recommendations:** The applicant should construct the entry roadway, Hidden Point Street, to intersect Star Road with two 21-foot wide travel lanes, a 10-foot wide center landscape island, vertical curb, gutter, and 5-foot wide concrete sidewalk within 66-feet of right-of-way.

The 10-foot wide center landscape island should be platted as right-of-way owned by ACHD. The applicant or homeowner's association should enter into a license agreement for any landscaping proposed within the island.

The applicant's proposal to extend Park Vista Avenue and Knox Avenue into the site and construct the other internal local street as 36-foot street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way meets District policy and should be approved as proposed.

The applicant's proposal to construct a knuckle at the Hidden Point Street and Knox Avenue intersection meets District policy and should be approved as proposed.

3. Roadway Offsets

- a. **Existing Conditions:** There are no roadways within the site.
- b. **Policy:**
- Collector Offset Policy:** District policy 7206.4.5 states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).
- Local Offset Policy:** District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

- c. **Applicant's Proposal:** The applicant is proposing to construct one new local roadway, Hidden Point Street, to intersect Star Road approximately 553-feet south of Hidden Brook Drive and 445-feet north of Blake Drive.

The applicant is proposing to construct the internal local streets to align or offset by a minimum of 125-feet.

- d. **Staff Comments/Recommendations:** The applicant's proposal to construct Hidden Point Street to intersect Star Road 553-feet south of Hidden Brook Drive and 445-feet north of Blake Drive meets District policy and should be approved as proposed.

4. Driveways

4.1 Star Road

- a. **Existing Conditions:** There are three existing driveways from the site onto Star Road located 359-feet, 416-feet, and 547-feet north of Blake Drive (measured centerline-to-centerline).

- b. **Policy:**

Access Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Successive Driveways: District policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 35 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 285-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, 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 and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

- c. **Applicant's Proposal:** The applicant is proposing to close the existing driveways from the site onto Star Road located 360-feet, 416-feet, and 553-feet north of Blake Drive with vertical curb, gutter, and 7-foot wide attached concrete sidewalk to match the existing improvements on either side.
- d. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveways with curb, gutter, and 7-foot wide attached concrete sidewalk meets District policy and should be approved as proposed.

5. Traffic Calming

- a. **Policy:**

Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If

the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

- b. **Applicant's Proposal:** The applicant is proposing to provide traffic calming on Hidden Point Street by reducing the roadway to a 26-foot wide street section (back-of-curb to back-of-curb) at the Hidden Point Street/Park Vista Avenue intersection located approximately 900-feet from the site's west property line.
- c. **Staff Comments/Recommendations:** The applicant's proposal to provide traffic calming on Hidden Point Street by reducing the roadway to a 26-foot wide street section (back-of-curb to back-of-curb) at the Hidden Point Street/Park Vista Avenue intersection located approximately 900-feet from the site's west property line meets District policy and should be approved as proposed. The applicant should be required to provide written fire department approval for use of the reduced street section.

The applicant should be required to provide additional traffic calming on Hidden Point Street as the length of the roadway is greater than 750-feet between Star Road and the Hidden Point Street/Park Vista Avenue intersection. The applicant should submit a revised plan that shows the additional traffic calming for review and approval prior to plan submittal.

6. Bridge for Flake Lateral Crossing & Waterway Located at Park Vista Avenue

The District will require that the applicant submit the bridge plans for the crossing of the Flake Lateral at Knox Avenue and for the crossing of the waterway at Park Vista Avenue for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.

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. Other Access

Star Road classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Repair or replace any damaged or deteriorated portions of curb, gutter, or sidewalk abutting the site on Star Road.
2. Construct the entry roadway, Hidden Point Street, to intersect Star Road with two 21-foot wide travel lanes, a 10-foot wide center landscape island, vertical curb, gutter, and 5-foot wide concrete sidewalk within 66-feet of right-of-way. Plat the center landscape islands as right-of-way owned by ACHD. Enter into a license agreement for any landscaping proposed within the island.
3. Extend Park Vista Avenue and Knox Avenue into the site, as proposed.
4. Construct the internal local roadways as 36-foot street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.
5. Construct a knuckle at the Hidden Point Street and Knox Avenue intersection, as proposed.
6. Construct Hidden Point Street to intersect Star Road 553-feet south of Hidden Brook Drive and 445-feet north of Blake Drive, as proposed.
7. Close the existing driveways onto Star Road with vertical curb, gutter, and 7-foot wide sidewalk to match the existing improvements, as proposed.
8. Construct traffic calming at the Hidden Point Street and Park Vista Avenue intersection by reducing the roadway to a 26-foot wide street section, as proposed. Provide written Fire Department approval for the reduced street section.
9. Submit a revised plan that shows the additional traffic calming on Hidden Point Street between Star Road and Park Vista Avenue for review and approval prior to plan submittal.
10. Submit bridge plans for the crossing of Flake Lateral at Knox Avenue and the waterway at Park Vista Avenue.
11. Direct lot access is prohibited to Star Road and should be noted in the final plat.
12. 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.
13. Payment of impact fees is due prior to issuance of a building permit.
14. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

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

F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Appeal Guidelines

This map is a representation of features on the ground and is not survey-grade accurate. ACHD shall not be liable for any inaccuracies thereon.

1: 6,144

[illegible]

| | | | | |
|--|--|--|--|----------------------|
| Title: SADDLEWOOD SUBDIVISION STAD DANO Date: 10/1/87 | | RELEASE OF DRAWINGS THIS DRAWING IS RELEASED BY THE ENGINEER, ARCHITECT, OR SURVEYOR HEREON, TO THE PUBLIC, FOR THE PURPOSE OF CONSTRUCTION OF THE PROJECT SHOWN HEREON, AND FOR THE RECORD OF THE PUBLIC. | | Revisions 1. 2/88 |
| Project No.: 20000 Date: 10/1/87 Sheet No.: 2 | | SADDLEWOOD SUBDIVISION STAD DANO PRELIMINARY PLAT | | 2 2 2 |

Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

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

Items to be completed by Applicant:

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

DID YOU REMEMBER:

Construction (Non-Subdivisions)

- ☐ **Driveway or Property Approach(s)**
 - Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.
- ☐ **Working in the ACHD Right-of-Way**
 - Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
 - a) Traffic Control Plan
 - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

- ☐ **Sediment & Erosion Submittal**
 - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.
- ☐ **Idaho Power Company**
 - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.
- ☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

ORDINANCE NO. 322
(MOON VALLEY ESTATES PROPERTY)

AN ORDINANCE ANNEXING TO THE CITY OF STAR CERTAIN REAL PROPERTY LOCATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO; MORE SPECIFICALLY LOCATED AT 7701 W. MOON VALLEY ROAD IN STAR, IDAHO AND CONTIGUOUS TO THE CITY OF STAR; THE PROPERTY IS OWNED BY G. MATHEW THOMAS; ESTABLISHING THE ZONING CLASSIFICATION OF THE ANNEXED PROPERTY AS RESIDENTIAL WITH A DEVELOPMENT AGREEMENT (R2-DA) OF APPROXIMATELY 10.04 ACRES; DIRECTING THAT CERTIFIED COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; PROVIDING FOR RELATED MATTERS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Star, Ada and Canyon County, Idaho ("the City"), is a municipal corporation organized and operating under the laws of the State of Idaho and is authorized to annex and to incorporate within the boundaries of the City contiguous real property in the manner provided by Section 50-222, Idaho Code; and

WHEREAS, the owner(s) of the real property situated in the unincorporated areas of Ada County and particularly described in Section 2 of this Ordinance have requested, in writing, annexation of said real property to the City of Star; and

WHEREAS, the Mayor and Council, held a public hearing on June 2, 2020 on the proposed annexation and zoning of the property described in Section 2 below, as required by Section 67-6525, Idaho Code, and determined that the requested annexation should be granted and that the annexed property should be zoned Residential with a Development Agreement (R2-DA) pursuant to the Unified Development Code of the City of Star.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF STAR, IDAHO, as follows:

Section 1: The Mayor and Council of the City of Star, Idaho, hereby find and declare that the real property described in Section 2 of this Ordinance is contiguous to the City, that said property can be reasonably assumed to be used for orderly development of the City, that the owner(s) of said property have requested, in writing, annexation of said property by the City, and that the requirements of Section 50-222, Idaho Code, for annexation of said property, have been satisfied.

Section 2: The real property, described in the attached Exhibit A, situated in Ada County, Idaho, is hereby annexed into the City of Star. From and after the effective date of this Ordinance, the residents and other occupants and property owners within such area shall enjoy all the rights and responsibilities and shall be subject to all ordinances, resolutions, police regulations, taxation and other powers of the City of Star as their fellow residents, occupants, and owners within the City of Star.

Section 3: The zoning land use classification of the land described in Section 2 above, is hereby established as Residential with a Development Agreement (R2-DA), as provided by the Unified Development Code of the City of Star. The Zoning Map of the City is hereby amended to include the real property described in Section 2 above in the Residential with a Development Agreement (R2-DA) land use classification.

Section 4: The City Clerk is hereby directed to file, within ten (10) days of passage and approval of this Ordinance, a certified copy of this Ordinance with the offices of the Auditor, Treasurer, and Assessor of Ada County, Idaho, and with the State Tax Commission, Boise, Idaho, as required by Section 50-223, Idaho Code, and to comply with the provisions of Section 63-215, Idaho Code, with regard to the preparation and filing of a map and legal description of the real property annexed by this Ordinance.

Section 5: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law. In lieu of publication of the entire Ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code maybe be published.

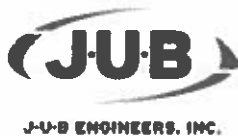
DATED this ____ day of _____, 2021.

CITY OF STAR
Ada and Canyon County, Idaho

BY: _____
Trevor A. Chadwick, Mayor

ATTEST:

Meredith Hudson, Deputy City Clerk



J-U-B COMPANIES

THE
LARSON
GROUPGATEWAY
MAPPING
INC.

THOMAS TRAIN SUBDIVISION BOUNDARY DESCRIPTION

Those portions of the West Half of Section 15 and the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the corner common to Sections 9, 10, 15 and 16, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, from which the northeast corner of said Section 15 bears South $89^{\circ}06'20''$ East, 2,644.08 feet; Thence, along the line common to said Sections 15 and 16, South $00^{\circ}39'42''$ West, 2,322.24 feet to the north line of the lands of Thomas as described in that Warranty Deed recorded under Instrument No. 104046780, Ada County Records and the POINT OF BEGINNING;

Thence $S 89^{\circ}20'19''$ E, 604.57 feet along said north line;
 Thence $S 00^{\circ}39'42''$ W, 323.26 feet along the east line of said lands of Thomas;
 Thence $S 01^{\circ}16'48''$ W, 308.93 feet continuing along said east line;
 Thence $N 88^{\circ}43'12''$ W, 44.32 feet departing from said east line;
 Thence $N 77^{\circ}39'11''$ W, 298.78 feet to the beginning of a curve;
 Thence along said curve to the left an arc length of 37.91 feet, having a radius of 100.00 feet, a central angle of $21^{\circ}43'23''$, a chord bearing of $N 88^{\circ}30'52''$ W and a chord length of 37.69 feet;
 Thence $S 80^{\circ}37'27''$ W, 305.95 feet;
 Thence $N 88^{\circ}43'12''$ W, 51.15 feet to the west line of said lands of Thomas;
 Thence $N 01^{\circ}16'48''$ E, 301.71 feet along said west line;
 Thence $N 00^{\circ}39'42''$ E, 321.72 feet along said west line;
 Thence $S 89^{\circ}20'19''$ E, 122.51 feet along the north line of said lands of Thomas to the POINT OF BEGINNING, containing 10.04 acres, more or less.

Robert L. Kazarinoff, PLS



**FIRST AMENDMENT TO
AMENDED AND RESTATED DEVELOPMENT AGREEMENT**

This First Amendment to Amended and Restated Development Agreement (this "First Amendment") is entered into as of the date set forth below by and between the City of Star, a municipal corporation in the State of Idaho ("City"), Sundance Investments, L.L.P. ("Sundance"), Roger L. Anderson and Susan I. Anderson, husband and wife (collectively, "Anderson"), and Ball Real Estate Investments, LLC, an Arizona limited liability company ("BREI"), and BFT KGLG Cherry Lane, LLC, an Arizona limited liability company ("BFT"), and G. Matthew Thomas, a married man dealing in his sole and separate property ("Thomas"), and each of their respective successors and assigns. BREI and BFT are collectively referred to herein as "BREI/BFT". Anderson, Sundance, and BREI/BFT are sometimes collectively referred to herein as the "Owners".

WHEREAS, the City and Owners previously entered into that certain Amended and Restated Development Agreement dated effective October 3, 2019 (the "Development Agreement") relating to the development of certain real property located in Ada County, Idaho, as more particularly described in the Development Agreement (the "Property"). The Development Agreement was subsequently recorded with Ordinance No. 297 on October 11, 2019 as Instrument No. 2019-099018; and

Whereas, Thomas is the current fee title owner of the real property legally described and depicted on **Exhibit D** attached hereto and made a part hereof (the "Thomas Property"); and

WHEREAS, Owners and Thomas desire to modify the Development Agreement to include the Thomas Property, and subject such property to the terms and conditions of the Development Agreement and this First Amendment; and

WHEREAS, the City has the ability to modify the Development Agreement pursuant to the provisions of Idaho Code Section 67-6509, as required by the Star City Ordinances, Title 8, Chapter 1; and

WHEREAS, the required public hearings have been held and the Star City Council has approved a rezone of the Thomas Property to R2-DA in connection with City Application File No. A2-20-6; and

WHEREAS, in connection with such rezone, the City believes it to be in the best interest of the City to modify the Development Agreement to include the Thomas Property, on terms and conditions further set forth herein.

NOW, therefore, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties do hereby agree as follows:

1. **Exhibit A.** Exhibit A of the Development Agreement is deleted in its entirety, and is hereby replaced with **Exhibit A** attached to this First Amendment.

2. **Exhibit B.** Exhibit B of the Development Agreement is deleted in its entirety, and is hereby replaced with **Exhibit B** attached to this First Amendment.

3. **Development Acreage.** Section 2.1 of the Development Agreement is deleted in its entirety, and is hereby replaced with the following:

Owners are allowed to develop 238.01 acres as follows in according with the zoning map depicted on Exhibit B, attached hereto and made a part hereof:

Mixed Use (MU) – 227.97 acres
Low-Density Residential (R2) — 10.04 acres

4. Shared Driveway Sections and Widths. Section 2.9 of the Development Agreement is hereby modified to include the following:

Notwithstanding any other requirement of Star City Code, Owners are permitted to construct shared driveways with up to four (4) residential units that are a minimum of twenty (20) feet wide, so long as those shared driveways meet the International Fire Code standards in place at the time of development and are approved by the Star Fire District.

5. Single Family Residential Setbacks. Notwithstanding anything in the Development Agreement or in Star City Code to the contrary, the setbacks for single-family residential lots within any of the real property encumbered by the Development Agreement shall be, as follows:

| Residential Setbacks | | |
|---|-------------------|---|
| Less than 5,000 SF, Multi-Family, or Attached | | |
| | Front | N/A |
| | Rear | N/A |
| | Side | N/A |
| | Street Side | N/A |
| Cluster Lot Setback (4 lot cluster on shared driveway) | | |
| | Front (to street) | 10 feet |
| | Rear | 10 feet |
| | Side (interior) | 5 feet |
| | To Common Drive | 3 feet |
| 5,000 SF - 12,000 SF | | |
| | Front | 10 feet to living or side load garage, 20 feet to garage door |
| | Rear | 20 feet |
| | Side | 5 feet |
| | Street Side | 12 feet |
| Greater than 12,000 SF | | |
| | Front | 15 feet to living or side load garage, 25 feet to garage door |
| | Rear | 30 feet |
| | Side | 5 feet single story/ 7.5 feet if 2 story element is more than 50% of side |
| | Street Side | 15 feet |

6. Notices. Section 7.4 of the Development Agreement is amended to add the following:

Thomas: G. Matthew Thomas
 7701 W. Moon Valley Road
 Eagle, ID 83616

7. First Amendment Controls. All terms set forth in the Development Agreement shall remain

unchanged and in full force and effect, except as amended by this First Amendment; and in the event of any conflict between the terms and conditions of this First Amendment and the Development Agreement, this First Amendment shall control.

[end of text – signatures on following page]

IN WITNESS WHEREOF, the parties have hereunto caused this Agreement to be executed, on the day and year last set forth below.

CITY:

CITY OF STAR,
a political subdivision of the State of Idaho

By: _____
Trevor Chadwick, Mayor

Date: _____

ATTEST:

By: _____

Date: _____

SUNDANCE:

SUNDANCE INVESTMENTS, L.L.P.,
an Idaho limited liability limited partnership

By: THE SUNDANCE COMPANY
Its: General Partner

By: 
Christopher L. Anderson

Its: President

Date: 11-4-20

ANDERSON:

By: 
ROGER L. ANDERSON

Date: December 24, 2020

By: 
SUSAN I. ANDERSON

Date: December 24, 2020

BREI:

BALL REAL ESTATE INVESTMENTS, LLC,
an Arizona limited liability company

By: 4222, LLC,
an Arizona limited liability company

Its: Manager

By: 
W. Scott Schirmer

Its: Manager

Date: Dec. 30, 2020

BFT:

BFT KGLG CHERRY LANE, LLC,
an Arizona limited liability company

By: **BFT Management, LLC,**
an Arizona limited liability company
Its: **Manager**

By: **Brownlee Family Trust,**
u/t/a December 18, 2004
Its: **Member**

By: 
William I. Brownlee
Its: **Trustee**

Date: 1/4/21

THOMAS

By: 
G. MATTHEW THOMAS

Date: 1/17/2020

[notary acknowledgments on following pages]

Schedule of Exhibits

Exhibit A – Legal Description and Depiction of the Property

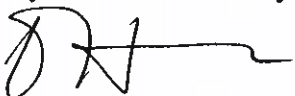
Exhibit B – Approved Zoning Map of the Property

Exhibit D — Legal Description of Thomas Property

STATE OF IDAHO)
) ss.
County of Ada)

On this 24th day of December, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Trevor Chadwick, known or identified to me to be the Mayor of the City of Star, the municipal corporation that executed the instrument or the person who executed the instrument on behalf of said municipal corporation, and acknowledged to me that such municipal corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

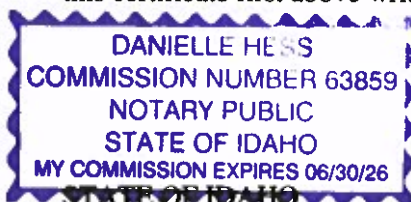



Notary Public for Idaho
Residing at Boise, ID

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this 24th day of December, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Christopher L. Anderson, known or identified to me to be the President of Sundance Investments, L.L.P., the limited liability limited partnership that executed the instrument, or the person who executed the instrument on behalf of said limited liability limited partnership, and acknowledged to me that such limited liability limited partnership executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



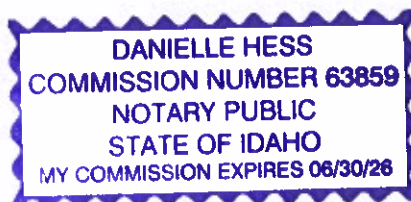


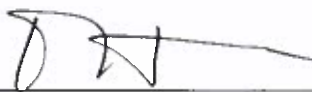
Notary Public for Idaho
My commission expires: 6/30/2026

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this 24th day of December, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Roger L. Anderson, known or identified to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.





Notary Public for Idaho
My commission expires: 6/30/2026

STATE OF IDAHO)
) ss.
COUNTY OF ADA)



On this 24th day of December, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Susan I. Anderson, known or identified to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument, and acknowledged to me that she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho

My commission expires: 6/30/2026

STATE OF _____)
) ss.
COUNTY OF _____)

On this _____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared _____, known or identified to me to be the _____ of Ball Real Estate Investments, LLC, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho

My commission expires:

STATE OF Idaho)
) ss.
COUNTY OF Ada)

On this 4th day of January, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared William Brownlee known or identified to me to be the manager of BFT KGLG Cherry Lane, LLC, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Notary Public for Idaho

My commission expires:

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this _____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Susan I. Anderson, known or identified to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument, and acknowledged to me that she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
My commission expires:

STATE OF Arizona)
) ss.
COUNTY OF Maricopa)

On this 30 day of December, 2020, before me, manager of 4222, LLC, the undersigned, a Notary Public in and for said State, personally appeared W. Scott Schirmer as, known or identified to me to be the manager of Ball Real Estate Investments, LLC, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Joanne B. Dambeck

Notary Public for Idaho
My commission expires: 7-19-24

STATE OF _____)
) ss.
COUNTY OF _____)

On this _____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared _____, known or identified to me to be the _____ of BFT KGLG Cherry Lane, LLC, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
My commission expires:

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this 17 day of NOVEMBER, ^{2020 VE}~~2019~~, before me, the undersigned, a Notary Public in and for said State, personally appeared G. Matthew Thomas, a married man, dealing in his sole and separate property, known or identified to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Iver Van Elg
Notary Public for Idaho

My commission expires: 7/15/2026

EXHIBIT A

Legal Description of the Property (Development Property)



J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

DEVELOPMENT PROPERTY LEGAL DESCRIPTION

Those portions of the West Half of Section 15 and the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the corner common to Sections 9, 10, 15 and 16, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, from which the northeast corner of said Section 15 bears South 89°06'20" East, 2644.08 feet; Thence, along the line common to said Sections 15 and 16, South 00°39'42" West, 970.60 feet to the southerly right-of-way line of Moon Valley Road and the **POINT OF BEGINNING**;

Thence, along said southerly right-of-way line the following four (4) courses:

South 74° 38' 38" East, 293.69 feet;

Thence, South 73° 15' 35" East, 137.43 feet to the beginning of a curve;

Thence, along said curve to the left an arc length of 184.80 feet, having a radius of 533.00 feet, a central angle of 19° 51' 56", a chord bearing of South 83° 11' 44" East and a chord length of 183.88 feet;

Thence, North 86° 50' 56" East, 61.21 feet;

Thence, departing from said southerly right-of-way line, South 00° 40' 17" West, 225.45 feet to the northwest corner of Lot 2 of Matt Subdivision according to the plat thereof filed in Book 73 of Plats at Pages 7509 and 7510, Ada County Records;

Thence, along the northerly boundary of said Lot 2 the following six (6) courses:

South 89° 09' 13" East, 659.95 feet;

Thence, South 00° 45' 05" West, 179.80 feet;

Thence, North 88° 29' 03" East, 161.24 feet;

Thence, North 01° 19' 54" East, 450.35 feet to said southerly right-of-way line and the beginning of a non-tangent curve;

Thence, along said southerly right-of-way line, said northerly boundary and said curve to the right an arc length of 140.63 feet, having a radius of 8288.38 feet, a central angle of 00° 58' 20", a chord bearing of North 89° 32' 05" East and a chord length of 140.63 feet;

Thence, continuing along said southerly right-of-way line and said northerly boundary, South 89° 52' 50" East, 53.25 feet to the northeast corner of that certain 15.32-acre parcel according to Record of Survey No. 3271 recorded under Instrument No. 95051737, Ada County Records;

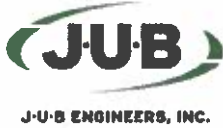
Thence, along the east line of said 15.32-acre parcel, South 00° 36' 23" West, 1995.06 feet;

Thence, along the south line of said parcel, South 74°17'47" West, 382.12 feet to the east line of the West Half of the West Half of said Section 15;

Thence, along said east line, South 00°57'37" West, 579.88 feet to that line of quieted title as described in District Court of the Fourth Judicial District of the State of Idaho Case No. 49243;

EXHIBIT A

Legal Description of the Property (continued) (Development Property)



J-U-B COMPANIES



THE
LINSOTT
GROUP



GATEWAY
MAPPING
INC.

Thence, departing from said east line and along said line of quieted title the following four (4) courses:

North 62°22'53" West, 17.26 feet;
Thence, North 86°01'53" West, 324.35 feet;
Thence, North 73°47'53" West, 515.67 feet;
Thence, North 76°37'43" West, 37.06 feet to the boundary of the lands of Thomas as described
in that Warranty Deed recorded under Instrument No. 104046780, Ada County Records;

Thence, along the boundary of said lands of Thomas the following six (6) courses:

South 80°03'57" East, 156.38 feet;
Thence, North 01° 16' 48" East, 935.93 feet;
Thence, North 00° 39' 42" East, 323.26 feet;
Thence, North 89° 20' 18" West, 727.08 feet;
Thence, South 00° 39' 42" West, 321.72 feet;
Thence, South 01° 16' 48" West, 464.98 feet;

Thence, departing from said lands of Thomas the following eight (8) courses:

North 85° 39' 51" West, 394.54 feet;
Thence, South 81° 41' 11" West, 230.29 feet;
Thence, South 71° 32' 00" West, 222.35 feet;
Thence, South 61° 42' 20" West, 252.98 feet;
Thence, South 64° 44' 51" West, 359.03 feet;
Thence, South 77° 24' 11" West, 408.39 feet;
Thence, North 88° 28' 23" West, 157.78 feet;
Thence, North 73° 16' 53" West, 122.68 feet to the east right-of-way line of Highway 16
according to Record of Survey No. 10034 recorded under Instrument No. 2015-015318,
Ada County Records;

Thence, along said east right-of-way line the following five (5) courses;

North 10° 31' 19" East, 872.59 feet;
Thence, North 25° 05' 58" East, 196.47 feet;
Thence, North 10° 21' 20" East, 950.00 feet;
Thence, North 15° 11' 32" East, 652.32 feet;
Thence, North 41° 19' 10" East, 138.75 feet;

Thence, departing from said easterly right-of-way line, South 48°41'42" East, 75.00 feet to the
westerly line of the lands of Consolidated Properties of Idaho, LLC as described in that
Quitclaim Deed recorded under Instrument No. 2015-068009, Ada County Records;

Thence, along the westerly and southerly lines of said lands of Consolidated Properties the following
six (6) courses:

South 41° 19' 10" West, 83.05 feet to the beginning of a curve;

EXHIBIT A

Legal Description of the Property (continued) (Development Property)



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE
LANSON
GROUP



GATEWAY
HAPPON
INC.

Thence, along said curve to the left an arc length of 75.24 feet, having a radius of 165.00 feet, a central angle of $26^{\circ} 07' 37''$, a chord bearing of South $28^{\circ} 15' 21''$ West and a chord length of 74.59 feet;

Thence, South $15^{\circ} 11' 32''$ West, 360.69 feet;

Thence, South $00^{\circ} 53' 09''$ West, 185.16 feet;

Thence, South $49^{\circ} 31' 18''$ East, 79.80 feet;

Thence, South $84^{\circ} 37' 14''$ East, 274.92 feet;

Thence, along the southerly line of the lands of Consolidated Properties of Idaho, LLC as described in that Warranty Deed recorded under Instrument No. 111052670, Ada County Records, South $72^{\circ} 27' 35''$ East, 550.62 feet to the southwest corner of said lands;

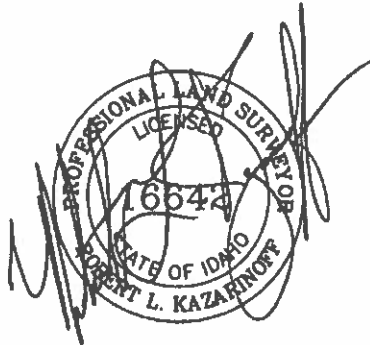
Thence, along the southerly line of the lands of Akins as described in that Warranty Deed recorded under Instrument No. 7066505, Ada County Records, South $79^{\circ} 18' 11''$ East, 508.93 feet to the southwest corner thereof;

Thence, along the east line of said lands of Akins, North $00^{\circ} 39' 51''$ East, 957.73 feet to the southerly right-of-way line of Moon Valley Road;

Thence, along said southerly right-of-way line, South $74^{\circ} 38' 38''$ East, 301.11 feet to the **POINT OF BEGINNING**, containing 130.21 acres, more or less.

Subject to any claim of ownership by the State of Idaho to any of the hereinabove described lands lying within the bed of the Boise River.

Robert L. Kazarinoff, PLS



10/18/2018

EXHIBIT A

Legal Description of the Property (continued) (Residential Property)



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

RESIDENTIAL PROPERTY LEGAL DESCRIPTION

That portion of the Southeast Quarter of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

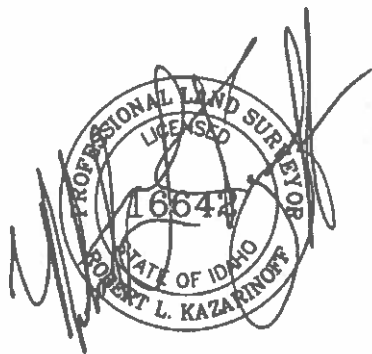
COMMENCING at the north quarter corner of said Section 16, from which the south quarter corner of said Section 16 bears South 00°46'53" West, 5263.46 feet; Thence, along the north-south mid-section line of said Section 16, South 00°46'53" West, 3095.73 feet; Thence, departing from said mid-section line, South 89°13'07" East, 892.14 feet to the northwest corner of the lands of Anderson as described in that Warranty Deed recorded under Instrument No. 97003467, Ada County Records and the **POINT OF BEGINNING**;

Thence, along the boundary of said lands of Anderson the following seven (7) courses:

North 68° 57' 20" East, 485.90 feet;
Thence, North 86° 33' 09" East, 585.00 feet;
Thence, South 03° 26' 14" East, 110.05 feet;
Thence, South 65° 47' 10" West, 561.56 feet;
Thence, South 78° 00' 09" West, 179.70 feet;
Thence, North 75° 24' 12" West, 366.27 feet;
Thence, North 01° 15' 22" West, 75.57 feet to the **POINT OF BEGINNING**, containing 5.27 acres, more or less.

Subject to any claim of ownership by the State of Idaho to any of the hereinabove described lands lying within the bed of the Boise River.

Robert L. Kazarinoff, PLS



10/18/2018

EXHIBIT A

Legal Description of the Property (continued) (Southside Property)



J-U-B COMPANIES



THE
LANDON
GROUP



GATEWAY
MAPPING
INC.

SOUTH SIDE PROPERTY LEGAL DESCRIPTION

Those portions of the West Half of Section 15 and the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the corner common to Sections 9, 10, 15 and 16, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, from which the northeast corner of said Section 15 bears South 89°06'20" East, 2644.08 feet; Thence, along the line common to said Sections 15 and 16, South 00°39'42" West, 3069.29 feet to that 425-foot Witness Corner witnessing the west quarter corner of said Section 15 according to Record of Survey No. 706 recorded under Instrument No. 8505185, Ada County Records; Thence, continuing along said common line, South 01°33'42" West, 928.27 feet to that Meander Corner – Angle Point according to said Record of Survey No. 706 and the **POINT OF BEGINNING**;

Thence, along the U.S. Government Meander Line as shown on Record of Survey No. 1216 recorded under Instrument No. 8812252, Ada County Records, South 35° 27' 06" West, 198.00 feet;

Thence, continuing along said Meander Line, South 65° 56' 11" West, 455.18 feet to the southeast corner of Parcel 2 according to Record of Survey No. 143 recorded under Instrument No. 8037663, Ada County Records;

Thence, along the south line of said Parcel 2 and said Meander Line, South 65° 56' 11" West, 508.57 feet;

Thence, continuing along said south line, North 67° 33' 05" West, 349.69 feet to the southwest corner of said Parcel 2;

Thence, along the west line of said Parcel 2, North 00° 49' 27" East, 881.09 feet to the northwest corner of Parcel 2 according to Record of Survey No. 143 recorded under Instrument No. 8037663, Ada County Records;

Thence, along the south line of Parcel 1 according to said Record of Survey No. 143 the following six (6) courses:

South 75°57'36" West, 178.08 feet;

South 70°09'27" West, 180.08 feet;

South 81°10'03" West, 170.55 feet;

North 77°59'58" West, 111.04 feet;

North 63°19'49" West, 192.58 feet;

North 47°50'23" West, 80.22 feet to the east right-of-way line of Highway 16 according to Record of Survey No. 10034 recorded under Instrument No. 2015-015318, Ada County Records;

Thence, departing from said east right-of-way line,

South 73° 16' 53" East, 122.68 feet;

Thence, South 88° 28' 23" East, 157.78 feet;

Thence, North 77° 24' 11" East, 408.39 feet;

Thence, North 64° 44' 51" East, 359.03 feet;

EXHIBIT A

Legal Description of the Property (continued) (Southside Property)



J-U-B COMPANIES



THE LANDON GROUP



GATEWAY MAPPING INC.

Thence, North 61° 42' 20" East, 252.98 feet;
Thence, North 71° 32' 00" East, 222.35 feet;
Thence, North 81° 41' 11" East, 230.29 feet;
Thence, South 85° 39' 51" East, 394.54 feet to the boundary of the lands of Thomas as described in that Warranty Deed recorded under Instrument No. 104046780, Ada County Records;

Thence, along the boundary of said lands of Thomas the following six (6) courses:

South 01° 16' 48" West, 329.80 feet;
Thence, South 79° 28' 23" East, 124.12 feet;
Thence, South 64° 09' 47" East, 159.41 feet;
Thence, South 88° 29' 11" East, 121.80 feet;
Thence, South 81° 08' 35" East, 171.29 feet;
Thence, South 80° 03' 57" East, 13.52 feet;

Thence, departing from said lands of Thomas and along said line of quieted title the following five (5) courses:

South 76° 37' 43" East, 37.06 feet;
Thence, South 73° 47' 53" East, 515.67 feet;
Thence, South 86° 01' 53" East, 324.35 feet;
Thence, South 62° 22' 53" East, 17.26 feet to the east line of the West Half of the West Half of said Section 15;

Thence, along said east line, South 00° 57' 37" West, 1094.52 feet to hereinabove said Meander Line;

Thence, along said Meander Line the following five (5) courses:

North 47° 13' 44" West, 134.99 feet;
Thence, North 78° 20' 44" West, 493.42 feet;
Thence, North 20° 21' 09" West, 583.30 feet;
Thence, South 71° 54' 10" West, 334.47 feet;
Thence, North 45° 10' 38" West, 293.74 feet to the **POINT OF BEGINNING**, containing 62.28 acres, more or less.

Subject to any claim of ownership by the State of Idaho to any of the hereinabove described lands lying within the bed of the Boise River.

Robert L. Kazarinoff, PLS

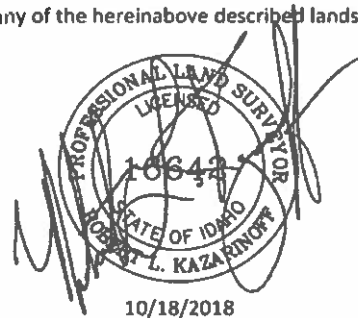


EXHIBIT A

Legal Description of the Property (Continued) (Pond Property)



J-U-B COMPANIES



THE
LAMSON
GROUP



GATEWAY
MAPPING
INC.

POND PROPERTY LEGAL DESCRIPTION

That portion of the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the north quarter corner of said Section 16, from which the south quarter corner of said Section 16 bears South 00°46'53" West, 5263.46 feet; Thence, along the north-south mid-section line of said Section 16, South 00°46'53" West, 1743.00 feet; Thence, departing from said mid-section line, South 89°13'07" East, 919.00 feet to the **POINT OF BEGINNING**;

Thence, North 58° 50' 58" East, 16.32 feet;

Thence, North 73° 32' 56" East, 70.53 feet;

Thence, North 86° 59' 38" East, 29.98 feet;

Thence, South 72° 29' 40" East, 54.68 feet;

Thence, South 66° 38' 22" East, 36.52 feet;

Thence, South 56° 52' 37" East, 12.21 feet;

Thence, South 78° 52' 25" East, 16.19 feet to the beginning of a non-tangent curve;

Thence, along said curve to the right an arc length of 33.47 feet, having a radius of 60.26 feet, a central angle of 31° 49' 18", a chord bearing of South 34° 38' 43" East and a chord length of 33.04 feet to the beginning of a non-tangent curve;

Thence, along said curve to the right an arc length of 63.42 feet, having a radius of 5235.64 feet, a central angle of 00° 41' 39", a chord bearing of South 18° 23' 15" East and a chord length of 63.42 feet;

Thence, South 30° 00' 43" East, 50.61 feet;

Thence, South 10° 24' 05" East, 106.52 feet;

Thence, South 44° 00' 44" East, 40.22 feet;

Thence, South 24° 11' 20" East, 70.70 feet;

Thence, South 40° 30' 19" East, 35.94 feet;

Thence, South 62° 37' 49" East, 171.31 feet;

Thence, North 84° 28' 35" East, 102.76 feet;

Thence, South 67° 08' 20" East, 157.59 feet;

Thence, South 02° 26' 09" West, 76.87 feet to the beginning of a non-tangent curve;

Thence, along said curve to the right an arc length of 214.34 feet, having a radius of 138.91 feet, a central angle of 88° 24' 23", a chord bearing of South 03° 53' 20" West and a chord length of 193.70 feet;

Thence, North 90° 00' 00" West, 207.72 feet;

Thence, South 53° 30' 23" West, 57.17 feet;

Thence, South 81° 25' 18" West, 63.99 feet;

Thence, North 03° 49' 06" West, 53.80 feet;

Thence, South 72° 08' 58" West, 132.32 feet;

Thence, South 55° 11' 32" West, 179.57 feet;

Thence, South 68° 33' 15" West, 57.28 feet to the beginning of a non-tangent curve;

EXHIBIT A

Legal Description of the Property (continued) (Pond Property)



J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

Thence, along said curve to the right an arc length of 57.69 feet, having a radius of 45.28 feet, a central angle of 73° 00' 29", a chord bearing of South 76° 09' 58" West and a chord length of 53.87 feet;
Thence, South 44° 16' 47" West, 41.27 feet;
Thence, South 03° 03' 54" East, 21.24 feet;
Thence, South 48° 58' 29" West, 74.15 feet to the beginning of a non-tangent curve;
Thence, along said curve to the right an arc length of 272.10 feet, having a radius of 141.65 feet, a central angle of 110° 03' 37", a chord bearing of South 86° 07' 59" West and a chord length of 232.15 feet;
Thence, North 33° 48' 41" West, 32.47 feet to the beginning of a curve;
Thence, along said curve to the right an arc length of 91.96 feet, having a radius of 103.76 feet, a central angle of 50° 46' 43", a chord bearing of North 08° 25' 19" West and a chord length of 88.98 feet;
Thence, North 21° 44' 10" East, 141.58 feet;
Thence, North 24° 47' 53" East, 208.30 feet;
Thence, North 22° 24' 09" East, 216.46 feet;
Thence, North 37° 12' 26" East, 57.33 feet;
Thence, North 07° 10' 52" East, 72.78 feet;
Thence, North 05° 35' 53" West, 123.03 feet;
Thence, North 02° 43' 54" East, 54.30 feet;
Thence, North 19° 36' 32" East, 24.91 feet;
Thence, North 02° 42' 44" East, 90.57 feet;
Thence, North 51° 06' 26" East, 8.27 feet to the POINT OF BEGINNING, containing 13.36 acres, more or less.

Robert L. Kazarinoff, PLS



10/18/2018



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE
LANDON
GROUP



GATEWAY
MAPPING
INC.

THOMAS TRAIN SUBDIVISION BOUNDARY DESCRIPTION

Those portions of the West Half of Section 15 and the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the corner common to Sections 9, 10, 15 and 16, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, from which the northeast corner of said Section 15 bears South 89°06'20" East, 2,644.08 feet; Thence, along the line common to said Sections 15 and 16, South 00°39'42" West, 2,322.24 feet to the north line of the lands of Thomas as described in that Warranty Deed recorded under Instrument No. 104046780, Ada County Records and the POINT OF BEGINNING;

Thence S 89°20'19" E, 604.57 feet along said north line;
Thence S 00°39'42" W, 323.26 feet along the east line of said lands of Thomas;
Thence S 01°16'48" W, 308.93 feet continuing along said east line;
Thence N 88°43'12" W, 44.32 feet departing from said east line;
Thence N 77°39'11" W, 298.78 feet to the beginning of a curve;
Thence along said curve to the left an arc length of 37.91 feet, having a radius of 100.00 feet, a central angle of 21°43'23", a chord bearing of N 88°30'52" W and a chord length of 37.69 feet;
Thence S 80°37'27" W, 305.95 feet;
Thence N 88°43'12" W, 51.15 feet to the west line of said lands of Thomas;
Thence N 01°16'48" E, 301.71 feet along said west line;
Thence N 00°39'42" E, 321.72 feet along said west line;
Thence S 89°20'19" E, 122.51 feet along the north line of said lands of Thomas to the POINT OF BEGINNING, containing 10.04 acres, more or less.

Robert L. Kazarinoff, PLS



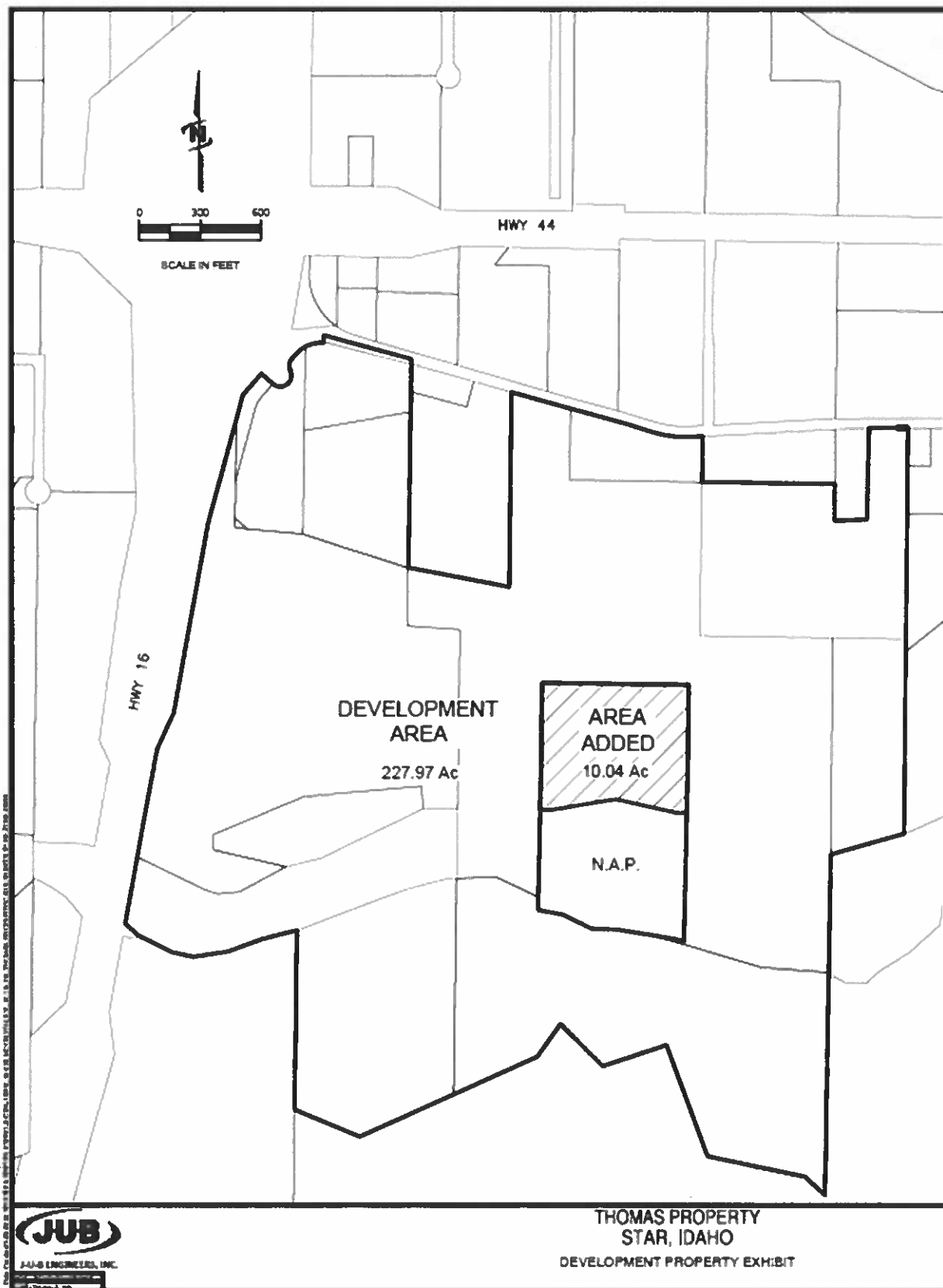


EXHIBIT B

Approved Zoning Map



EXHIBIT D



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE LANDON GROUP



GATEWAY MAPPING INC.

THOMAS TRAIN SUBDIVISION BOUNDARY DESCRIPTION

Those portions of the West Half of Section 15 and the East Half of Section 16, Township 4 North, Range 1 West, City of Star, Boise Meridian, Ada County Idaho, particularly described as follows:

COMMENCING at the corner common to Sections 9, 10, 15 and 16, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, from which the northeast corner of said Section 15 bears South 89°06'20" East, 2,644.08 feet; Thence, along the line common to said Sections 15 and 16, South 00°39'42" West, 2,322.24 feet to the north line of the lands of Thomas as described in that Warranty Deed recorded under Instrument No. 104046780, Ada County Records and the POINT OF BEGINNING;

Thence S 89°20'19" E, 604.57 feet along said north line;
Thence S 00°39'42" W, 323.26 feet along the east line of said lands of Thomas;
Thence S 01°16'48" W, 308.93 feet continuing along said east line;
Thence N 88°43'12" W, 44.32 feet departing from said east line;
Thence N 77°39'11" W, 298.78 feet to the beginning of a curve;
Thence along said curve to the left an arc length of 37.91 feet, having a radius of 100.00 feet, a central angle of 21°43'23", a chord bearing of N 88°30'52" W and a chord length of 37.69 feet;
Thence S 80°37'27" W, 305.95 feet;
Thence N 88°43'12" W, 51.15 feet to the west line of said lands of Thomas;
Thence N 01°16'48" E, 301.71 feet along said west line;
Thence N 00°39'42" E, 321.72 feet along said west line;
Thence S 89°20'19" E, 122.51 feet along the north line of said lands of Thomas to the POINT OF BEGINNING, containing 10.04 acres, more or less.

Robert L. Kazarinoff, PLS



09/30/2019

ORDINANCE NO. 324

(RIDLEY'S HERON RIVER COMMERCIAL PROPERTY REZONE)

AN ORDINANCE REZONING CERTAIN REAL PROPERTY LOCATED IN THE CITY OF STAR, OWNED BY MARK RIDLEY, CJM LIMITED LIABILITY, LOCATED SPECIFICALLY AT 145 S. PLUMMER WAY, IN STAR, IDAHO, (ADA COUNTY PARCELS #R69258100-R6925810010); REZONING THE PROPERTY FROM RESIDENTIAL WITH A DEVELOPMENT AGREEMENT (R2-DA) TO CENTRAL BUSINESS DISTRICT WITH A DEVELOPMENT AGREEMENT (CBD-DA); THE PROPERTY IS APPROXIMATELY 11.39 ACRES; AMENDING THE ZONING MAP OF THE CITY OF STAR TO REFLECT SUCH CHANGES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Star, Ada and Canyon Counties, Idaho (the "City"), is a municipal corporation organized and operating under the laws of the State of Idaho and is authorized and required by the Constitution and laws of the State of Idaho to adopt land use regulations and classifications; and

WHEREAS, pursuant to Section 67-6524, Idaho Code, the City of Star has adopted the Unified Development Code Ordinance, the same being Ordinance No. 303, adopted on March 3, 2020 and subsequently amended; and

WHEREAS, the real property described in Section 1 of this Ordinance is classified as a Residential with a Development Agreement (R2-DA) under the Unified Development Code of the City, and the owners have requested that the zoning classification be changed to Central Business District with a Development Agreement (CBD-DA); and

WHEREAS, the Mayor and Council, held a public hearing on July 28, 2020, and determined that the requested change in zoning classification should be granted.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF STAR, IDAHO, as follows:

Section 1: The zoning classification for the real property, situated in the City of Star, Ada County, Idaho, described in attachment "Exhibit A", is hereby changed from Residential with a Development Agreement (R2-DA) to Central Business District with a Development Agreement (CBD-DA) as provided by the Unified Development Code Ordinance of the City.

Section 2: The Official Land Use Zoning Map of the City is hereby amended to reflect the change set forth in Section 1 to Central Business District with a Development Agreement (CBD-DA).

Section 3: The City Clerk is hereby directed to file, within ten (10) days of passage and approval of this Ordinance, a certified copy of this Ordinance with the offices of the Auditor, Treasurer, and Assessor of Ada County, Idaho, and with the State Tax Commission, Boise, Idaho, as required by Section 50-223, Idaho Code, and to comply with the provisions of Section 63-215,

Idaho Code, with regard to the preparation and filing of a map and legal description of the real property annexed by this Ordinance.

Section 5: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law. In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code may be published.

DATED this _____ day of _____, 2021.

CITY OF STAR, IDAHO

ATTEST:

By: _____
Trevor A. Chadwick, Mayor

Meredith Hudson, Deputy City Clerk

EXHIBIT A

RIDLEY'S HERON RIVER COMMERCIAL SUBDIVISION REZONE LEGAL DESCRIPTION

Lots 65, 66, 67, 68, 69, 70, 71, and 72 in Block 7 of Parkstone Subdivision No. 5, according to the official plat thereof, filed in Book 105 of Plats at Page(s) 14302 and 14303, records of Ada County, Idaho.

Containing 11.39 Acres

Heron River

Commercial Subdivision

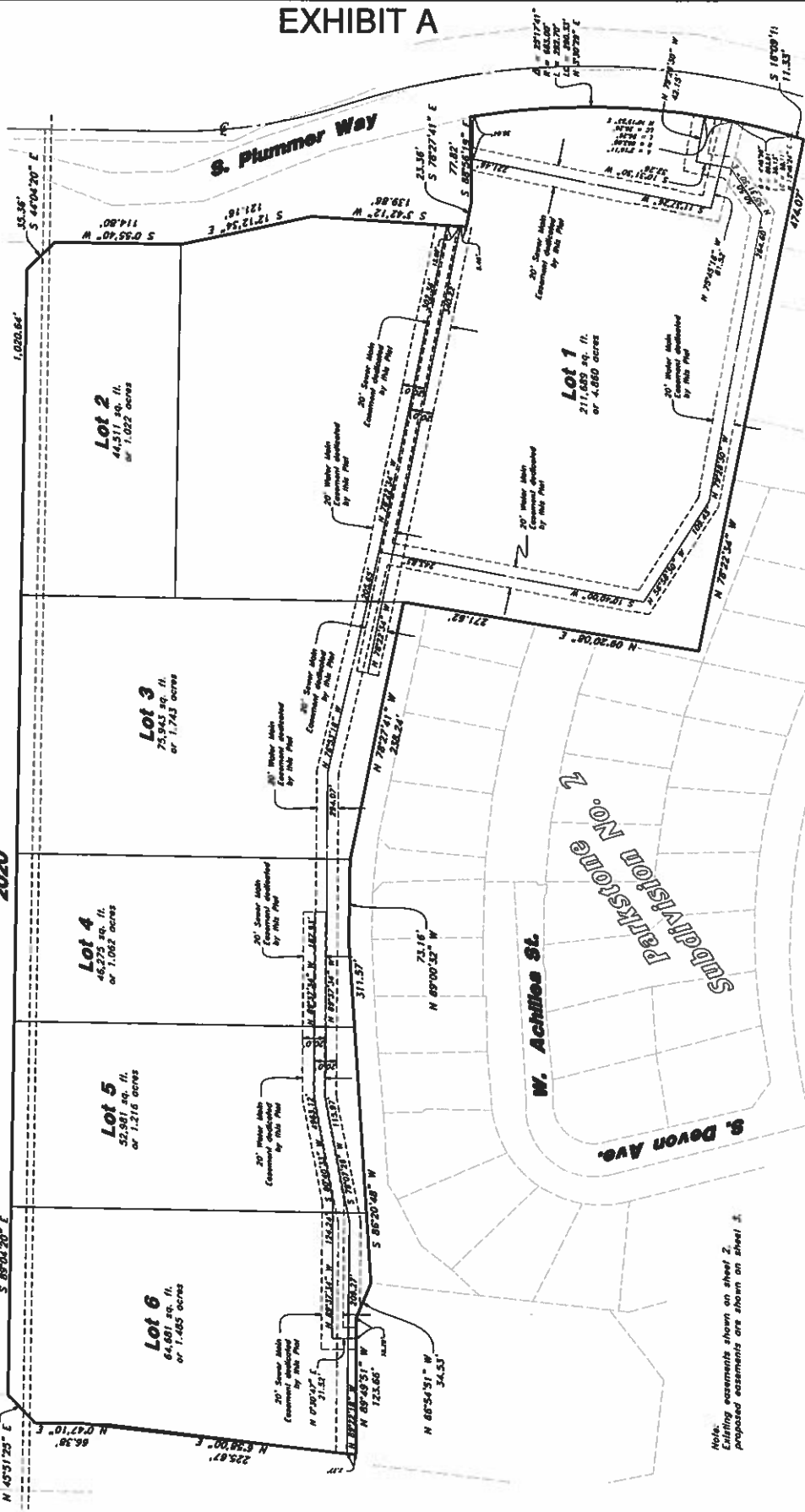
A Resubdivision of Parkstone Subdivision No. 5 located in the Northeast Quarter of Section 17 and the Northwest Quarter of Section 16, T4N, R1W, Boise Meridian, Star, ADA County, Idaho

2020



Scale: 1" = 60'

EXHIBIT A



Legend

- Property Line
- Easement Line
- Additional Line
- Concurrent
- Section Corner



ANDERSON WHALEN & ASSOCIATES
2010 Main Street, Suite 100, Boise, Idaho 83725
BOI 321-6521 • andersonwhalen.com



SHEET 16, 8 of 8

**DEVELOPMENT AGREEMENT
RIDLEY'S HERON RIVER COMMERCIAL REZONE**

This Development Agreement ("Agreement") is entered into by and between the City of Star, a municipal corporation in the State of Idaho, hereinafter referred to as "City", and CJM Limited Liability Limited Partnership, an Idaho limited liability partnership, hereinafter referred to as "Owner".

WHEREAS, Owner owns a parcel of land of approximately 11.39 acres in size, currently located within Ada County, zoned R-2-DA and more particularly described in **Exhibit A** of Ordinance 324, which is attached hereto and incorporated by reference herein (the "Property");

WHEREAS, Owner has requested that the Property be rezoned and developed in accordance with the applicable ordinances and regulations of the City and this Agreement;

WHEREAS, the City, pursuant to Section 67-6511A, Idaho Code, and Star City Code at Title 8, Chapter 10, has the authority to enter into a development agreement for the purpose of allowing, by agreement, a specific development to proceed in a specific area and for a specific purpose or use which is appropriate in the area, but for which all allowed uses for the requested zoning may not be appropriate;

WHEREAS, the City has authority to enter into development agreements to condition annexations and re-zones;

WHEREAS, Owner desires to be assured that it may proceed with allowing its Property to be annexed in accordance with this Agreement;

WHEREAS, the parties agree to the zoning designations for various parcels within the Property to be annexed in accordance with this Agreement;

WHEREAS, Owner filed with the City of Star, a Request for Rezone of the Property and Zoning upon approval of CBD-DA, as File No. RZ-20-06, so that the City can review all of the applications affecting the use and development of the Property in an integrated manner consistent with the City's Comprehensive Plan and land use ordinances;

WHEREAS, the intent of this Agreement is to protect the rights of Owner's use and enjoyment of the Property while at the same time mitigating any adverse impacts of the development upon neighboring properties and the existing community and ensuring the Property is developed in a manner consistent with City Ordinances;

THEREFORE, the City and Owner, for and in consideration of the mutual covenants, duties and obligations herein set forth, hereby agree as follows:

Section 1. Legal Authority. This Agreement is made pursuant to and in accordance with the provisions of Idaho Code Section 67-6511A and Star City Code, Title 8, Chapter 1.

Section 2. Development/Uses/Standards.

2.1 Development Acreage and Number of Commercial Lots Permitted. As to the Plat shown on **Exhibit B**, Owner is allowed to develop 11.39 acres as follows:

- **Zoning Classification:** The zoning classification shall be a CBD-DA.
- The Owner shall comply with all city ordinances relating to the property except as otherwise provided herein.

2.2 Site Design. The preliminary plat, as set forth in **Exhibit B**, is hereby approved

2.3 Uses. The development is hereby approved for commercial uses allowed in the zone either as principally permitted or conditional use permit uses.

2.4 Setbacks. The development shall follow the setbacks required in the CBD zoning district.

2.5 Specific Development Conditions. The development shall further comply with the site-specific conditions of approval in the approved preliminary plat PP-20-09.

2.6 Proportionate Shares Agreement for ITD Improvements. Owner agrees to participate in the costs of construction or improvements to the portions of the State Highway System within the City of Star and/or City of Star Area of City Impact for any further subdivision of their property. ITD will work with the City and Development Applicant to arrive at a reasonable and defensible proportionate share contribution. The Owner shall pay this amount (unless otherwise revised by ITD) directly to the City of Star prior to building permits for each use. If the development is to be phased, payment will be per phase as determined by the Zoning Administrator. The City will maintain this contribution in a specific Development Contributions account, to be distributed to ITD when requested for use with a specific Idaho Transportation Improvement Plan (ITIP) project within the City of Star Area of City Impact or City Limits. This Section of the development agreement may need to be amended in the future to recognize the specific amount determined by ITD.

2.7 Changes and Modifications. No change in the use or restrictions specified in this Agreement shall be allowed or changed without modification of this Agreement pursuant to the requirements of the Star City Ordinances. In the event Owner changes or expands the use permitted by this Agreement or fail to comply with the restrictions without formal modification of this Agreement as allowed by the Star City Ordinances, Owner shall be in default of this Agreement.

2.8 Conditions. Bonding for Completion. All of the conditions set forth herein shall be complied with or shall be bonded for completion by Owner before an Occupancy permit will be granted. Failure to comply with the Star City Ordinances or the terms of this

Agreement shall result in a default of this Agreement by Owner. Owner may be allowed to bond for certain conditions at one hundred and fifty percent (150%) of the estimated cost of completion pursuant to Star City Ordinances.

Section 3. Affidavit of Property Owner. Owner shall provide an affidavit agreeing to submit the Property to this Development Agreement and to the provisions set forth in Idaho Code section 67-6511A and Star Zoning Ordinance and such affidavit is incorporated herein by reference.

Section 4. Default. The failure of Owner, its heirs or assigns or subsequent owners of the Property or any other person acquiring an interest in the Property, to faithfully comply with any of the terms and conditions of this Agreement shall be deemed a default herein. This Agreement may be modified or terminated by the Star City Council as set forth in the Star City Ordinances. In the event this Agreement is modified, Owner shall comply with the amended terms. Failure to comply with the amended terms shall result in default. In the event the City Council, after compliance with the requirements of the Star City Ordinances, determines that this Agreement shall be terminated, the zoning of the Property or portion thereof that has not been developed in accordance with this Agreement shall revert its prior zoning designation. All uses of such property, which are not consistent with the prior zoning designation, shall cease. A waiver by the City of Star for any default by Owner of any one or more of the covenants or conditions hereof shall apply solely to the breach and breaches waived and shall not bar any other rights or remedies of the City or apply to any subsequent breach of any such or other covenants and conditions. Owner, by entering into this Agreement, do hereby consent to a reversion of the subject property to its prior zoning designation in the event there is a default in the terms and/or conditions of this Agreement.

Section 5. Unenforceable Provisions. If any term, provision, commitment or restriction of this Agreement or the application thereof to any party or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of the instrument shall remain in full force and effect.

Section 6. Assignment and Transfer. After its execution, this Agreement shall be recorded in the office of the County Recorder at the expense of the Applicant. Each commitment and restriction on the development subject to this Agreement, shall be a burden on the Property, shall be appurtenant to and for the benefit of the Property and shall run with the land. This Agreement shall be binding on the City and Owner, and their respective heirs, administrators, executors, agents, legal representatives, successors and assigns: provided, however, that if all or any portion of the Property is divided, each owner of a legal lot shall only be responsible for duties and obligations associated with an owner's parcel and shall not be responsible for duties and obligations or defaults as to other parcels of lots within the Property. The new owner of the Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be liable for all commitments and other obligations arising under this Agreement with respect only to such owner's lot or parcel.

Section 7. General Matters.

7.1 Amendments. Any alteration or change to this Agreement shall be made only after complying with the notice and hearing provisions of Idaho Code Section 67- 6509, as required by Star City Code.

7.2 Paragraph Headings. This Agreement shall be construed according to its fair meaning and as if prepared by both parties hereto. Titles and captions are for convenience only and shall not constitute a portion of this Agreement. As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates.

7.3 Choice of Law. This Agreement shall be construed in accordance with the laws of the State of Idaho in effect at the time of the execution of this Agreement. Any action brought in connection with this Agreement shall be brought in a court of competent jurisdiction located in Ada County, Idaho.

7.4 Notices. Any notice which a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same by registered or certified mail, return receipt requested postage prepaid, or by Federal Express or other reputable overnight delivery service, to the party to whom the notice is directed at the address of such party set forth below.

Star: City of Star
Attn: City Clerk
P.O. Box 130
Star, ID 83669

Owner: CJM LLP
Donald Mark Ridley
621 Washington Street South
Twin Falls, Idaho 83301

7.5 Effective Date. This Agreement shall be effective after delivery to each of the parties hereto of a fully executed copy of this Agreement.

7.6 Attorney Fees. Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorney fees as determined by a court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination or forfeiture of this Agreement.

IN WITNESS WHEREOF, the parties have hereunto caused this Agreement to be executed on the day and year set forth below.

Dated this 7 day December, 2020.




Trevor A. Chadwick, Mayor

CJM, an Idaho
limited liability limited partnership:



By: Donald Mark Ridley
Its: Registered Agent

STATE OF IDAHO)
) ss.
County of Ada)

On this 7th day of December, 2020, before me the undersigned, a Notary Public in and for said state, personally appeared Donald Mark Ridley, known or identified to me to be Registered Agent of CJM, LLP, who subscribed his name to the foregoing instrument, and acknowledged to me that he executed the same in said limited liability company's name.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, the day and year in this certificate first above written.




Notary Public for Idaho
Residing at: Kimberly, ID
My Commission Expires: 9/21/23

Heron River

Commercial Subdivision

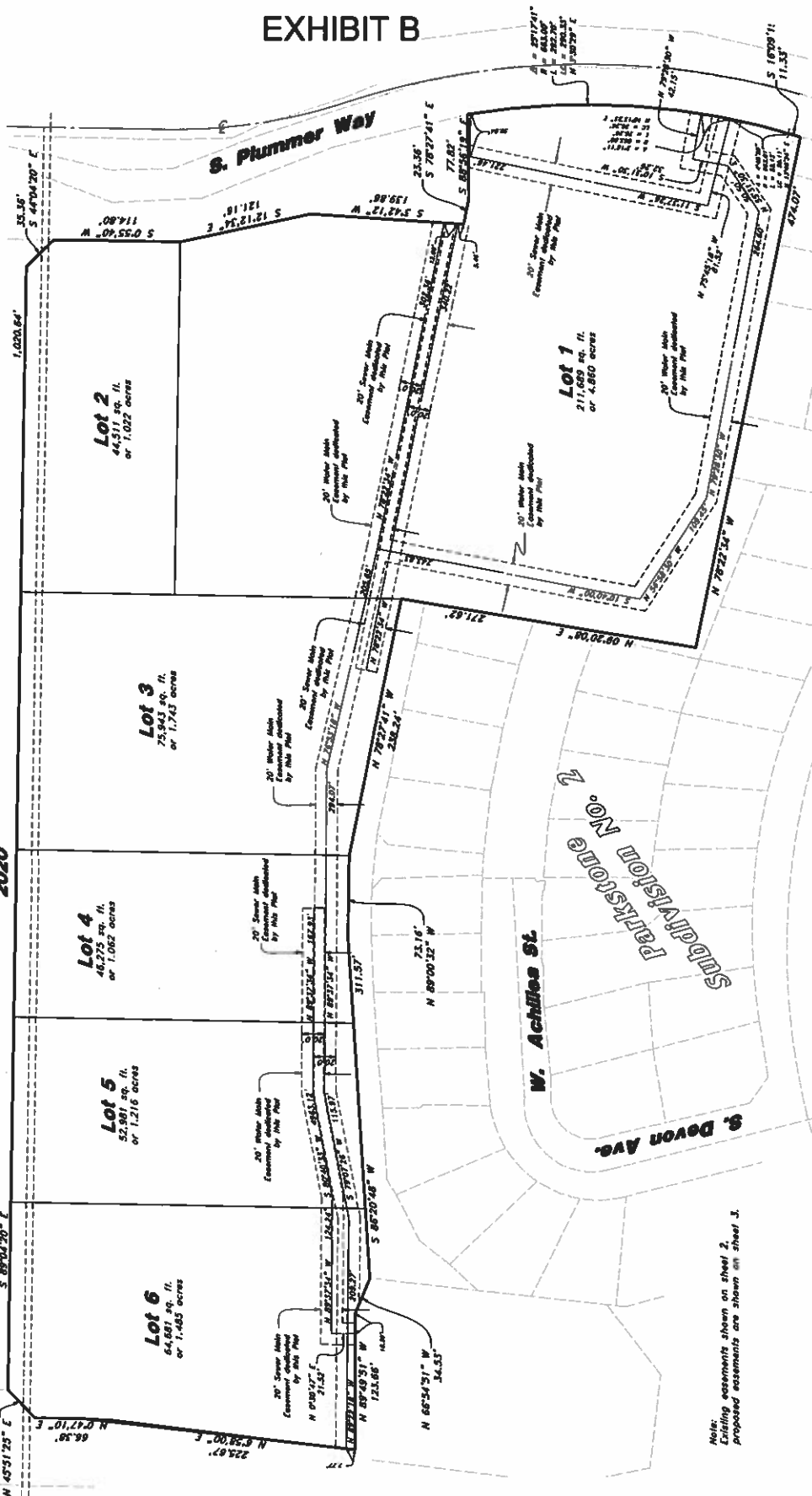
A Resubdivision of Parkstone Subdivision No. 5 located in the Northeast Quarter of Section 17 and the Northwest Quarter of Section 16, T4N, R7W, Boies Meridian, Star, ADA County, Idaho

2020



Scale: 1" = 60'

EXHIBIT B



Legend

- Property Line
- Easement Line
- Adjoining Line
- Centerline
- Section Corner

ANNA

ANDERSON WAHLEN & ASSOCIATES

2010 Heron River Subdivision, Star, ADA County, Idaho 84116
(208) 321-1025 - info@andersonwahl.com

SHEET NO. 3 of 3

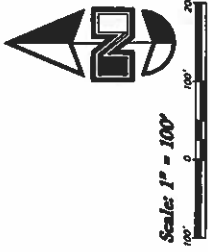


Note:
Existing easements shown on sheet 2,
proposed easements are shown on sheet 3.

Heron River

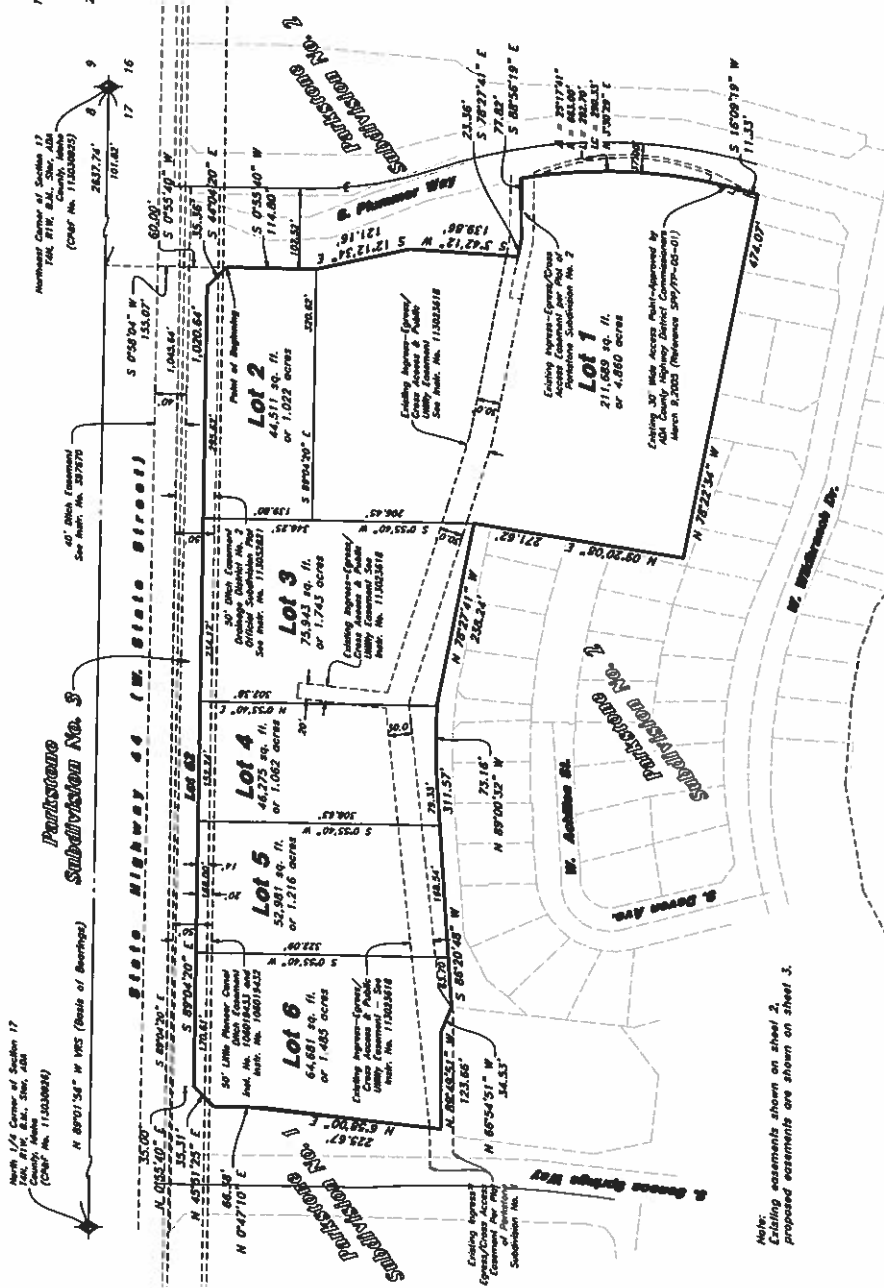
Commercial Subdivision

A Resubdivision of Parkstone Subdivision No. 5 located in the Northeast Quarter of Section 17 and the Northwest Quarter of Section 16, T4N, R7W, Boise Meridian, Star, ADA County, Idaho 2020



Notes

1. The boundary and existing conditions for this subdivision were surveyed by Anderson Wahlen & Associates on October 6, 2019 as Reference No. 19-10445.
2. Conditions, restrictions, easements, and other access agreements will be stated in declaration by separate document.



Note:
Existing easements shown on sheet 2,
proposed easements are shown on sheet 3.



ANDERSON WAHLEN & ASSOCIATES
2018 Idaho Professional Survey License No. 11118
2017-2021 Professional Engineer License No. 11118



EXHIBIT B

ORDINANCE NO. 325
(MOYLE ESTATES NO. 2 ANNEXATION)

AN ORDINANCE ANNEXING TO THE CITY OF STAR CERTAIN REAL PROPERTY LOCATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO; MORE SPECIFICALLY AT 9594 W. BEACON LIGHT ROAD AND CONTIGUOUS TO THE CITY OF STAR; THE PROPERTY IS OWNED BY MARJORIE MOYLE TRUST; ESTABLISHING THE ZONING CLASSIFICATION OF THE ANNEXED PROPERTY AS RESIDENTIAL WITH A DEVELOPMENT AGREEMENT (R-3-DA) OF APPROXIMATELY 28.09 ACRES; DIRECTING THAT CERTIFIED COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; PROVIDING FOR RELATED MATTERS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Star, Ada and Canyon County, Idaho ("the City"), is a municipal corporation organized and operating under the laws of the State of Idaho and is authorized to annex and to incorporate within the boundaries of the City contiguous real property in the manner provided by Section 50-222, Idaho Code; and

WHEREAS, pursuant to Section 67-6524, Idaho Code, the City of Star has adopted the Unified Development Code Ordinance, the same being Ordinance No. 303, adopted on March 3, 2020 and subsequently amended; and

WHEREAS, the owner(s) of the real property situated in the unincorporated areas of Ada County and particularly described in Section 2 of this Ordinance have requested, in writing, annexation of said real property to the City of Star; and

WHEREAS, the Mayor and Council, held a public hearing on December 15, 2020 on the proposed annexation and zoning of the property described in Section 2 below, as required by Section 67-6525, Idaho Code, and determined that the requested annexation should be granted and that the annexed property should be zoned Residential with a Development Agreement (R-3-DA) pursuant to the Unified Development Code of the City of Star.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF STAR, IDAHO, as follows:

Section 1: The Mayor and Council of the City of Star, Idaho, hereby find and declare that the real property described in Section 2 of this Ordinance is contiguous to the City, that said property can be reasonably assumed to be used for orderly development of the City, that the owner(s) of said property have requested, in writing, annexation of said property by the City, and that the requirements of Section 50-222, Idaho Code, for annexation of said property, have been satisfied.

Section 2: The real property, described in the attached Exhibit A, situated in Ada County, Idaho, is hereby annexed into the City of Star. From and after the effective date of this Ordinance, the residents and other occupants and property owners within such area shall enjoy all the rights and responsibilities and shall be subject to all ordinances, resolutions, police regulations,

taxation and other powers of the City of Star as their fellow residents, occupants, and owners within the City of Star.

Section 3: The zoning land use classification of the land described in Section 2 above, is hereby established as Residential with a Development Agreement (R-3-DA), as provided by the Unified Development Code of the City of Star. The Zoning Map of the City is hereby amended to include the real property described in Section 2 above in the Residential with a Development Agreement (R-3-DA) land use classification.

Section 4: The City Clerk is hereby directed to file, within ten (10) days of passage and approval of this Ordinance, a certified copy of this Ordinance with the offices of the Auditor, Treasurer, and Assessor of Ada County, Idaho, and with the State Tax Commission, Boise, Idaho, as required by Section 50-223, Idaho Code, and to comply with the provisions of Section 63-215, Idaho Code, with regard to the preparation and filing of a map and legal description of the real property annexed by this Ordinance.

Section 5: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law. In lieu of publication of the entire Ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code may be published.

DATED this ____ day of _____, 2021.

CITY OF STAR
Ada and Canyon County, Idaho

BY: _____
Trevor A. Chadwick, Mayor

ATTEST:

Meredith Hudson, Deputy City Clerk

EXHIBIT A

Legal Description

Moyle Estates Subdivision No. 2 – Annexation / Rezone (RUT to R3)

A parcel being a portion of Lot 1 and all of Lot 2 of Block 1 of Moyle Estates Subdivision as shown in Book 64 of Plats on Pages 6568 through 6569, records of Ada County, Idaho, and a portion of the SW ¼ of the SW ¼ of Section 33, and the SE ¼ of the SE ¼ of Section 32, Township 5 North, Range 1 West, Boise Meridian, Ada County, Idaho, and more particularly described as follows:

BEGINNING at an Aluminum Cap monument marking the southwest corner of said Section 33, from which a Brass Cap monument marking the southeast corner of the SW ¼ of said Section 33 bears S 89°01'06" E a distance of 2632.64 feet;

Thence along the southerly boundary of said SE ¼ of the SE ¼ of Section 32 N 89°08'00" W a distance of 258.40 feet to a point;

Thence leaving said southerly boundary N 0°28'02" E along the westerly boundary of said Lot 2 of Block 1, and the extension thereof, a distance of 1191.76 feet to a point;

Thence leaving said westerly boundary a distance of 17.52 feet along the arc of a 76.00 foot radius non-tangent curve left, said curve having a central angle of 13°12'42" and a long chord bearing N 41°26'12" W a distance of 17.49 feet to a point;

Thence N 48°02'33" W a distance of 62.18 feet to a point;

Thence a distance of 92.47 feet along the arc of a 124.00 foot radius curve right, said curve having a central angle of 42°43'34" and a long chord bearing N 26°40'46" W a distance of 90.34 feet to a point on the northerly boundary of said Lot 1 of Block 1 of Moyle Estates Subdivision;

Thence along said northerly boundary and along the northerly boundary of said Lot 2 S 89°13'43" E a distance of 357.39 feet to an Aluminum Cap monument marking the northeast corner of said SE ¼ of the SE ¼ of Section 32, and the southwesterly corner of Manteca Subdivision as shown in Book 60 of Plats on Pages 5854 through 5855, records of Ada County, Idaho;

Thence continuing along the northerly boundary of said Lot 2, and the southerly boundary of said Manteca Subdivision, S 88°59'34" E a distance of 658.39 feet to a point marking the northeast corner of said Lot 2;

Thence along the easterly boundary of said Lot 2 and the extension thereof S 0°27'21" W a distance of 1325.96 feet to a point on the southerly boundary of said SW ¼ of the SW ¼ of Section 33;

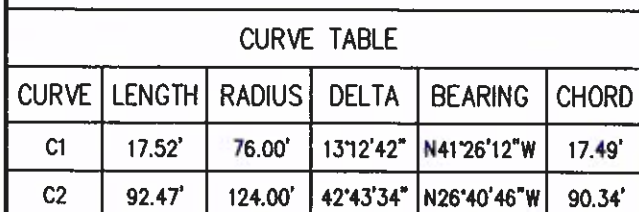
Thence along said southerly boundary N 89°01'06" W a distance of 658.16 feet to the **POINT OF BEGINNING**.

This parcel contains 28.09 acres and is subject to any easements existing or in use.

Clinton W. Hansen, PLS
Land Solutions, PC
October 28, 2020



ANNEXATION AND R3 REZONE - EXHIBIT



JOB NO. 20-65

**DEVELOPMENT AGREEMENT
MOYLE ESTATES SUBDIVISION NO. 2**

This Development Agreement ("Agreement") is entered into by and between the City of Star, a municipal corporation in the State of Idaho, hereinafter referred to as "City", and Marjorie Moyle Trust, hereinafter referred to as "Owner".

WHEREAS, Owner owns a parcel of land of approximately 28.09 acres in size, currently located within Ada County, zoned RUT and more particularly described in **Exhibit A** of Ordinance 325, which is attached hereto and incorporated by reference herein (the "Property");

WHEREAS, Owner has requested that the Property be annexed into the City and developed in accordance with the applicable ordinances and regulations of the City and this Agreement;

WHEREAS, the City, pursuant to Section 67-6511A, Idaho Code, and Star City Code at Title 8, Chapter 1, has the authority to enter into a development agreement for the purpose of allowing, by agreement, a specific development to proceed in a specific area and for a specific purpose or use which is appropriate in the area, but for which all allowed uses for the requested zoning may not be appropriate;

WHEREAS, the City has authority to enter into development agreements to condition annexations and re-zones;

WHEREAS, Owner desires to be assured that it may proceed with allowing its Property to be rezoned in accordance with this Agreement;

WHEREAS, the parties agree to the zoning designations for various parcels within the Property to be rezoned in accordance with this Agreement;

WHEREAS, Owner filed with the City of Star, a Request for Rezone of the Property and Zoning of R-3-DA, as File No. AZ-20-18, so that the City can review all the applications affecting the use and development of the Property in an integrated manner consistent with the City's Comprehensive Plan and land use ordinances;

WHEREAS, the intent of this Agreement is to protect the rights of Owner's use and enjoyment of the Property while at the same time mitigating any adverse impacts of the development upon neighboring properties and the existing community and ensuring the Property is developed in a manner consistent with City Ordinances;

THEREFORE, the City and Owner, for and in consideration of the mutual covenants, duties and obligations herein set forth, hereby agree as follows:

Section 1. Legal Authority. This Agreement is made pursuant to and in accordance with the provisions of Idaho Code Section 67-6511A and Star City Code, Title 8, Chapter 1.

Section 2. Development/Uses/Standards.

2.1 Development Acreage and Uses Permitted. As to the Parcel shown on **Exhibit A**, Owner is allowed to develop 28.09 acres as follows:

- **Zoning Classification:** The zoning classification shall be a R-3-DA.
- The Owner shall comply with all city ordinances relating to the property except as otherwise provided herein.

2.2 Site Design. The conceptual site plan, as set forth in **Exhibit B**, is hereby approved.

2.3 Uses. The development is hereby approved for a maximum of 74 single-family residential lots.

2.4 Setbacks. The development shall follow the setbacks required in the R-3 zoning district for the Residential Uses.

2.5 Additional Requirements:

- All public streets shall have a minimum street width of 3' and shall be constructed to ACHD standards.
- All residential lots (Lots 66 & 67) located immediately adjacent to the south of 9600 W. Beacon Light Road (Knotts Property) shall be constructed with one-story dwellings. This condition may be rescinded upon sale of the 1-acre property and/or with consent from the property owner.

2.6 Proportionate Share Agreement for ITD Improvements. Developer has agreed to participate in the costs of construction or improvements to the portions of the State Highway System within the City of Star and/or City of Star Area of City Impact. The Developer will pay the \$66,520.00 traffic mitigation fee determined by the Idaho Transportation Department as follows: the Developer will pay the City \$898.92 per buildable lot within each phase prior to signature on the final plat for the applicable phase. The City will allocate the funds to roadway improvements in the vicinity of the project. The Developer shall pay this amount (unless otherwise revised by ITD) directly to the City of Star. The City will maintain this contribution in a specific Development Contributions account, to be distributed to ITD when requested for use with a specific Idaho Transportation Improvement Plan (ITIP) project within the City of Star Area of City Impact or City Limits in accordance with the terms of the Intergovernmental Agreement between the Idaho Transportation Department and the City of Star dated April 22, 2020.

2.7 Changes and Modifications. No change in the use or restrictions specified in this Agreement shall be allowed or changed without modification of this Agreement pursuant to the requirements of the Star City Ordinances. In the event Owner changes or expands the use permitted by this Agreement or fail to comply with the restrictions without formal

modification of this Agreement as allowed by the Star City Ordinances, Owner shall be in default of this Agreement.

2.8 Conditions. Bonding for Completion. All of the conditions set forth herein shall be complied with or shall be bonded for completion by Owner before an Occupancy permit will be granted. Failure to comply with the Star City Ordinances or the terms of this Agreement shall result in a default of this Agreement by Owner. Owner may be allowed to bond for certain conditions at one hundred and fifty percent (150%) of the estimated cost of completion pursuant to Star City Ordinances.

Section 3. Affidavit of Property Owner. Owner shall provide an affidavit agreeing to submit the Property to this Development Agreement and to the provisions set forth in Idaho Code section 67-6511A and Star Zoning Ordinance and such affidavit is incorporated herein by reference.

Section 4. Default. The failure of Owner, its heirs or assigns or subsequent owners of the Property or any other person acquiring an interest in the Property, to faithfully comply with any of the terms and conditions of this Agreement shall be deemed a default herein. This Agreement may be modified or terminated by the Star City Council as set forth in the Star City Ordinances. In the event this Agreement is modified, Owner shall comply with the amended terms. Failure to comply with the amended terms shall result in default. In the event the City Council, after compliance with the requirements of the Star City Ordinances, determines that this Agreement shall be terminated, the zoning of the Property or portion thereof that has not been developed in accordance with this Agreement shall revert its prior zoning designation. All uses of such property, which are not consistent with the prior zoning designation, shall cease. A waiver by the City of Star for any default by Owner of any one or more of the covenants or conditions hereof shall apply solely to the breach and breaches waived and shall not bar any other rights or remedies of the City or apply to any subsequent breach of any such or other covenants and conditions. Owner, by entering into this Agreement, do hereby consent to a reversion of the subject property to its prior zoning designation in the event there is a default in the terms and/or conditions of this Agreement.

Section 5. Unenforceable Provisions. If any term, provision, commitment or restriction of this Agreement or the application thereof to any party or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of the instrument shall remain in full force and effect.

Section 6. Assignment and Transfer. After its execution, this Agreement shall be recorded in the office of the County Recorder at the expense of the Applicant. Each commitment and restriction on the development subject to this Agreement, shall be a burden on the Property, shall be appurtenant to and for the benefit of the Property and shall run with the land. This Agreement shall be binding on the City and Owner, and their respective heirs, administrators, executors, agents, legal representatives, successors and assigns: provided, however, that if all or any portion of the Property is divided, each owner of a legal lot shall only be responsible for duties and obligations associated with an owner's parcel and shall not be responsible for duties and obligations or defaults as to other parcels of lots within the Property. The new owner of the

Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be liable for all commitments and other obligations arising under this Agreement with respect only to such owner's lot or parcel.

Section 7. General Matters.

7.1 Amendments. Any alteration or change to this Agreement shall be made only after complying with the notice and hearing provisions of Idaho Code Section 67- 6509, as required by Star City Code.

7.2 Paragraph Headings. This Agreement shall be construed according to its fair meaning and as if prepared by both parties hereto. Titles and captions are for convenience only and shall not constitute a portion of this Agreement. As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates.

7.3 Choice of Law. This Agreement shall be construed in accordance with the laws of the State of Idaho in effect at the time of the execution of this Agreement. Any action brought in connection with this Agreement shall be brought in a court of competent jurisdiction located in Ada County, Idaho.

7.4 Notices. Any notice which a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same by registered or certified mail, return receipt requested postage prepaid, or by Federal Express or other reputable overnight delivery service, to the party to whom the notice is directed at the address of such party set forth below.

Star: City of Star
Attn: City Clerk
P.O. Box 130
Star, ID 83669

Owner: Marjorie Moyle Trust
John A Finney, Trustee
120 East Lake Street Suite 317
Sandpoint, ID 83864

7.5 Effective Date. This Agreement shall be effective after delivery to each of the parties hereto of a fully executed copy of this Agreement.

7.6 Attorney Fees. Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorney fees as determined by a court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination or forfeiture of this Agreement.

IN WITNESS WHEREOF, the parties have hereunto caused this Agreement to be executed on the day and year set forth below.

Dated this _____ day _____, 2021.

Trevor A. Chadwick, Mayor

ATTEST:

Meredith Hudson, Deputy City Clerk

OWNER:

John A. Finney
Trustee, Marjorie Moyle Trust

STATE OF IDAHO)
) ss.
County of Ada)

On this ____ day of _____, 2021, before me the undersigned, a Notary Public in and for said state, personally appeared John A. Finney, known or identified to me to be the person who subscribed his name to the foregoing instrument, and acknowledged to me that he executed the same.

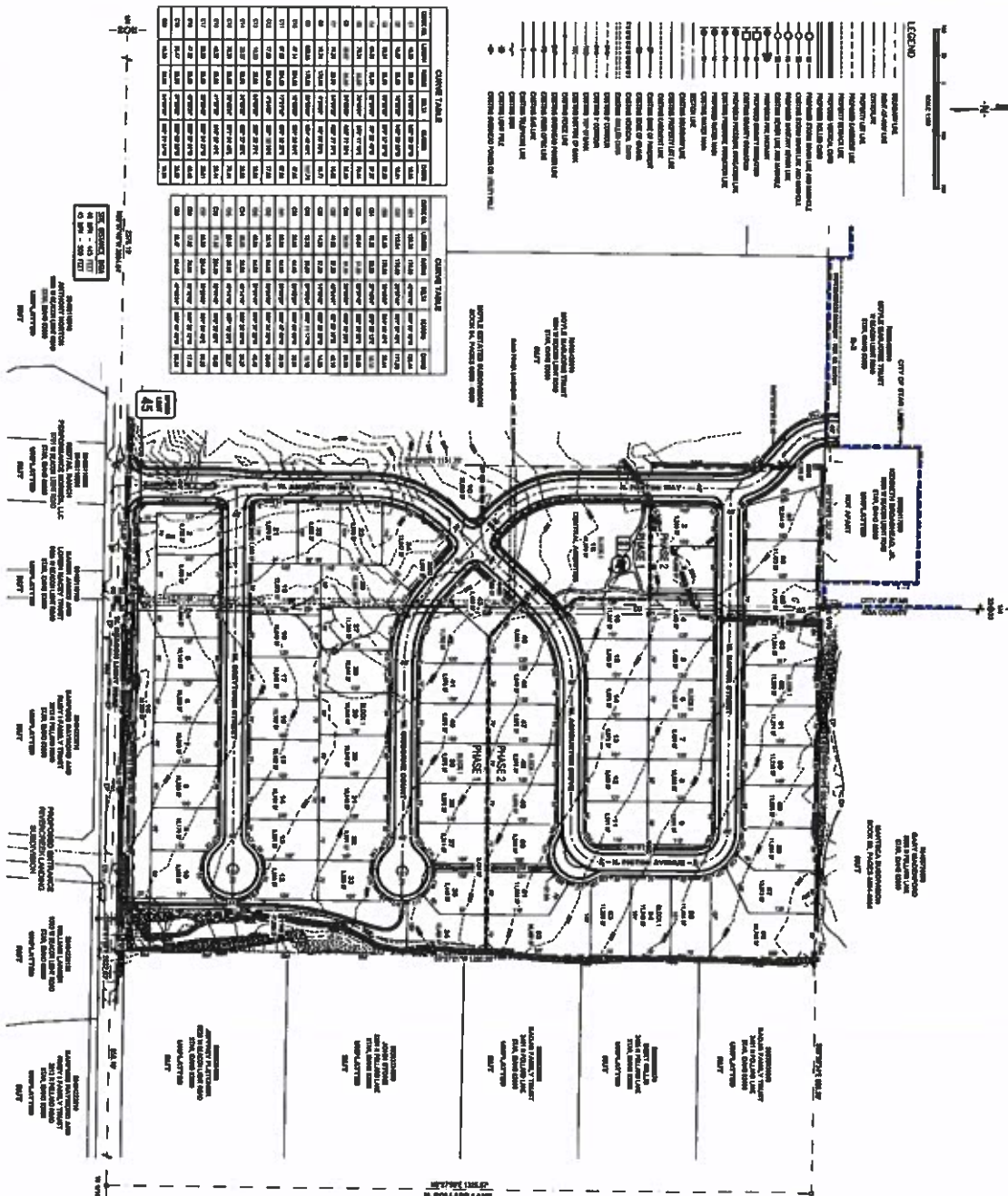
IN WITNESS WHEREOF, I have hereunto set my hand and seal, the day and year in this certificate first above written.

Notary Public for Idaho
Residing at: _____
My Commission Expires: _____

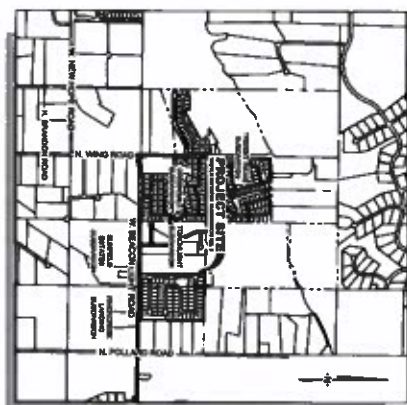
EXHIBIT B

PRELIMINARY PLAT **MOYLE ESTATES SUBDIVISION NO. 2**

A RESUBDIVISION OF LOT 2, BLOCK 1, MOYLE ESTATES SUBDIVISION
 LOCATED IN THE SE 1/4 OF SECTION 32, T.1N, R.1W, S.M.
 ADA COUNTY, IDAHO
 2020



| OWNER | LOT | AREA | AREA | AREA |
|-------------------|-----|------|------|------|
| ADAMSON, JAMES L. | 1 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 2 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 3 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 4 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 5 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 6 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 7 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 8 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 9 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 10 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 11 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 12 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 13 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 14 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 15 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 16 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 17 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 18 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 19 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 20 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 21 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 22 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 23 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 24 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 25 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 26 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 27 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 28 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 29 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 30 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 31 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 32 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 33 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 34 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 35 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 36 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 37 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 38 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 39 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 40 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 41 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 42 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 43 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 44 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 45 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 46 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 47 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 48 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 49 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 50 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 51 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 52 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 53 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 54 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 55 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 56 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 57 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 58 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 59 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 60 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 61 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 62 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 63 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 64 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 65 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 66 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 67 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 68 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 69 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 70 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 71 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 72 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 73 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 74 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 75 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 76 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 77 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 78 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 79 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 80 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 81 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 82 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 83 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 84 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 85 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 86 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 87 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 88 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 89 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 90 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 91 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 92 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 93 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 94 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 95 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 96 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 97 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 98 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 99 | 0.10 | 0.10 | 0.10 |
| ADAMSON, JAMES L. | 100 | 0.10 | 0.10 | 0.10 |

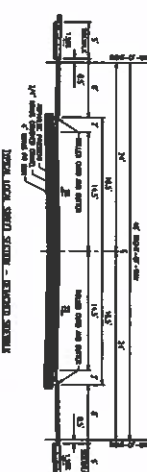


PRELIMINARY PLAT NOTES

1. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
2. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
3. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
4. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
5. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
6. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
7. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
8. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
9. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.
10. THE PLAT IS BASED ON THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019, AND THE SURVEY OF THE CITY OF ELGIN, IDAHO, DATED JAN. 14, 2019.

PRELIMINARY PLAT DATA

| ITEM | DESCRIPTION | AMOUNT | UNIT |
|------|-------------|--------|------|
| 1 | TOTAL AREA | 10.00 | AC. |
| 2 | TOTAL AREA | 10.00 | AC. |
| 3 | TOTAL AREA | 10.00 | AC. |
| 4 | TOTAL AREA | 10.00 | AC. |
| 5 | TOTAL AREA | 10.00 | AC. |
| 6 | TOTAL AREA | 10.00 | AC. |
| 7 | TOTAL AREA | 10.00 | AC. |
| 8 | TOTAL AREA | 10.00 | AC. |
| 9 | TOTAL AREA | 10.00 | AC. |
| 10 | TOTAL AREA | 10.00 | AC. |



MOYLE ESTATES SUBD. NO. 2
 LOCATED IN THE SE 1/4 OF SECTION 32, T.1N, R.1W, S.M.

ENGINEERING SOLUTIONS



| PLANNER | SURVEYOR | DEVELOPER | OWNERS OF RECORD |
|---|---|--|--|
| DAVID M. SMITH ENGINEERING SOLUTIONS, LLC 1000 N. HARRISON STREET, STE. 100 BOISE, IDAHO 83702 PHONE (208) 333-1000 FAX (208) 333-1001 EMAIL: david@esolutionsllc.com | DAVID M. SMITH ENGINEERING SOLUTIONS, LLC 1000 N. HARRISON STREET, STE. 100 BOISE, IDAHO 83702 PHONE (208) 333-1000 FAX (208) 333-1001 EMAIL: david@esolutionsllc.com | WEST BEACH LIGHT, LLC 1000 N. HARRISON STREET, STE. 100 BOISE, IDAHO 83702 PHONE (208) 333-1000 | MOYLE & MOYLE TRUST AND MARJORIE MOYLE TRUST ATTN: JOHN A. MOYLE 130 E. LAND STREET, STE. 111 BOISE, IDAHO 83702 |

PREL
 SHEET 01 OF 11