

March 1, 2022

To Mayor Chadwick, Council Members Nielsen, Salmonsens, Wheelock and Hershey:

We respectfully ask that you do NOT approve of the present plan under consideration for development and annexation of interior land within Hillsdale Estates by Willowbrook.

Mr. Phillips initially developed Hillsdale Estates to provide a rural atmosphere, low density, single family dwelling community and it should remain the way he initially sought approval for. This should not be changed from the thoughtful manner in which the entire ranch was developed.

If two thirds of the remaining 1554 acres was developed, it would still provide over 1000 single acre family dwelling plots for him to sell and build homes on. The average price for a single acre of land approved for building on with little or no infrastructure is now between \$500,000 and \$1,000,000 per acre in the Star area, without a home built on it. That would mean at a minimum he would have sales in excess of \$500,000,000.00. At the most, given the rise in land values he would have saleable land totalling a billion dollars (\$1,000,000,000.00). This would allow for the retention of the same atmosphere he initially sought and received approval for. It would also provide money for development costs associated with the proposed less invasive annexation plan. It would allow an additional 554 acres for green space, a fire station or even a golf course as he wishes.

Thoughtful development should be the foremost in everyone's mind. Safety being primary of those items needing attention. The highways and county roads serving Star and Hillsdale are very limited in scope at the present.

Under the proposal before the Council now, nearly 40,000 NEW car trips per day would be generated by the 4,593 new residences being requested. That would be cut by over 75% if a thousand one acre homes were allowed. That's an enormous difference in infrastructure development and wear and tear on the insufficient roads into the area. Both Can-Ada Road and Deep Canyon Roads are completely inadequate for an additional 40,000 car trips per day.

These roads presently have potholes, broken area/cracks, ruts and have no shoulders on them. The cost to widen, and repave or rebuild the roads to accommodate the construction of 4500 new homes this far out of Star would be incredible, plus having to repave after the construction phase is completed would be great, as well as the widening of highways 16 and 44 would run into the billions for acquisition and completion. The highway to Emmett is already very dangerous with no lights at the Deep Canyon turn as is the Can-Ada turn from the State Street Highway 44.

I say a prayer everytime I have to cross traffic to make a left hand turn into Deep Canyon with hundreds and hundreds of cars and big trucks in the oncoming lane travelling at 55 miles per hour or more. There should be at least four lanes at this particular turn: one for traffic travelling north to Emmett, one for a right hand turn onto Deep Canyon travelling south toward Star from Emmett, a center turn lane to cross traffic when travelling north bound and into Deep Canyon and a lane for continuing traffic from Emmett to Star. Presently with no shoulders in the area, if a car is travelling southbound from Emmett and wishes to turn right into Deep Canyon, you need to make sure there is not a car in the center lane trying to turn left across traffic because there is no room to accommodate four lanes. It is very, very dangerous presently as the southbound cars swerve into the center lane and when there is a car waiting to cross into Deep Canyon there will be some head-on collisions if many more cars are on the road. Presently you have to go into a small ditch of gravel to try and get out of the way of the cars behind travelling south. A major traffic light (like at Beacon Light Rd and Highway 16) will help and should be foremost on your agenda for any further development north of Beacon Light Road.

Certainly Can-Ada Road or Purple Sage will NOT be used by construction vehicles as the expense of going miles out of the way from where the construction materials are originating would cut into the builders' profits substantially. They will use the Deep Canyon Road exit assuredly as it is closest and most convenient. Pulling the hill at Can-Ada would be impossible in snowy or icy roads for any large vehicles and Purple Sage is many miles out of the way.

Finally, many homes in the interior or Hillsdale are built virtually right on the edge of the right-of-way for the little two land road that traverses the Estates. There will be homes within literal feet of an extremely active roadway if this plan is allowed and the road widened to include shoulders. How will these homeowners fare, other than to lose much of the value of their investment under this scenario? Mr. Phillips owned and developed the present configuration and it is not really conceivable that he wants to destroy the single family, one acre setting he actively requested over twenty years ago? He could still make a very profitable development by adhering to what he envisioned for the area and retain the one acre per home, with green space idea he wished for upon initial development.

Thank you for taking time to read this letter. We think Star would be well served by looking carefully and prospectively forward to a development of the interior of Hillsdale of one acre per homesite.

Best regards,

Gail Whitsett (retired from the Oregon House of Representatives)

Dr. Douglas Whitsett (retired from the Oregon Senate)

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