



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: City of Star – Planning & Zoning Department 

MEETING DATE: June 3, 2025 – PUBLIC HEARING (Tabled from 5/6/25)

FILE(S) #: RZ-25-02 Rezone – River Crossing
DA-25-01 – Development Agreement

OWNER/APPLICANT/REPRESENTATIVE

Applicant/Representative

Chris Todd
Green Mtn Resources & Planning
12561 W. Goldcrest Street
Star, Idaho 83669

Representative:

Michael Spiers
Ardurra
1144 S. Silverstone Way
Suite 320
Meridian, Idaho 83642

Property Owner:

Falcon One Star
Shane Jimenez
1161 W. River Street, Ste. 310
Boise, Idaho 83702

REQUEST

Request: The Applicant is requesting approval of a Rezone from Mixed Use (MU) and Commercial (C-2) to Central Business District (CBD) with a Development Agreement. The property includes two separate parcels located at 10122 & unaddressed W. State Street in Star, Idaho and consists of 6.27 acres.

PROPERTY INFORMATION

Property Location: The subject property is generally located near the northwest corner of W. State Street and N. Seneca Springs Way. Ada County Parcel No's S0408438855 & S0408438900.

Surrounding Land Use/Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	Mixed Use (MU) Commercial (C-2)	Central Business District	Vacant Ground
Proposed	Central Business District (CBD)	Central Business District	Commercial
North of site	Residential (R-4)	Neighborhood Residential	Rockbridge Subdivision
South of site	Residential (R-2-DA)	Estate Urban Residential	Parkstone Subdivision
East of site	Commercial (C-1)	Central Business District	Rockbridge Crossing
West of site	Rural Urban Transition (RUT)	Central Business District	Single Family Residential Agricultural

Existing Site Characteristics: The property is currently bare ground.

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

Flood Zone: This property is not located in a Special Flood Hazard Area.
Flood Zone: Zone X
FEMA FIRM Panel Number: 16001C0130J
Effective Date: 6/19/2020

Special On-Site Features:

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

APPLICATION REQUIREMENTS

Pre-Application Meeting Held	October 31, 2024
Neighborhood Meeting Held	January 22, 2025
Application Submitted & Fees Paid	February 19, 2025
Application Accepted	March 12, 2025
Residents within 300' Notified	April 21, 2025
Agencies Notified	March 11, 2025
Legal Notice Published	April 19, 2025
Property Posted	April 25, 2025

HISTORY

June 18, 2001	Council tabled applications for annexation and rezone of two parcels of land owned by Gary L. Strickland to July 23, 2001.
July 23, 2001	Council approved applications for annexation and rezone of two parcels owned by Gary L. Strickland. Parcel S0408438900 was zoned to Commercial (C-2), and Parcel S0408438855 was zoned Mixed Use (MU).
January 21, 2020	Council denied applications for annexation (AZ-20-02), Development Agreement (DA-20-01), and Conditional Use Permit (CU-20-02). These parcels were part of these applications that were denied.

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:

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

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

8-3A-3: USES WITHIN ZONING DISTRICTS

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

<u>ZONING DISTRICT USES</u>		CBD	
USES			
Accessory structure - Residential or Commercial		N/C	
Adult business/adult entertainment		N	
Agriculture, forestry, fishing		N	
Airport		N	
Animal care facility ¹		C	
Artist studio ¹		P	
Arts, entertainment, recreation facility ¹		C	
Asphalt plant ¹		N	
Auction facility		N	
Automated Teller Machine (ATM) ¹		A	
Automotive hobby ¹		N	
Automotive mechanical/electrical repair and maintenance		C	
Bakery- Retail or Manufacturing		P	
Bar/tavern/lounge/drinking establishment		P	
Barbershop/styling salon		P	
Bed and breakfast		P	
Beverage bottling plant		N	
Boarding house		N	

Brewery/Distillery	P	
Brewpub/Wine Tasting	P	
Building material, garden equipment and supplies	P	
Campground/RV park ₁	N	
Caretaker Unit ₁	N	
Cement or clay products manufacturing	N	
Cemetery ₁	N	
Chemical manufacturing plant ₁	N	
Child Care center (more than 12) ₁	C	
Child Care family (6 or fewer) ₁	A	
Child Care group (7-12) ₁	C	
Child Care-Preschool/Early Learning ₁	C	
Church or place of religious worship ₁	C	
Civic, social or fraternal organizations	P	
Concrete batch plant ₁	N	
Conference/convention center	P	
Contractor's yard or shop ₁	N	
Convenience store	C	
Dairy farm	N	
Drive-through establishment/drive-up service window ₁	C	
Dwelling:		
Multi-family ₁	N	
Secondary ₁	N	

Single-family attached	N	
Single-family detached	N	
Two-family duplex ¹	N	
Live/Work Multi-Use ¹	C	
Educational institution, private	C	
Educational institution, public	C	
Equipment rental, sales, and services	C	
Events/Entertainment Facility, public or private (indoor/outdoor) ¹	C	
Fabrication shop	N	
Farm	N	
Farmers' or Saturday market	C	
Feedlot	N	
Financial institution	P	
Flammable substance storage	N	
Flex Space	C	
Food products processing	N	
Fracking	N	
Gasoline, Fueling & Charging station with or without convenience store ¹	C	
Golf course/Driving Range	N	
Government office	P	
Greenhouse, private	N	

Greenhouse, commercial	N	
Guesthouse/granny flat	N	
Healthcare and social services	P	
Health and Fitness Clubs	C	
Heliport	N	
Home occupation ¹	A	
Hospital	P	
Hotel/motel	C	
Ice manufacturing plant	N	
Institution	C	
Junkyard	N	
Kennel	N	
Laboratory	P	
Laboratory, medical	P	
Laundromat	P	
Laundry and dry cleaning	P	
Library	P	
Manufactured home ¹	N	
Manufactured home park ¹	N	
Manufacturing plant	N	
Meatpacking plant	N	

Medical clinic	P	
Mining, Pit or Quarry (excluding accessory pit) ¹	N	
Mining, Pit or Quarry (for accessory pit) ¹	A	
Mortuary	N	
Multiple Use Building ¹	C	
Museum	P	
Nursery, garden center and farm supply	C	
Nursing or residential care facility ¹	C	
Office security facility	P	
Parking lot/parking garage (commercial)	C	
Parks, public and private	P	
Pawnshop	P	
Personal and professional services	P	
Pharmacy	P	
Photographic studio	P	
Portable classroom/modular building (for private & public Educational Institutions) ¹	P	
Power plant	N	
Processing plant	N	
Professional offices	P	
Public infrastructure; Public utility major, minor and yard ¹	C	
Public Utility Yard	N	

Recreational vehicle dump station	N	
Recycling center	N	
Research activities	P	
Restaurant	P	
Retail store/retail services	P	
Retirement home	C	
Riding Arena or Stable, Private/ Commercial	N	
Salvage yard	N	
Sand and gravel yard	N	
Service building	P	
Shooting range <u>(Indoor/Outdoor)</u>	C/N	
Shopping or Commercial center	C	
Short Term Rentals ₁	A	
Solid waste transfer station	N	
Storage facility, outdoor (commercial)1	N	
Storage facility, self-service (commercial)1	N	
Swimming pool, commercial/public	P	
Television station	N	
Temporary living quarters ₁	N	
Terminal, freight or truck ₁	N	
Truck stop	N	
Turf farm	N	
Vehicle emission testing ₁	P	

Vehicle impound yard ¹	N	
Vehicle repair, major ¹	N	
Vehicle repair, minor ¹	C	
Vehicle sales or rental and service ¹	C	
Vehicle washing facility ¹	C	
Vehicle wrecking, junk or salvage yard ¹	N	
Veterinarian office	C	
Vineyard	N	
Warehouse and storage	N	
Wholesale sales	C	
Winery	N	
Wireless communication facility ¹	C	
Woodworking shop	N	

The Applicant is asking for the following uses to be principally permitted in the CBD for this application.

- 1. Child Care Center**
- 2. Child Care preschool/early learning**
- 3. Church or place of worship**
- 4. Live/Work Multi Use**
- 5. Education institution public/private**
- 6. Flex space**
- 7. Gas Station of fueling station**
- 8. Health and Fitness Club**
- 9. Nursery Garden and Farm supply**
- 10. Retirement Home**
- 11. Indoor shooting Range**

12. Vehicle Repair; minor
13. Vehicle sales and rental, service
14. Vehicle washing station
15. Veterinarian
16. Winery, tasting room

***All uses will still go through the Certificate of Zoning Compliance process and Design Review, as necessary.**

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

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

Notes:

1. Front yard setback shall be measured from the face of the garage to the face of the sidewalk, allowing for 20' of parking on the driveway without overhanging onto the sidewalk.
2. Zero-Lot-Line, reduced street side yard setbacks and reduced front and rear setback waivers may be requested through the Development Agreement process. All other side yard setback requests for detached structures shall not be granted waivers, unless approved by Council as part of a Planned Unit Development.
3. All setbacks in the CBD, C-1, C-2, LO, LI, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone. A waiver may be requested if the adjacent property has the potential to redevelop as a non-residential use in the future.
4. As approved by the Fire District.
5. 35' height requirement unless a height exception is approved by Council through the Conditional Use Permit or Planned Unit Development Process.

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Central Business District:

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

8.3 Goal:

Encourage the development of a diverse community that provides a mix of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible, an assortment of amenities within walking distance of residential development.

8.4 Objectives:

- Preserve the family friendly feel of Star.
- Implement the Land Use Map and associated policies as the official guide for development.
- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Work to create a vibrant Central Business District.
- Encourage commercial development that is consistent with a family friendly feel, not overburdening the community with big box and franchise uses and discourage the development of strip commercial areas.

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

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

8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.

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

18.4 Implementation Policies:

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

PROJECT OVERVIEW

REZONE:

The applicant is requesting approval of a rezone from Mixed Use (MU) and Commercial (C-2) Central Business District (CBD) on 6.08 acres. The property can be serviced by the Star Sewer and Water District for central sewer and water. This property may need to be annexed into the Star Sewer and Water District. The rezone request includes a development agreement.

DEVELOPMENT AGREEMENT

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

- Future Development – Approval of Fitness Club
- Additional Approved Uses as Requested by the Applicant and Proposed by Staff
- Dedication of Future Roadway

AGENCY RESPONSES

Ada County Highway Dist.

April 28, 2025

PUBLIC RESPONSES

No public comments have been received.

STAFF ANALYSIS AND RECOMMENDATION

The applicant has submitted a rezone request for these properties in an effort to be consistent with the Star Comprehensive Plan and the Central Business District Future Land Use designation. The current zoning of the property is Mixed Use and Commercial C-1. Uses permitted in the CBD are appropriate in this area. The applicant is requesting specific approval of a Fitness Club on the north side of the property and has listed the following additional uses to be allowed as principally permitted. All uses would still be subject to approval of a Certificate of Zoning Compliance and Design Review Committee approval.

- **Child Care Center**
- **Child Care preschool/early learning**
- **Church or place of worship**
- **Live/Work Multi Use**
- **Education institution public/private**
- **Flex space**
- **Gas Station of fueling station**
- **Health and Fitness Club**
- **Nursery Garden and Farm supply**
- **Retirement Home**
- **Indoor shooting Range**
- **Vehicle Repair; minor**
- **Vehicle sales and rental, service**
- **Vehicle washing station**
- **Veterinarian**
- **Winery, tasting room**

Staff believes that the proposed Fitness Club is an appropriate use for the area. Staff is sensitive to the types of uses that may be developed along the western side of the property fronting W. State Street and adjacent to the existing residential dwelling to the west. Council should review the additionally listed uses and condition the Development Agreement accordingly.

Staff is working with ITD and ACHD on access of the public backage roadway to Seneca Springs. Staff is recommending a condition of approval for the applicant to construct the collector roadway to the existing spite strip. The City will be responsible for acquiring the Seneca Springs access right of way. The applicant should be conditioned to construct the access onto Seneca Springs if the City can obtain the appropriate easements.

Based upon the information provided to staff in the application and agency comments received to date, the proposed rezone request meets the requirements, standards and intent for development as they relate to the Comprehensive Plan and Unified Development Code. The recommended zoning designation of Central Business District fits the Comprehensive Plan Future Land Use Map and future development plans of the city.

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 application, either as presented or with added or revised conditions of approval, Council shall direct staff to draft findings of fact and conclusions of law for the Council to consider at a future date. A development agreement will also be brought back to the Council for review of proposed Conditions of Approval for the rezone.

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 Council 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 Council 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 Council 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 Council 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.

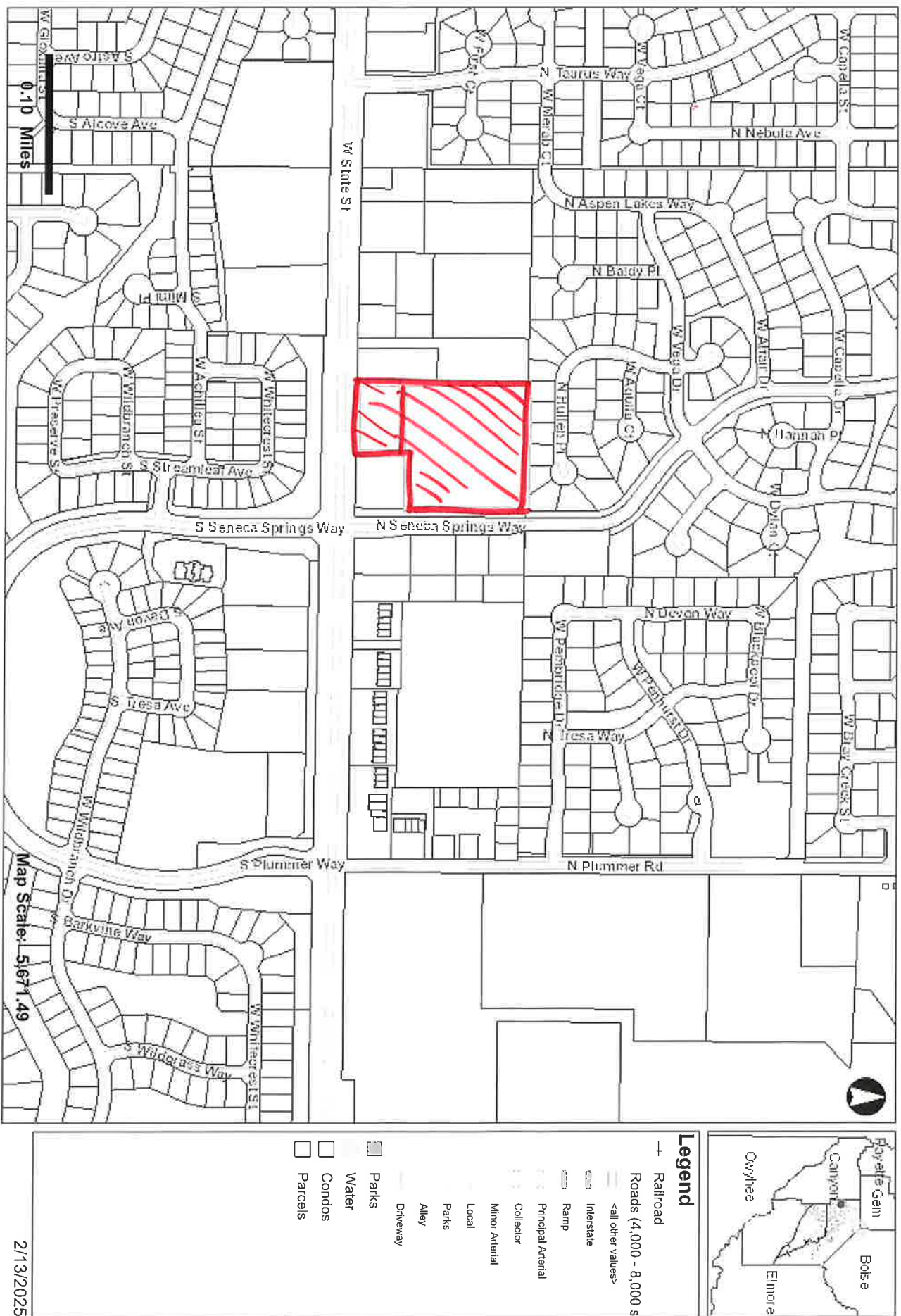
The Council must find that this annexation is reasonably necessary for the orderly development of the City.

COUNCIL DECISION

The Star City Council _____ File Number RZ-25-02 and DA-25-01 for River Crossing on _____, 2025.

Ada County Assessor

This map is a user-generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.



2/13/2025

City of Star Planning
c/o Shawn Nickel
10769 West State Street
Star, Idaho 83669

February 20 2025

**Subject Property- River Crossing
Application for Rezone and Development Agreement**

Dear Mr. Nickel

Falcon One Star, LLC is proposing the development of approximately 6.08 acres of land located at 10122 State, Star, Idaho 83669. As part of this application for rezoning to Central Business District the applicant is asking the City to grant the uses outlined on Exhibit A as permitted uses in the zone. In addition, through several meetings with the Mayor and Staff, its been indicated that a boulevard is desired by the city thru the property. The property owner is dedicating a future 50' Right of Way to ACHD or easement to the City of Star as part of the application, with the understanding that the land will be dedicated back to the land owner in the event that the Spite Strip located on Seneca Springs Road is not taken by ACHD or the City within 24 months and the road progressed thru the site. The property owner and city desire to negotiate a Development Agreement which spells out the details of zoning, use, access and right of way dedication, among other things.

River Crossing would match the city's goals of their CBD district by forming a development with a mix of community desired businesses and possible residential. We have included a planning matrix with our development agreement request, Exhibit A. River Crossing is requesting these uses be allowed as permitted uses within the development agreement.

River Crossing will be mixed use development with a variety of commercial uses located along a major transportation corridor. The property currently consists of two properties. With City approval we will continue design work and engineering for the internal roads and the commercial lot on the northern portion. The goal is to begin construction no later than this summer. The north site has been reserved for an athletic training facility that currently has two other locations here in the Treasure Valley. The owners are Idaho residents that are highly motivated, driven and ready to bring a new business model to the City of Star. The athletic training facility will include an in house physical therapy office for training, recovery and serve clients and the citizens of Star. The building is approximately____ sq ft. A site plan has been

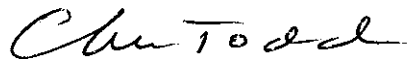
included in this application. Renderings will be presented at the time of council hearing and the applicant will need to go through the design review and CZC process with the City.

The north building will have a 34' setback from the neighboring development and the height of the building will be no more than 38 ft. This fits the requirements within the city's zoning/building code for CBD. If approved, the owner and his team will continue working on the preliminary plat for the remaining ground south of the State St backage road.

The site will be developed in harmony with each other and take pieces of Star's architectural guidelines into consideration. We look forward to moving toward design review and a CZC application with the City for the future north user and a preliminary for the southern portion in the next 1-3 months.

This proposed development meets the criteria and goals of the City's comprehensive plan while diversifying the city's tax base with a large inflow of commercial property. Along with creating economic development this project at buildout will offer local jobs to the surrounding areas. The location being near two major road corridors that are slated for significant expansion over the next 5 years benefits the businesses that will locate at the property along with the current residence in all directions. We are actively engaged with all jurisdictional agencies with a presence on or near the site including ITD and ACHD in order to find common ground for the approach off of State St(Hwy 44).

Thank you for your time, look forward to presenting and please contact me with any questions.



Chris Todd

Owner

Green Mountain Resources and Planning LLC

53 N. Plummer Rd.

Star, ID 83669





ANNEXATION & ZONING - REZONE - DEANNEXATION APPLICATION

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

FILE NO.: RZ-25-02
Date Application Received: 2/20/2025 Fee Paid: \$2190.00
Processed by: City: BN

Applicant Information:

PRIMARY CONTACT IS: Applicant ☒ Owner ☐ Representative ☐

Applicant Name: Chris Todd – Green Mountain Resources and Planning LLC
Applicant Address: 12561 W Goldcrest St Star ID Zip: 83669
Phone: 208.899.0451 Email: chris@firstservicegroup.com

Owner Name: Falcon One Star LLC c/o Shane Jimenez
Owner Address: 1161 W River Street | Suite 310 Boise, Idaho 83702
Phone: _____ Email: shane@falcononeinc.com

Representative (e.g., architect, engineer, developer):
Contact: Chris Todd AND

Engineering Firm: Ardurra c/o Michael Spiers Address: 1144 S. Silverstone Way, Suite 320, Meridian, ID 83642 Phone: _____ Email: MSpiers@ardurra.com

Property Information:

Site Address: 10122 State St Star ID 83669 Parcel Number: S0408438855, S0408438900 Total Acreage of Site: 6 acres
Total Acreage of Site in Special Flood Hazard Area: N/A
Proposed Zoning Designation of Site: Central Business District(CBD)

Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	C2/MU	CBD	Vacant Land
Proposed	CBD	CBD	CBD
North of site	R4	R4	Residential Sub
South of site	R4DA	R4/CBD	Residential Sub
East of site	C1	CBD	Commercial
West of site	Ada Co. RUT	CBD	Residence

Special On-Site Features (Yes or No – If yes explain):

Areas of Critical Environmental Concern – n/a _____

Evidence of Erosion – n/a _____

Fish Habitat – n/a _____

Floodplain – n/a _____

Mature Trees – n/a _____

Riparian Vegetation – n/a _____

Steep Slopes – n/a _____

Stream/Creek – n/a _____

Unique Animal Life n/a- _____

Unique Plant Life – n/a _____

Unstable Soils – n/a _____

Wildlife Habitat – n/a _____

Historical Assets – n/a _____

Application Requirements:

(Applications are required to contain one copy of the following unless otherwise noted. **When combining with other applications (Prelim Plat, CUP, etc.) please include one paper copy for all applications**)

Applicant (√)	Description	Staff (√)
x	Pre-application meeting with the Planning Department required prior to neighborhood meeting. Date of Pre-App Meeting: 10/31/25	BN
x	Copy of neighborhood meeting notice sent to property owners within 300 feet and meeting sign-in sheet. (Please contact the City for addresses & labels) (Applicants are required to hold a neighborhood meeting to provide an opportunity for public review of the proposed project prior to the submittal of an application.) Date of Neighborhood Meeting: 1/22/25	BN
x	Completed and signed Annexation & Zoning/Rezone Application	BN
x	All Annexations & Rezones require a Development Agreement *Applicant agrees to enter into a Development Agreement with this application. Applicant's Signature: <i>Qu To Uu</i>	BN
x	An application for annexation or rezone shall not be accepted until any required traffic impact study is submitted and accepted by the appropriate transportation authority. A hearing date before the Council shall not be scheduled until the traffic impact study has been approved and the transportation authority (ACHD, ITD, Highway District #4) has issued a staff report/review on the development application.	
x	If the Annexation & Zoning or Rezone request is accompanied by a preliminary plat and/or site plan, building elevations shall be included with the application.	
x	Fee: (Include Development Agreement Fee). Please contact the City for current fees. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
x	Narrative fully describing the proposed project (must be signed by applicant)	BN
x	Legal description of the property to be annexed and/or rezoned:	BN

	<ul style="list-style-type: none"> • Include a metes & bounds description to the section line/centerline of all adjacent roadways, stamped and signed by a registered professional land surveyor, with a calculated closure sheet. • Scaled exhibit map showing the boundaries of the legal description in compliance w/the requirements of the Idaho State Tax Commission Property Tax Administrative Rules IDAPA 35.01.03.225.01h. • If requesting more than one zoning designation, include a legal description for each zone along with an overall annexation/rezone boundary description. Also include the boundaries of each different zone on the map. • Submit word.doc and pdf version with engineer's seal. 	BN
x	Recorded warranty deed for the subject property	BN
x	If the signature on this application is not the owner of the property, an original notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application.	BN
x	Vicinity map showing the location of the subject property with minimum 1-mile radius	BN
x	Copy of any associated applications (i.e. CUP/PUD Site Plan/Preliminary Plat). If this application is not accompanied by a plat or site plan, <u>a conceptual development plan for the property is required</u> .	
x	List of name(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	
x	One (1) copy of names and addresses printed on address labels, of property owners within three hundred feet (300') of the external boundaries of the entire property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels (additional fee required).	
x	Electronic versions of all submitted application materials including neighborhood meeting information, signed application, narrative, legal description, warranty deed, vicinity map, preliminary plat/site plan or concept plan, irrigation district information, <u>shall be submitted in original pdf format (no scans for preliminary plat/site, concept plans) on a thumb drive only (no discs)</u> with the files named with project name and plan type.	BN
TBD	Signed Certification of Posting with pictures (see attached posting requirements and certification form) – To be completed by applicant a minimum of 10-days prior to public hearing. Staff will notify applicant in writing of hearing and posting date.	
	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval, building permits, if applicable. Please contact SSWD for details at 208-286-7388.	

APPLICANT ACKNOWLEDGEMENT**:

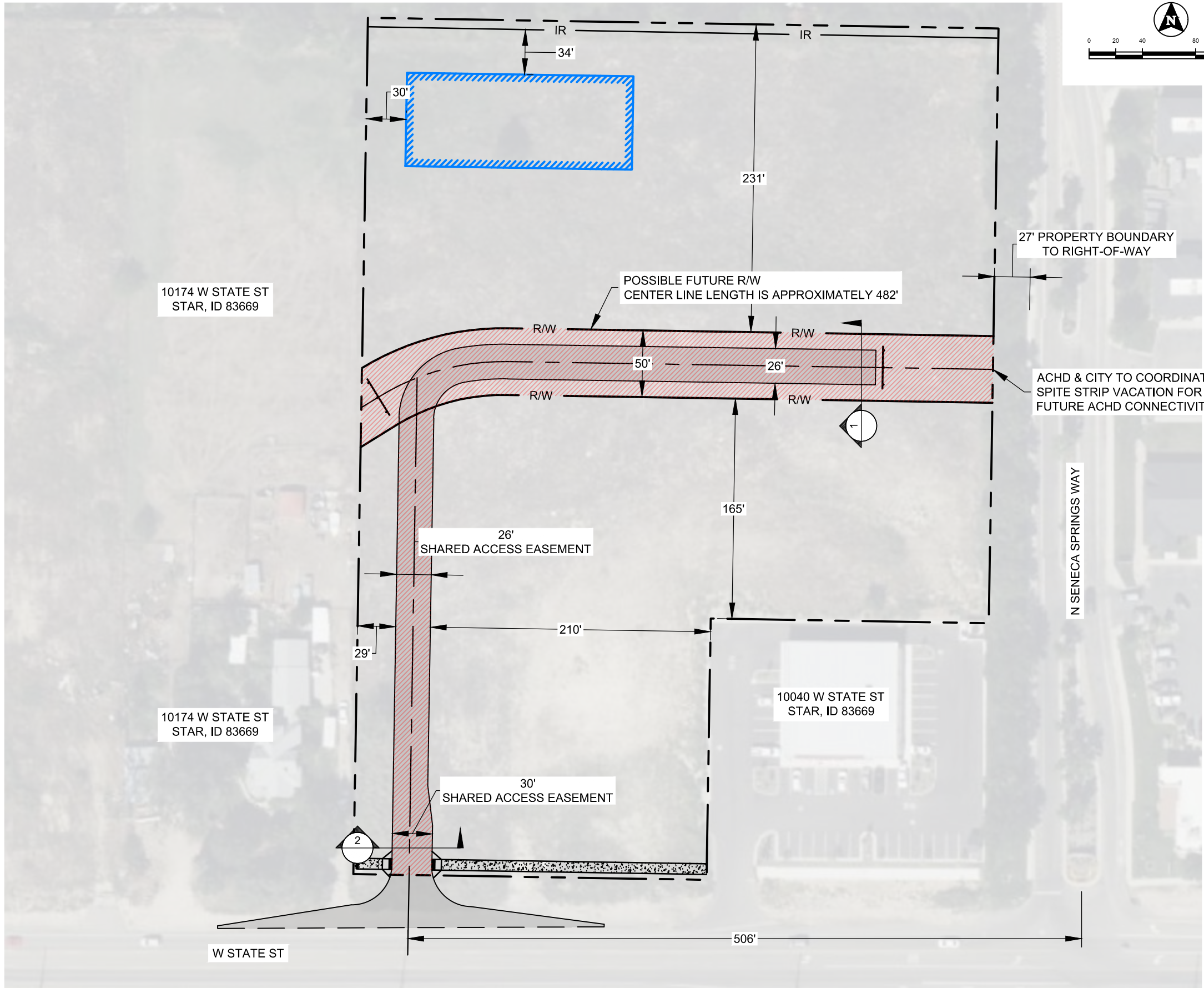
*** I have read, understand and accept the above requirements. I further understand fees will be collected at the time of filing an application. I understand that there may be additional fees associated with this application incurred by the City in obtaining reviews or referrals by architect, outside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


Applicant/Representative Signature

2/20/25
Date

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LEGEND:

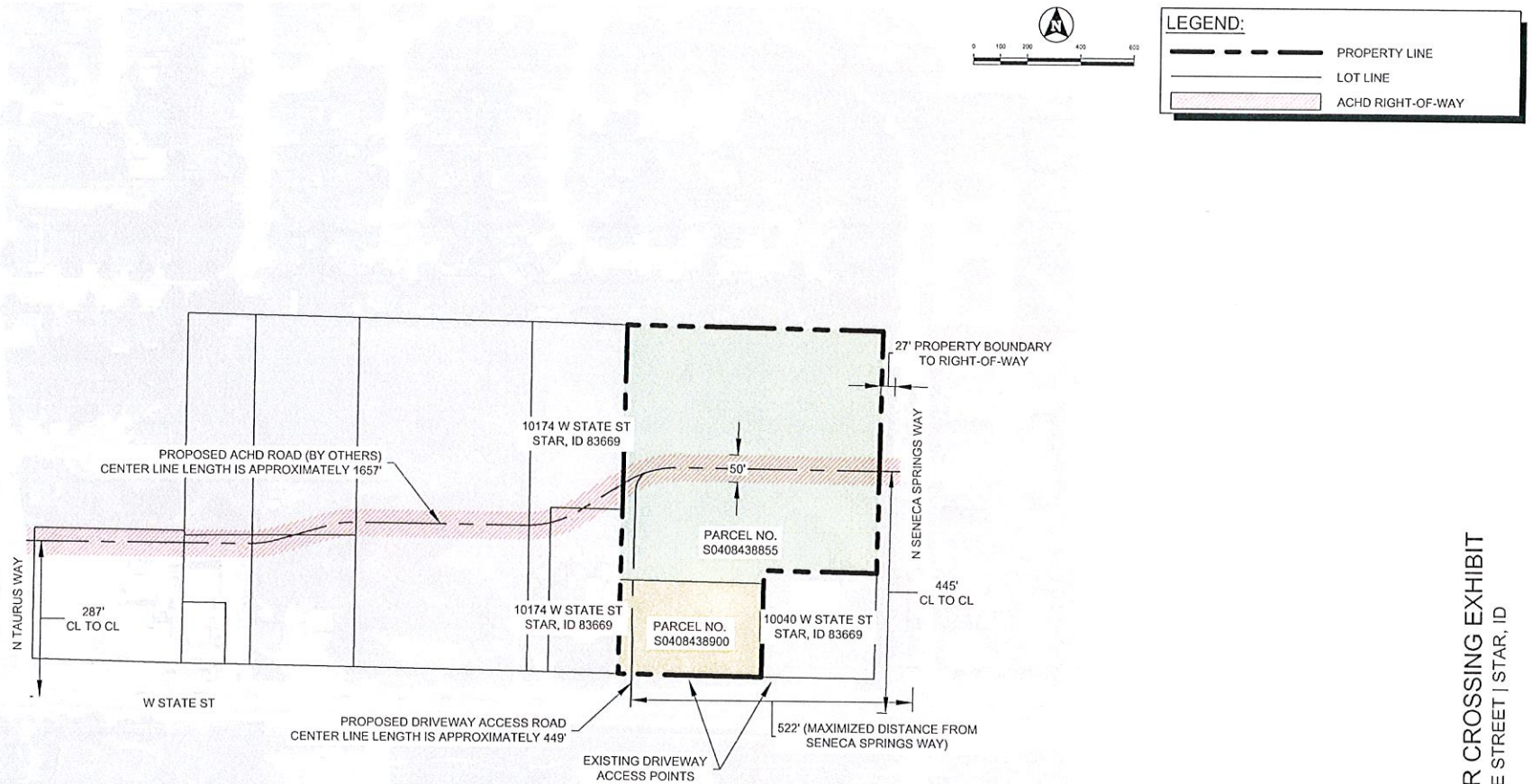
	PROPERTY LINE
	LOT LINE
	PROPOSED BUILDING
	PROPOSED PAVEMENT
	SHARED ACCESS EASEMENT

STAR RIVER CROSSING EXHIBIT
10122 W. STATE STREET | STAR, ID

1144 S. SILVERSTONE WAY, STE. 300
MERIDIAN, IDAHO 83642
208-323-2288 | WWW.ARDURRA.COM

DATE: 2/6/25 JOB: 240412

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STAR RIVER CROSSING EXHIBIT
10122 W. STATE STREET | STAR, ID

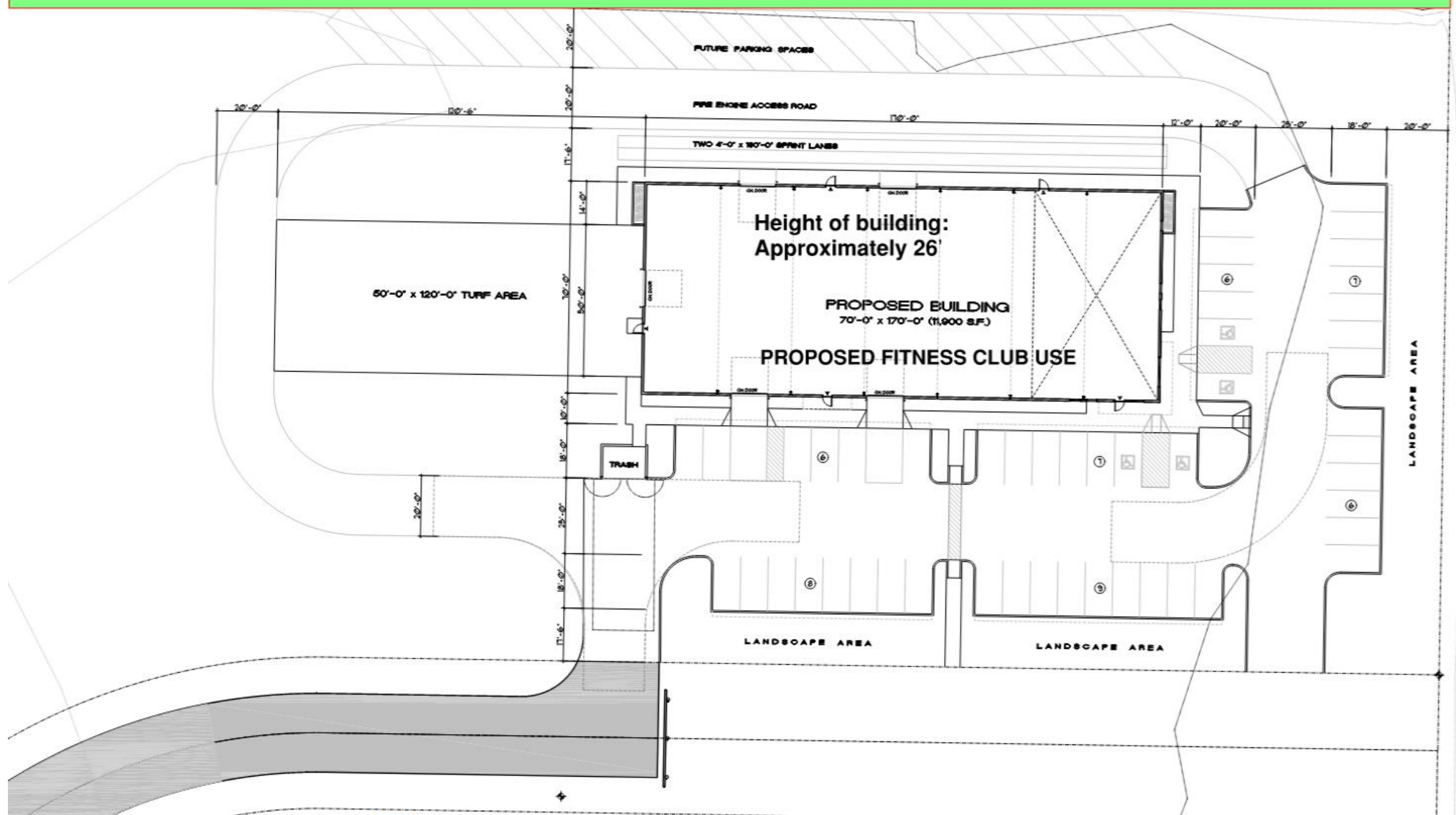
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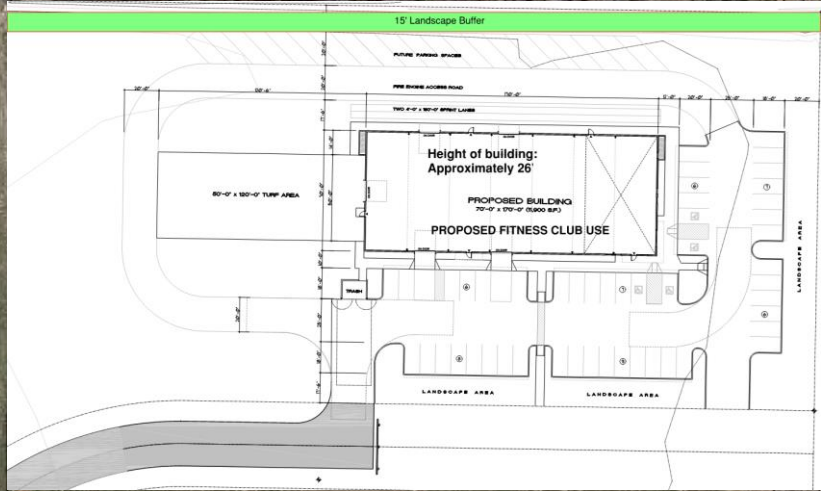


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MERIDIAN, IDAHO 83642

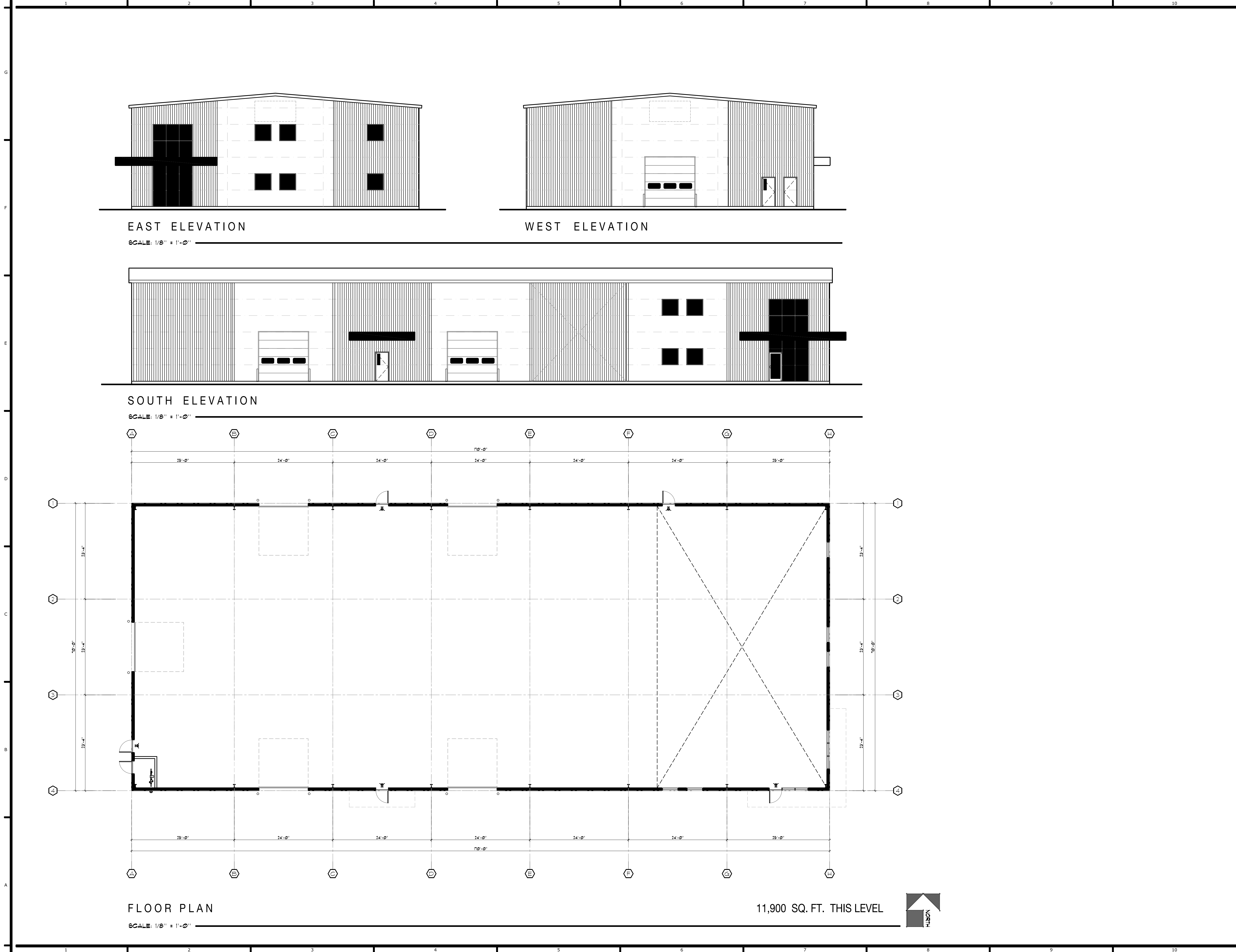
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15' Landscape Buffer









EAST ELEVATION

SCALE: 1/8" = 1'-0"

WEST ELEVATION

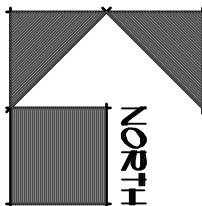
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

FLOOR PLAN

SCALE: 1/8" = 1'-0"

11,900 SQ. FT. THIS LEVEL



ARCHITECTURE
NORTHWEST, PA
RANDALL HAVERFIELD AIA

224 16th AVENUE SOUTH
NAMP, IDAHO 83651
OFFICE: (208) 467-3377
FAX: (208) 467-4343

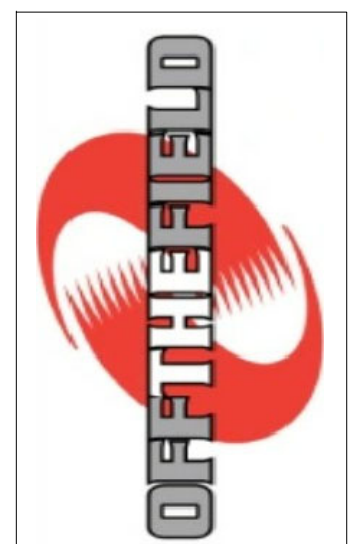
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DESIGN
DEVELOPMENT
PACKAGE

PRELIMINARY
NOT FOR
CONSTRUCTION

NEW FACILITY FOR:
OFF THE FIELD SPORTS
STAR, IDAHO



DESCRIPTION
DATE

JOB NO.: 2025-04
DATE: MAY 2025
DRAWN BY: RH
CHECKED BY: RH

Drawing Title

FLOOR PLAN
EXTERIOR
ELEVATIONS

Sheet Number

A-3.0

SHEET 5 OF 8



Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: April 28, 2025

To: Chris Todd-Green Mountain Resources and Planning LLC, Shane Jiminez-Falcon
One Star LLC and Michael Spiers

Staff Contact: Dawn Battles, Senior Planner

Project Description: Star River Crossing

Trip Generation: Below is a list of land uses and estimated trip generation rates for uses that may be included within the site. Trip generation rates are based on the Institute of Transportation Engineers Trip Generation Manual, 11th edition.

Use	Avg. Daily Trips	Avg. PM Peak Hour
Senior Adult Housing-Multi-Family (per unit)	3.24	0.25
Convenience Store/Gas Station-VFP 2-8 (per 1,000 sf)	624.2	48.48
Small Office Building (per 1,000 sf)	14.39	2.16
Nursery-Garden Center (per 1,000 sf)	68.10	6.94
Automobile Care Center (per service bay)	-----	3.11
Day Care Center (per 1,000 sf)	47.62	11.12
Schools-Public or Private	Call ACHD	Call ACHD

Comments: A traffic impact study (TIS) may be required for some of the proposed uses. Please contact ACHD to verify if a TIS is required prior to development.

connecting you to more



Miranda Gold, President
 Alexis Pickering, Vice-President
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner
 Patricia Nilsson, Commissioner

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

Traffic Impact Study	
Yes	
No	N/A
If yes, is mitigation required	

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

ACHD Planned Improvements	
FYP	Yes
CIP	Yes

Livable Street Performance Measures	
Pedestrian	N/A
Cyclist	N/A

Is Transit Available?	
Yes	
No	X

connecting you to more



Project/File: **Star River Crossing/ STAR25-0003/ RZ-25-01/ DA-25-01**
This is an application for a rezone from C-2 (General Business District) and MU (Mixed Use District) to CBD (Central Business District) of 6-acres to allow for future mixed-use development. This application also includes a development agreement with the City of Star.

Lead Agency: City of Star

Site address: 10122 W. State Street

Staff Approval: April 28, 2025

Applicant: Chris Todd
Green Mountain Resources and Planning LLC
12561 W. Goldcrest Street
Star, ID 83669

Owner: Shane Jiminez
Falcon One Star LLC
1161 W. River Street, Ste. 310
Boise, ID 83702

Engineer: Michael Spiers
1144 S. Silverstone Way, Ste. 320
Meridian, ID 83642

Staff Contact: Dawn Battles, Senior Planner
Phone: 208-387-6218
E-mail: dbattles@achdidaho.org

Report Summary:

ACHD Planned Improvements2

Level of Service Planning Thresholds2

A. Site Specific Conditions of Approval3

B. Vicinity Map4

C. Site Plan5

D. Findings for Consideration6

E. Policy.....9

F. Standard Conditions of Approval11

G. Conclusions of Law.....12

Request for Appeal of Staff Decision13

ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

- The intersection of SH-44 and Palmer Lane is scheduled in the FYP for the installation of an interim signal with the design year and construction year have not been determined.

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count
**State Highway 44 State Street	265-feet	Principal Arterial	740

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

2. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for SH-44 east of Star Road was 17,111 on October 12, 2023.

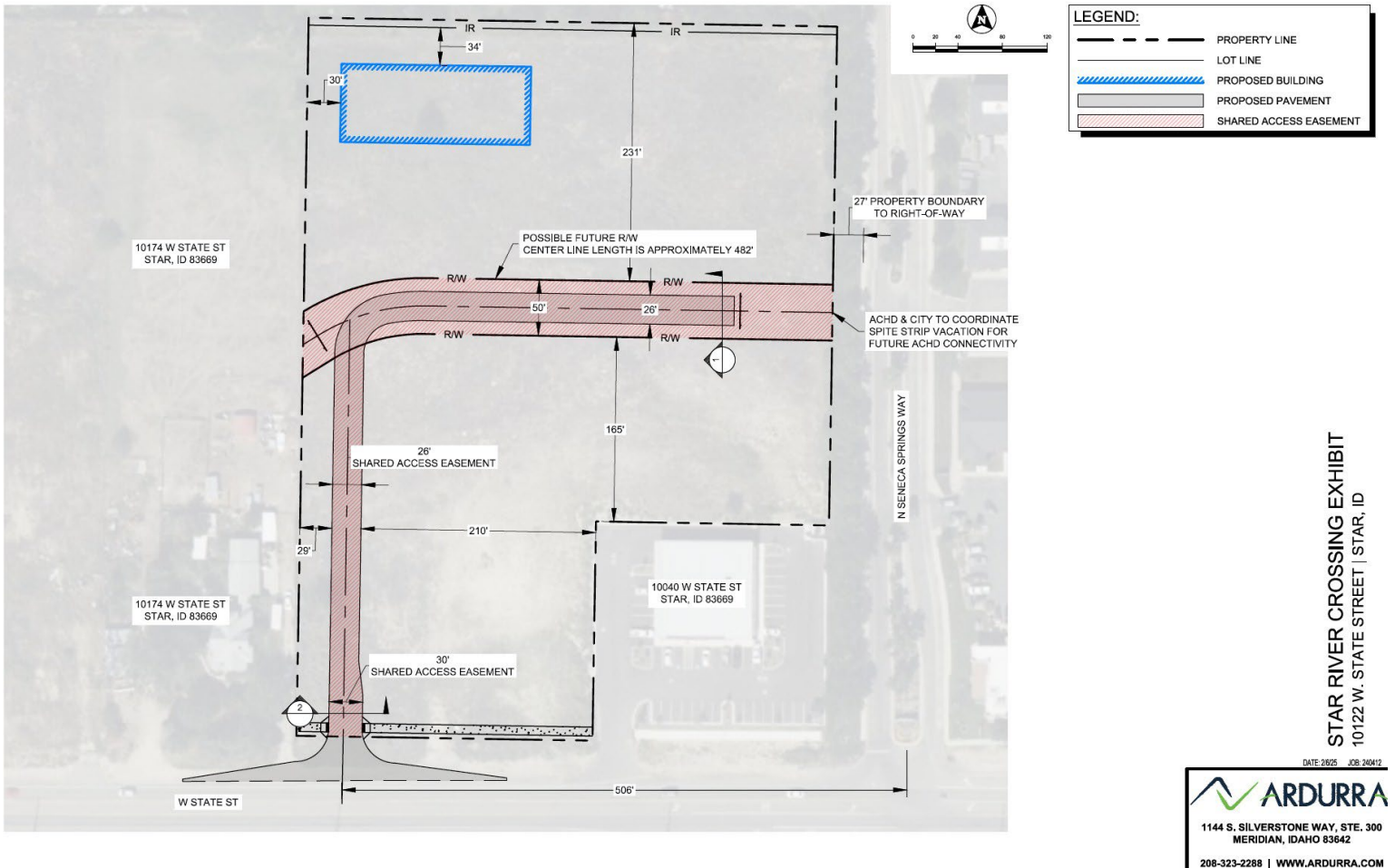
A. Site Specific Conditions of Approval

1. If the applicant is able to acquire additional property from the Rockbridge Homeowner's Association and provide written documentation to ACHD prior to plan submittal, then construct the east/west collector within the site as follows:
 - As a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached or 5-foot wide detached concrete sidewalk to stub to the site's west property line.
 - From the intersection with Seneca Springs Way to run east/west within the site in the general location as shown on the MSM.
 - Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, dedicate right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk.
 - Construct a temporary cul-de-sac with the dimensions of a standard cul-de-sac at the terminus of the east/west collector roadway. 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.
 - Install a sign at the terminus of the east/west collector roadway stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
 - Driveways onto the east/west collector will be reviewed if the applicant is able to acquire additional property from the Rockbridge Homeowner's Association.
2. If the City of Star requires the construction of a private roadway to be converted to a public roadway in the future in the location of the collector roadway designated on the MSM, then the applicant shall be required to follow the guidance of the policies listed on page 7-8.
3. Submit civil plans and written documentation to ACHD Development Services for review and approval if additional property is acquired from the Rockbridge Homeowner's Association. The impact fee assessment will not be released until the civil plans are approved by ACHD.
4. 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.
5. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan



D. Findings for Consideration

1. SH-44 /State Street

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

2. Seneca Springs Way

- a. Existing Conditions:** Seneca Springs Way is improved with 2-travel lanes, vertical curb, gutter, 5-foot wide concrete sidewalk abutting the site. There is 68-feet of right-of-way for Seneca Springs Way (35-feet from centerline).

This site (highlighted in blue) does not have frontage on Seneca Springs Way as it is separated by a 25-foot wide landscaped spite strip (highlighted in yellow) owned by the Rockbridge Subdivision Homeowners Association that was platted in 2002 as part of the Rockbridge Subdivision.



- b. Staff Comments/Recommendations:** Because the site does not have frontage on Seneca Springs Way, the applicant should not be required to provide any improvements on Seneca Springs Way as part of this application.

3. Master Street Map (MSM)-East/West Collector

- a. Existing Conditions:** There is a collector roadway designated on the MSM (blue dashed lines-see image above) as a residential collector roadway that is required to be constructed as part of development from the intersection with Taurus Way and runs east/west through the site to intersect Seneca Springs Way.
- b. Applicant Proposal:** The applicant is proposing to dedicate 50-feet of right-of-way to allow for the future construction of the collector roadway located within the site (see image page 5).
- c. Staff Comments/Recommendations:** The east/west collector roadway was added to the MSM at the request of the City of Star. Although this roadway is shown on the MSM, ACHD cannot accept right-of-way or a public road at this time, as there is no direct access to the existing right-of-way of Seneca Springs Way and the application materials did not include

documentation that the Rockbridge Subdivision Homeowners Association agrees to the dedication of right-of-way and a roadway constructed through their property.

Additionally, ACHD does not accept isolated segments of right-of-way or public streets that do not connect to existing right-of-way or can only be accessed for maintenance via private roads or driveways.

If the applicant is able to acquire additional property from the Rockbridge Homeowner's Association and provide written documentation to ACHD prior to plan submittal, then the applicant should be required to construct the east/west collector within the site as follows:

- As a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached or 5-foot wide detached concrete sidewalk to stub to the site's west property line.
- From the intersection with Seneca Springs Way to run east/west within the site in the general location as shown on the MSM.
- Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, dedicate right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk.
- Construct a temporary cul-de-sac with the dimensions of a standard cul-de-sac at the terminus of the east/west collector roadway. 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.
- install a sign at the terminus of the east/west collector roadway stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
- Driveways onto the east/west collector will be reviewed if the applicant is able to acquire additional property from the Rockbridge Homeowner's Association.

If the City of Star requires the construction of a private roadway to be converted to a public roadway in the future in the location of the collector roadway designated on the MSM, then the applicant should be required to follow the guidance of the following policies:

7212.3 Process to Dedicate an Existing Private Road to ACHD

7212.3.1 Application The party requesting to dedicate a private road to the public shall be required to submit an application letter specifying the proposed portion of road to be dedicated, the public benefit of the road, and the reasons why the District should accept the road into the public system. An application fee is required to pay for staff time to review the application, the road, site history, and make a report to the Development Services Manager. The fee shall be as established in the Right-of-Way and Development Services Fee Schedule. The Development Services Manager may accept or deny the application based on the data provided in the application and a determination of any public benefit to acceptance of the road into the public system. If the Development Services Manager determines that there is no public benefit to accepting the road, the application shall be denied with no further action required by staff. An applicant may appeal the decision of the Development Services Manager to the ACHD Commission.

7212.3.2 Adopted: Revised: Review and Inspection Res. 469 (7/13/94) Res. 675 (1/29/03); Res. 690 (10/15/03); Ord. 201 (4/12/06); Ord. 211 (12/15/10); Ord. 233 (1/25/17); Ord. 236 (11/29/17); Ord. 238 (12/12/18); Ord. 248 (3/10/21); Ord. 251 (10/18/2023); Ord. 252 (10/25/2023) 7200 - 68 If the Development Services Manager accepts the application, the

applicant shall be required to provide all required documentation verifying the road was designed and constructed to current public standards. The burden of proof is on the applicant to prove the road meets public standards, not on the District to prove otherwise. Required documentation includes design plans, as-built plans, testing and inspection records and any other information or data that the District may reasonably require including additional testing of the storm drain system to verify that it has not been compromised by lack of maintenance or sedimentation from past construction activity within the development. If plans and/or testing and inspection records are not available, the applicant shall contract with an engineer and a testing laboratory and pay for the required additional testing to verify the design and condition of the road and storm drain system.

7212.3.3 Costs to be Paid by Applicant The applicant shall be required to reimburse the District for all staff time and charges to review the documentation and inspect the road prior to scheduling the public hearing.

7212.3.4 Public Hearing After reviewing the required documentation and conducting a site inspection, staff shall prepare a report for the Commission and schedule a public hearing. At the public hearing, the Commission will accept public testimony and review the findings of staff to determine if the road will be accepted into the public system. The Commission may: (i) accept the road, (ii) accept the road with conditions if remedial work is required to bring the road up to current public standards, or (iii) deny the request for acceptance of the road if the road does not meet current District standards and the applicant is unwilling or unable to perform the work necessary to bring the road up to current District standards.

7212.3.5 Acceptance with Conditions If remedial work is required to bring the road up to current District standards, the applicant shall provide construction plans prepared by a professional engineer licensed in the State of Idaho to the District for review and acceptance. Prior to commencing construction, the applicant shall enter into an Inspection Agreement with the District and provide an inspection deposit in an amount to be calculated by District staff based on the amount of work required to be performed. The applicant's contractor shall be required to obtain a permit from the Development & Technical Services Division and schedule inspections with the Division Inspection Personnel. All required remedial work shall be completed to District standards prior to final acceptance of the road.

7212.3.6 Acceptance After Commission approval of the request to accept the road into the public system the applicant shall dedicate the right-of-way for the road by donation to the District free of all liens and encumbrances. The applicant shall provide a legal description for the road right-of-way prepared by a professional land surveyor licensed in the State of Idaho. The District will prepare the deed and obtain a title report. The applicant shall be responsible for removing all encumbrances not acceptable to the District prior to recordation of the deed. The official date of final acceptance of the road by the District for public maintenance shall be the date the deed is recorded by the District.

E. Policy

1. Federal Accessibility Design Guidelines and Standards

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

2. Minor Improvements

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

3. Livable Street Performance Measures

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

4. Master Street Map-East/West Collector

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. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

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. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

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.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Pedestrian Facilities: 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 8-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. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the 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 or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

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. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should intersect Taurus Way and run east/west and continue through the property to intersect Seneca Springs Way. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2 or 3-lane roadway with bike lanes, and a 36 to 47-foot wide street section within 54 to 65-feet of right-of-way.

5. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 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 7206.2.4, 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 IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED 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 7206.2.4.4 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.

6. 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.

7. 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.

8. Pathway Crossings

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

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

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

F. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

G. Conclusions of Law

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

Request for Appeal of Staff Decision

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

Request for Reconsideration of Commission Action

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