



CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: City of Star Planning Department *Shen J. Mitchell*

MEETING DATE: **May 9, 2023 – PUBLIC HEARING**

RE: **Willowbrook Development**

FILE(S) #: **AZ-21-12 Annexation and Zoning
DA-21-20 Development Agreement**

OWNER/APPLICANT/REPRESENTATIVE

Owner:

Richard M. Phillips
Willowbrook Development, Inc.
Twin Islands, LLC
210 Murray Street
Garden City, Idaho 83714

Applicant/Representative:

Nathan Mitchell
A+E Construction, LLC
1479 N. Rook Way
Star, Idaho 83669

REQUEST

Request: The Applicant is requesting approval of an Annexation and Zoning (R-2-DA) with a Development Agreement for a proposed master planned development, with a conceptual plan consisting of up to 1,094 single-family residential lots, 2 non-residential lots for future neighborhood commercial and municipal services, and an 18-hole golf course on approximately 726.6 acres. The residential density proposed would not exceed 1.5 dwelling units per acre. The property is located west of Highway 16 in Star, Idaho. The project is exclusively in Ada County.

PROPERTY INFORMATION

Property Location: The subject property is generally located between Hwy 16 and Can Ada Road, and Deep Canyon Drive and Lanktree Gulch Road/Purple Sage Drive. Ada County Parcel No.'s R3626110480, R3626121000, R3626121100, R3626130010, R3626130190, R3626130460, R3626130510, R3626140010, R3626150080, R3626150160, R3626150210, R3626150220, R3626160010, R3626160300, R3626170020, R3626170040, R3626170060, R3626170150, R3626170250, R3626170320, & R3626170500.

Existing Site Characteristics: The subject property is mostly vacant land and includes agricultural uses and open areas. The property contains rolling hills, flat areas and some areas with steeper slopes. There are several agricultural structures on the property that are scheduled to be removed. The property is adjacent to existing subdivisions including Hillsdale Estates Subdivision, Monument Ridge Ranch Subdivision, Chucker Point Subdivision and Star Ridge Estates, in addition to multiple private parcels.

Irrigation/Drainage District(s): - Outside All Irrigation and Drainage District Boundaries

Flood Zone: This property is not currently located in a Flood Hazzard Area.
FEMA FIRM Panel Number: 16001C0130J & 16027C0275F
Effective Date: 6/7/2019 & 5/24/2011
Flood Zone: Zone X or Zone D

Special On-Site Features:

- ✪ Areas of Critical Environmental Concern – No known areas of critical concern.
- ✪ Evidence of Erosion – No known areas.
- ✪ Fish Habitat – No known areas.
- ✪ Mature Trees – None.
- ✪ Riparian Vegetation – Unknown.
- ✪ Steep Slopes – Yes.
- ✪ 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 – Yes. Area includes non-threatened wildlife species (fox, hawks, turkey, etc). No sensitive wildlife habitat has been determined.
- ✪ Historical Assets – No historical assets have been observed.

APPLICATION REQUIREMENTS

Initial Application Submittal including PUD

Pre-Application Meeting	March 18, 2021
Neighborhood Meetings Held	June 2 & 3, 2021; September 29, 2022
Application Submitted & Fees Paid	July 15, 2021
Agencies Notified	August 24, 2021
Application Reviewed and Accepted as Complete	October 19, 2021

Updated Application with removal of PUD & Canyon Co. Property

Agencies Re-Notified	November 7, 2022
Residents within 300' Notified	April 12, 2023
Legal Notice Published	April 19, 2023
Property Sign Posted On-Site	April 28, 2023

CITY LED WORKSHOPS

Although not required by Code, the City of Star held 3 workshops with the applicant and invited guests to discuss details and initial agency and service provider concerns and comments. The applicant and their team, City Staff, the Mayor and City Council members, along with representatives from Fire, Police, Sewer & Water District, School Districts, COMPASS, Transportation Agencies, and other agencies were present throughout the 3 nights of meetings. The public was notified and provided the option of attending and viewing the meetings in person (limited due to COVID protocol) and via Zoom. The public was not permitted to speak or ask questions as these were not public hearings. The meetings were held on the following dates:

- 1. January 25, 2022 – Transportation** - In attendance were representatives from ACHD, ITD, Canyon Highway District #4, COMPASS, Star City Staff, Star City Council (Nielsen absent), the Applicant & their team.
- 2. February 8, 2022 – Agency Discussion** – In attendance were representatives from West Ada School District, Middleton School District, Idaho Department of Water Resources, Star Sewer & Water District, City of Star Engineer, Star-Middleton Fire District, Star Police, Star Transportation & Pathway Committee, Star City Staff, Star City Council, the Applicant & their team.
- 3. February 22, 2022 – Additional Utility Discussion** – In attendance were Star-Middleton Fire District, Star Transportation & Pathway Committee, Idaho Power, Star Postmaster, Intermountain Gas, Star City Staff, Star City Council (Nielsen absent), the Applicant & their team.

Public notice was sent out on December 22, 2021 for the 3 workshops. A copy of the official minutes (draft) is included in the Council packet.

ON-LINE INFORMATION

Although not required by Code, the City of Star has provided continued on-line information to the public in the form of a designated page on the City website. Information provided includes updated application materials, agency comments and public letters with comments in favor and opposition to the application.

APPLICATION TIMELINE AND PROCESS

The Willowbrook Application was originally submitted on July 15, 2021 for Annexation & Zoning to Residential R-3 with a Development Agreement, and a Planned Unit Development (PUD) with a conceptual plan that included a total of 1,554.8 acres, including 831.02 acres within Canyon County, and a total lot count of approximately 1,618 residential lots (1002 single-family units/ 616 townhome units). As the residential lots proposed in the application were only on the Ada County portion of the development, a residential density of 2.26 dwelling units per acre was proposed.

On June 23, 2022, the applicant revised the development application, removing the Canyon County property and the proposed PUD, and modified the zoning designation to Residential R-2 on 726.6 acres in Ada County. The new proposed residential lot count was reduced to a maximum of 1,094 lots, and an overall residential density of 1.5 dwelling units per acre. The applicant also removed all proposed attached townhomes in favor of exclusively single-family detached residential. The reasoning behind the removal of the PUD application is that, per UDC Section 8-7-3 Planned Unit Developments "*in cases where subdivision platting would be necessary, concurrent review of preliminary plat is required.*" The applicant has not submitted a preliminary plat application at this time, therefore, the PUD application was not appropriate.

APPLICABLE COMPREHENSIVE PLAN & ZONING ORDINANCE: The application for the Willowbrook Development was originally submitted and accepted by the City on July 15, 2021. Although the City has delayed the public hearing process pending review and comment from the transportation agencies (ITD, ACHD & CHD4), **the 2020 adopted versions of the Star Comprehensive Plan and Future Land Use Map (approved 12-8-20) and Star Unified Development Code (approved 6-23-20) were in effect at the time of acceptance of the application, and will, therefore, be the documents used to evaluate the development.** The applicants modification to the application, including the removal of the Canyon County portion of the development and the removal of the PUD application does not change the original submittal date of July 15, 2021, and subsequent Staff review under the applicable Code and Comp Plan at the time of original application submittal. **The updated Comprehensive Plan (6-7-22) and Unified Development Code (7-19-22) shall not apply to this application.** **Staff has uploaded a copy of the 2020 documents on the Willowbrook page of the City website for public viewing.**

Application Acceptance & Public Hearing Scheduling related to Traffic Study: Based on the 2020 Unified Development Code, Section 8-1B-1-B2 does not require traffic impact studies to be submitted and accepted by the transportation authority prior to acceptance of an application for annexation. Further, Section 8-1B-1-B2 does not require approval of the traffic impact study by the transportation authority prior to scheduling a hearing date before the Council. The 2022 Unified Development Code, as amended, does require the above traffic study requirements to be completed prior to acceptance and public hearing scheduling. As stated, the 2020 UDC applies to this application.

PROPERTY HISTORY

Ada County Approval of Hillsdale Estates Subdivision

The Hillsdale Estates Subdivision was approved by Ada County in the 1990’s as part an application known as a “Non-Farm Development”. Other examples of these type of developments approved by Ada County include Spurwing Subdivision, Moon Lakes Ranch Subdivision, Trellis Subdivision (Riverbirch Golf Course), Rivervine Subdivision (Eagle), Dunwoody Subdivision (Meridian), and Saddle Ridge Estates (Kuna). Non-Farm subdivisions such as those listed above and many others were approved by the County between the late 1980’s through the mid- 2000’s in the Rural Residential (RR) zones all over unincorporated Ada County. The concept and intent of these subdivisions was to allow property owners with land greater than 20-acres to develop their land into residential lots of 1-acre minimum up to 25% of the entire acreage. The remaining 75% of the land was set aside as open space. Early in its existence, the County required a 15-year deed restriction on the 75% open space from future development. Later revisions to the Ada County Code removed the 15-year deed restriction and stipulated that no development be allowed on the open space until City services were extended and a rezone was approved to allow for higher densities. This was usually done through annexation into a City, as most of the Cities in Ada County supplied their own sewer and water (Eagle and Star was the exception as they were developed with Sewer Districts). It was the intent of Ada County to allow redevelopment of these open areas as growth and services expanded into the rural areas of the County.

City of Star 2018 Annexation Approval

In 2018, an annexation of 1553.9 acres was approved for the original Willowbrook development, which included the Canyon County property, by City Council with an R-2-DA zoning designation and a maximum allowance of 3,108 residential homes. The Development Agreement was never signed by the applicant, and the annexation application was officially withdrawn on May 16, 2019.

SURROUNDING ZONING/COMPREHENSIVE PLAN MAP/LAND USE DESIGNATIONS

	Zoning Designation	Comp Plan Designation *	Land Use
Existing	RR Rural Residential (Ada County)	Estate Residential 1-3 Units/Acre	Agricultural/Vacant
Proposed	Residential (R-2-DA)	Estate Residential 1-3 Units/Acre	Single Family Residential/Commercial
North of site	RR Rural Residential (Ada County)	Estate Residential 1-3 Units/Acre Existing Public Use/Parks & Open Space (BLM)	Agricultural/Open Space (BLM) Residential

South of site	RUT Rural Urban Transition/RR Rural Residential (Ada County) Residential R-1	Estate Residential 1-3 Units/Acre	Single Family Residential/Agricultural
East of site	RR Rural Residential (Ada County)	Estate Residential 1-3 Units/Acre	Single Family Residential/Agricultural
West of site	RR Rural Residential (Ada County) AG/RR Rural Residential (Canyon Co)	Estate Residential 1-3 Units/Acre Residential/Rural Residential (Canyon County)	Single Family Residential/Agricultural

***2020 Comprehensive Plan Land Use Map**

APPLICABLE COMPREHENSIVE PLAN & UNIFIED DEVELOPMENT CODE

COMPREHENSIVE PLAN (adopted 12-8-20 version):

8.2.3 Land Use Map Designations:

Estate Residential

Suitable primarily for single family residential use. Densities in this land use area are to range from 1 unit per acre to 3 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. Clustering is encouraged to preserve open space. A density bonus may be considered if open space is preserved, and land of at least 40% of additional preserved open space is developable.

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.

Objectives:

- A. Preserve the family friendly feel of Star.*
- C. Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.*
- D. Retain and encourage rural areas where it will not result in increased costs for urban services.*
- F. Encourage public participation in the land use planning process.*
- G. Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.*
- H. Require the conservation and preservation of open spaces and public access to the Boise River and BLM lands and interconnected pathways to be open to the public in new developments.*

8.5.3 Policies Related Mostly to the Urban Residential Planning Areas:

- A. The Estate and Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.*
- B. Low densities within the Estate and Neighborhood Residential Land Use are to be designed within the floodplain, ridgeline developable areas, hillside developable areas and where new residential lots are proposed adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.*
- C. Site layout adjacent to and within the Special Transition Overlay Area shall provide for a transition in density and lot sizing.*

8.5.4 Policies Related to The Special Transitional 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.*
- 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 provide transitional lots and/or open space area avoiding urban lots directly abutting 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:

A. Upon review of specific development applications, the Council may approve uses considering that the boundaries of the various land use designations shown on the Land Use Map are contemplated to be slightly flexible based upon existing property lines and other site considerations.

E. Encourage public participation in the land use planning process.

F. With regard to land-use planning, property owners and residents within Star's Comprehensive Planning area who live outside the city limits and are not entitled to vote in city elections are encouraged to provide public input for consideration by the City Council.

G. Develop processes for public participation and materials that describe the development and public hearing processes.

I. Develop a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities.

K. Buffer and transition development is to occur between conflicting types of land use.

L. Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.

M. Amend the code to require tree lined streets where appropriate.

N. Require more open space and trees in subdivisions.

O. 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.

Q. The Star Fire District is encouraged to respond to development applications by advising the city's Planning Department of the impact that the proposed development will have, if approved, on the standard response time.

T. Support well-planned, pedestrian-friendly developments.

U. 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.

V. The City should utilize the 2018 Treasure Valley Tree Selection Guide when requiring trees within developments.

18.4 Implementation Policies:

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

UNIFIED DEVELOPMENT CODE (UDC) (adopted 6-23-20 version):

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.*
- 6. Applicant may be responsible to participate in reimbursement costs associated with traffic studies, in proportionate share contributions that may be established with transportation authorities, relative to traffic signals, access, and/or construction improvements associates with State Highways 16, 20/26 & 44.*

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.

8-1B-4: CONDITIONAL USES:

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

B. Applicability: The provisions of this section apply to all uses identified as conditional use within this title. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through issuance of a conditional use permit, development agreement or PUD.

C. Process:

1. The applicant shall complete a pre-application conference with the administrator prior to submittal of an application for a conditional use.

2. A neighborhood meeting shall be held by the applicant pursuant to Section 8-1A-6C of this title.

3. An application and appropriate application fees shall be submitted to the City on forms provided by the city.

4. Prior to issuing the conditional use permit, the administrator may require additional information, including studies, concerning the social, economic, fiscal or environmental effects of the proposed conditional use.

D. Standards: In approving any conditional use, the city council may prescribe appropriate conditions, bonds and safeguards in conformity with this title that:

1. Minimize adverse impact of the use on other property.

2. Control the sequence and timing of the use.

3. Control the duration of the use.

4. Assure that the use and the property in which the use is located is maintained properly.

5. Designate the location and nature of the use and the property development.

6. *Require the provision for on site or off-site public facilities or services.*
7. *Require more restrictive standards than those generally required in this title.*
8. *Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, that provides services within the city.*

E. Findings: The council shall base its determination on the conditional use permit request upon the following:

- 1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.*
- 2. That the proposed use shall meet the intent of the Star comprehensive plan and be in compliance with the requirements of this title.*
- 3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity.*
- 4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.*
- 5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.*
- 6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.*
- 7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.*
- 8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance as determined by the City.*

F. Time Limitations and Extensions:

- 1. A conditional use permit, upon council approval, shall be valid for a maximum period of twenty-four (24) months unless otherwise approved by the City Council. During this time, the applicant shall commence the use as permitted in accord with the conditions of approval, satisfy the requirements set forth in the conditions of approval, and acquire building permits and commence construction of permanent footings or structures on or in the ground. Once all requirements are satisfied, permits are acquired and the use is commenced, the conditional use permit will become permanent unless otherwise revoked by the city council.*

2. A conditional use permit that also requires platting: The final plat must be recorded within this twenty-four (24) month period.

a. For projects with multiple phases, the twenty-four (24) month deadline shall apply to the first phase. In the event that the development is made in successive contiguous segments or multiple phases, such phases shall be constructed within successive intervals of one year from the original date of approval. If the successive phases are not submitted within the one-year interval, the conditional use approval of the future phases shall be null and void.

3. Time Extension. Upon written request and filed by the applicant prior to the termination of the period in accord with this subsection F, the administrator may authorize a single, administrative time extension to commence the use not to exceed one (1), twelve (12) month period. The administrator may require the conditional use comply with the current provisions of this chapter. Additional requests must be approved by the council.

a. Council approval of requests for time extension for an approved conditional use shall be determined by the city council at a public hearing and will not be granted if any of the following conditions exist:

(1) Significant amendments to the comprehensive plan or this unified development code have been adopted that change the basis under which the conditional use permit was granted.

(2) Significant changes in land use have occurred in the area that will impact or be impacted by the project.

(3) Hazardous conditions have developed or have been discovered that will impact the project.

4. Community facilities and/or services are no longer adequate to serve the project.

a. The city council may place additional requirements, modify the previous approval or deny the request for time extension.

b. No more than one-time extension may be granted to a single conditional use.

G. Transfers and Modifications:

1. Conditional use permits are an entitlement to the specific property on which the approval was granted and upon property sale the entitlement transfers to the new owner(s) without further application or approval, provided, however, the new owner(s) shall be bound by the same conditions of approval as the original permit holder(s). This is for a specific use and may not be used for other applications.

2. A conditional use permit is not transferable from one property to another.

3. All requested modifications to an approved conditional use shall be considered by the city council at a public hearing. The city council may modify the conditions, limitations and/or scope

of the permit.

H. Revocation:

- 1. A conditional use permit may be revoked or modified by the city council, upon notice and public hearing, for breach or violation of any condition of approval or limitation of the permit.*
- 2. If the city council decides to revoke a conditional use permit, either on its own action or upon complaint to the city council, the administrator shall notify the permit holder of its intention to revoke the conditional use permit and provide the permit holder with the opportunity to contest the revocation.*
- 3. Fifteen (15) days' prior notice of the hearing shall be given to the permit holder and all property owners of record (to be obtained from the County Assessor's office) within the radius required in subsection 8-1A-4B of this article.*
- 4. The council shall make findings of fact and conclusions of law supporting its decision to revoke the conditional use permit. If the council decides not to revoke the conditional use permit, no findings of fact and conclusions of law shall be made.*
- 5. An affected person may appeal the decision of the city council under the administrative procedure act of the state of Idaho, Idaho Code title 67, chapter 52.*

8-1E-1: DEFINITIONS - TERMS DEFINED

CONDITIONAL USE: A use that, owing to some special characteristics attendant to its operation or installation (for example, potential danger, hours of operation, or noise), is allowed in a district subject to approval by the council and subject to special requirements in conformance with this title and as enabled by Idaho Code section 67-6512.

DEVELOPMENT AGREEMENT: A written agreement as a condition of annexation or rezone between the council and an owner or applicant concerning the use or development of a property in accord with Idaho Code section 67-6511A and chapter 1, "Administration", of this title.

GOLF COURSE: An area of land laid out for the game of golf with a series of nine (9) or eighteen (18) holes, each including tee, fairway and putting green, and often one or more natural or artificial hazards, and which may include a driving range and clubhouse with restaurant and bar.

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

zoning district and may allow for a density bonus.

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.

8-3A-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.

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

8-3A-3: USES WITHIN ZONING DISTRICTS

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

A. Permitted uses and accessory uses shall be reviewed in accord with this title. It shall be unlawful and a violation of this title for any person to conduct any permitted use in any district, unless such person first obtains each applicable permit from the city.

B. Uses that are listed as C shall be subject to a conditional use permit approval through the public hearing process. Conditional uses shall be approved in accord with the procedures and

regulations for conditional uses set forth in this title. It shall be unlawful and a violation of this title for any person to conduct any conditional use in any district, unless such person shall first obtain a conditional use permit approval through the public hearing process from the city.

C. The administrator shall interpret the appropriate district for land uses not specifically mentioned by determining the district in which similar uses are permitted. If the administrator determines that a proposed use is not specifically mentioned and is not similar to any specifically mentioned use the administrator shall determine that the use is prohibited.

D. When submitting a CUP, PUD or **development agreement** for a mixed-use zone, or for **multiple conditional uses on one site**, all uses that are contemplated for the development shall be identified with the application and shall be reviewed by the council to determine which may be permitted, which should remain as conditional uses and which should be prohibited. **A development agreement may be used in lieu of a conditional use permit application** or a PUD application if the council makes the findings as otherwise required.

E. 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 in lieu of a PUD.

F. As of the adoption of this ordinance the Rural transitional district zone (RT) has been eliminated for new zoning. Properties with a Rural transitional zoning designation (RT) on the effective date of this ordinance shall be considered nonconforming use properties subject to the nonconforming use regulations herein, and shall automatically revert to Rural Residential (RR) for the purpose of zoning until a time that they are rezoned to a district that meets the adopted Comprehensive Plan Land Use Map.

<u>ZONING DISTRICT USES</u>	A	R-R	R
<i>Accessory structure</i>	A	A	A
<i>Dwelling:</i>			
<i>Multi-family</i> ¹	N	N	C
<i>Secondary</i> ¹	A	A	A
<i>Single-family attached</i>	N	N	C
<i>Single-family detached</i>	P	P	<u>P</u>
<i>Two-family duplex</i>	N	N	P
<i>Golf Course</i>	C	C	<u>C</u>
<i>Public infrastructure; Public utility mayor, minor and yard</i> ¹	C	C	<u>C</u>

Zoning District	Maximum Height Note Conditions	Minimum Yard Setbacks Note Conditions			
		Front (1)	Rear	Interior Side	Street Side
R-2	35'	20'	20'	10'	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.*

8-3B-3: RESIDENTIAL DISTRICTS:

- A. *Comply with Section 8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED.*
- 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.

- C. *Urban style development, as guided by provisions within the compressive plan and this Title, is required to limit urban sprawl, however, densities of no more than 1 to 2 dwelling units per acre are to be designed within the floodplain, ridgeline developable areas and hillside developable areas (both as defined within the comprehensive plan).*
- D. *Housing developments with densities of R-11 and higher shall be designed to limit height, increase setbacks and/or provide additional landscaping along the perimeter of the development, if determined by the council, where abutting areas are planned for lower densities.*
- E. *Rezoning to R-11 and higher shall not be allowed unless adequate ingress/egress to major transportation corridors is assured.*
- F. *All new residential, accessory uses or additions/remodels within the residential zones shall pave all unpaved driveways to the home.*
- G. *Spite strips, common lots, unreasonable development phasing, or other means of any type purposely or unintentional that may result in the blocking of services or development, including but not limited to sewer, water, streets, or utilities are prohibited in any zoning district within the City of Star.*

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

Staff has included this section of the UDC as a reference only. As the application submitted does not include a request for a PUD or Preliminary Plat, findings of fact will not be provided by Council during this public hearing process. The intent of including this section is to provide information that will be necessary for review as the development application proceeds.

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.

8-6A-3: PRELIMINARY PLAT PROCESS: Staff has included this section of the UDC as a reference only. As the application submitted does not include a request for a Preliminary Plat, findings of fact will not be provided by Council during this public hearing process. The intent of including this section is to provide information that will be necessary for review as the development application proceeds.

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

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

addresses those issues.

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

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

- 1. Two (2) copies of the preliminary plat of the proposed subdivision, drawn in accordance with the requirements hereinafter stated. Each copy of the preliminary plat shall be submitted on good quality paper, be professionally drafted, shall have the dimensions of not less than twenty four inches by thirty six inches (24" x 36"), and shall be drawn to a scale of not less than one inch to one hundred feet (1"=100') and contain a drafting date and north arrow.*
- 2. For hillside developments, one (1) bound copy of the preliminary engineering plans (not meant to be cross sections or detailed designs) showing streets, water, sewers, sidewalks, and other required public improvements, together with preliminary site grading, drainage and irrigation plans of the proposed subdivision. Such engineering plans shall contain sufficient information and detail to make a determination as to conformance of the proposed improvements to applicable regulations, ordinances and standards.*
- 3. Two (2) copies of a landscape plan showing all open space, common areas, amenities, street trees and development signage;*
- 4. Additional information on the preliminary plat and separately submitted information to include the following:*
 - a. The name of the proposed subdivision, as approved in advance by the Ada County Engineering office;*
 - b. The name, address, telephone and email of the applicant, developer, engineer and surveyor or drafter who prepared the preliminary plat;*

- c. The names and addresses of all adjoining property owners and recorded plats within three hundred feet (300') of the external boundaries of the land being considered for subdivision.*
- d. The land use and existing and proposed zoning of the proposed subdivision and the adjacent land;*
- e. Streets, street names, rights of ways and roadway widths, including adjoining streets or roadways;*
- f. Lot lines and blocks showing the dimensions and numbers of each, together with area of each lot in acres and square feet;*
- g. Contour lines, shown at five-foot (5') intervals where the land slope is greater than ten percent (10%) and at two-foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established benchmark, including location and elevation;*
- h. Any proposed or existing utilities, including, but not limited to, power poles, storm and sanitary sewers, irrigation laterals, ditches, bridges, culverts, water mains and fire hydrants;*
- i. Any flood zone information including FEMA FIRM panels;*
- j. The legal description of the boundary of the property being subdivided with the seal of the surveyor of record;*
- k. Phasing plan showing all proposed phases of the development;*
- l. Preliminary irrigation analysis showing availability of water rights and distribution of irrigation to the lots within the proposed subdivision, or waiver request;*
- m. One (1) copy of a site report of the highest seasonal groundwater elevation prepared by a licensed engineer;*
- n. A narrative, signed by the applicant, fully describing the proposed subdivision, including such information as number and type of uses on the lots (residential single, two or multi-family, commercial, etc.), common lots and the proposed uses of those lots (open space, parks, playgrounds, landscaping, or other uses) and any other information deemed necessary to explain the intent of the development including how it relates to other concurrently submitted applications (annexations, rezones, PUD's, CUP's, etc.).*
- o. Neighborhood meeting information including sign-in sheet, copy of meeting letter, copy of mailing labels, and detailed summary of neighbor questions and concerns and how the development has been designed to address those concerns;*
- p. A vicinity map showing the relationship of the proposed plat to the surrounding area (1/2-mile radius);*
- q. Deeds, affidavit of legal interest, address labels, postal service location approval, ACHD traffic study review status, electronic copies, or any other required information deemed necessary by the administrator to allow for proper review of the application;*
- r. A conceptual site plan shall be submitted for any non-residential developments showing building locations, parking and loading areas, traffic access drives and*

traffic circulation and trash enclosure locations;

- s. Any additional required information for special area of developments including, but not limited to hillsides, wetlands or as further specified in this Title.*

5. Additional information in the application as determined by the administrator may include the following:

- a. Building elevations, including multi-family uses, non-residential uses, clubhouses, well houses, or other elevations deemed necessary to assist the Council in their decision regarding a development;*
- b. Colored site plan and renderings of a subdivision detailing residential lot locations, open space and common areas, buffers, roadways, waterways and irrigation ditches, fencing, signs and landscaping.*

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

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

8-7-1: PURPOSE - PLANNED UNIT DEVELOPMENTS: Staff has included this section of the UDC as a reference only. As the application submitted does not include a request for a PUD, findings of fact will not be provided by Council during this public hearing process. The intent of including this section is to provide information that will be necessary for review as the development application proceeds.

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

- 1. Preserves natural, scenic and historic features of major importance;*
- 2. Allows for innovative design that creates visually pleasing and cohesive patterns of development; and*
- 3. Creates functionally integrated development that allows for a more efficient and cost-effective provision of public services.*

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

styles and superior site design.

8-7-2: APPLICABILITY:

A planned unit development can be developed in any district.

8-7-3: PROCESS:

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

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

1. At the discretion of the administrator, designee or city engineer, appropriate supplementary information may also be required to sufficiently detail the proposed development within any special development area, including, but not limited to, hillside, floodplain, cemetery, manufactured home parks, or hazardous or unique areas of development. Phasing plans shall be included in the application if the project is to be phased.

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

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

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

E. A development agreement, when associated with an annexation and/or rezone, may be used in lieu of a Planned Unit Development application for deviations to dimensional standards with the requirement that all findings required for a PUD are addressed with the council action in the development agreement.

8-7-4: STANDARDS:

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

A. General Use Standards:

1. Deviations from Underlying District Requirements: Deviations from dimensional and other standards within this title, may be approved by the council if the PUD incorporates design features that add to the overall design and quality of the proposed development. The exception is that along the periphery of the planned development, the applicable setbacks as established by the district shall not be reduced.

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

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

4. Buildings Clustered: Buildings shall be clustered where practical to preserve scenic or environmentally sensitive areas in the natural state, or to consolidate small open spaces into larger, more usable areas for common use and enjoyment.

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

C. Residential Use Standards:

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

E. Conditions, Bonds and Safeguards: In approving the planned unit development, the council may prescribe appropriate conditions, additional conditions, bonds, and safeguards in conformity with this title that:

1. *Minimize adverse impact of the use on other property.*
2. *Control the sequence and timing, or phasing, of the uses.*
3. *Control the duration of the use. Assure that the use and the property in which the use is located is maintained properly.*
4. *Designate the exact location and nature of the use and the property development.*
5. *Require the provision for on site or off-site public facilities or services.*
6. *Require more restrictive standards than those generally required in this title.*
7. *Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, which provides services within the city.*

8-7-5: REQUIRED FINDINGS:

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

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

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

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

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

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

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

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

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

PROJECT OVERVIEW

ANNEXATION & REZONE:

The Applicant is requesting approval of an annexation and zoning application with a zoning designation of Residential (R-2-DA) on approximately 726.6 acres. The Applicant is also requesting approval of a conceptual plan that includes residential and non-residential uses, including a golf course and related amenities, together with neighborhood commercial and municipal (civic) uses, including public infrastructure. The proposed R-2 residential zoning designation would allow for a maximum residential density of two (2) dwelling units per acre. The applicant is proposing 1.5 dwelling units per acre. The property is located in an area that will be serviceable with central sewer and water provided by the Star Sewer and Water District in the future. The property will be accessed by existing and newly proposed roads and all roads in the development will be public. The requested zoning designation and density meets the intent of the applicable 2020 Comprehensive Plan Land Use Map.

CONCEPTUAL PLAN FOR RESIDENTIAL:

The submitted conceptual plan for the Willowbrook Development includes up to 1,094 residential lots with a total maximum density of approximately 1.5 dwelling units per acre on approximately 726.6 acres. The applicants narrative describes the residential as “a variety of home types for various homebuyers, small lot patio homes for active older adults and those seeking lower maintenance properties, and additional lot size options and corresponding home types in between the estate and patio home sizes. The housing variety will be aligned to be compatible with surrounding residential development. Higher density lots will be located on the interior, while larger estate are located along the outside adjacent to existing homes. The exact sizes and configurations of residential lots will have to be reviewed and approved by the City with the future preliminary plat and PUD applications, and none of the planned residential uses will occur until and unless approved as part of those applications.” The Council should consider the minimum lot sizes listed on the conceptual plan when determining compatibility and transition to adjacent residential lots and uses. The future preliminary plat will detail the exact sizes and will apply any conditions in the approved development agreement and future PUD.

Staff would recommend that any future conditions of the preliminary plat be included a modified development agreement at the time of preliminary plat review.

DEVELOPMENT AGREEMENT IN LIEU OF CONDITIONAL USE PERMIT:

The applicant is requesting, within their application, approval of the proposed golf course facility and the municipal uses (sewer and water facility) as part of the proposed Development Agreement. Section 8-3A-3D of the UDC states that ***when submitting a CUP, PUD or development agreement for a mixed-use zone, or for multiple conditional uses on one site,***

*all uses that are contemplated for the development shall be identified with the application and shall be reviewed by the council to determine which may be permitted, which should remain as conditional uses and which should be prohibited. **A development agreement may be used in lieu of a conditional use permit application** or a PUD application *if the council makes the findings as otherwise required.**

The proposed golf course and sewer and water facility uses allow for the City, through 8-3A-3D, to review these two conditional uses as part of the Development Agreement. Both uses are allowed in the Residential (R-2) zone through Conditional Use Permit.

PROPOSED GOLF COURSE FACILITY:

The applicant is requesting approval of the proposed privately owned public golf course use as part of their first phase of the development. The applicant states that the use will include an 18-hole championship course, together with associated clubhouse, restaurant and bar, and pro shop on approximately 175-acres. A golf course requires a conditional use permit approval. Because the restaurant and bar are considered a commercial use, staff is recommending that Council review the 18-hole golf course layout, clubhouse, pro shop and associated amenities including driving range as part of this current development agreement, and require the restaurant and bar be reviewed in the future as part of the Planned Unit Development application with the additional commercial uses. The final course and driving range layout and clubhouse, including details on parking, landscaping, access, building elevations, and other design standards will be subject to a future Certificate of Zoning Compliance (CZC) and Design Review application with the City. **Council should consider the golf course use as proposed within this application and consider the required findings of fact and proposed staff conditions of approval. The Council may add additional conditions or modify staff proposed conditions, if necessary.**

PROPOSED MUNICIPAL (CIVIC) USES:

The applicant states in their narrative that wastewater treatment and water supply facilities will be built by Willowbrook and dedicated to Star Sewer and Water District for operation. Public infrastructure and public utilities require a conditional use permit. The wastewater treatment and water supply facility, including details on parking, landscaping, access, building elevations, and other design standards will be subject to a future Certificate of Zoning Compliance (CZC) and Design Review application with the City. **Council should consider the golf course use as proposed within this application and consider the required findings of fact and proposed staff conditions of approval. The Council may add additional conditions or modify staff proposed conditions, if necessary.**

FUTURE COMMERCIAL USES:

The applicant states that all future, additional commercial uses within the development will be approved as part of the future Planned Unit Development. The applicant is proposing within the narrative a concept that includes approximately 110,00 square feet of neighborhood commercial space to provide "convenient services and retail opportunities for area residents and visitors". The applicant has also indicated that further land will be provided for additional civic uses, including potential fire/police/EMS services for the purpose of providing "improved safety and services for all adjacent residents".

FUTURE PLANNED UNIT DEVELOPMENT & PRELIMINARY PLAT:

As previously stated in this report and referenced in Section 8-7-3 of the UDC, Planned Unit Developments require concurrent review with a preliminary plat. The applicant has proposed that both the Preliminary Plat and Planned Unit Development will be submitted in the future for review and approval by Council. In addition to the specific commercial land uses that will need to be reviewed for compatibility with neighboring land uses, development details will be provided to the City for further review. This includes but will not be limited to building setbacks, roadway standards, building elevations, street light standards, open space and amenities, mailbox locations and pathway details. In addition, the applicant will be subject to all requirements set forth in the UDC, Chapter 6, Subdivision Regulations. The City Engineer has indicated that additional reports will be necessary in order to properly review the future development. These reports will address hillsides, slopes, geotechnical, stormwater management and grading. Updated traffic information will also be required by the transportation agencies prior to final City approval. **Staff has provided within this report the appropriate sections of the Unified Development Code for PUD's and Preliminary Plats for the purpose of providing Council with information on what additional steps will be necessary as the application process proceeds.**

The proposed intent of the applicant to proceed with a future Planned Unit Development appears to meet the purpose statement for development under Section 8-7-1 of the UDC. Initial review of the conceptual plan indicates that the applicant has addressed the following:

- *"preserves natural, scenic and historic features"*
- *"Innovative design that creates visually pleasing and cohesive patterns of development"*
- *"Allows for innovative design that creates visually pleasing and cohesive patterns of development"*
- *"Creates functionally integrated development that allows for a more efficient and cost-effective provision of public services."*
- *"By allowing dimensional standard deviations, exceptions in land uses allowed and pre-approvals of specific uses as conditions of approval within the PUD application process, the City expects in return a unique development that provides upgraded*

open space and amenities, mixed uses, multiple residential styles and superior site design.”

Open Space & Amenities.

The applicant has stated that “the featured amenity in the Willowbrook development is the 175-acre, 18-hole golf course, which includes a driving range and clubhouse amenities, and this will be provided as the first phase of the development, providing immediate public benefit.” In addition, the conceptual plan also includes “approximately 89 additional acres of usable natural areas with hiking trails plus approximately 31 acres of buffers, parkways, and open grassy areas for residents to enjoy”. The Unified Development Code requires 15% total open space with 10% of the development to provide usable open space. A development of this size requires a total of 15 site amenities as defined in the applicable UDC. Qualified amenities listed in the Code include *clubhouses, recreation amenities, additional open spaces in excess of 15%, School and/or Fire Station sites if accepted the district, and pedestrian or bicycle system amenities*. While these details will be reviewed in the future PUD and Preliminary Plat applications, **the Applicant should be prepared to address open space details with Council at the public hearing. This would include clubhouses, locations and functionality of pathway systems, open natural areas, etc.**

ADDITIONAL DEVELOPMENT ANALYSIS:

- Transitional Lots

Both the applicable Comprehensive Plan and the Unified Development Code address Transitional Lots. The 2020 Land Use Map designates all of the existing County residential lots in Hillside Estates Subdivision, Monument Ridge Ranch Subdivision, Chucker Point Subdivision and Star Ridge Estates as “Special Transition Overlay Area”. There are several areas within the Comp Plan text and the UDC that reference the Overlay Area and Transitional Lots.

The Comprehensive Plan references the following:

- *8.2.3 Land Use Designations - Estate Residential: **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.***
- *8.5.3 Policies Related Mostly to the Urban Residential Planning Areas: **B. Low densities within the Estate and Neighborhood Residential Land Use are to be designed within the floodplain, ridgeline developable areas, hillside developable areas and where new residential lots are proposed***

adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

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

- 8.5.4 Policies Related to The Special Transitional 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.
 - B. Site layout is to provide for a transition in density and lot sizing with all policies regarding compatibility herein applying.
 - 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 provide transitional lots and/or open space area avoiding urban lots directly abutting Special Transition Overlay Area lots.

The Unified Development Code requires the following:

- 8-1E-1: DEFINITIONS 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: 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.****

Based on the above referenced Sections of the Comp Plan and UDC, Staff recommends that the applicant be required to provide a minimum of one-half acre lots (2 units per acre) in the areas illustrated in the Staff Exhibit that is part

of the Council packet. This would potentially affect approximately 163 lots on the submitted conceptual plan that are immediately adjacent to existing Transitional Lots as designated in the "Special Transition Overlay Area" of the Land Use Map.

- Transportation and Traffic Agency Reviews

Staff received review letters from ACHD, ITD and Canyon Highway District #4 that have been included in the Council packet for review. These agencies are the transportation authorities for the City of Star. **Council should consider the agency conditions and, where appropriate, include any necessary conditions in the Development Agreement.**

- Lighting

Future Streetlights, Residential and Commercial uses shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. Lighting details will be part of the future PUD and Preliminary Plat applications.

- Pathway Committee Review

The Star Transportation and Pathways Committee will be reviewing the application and will provide comment to Council prior to the public hearing. Staff will update the record when the comments are received.

- Phasing and Project Build-Out

The applicant has indicated that the anticipated full build-out of the development could be 25 years, under current market and growth trends. The TIS that was submitted and analyzed by the transportation agencies contemplated a 2045 build-out. A detailed phasing plan will be required as part of the preliminary plat application.

- Impact Fees

The developer will be responsible for the following fees that will be assessed per each residential lot platted. These fees are necessary to ensure that development pays for itself rather than burdening the public.

1. City Park Impact Fees \$2,050.00
2. Star Fire District Impact Fees \$809.00
3. ACHD Impact Fees \$3,493.00 (adjusted yearly)
4. ITD Proportionate Shares \$1,000.00
5. Police Mitigation Fees \$1,120.00
6. Fire Mitigation Fees \$1,200.00

DEVELOPMENT AGREEMENT (DA)

Previous City policy regarding Development Agreements provides that Staff drafts the agreement after the public hearing is completed and once an approval decision is made by Council and conditions of approval on the annexation and zoning are identified through the public hearing process. The applicant has provided a draft DA as part of their submittal packet. Staff will use this submitted document as the basis for the final agreement if approval is granted by Council for the application.

Through the Development Agreement process, the applicant is proposing to work with the City to provide further assurances that the development will be built as presented and/or modified by the Council through the review process. Items that should be considered by the applicant and Council include, but may not be limited to the following:

- Transportation Impact and Mitigation Conditions as Recommended by ACHD, ITD & CHD#4
- Maximum Density Allowed
- Sewer & Water Conditions Including Annexation into District
- Provisions for Potential Fire Station
- ITD Proportionate Share Fees
- Mitigation Fees
- Golf Course Facility Approval without Restaurant & Bar
- Municipal Uses Approval including Public Infrastructure and Public Utility
- Residential Transitional Lots
- Open Space/Amenities/Pathways
- Future PUD & Preliminary Plat

AGENCY, DEPARTMENT & COMMITTEE RESPONSES

Central District Health Department	September 10, 2021
Black Canyon Irrigation District	January 13, 2022
Department of Environmental Quality	February 18, 2022
Bureau of Land Management	March 3, 2022
West Ada School District	January 5, 2023
Canyon Highway District #4	March 27, 2023
Ada County Highway District	April 20, 2023
Idaho Transportation Department	April 20, 2023
Star Fire District	April 24, 2023
Ada County Sherriff	April 26, 2023
Star Sewer & Water District	April 26, 2023
City of Star Engineering Department	April 27, 2023
Ada County Highway District Memo	April 27, 2023

PUBLIC RESPONSES

Staff received written public comments both in support and in opposition to the proposed application. All correspondences have been included in the Council packet and made part of the public record.

STAFF ANALYSIS & RECOMMENDATIONS

City of Star Planning Staff is responsible for the review and comment on development applications submitted to the City. The application is reviewed using the applicable Comprehensive Plan and Unified Development Code in place at the time of submittal of the application. Staff analysis and recommendations are based purely on review of these documents and input from agencies, the City Engineer and City Committees, and do not reflect personal preferences or public testimony.

Staff finds that the proposed Annexation & Zoning application with the recommended conditions of approval for the Development Agreement, and, including the overall conceptual plan and analysis of the of the submitted materials for residential and current commercial uses proposed, meets the intent of applicable Comprehensive Plan Text and Future Land Use Map and Unified Development Code.

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 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.

8-7-5: CONDITIONAL USE PERMIT FINDINGS: (For Golf Course & Municipal Uses Only)

The Applicant is requesting Conditional Use approval for the multi-family component of the development per the Unified Development Code requirements.

Upon recommendation from the administrator, the council shall make a full investigation and

shall, at the public hearing, review the application. In order to grant a conditional use request, the council shall make the following findings:

1. That the site is large enough to accommodate the proposed use and meets all the dimensional and development regulations in the district in which the use is located.
The Council must determine if the use, as presented and/or conditioned, is large enough to accommodate the use and meet the City development standards.
2. That the proposed use will be harmonious with the Star Comprehensive Plan and in accord with the requirements of this Title.
Council must determine if the uses proposed meets the intent of the Comprehensive Plan as it relates to the Land Use Map and Text.
3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.
Council must determine if the proposed land uses is compatible with the surrounding area.
4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.
Council must determine if conditions of approval can be placed on the proposed uses to address adverse impacts on other properties in the vicinity.
5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.
Staff has not received notification from any other agency having jurisdiction that the proposed uses cannot be served adequately by essential services.
6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.
Council must determine if this proposed use will affect public facilities and services or will be detrimental to the economic welfare of the community.
7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glares or odors.
Council must determine if these uses will include any activity, process, material, equipment or conditions of operation that will be detrimental to any person, property or the general welfare of the public.
8. That the proposed use will not result in the destruction, loss, or damage of a natural, scenic or historic feature considered to be of major importance.
Staff has not been made aware of any natural, scenic or historic features on the property.

PROPOSED CONDITIONS OF APPROVAL – CONDITIONAL USE PERMIT ONLY

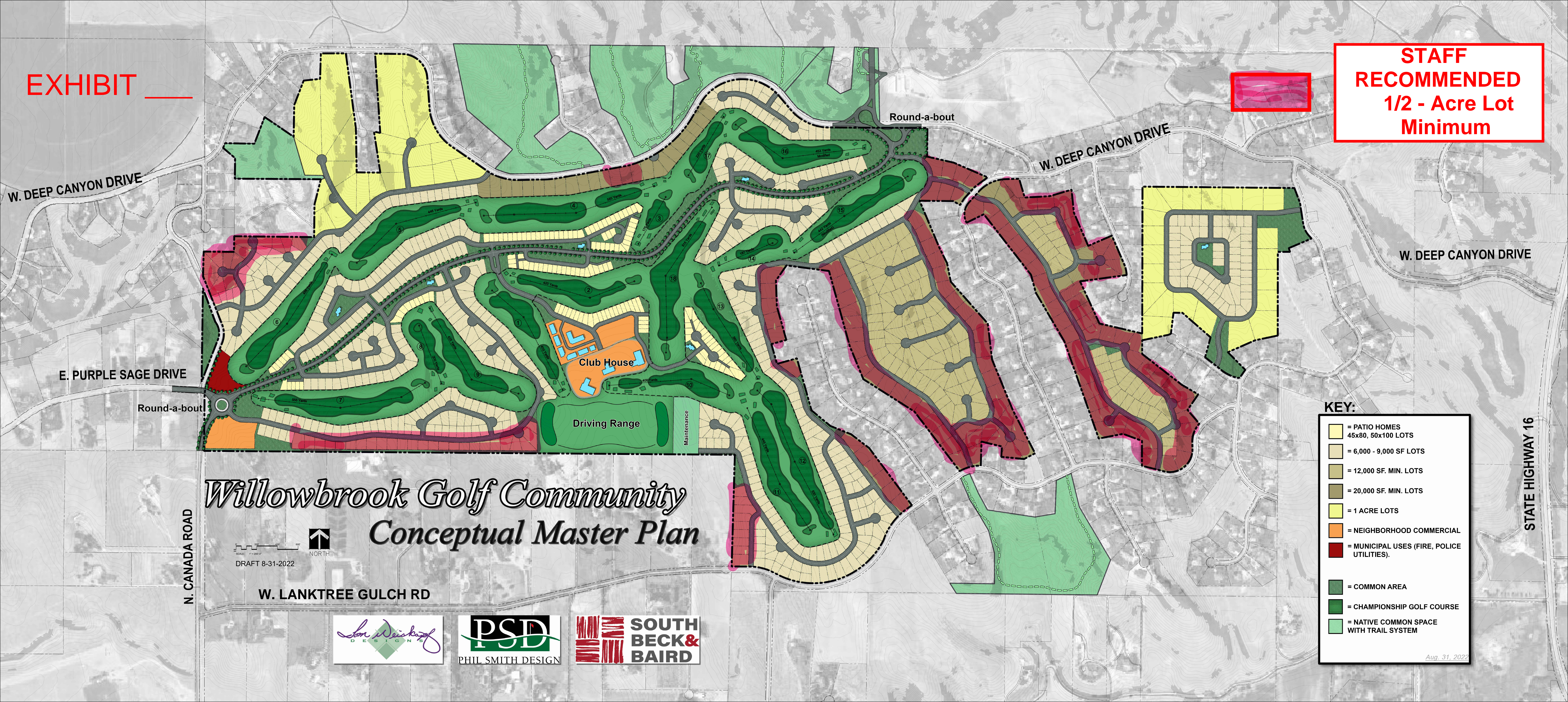
1. The development shall follow the specific details of the approved conceptual plan approved through this application. The approved conceptual plan shall further comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **This approval is specifically for the golf course and associated amenities, and for the public Infrastructure facility. Any further commercial uses, including but not limited to the restaurant and bar, fire station, and retail/commercial shall require approval through a Planned Unit Development.**
3. **The applicant shall submit a Certificate of Zoning Compliance (CZC) to the City for review and final approval of the final golf course layout, clubhouse and associated amenities.**
4. **The applicant shall submit a Certificate of Zoning Compliance (CZC) to the City for review and final approval of the public Infrastructure facility.**
5. The property with the approved development plan shall be satisfactorily weed abated at all times, preventing a public nuisance, per Star City Code Chapter 3, Section 3-1-1 through 3-1-7.
6. The approved development plans shall comply with the City of Star Unified Development Code regarding landscaping, both internal buffers and frontages, including street trees.
7. Applicant/Owner/Developer shall submit a streetlight and parking lot lighting plan/design prior to Certificate of Zoning Compliance. All lighting shall comply with the Star City Code and the Dark Sky standards adopted by the City.
8. All new structures shall comply with the effective building and zoning requirements at time of building permit issuance, unless otherwise approved and/or amended in the CUP, PUD or Development Agreement.
9. Any requirements from the Star Sewer & Water District shall be the responsibility of the applicant.
10. All State, Federal and Local rules and regulations regarding development in the Special Hazard Areas (Floodplain/Floodway/Hillside) shall be adhered to, if applicable.
11. The applicant shall meet all requirements of the Star Fire District regarding, but not limited to fire flow and emergency access to the property.
12. A separate sign permit shall be approved for any signage for the proposed uses.
13. Prior to approval of a Certificate of Zoning Compliance or any future land use applications, the applicant shall satisfy all concerns and requirements of the City Engineer.
14. Any additional site-specific conditions and considerations as required by Staff or Council.

COUNCIL DECISION

The Star City Council _____ File #AZ-21-12/DA-21-20 for Willowbrook Development on _____, 2023.

EXHIBIT _____

**STAFF
RECOMMENDED
1/2 - Acre Lot
Minimum**



W. DEEP CANYON DRIVE

Round-a-bout

W. DEEP CANYON DRIVE

W. DEEP CANYON DRIVE

E. PURPLE SAGE DRIVE

Round-a-bout

Club House

Driving Range

Maintenance

Willowbrook Golf Community Conceptual Master Plan

SCALE: 1"=200'
DRAFT 8-31-2022



W. LANKTREE GULCH RD

N. CANADA ROAD

STATE HIGHWAY 16

KEY:

- [Light Yellow Box] = PATIO HOMES
45x80, 50x100 LOTS
- [Yellow Box] = 6,000 - 9,000 SF LOTS
- [Light Green Box] = 12,000 SF. MIN. LOTS
- [Dark Green Box] = 20,000 SF. MIN. LOTS
- [Light Yellow Box] = 1 ACRE LOTS
- [Orange Box] = NEIGHBORHOOD COMMERCIAL
- [Red Box] = MUNICIPAL USES (FIRE, POLICE UTILITIES).
- [Light Green Box] = COMMON AREA
- [Dark Green Box] = CHAMPIONSHIP GOLF COURSE
- [Light Green Box] = NATIVE COMMON SPACE WITH TRAIL SYSTEM



Aug. 31, 2022



CITY COUNCIL SPECIAL MEETING MINUTES WILLOWBROOK TRANSPORTATION

City Hall - 10769 W State Street, Star, Idaho
Tuesday, January 25, 2022 at 6:30 PM

PUBLIC NOTICE: THIS MEETING WAS A WORKSHOP - NOT A PUBLIC HEARING. PUBLIC TESTIMONY WAS NOT HEARD. THE PUBLIC WAS INVITED TO PARTICIPATE BY OBSERVING THE PROCESS IN PERSON OR ONLINE AT:

https://www.youtube.com/channel/UCkw5PdAcU_RK0rP7MNaLB1A

1. CALL TO ORDER

Mayor Trevor Chadwick called the meeting to order at 6:30 p.m. He welcomed attendees and led the Pledge of Allegiance.

2. ROLL CALL

Present were Mayor Trevor Chadwick, Council President David Hershey, Council Member Kevan Wheelock, Council Member Jennifer Salmonsens, City Planner Shawn Nickel, Assistant City Planner Ryan Field, City Clerk-Treasurer Jacob Qualls, Public Information Officer Dana Partridge, Idaho Transportation Department representative Caleb Lakey, Idaho Transportation Department representative Jason Brinkman, Nathan Mitchell of A+E Construction representing the applicant Willowbrook Development Inc. & Twin Islands LLC, John Roters, Jake Evans, Civil Engineer Chad Cankello, Kittleson Associates representatives Sonia Daleiden and Sam Martsch, Canyon Highway District 4 representative Bruce Bain, Canyon Highway District 4 representative Chris Hopper, and Alliance Consulting representatives James Hammon and Lauren Stubbs (Hammon and Stubbs participated via online). Council Member Nielsen was absent.

3. AGENCY WORKSHOP

TRANSPORTATION AGENCY WORKSHOP SUMMARY - WILLOWBROOK

Mayor Chadwick introduced the regional agency workshop participants and explained that Nathan Mitchell would introduce the Willowbrook project and then the transportation agencies would ask their questions.

Mitchell utilized a map to describe the overall concept of the proposed Willowbrook development which would consist of 1618 residential lots, 2 commercial lots and 25 common lots on 1554.8 acres (723.78 acres in Ada County; 831.02 acres in Canyon County).

Mitchel noted key elements of the concept, such as 1,600 dwelling units, 500 of which are town homes and patio homes and the rest being single family homes with a public championship level golf course.

The presentation noted that the golf course would be early in the phasing and the road access/road development is a key issue to coordinate on early in the process in order to avoid building a golf course and then having to tear it up.

Mitchel presented a concept map of the major road connections for discussion. A new major connection would be proposed to Highway 16 on the north which would cross both highland land, livestock ground, and BLM land.



CITY COUNCIL SPECIAL MEETING MINUTES WILLOWBROOK TRANSPORTATION

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Discussion of scope ensued, including issues of terrain, access, and routes, as well as access and traffic concerns for surrounding neighborhoods.

Mitchel noted that Willowbrook is asking for some land use entitlements, but the developers want to make sure they are restricted properly in a development agreement to ensure the transportation authorities have the leverage they need over the development process to ensure when various phases build out that the proper improvements are made to support what the highway districts and the City need.

Discussion noted that Kittleson Associates will provide a detailed scope of work as part of the development agreement process.

James Hammon of Alliance Consulting noted the team has been working with ITD and BLM on the proposed future interchange at Highway 16 and Beacon Light. Discussion focused on the map depictions, comparing what Highway 16 is like now to future iterations, envisioning the transition from collector road to principal arterial to possible expressway with the goal of maintaining throughput on Highway 16 as a priority. It was noted that development creates the need to go through this type of planning.

Referencing the conceptual master plan, the proposed golf course and a sample roundabout were discussed. One priority determined in discussion was maintaining a high level of road connections and choices, so travelers on the roads have options. ITD proportionate share for future road intersections was also discussed.

Council Member Wheelock asked with respect to all the driveways in Hillsdale what the opportunity was that ITD would allow for the road to be built before the golf course. Discussion ensued referencing development needs and ITD negotiations. Overall discussion turned to the concept of retiree demographics of those moving to Treasure Valley, and the concept of having a championship level golf course available.

Caleb Lakey noted that COMPASS is the metropolitan planning organization in Canyon County and does not have regulatory authority for transportation or land use, advising that their role is really with the Federal transportation dollars that Canyon County receives and ensuring oversight to determine funding is spent correctly; he noted the County works with the City on where growth will occur.

Discussion continued on long range planning for the area. Mitchell summarized that Willowbrook is looking for a zoning decision and is willing to restrict entitlements to complying one hundred percent with what the agencies come back to the table with, expressing support for Kittleson Associates' analysis that will come back.



CITY OF STAR, IDAHO
CITY COUNCIL SPECIAL MEETING MINUTES
WILLOWBROOK TRANSPORTATION

City Hall - 10769 W State Street, Star, Idaho
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Topography of the land throughout the development was summarized, and the applicant representative noted that they will be naturally limited on the dwellings by that topography. Mitchell noted that one of the next phases will be to produce a Traffic Impact Study.

Council Member Salmonsens asked questions about the recent COMPASS model update. Overall discussion summarized the need for the city, agencies, and developers to work together and resolve transportation problems and (where applicable) determine funding sources via a proportionate share agreement.

Mayor Chadwick adjourned the meeting at 8:25pm

Trevor A Chadwick, Mayor

ATTEST: _____
Jacob M Qualls, City Clerk - Treasurer

DRAFT



CITY COUNCIL SPECIAL MEETING MINUTES

WILLOWBROOK AGENCY

City Hall - 10769 W State Street, Star, Idaho

Tuesday, February 8, 2022 at 6:30 PM

PUBLIC NOTICE: THIS MEETING WAS A WORKSHOP - NOT A PUBLIC HEARING. PUBLIC TESTIMONY WAS NOT HEARD. THE PUBLIC WAS INVITED TO PARTICIPATE BY OBSERVING THE PROCESS IN PERSON OR ONLINE AT:

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1. CALL TO ORDER

Mayor Trevor Chadwick called the meeting to order at 6:30 p.m. He welcomed attendees and led the Pledge of Allegiance.

2. ROLL CALL

Present were Mayor Trevor Chadwick, Council President David Hershey, Council Member Kevan Wheelock, Council Member Jennifer Salmonsens, Council Member Kevin Nielsen, City Planner Shawn Nickel, Assistant City Planner Ryan Field, Police Chief Zach Hessing, Middleton School District Mark Gee, West Ada School District Marcy Horner, West Ada School District John Gillin, Nate Mitchell of A+E Construction LLC representing applicant Willowbrook Development Inc., CK Engineering Chad Concella, Idaho Department of Water Resources Nick Miller, Star Sewer & Water District and City of Star Engineer Ryan Morgan, Star Sewer and Water District Hank Day, Star Middleton Fire District Chief Greg Timinsky, Star Middleton Fire District Deputy Chief Victor Islas, Middleton School Trustee Cindy Powell, Star Transportation Committee Chair John Tenson, PIO Dana Partridge, and City Clerk-Treasurer Jacob Qualls.

3. AGENCY WORKSHOP

AGENCY WORKSHOP SUMMARY – WILLOWBROOK

Mayor Chadwick summarized that this evening's workshop would revolve around schools, water/sewer, fire, and police.

Nate Mitchell of Willowbrook provided an overall summary of the project, noting the application was for approximately 1,556 acres of ground that lies basically along the Purple Sage corridor on the west from a half mile west of Kingsbury Road East ending a quarter mile west of Highway 16.

Mitchell reviewed the proposed residential, commercial, and golf course development utilizing a map (see Agenda Packet). Discussion ensued on elementary and middle school needs to support the proposed housing. A challenge noted was the possible long term issues surrounding routing Star school children east for their educations in West Ada School District and noting that Middleton School District is having difficulty getting bonds passed.

The projection noted was 0.5 students per unit in terms of demographics.

An elementary site at Willowbrook was noted as likely being necessary, as well as a bus stop or bus depot to service older students in routing them to an existing area for middle and high school students.



CITY OF STAR, IDAHO
CITY COUNCIL SPECIAL MEETING MINUTES
WILLOWBROOK AGENCY

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The current site in Star for a proposed future high school was mentioned in terms of how the addition of Willowbrook might impact the timeline.

For planning purposes, Nate Mitchell mentioned Willowbrook's hope to start selling lots in 2025.

Discussion moved on to water supply and sewer needs.

Discussion surrounded a collection and treatment sewer system would need to be built and this is already starting with a pressurized lift station which brings wastewater to the current facility to building a new treatment facility at the north end of the district and how to fund the project.

Water rights at Hillsdale and other surrounding neighborhoods were mentioned, as was reuse of treated wastewater for irrigation purposes.

For Fire, it was noted that nine firefighters will be needed to open the fire station across from the LDS church on Floating Feather in 2024.

Future fire and police staffing was discussed, as well as funding via impact fees and having development help pay for growth.

Chief Hessing explained the metrics of officers per thousand. Facilities needs to house fire and police officers geographically were discussed.

First phase of Willowbrook was projected to be completed for 2030.

Mayor Chadwick adjourned the meeting at 8:45pm

Trevor A Chadwick, Mayor

ATTEST: _____
Jacob M Qualls, City Clerk - Treasurer

TRANSCRIPT

Willowbrook Workshop Meeting – February 8, 2022
Sewer and Water Excerpt

Speakers:

Councilman Kevan Wheelock

Councilwoman Jennifer Salmonsén

Mayor Trevor Chadwick

Willowbrook Development, Inc. – Nate Mitchell

Idaho Department of Water Resources – Nick Miller

Keller Associates, City of Star Engineer, Star Sewer & Water – Ryan Morgan

Star Sewer & Water – Hank Day

27:13

Mayor Chadwick: So we're gonna move on to the uh sewer and water side of this so because the water part of that Mr. Miller. He was generous enough to come out on a last minute notice here to be part of this tonight so, well yeah, we can ask what kind of what kind of impacts, oh sorry, a development like this will

27:35

Mayor Chadwick: have with water supply and also recharging water. If you see stuff like this, I guess sewer and water could coordinate. You want to talk to the water and sewer stuff first?

Nate Mitchell: I can give an overview of what we think is going on.

Um we've been working with Star Sewer and water district for well at least five years if not longer than that since we made the last application um let's handle the easy stuff first

28:01

Mitchell: The sewer system has to be built. We obviously build the collection system we also build whatever treatment system needs to be built up there. We see this starting with a pressurized lift station that brings our waste water to the current facility in Star that could evolve into depending on number of houses how successful we are

28:30

Mitchell: transitioning from pressuring sewer to Star to building an actual treatment facility up in the northern end of the district. Obviously all of that's at our cost. Water system we've got, I owe Ryan an answer on this, but we do have some domestic water rights retained out of the original water rights that were approved for building Hillsdale and some of the other areas up there

29:00

Mitchell: I don't have a specific CFS answer for you yet but whatever water rights that Willowbrook development owns for domestic water will be transferred to Star Sewer and water district for their use. It's my understanding the star certain water district also has a significant amount of cubic feet per second water rights that are able to serve this project just like they serve any other project in their district. Um, we would need to drill a couple of large wells up there

29:33

Mitchell: So one—we either need to loop into the existing Star sewer and water district system for a secondary source or we need to drill two wells up there so we have a backup source if our primary well isn't functioning um. Frankly that'll come down to a conversation between the district and us at the time when we annex into the sewer and water district they'll condition us with whatever they want built

30:01

Mitchell: The third the third leg of this is one of the benefits of us pressuring our sewer to the current facility is actually pressuring their treated water back to us to augment our irrigation rights and use reuse your waste water to reduce the amount of water we're discharging into the Boise River. It's just a secondary option for their

30:31

Mitchell: treatment facility and their discharge permit. Coupling with that we do have uh attached to this property we've got about 4,800 acre feet of irrigation water right so we can, regardless of the reuse program we can irrigate what we're trying to do up here with the current water rates, we see a lot of benefit in the reuse program because A. we're going to recharge an aquifer and B. we're going to pull less of our water

31:01

Nate Mitchell: out of the aquifer, right? We'll reduce the amount of water we're currently pulling out plus we'll dump more into the ground um i think that works well for everybody involved. That's a general overview I'd let the district talk to the specifics of what they'll require or won't require

31:21

Ryan Morgan: Ryan Morgan, Keller Associates, speaking at this point in time as the Sewer and Water District Engineer. Currently the Sewer and Water District has

31:31

Ryan Morgan: reserved 14.4 cubic feet a second of water rights. Um and by reserved i mean they have application for but they don't currently have all those total water rights active, which means in order to truly own a water right you have to show a beneficial use for that. um we are only actively using about five cubic feet a second

32:01

Ryan Morgan: which means approximately a third of the water rights that are reserved we have shown a beneficial use for and that's serving all of the city right now so we're talking homes—the amount of homes that Willowbrook is proposed up there probably about another at full build out another five CFS so with them and with what's current currently being used we're looking at

32:33

Ryan Morgan: two thirds, which still leaves enough for the City of Star outside of Willowbrook to double in size and we still would have plenty of water rights available.

Mayor Chadwick: I just want to ask you a question (this is Mayor Chadwick) real quick. You said you have 14 point what

Ryan Morgan: 14.4 cubic feet per second

Chadwick: is what you have entitled for the sewer district so the water entitlement that he has, that would be added to that number correct?

Ryan Morgan: And we don't know the exact number there but

33:02

Ryan Morgan: from what we've heard from what we've seen that's probably in the neighborhood of three to four CFS which in and of itself is almost enough water to serve their property by themselves.

Mayor Chadwick: So to take that water i know we've been we've been big on looping everything and connecting everything would the intent be to connect the water there with what's down here so it's all a big continuous loop or allow it to develop on its own?

33:30

Ryan Morgan: Ultimately we would love to loop those systems.

Mayor Chadwick: I'm just trying to i'm just throwing it right back at you.

Hank Day: Well it's a little bit different I'm Hank Day. They're in an upper pressure zone we have a lower pressure zone here and they they're in zone three so we'd have to put a booster station there but eventually we want it all looped so if they have a problem with a well or we have a problem, we'll have water and we'll have almost 20 CFM you know by the time we're done. They're going to build a tank, two wells, and uh they pay for all the infrastructure.

34:03

Mayor Chadwick: Wo so that was my other question then so a tank, they would have to provide so like you put a was it a million gallon tank up there or

Hank Day: 750,000 gallon tank up there this year and we had a 500 so we have a million two five up there now and about 80 percent of that is for fire protection, the rest is strictly for domestic use but you have to have so much fire protection. He would probably, we'd probably require him to put a 500 000 gallon tank up there that would do way more than he needed.

34:32

Mayor Chadwick: So the 500,000 gallon tank though would be at the developer's expense and not at the current rate payers expense

Hank Day: Well it would be how however we his condition annexation or uh he may pay for part of it and we may partner in that. We're doing another one up here on highway 20 that they're uh doing also they're going to put well up there and there'll be a water campus up there that we are also building and we're partnering with them

34:58

Hank Day: They're going to pay for it but we're going to give them credits on some different projects that they wouldn't have to pay a certain fee that they would have to pay that. So the rate users in the city of Star are not paying for his development or the tank it would come from the development because we have interceptor line fees we have distribution fees we would give him credit towards those fees if he built that.

35:21

Mayor Chadwick: okay gotcha that's what we want to want to

Hank Day: Yeah we're not paying anything, he's paying it all pretty much so okay.

35:29

Mayor Chadwick: All right go ahead, Ryan, sorry.

Ryan Morgan: No, that's fair we want we're trying to be as transparent as possible with this. uh And as Nate pointed out, conversations have been going on for several years we have yet to finalize any final annexation agreement but these are the terms that have been talked about. These are the things that I don't think Nate's surprised by anything that was just said here and so these are all things just as similar to how the city as a development agreement the district puts together what they call an annexation agreement and then there's terms and conditions that the developer agrees to meet as part of joining and annexing into the district boundaries.

36:09

Mayor Chadwick: Okay so you're going to talk about sewer also probably right?

Ryan Morgan: Absolutely um part of these discussions is as Nate pointed out it's hard to run a wastewater treatment plant until you have three to four hundred homes it just it doesn't work um you got

36:26

Ryan Morgan: a pump and all you've got to do a lot of other stuff, you got to supplement that water um you've seen plant developments throughout this valley uh, Avimor comes to mind, until they had the 3-400 homes, any water, any wastewater that was going into that treatment plant there was actually being pumped and hauled to a Hidden Valley.

36:49

Ryan Morgan: So the initial goal would be to build a lift station, pump the water to the current treatment plant and then once we get that certain threshold then the then Willowbrook would then be required to help fund and

37:06

Ryan Morgan: as Hank talked about some of those connection fees and all that would go credit towards the construction of a wastewater treatment plant up there. Um in the meantime as we're building that pipeline that would pump water to the wastewater treatment plant. Parallel to that we would build a pipeline to pump reuse water back from the treatment plant, up the hill to help supplement irrigation water rights for the golf course. And what that does is two things, as Nate pointed out, it helps reduce the amount of water you're pulling out of the ground and you're also helping to recharge that aquifer that's up there.

37:47

Mayor Chadwick: So what does it do for our current system if you're able to pump the water up and not discharge it to the river does that help us as a city and as residents as far as our system is viewed and handled?

Ryan Morgan: don't answer that or you want me to I'll start and if i see anything wrong you can correct me, Hank. Um it does a couple of thing, one thing that it does is it does reduce the amount of water that's going into the river a little bit um and but the biggest thing it does is it gives future capacity. Um the Star Sewer and Water treatment plant currently has an NPDES permit that

38:23

Ryan Morgan: allows them to discharge x amount of cubic feet of water a day gallons per minute however you want to look at it into the river. Eventually we're going to run out of that capacity. We've got plenty for now but what it allows us to do is take that water and be able to locate it in other locations

use it for irrigation water rights reuse water and therefore it allows that those NPDES permits, it really expands the growth and opportunity for the for the city.

38:58

Mayor Chadwick: Councilman Nielsen.

Kevin Nielsen: Thank you. uh just curious on that line as it goes back up to Hillsdale with their or to this to this property excuse me would there be opportunity for other development that happens along the way to tap into that line and use that as pressurized irrigation for those future developments?

Mayor Chadwick: Mr. hank you guys are talking about there-

Ryan Morgan: Would be I've talked to uh the other property owners over on chaparral Littles. We did a feasibility study on this five six years ago before we started the wastewater treatment plant and right now we're discharging roughly a million gallons a day. So we're just throwing that water away and if it goes up there, we did talk to the Littles and they have a spot where we could build a reservoir so they could use it so they wouldn't be pumping also

39:45

Ryan Morgan: irrigation water out of the ground. So yeah any of these properties along there, I mean as Star grows when we get done with our new wastewater treatment plant, that's designed for a little over 2 million gallons a day. So we'll be having 2 million gallons a day to get rid of and if Star keeps growing which is obviously going to grow, pretty soon we're going to have 10 or 15 million. The new upgrade to the treatment plant, the head works building for example, down there designed for 17 million gallons a day that's the maximum build out for the wastewater treatment plant. So 40 years from now, 30 years, 10 years, however fast it grows,

40:23

Ryan Morgan: that's all we have to do at that headwork building is take out little blocks that. We put in there put in bigger equipment we designed that treatment plant now in order to take care of that and eventually we will have 17 million gallons a day. It's got to go someplace and it's better in the foothills than it is going down to the river and dumping it so nobody gets any beneficial use.

40:46

Nate Mitchell: So just to clarify Nate Mitchell again, Willowbrook. I think Councilman Nielsen's question is the subdivisions between here and there because we're talking the Littles are beyond us. They're actually north of our property where they're also interested in using some of this. I think it's important to know one of the key differences is pretty much everything from halfway up the hill on Can-Ada at the farmers union canal down across the bench has surface water rights so they're irrigating out of the river already they're with the canal systems.

41:21

Nate Mitchell: The canal companies are going to make them use that those water rights for their pressurized irrigation. They don't want to be shorted on their customers either but as soon as you get past the Farmer's Union Canal going up the hill on Can Ada, all of us are irrigating out of groundwater above there and that's where the reuse program makes a lot more sense

Kevin Nielsen: Yeah that's an important distinction thank you uh one more question Mr. ,thank, you so Mr. Morgan you talked about this uh land application of the you know water treatment effluent uh potentially recharging an aquifer or wells as i understand it are 700 or more feet deep and I'm just curious

do we do we know for a fact that land application of water can actually percolate down to 700 feet and recharge that aquifer we're pumping out of or is that going into a recharge of a different system I'm interested a little bit in the hydrology of what that area is ...

42:21

Nielsen: and are we really recharging an aquifer or is that just kind of an idea that seems nice?

42:27

Ryan Morgan: So municipal wells in this area typically range between 500 - 700 feet. However private wells or irrigation wells are typically closer to 100 to 150 feet. So um recharging the aquifer that's 100 to 200 feet deep, absolutely that will happen water will go down until it hits the highest aquifer that it gets to so it will be absolutely recharging

42:58

Ryan Morgan: the aquifers of what current wells. because most of the wells up in there right now from residents from owners from irrigation companies most of those are going to only be between that 100 to 150 or even shallower. It wouldn't surprise me if there's wells up there that are only 50 feet deep. So what it does is, from the deep aquifer, the aquifer that's six to seven hundred feet, because there's multiple layers of aquifers that run through this valley um so are we recharging

43:31

Ryan Morgan: where some of that well or municipal water is coming from probably not but we're definitely impacting and benefiting the upper aquifer where a lot of the existing homeowners are drawing their water from

Mayor Chadwick: So can we have Mr. Nick, did you want to talk about that from the IDWR perspective at all?

Nick Miller: Or sure i can this is Nick Miller. I can make a couple of comments on that and i guess i have a couple of questions too um one yeah that that's a good point of

44:02

Nick Miller: Will the land application uh actually recharge the municipal aquifer? And i guess, you know, things underground are sometimes kind of opaque so you don't really know. But one thing that it would do, I would imagine depending on the depth of the irrigation wells that you guys are using to provide your irrigation water, is it offsets that. Right? So if their irrigation wells are also at that 700-800 foot level you know you're getting the same benefit because you're offsetting the amount of

44:33

Nick Miller: water that they would otherwise be pumping out of those wells so that's still helpful. um and uh so i guess that kind of leads me to my first question for you guys is, you guys have existing wells that you're going to be using to supply your irrigation water, right?

Nate Mitchell: We do.

Nick Miller: You do? Okay, and are those deep wells are they?

Nate Mitchell: They're deep, they're I think the shallowest of them are about 400 feet in the deepest about 660 feet

Nick Miller: Yeah, and those wells are entirely

45:06

Nick Miller: separate from any of the domestic water that right here should be supplying?

Nate Mitchell: They're only a, they're a dedicated ground water right for irrigation purpose only.

Nick Miller: All right um so and those rights wouldn't be turned over to the Star Sewer and Water and those wells wouldn't be turned over to that one?

Nate Mitchell: There's no plan for that at this point. Um if water, if we needed capacity to try and ---

45:33

Nate Mitchell: Obviously there's a process we could convert irrigation water right to domestic water right. That would be a public hearing process through your guys' agency that we would have that we and the district would have to go through together. We haven't really discussed that at this point because I think we've got a pretty good grasp on the domestic water side of things between the district and us. If the reuse program works to where we don't need the irrigation water rights, I, we've already got,

46:05

Nate Mitchell: I think we've got 1200 acre feet in the water bank currently. I would anticipate as we reduce the amount of water we use, we put those water rights into the water bank as opposed to transferring them to another entity to use, okay.

Nick Miller: And so the existing irrigation rights that you guys have you know there I took a quick look in our database this afternoon before i came down here and uh you know they're kind of piecemeal patchwork-y sometimes and so

46:38

Nick Miller: you will have to go through an administrative process with the department to change the place of use for those water rights and version to kind of make sure everything lines up with where you intend to use it

Nate Mitchell: Correct.

Nick Miller: Um, just want to make sure you guys were aware of that and if you were intending to tie those wells or convert any of those irrigation rights to municipal and turn them over to the

47:04

Nick Miller: Star Sewer and Water that would also have to go through a nature of use change and um

Nate Mitchell: Correct.

Nick Miller: would have to be changed from irrigation to a municipal use which isn't really a one-to-one?

Nate Mitchell: Correct.

Nick Miller: Change and even though sewer water probably does deliver some water for irrigation we don't usually allow irrigation rights to come into the same system as a municipal system.

Nate Mitchell: No, and I and I can I can tell you that the current, like, the current wells that we have don't meet

47:34

Nate Mitchell: municipal standards. We, if we'd have to go through your transfer or change of use process and we would end up having to drill new wells should any of those water rights want to be transferred for municipal use for domestic purpose.

Nick Miller: Right and um and i guess for Star Sewer and Water's benefit sounds like these guys are anticipating drilling one or two wells up there that they will tie into your system and divert Star Sewer and Water rights out of right. So,

48:06

Nick Miller: you guys have, I think, four, three or four municipal water rights that currently are diverted out of seven. I think pretty soon eight wells or something I'll actually, six or seven, but you got some redundancy built in and the water rights authorize that. So in order to divert um your existing municipal rights including that raffin (?) permit that you guys have for reasonably anticipated future needs

48:34

Nick Miller: the new wells that are drilled up on their property will need to be tied into the system so they will need to be tied together for that. And to the extent that they hold any domestic water rights, I was looking just briefly for any domestic water rights up in this area and i see those that 4 CFS roughly worth of water rights on by Hillsdale estates

Nate Mitchell: There was there was some. So when

49:04

Nate Mitchell: Willowbrook Development turned over that water system to the homeowners association there were some water rights retained. I'm working to I've got a stack of paper about this tall I'm working to figure out actually how much is being used by the Hillsdale homeowner's association and how much is being it was retained by Willowbrook Development. Obviously i think it's important for everybody particularly the Hillsdale residents and

49:31

Nate Mitchell: everybody that's listening, we have no control over or no impact over whatever current water right they are using. We can't impact that. We will not be able to take their water or like whatever. Whatever amount of water Willowbrook retained from that transfer to the homeowners' association through you, i mean, you guys are the ones that are going to verify what we actually own

50:02

Nate Mitchell: and what we actually own will end up being transferred through your process to Star Sewer water district.

Nick Miller: okay all right yeah because right now that that right in its entirety is in the name of Hillsdale states so sounds like you guys might have had some kind of agreement at the time you turned the right over to them well

Nate Mitchell: I've got I've got orders out I've got I've got actual orders from IDWR signed that that retained water transferred certain amount to Hillsdale kept a certain amount under Willowbrook

50:32

Development and I'm still i just didn't see that when i was looking so

Nick Miller: I understand but if oftentimes our records are kind of-

Nate Mitchell: Sure, and I'm working through I'm working through hard copies of signed orders. I'm trying to verify what was actually retained one of the things that we've talked with certain water districts. Let's assume that Hillsdale owns all the water that was originally approved for a water right up there.

51:03

Nate Mitchell: The district still has the capacity to serve what we're talking about doing.

Nick Miller: Yeah they since they hold a municipal water right they've got a lot of flexibility in what they can do their service area can grow they can increase their consumptiveness up to fully consumptive water right. They can capture and reuse their treated wastewater both within and outside of their service area as it turns out so they do have a lot of flexibility and there's a definitely a benefit to having to being served by a municipal water right as

51:32

Nick Miller: opposed to domestic water rights where you're really pretty limited.

Mayor Chadwick: So can i I'm gonna ask you guys a question then on the sending the water up to irrigate with is there any issues or challenges with phosphorus or nitrate it's causing any issues like it does when you look down river?

Nick Miller: Right I think the idea is you get a permit for land application?

Nate Mitchell: Absolutely.

52:03

Nick Miller: That uh the plants that you're irrigating take up the phosphorus and the ground actually treats the water. It's part of a, you could probably speak more to this then uh-

Ryan Morgan: This is Ryan Morgan I would I would be happy to speak to that. So as Hank pointed out we're using the same water that we're discharging into the Boise River um with the upgrades and the improvements that are currently going on at the wastewater treatment plant, we are meeting or exceeding all current DEQ standards and will so for the foreseeable future these standards are often changing often

52:37

Ryan Morgan: increasing often becoming more stringent. But all the improvements that are currently going on we will meet or exceed all current standards um and. One thing that does is it's what they call a class 'A' water which basically means it's water that is clean enough to drink. You will see some of the people that are selling some of these systems, as part of the demonstration they will literally take a glass out of the back end of the treatment plant

53:08

Ryan Morgan: and drink that not saying that i necessarily encourage that i don't know that i would do it but the water coming out of this treatment plant um what we find with Class-A water, it's yeah, what we find with Class-A water when you go to do a land application permit, is it actually doesn't have enough

nitrogen and phosphorus to for the crops to grow and they actually supplement water with additional fertilizer

53:39

Ryan Morgan: um and What you will actually find um is if you go out and if you test the water coming out of the aquifer right now, and you test the water that we are applying to the ground, typically the water that we are applying to the ground has less nitrogen and phosphorus in it than what's currently in the aquifer. So we've seen that time and time again in multiple projects when we do land application projects.

54:08

Ryan Morgan: There are areas um on that are south of the freeway that are what they call nitrogen priority reuse areas um there isn't any of those that I'm aware of. And Nick you might correct me, but i don't think that there's any of those over here on this side of the Boise river, north of the Boise river.

54:30

Ryan Morgan: but the water that we are pulling that would we would use for the reuse here would be clean enough that we could apply this water in the nitrogen reuse priority areas. Um so as far as degradation of the aquifer in the long run, we're actually probably making it a cleaner less nitrogen less phosphorous aquifer than it currently is.

Mayor Chadwick: Okay. Did you have anything to add to that Mr. Nick before you Mr. Kevin? i got Kevan..

55:01

Mayor Chadwick: That wants to ask a question just so you're aware but go ahead do you have anything you want to have Mr. Wheelock?

Kevin Wheelock: Kevin Wheelock, I have a few questions I've been hoping for a minute now so i want to go back a little bit to the Star Sewer and maybe these come to you Nate um. As that connection's made for the sewer from the lift station, what's the benefit if there's any benefit to the Hillsdale residents

55:32

Kevin Wheelock: Are they going to be able to hook onto the sewer and use that facility as the sewer line is coming through their area?

Nate Mitchell: So one of the things that we've discussed and actually our civil lead Chad and I have discussed where we've got road intersections with existing roads where we tie into these existing roads and we've got opportunities where we can tie collection lines in. I don't think we have a problem stubbing

56:01

Nate Mitchell: lines, leaving stubs for future connections. We have no intention of running sewer to all of Hillsdale, but the capacity if we pull up the master plan of the sewer districts, this is a little bigger picture map. So they're showing collection systems i don't know if we can orient ourselves very well but

56:32

(Um is north on the paper still?)

Nate Mitchell: North is north on the paper the second yellow blue line towards the bottom of the paper cuts through the middle of our project um there's a light yellow spot kind of right in the middle of the map right now just upper left --

57:00

Mayor Chadwick: Can you Ryan are you able to point to it so people online can see it with the mouse?

Nate Mitchell: Okay so right here on their master plan they show a regional lift station so whatever we build which is basically at Can-Ada and Purple Sage Road which is the low point of all of this. Everything in this can drain gravity flow to that location. Um now it's not going to be located right on the road so everybody can look at it it'll be built kind of like

57:35

Nate Mitchell: a lot of the other lift stations have built inside of subdivisions where architecturally they blend in and we're not looking at a sore thumb sticking out there. But their master plan shows a regional lift station to handle a lot bigger area than just what we're talking about. Um are so if you guys understand lift station construction basically what we would do is size our wet well

58:03

Nate Mitchell: the collection box that everything comes into big enough for the regional lift station, and we put whatever pumps in that are required to pump what we're producing, and then as areas around us grow and that lift station requires more capacity, the district working with other developers can upgrade the pumps. Is that is that a?

Ryan Morgan: This is Ryan. That's an exactly correct statement. Part of their annexation agreement would be to stub to and through their

58:32

Ryan Morgan: property. We would not require them to run roads or run sewer mains up through the Hillsdale roads, but we would require them to stub to the edge of their properties. So in some future time if residents of Hillsdale would want to band together, we wouldn't necessarily want to annex one property at a time but if a group of homeowners banded together, say the whole homeowners association or maybe one neighborhood, then they could run a sewer line and connect to theirs

59:03

Ryan Morgan: and as they pointed out the wet well would have the capacity and at that point in time pumps would be required to upsize to pump whatever additional water.

Kevin Wheelock: So in theory in theory the Hillsdale residents could band together, sorry Councilman Wheelock, one street at a time and connect to this in theory?

Nate Mitchell: So if we go back to the concept plan with the golf course on it i can show you a little bit of what um

59:30

Nate Mitchell: like so let's blow it up to... um so let's go...over into Hillsdale. So head east young man, like right okay now go south, other way that's north okay there's that's good right there. So if you follow this this is the existing

59:59

Nate Mitchell: link tree gulch road right and we're proposing to tie this road in. we're proposing to tie this road in. we're proposing to tie these roads in. So at each one of those intersections and at other places where it makes sense throughout that plat where we've got access without going through people's yards,

we would provide a sewer line that they would make a size to handle. So if this if this group of Hillsdale homeowners septic systems start to fail and they all just want to connect the sewer they've just got to come down on the road and tie into our sewer line.

1:00:36

Nate Mitchell: but that would obviously be something they decide. It would be something they pay for it would be but we'll leave we'll leave a stub out of the sewer line there manhole or whatever is going to be on the road to where they could tie into it.

Ryan Morgan: So this is Ryan Morgan, um in theory yes they could band together one street at a time. Oftentimes, depending on how many are on that street, then it overwhelms the pump capacity and so sometimes it's more cost efficient if

1:01:07

Ryan Morgan: you get multiple streets that will band together. Because to go from a 10 horsepower pump to a 15 horsepower pump um can cost x amount of dollars and a 10 horsepower to a 15 horsepower increases significant pumping capacities. So the more people you can get the band together obviously the cheaper it comes per person involved.

1:01:32

Kevin Wheelock: Yeah i would hope this, councilman, i always hope there was a way that we could communicate that to them at some point. Whether it be through the sewer district or the development whatever that ends up being so that they know as a group it's in their best interest to answer that question as a as a subdivision yeah and-

Nate Mitchell: Nate Mitchell again I like our intention is and then the district will require this whether it's our intention or not but wherever we terminate a line or

1:02:04

Nate Mitchell: wherever we end up with a collection system that that has an opportunity to be used in the future they're going to make us do that. Whether it ever gets used or not totally depends on the other users. If Hillsdale's septic systems never fail, (**Wheelock:** good for them) good for them right i mean some of the those first houses were built in 1996, 97

1:02:30

Nate Mitchell: you know we're 25-26 year old septic systems. Most of those lots have replacement drain filled areas on them they can get another 30 years out of them. It may never be an issue but the district, while we're up there running sewer lines around is going to make us leave stubs in appropriate places for future connections should they be needed.

Kevin Wheelock: Perfect, councilman. The next question I have goes back to the water for the for the Hillsdale residents they have

1:03:02

their own wells currently domestic and I'm so I'm assuming irrigation wells.

Nate Mitchell: I don't know that how that works you may have a better yeah so i can give you I'm not gonna speak as an expert on the Hillsdale water system but they've got, i believe, three private wells that run a community water system um that provide both irrigation water rights and domestic water rights so they don't they

1:03:36

Mitchell: don't have individual wells in every one of those lots up there...you got a community system they've got 30,000 feet of pipe in the ground and they distribute that water out of those wells looped together.

Kevin Wheelock: I've pulled them I know where the wells are what's the chance that your Willowbrook's going to drill a well that's deeper that ends up drying up one of their wells? How do we protect them from that? Is there, I mean, you've said over the time that whatever impact you had,

1:04:06

Wheelock: Willowbrook would take care of this. How do we prepare for that?

Nate Mitchell: I'm actually going to ask IDWR to give us an idea of how you protect existing wells from new wells?

Nick Miller: Well, that's kind of a long answer, So uh, you know groundwater isn't treated the same as surface water with

1:04:32

Nick Miller: surface water you know everybody knows first in times first and right so if you've got a senior priority water, right? It's pretty easy to see when the water's not there and you curtail the junior user to supply the senior user. With groundwater it's a little bit of a different situation. With groundwater there's typically enough water in the ground to satisfy everybody. Like I always like to envision there's this big bathtub underground right and the challenge normally isn't is there enough water there for people like is the

1:05:02

Nick Miller: stream dried up it's do they have access to it is your straw in just at the top. And so i think what the legislature has said is that they don't want to tie up development of the entire bathtub just because somebody's well only goes in the top couple of inches, right? So they that there's it's kind of a complex issue but there's um something called a reasonable pumping

1:05:32

Nick Miller: level so you can actually draw down the water in the aquifer below the level of senior water right holders as long as it doesn't exceed a reasonable pumping level. So oftentimes the bad answer is that people just have to deepen their wells because the resource needs to be developed. that's what we try to do with water in Idaho, so there really isn't a guarantee that it's not going to impact their well if somebody drills another well.

1:06:05

Nick Miller: That being said you know there is always concerns that they'll be direct well-to-well interference. So that means when they turn on their well, this the other guy's well goes down and they can't get their water and they shut their well off this other guy's well comes back. That is a slightly different issue than sort of long-term general generally depressing the water table

1:06:36

Nick Miller: um not sure if i answer the question to your satisfaction

Kevin Wheelock: But well it's I guess at the end of the day it comes back to Willowbrook should we recognize that as a long-term problem that came about because of the extra well are you comfortable lowering their well if that needed to be?

Nate Mitchell: Um we're talking about a well at that point that Star Sewer water district would

1:07:05

Nate Mitchell: have control of not us. Um i don't think i think the practices that star sewer and water district used to produce their wells, locate their wells. We've not run into that problem before. I'm not going to commit tonight that I'm going to re-drill Hillsdale's wells if they run into problems down the road because there's so many variables that can come into that. Um they're drilling new wells right now or have recently in the last 12 months anyway

1:07:38

Nate Mitchell: whether or not it was because they weren't deep enough or because they weren't drilled properly or they weren't maintained properly or screened properly there's just too many things for me to commit to saying yeah just go re-drill those. Well if somebody proves to us that that we directly had a negative impact, we'll do what we can to mitigate it.

1:07:58

Nick Miller: This is Nick Miller again. I guess i would also add that if they did drill a new well and went through a transfer process to add star sewer and water's water rights to those wells that would be a public process and Hillsdale states would have an opportunity to protest that and make those kinds of arguments and negotiate those kinds of settlements.

Mayor Chadwick: Perfect thank you. Councilman Nielsen?

Kevin Nielsen: Thank you I guess just to clarify what you last said there Mr. Miller

1:08:29

Nielsen: that the hearing would be with the Idaho Department of Water or with Star Sewer and water?

Nick Miller: It would be an administrative hearing. So whenever somebody either files for a new appropriation of water or files for a transfer which is a change to one of the elements of your water right, like adding a new point of diversion to your water rights, that's advertised in the newspaper. And people in the public can protest that and when they do protest it that creates a contested case before the department that can be resolved through a hearing with a hearing officer. It's an administrative hearing

1:09:05

Nick Miller: normally those hearing officers are at the department of water resources and that decision that comes out of that hearing can be appealed to the director of the department of water resources and then on up to district court and the supreme court et cetera thank you.

Mayor Chadwick: Go ahead you got another question

Kevin Nielsen: well i how long ago was that you expected me to remember my question I'm sorry I forgot

1:09:33

Kevin Nielsen: yeah i completely forgot what my question was it was a super important one too so i just want you to know that...

Chadwick: okay all right good.

Nick Miller: Are you saying I'm long-winded?

Nielsen: No it was, I think it was the number of questions um no I'll defer for now okay.

Mayor Chadwick: Any anything further to add there Mr. Ryan on the sewer and water side or?

Ryan Morgan: I don't have anything further to add i mean we're happy to answer

1:10:02

Ryan Morgan: additional questions but just know that um this is stuff that has been known for a while as they pointed out conversations been had. I will point out that we have applied for they're called letters of interest that we have applied for DEQ um to update the sewer and water master plans for Star Sewer water district. We anticipate finding out whether that funding is available in June of this year to help supplement costs to do to update

1:10:36

Ryan Morgan: the master plan to include more detailed information that we are now receiving. For those usually take a year to finalize. So by this time next year or shortly thereafter we plan on having brand new 2022-2023 updates to the sewer and water. Both the sewer and water system master plans that will look at the potential impacts and as part of that the public is always welcome to provide comments

Mayor Chadwick: Hey Councilman Nielsen i don't want him to forget it so let him answer.

1:11:11

Kevin Nielsen: Yeah it came back to me. So getting going back to talking about nitrogen and phosphate levels um just curious if there would be a requirement for monitoring wells placed around the property for this land application?

Ryan Morgan: Most of the time um for a lot of systems um yes but i don't think that is a requirement for Class A.

1:11:38

Kevin Wheelock: I do have one more uh do you have a question too okay hang on one sec. So just uh real quick um. Most people think of when we're talking about a new sewer system being placed up there in the hills a lot of people think about the old lagoon style systems, so explain to us what a system would look like if this was placed up there in the Hillsdale area.

1:12:02

Nick Miller: I'll let Ryan talk to that, yes, he's the engineer.

Ryan Morgan: So most of the time these systems are currently the process that we are installing in the new system is called a MBR, a Membrane BioReactor these are oftentimes, they don't, they aren't always but they can be enclosed in buildings um as you drive up highway 55

1:12:35

Ryan Morgan: as you pass Avimor the building that you see on the right hand side there. It's one of the bigger biggest buildings that you pass as you're driving up, it's the first one you hit. That is the Avimor wastewater treatment system building. As you're driving past it 95 of people don't realize that's what that building is it's fully enclosed, um you're not going to have odor, you're not going to see what's going on um these systems are.

1:13:06

Ryan Morgan: Most of the time the newer systems you don't know that they're there you definitely won't smell them um they're something that you can have. It's not open lagoons, there's no ponds out there there's. If there ends up ever being a pond that out there it's a pond of the reclaimed Class A water that would be part of, maybe, part of the golf course or something like that, that would look like a water amenity.

1:13:37

Mayor Chadwick: Okay thank you.

Nate Mitchell: Nate Mitchell. Can i add something to that? The um folks that own Avimor have been gracious enough to us that if anybody wants to go tour something like what you would see once we determine a treatment plant facility up there, they're happy to let people in and see exactly what

1:14:01

Nate Mitchell: these types of plants look like. It's the same plant you've got down here this is a bigger scale of it down at Star sewer and water district but Avimor has been pretty open about letting people come up and tour and see things. I've sent maybe a dozen homeowners from the Hillsdale that have, from Hillsdale, that have called me and asked about it we've sent them up there individually on tours and they've been able to see exactly what we're talking about and i think that's available to anybody

Mayor Chadwick: Okay, thank you.

1:14:32

Ryan Morgan: This is Ryan Morgan, let me clarify, it's the same plant that we're building and it's not the same plant that is replaced the existing plant always had lagoons out there, we're replacing those lagoons. Those lagoons over time are going away so when he says it's not correct it's the same plant it's not what's currently there

Mayor Chadwick: Okay got it, Councilman Wheelock -

Kevin Wheelock: This question goes back to the projected uh ponds that you were talking about with the reclaimed water up north. Where are those? Looking at where are we looking to see those in the future, I guess, where do they impact us?

1:15:04

Nate Mitchell: Golf course.

Kevin Wheelock: All on the golf course is ponds?

Nate Mitchell: We got pretty significant water features planned into the golf course all so if we go back to this plan and we go back over kind of into golf course central now a little west then a little south. So, so this isn't obviously a terrain map but

1:15:32

Nate Mitchell: Most of this is all up here up on the hillside
(Can you circle that Ryan with your mouse? Okay gotcha.)

Okay all of this down here actually sits in the bottom um and Mr. Weiskopf and his designer Phil Smith are designing significant water features in there in order to handle both reuse water and, frankly, storm drain water from the road systems and stuff.

1:16:03

Kevin Wheelock: Thank you.

Jennifer Salmonsens: Okay Mayor Chadwick

Mayor Chadwick: Councilwoman Salmonsens.

Jennifer Salmonsens: Thank you um talking about the golf course can you just talk a little bit about um how much water is needed to maintain the golf course? Yeah

Nate Mitchell: Yeah so um using some course some hillside courses

1:16:30

Nate Mitchell: like Crane Creek, crunchy club (?) or Quail Hollow golf course that are built in the foothills locally they use in the heat of the summer when we're at 105 degrees they use six to seven hundred thousand gallons a day to irrigate in the peak heat season. Um obviously that's different in March and April than it is in July and August, but if you look at your peak heat times, their maximum usage is about six or seven hundred thousand gallons a day.

1:17:03

Salmonsens: and so we would have enough water to-

Nate Mitchell: Right now you're producing about a million gallons a day of water. Um we would be able to actually supplement with the water features designed into the golf course and we can design some water features and pressurize that water to other places in the into smaller ponds and in pods within the community. I think we'd actually be able to supplement our irrigation individual irrigate

1:17:35

Nate Mitchell: pressurized irrigation to the residences as well with the reuse water. I'd have to do some calculations but the 4,800 acre feet of water that we've got with a 17.1 cubic feet per second draw rate um produces enough water to

1:18:00

Nate Mitchell: irrigate everything we've got anyway so without the reused water we can irrigate it with reuse water. It just means we draw that much less out of the aquifer.

Salmonsens: Got it thank you.

Mayor Chadwick: Okay any further questions of sewer and water or anything or Mr. Nick? All right, we need to get Hank to bed because he's got to keep things flowing

1:18:24

Nick Miller: I got guys that do that work.

Mayor Chadwick: Oh that's right so i want to thank Mr. Nick. i appreciate you again for coming out here on such short notice that's awesome to answer some questions so and thank you Mr. Hank and Ryan for answering question.



CITY OF STAR, IDAHO
CITY COUNCIL SPECIAL MEETING MINUTES
WILLOWBROOK UTILITIES

City Hall - 10769 W State Street, Star, Idaho
Tuesday, February 22, 2022 at 6:30 PM

PUBLIC NOTICE: THIS MEETING WAS A WORKSHOP - NOT A PUBLIC HEARING. PUBLIC TESTIMONY WAS NOT HEARD. THE PUBLIC WAS INVITED TO PARTICIPATE BY OBSERVING THE PROCESS IN PERSON OR ONLINE AT:

https://www.youtube.com/channel/Uckw5PdAcU_RK0rP7MNaLB1A

1. CALL TO ORDER

Mayor Trevor Chadwick called the meeting to order at 6:30 p.m. He welcomed attendees and led the Pledge of Allegiance.

2. ROLL CALL

Present were Mayor Trevor Chadwick, Council President David Hershey, Council Member Kevan Wheelock, Council Member Jennifer Salmonsens, City Planner Shawn Nickel, Assistant City Planner Ryan Field, City Clerk-Treasurer Jacob Qualls, Public Information Officer Dana Partridge, Star Middleton Fire District Chief Greg Timinsky, Star Transportation and Pathways Committee Chair John Tenson, Engineering Construction Manager of Lumen Brett McKinney, Business Development Manager of Lumen Evan Barnett, Idaho Power representative Paris Dickerson, Nate Mitchell of A+E Construction representing applicant Willowbrook Development Inc. & Twin Islands LLC, Republic Services representatives Bob Olsen, Bob Bennett, and Rachele Klein, Star Postmaster Mel Norton, and Intermountain Gas Company representative Carrie Schmidt.

3. AGENCY WORKSHOP

AGENCY WORKSHOP SUMMARY WILLOWBROOK (UTILITIES)

Mayor Chadwick explained the workshop process and thanked the agencies participating in this early discussion of the planning process. For the purpose of clarity, he noted for attendees that Centurylink is now Lumen.

The purpose of this evening's workshop was to discuss and understand needs for fiber / internet / phone, power, trash / recycling, and mail service.

Chadwick noted that the Fire Chief was again present, this time to discuss the urban interface for fire services.

Nate Mitchell of Willowbrook reviewed the size and scope of the proposed project as he did for the prior workshop meetings, utilizing a map (see Agenda Packet).

Infrastructure needs for running and deploying fiber in Treasure Valley were noted in order to depict various needs for the proposed development.

In terms of electricity, discussion moved to the transmission corridor and determining the best long-term solutions for the grid for resiliency.



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It was noted in 1994 Intermountain Gas put in a four-inch service line on Deep Canyon that follows Deep Canyon from Highway 16 out to Purple Sage, so the only gap is around the Can Ada section (Can Ada/Foothill and Can Ada/Purple Sage was noted) in terms of consideration for potential expansion needed.

For trash / recycling, discussion surrounded two routes being needed. Costs per cart, recycling, and composting were discussed.

Mel Norton the Star Post Master summarized the U.S. Postal Policy surrounding gated communities and talked about the pros and cons of mailbox placement outside the gate versus parcel lockers at the post office. Mail safety and consumer convenience were a topic of discussion, as was the feasibility of placing an annex to serve the area.

Chief Timinsky provided an overview of the challenges faced by the Fire Department in dealing with the wildland urban interface areas such as wildland mitigation. Situations discussed included grass fire versus grass fire with structures.

Fire mitigation for farm/rural, subdivision, and open space was discussed in terms of fire risk and response.

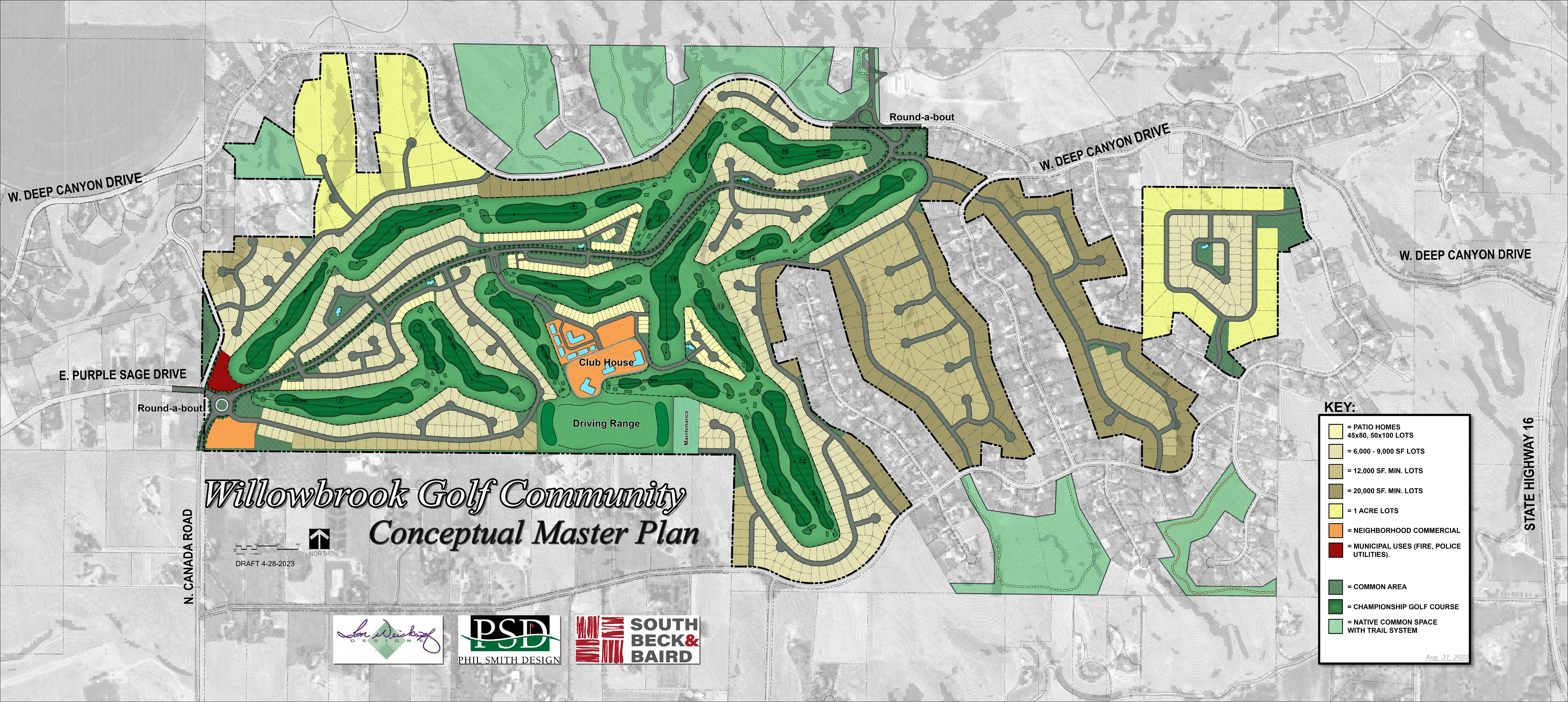
John Tenson gave an overview of the Transportation and Pathways Committee vision of pathways connecting city property up through the development to the BLM parcel.

Discussion ensued on pathways, the golf course, and BLM, as well as issues surrounding foot versus equestrian use relating to Hillsdale.

Mayor Chadwick adjourned the meeting at 7:48pm

Trevor A Chadwick, Mayor

ATTEST: _____
Jacob M Qualls, City Clerk - Treasurer



W. DEEP CANYON DRIVE

Round-a-bout

W. DEEP CANYON DRIVE

W. DEEP CANYON DRIVE

E. PURPLE SAGE DRIVE

Round-a-bout

Club House

Driving Range

Maintenance

Willowbrook Golf Community Conceptual Master Plan

SCALE: 1"=200'
DRAFT 4-28-2023



N. CANADA ROAD

STATE HIGHWAY 16

KEY:

- = PATIO HOMES
45x80, 50x100 LOTS
- = 6,000 - 9,000 SF LOTS
- = 12,000 SF. MIN. LOTS
- = 20,000 SF. MIN. LOTS
- = 1 ACRE LOTS
- = NEIGHBORHOOD COMMERCIAL
- = MUNICIPAL USES (FIRE, POLICE UTILITIES).
- = COMMON AREA
- = CHAMPIONSHIP GOLF COURSE
- = NATIVE COMMON SPACE WITH TRAIL SYSTEM



Aug. 31, 2022

Willowbrook Development

June 23, 2022

City of Star
10769 W. State St
Star, ID 83669

RE: Updated Narrative For Willowbrook Golf Community
Annexation, Zoning, and Development Agreement

Dear Mayor, Star City Council, and Planning Staff:

Willowbrook Development, Inc. respectfully submits this updated application narrative for the annexation and zoning, with development agreement, of the approximately 726-acre Willowbrook Golf Community (“Willowbrook” or “Project”). This updated narrative and supporting materials supplement the Willowbrook application package filed July 15, 2021. Based on feedback from the City and community, the Project scope has been narrowed to include only Ada County land, removing all Canyon County land from the Project, and reducing the requested zoning to R2 instead of R3. See Attachment A. Only the golf course and golf clubhouse facilities will proceed as the first phase. The PUD and Preliminary Plat applications and associated processes and hearings will follow at a later date.

The proposed Development Agreement includes a Conceptual Master Plan for future development of the annexed property and approves the golf course and clubhouse facilities for development during the Project’s first phase. The Development Agreement restricts all further development, including residential and commercial development, until subsequent applications are submitted, considered, and approved, including a Preliminary Plat and a PUD, with associated traffic mitigation based on ACHD’s and ITD’s review of the traffic impact study.

Project Overview - Conceptual Master Plan

The Willowbrook Golf Community is located on property within Phase 8 of the Hillsdale Estates community and has been contemplated for development since Hillsdale’s establishment in 1995. The Conceptual Master Plan for Willowbrook includes an 18-hole championship golf course, approximately 1094 single-family detached home sites, and approximately 110,000 square feet of neighborhood commercial and retail space. The integrated mixed uses, all centered around the golf course as the primary amenity, will create a desirable community where Star residents can live, work and play, all within a beautifully landscaped and highly amenitized development, connected with bike and pedestrian pathways.

Golf Course. The 175-acre, 18-hole championship golf course – the focal point of the Willowbrook community – will be constructed as the first phase of the Project. This significant amenity will be designed with the help of Tom Weiskopf and Phil Smith Design. The course will be privately owned and maintained, and the public will be welcome to enjoy it—a model that has worked well for the Banbury Meadows course in Eagle. Upon completion, the course will provide a truly world class venue that is an incredible asset to the City of Star and the overall Treasure Valley region. The golf facilities are requested to be approved as part of the Development Agreement in lieu of a conditional use permit.



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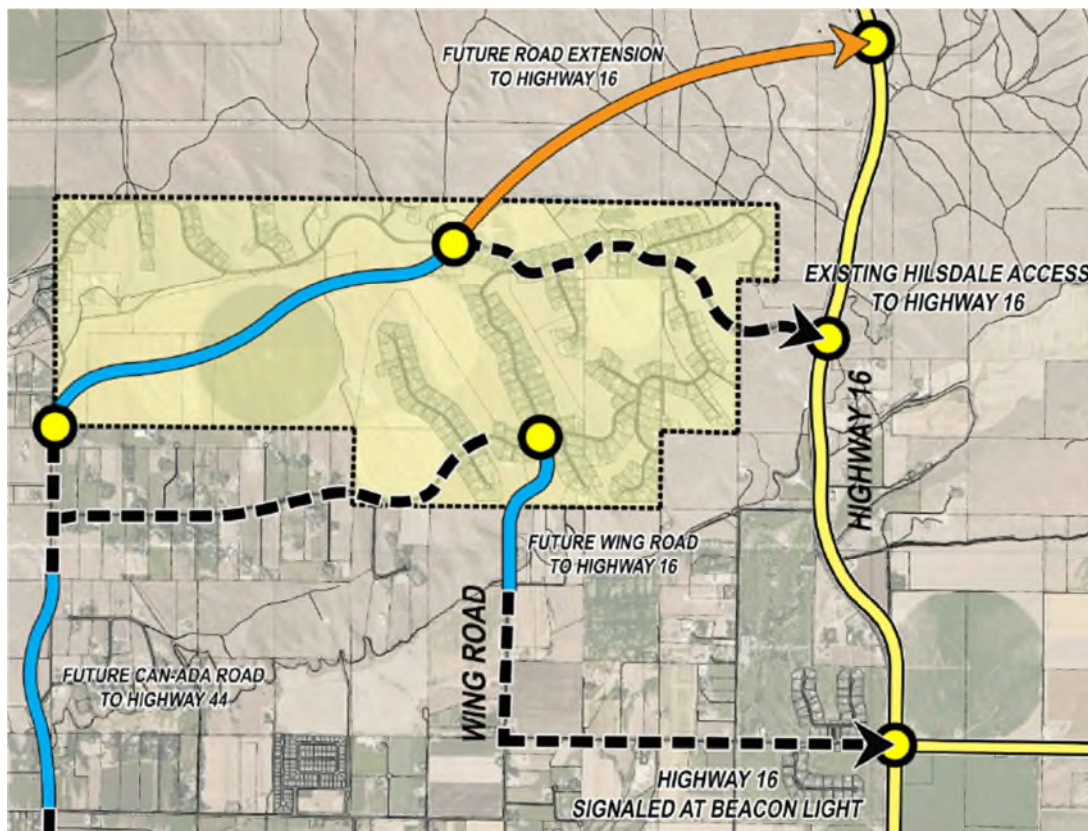
Commercial/Retail. Willowbrook’s Conceptual Master Plan includes approximately 110,000 sf of neighborhood commercial space to eventually include convenient services and retail opportunities for area residents and visitors. This application seeks approval of the golf clubhouse only, which will include a restaurant, bar, and pro shop retail incidental to the golf

course use. The planned future commercial uses will not occur until and unless approved as part of the future preliminary plat and PUD applications.

Civic. Willowbrook’s Conceptual Master Plan includes land for civic uses, including sewer, fire/police/EMS services, that will provide improved safety and services for all adjacent residents.

Access/Roads

Primary access to Willowbrook is planned at CanAda Road on the West, with a residential collector and spine road running east-west, and additional points of access at Wing Road and W. Deep Canyon Drive. In later phases, a future road extension is planned to connect to a new Highway 16 access northeast of the site. Public and private roads will provide residents with circulation throughout the development. A traffic impact study and associated review by ITD and ACHD will be required with the Preliminary Plat application.



Utilities

Upon annexation into the Star Sewer and Water District (“SSWD”), SSWD will provide services to Willowbrook. Wastewater treatment is planned to include a regional lift station located in the vicinity of CanAda Road and Purple Sage Road. The lift station will be sized to serve the Project and additional potential development in the area. The pressure line from the lift station

would likely run south in the CanAda Road right-of-way to Foothill Road, then east along Foothill Road to a gravity line that extends from the Trident Ridge Subdivision. Ultimately, as needed, Willowbrook may develop wastewater treatment on site with use of an MBR treatment plant like SSWD's current facility. This facility would be designed to produce water clean enough to reapply to the golf course for irrigation.

Potable water for Willowbrook will be provided by a new well drilled within the Project, with a storage tank to treat and store water, as directed and approved by SSWD. Willowbrook will dedicate potable water rights the developer owns to SSWD to serve the Project. Any additional water rights will be secured by the owner and/or SSWD as needed. Willowbrook currently owns at least 4,000 acre-feet of irrigation water rights to provide irrigation to the golf course. The Project will use as much treated wastewater as possible and only use the existing irrigation wells as needed to supplement the reused water.

All wastewater treatment and water supply facilities will be built by Willowbrook and dedicated to SSWD for operation.

Emergency Services

With the Preliminary Plat, Willowbrook will dedicate land in the vicinity of Purple Sage and CanAda Roads for the Star Fire Protection District to site a station to serve the northern portion of their District. Willowbrook will continue to work with the District to determine the most appropriate location within the Project for such a station. The new station would likely house Star Police and Ada County EMS as well.

Open Space and Amenities

The featured amenity in Willowbrook is the 175-acre, 18-hole championship golf course, which includes a driving range and clubhouse amenities, and this will be provided as the first phase of the development, providing immediate public benefit. The Conceptual Master Plan also includes approximately 89 additional acres of usable natural areas with hiking trails plus approximately 31 acres of buffers, parkways, and open grassy areas for residents to enjoy. In total, the non-golf course open space and amenities will exceed both the City's 15% gross land area requirement and the 10% usable open space requirement. Details about the open space areas and amenities will be considered with the PUD and preliminary plat applications.

Phasing

The first phase of Willowbrook will consist of the golf course and clubhouse, making championship-level golf accessible to the public. Phased development will continue outward from there, with Phase 2 to include housing development and additional road accessibility. The phasing of the Project will depend on grading and market conditions and will evolve as the Preliminary Plat is developed. The Preliminary Plat application and associated review of traffic impacts and required mitigation will occur before the residential or commercial development phases of the Project may proceed.

Neighborhood Meetings and Public Involvement

The applicant team began engaging with the broader Star community about the Project in 2012, with the goal of understanding how best to integrate this phase of the development with earlier phases and surrounding developments, including residents of Hillsdale, Monument Ridge, and Star Ridge subdivisions. The Project incorporated as many of the requests from those meetings as possible.

The applicant team has also participated in several public work sessions with the City on a variety of topics, including:

January 25, 2022 – Transportation (ACHD, ITD, CCHD4, COMPASS)

February 8, 2022 – Schools, Fire, Sewer/Water

February 22, 2022 – Environmental and Utilities (Idaho Fish and Game, Idaho Power, Central District Health, CenturyLink, Sparklight, Intermountain Gas, and US Postal Service)

As we continue to go through this process with the City, and in future application processes, the applicant is committed to minimizing the Project's impact on local neighbors. Neighborhood involvement in this process has already made this a better development, and we anticipate this will continue to be the case as more detailed development applications follow.

Annexation and Zoning, with Development Agreement

As described above, the current application package would annex the approximately 726-acre property with R2 Zoning, and allow only the golf course and golf clubhouse facilities to be built as the first phase of the Project. The proposed Development Agreement includes a Conceptual Master Plan for future development but restricts all further development, including residential and commercial development, until subsequent applications are submitted, considered, and approved, including a Preliminary Plat and a PUD, with associated traffic mitigation based on ACHD's and ITD's review of the traffic impact study.

Willowbrook meets all of the requirements for annexation and zoning. First, annexation and zoning to R-2 complies with applicable provisions of the Star Comprehensive Plan. The proposed R2 zone is consistent with the applicable Future Land Use Map's designation of Estate Residential for this property, calling for 1-3 units per acre. Additionally, Willowbrook aligns with Goal 7: "Enhance and develop Star's economy, which will build a stronger community." The Project also includes a mix of commercial and residential development within a planned community that encourages walkability, addressing Implementation Policies 7.5(A) and (E). Further, the Project proposes a variety of housing types and price points to address Chapter 5's population goal: "5.5(D) Provide a variety of housing opportunities for differing population needs ranging from large-lot residential to multi-family apartment uses."

Second, annexation and R-2 zoning of this Project complies with regulations outlined for the proposed district. This Project, as ultimately considered and approved through the Preliminary Plat and PUD applications, will provide quality housing aligned with the overall density and use standards of the R-2 district and will provide a variety of homes for Star residents. The gross density of Willowbrook contemplated in the Conceptual Master Plan is 1.53 units per acre, consistent with R2 zoning.

Third, annexation and zoning to R-2 will not be materially detrimental to the public health and welfare. This Project will provide needed housing and appropriate commercial development adjacent to that housing in an area with similar uses. The master planned nature of the community – with the golf course, employment opportunities, access to services, and significant connecting pedestrian and bike pathways – will provide internal trip capture opportunities, minimizing external impacts on roads and maximizing quality of life. The commercial uses will benefit the City and all City residents with increased tax base and opportunities to access quality goods and services.

Fourth, annexation and zoning of Willowbrook will not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city. Willowbrook is adequately served by irrigation, and we are working with Star Fire Protection District and SSWD to ensure that adequate facilities are available when residents move into the community.

Finally, annexation is in the best interest of the City of Star. Willowbrook will provide citizens of Star with a world-class amenity in the form of a championship 18-hole golf course, and a quality mixed use residential community, supporting positive economic development for the City and its residents. Additionally, the planned civic uses, including sewer, fire, police, and EMS services, will provide improved safety and services for adjacent residents.

As part of the Development Agreement, in lieu of a conditional use permit, Willowbrook seeks approval of the golf course and golf clubhouse amenities, which will include a restaurant, bar, and pro shop retail incidental to the golf course use. All conditional use permit criteria in Star City Code are met.

First, the site is large enough to accommodate the proposed golf course uses and meet all the dimensional and development regulations in the district in which the use is located. The 726-acre site has plentiful useable open space, and offers more than sufficient acreage to accommodate the proposed golf course and golf amenities.

Second, the proposed golf course uses meet the intent of the Star comprehensive plan and are in compliance with the requirements of the Unified Development Code. The uses are conditionally allowed in the R2 zone. The golf course and clubhouse amenities will fulfill Chapter 7's goals of economic development by creating jobs and by creating a world-class amenity that will generate tourism dollars.

The design, construction, operation and maintenance of the golf course uses will be compatible with the surrounding uses, and with the existing or intended character of the vicinity. The architecture will conform to and/or complement surrounding development, and the golf course uses are compatible with adjacent residential and recreational uses.

The Willowbrook golf course and facilities will not adversely affect properties in the vicinity. The Project will enhance the property and aesthetic values of adjacent properties with beautiful and functional amenities and related services for area residents.

The proposed golf course uses will be served adequately by essential public facilities, including sewer, public safety, streets, and water, and will not create excessive costs or be detrimental to the economic welfare of the community. The applicant's significant self-funded improvements will ensure that this area will have sufficient infrastructure to accommodate the proposed development, and address the needs of other area residents.

The proposed golf course uses will not constitute nuisance activities of any kind. Finally, the proposed golf uses will not result in the destruction, loss or damage of a natural, scenic, or historic feature of major importance.

Conclusion

Willowbrook presents this Annexation and Zoning with Development Agreement request as a critical first step in a long-term partnership with the City of Star and other supporting government agencies. Discussions with Star Sewer and Water District, Star Fire Protection District, Ada County Highway District, and Idaho Transportation Department have been positive and constructive, and have resulted in identifying multiple opportunities to provide enhanced, superior municipal services to current and future residents.

We sincerely appreciate your time and consideration of this Project.

Sincerely,

Nathan Mitchell



RECEIVED
JUN 15 2021

BY: BK

City of Star
P.O. Box 130
Star, Idaho 83669
P: 208-286-7247 F: 208-286-7569

ANNEXATION & ZONING - REZONE APPLICATION

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

RECEIVED
JUN 23 2022
Re-Submittal

BY: [Signature]

FILE NO.: <u>AZ-21-12</u>	Fee Paid: <u>1050.⁰⁰</u>
Date Application Received: <u>7-15-21</u>	
Processed by: City: _____	

Applicant Information:

PRIMARY CONTACT IS: Applicant Owner Representative

Applicant Name: Richard M. Phillips
 Applicant Address: 210 Murray St., Garden City, Idaho Zip: 83714
 Phone: 208-376-4665 Email: _____

Owner Name: Richard M. Phillips, Willowbrook Development, Inc. & Twin Islands LLC
 Owner Address: 210 Murray St., Garden City, Idaho Zip: 83714
 Phone: 208-376-4665 Email: _____

Representative (e.g., architect, engineer, developer):
 Contact: Nathan Mitchell Firm Name: A+E Construction, LLC
 Address: 1470 N. Rook Way, Star, Idaho Zip: 83669
 Phone: 208-941-2688 Email: nate.mitchell@ymail.com

Property Information:

Site Address: ~~Hwy 16 to Kingsbury Rd along Purple Sage Corridor~~ See Exhibit A Parcel Number: See Exhibit A
 Total Acreage of Site: ~~1554.8~~ 726.6
 Total Acreage of Site in Special Flood Hazard Area: N/A
 Proposed Zoning Designation of Site: ~~R-3~~ R-2

Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	RR/RUT	ESTATE RES - 1-3 DU/ACRE	Agriculture
Proposed	R-3	ESTATE RES - 1-3 DU/ACRE	Residential
North of site	RUT	EX. PUBLIC USE	Agriculture
South of site	RUT	RURAL RESIDENTIAL	Ag/Residential
East of site	RUT	ESTATE RES - 1-3 DU/ACRE	Ag/Residential
West of site	RUT AG (Canyon Co.)	RURAL RESIDENTIAL 1 unit per 2 acres	Ag/Residential

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

Areas of Critical Environmental Concern - No
 Evidence of Erosion - No
 Fish Habitat - No
 Floodplain - No
 Mature Trees - No
 Riparian Vegetation - No
 Steep Slopes - Yes, foothills terrain
 Stream/Creek - No
 Unique Animal Life - No
 Unique Plant Life - No
 Unstable Soils - No
 Wildlife Habitat - No
 Historical Assets - No

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 (√)
✓	Pre-application meeting with the Planning Department required prior to neighborhood meeting.	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.)	X
✓	Completed and signed Annexation & Zoning/Rezone Application	X
✓	Fee: (Include Development Agreement Fee). Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	X
✓	Narrative fully describing the proposed project (must be signed by applicant)	X
✓	Legal description of the property to be annexed and/or rezoned: <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. 	X
✓	Recorded warranty deed for the subject property	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.	X
✓	One (1) 8½" X 11" copy and electronic copy in pdf. format of vicinity map showing the location of the subject property	X
✓	One (1) full-size 24" X 36" copy and one (1) 11" X 17" copy of associated CUP/PUD Site Plan/Preliminary Plat. If this application is not accompanied by a plat or site plan, please submit conceptual development plan for the property.	X
✓	Electronic copy in pdf. format of submitted plat, site or conceptual plan.	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 property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels.	X
✓	Two (2) copies of the Electronic versions of submitted application including neighborhood meeting information, signed application, narrative, legal description, warranty deed, vicinity map, preliminary plat/site plan, irrigation district information, <u>shall be submitted in original pdf format (no scans for preliminary plat/site plans) on two (2) thumb drives only (no discs)</u> with the files named with project name and plan type.	X
Will comply	Signed Certification of Posting with pictures. (see attached posting requirements and certification form) – To be completed by application after acceptance of application. Staff will notify applicant of hearing and posting date.	X
✓	*Applicant agrees to enter into a Development Agreement with this application. Applicant's Signature: _____	X
✓	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval, building permits. Please contact SSWD for details.	X

FEE REQUIREMENT:

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



 Applicant/Representative Signature

7.15.2021

 Date

Willowbrook Development

June 23, 2022

City of Star
10769 W. State St
Star, ID 83669

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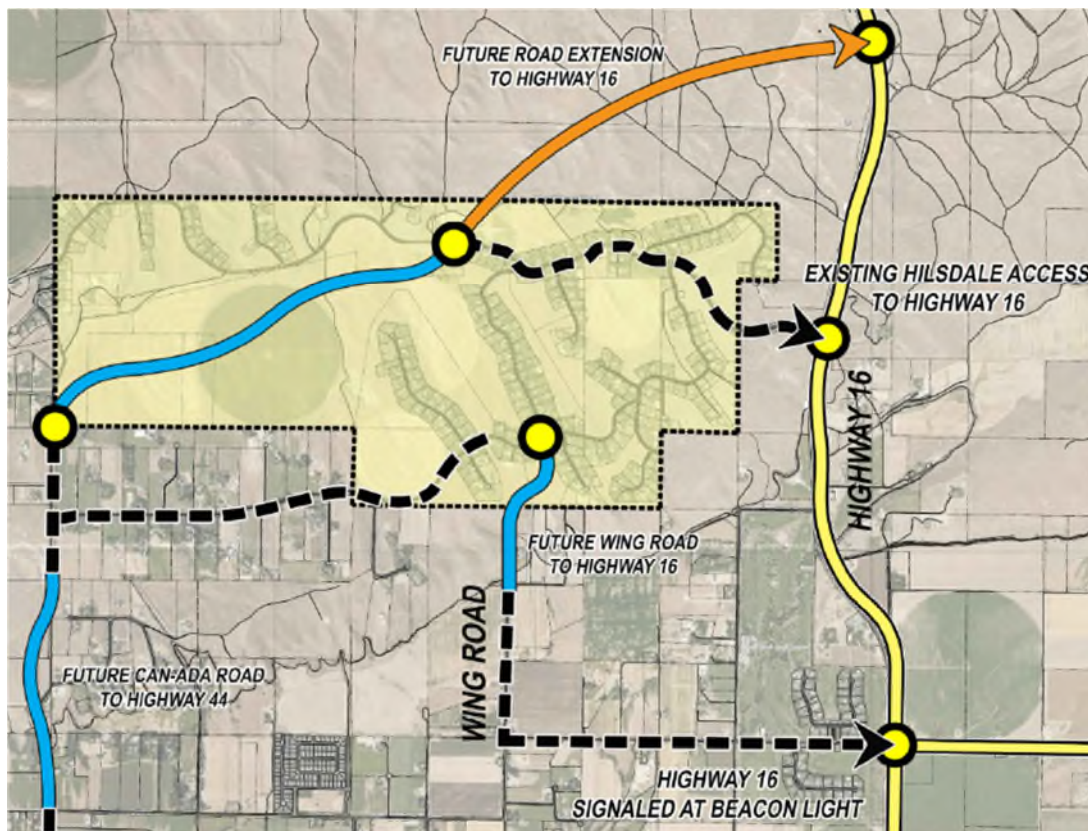
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With the Preliminary Plat, Willowbrook will dedicate land in the vicinity of Purple Sage and CanAda Roads for the Star Fire Protection District to site a station to serve the northern portion of their District. Willowbrook will continue to work with the District to determine the most appropriate location within the Project for such a station. The new station would likely house Star Police and Ada County EMS as well.

Open Space and Amenities

The featured amenity in Willowbrook is the 175-acre, 18-hole championship golf course, which includes a driving range and clubhouse amenities, and this will be provided as the first phase of the development, providing immediate public benefit. The Conceptual Master Plan also includes approximately 89 additional acres of usable natural areas with hiking trails plus approximately 31 acres of buffers, parkways, and open grassy areas for residents to enjoy. In total, the non-golf course open space and amenities will exceed both the City's 15% gross land area requirement and the 10% usable open space requirement. Details about the open space areas and amenities will be considered with the PUD and preliminary plat applications.

Phasing

The first phase of Willowbrook will consist of the golf course and clubhouse, making championship-level golf accessible to the public. Phased development will continue outward from there, with Phase 2 to include housing development and additional road accessibility. The phasing of the Project will depend on grading and market conditions and will evolve as the Preliminary Plat is developed. The Preliminary Plat application and associated review of traffic impacts and required mitigation will occur before the residential or commercial development phases of the Project may proceed.

Neighborhood Meetings and Public Involvement

The applicant team began engaging with the broader Star community about the Project in 2012, with the goal of understanding how best to integrate this phase of the development with earlier phases and surrounding developments, including residents of Hillsdale, Monument Ridge, and Star Ridge subdivisions. The Project incorporated as many of the requests from those meetings as possible.

The applicant team has also participated in several public work sessions with the City on a variety of topics, including:

January 25, 2022 – Transportation (ACHD, ITD, CCHD4, COMPASS)

February 8, 2022 – Schools, Fire, Sewer/Water

February 22, 2022 – Environmental and Utilities (Idaho Fish and Game, Idaho Power, Central District Health, CenturyLink, Sparklight, Intermountain Gas, and US Postal Service)

As we continue to go through this process with the City, and in future application processes, the applicant is committed to minimizing the Project's impact on local neighbors. Neighborhood involvement in this process has already made this a better development, and we anticipate this will continue to be the case as more detailed development applications follow.

Annexation and Zoning, with Development Agreement

As described above, the current application package would annex the approximately 726-acre property with R2 Zoning, and allow only the golf course and golf clubhouse facilities to be built as the first phase of the Project. The proposed Development Agreement includes a Conceptual Master Plan for future development but restricts all further development, including residential and commercial development, until subsequent applications are submitted, considered, and approved, including a Preliminary Plat and a PUD, with associated traffic mitigation based on ACHD's and ITD's review of the traffic impact study.

Willowbrook meets all of the requirements for annexation and zoning. First, annexation and zoning to R-2 complies with applicable provisions of the Star Comprehensive Plan. The proposed R2 zone is consistent with the applicable Future Land Use Map's designation of Estate Residential for this property, calling for 1-3 units per acre. Additionally, Willowbrook aligns with Goal 7: "Enhance and develop Star's economy, which will build a stronger community." The Project also includes a mix of commercial and residential development within a planned community that encourages walkability, addressing Implementation Policies 7.5(A) and (E). Further, the Project proposes a variety of housing types and price points to address Chapter 5's population goal: "5.5(D) Provide a variety of housing opportunities for differing population needs ranging from large-lot residential to multi-family apartment uses."

Second, annexation and R-2 zoning of this Project complies with regulations outlined for the proposed district. This Project, as ultimately considered and approved through the Preliminary Plat and PUD applications, will provide quality housing aligned with the overall density and use standards of the R-2 district and will provide a variety of homes for Star residents. The gross density of Willowbrook contemplated in the Conceptual Master Plan is 1.53 units per acre, consistent with R2 zoning.

Third, annexation and zoning to R-2 will not be materially detrimental to the public health and welfare. This Project will provide needed housing and appropriate commercial development adjacent to that housing in an area with similar uses. The master planned nature of the community – with the golf course, employment opportunities, access to services, and significant connecting pedestrian and bike pathways – will provide internal trip capture opportunities, minimizing external impacts on roads and maximizing quality of life. The commercial uses will benefit the City and all City residents with increased tax base and opportunities to access quality goods and services.

Fourth, annexation and zoning of Willowbrook will not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city. Willowbrook is adequately served by irrigation, and we are working with Star Fire Protection District and SSWD to ensure that adequate facilities are available when residents move into the community.

Finally, annexation is in the best interest of the City of Star. Willowbrook will provide citizens of Star with a world-class amenity in the form of a championship 18-hole golf course, and a quality mixed use residential community, supporting positive economic development for the City and its residents. Additionally, the planned civic uses, including sewer, fire, police, and EMS services, will provide improved safety and services for adjacent residents.

As part of the Development Agreement, in lieu of a conditional use permit, Willowbrook seeks approval of the golf course and golf clubhouse amenities, which will include a restaurant, bar, and pro shop retail incidental to the golf course use. All conditional use permit criteria in Star City Code are met.

First, the site is large enough to accommodate the proposed golf course uses and meet all the dimensional and development regulations in the district in which the use is located. The 726-acre site has plentiful useable open space, and offers more than sufficient acreage to accommodate the proposed golf course and golf amenities.

Second, the proposed golf course uses meet the intent of the Star comprehensive plan and are in compliance with the requirements of the Unified Development Code. The uses are conditionally allowed in the R2 zone. The golf course and clubhouse amenities will fulfill Chapter 7's goals of economic development by creating jobs and by creating a world-class amenity that will generate tourism dollars.

The design, construction, operation and maintenance of the golf course uses will be compatible with the surrounding uses, and with the existing or intended character of the vicinity. The architecture will conform to and/or complement surrounding development, and the golf course uses are compatible with adjacent residential and recreational uses.

The Willowbrook golf course and facilities will not adversely affect properties in the vicinity. The Project will enhance the property and aesthetic values of adjacent properties with beautiful and functional amenities and related services for area residents.

The proposed golf course uses will be served adequately by essential public facilities, including sewer, public safety, streets, and water, and will not create excessive costs or be detrimental to the economic welfare of the community. The applicant's significant self-funded improvements will ensure that this area will have sufficient infrastructure to accommodate the proposed development, and address the needs of other area residents.

The proposed golf course uses will not constitute nuisance activities of any kind. Finally, the proposed golf uses will not result in the destruction, loss or damage of a natural, scenic, or historic feature of major importance.

Conclusion

Willowbrook presents this Annexation and Zoning with Development Agreement request as a critical first step in a long-term partnership with the City of Star and other supporting government agencies. Discussions with Star Sewer and Water District, Star Fire Protection District, Ada County Highway District, and Idaho Transportation Department have been positive and constructive, and have resulted in identifying multiple opportunities to provide enhanced, superior municipal services to current and future residents.

We sincerely appreciate your time and consideration of this Project.

Sincerely,

Nathan Mitchell

ATTACHMENT A

Updated Application and Legals



RECEIVED
 JUL 15 2021
 BY: BV

City of Star
 P.O. Box 130
 Star, Idaho 83669
 P: 208-286-7247 F: 208-286-7569

ANNEXATION & ZONING - REZONE APPLICATION

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

FILE NO.: AZ-21-12
 Date Application Received: 7-15-21 Fee Paid: 1050.⁰⁰
 Processed by: City: _____

Applicant Information:

PRIMARY CONTACT IS: Applicant ___ Owner ___ Representative X

Applicant Name: Richard M. Phillips
 Applicant Address: 210 Murray St., Garden City, Idaho Zip: 83714
 Phone: 208-376-4665 Email: _____

Owner Name: Richard M. Phillips, Willowbrook Development, Inc. & Twin Islands LLC
 Owner Address: 210 Murray St., Garden City, Idaho Zip: 83714
 Phone: 208-376-4665 Email: _____

Representative (e.g., architect, engineer, developer):
 Contact: Nathan Mitchell Firm Name: A+E Construction, LLC
 Address: 1470 N. Rook Way, Star, Idaho Zip: 83669
 Phone: 208-941-2688 Email: nate.mitchell@ymail.com

Property Information:

Site Address: ~~Hwy 16 to Kingsbury Rd along~~ Purple Sage Corridor See Exhibit A Parcel Number: See Exhibits A & B
 Total Acreage of Site: ~~1554.8~~ 726.6
 Total Acreage of Site in Special Flood Hazard Area: N/A
 Proposed Zoning Designation of Site: ~~R-1~~ R-2

Zoning Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	RR/RUT	ESTATE RES - 1-3 DU/ACRE	Agriculture
Proposed	R-1 R-2	ESTATE RES - 1-3 DU/ACRE	Residential
North of site	RUT	EX. PUBLIC USE	Agriculture
South of site	RUT	RURAL RESIDENTIAL	Ag/Residential
East of site	RUT	ESTATE RES - 1-3 DU/ACRE	Ag/Residential
West of site	RUT	RURAL RESIDENTIAL	Ag/Residential
	Ag (Canyon County)	Estate Residential	

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

Areas of Critical Environmental Concern - No
 Evidence of Erosion - No
 Fish Habitat - No
 Floodplain - No
 Mature Trees - No
 Riparian Vegetation - No
 Steep Slopes - Yes, foothills terrain
 Stream/Creek - No
 Unique Animal Life - No
 Unique Plant Life - No
 Unstable Soils - No
 Wildlife Habitat - No
 Historical Assets - No

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 (√)
✓	Pre-application meeting with the Planning Department required prior to neighborhood meeting.	
✓	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.)	
✓	Completed and signed Annexation & Zoning/Rezone Application	
✓	Fee: (Include Development Agreement Fee). Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	
✓	Narrative fully describing the proposed project (must be signed by applicant)	
✓	Legal description of the property to be annexed and/or rezoned: <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. 	
✓	Recorded warranty deed for the subject property	

✓	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.	
✓	One (1) 8½" X 11" copy and electronic copy in pdf. format of vicinity map showing the location of the subject property	
✓	One (1) full-size 24" X 36" copy and one (1) 11" X 17" copy of associated CUP/PUD Site Plan/Preliminary Plat. If this application is not accompanied by a plat or site plan, please submit conceptual development plan for the property.	
✓	Electronic copy in pdf. format of submitted plat, site or conceptual plan.	
✓	List of name(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	
✓	One (1) copy of names and addresses printed on address labels, of property owners within three hundred feet (300') of the external boundaries of the property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels.	
✓	Two (2) copies of the Electronic versions of submitted application including neighborhood meeting information, signed application, narrative, legal description, warranty deed, vicinity map, preliminary plat/site plan, irrigation district information, shall be submitted in original pdf format (no scans for preliminary plat/site plans) on two (2) thumb drives only (no discs) with the files named with project name and plan type.	
Will comply	Signed Certification of Posting with pictures. (see attached posting requirements and certification form) – To be completed by application after acceptance of application. Staff will notify applicant of hearing and posting date.	
✓	*Applicant agrees to enter into a Development Agreement with this application. Applicant's Signature: _____	
✓	Property shall be annexed into Star Sewer and Water District prior to Final Plat approval, building permits. Please contact SSWD for details.	

FEE REQUIREMENT:

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

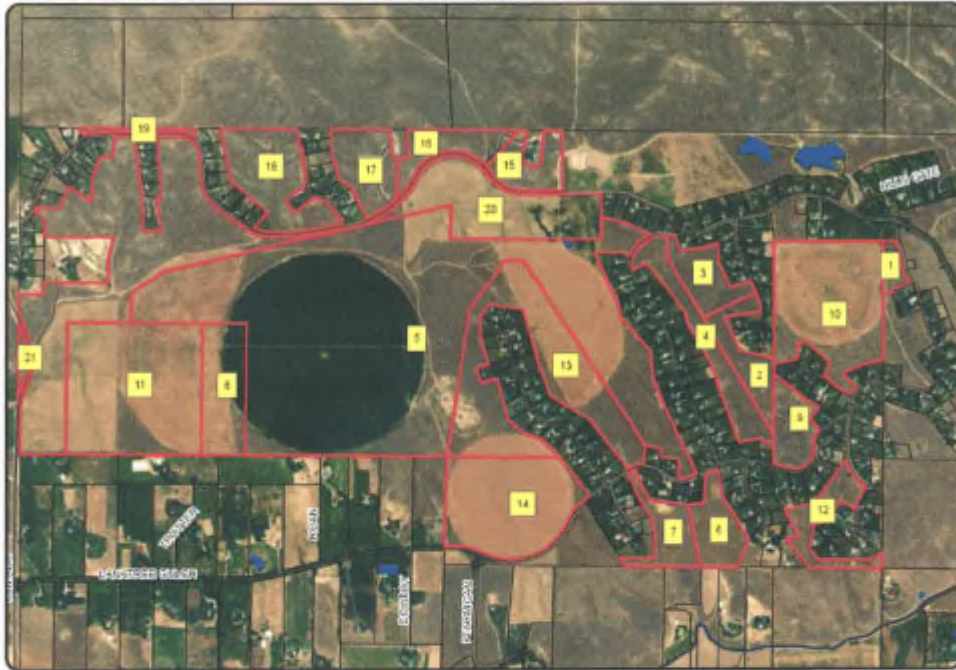


 Applicant/Representative Signature

7.15.2021

 Date

EXHIBIT A



KEY #	PARCEL	OWNER	ACRES
1	R3626110480	WILLOWBROOK DEVELOPMENT INC	3.076
2	R3626121000	WILLOWBROOK DEVELOPMENT INC	11.083
3	R3626121100	WILLOWBROOK DEVELOPMENT INC	11.15
4	R3626130010	WILLOWBROOK DEVELOPMENT INC	16.896
5	R3626130190	WILLOWBROOK DEVELOPMENT INC	239.382
6	R3626130480	WILLOWBROOK DEVELOPMENT INC	11.642
7	R3626130510	WILLOWBROOK DEVELOPMENT INC	10.88
8	R3626140010	WILLOWBROOK DEVELOPMENT INC	19.358
9	R3626150080	WILLOWBROOK DEVELOPMENT INC	10.462
10	R3626150160	WILLOWBROOK DEVELOPMENT PARTNERS II LLC	45.022
11	R3626150210	WILLOWBROOK DEVELOPMENT INC	59.933
12	R3626150220	WILLOWBROOK DEVELOPMENT INC	10.982
13	R3626160010	WILLOWBROOK DEVELOPMENT INC	50.1
14	R3626160300	WILLOWBROOK DEVELOPMENT INC	42.136
15	R3626170020	WILLOWBROOK DEVELOPMENT INC	10.207
16	R3626170040	WILLOWBROOK DEVELOPMENT INC	10.882
17	R3626170060	WILLOWBROOK DEVELOPMENT INC	14.694
18	R3626170150	WILLOWBROOK DEVELOPMENT INC	23.783
19	R3626170250	WILLOWBROOK DEVELOPMENT INC	1.431
20	R3626170320	WILLOWBROOK DEVELOPMENT PARTNERS II LLC	121.9
21	R3626170500	WILLOWBROOK DEVELOPMENT INC	1.817

Single Family Residential Options



































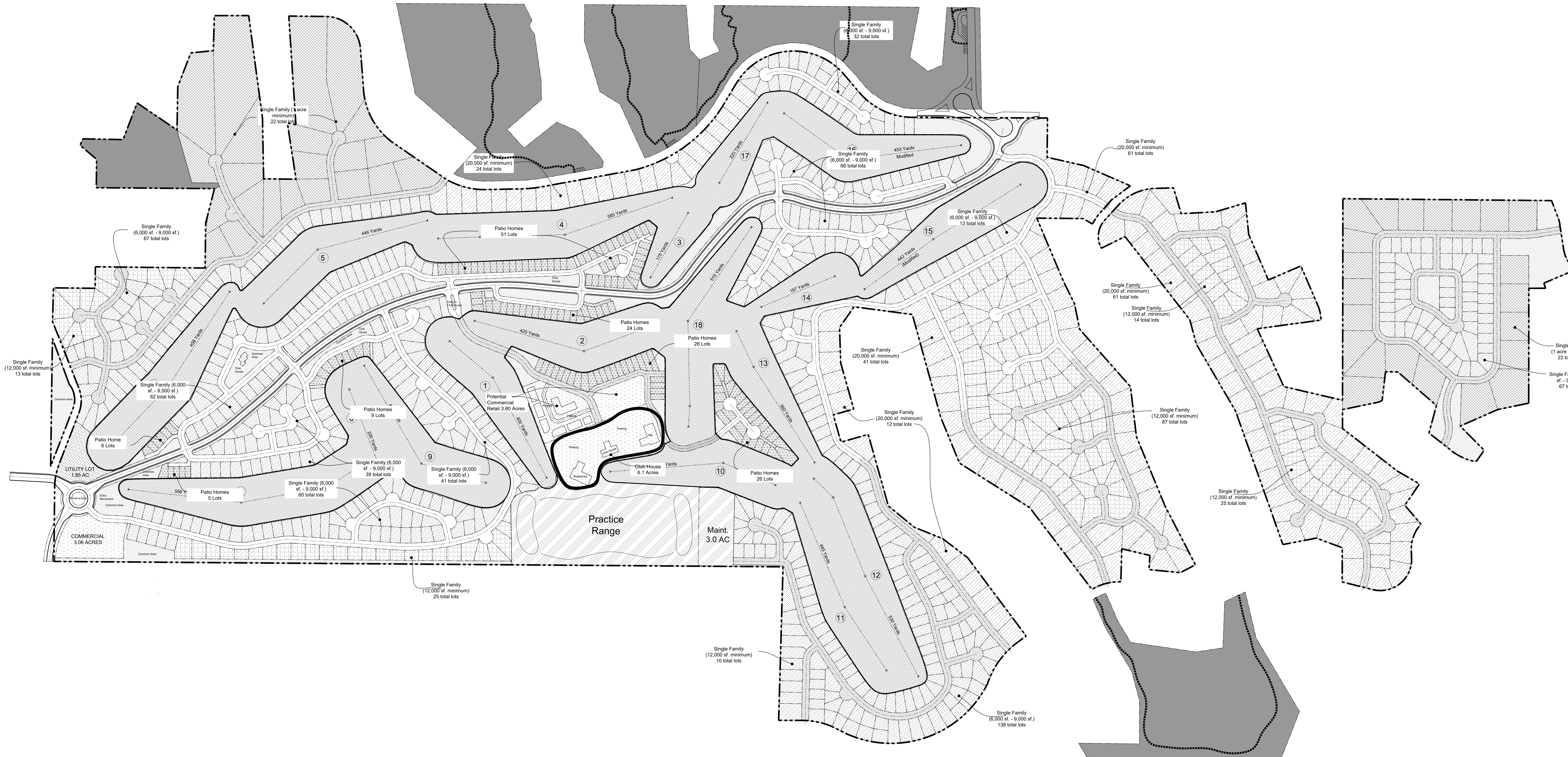






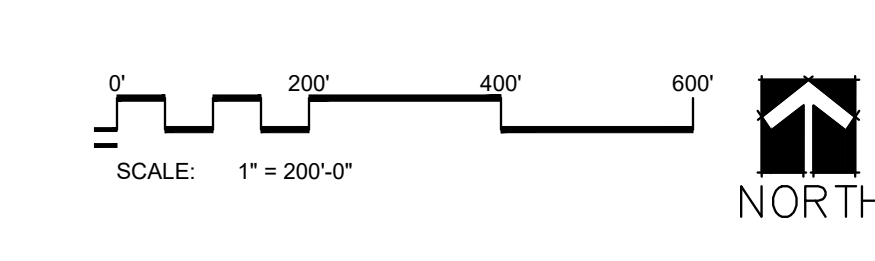






SITE DEVELOPMENT FEATURES:

TOTAL ACRES	716.0 ACRES +/-
PATIO HOMES (UNDER 6,000 SF.)	
TOTAL AREA	48.8 ACRES
DENSITY	10.5
SINGLE FAMILY (6,000 SF. - 9,000 SF.)	
TOTAL AREA	121.9 ACRES
DENSITY	4.8 DUA
SINGLE FAMILY (12,000 SF. MINIMUM)	
TOTAL AREA	48.8 ACRES
DENSITY	3.5 DUA
SINGLE FAMILY (20,000 SF. MINIMUM)	
TOTAL AREA	71.1 ACRES
DENSITY	2.0 DUA
SINGLE FAMILY (1 ACRE MINIMUM)	
TOTAL AREA	58.7 ACRES
DENSITY	.75 DUA
TOTAL RESIDENTIAL:	
TOTAL LOTS	1,094 LOTS
TOTAL ACRES	314.4 ACRES
TOTAL AREA	44.0 %
GROSS DENSITY	1.53 DUA
NET DENSITY	3.48 DUA
(NOT INCLUDING R.O.W., GOLF COURSE, COMMERCIAL OR COMMON AREAS)	
NEIGHBORHOOD COMMERCIAL:	
TOTAL AREA	13.0 ACRES
	1.8 %
MUNICIPAL:	
TOTAL AREA	1.80 ACRES
	.25 %
OPEN SPACE AND SITE AMENITIES:	
GOLF COURSE, RANGE, MAINTENANCE AREA:	
TOTAL AREA	175.4 ACRES
	24.45 %
QUALIFIED OPEN SPACE:	
COMMON AREA	
(BUFFERS PARKWAYS AND OPEN GRASSY AREAS):	
TOTAL AREA	31.1 ACRES
	4.3 %
COMMON AREA	
(NATURAL AREAS WITH HIKING TRAILS):	
TOTAL AREA	88.8 ACRES
	12.4 %
TOTAL QUALIFIED OPEN SPACE:	16.7 %
RIGHT OF WAY:	
TOTAL AREA	91.5 ACRES
	12.8 %



WILLOWBROOK DEVELOPMENT DATA:

TOTAL ACRES _____ 726.57 ACRES +/-

PATIO HOMES (UNDER 6,000 SF.) _____ 146 LOTS
TOTAL AREA _____ 13.9 ACRES
DENSITY _____ 10.5 DUA

SINGLE FAMILY (6,000 SF. - 9,000 SF.) _____ 585 LOTS
TOTAL AREA _____ 121.9 ACRES
DENSITY _____ 4.8 DUA

SINGLE FAMILY (12,000 SF. MINIMUM) _____ 174 LOTS
TOTAL AREA _____ 48.8 ACRES
DENSITY _____ 3.5 DUA

SINGLE FAMILY (20,000 SF. MINIMUM) _____ 145 LOTS
TOTAL AREA _____ 71.1 ACRES
DENSITY _____ 2.0 DUA

SINGLE FAMILY (1 ACRE MINIMUM) _____ 44 LOTS
TOTAL AREA _____ 58.7 ACRES
DENSITY _____ .75 DUA

TOTAL RESIDENTIAL:

TOTAL LOTS _____ 1,094 LOTS
TOTAL ACRES _____ 314.4 ACRES
TOTAL AREA _____ 43.3 %
GROSS DENSITY _____ 1.50 DUA
NET DENSITY _____ 3.48 DUA

(NOT INCLUDING R.O.W., GOLF COURSE, COMMERCIAL OR COMMON AREAS)

NEIGHBORHOOD COMMERCIAL:

TOTAL AREA _____ 13.0 ACRES
1.75 %

MUNICIPAL:

TOTAL AREA _____ 1.80 ACRES
.25 %

OPEN SPACE AND SITE AMENITIES:

GOLF COURSE, RANGE, MAINTENANCE AREA:

TOTAL AREA _____ 175.4 ACRES
24.1%

QUALIFIED OPEN SPACE:

COMMON AREA

(BUFFERS PARKWAYS AND OPEN GRASSY AREAS):

TOTAL AREA _____ 31.1 ACRES
4.3 %

COMMON AREA

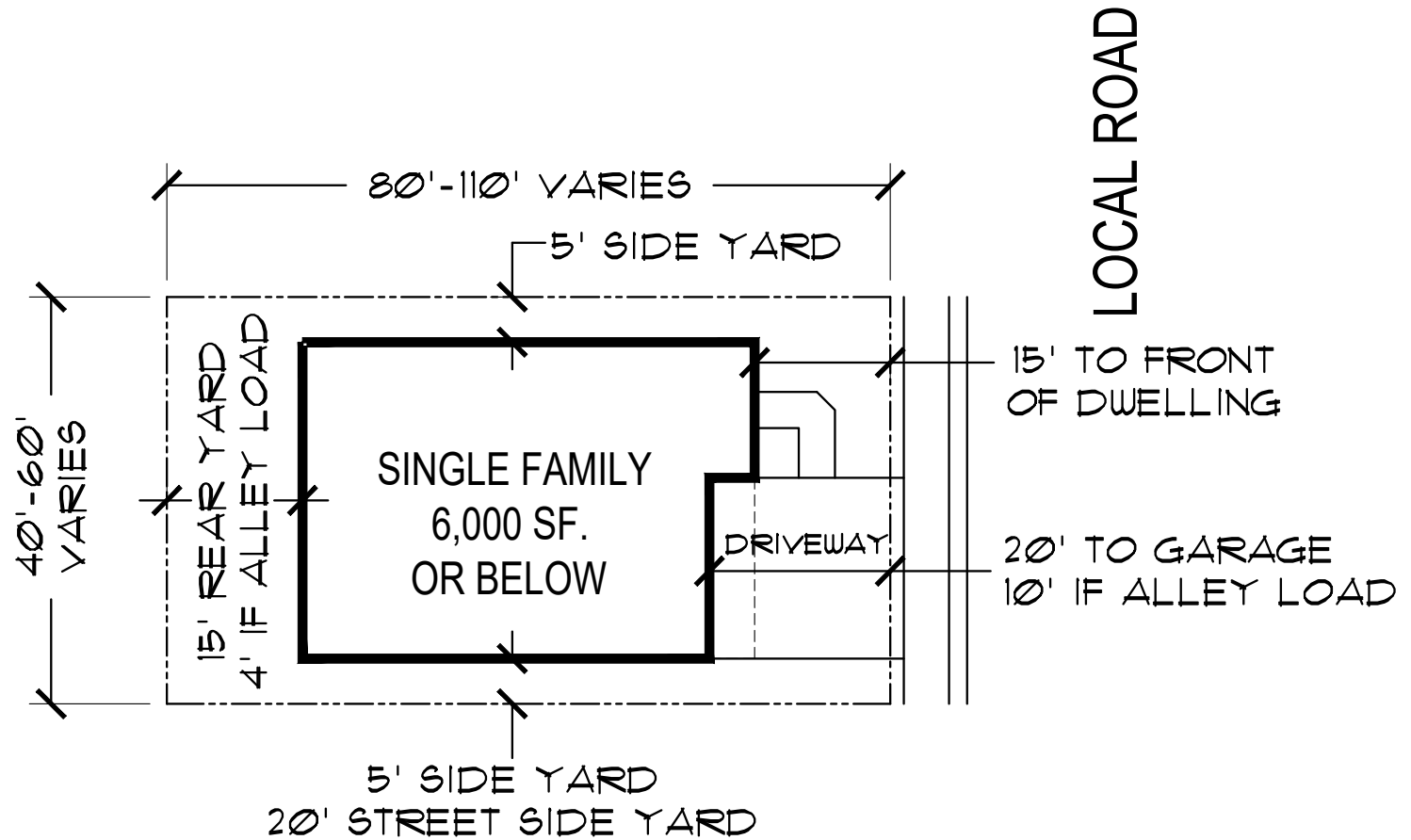
(NATURAL AREAS WITH HIKING TRAILS):

TOTAL AREA _____ 99.37 ACRES
13.7%

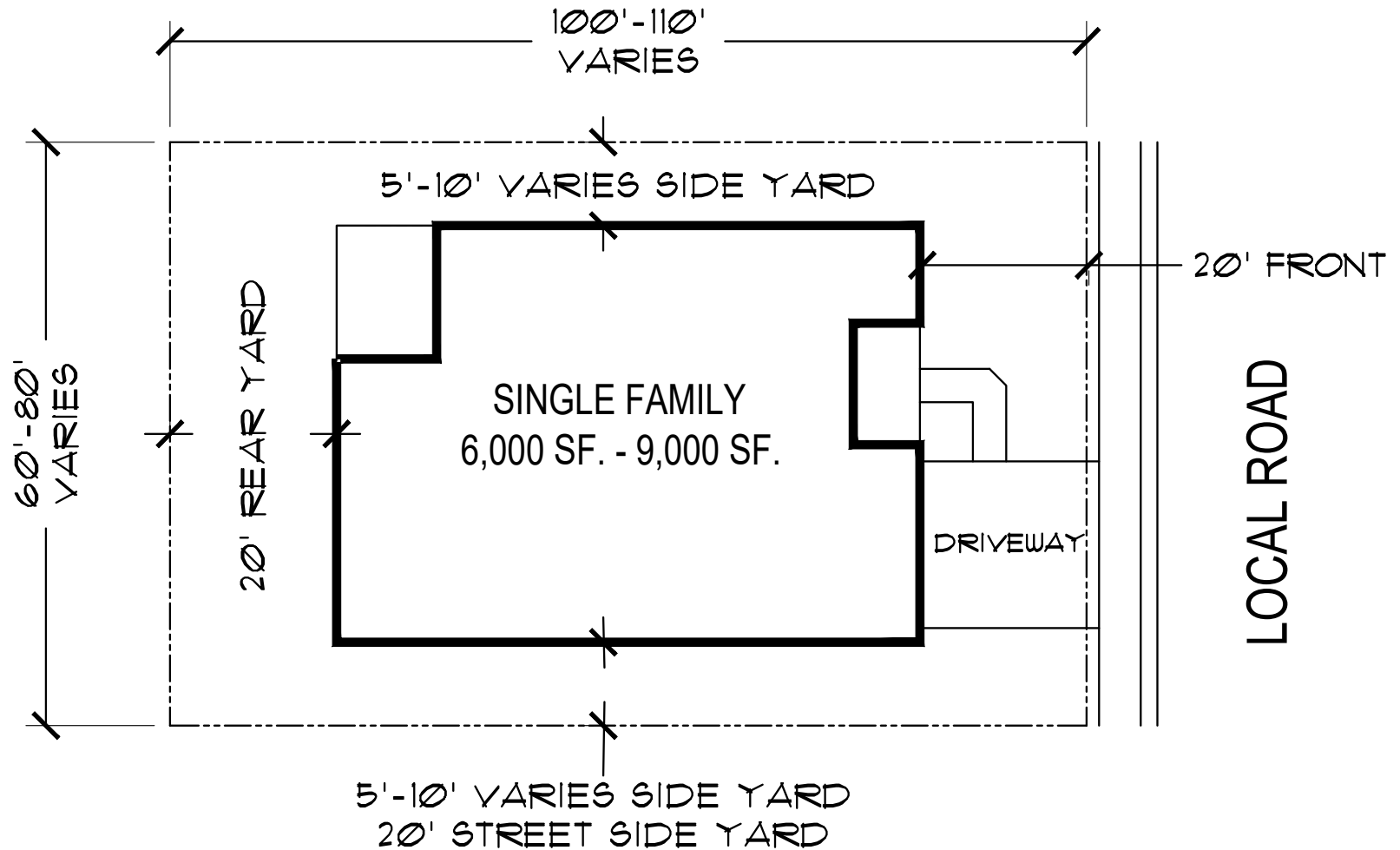
TOTAL QUALIFIED OPEN SPACE: _____ 18.0 %

RIGHT OF WAY:

TOTAL AREA _____ 91.5 ACRES
12.6%

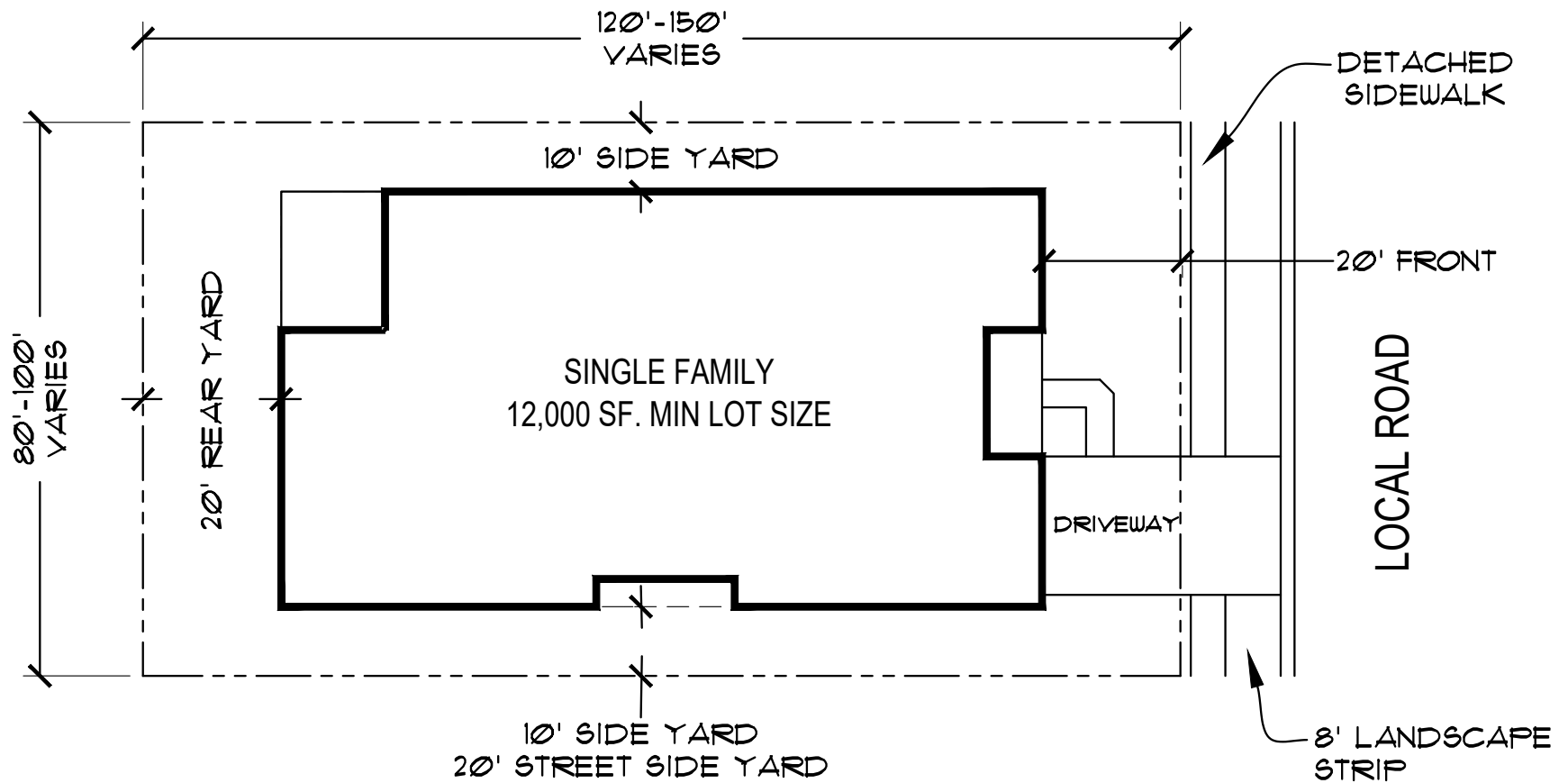


TYPICAL UNDER 6,000 SF.
RESIDENTIAL LOT

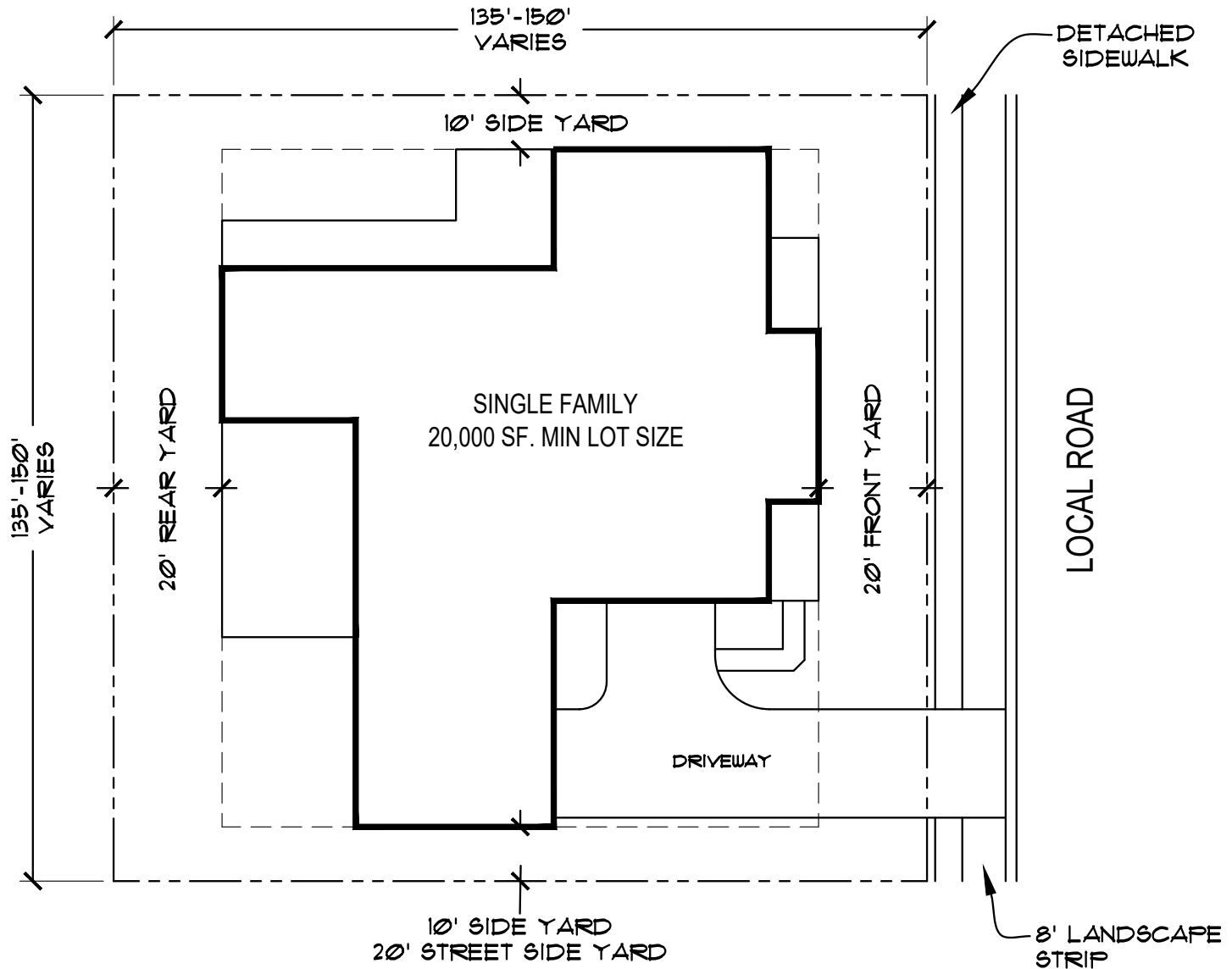


TYPICAL 6,000 - 9,000 SF. RESIDENTIAL LOT

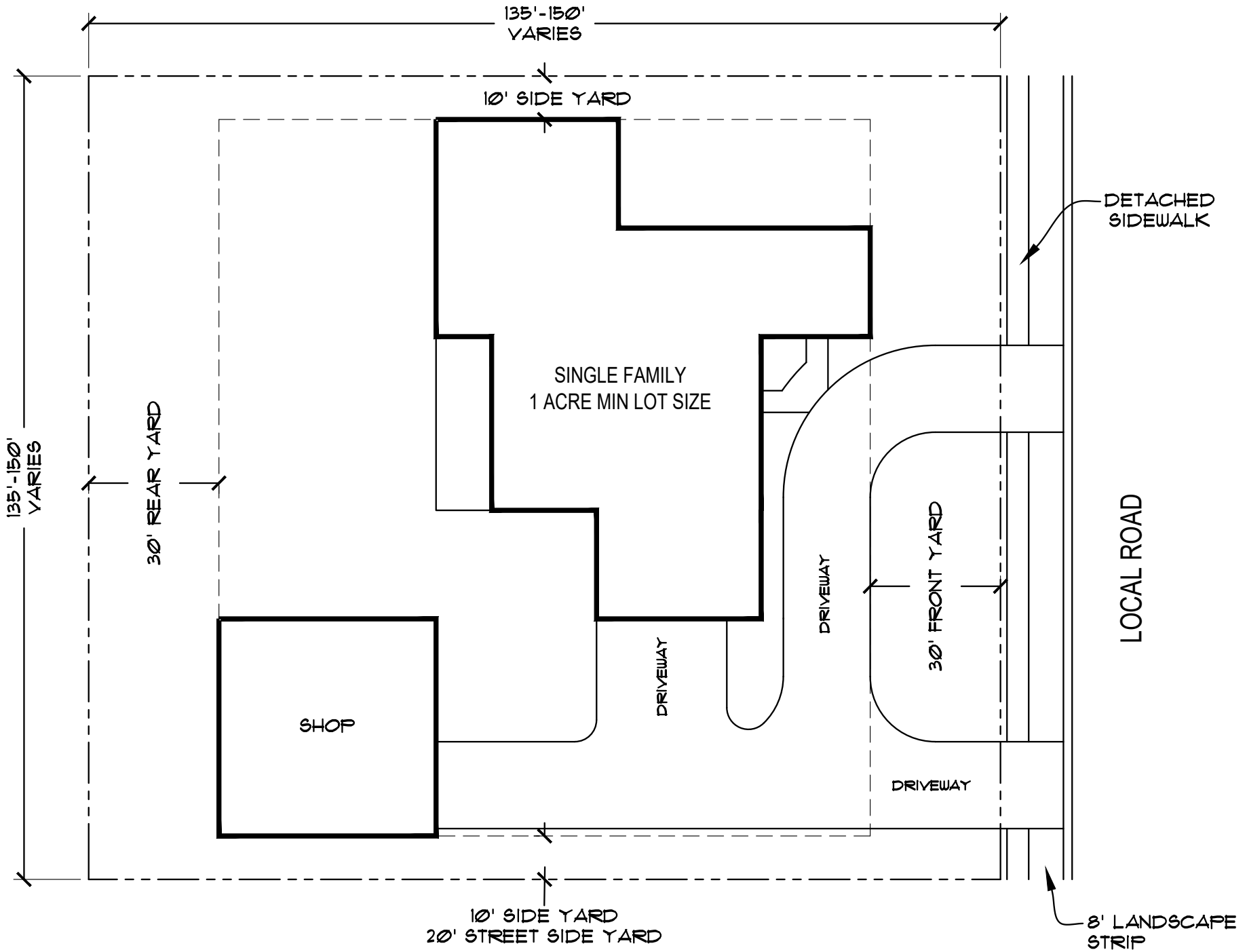
NOTE: SIDE YARD VARIES FROM 5-10'
AND IS A GROSS MIN. 15' BETWEEN LOT
AND ADJACENT LOT



**TYPICAL 12,000 SF. MIN.
RESIDENTIAL LOT**



TYPICAL 20,000 SF. MIN. RESIDENTIAL LOT



**TYPICAL 1 ACRE MIN.
RESIDENTIAL LOT**

*Recording requested by and
when recorded return to:*

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

(Space Above for Recorder's Use)

DEVELOPMENT AGREEMENT Willowbrook Golf Community

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 Willowbrook Development, Inc., an Idaho limited liability company and hereinafter referred to as "Owner".

WHEREAS, Owner owns parcels of land totalling approximately 726.6 acres in size, currently located within Ada County, zoned RR, and more particularly described in **Exhibit A** of Ordinance _____, which is attached hereto and incorporated by reference herein (the "Property");

WHEREAS, Owner requested that the Property be annexed into the City, be rezoned, and be 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 and developed in accordance with this Agreement;

WHEREAS, the parties agree to the zoning designation for the Property as described herein;

WHEREAS, a Request for Annexation and Zoning of the Property to R-2-DA was made as File No. _____, which applications were approved on _____, 2022;

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 Property described on **Exhibit A**, Owner is allowed to develop the Property as follows:

- Zoning Classification: The zoning classification of the Property shall be R-2-DA.
- The Owner shall comply with all city ordinances relating to the Property except as otherwise provided herein.

2.2 Site Design. The Property shall be developed in substantial conformance with the approved Conceptual Master Plan, a copy of which is attached hereto and incorporated by reference herein as **Exhibit B**.

2.3 Uses. The Property is hereby approved for a 175-acre golf course and associated clubhouse facilities. Any further residential or commercial uses on the Property may not proceed unless and until the Council approves a Preliminary Plat application and Planned Unit Development application and a modification of this Development Agreement to incorporate Council's conditions of approval on such subsequent applications and any updates to the Conceptual Master Plan. All future uses are subject to review requirements as stated within the Unified Development Code, unless specified within this Agreement.

2.4 Setbacks. The development shall comply with the standard setbacks for the applicable zone based on Unified Development Code in place at the time of preliminary plat approval unless exceptions are approved with a Planned Unit Development.

2.5 Proportionate Share 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. Owner will pay the traffic mitigation fee determined by the Idaho Transportation Department (ITD) as follows: Owner will pay the City the determined amount for Residential per buildable lot within each phase prior to signature on the final plat for the applicable phase. Owner will pay the City the determined amount for

Commercial prior to issuance of a building permit. The City will allocate the funds to roadway improvements in the vicinity of the project. Owner 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.

- 2.6 Compliance with ACHD Conditions.** Owner will comply with all site specific conditions imposed by Ada County Highway District (ACHD) based on ACHD's review of the Traffic Impact Study.
- 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 fails 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. At the City's request, Owner shall provide an affidavit agreeing to submit the Property to this 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, does 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 Owner. 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 owners 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 material 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: Willowbrook Development, Inc.
Attn: Richard M. Phillips
210 Murray Street
Garden City, ID 83714

and *with copy to*: Deborah Nelson
Givens Pursley LLP
601 W Bannock St
Boise, ID 83702

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.

[end of text; signatures follow]

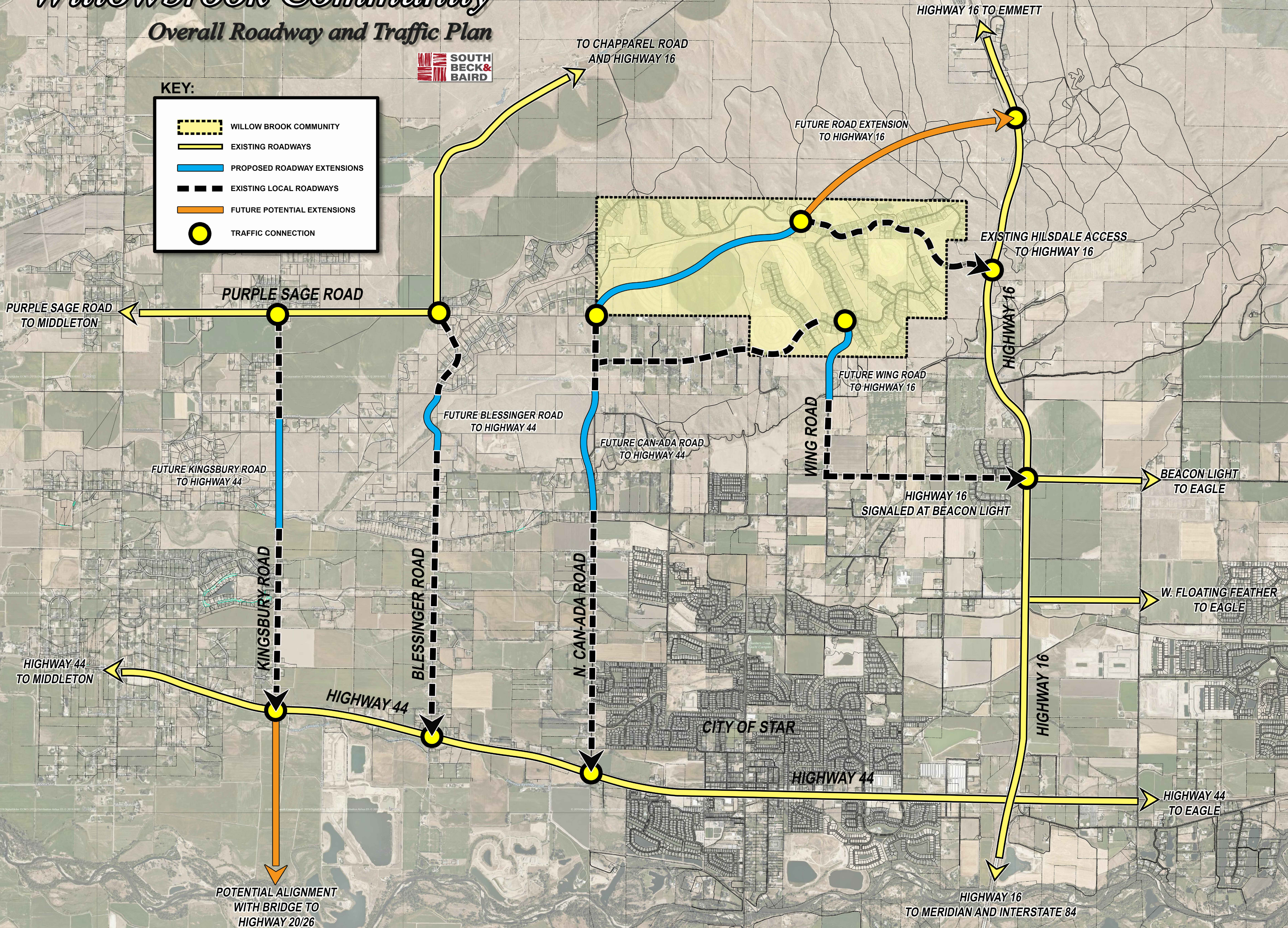
Willowbrook Community

Overall Roadway and Traffic Plan



KEY:

- WILLOW BROOK COMMUNITY
- EXISTING ROADWAYS
- PROPOSED ROADWAY EXTENSIONS
- EXISTING LOCAL ROADWAYS
- FUTURE POTENTIAL EXTENSIONS
- TRAFFIC CONNECTION





Ada County Transmittal
Division of Community and Environmental Health

Return to:

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

Rezone # AZ-21-12

Conditional Use # DA 21-20

Preliminary / Final / Short Plat PAUD-21-02

Willowbrook

- 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
 - beverage establishment
 - grocery store
 - child care center
- 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDH.
- 14.

Reviewed By: _____

Date: 9/10/21

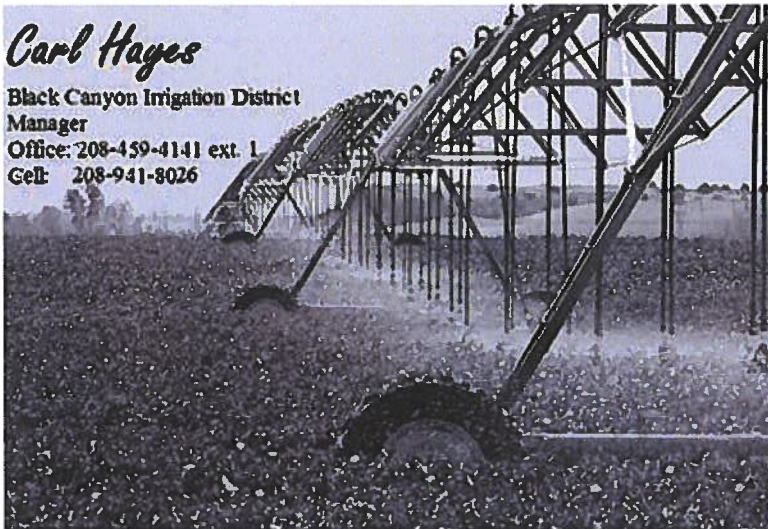
Shawn Nickel

From: Carl Hayes <carl@blackcanyonirrigation.com>
Sent: Thursday, January 13, 2022 8:13 AM
To: Shawn Nickel; farmers.union.ditch@gmail.com; bvidc1@gmail.com
Cc: Tyler Chamberlain; Kent Gingrich
Subject: RE: Willowbrook Development Agency Workshop

Shawn,

Thank you for the information, BCID will be requiring piping of the Willow Creek Pump Lateral. BCID requires in addition to piping that all easements be recorded. BCID has a November 1st plan approval deadline and a construction deadline of March 1st a full size set of plans must be submitted to BCID and Kent Gingrich with Heco Engineers in Nampa for review. BCID has a review fee of \$2500, \$500 of which is non-refundable. Piping plans must be approved by BCID and the BOR prior to piping and piping must be complete and approved by BCID prior to lots being sold in the phase adjacent to the lateral.

Thanks again,





STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

1445 N Orchard Street, Boise, ID 83706
(208) 373-0550

Brad Little, Governor
Jess Byrne, Director

February 18, 2022

By e-mail: snickel@staridaho.org

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

Subject: Willowbrook Master Planned Development, AZ-21-12/DA-21-20/PUD-21-02

Dear Mr. Nickel:

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

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

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).
- All property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.

- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. 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: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

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

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Construction General Permit from DEQ 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.
- For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.
- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

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

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.
- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

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

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance.

Response to Request for Comment

February 18, 2022

Page 5

- 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,

A handwritten signature in black ink that reads "Aaron Scheff". The signature is written in a cursive, flowing style.

Aaron Scheff
Regional Administrator
DEQ-Boise Regional Office

EDMS#: 2022AEK325



United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Boise District Office
3948 Development Avenue
Boise, Idaho 83705



In Reply Refer To:
2800 (ID110)

MAR 3 2022



Willow Brook Development Inc.
Attn: Richard Phillips
210 Murray St.
Garden City, ID 83714

Dear Mr. Phillips,

We have been informed of your proposed expansion of the Willow Brook Community located in T. 5 N., R. 1 W. Your "Overall Roadway and Traffic Plan map denotes a future road expansion that would cross BLM managed lands in sections 20, 21, and 29. At this time, we do not have any questions; however, consistent with the Federal Land Policy and Management Act of 1976, as amended and 43 CFR 2800, any proposed use or encumbrance of Public Land requires prior application and evaluation to determine whether a Public Land right-of-way (ROW) is appropriate. Use or encumbrance of Public Land, without prior authorization, is subject to Unauthorized Use procedures, which can include fines, removal, and reclamation. We would like to avoid unauthorized uses, therefore, if potential use of Public Land as a result of your proposed development becomes a consideration, then you should contact us at your earliest awareness.

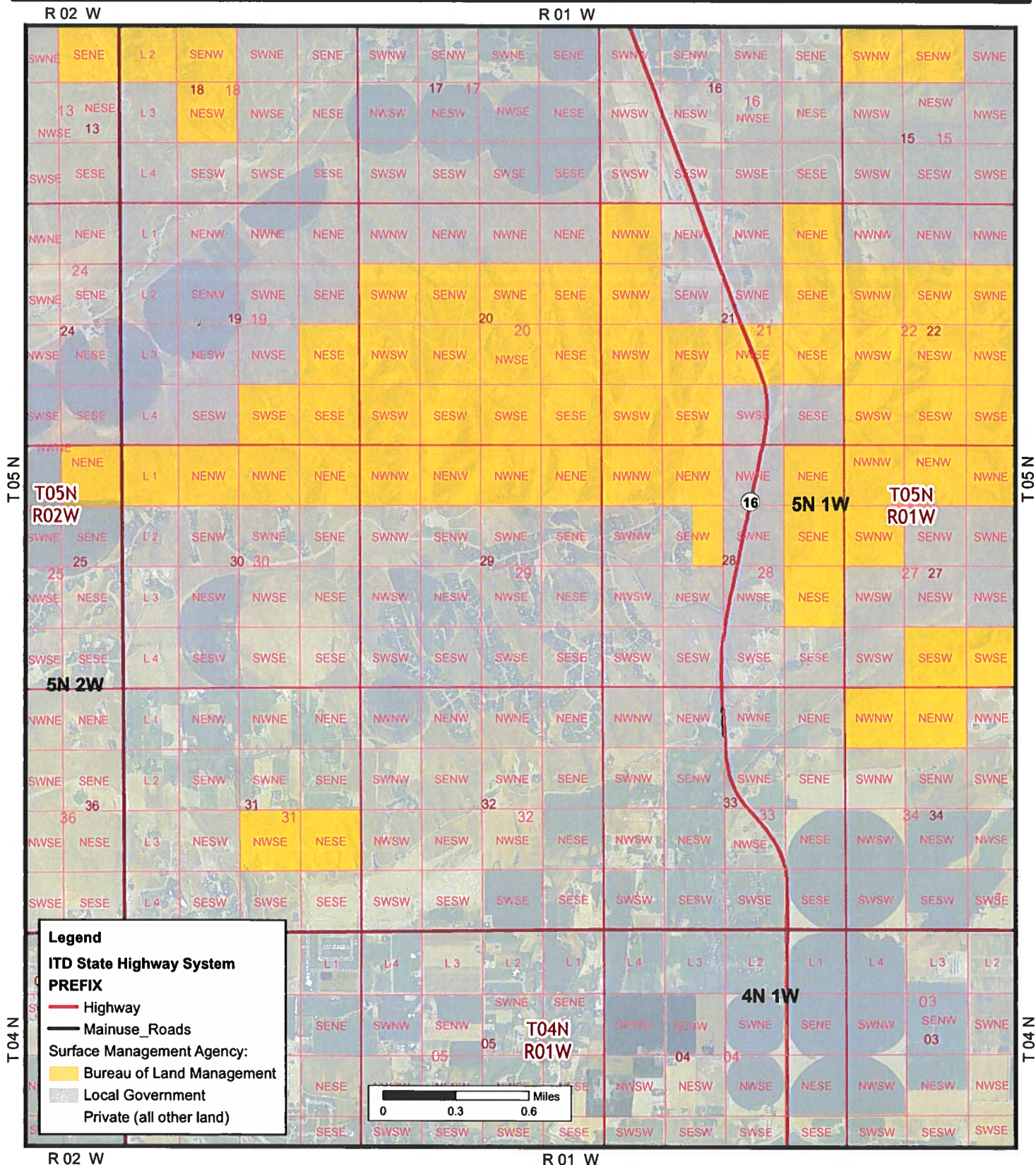
If you have any questions please contact the BLM, Four Rivers Field Office Supervisory Natural Resource Specialist, Natalie Cooper, via email ncooper@blm.gov or at (208) 384-3309.

Sincerely,

Brent Ralston
Field Manager
Four Rivers Field Office

cc: City of Star

Willow Brook Community



U.S. Department of the Interior
 Bureau of Land Management, Idaho
 Boise District Office
 Map date: March 02, 2022



No warranty is made by the Bureau of Land Management. The accuracy, reliability, or completeness of these data for individual use or aggregate use with other data is not guaranteed. This map cannot be made Section 508 compliant. For help with its data or information, please contact the BLM Idaho State Office webmaster at (208) 373-4000.

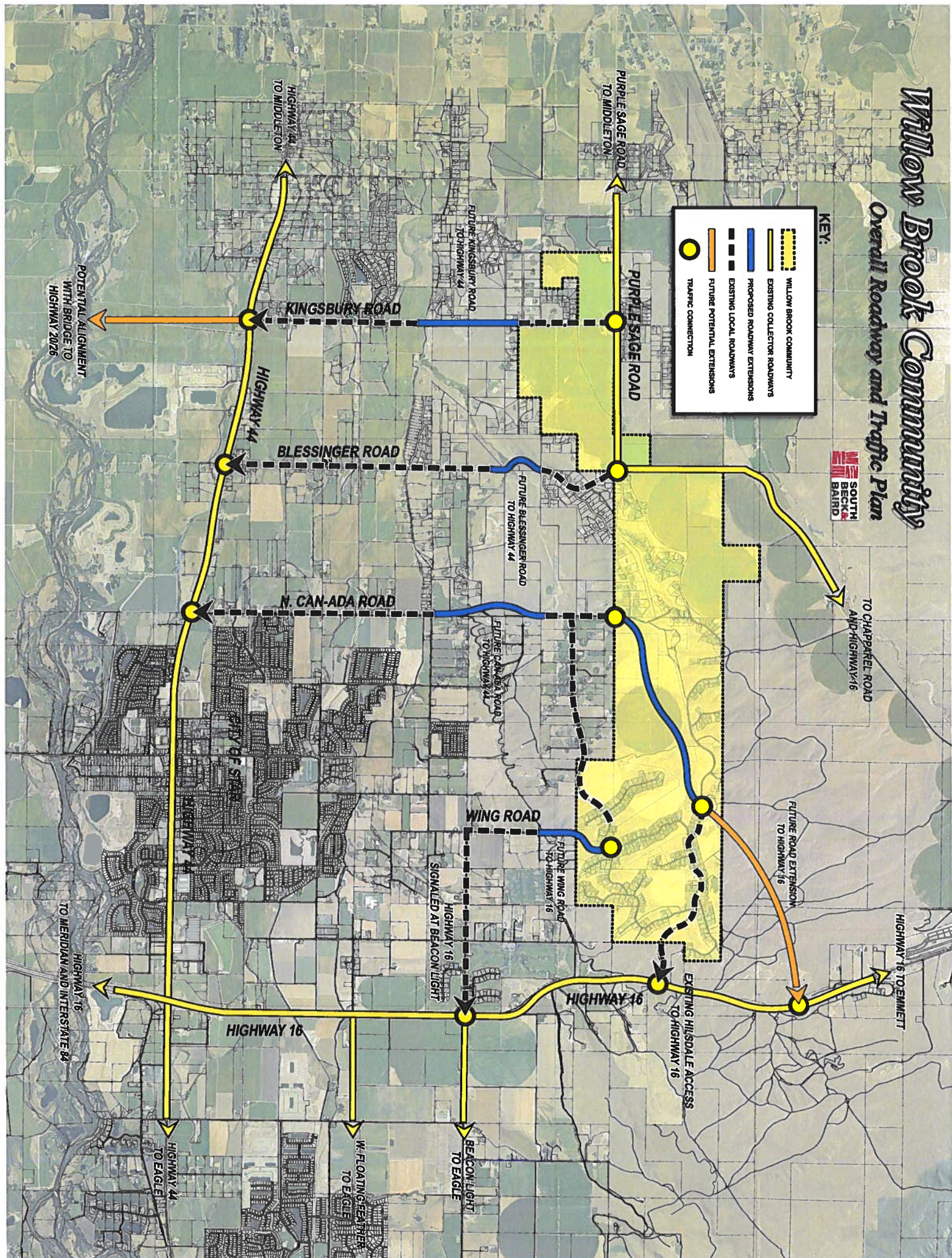
Willow Brook Community

Overall Roadway and Traffic Plan



KEY:

- WILLOW BROOK COMMUNITY
- EXISTING COLLECTOR ROADWAYS
- PROPOSED ROADWAY EXTENSIONS
- EXISTING LOCAL ROADWAYS
- FUTURE POTENTIAL EXTENSIONS
- TRAFFIC CONNECTION





West Ada

SCHOOL DISTRICT

January 5, 2023

RE: Willowbrook

Dear Planners:

West Ada School District has experienced sustained growth in student enrollment during the last ten years. Based on current enrollment data specific to new development (within the last 5 years) in proximity to this proposed development, we estimate this development consisting of 1094 single-family homes could house approximately **1006 school aged children**. Approval of this application will affect enrollments at the following schools in West Ada School District based on attendance areas for the 2022-23 school year. For your information, included in this data is the number of approved lots and multi-family units approved by this and other agencies.

	<u>Enrollment</u>	<u>Capacity</u>	<u>Approved lots per attendance area</u>	<u>Approved MF units per attendance area</u>	<u>Projected Students from Approved Dev.</u>
Star Elementary	651	650	2782	37	506
Star Middle School	895	1000	9609	372	876
Eagle High School	1798	1800	6332	357	837
<u>School of Choice Options</u>					
Galileo STEM Academy	753	775	N/A	N/A	

West Ada School District supports economic growth. Based on future enrollment forecasts, the enrollment of the elementary school is projected to exceed the maximum capacity of the school. The middle and high schools are also projected to be operating above building capacity upon the completion of the previously approved lots. Future developments will continue to have an impact on the district's capacity.

To meet the need for additional school capacity in this area one or more of the following may need to be accomplished:

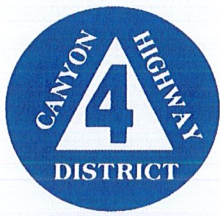
- Transporting students to an alternate school with available classrooms.
- Attendance area adjustments if there is availability in a nearby school.
- Portable classrooms placed on the property.
- Passage of a bond to build new schools to fit the enrollment needs.

If a developer chooses to donate land, West Ada School District may 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.

Please encourage the developer to provide safe walkways, bike paths and pedestrian access for our students.

Sincerely,

Marci Horner
Planning and Development Administrator



March 27, 2023

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

Kittelson & Associates
101 S. Capitol Blvd Suite 600
Boise, Idaho 83702
Attention: Jamie Markosian, P.E.

RE: Willow Brook Golf Community Updated TIS- January 25, 2023

Canyon Highway District No. 4 (CHD4) has reviewed the updated TIS (Jan 25, 2023) prepared for Willow Brook Golf Community, and offers the following comments on this matter:

Jurisdiction

By agreement with the City (*Canyon 4/Star Public Agency Coordination Agreement, June 6th, 2007*), CHD4 acts as the supervisory authority for all public roads within the City limits that also lie within Canyon County (except those highways under the jurisdiction of Idaho Transportation Department). This supervisory authority includes highway planning, the establishment of design and use standards, access controls, review and approval of plats and development plans, and other operations and management duties assigned to highway districts under Idaho Code.

General

1. A final version of the TIS sealed by a professional engineer should be provided to public agencies for permanent records.
2. The proximity of this development to roads maintained by and under jurisdiction of CHD4 (including Purple Sage Rd and Deep Canyon Drive) will place demand on the CHD4 road system, and CHD4 reserves the right to review and comment on development plans and land use actions that may affect those roads, and to require mitigation of traffic impacts from the proposed development even if the development is located outside of CHD4 boundaries. CHD4 requests the City of Star place conditions on the approval of the development to satisfy traffic mitigation requested below.

Traffic Mitigation

1. SH 44 & Can Ada Rd intersection: CHD4 recommends the City collect a proportionate share of costs to improve the intersection, either through an established per-lot fee or by collection of 18% of the intersection cost proportion in the report. This intersection is not eligible for funding through impact fees, nor is it currently funded for improvement by ITD. The intersection currently operates at LOS F in the pm peak hour; CHD4 recommends improvements providing a LOS D or better **shall** be operating prior to issuance of building permits for any phase of the development. The development may choose to construct these improvements to allow issuance of building permits, and would

be eligible for reimbursement of costs in excess of their proportionate share via a reimbursement agreement or similar mechanism.

2. Purple Sage/Can Ada Intersection: With traffic contributions from this development and other adjacent development, this intersection is likely to be included on future updates to the Mid-Star CIP, and may be eligible for impact fee funding and/or reimbursement agreements. Improvements to this intersection should be planned as operational warrants and/or safety thresholds are met. This development may be conditioned to improve the intersection as a condition of future phases. Consideration for allowing construction of the intersection improvements with initial phases (at developer's discretion) should be made to minimize impacts to the public in the future when traffic volumes are much higher (roundabouts operate very efficiently at lower volumes, and also provide an amenity to the project entrance). Can Ada Rd north of the intersection should be re-aligned to connect to the roundabout. As shown the north leg of Can Ada appears to create a 3-leg intersection approximately 100-feet west of the roundabout on Purple Sage Rd; this intersection spacing is undesirable.
3. Can Ada Rd- Purple Sage to Lanktree Gulch: Reclassification of this segment from collector to minor arterial may be approved provided additional right-of-way to accommodate an arterial street standard is provided. This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A full 3-lane section will be required at all locations serving private roads or private driveways. CHD4 recommends the City require a proportionate share contribution from the development (34% of total 2045 traffic) for costs of additional right-of-way and travel lanes.
4. Can Ada Rd- Lanktree Gulch to New Hope: Reclassification of this segment from collector to minor arterial may be approved provided additional right-of-way to accommodate an arterial street standard is provided. This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A full 3-lane section will be required at all locations serving private roads or private driveways. CHD4 recommends the City require a proportionate share contribution from the development (34% of total 2045 traffic) for costs of additional right-of-way and travel. The existing alignment and grade of Can Ada Rd between New Hope and Lanktree Gulch is not suitable for increases in development traffic, including construction haul trucks. CHD4 recommends this segment be improved coincident with development of the site. CHD4 has developed a concept for re-alignment and regrading of portions of this segment that may be useful to the developer.
5. Purple Sage Rd- Blessinger to Can Ada: This segment is included on the Mid-Star CIP with partial mitigation (construct left-turn lanes as public road intersections). A complete 3-lane section will be required to accommodate left turn movements at the private driveways fronting the majority of the segment. Timing for this work is not included in the TIS mitigation evaluation; CHD4 recommends the City require amendment of the TIS to include the timing, development threshold, and proportionate share of cost for this

work. At a minimum, the development should be conditioned to improve this segment to 3-lanes with the final phases.

6. Deep Canyon Drive- Purple Sage Rd to Canyon County line: This segment has been excluded from consideration for trips from the development. Due to the existing front-on residential development, horizontal and vertical geometry, and limited right-of-way width traffic from the development should be discouraged from using this segment. CHD4 recommends the City require the development to provide construction of traffic calming measures on this segment (speed humps or other measures approved by CHD4 and affected property owners) to minimize cut through traffic on the portion of Deep Canyon Drive within Canyon County.

The CHD4 Board strongly requests the City condition the proposed development with the conditions outlined above, as CHD4 does not have direct jurisdiction over the development, but will experience impacts from it nonetheless.

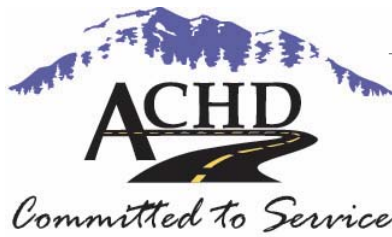
Please feel free to contact me with and questions on these recommended conditions, and thank you for the opportunity to review.

Respectfully,



Chris Hopper, P.E.
District Engineer
Canyon Highway District No. 4

File: Development/Star/Willowbrook



Alexis Pickering, President
Jim D. Hansen, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Miranda Gold, Commissioner

April 20, 2023

Development Services

TO: Nathan Mitchell
A + E Construction, LLC

FROM: Mindy Wallace, AICP
Planning Review Supervisor

SUBJECT: Willowbrook Master Planned Development
Annexation-Zoning and Development Agreement with the City of Star

North of Lanktree Gulch Road between Can Ada Road and SH-16

Introduction

Willowbrook Development Inc. is requesting approval of an annexation-zoning application to allow for the future development of the Willowbrook Master Planned Development, this application also includes a development agreement with the City of Star.

The development is proposed on approximately 720 acres of undeveloped land located north of Lanktree Gulch Road between Can Ada Road and SH-16 north of the existing city limits of Star, Idaho. The master planned development is proposed to consist of: 948 single family dwelling units, 146 townhomes, 18-hole public golf course, and 75,000 square feet of shopping center.





The intent of this memo is to establish standards and guidelines for future preliminary plat phases. As individual preliminary plats are submitted under this Master Planned Development, the Ada County Highway District (ACHD) will provide detailed analysis of street layout, street design and construction, and will be a signatory on the plat.

This application is for annexation and rezoning only. For the current application, ACHD is a recommending body to the City of Star.

ACHD Comments and Recommendations

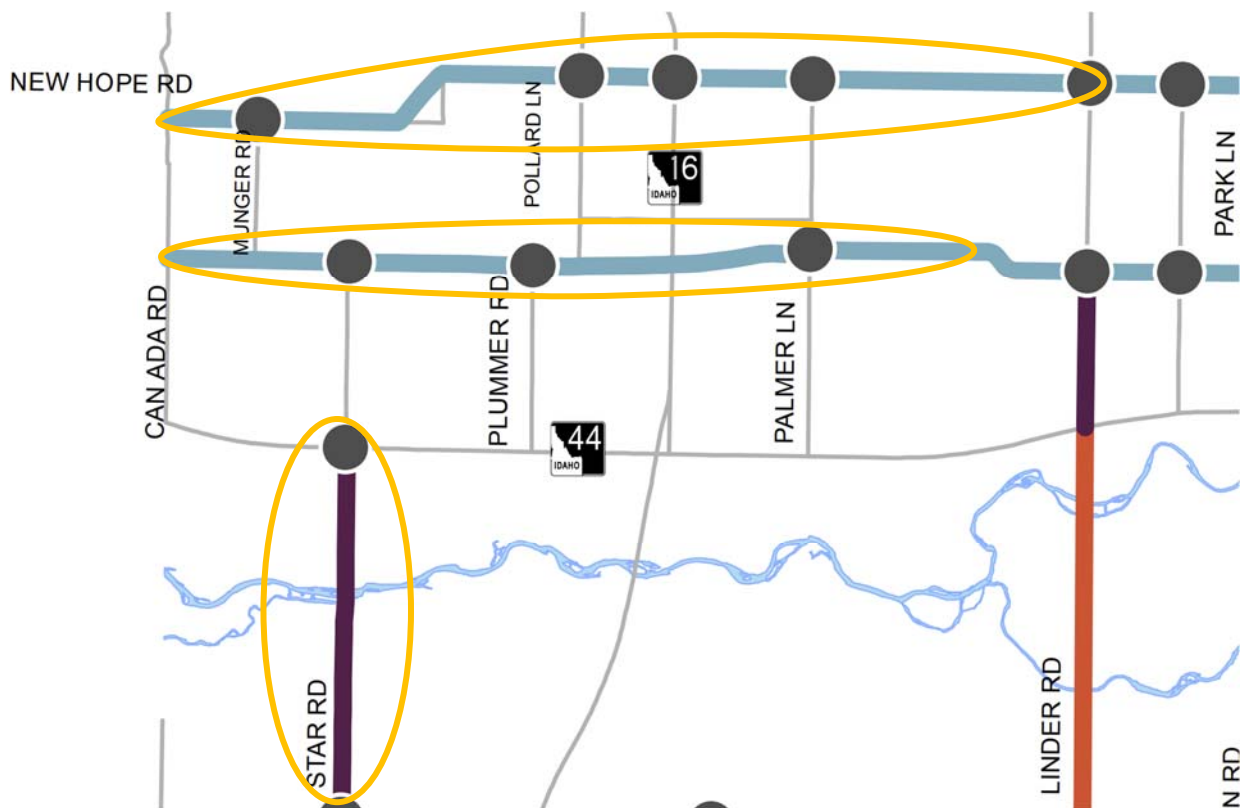
1. Capital Improvement Plan (CIP)/Integrated Five Year Work Plan (IFYWP)

The following improvements are scheduled in ACHD's IFYWP or listed in the CIP:

- Beacon Light Road from SH-16 to Ballantyne Road is scheduled for roadway and ADA improvements in 2023.
- Floating Feather Road/Pollard Lane from Brandon Road to Hornback Avenue is scheduled for roadway and ADA improvements in 2025.
- Floating Feather Road/Pollard Lane from Hornback Avenue to Broken Arrow Lane is scheduled for roadway and ADA improvements beyond 2026.
- Star Road from Hidden Brook Drive to Borealis Street is scheduled to conduct a concept study to identify and recommend corridor improvements for all users beyond 2026.
- Star Road from State Street (SH 44) to Otter Lane is scheduled for roadway and ADA improvements in 2025.
- The New Hope Road/Munger Road intersection is listed in the CIP to be widened to a single lane roundabout between 2036 to 2040 (Project #0710).
- The Beacon Light Road/SH-16 intersection is listed in the CIP to be widened to 4 lanes on the north, south, east, and west approaches and signalized between 2036 to 2040 (Project #0130).
- The Beacon Light Road/Palmer Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2036 to 2040 (Project #0150).
- The Beacon Light Road/Pollard Lane intersection is listed in the CIP to be widened to a single lane roundabout between 2036 to 2040 (Project #0170).
- The Floating Feather Road/Palmer Lane intersection is listed in the CIP to be widened to a single lane roundabout in 2036 to 2040 (Project #0400).
- The Floating Feather Road/Plummer Road intersection is listed in the CIP to be widened to a single lane roundabout in 2036 to 2040 (Project #0420).
- The Floating Feather Road/Star Road intersection is listed in the CIP to be widened to a single lane roundabout in 2036 to 2040 (Project #0430).
- The State Street (SH 44)/Star Road intersection is listed in the CIP to be widened to 4 lanes on the north/south legs and 6 lanes on the east/west legs in 2026 to 2030 (Project #0830).
- New Hope Road from Can Ada Road to Munger Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #1070).

- New Hope Road/Beacon Light Road from Munger Road to Pollard Lane is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0070).
- Beacon Light Road from Pollard Lane to SH-16 is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0080).
- Beacon Light Road from SH-16 to Palmer Lane is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0090).
- Beacon Light Road from Palmer Lane to Linder Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0100).
- Floating Feather Road from Can Ada Road to Star Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0510).
- Floating Feather Road from Star Road to Plummer Road is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0520).
- Floating Feather Road from Plummer Road to SH-16 is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0530).
- Floating Feather Road from SH-16 to Palmer Lane is listed in the CIP to be widened to 3 lanes in 2036-2040 (Project #0540).
- Star Road from State Street (SH 44) to Chinden Boulevard (US 20/26) is listed in the CIP to be widened to 5 lanes in 2031-2035 (Project #1210).

CIP Project Map



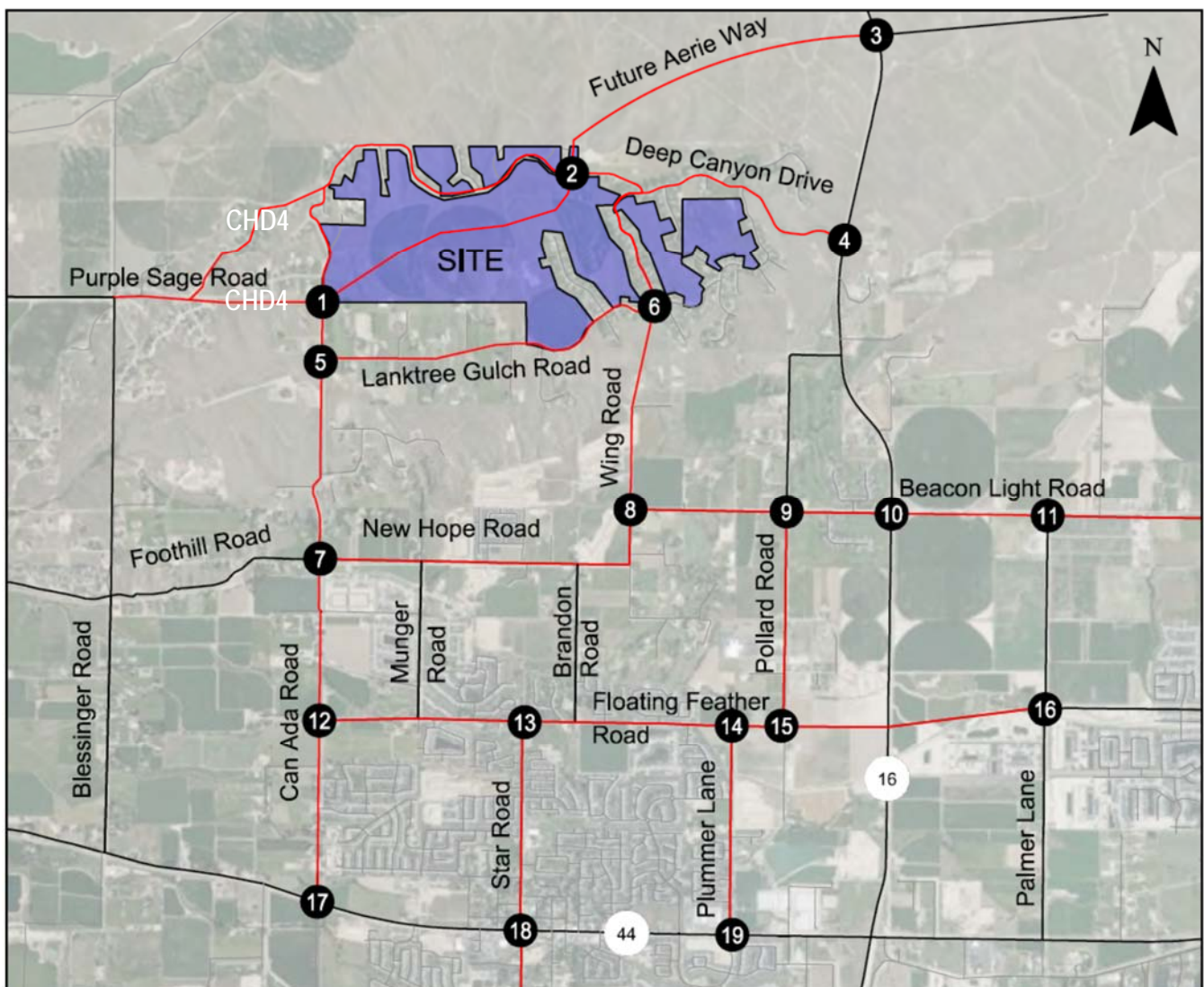
2. Traffic Impact Study

Kittelson & Associates prepared a TIS for the proposed development. The TIS was accepted as meeting the technical requirements of ACHD's TIS policy; however, ACHD may not agree with all findings and recommendations.

The TIS included 2 different scenarios, an analysis of the first phase of the proposed development and a planning level roadway and intersection analysis for the full build out of the development and to highlight roadway and intersection improvements due to site-generated traffic at Phase 1 and full build out of the site. The summary below is specific to total traffic conditions.

TIS Area

The TIS area was extended to beyond the roadways within and adjacent to the development to allow for analysis of all the traffic impacts. The extended study area included 19 offsite intersections and 26 roadway segments (two under the exclusive jurisdiction of Canyon Highway District No. 4) as shown below.





The TIS analyzed the impacts of the subject development and identified the street and intersection improvements necessary to address the projected impacts. A complete executive summary of the study is included in attachment 3. Below is an identification of the scope:

- Trip Generation of the proposed developments
- Site traffic distribution and traffic assignment
- Planning level threshold roadway and intersection capacity analysis
- Recommended roadway sizes and intersection improvements to serve the site in 2045

TIS

a. Build-Out Year and Off-Site Traffic Projections

The projected build-out year for the Development is 2045, and the year 2045 was used as a horizon year. The study provides an analysis of the 2045 traffic conditions with and without the master planned development and provides a comparison of the improvements necessary to mitigate the site-generated traffic impacts to the improvement listed in ACHD's CIP.

b. Offsite Improvements

- i. The TIS includes 26 roadway segments and 19 intersections in the study area. The current CIP has improvements planned through 2040 and only has planned improvements for 6 miles of New Hope Road/Beacon Light Road between Can Ada Road and Linder Road, 3.5 miles of Floating Feather Road between Can Ada Road and Palmer Lane, 2 miles of Star Road between State Street (SH-44) and Chinden Boulevard (US 20/26), 5 study area intersections along the Beacon Light Road corridor, 3 study area intersections along the Floating Feather corridor, and the Star Road and State Street (SH-44) intersection. No other study area roadway or intersections are currently planned for improvements.

The table below identifies the study intersections and roadway segments, the number of lanes the roadways are anticipated to have in 2045 based on the CIP and notes whether the intersections and roadways will be over capacity at the build out of the Planned Community. This table is based on total traffic conditions in 2045 (background and site-generated traffic). With select improvements made which include the following assumed improvements:

- Construction of Aerie Way between SH-16 and Deep Canyon
- Construction of Wing Road between Beacon Light and Lanktree Gulch Road
- Construction of Floating Feather Road between Munger Road and Can-Ada Road
- Construction of Floating Feather Road between Pollard Lane and Palmer Lane



Table 1. 2045 Willowbrook Master Planned Development Roadway Segments Improvement Summary

Roadway Segment	Segment	Classification ¹	Existing Travel Lanes ²	ACHD CIP Travel Lanes ²	Future 2045 Travel Lanes without Willow Brook ²	Future 2045 Travel Lanes with Willow Brook ²	2045 Background or Project Need
Deep Canyon Dr	Purple Sage Rd to Can Ada Rd	Local	2	N/A	2	2	Project Need
	Can Ada Rd to Aerie Wy		2	N/A	2	2	No Need
	Aerie Wy to SH-16		2	N/A	2	2	No Need
Aerie Wy	Deep Canyon Dr to SH-16	Minor Arterial	N/A	N/A	N/A	2	No Need
Lanktree Gulch Rd	Can Ada Rd to Wing Rd	Local	2	N/A	2	2	No Need
Purple Sage Rd	Blessinger Rd to Can Ada Rd	Collector	2	N/A	2	3 ⁴ (CHD4)	Project Need ⁴
Can Ada Rd	Deep Canyon Dr to Purple Sage Rd	Local	2	N/A	2	2	No Need
	Purple Sage Rd to Lanktree Gulch Rd	Collector	2	2	2	3 or Reclassification	Project Need
	Lanktree Gulch Rd to New Hope Rd		2	2	2	3 or Reclassification	Project Need
	New Hope Rd to Floating Feather Rd	Minor Arterial	2	2	2	2	No Need
	Floating Feather Rd to SH-44		2	2	2	2	No Need
Wing Rd	Lanktree Gulch Rd to Beacon Light Rd	Local	2	N/A	2	3 or Reclassification	Project Need
New Hope Rd / Beacon Light Rd	Can Ada Rd to Wing Rd	Minor Arterial	2/3	3	2	2	No Need
	Wing Rd to Pollard Ln		2	3	5 ³	5 ³	Background
	Pollard Ln to SH-16		3	3	5 ³	5 ³	Background
	SH-16 to Palmer Rd		2	3	5 ³	5 ³	Background
	Palmer Rd to Linder Rd		2	3	5 ³	5 ³	Background
Pollard Rd	Beacon Light Rd to Floating Feather Rd	Collector	2	3	3	3	Background
Floating Feather Rd	Can Ada Rd to Star Rd	Minor Arterial	Partial 2	3	2	2	No Need
	Star Rd to Plummer Ln		2	3	5 ³	5 ³	Background
	Plummer Rd to Pollard Ln		2	3	3	3	Background
	Pollard Ln to SH-16		2	3	2	2	No Need
	SH-16 to Palmer Rd		2	3	2	2	No Need
Star Rd	Floating Feather Rd to SH-44	Collector	3	3	5 ³	5 ³	Background
	SH-44 to Joplin Rd	Minor Arterial	2	5	5	5	Background
Plummer Rd	SH-44 to Floating Feather Rd	Collector	2	3	3	3	Background

Notes: ¹ Per COMPASS 2040 Functional Street Classification Map; ²Travel lanes include the total number of lanes across the roadway’s respective cross section; ³Roadway constrained to less lanes for preservation on the ACHD Master Street Map; ⁴Five lanes is needed on the east end of segment near SH 55; Two lanes remains under capacity without access and five lanes is needed to meet ACHD Segment LOS standards. ⁶ CHD4 segment exceeds CHD4 collector thresholds but meets ACHD collector peak hour peak direction thresholds; ADT exceeds 5,000 ADT recommended guideline.

The TIS identifies the following intersections and roadway segments as needing improvements to accommodate development build-out, forecasted in 2045:

- Purple Sage Road / Can Ada Road
- Deep Canyon Drive / SH-16
- Beacon Light Road / Pollard Road
- Beacon Light Road / SH-16
- Beacon Light Road / Palmer Lane
- Floating Feather Road / Star Road
- Floating Feather Road / Plummer Road
- SH-44 / Can Ada Road



- SH-44 / Star Road
- SH-44 / Plummer Road
- Deep Canyon Drive between Aerie Way and SH-16 (1.5 miles)
- Lanktree Gulch Road between Can Ada Road and Wing Road (1.7 miles)
- Purple Sage Road between Blessinger Road and Can Ada Road (1 mile)
- New Hope Road/Beacon Light Road between Can Ada Road and Palmer Lane (5.1 miles)
- Floating Feather Road between Star Road and Pollard Road (1.25 miles)
- Star Road between Floating Feather Road and Joplin Road (2.5 miles)
- Plummer Road between SH-44 and Floating Feather Road (1 mile)

If the applicant is unable to make improvements to impacted intersections and roadway segments when needed to serve the site, the applicant may need to wait for ACHD to make them before proceeding with future phases of the development. All intersection and roadway improvements necessary to serve the site will be verified through traffic impact studies submitted with future preliminary plat applications.

The TIS states that additional lanes or widening beyond what is listed in ACHD's CIP and MSM are needed at the following intersections:

- Purple Sage Road / Can Ada Road, convert to single-lane roundabout.
- Deep Canyon Drive / SH-16, disconnection at SH-16.
- Beacon Light Road / Pollard Lane, convert from single lane roundabout to multi-lane roundabout.
- Beacon Light Road / SH-16, widen SH-16 to five lanes + dual westbound right-turn lanes.
- Beacon Light Road / Palmer Lane, convert from single-lane to multi-lane roundabout.
- SH-44 / Can Ada Road, convert from two-way stop to signal or RCUT
 - Based on the ITD SH 44 Corridor Plan, an RCUT is planned at the intersection
- SH-44 / Star Road, add turn lanes beyond the CIP's signalized intersection configuration
- SH-44 / Plummer Road, add turn lanes beyond the ITD SH 44 Corridor Plan configuration

Based on this information, the land uses may need to be revised, or a request to modify the MSM may be necessary to change the lane configurations at the intersections listed above to allow for right-of-way preservation necessary to accommodate future impacts from preliminary plats within the development. As part of the preliminary plat application the applicant can request a modification to the MSM.

The TIS states the future number of lanes needed on Beacon Light Road is 5 lanes. At this time, ACHD has no plans to widen Beacon Light Road between Can Ada Road and SH-55 beyond the 3 lanes currently listed in ACHD's MSM and CIP. To accommodate the future traffic impacts, the city may need to consider a revision to the land uses, request a change to the MSM to accommodate the future traffic impacts from the preliminary plats within the development, or accept high levels of traffic congestions in area of the city impacted by the traffic generated by the Willowbrook Master Planned Community.



Deep Canyon Drive, Star Road north of State Street (SH-44), the SH-44 / Can Ada Road intersection, and the SH-44 / Plummer Road intersection are not currently listed in ACHD's CIP and IFYWP for capacity improvements.

3. Trip Generation and Trip Capture

a. Phase 1 Land Use Assumptions

- i. 330 dwellings units
 1. 285 single family dwelling units
 2. 45 townhomes
- ii. 18-hole public golf course

b. Build-Out Trip Generation

- i. Phase 1 is anticipated to generate:
 1. 3,535 vehicle trips per day, and
 2. 358 vehicle trips per hour during the PM peak hour

c. Build-Out Land Use Assumptions

- i. 1,094 dwellings units
 1. 948 single family dwelling units
 2. 146 townhomes
- ii. 18-hole public golf course
- iii. 75,000 square feet of commercial/shopping center

d. Build-Out Trip Generation

- i. At the time of full build-out in 2045 the Development is anticipated to generate:
 1. 12,821 vehicle trips per day, and
 2. 1,097 vehicles per hour during the PM peak hour

e. Proposed Build-Out Trip Capture Percentages

- i. The submitted TIS estimates that with build-out of the master planned development, approximately 7% of the daily trips, 3% of the AM peak hour trips, and 11% of the PM peak hour trips will be retained within the development due to the proposed mix of uses.

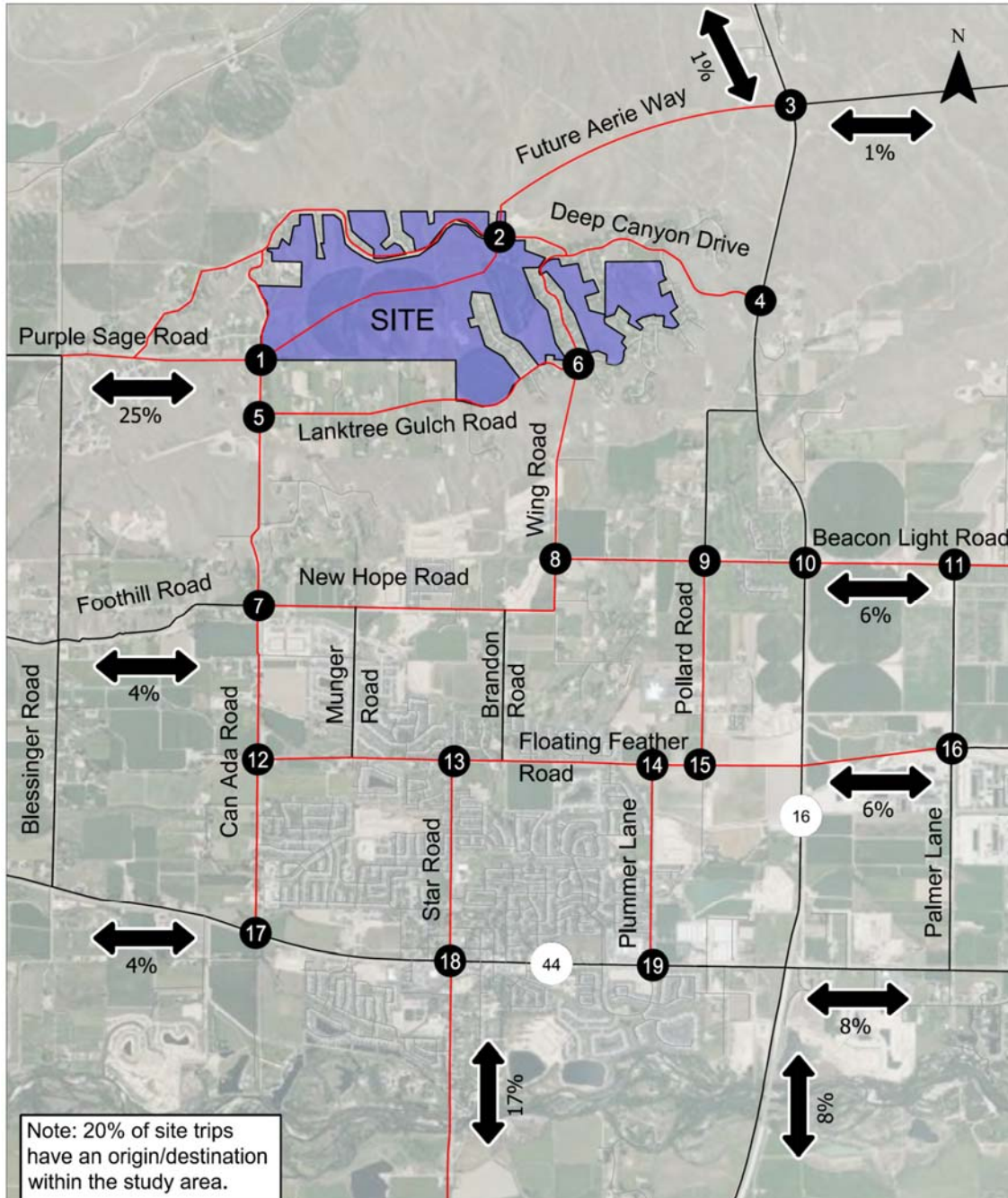
ACHD Comment: ACHD has reviewed the methodology utilized by Kittelson & Associates, Inc for the trip capture, and is supportive of the methodology utilized, as the applicant's engineer used the procedure outlined in the ITE Trip Generation Handbook for calculating the trip capture as required by ACHD. ACHD agrees with the trip capture rates presented by the applicant's engineer. The actual trip capture rates will need to be verified with each revised TIS.

4. Trip Distribution

a. The submitted TIS estimates that 33% of the site-generated traffic will travel east/west from Canyon County, 26% of the site-generated traffic will travel north/south on SH-16 and Star Road, and the remaining 41% will travel east/west from north Eagle and SH-44, from those points the traffic was distributed based on COMPASS's 2045 regional travel demand model.

b. **ACHD Comment:** ACHD will require that the site traffic distribution be reviewed with each phase and preliminary plat submittal as part of the required future traffic impact studies. This will allow ACHD to evaluate whether additional mitigation measures are necessary if site traffic distribution is not as estimated in TIS by the applicant's engineer.

Trip Distribution



5. Phasing Plan/Future Traffic Impact Studies

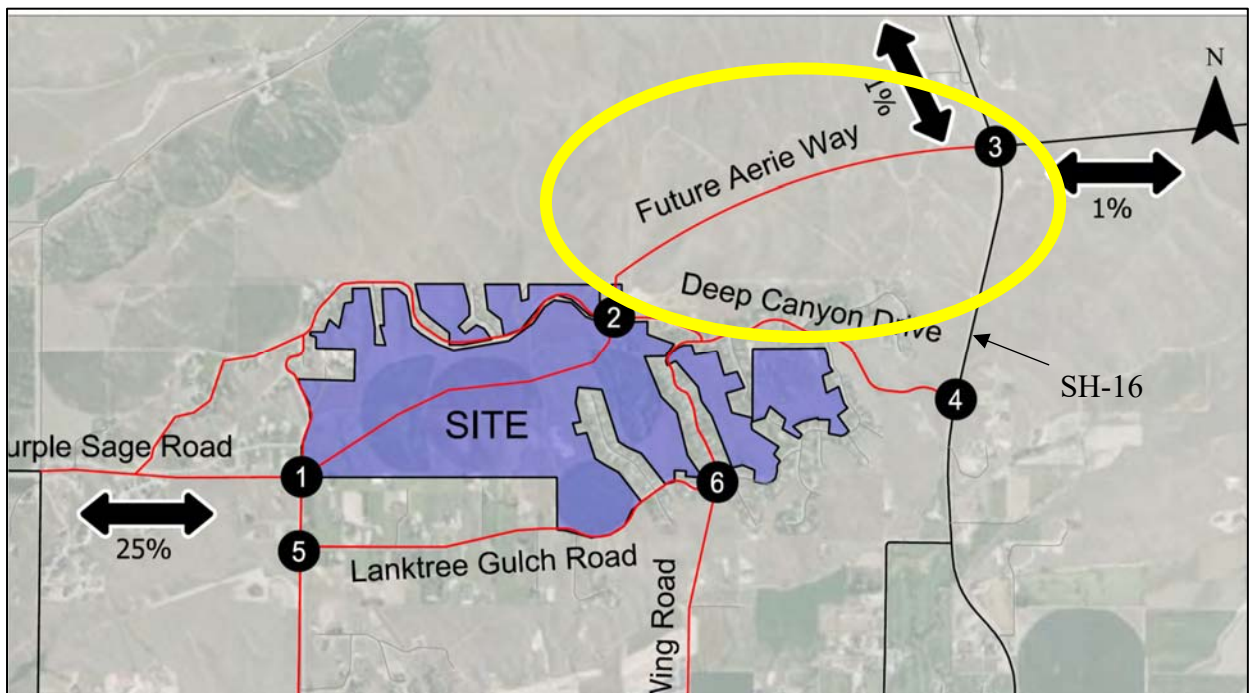
- a. A full phasing plan was not provided as part of this application; however, the application materials indicate that the development is proposed to be constructed in multiple phases over the next 20+ years depending on market conditions. The first preliminary plats are anticipated to correlate to the first phase as discussed within the TIS, which consists of 285 single-family and 45 townhouse residential lots, an 18-hole public golf course. However, the City of Star has indicated that approval of the public golf course will be included as part of the development agreement associated with the current annexation and rezone applications and will not be subject to a separate development application.

District policy 7106.7.2 states that for large scale developments, like planned communities or specific area plans, ACHD will require that a phasing analysis be submitted with the initial TIS or with the first preliminary plat submittal. This phasing analysis shall include the size and type of the proposed land uses within each phase and the anticipated mitigation measures necessary with each phase. Prior to the approval for each subsequent phase of the development, the applicant shall submit an updated TIS. The updated TIS shall include information from the built environment to date including actual traffic counts and actual trip capture; projected traffic for the current phase and anticipated trip capture based on development of applicable land uses, and necessary mitigation measures for the current phase. In addition, the updated TIS shall include updated traffic counts for the impacted roadway segments and intersections consistent with Section 7106.6.

- b. **Comments/Recommendations:** Consistent with District policy, the applicant should be required to provide an updated TIS with each phase of the development. In addition, a TIS should be required with all development applications that include a change to Master Planned Development that may alter traffic impact projections at the sole discretion of ACHD. All TIS submittals, including updates to the TIS, must meet ACHD policy requirements at the time of submittal.

6. Aerie Way – New Arterial

The applicant has proposed to construct a new arterial roadway, Aerie Way to provide access to the site. This roadway is proposed to extend from SH-16 to intersect Deep Canyon Drive. Aerie Way is not currently shown on ACHD’s Master Street Map or planned to be constructed in the CIP and would require the applicant to acquire property from an adjacent landowner and BLM to accommodate the construction of a roadway in this location. The study assumed that this roadway would be constructed under background conditions in 2045 (under the select roadway improvement scenario). The TIS also notes that Aerie Lane would need to be constructed as a 2-lane minor arterial roadway.



ACHD is supportive of the applicant’s proposal to construct a new arterial roadway to provide access to the site, as it reduces the impacts to the existing local street network. The applicant will be responsible to acquire all of the right-of-way necessary to construct a public street through



the adjacent parcels, this includes acquiring perpetual right-of-way Grants to ACHD from the BLM, that include the entire roadway prism for Aerie Way. If the applicant is unable to obtain the right-of-way from private property owners or perpetual right-of-way easements from BLM, then the land uses proposed within the master planned community should be reevaluated and the site should be redesigned to reduce the impacts to the existing local street network. No connection to Deep Canyon Drive will be considered until Aerie Way is constructed and provides access to the site.

7. Deep Canyon Drive

Deep Canyon Drive is an existing rural residential local roadway which was constructed as part of Hillsdale Estates Subdivision, which first final platted in 1995. This roadway is improved with 30-feet of pavement, gravel or grass shoulders, barrow ditches and no pedestrian improvements, consistent with ACHD's policies for rural residential roadways in effect at the time of development.

District policy 7207.3.1 Average Daily Traffic (ADT), limits the average daily traffic on new and existing local streets to less than 2,000 trips per day and reads as follows: *ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets. For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.*

Based on the information provided in the TIS and concept plan, the applicant has proposed to use Deep Canyon Drive to provide primary access to the site. Deep Canyon currently has an average daily traffic count of 1,260.

The TIS included a scenario which assumed the construction of some key roadway connections, including a new arterial roadway, Aerie Way, which is proposed to extend from SH-16 to intersect Deep Canyon Drive. Aerie Way is not currently shown on ACHD's Master Street Map or planned to be constructed in the CIP and would require the applicant to acquire property from an adjacent landowner and BLM to accommodate the construction of a roadway in this location. The study assumed that this roadway would be constructed under background conditions in 2045 and that Deep Canyon would be disconnected from SH-16 to maintain local traffic volumes.

Without the construction of Aerie Way, Deep Canyon Drive is anticipated to carry an ADT of over 3,800 under phase 1 total traffic conditions and over 7,000 trips per day under total traffic conditions for build-out of the proposed development; far exceeding ACHD's threshold of 2,000 trips per day on local roadways.

To mitigate traffic volumes on Deep Canyon Drive, the applicant is proposing to re-classify from the rural local, to a collector roadway, to allow additional capacity based on definition only. ACHD does not accept this as mitigation and will not reclassify Deep Canyon Drive to a collector roadway to accommodate traffic generated by the proposed development. Widening of Deep Canyon Drive will also not be considered as acceptable mitigation, as this roadway was constructed to rural local residential street standards and has limited right-of-way, making improvements infeasible anyway.

To reduce the impacts of this development on Deep Canyon Drive and to ensure that traffic volumes remain below 2,000 vehicle trips per day, ACHD will not consider a connection to Deep Canyon Drive until Aerie Way is constructed and provides access to the site. ACHD recommends that the City of Star include this in the development agreement. See finding 13.



Once Aerie way is constructed and provides access to the site ACHD may consider allowing a connection to Deep Canyon Drive based on information provided in updated traffic impact studies, site design, and any other information applicable at the time of a future development applications.

8. Lanktree Gulch Road

Lanktree Gulch Road is an existing rural residential local roadway which was constructed as part of Hillsdale Estates Subdivision and Monument Ridge Ranch, which first final platted starting in 1993. This roadway is improved with either 24 or 30-feet of pavement (depending on location), gravel or grass shoulders, barrow ditches and no pedestrian improvements, consistent with ACHD's policies for rural residential roadways in effect at the time of development.

District policy 7207.3.1 Average Daily Traffic (ADT), limits the average daily traffic on new and existing local streets to less than 2,000 trips per day and reads as follows: ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets. For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.

Based on the information provided in the TIS and concept plan, the applicant has proposed to use Lanktree Gulch Road to access the site at full build out. Lanktree Gulch Road currently has an average daily traffic count of 740 trips per day, which is within ACHD's policy thresholds. Under 2045 total traffic conditions, Landtree Gulch is anticipated to carry an ADT of 2,760 trips per day exceeding ACHD's threshold of 2,000 trips per day on local roadways.

To mitigate traffic volumes on Lanktree Gulch Road, the applicant has proposed to re-classify from a rural local, to a collector roadway, to allow additional capacity based on definition only. ACHD does not accept this as mitigation and will not reclassify Lanktree Gulch Road to a collector roadway to accommodate traffic generated by the proposed development. Widening of Lanktree Gulch Road will also not be considered as acceptable mitigation, as this roadway was to rural local residential street standards and has limited right-of-way, making improvements infeasible anyway.

ACHD recommends that the site be redesigned to reduce the impacts to Lanktree Gulch Road, or the density of the proposed land uses be reduced to ensure that Lanktree Gulch remains within local street thresholds. This will be verified through future traffic impact studies and ACHD may require changes to development applications to ensure Lanktree Gulch Road remains at less than 2,000 trips per day.

9. New East/West Collector Roadway

The concept plan provided in the annexation and rezone application and in the TIS shows a new east/west collector roadway that is proposed to intersect Deep Canyon Drive/Aerie Way and extend west thought the site to intersect Can Ada Road. This roadway is not shown on ACHD's Master Street Map.



*Proposed collector in Red

If, the new east/west collector is proposed to be a public street, then it should be designed and constructed meeting ACHD policies and standards, as no cross section or phasing plan was provided as part of this application. The design and construction of the collector roadway will be evaluated as part of a future preliminary plat application and the collector will be restricted at Deep Canyon Drive until Aerie Way is constructed and provides access to the site.

Based on the concept plan, this roadway is proposed to provide access to the first phase of the development including the golf course. The City of Star has indicated that the golf course will be approved under the development agreement included as part of this application, without a subsequent development application. Because of this ACHD is unable to establish conditions of approval for the new collector roadway or any public streets proposed to provide access to the golf course. To provide access to the golf course, the applicant should be required to apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site. ACHD will not approve or accept any new public street within the site without the review and approval through a preliminary plat application. See finding 12.

10. Can-Ada Road

Can-Ada Road is currently classified as a minor arterial roadway between SH-44 and New Hope Road and as a collector roadway from New Hope Road north to Purple Sage Drive in Canyon County. This roadway is on the Ada/Canyon County line and this roadway is under the jurisdiction of both ACHD and Canyon Highway District 4. This roadway is generally improved with 2 travel lanes, gravel shoulders, barrow ditches, and limited sidewalks and turn lanes between SH-44 and the site.

The TIS recommends the reclassification of the collector portion of Can-Ada Road (between New Hope Road and Purple Sage Road) to a minor arterial roadway to accommodate the site generated traffic. ACHD is supportive of this proposal and recommends that the City of Star work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of roadway.

Improvements to Can-Ada Road, adjacent to, and off-site, will be evaluated as part of future traffic impact studies and preliminary plat applications. ACHD also recommends that the site be designed to put more traffic on Can-Ada Road, a minor arterial/collector roadway instead of impacting the existing local residential street network.



11. Roundabouts

The concept plans show the construction of 2 roundabouts, one dog bone style roundabout at the Aerie Way/Deep Canyon/new collector intersection and a standard roundabout at the Can-Ada/Purple Sage/new collector intersection. The roundabouts, or other improvements at this intersection should be constructed by the applicant when warranted. ACHD has concerns regarding the constructability of roundabouts in the proposed locations due to the topography in the area. Any roundabouts or any other intersection improvement should be designed to meet all of ACHD's policies and standards.

12. Public Streets

The concept plan for the proposed development includes a network of new streets to serve the site. ACHD is not approving any new public streets or approaches onto existing public streets as part of this annexation and rezone application and will not approve any new public streets without a preliminary plat application. All public streets should be designed and constructed to meet ACHD's policies and standards, and pre-application meetings are recommended., All new right-of-way to support the construction of new public streets within the development should be dedicated as part of the final plat process, as individual warranty deeds will not be accepted within the master planned development area.

13. Recommendation to City of Star/Recommended Conditions

ACHD is a recommending body for an annexation and rezone application and is not party to the City of Star's Development Agreement with the applicant. The City of Star has indicated that the golf course will be approved under the development agreement included as part of this application and ACHD is unclear of when additional development additional development applications including, but not limited to preliminary plats, conditional use permit, and design review applications would be transmitted for review and comment. Because of this ACHD recommends that the City of Star include the following site specific conditions as part of their action on the annexation and rezone application and development agreement OR that the City require development applications for all future phases that will be transmitted to ACHD for review and approval, allowing ACHD to establish site specific conditions of approval at that time.

- 1. No connection (public or private) to Deep Canyon Drive will be considered until Aerie Way is constructed and open to provide access to the site.*
- 2. To provide access to the golf course, apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site.*
- 3. ACHD will not approve or accept any new public streets within the site without the review and approval through a preliminary plat application. All new public streets shall be designed and constructed to ACHD standards.*
- 4. All new right-of-way to support the construction of new public streets within the development shall be dedicated as part of the final plat process. Individual warranty deeds for right-of-way dedication will not be accepted within the master planned development area.*
- 5. City of Star shall work with COMPASS and Canyon Highway District 4 to facilitate the reclassification of Can-Ada Road from New Hope Road north to Purple Sage Road as a minor arterial roadway.*
- 6. The applicant shall be required to make all of the improvements needed to mitigate the traffic impacts of the development, except for local streets, as outlined in the executive summary of the traffic impact study (attachment 3).*



- a. *ACHD will provide a detailed analysis of when improvements are warranted as part of the review of future preliminary plat applications.*
7. *Provide the City of Star a detailed phasing plan which identifies the number of units or commercial square footage proposed for each phase, and where access is proposed.*
 - a. *ACHD will review the phasing plan and provide comments to the City of Star based on the trip thresholds and proposed access locations.*
8. *If roadway improvements assumed to be constructed under the select improvements scenario in the TIS are not constructed when needed to serve the site then the applicant shall submit a revised master plan application that reduces the density to keep the exiting roadway network at acceptable level of service planning thresholds, based on ACHD policy.*

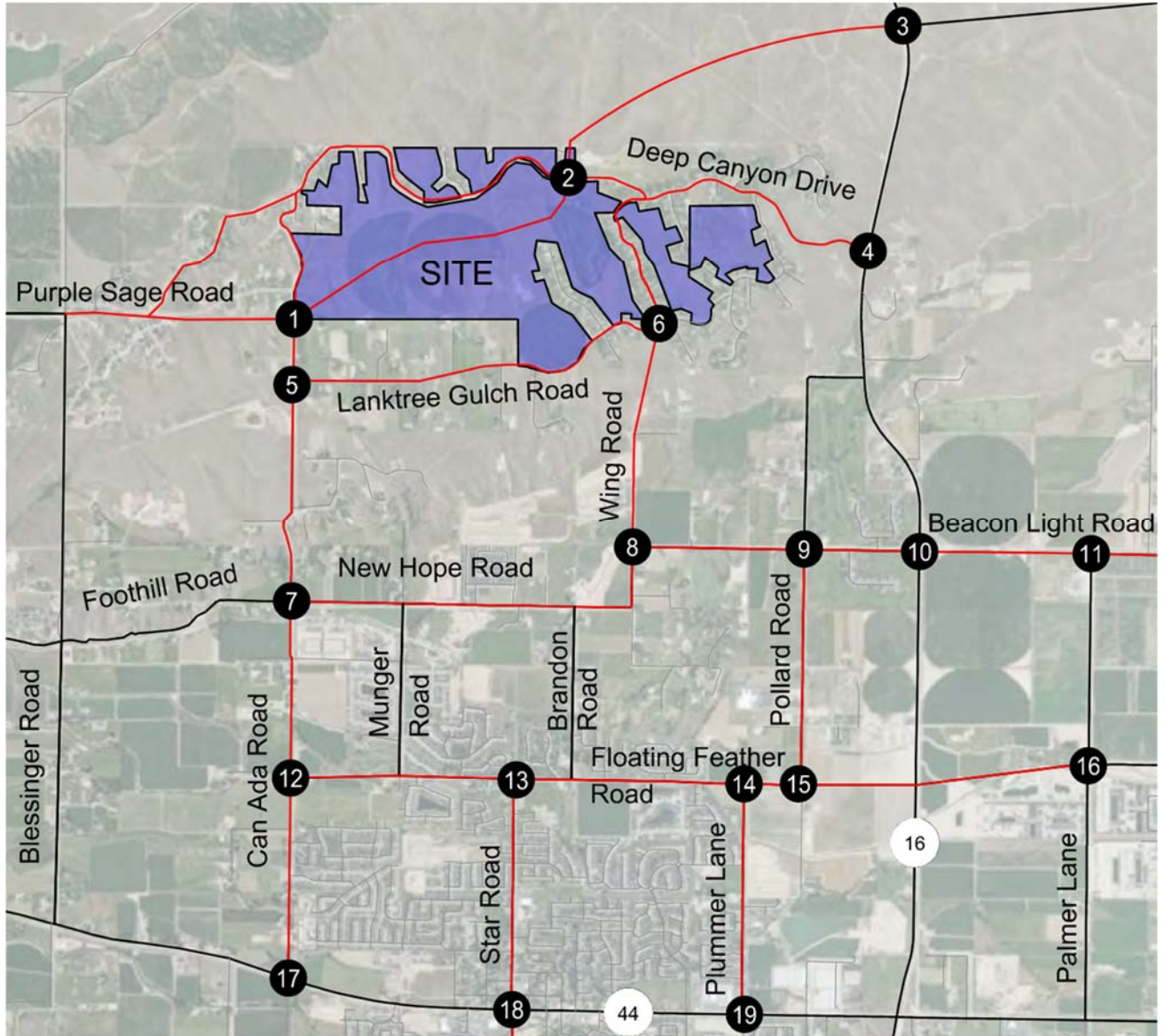
14. Summary/Disclaimer

- a. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats:
 - i. Traffic Impact Studies –Updated traffic impact studies will be required with each phase of the development to verify assumptions and establish conditions.
 - ii. Disclaimer: No waiver or modification of policy is approved or recommended unless specifically called out by policy section and specifically approved in this report. Additional requirements may be required at each preliminary plat phase.

Attachments

1. Vicinity Map
2. Concept Plan Phase 1
3. Concept Plan Build Out
4. TIS Executive Summary

Vicinity Map



Concept Plan – Phase 1



Concept Plan – Build Out



EXECUTIVE SUMMARY

Willowbrook Development Inc. is proposing to develop the Willow Brook Golf Community, a mixed-use development situated on approximately 720 acres of currently vacant land in Ada County, Idaho. The site is loosely bounded by SH 16 to the east, Can Ada Road to the west, Deep Canyon Drive to the north, and Lanktree Gulch Road to the south. The development will fill areas of vacant land around existing residential developments. Currently the site is in unincorporated Ada County but will be annexed into the City of Star upon development approval.

The Willow Brook Golf Community will be constructed in phases throughout the next 20+ years. The first phase of construction will consist of the following land uses:

- 285 Single Family Houses
- 45 Townhomes
- 18-hole Public Golf Course

Full buildout of the Willow Brook Golf Community will consist of the following land uses:

- 948 Single Family Houses
- 146 Townhomes
- 75,000 Sq. Ft. of Commercial Shopping Plaza
- 18-hole Public Golf Course

Access to the development is proposed via Can Ada Road, Purple Sage Road, Deep Canyon Drive, and Lanktree Gulch Road. Additionally, there are potential planned access connections at Wing Road and Aerie Way. Due to the infill nature of the development, site accesses are not exclusive to the proposed development and will carry traffic from adjacent existing residences. The main internal collector of the development will connect Deep Canyon Drive to Can Ada Road. The proposed site plan for phase 1 of development is shown in Figure 2. The site plan for full buildout of the Willow Brook Golf Community is shown in Figure 3.

The development is planned to be fully built-out by the year 2045, with phase 1 being completed by 2030. The TIS addresses the existing traffic conditions, background (2030 & 2045) traffic conditions, and the development's impacts in the build-out years (2030 & 2045) and necessary mitigation measures.

The TIS for Willow Brook Golf Community resulted in the following findings and recommendations.

FINDINGS

EXISTING CONDITIONS

The study evaluated 19 off-site intersections and 23 roadway segments during the AM and PM peak period of a typical weekday. All study intersections and roadway segments were found to meet ACHD and ITD operating standards under 2022 existing conditions during the AM and PM peak hours.

YEAR 2030 BACKGROUND CONDITIONS

The 2030 phase 1 portion of the study evaluated 5 off-site intersections and 8 roadway segments during the AM and PM peak period of a typical weekday.

All study intersections were found to meet ACHD and ITD operating standards under 2030 background conditions during the AM and PM peak hours except for:

■ **SH 44 & Can Ada Road**

- The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
- This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023
- The CHD4 identified improvement of a traffic signal with left and right turn lanes will serve as acceptable mitigation for the intersection. Alternatively, the ITD identified improvement of an RCUT will also serve as acceptable mitigation for the intersection.

All ACHD study roadway segments operate at acceptable levels of service under 2030 background conditions except for:

■ **Beacon Light Road (SH 16 to Palmer)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

YEAR 2045 BACKGROUND CONDITIONS

The 2045 background conditions analysis evaluated 19 off-site intersections and 23 roadway segments during the AM and PM peak period of a typical weekday assuming no background roadway improvements were completed.

The following study intersections were found to exceed ACHD and ITD operating standards under 2045 background conditions during the AM and/or PM peak hours:

■ **Beacon Light Road & Pollard Road**

- The minor street approaches operate over capacity and at LOS F during the weekday PM peak hour.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
- A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes and a westbound right turn lane will also serve as acceptable mitigation for the intersection.

■ **Beacon Light Road & SH 16**

- The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
- The Spring Valley development was conditioned with making capacity improvements to this intersection.
- Widening SH 16 at the intersection and adding a westbound right turn overlap will serve as acceptable mitigation for the intersection.

■ **Beacon Light Road & Palmer Lane**

- The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
- A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes will also serve as acceptable mitigation for the intersection.

■ **Floating Feather Road & Star Road**

- The northbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
- The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.

■ **Floating Feather Road & Plummer Road**

- The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
- The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.

■ **SH 44 & Can Ada Road**

- The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
- This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023.
- The CHD4 identified improvement of a traffic signal with left and right turn lanes will serve as acceptable mitigation for the intersection. Alternatively, the ITD identified improvement of an RCUT will also serve as acceptable mitigation for the intersection.

■ **SH 44 & Star Road**

- The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
- This intersection is in the ACHD CIP to have the signal replaced/modified and approaches widened. The lane configuration identified by ACHD does not fully mitigate the intersection.
- Widening SH 44 at the intersection and adding dual northbound left turn lanes will serve as acceptable mitigation for the intersection.

■ **SH 44 & Plummer Road**

- The intersection operates over capacity and at LOS F during the weekday AM and PM peak hours.
- This intersection is not currently programmed for improvements by ACHD. ITD's draft SH 44 Corridor Plan shows this intersection as signalized with SH 44 widened to 4 lanes. The lane configuration shown in the Corridor Plan does not fully mitigate the intersection.
- A traffic signal with left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes will serve as acceptable mitigation for the intersection.

The following study roadway segments operate above ACHD level of service volume thresholds under 2045 background conditions:

■ **Deep Canyon Drive (Aerie Way to SH 16)**

- The segment is projected to exceed the ACHD local road ADT volume threshold.
- This segment would meet the AM and PM peak hour LOS D volume thresholds if Deep Canyon Drive were upgraded to a collector roadway.
- Constructing Aerie Way and the Wing Road extension would bring Deep Canyon Drive to within the ACHD local road ADT threshold as shown in the 2045 background (with select roadway improvements) conditions scenario.

■ **Lanktree Gulch Road (Can Ada to Wing)**

- The segment is projected to exceed the ACHD local road ADT volume threshold.
- This segment would meet the AM and PM peak hour LOS D volume thresholds if Lanktree Gulch Road were upgraded to a collector roadway.

■ **Wing Road (Lanktree Gulch to Beacon Light)**

- The segment is projected to exceed the ACHD local road ADT volume threshold.
- This segment would meet the AM and PM peak hour LOS D volume thresholds if Wing Road were upgraded to a collector roadway.

■ **Beacon Light Road (Wing to Pollard)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

■ **Beacon Light Road (Pollard to SH 16)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

■ **Beacon Light Road (SH 16 to Palmer)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Beacon Light Road (Palmer to Linder)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Pollard Road (Beacon Light to Floating Feather)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Pollard Road would need to be widened to a 3-lane section.
- **Floating Feather Road (Star to Plummer)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Floating Feather Road would need to be widened to a 5-lane section.
- **Star Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Star Road would need to be widened to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 5-lane section in the 2031-2035 timeframe. This would bring the segment to within standards.
- **Plummer Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.

- To bring this segment to within standards, Plummer Road would need to be widened to a 3-lane section.

YEAR 2045 BACKGROUND (WITH SELECT ROADWAY IMPROVEMENTS) CONDITIONS

The 2045 background (with select roadway improvements) conditions analysis evaluated 19 off-site intersections and 23 roadway segments during the AM and PM peak period of a typical weekday assuming select background roadway improvements were constructed. The assumed improvements include:

- Floating Feather Road constructed between Munger Road and Can Ada Road
- Floating Feather Road realignment constructed between Pollard Road and Palmer Lane
- Wing Road constructed between Beacon Light Road and Lanktree Gulch Road
- Aerie Way constructed between SH 16 and Deep Canyon Drive

The following study intersections were found to exceed ACHD and ITD operating standards under 2045 background (with select roadway improvements) conditions during the AM and/or PM peak hours:

■ **Beacon Light Road & Pollard Road**

- The minor street approaches operate over capacity and at LOS F during the weekday PM peak hour.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
- A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes and a westbound right turn lane will also serve as acceptable mitigation for the intersection.

■ **Beacon Light Road & SH 16**

- The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
- The Spring Valley development was conditioned with making capacity improvements to this intersection.
- Widening SH 16 at the intersection and adding a westbound right turn overlap will serve as acceptable mitigation for the intersection.

■ **Beacon Light Road & Palmer Lane**

- The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
- A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes will also serve as acceptable mitigation for the intersection.

■ **Floating Feather Road & Star Road**

- The northbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.

- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
- The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.
- **Floating Feather Road & Plummer Road**
 - The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
 - The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
 - The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.
- **SH 44 & Can Ada Road**
 - The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023.
 - The CHD4 identified improvement of a traffic signal with left and right turn lanes and SH 44 widened to 4 lanes will serve as acceptable mitigation for the intersection. Alternatively, the ITD identified improvement of an RCUT will also serve as acceptable mitigation for the intersection.
- **SH 44 & Star Road**
 - The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
 - This intersection is in the ACHD CIP to have the signal replaced/modified and approaches widened. The lane configuration identified by ACHD does not fully mitigate the intersection.
 - Widening SH 44 at the intersection and adding dual northbound left turn lanes will serve as acceptable mitigation for the intersection.
- **SH 44 & Plummer Road**
 - The intersection operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - This intersection is not currently programmed for improvements by ACHD. ITD's draft SH 44 Corridor Plan shows this intersection as signalized with SH 44 widened to 4 lanes. The lane configuration shown in the Corridor Plan does not fully mitigate the intersection.
 - A traffic signal with left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes will serve as acceptable mitigation for the intersection.

The following study roadway segments operate above ACHD level of service volume thresholds under 2045 background (with select roadway improvements) conditions:

- **Wing Road (Lanktree Gulch to Beacon Light)**
 - The segment is projected to exceed the ACHD local road ADT volume threshold.

- This segment would meet the AM and PM peak hour LOS D volume thresholds if Wing Road were upgraded to a collector roadway.
- **Beacon Light Road (Wing to Pollard)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Beacon Light Road (Pollard to SH 16)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Beacon Light Road (SH 16 to Palmer)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Beacon Light Road (Palmer to Linder)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Pollard Road (Beacon Light to Floating Feather)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Pollard Road would need to be widened to a 3-lane section.
- **Floating Feather Road (Star to Plummer)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.

- To bring this segment to within standards, Floating Feather Road would need to be widened to a 5-lane section.
- **Floating Feather Road (Plummer to Pollard)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe. This would bring the segment to within standards.
- **Star Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Star Road would need to be widened to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 5-lane section in the 2031-2035 timeframe. This would bring the segment to within standards.
- **Plummer Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Plummer Road would need to be widened to a 3-lane section.

TRIP GENERATION & DISTRIBUTION

- The golf course only of the proposed Willow Brook Golf Community is estimated to generate a total of 526 daily net new trip ends, of these, 30 are estimated to occur in the weekday a.m. peak hour (24 inbound / 6 outbound), and 52 are estimated to occur in the weekday p.m. peak hour (27 inbound / 25 outbound).
- Phase 1 of the proposed Willow Brook Golf Community is estimated to generate a total of 3,535 daily net new trip ends, of these, 260 are estimated to occur in the weekday a.m. peak hour (83 inbound / 177 outbound), and 358 are estimated to occur in the weekday p.m. peak hour (220 inbound / 138 outbound).
- Full buildout of the proposed Willow Brook Golf Community is estimated to generate a total of 12,821 daily net new trip ends, of these, 789 are estimated to occur in the weekday a.m. peak hour (262 inbound / 527 outbound), and 1,097 are estimated to occur in the weekday p.m. peak hour (658 inbound / 439 outbound).
- The distribution pattern for site-generated trips was developed by evaluating a select zone analysis from COMPASS' regional travel demand model.

YEAR 2030 TOTAL TRAFFIC CONDITIONS

The 2030 phase 1 portion of the study evaluated 5 off-site intersections and 8 roadway segments during the AM and PM peak period of a typical weekday with the inclusion of phase 1 trips from the Willow Brook Golf Community.

All study intersections were found to meet ACHD and ITD operating standards under 2030 background conditions during the AM and PM peak hours except for:

■ SH 44 & Can Ada Road

- The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
- This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023.
- The CHD4 identified improvement of a traffic signal with left and right turn lanes will serve as acceptable mitigation for the intersection. Alternatively, the ITD identified improvement of an RCUT will also serve as acceptable mitigation for the intersection.

All ACHD study roadway segments operate at acceptable levels of service under 2030 total traffic conditions except for:

■ Deep Canyon Drive (Purple Sage to SH 16)

- The segment is projected to exceed the ACHD local road ADT volume threshold.
- This segment would meet the AM and PM peak hour LOS D volume thresholds if Deep Canyon Drive were upgraded to a collector roadway.
- To limit through traffic on this local road, Deep Canyon Drive would need to be disconnected from SH 16. This option is discussed in the 2045 total traffic (with select roadway improvements) conditions scenario.

■ Beacon Light Road (SH 16 to Palmer)

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

YEAR 2045 TOTAL TRAFFIC CONDITIONS

The 2045 total traffic conditions analysis evaluated 19 off-site intersections and 23 roadway segments during the AM and PM peak period of a typical weekday assuming no background roadway improvements were completed and includes site traffic from full buildout of the Willow Brook Golf Community.

The following study intersections were found to exceed ACHD and ITD operating standards under 2045 total traffic conditions during the AM and/or PM peak hours:

■ Purple Sage Road & Can Ada Road

- The minor street approaches operate over capacity and at LOS F during the weekday PM peak hour.

- The Mid-Star CIP includes adding turn lanes to this intersection in the 2030-2040 timeframe, but that will not mitigate the intersection in this scenario.
- A single lane roundabout or a traffic signal with left turn lanes will serve as acceptable mitigation for the intersection.
- **Deep Canyon Drive & SH 16**
 - The eastbound approach operates over capacity and at LOS F during the weekday AM peak hour.
 - The future configuration of this section of SH 16 is currently being determined by an ITD Corridor Plan. A traffic signal with one through lane in the northbound and southbound direction does not mitigate the intersection.
 - A traffic signal with left and right turn lanes and SH 16 widened to two through lanes in each direction will serve as acceptable mitigation for the intersection.
- **Beacon Light Road & Pollard Road**
 - No Willow Brook site trips are assigned to this intersection under 2045 total traffic conditions. Therefore, the mitigations needed at this intersection are the same as identified in 2045 background conditions.
- **Beacon Light Road & SH 16**
 - The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
 - The Spring Valley development was conditioned with making capacity improvements to this intersection.
 - Widening SH 16 at the intersection and adding a second westbound right turn lane will serve as acceptable mitigation for the intersection.
- **Beacon Light Road & Palmer Lane**
 - The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
 - The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
 - A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes will also serve as acceptable mitigation for the intersection.
- **Floating Feather Road & Star Road**
 - No Willow Brook site trips are assigned to this intersection under 2045 total traffic conditions. Therefore, the mitigations needed at this intersection are the same as identified in 2045 background conditions.
- **Floating Feather Road & Plummer Road**
 - No Willow Brook site trips are assigned to this intersection under 2045 total traffic conditions. Therefore, the mitigations needed at this intersection are the same as identified in 2045 background conditions.
- **SH 44 & Can Ada Road**
 - The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.

- This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023. The ITD identified improvement of an RCUT does not bring the intersection to within ACHD or ITD operating standards.
- The CHD4 identified improvement of a traffic signal with left and right turn lanes and SH 44 widened to 4 lanes will serve as acceptable mitigation for the intersection.
- **SH 44 & Star Road**
 - The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
 - This intersection is in the ACHD CIP to have the signal replaced/modified and approaches widened. The lane configuration identified by ACHD does not fully mitigate the intersection.
 - Widening SH 44 at the intersection and adding dual northbound left turn lanes will serve as acceptable mitigation for the intersection.
- **SH 44 & Plummer Road**
 - The intersection operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - This intersection is not currently programmed for improvements by ACHD. ITD's draft SH 44 Corridor Plan shows this intersection as signalized with SH 44 widened to 4 lanes. The lane configuration shown in the Corridor Plan does not fully mitigate the intersection.
 - A traffic signal with left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes will serve as acceptable mitigation for the intersection.

The following study roadway segments receive site traffic and operate above ACHD level of service volume thresholds under 2045 total traffic conditions:

- **Deep Canyon Drive (Aerie to SH 16)**
 - The segment is projected to exceed the ACHD local road ADT volume threshold.
 - This segment would meet the AM and PM peak hour LOS D volume thresholds if Deep Canyon Drive were upgraded to a collector roadway.
 - To limit through traffic on this local road, Deep Canyon Drive would need to be disconnected from SH 16. This option is discussed in the total traffic (with select roadway improvements) conditions scenario.
- **Lanktree Gulch Road (Can Ada to Wing)**
 - The segment is projected to exceed the ACHD local road ADT volume threshold.
 - This segment would meet the AM and PM peak hour LOS D volume thresholds if Lanktree Gulch Road were upgraded to a collector roadway.
- **Purple Sage Road (Blessinger to Can Ada)**
 - The segment is projected to exceed the CHD4 LOS D volume threshold for collectors in the PM peak hour.
 - To bring this segment to within standards, Purple Sage Road would need to be widened to a 3-lane section.
- **Can Ada Road (Purple Sage to Lanktree Gulch)**

- The segment is projected to exceed the ACHD LOS D volume threshold for collectors in the PM peak hour.
- To bring this segment to within standards, Can Ada Road can be designated as a minor arterial, which it is already classified as between SH 44 and New Hope Road.
- **Can Ada Road (Lanktree Gulch to New Hope)**
 - The segment is projected to exceed the ACHD LOS D volume threshold for collectors in the PM peak hour.
 - To bring this segment to within standards, Can Ada Road can be designated as a minor arterial, which it is already classified as between SH 44 and New Hope Road.
- **Beacon Light Road (SH 16 to Palmer)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Beacon Light Road (Palmer to Linder)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 5-lane section in the 2031-2035 timeframe. This would bring the segment to within standards.

YEAR 2045 TOTAL TRAFFIC (WITH SELECT ROADWAY IMPROVEMENTS) CONDITIONS

The 2045 total traffic (with select roadway improvements) conditions analysis evaluated 19 off-site intersections and 23 roadway segments during the AM and PM peak period of a typical weekday assuming select background roadway improvements were constructed and includes site traffic from full buildout of the Willow Brook Golf Community. The assumed background improvements include:

- Floating Feather Road constructed between Munger Road and Can Ada Road
- Floating Feather Road realignment constructed between Pollard Road and Palmer Lane
- Wing Road constructed between Beacon Light Road and Lanktree Gulch Road
- Aerie Way constructed between SH 16 and Deep Canyon Drive

The following study intersections were found to exceed ACHD and ITD operating standards under 2045 total traffic (with select roadway improvements) conditions during the AM and/or PM peak hours:

- **Purple Sage Road & Can Ada Road**

- The minor street approaches operate over capacity and at LOS F during the weekday PM peak hour.
 - The Mid-Star CIP includes adding turn lanes to this intersection in the 2030-2040 timeframe, but that will not mitigate the intersection in this scenario.
 - A single lane roundabout or a traffic signal with left turn lanes will serve as acceptable mitigation for the intersection.
- **Beacon Light Road & Pollard Road**
- The minor street approaches operate over capacity and at LOS F during the weekday PM peak hour.
 - The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
 - A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes and a westbound right turn lane will also serve as acceptable mitigation for the intersection.
- **Beacon Light Road & SH 16**
- The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
 - The Spring Valley development was conditioned with making capacity improvements to this intersection.
 - Widening SH 16 at the intersection and adding a second westbound right turn lane will serve as acceptable mitigation for the intersection.
- **Beacon Light Road & Palmer Lane**
- The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.
 - The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040. This improvement does not bring the intersection to within ACHD operating standards.
 - A multi-lane roundabout with 2 lanes on Beacon Light Road will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes will also serve as acceptable mitigation for the intersection.
- **Floating Feather Road & Star Road**
- The northbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
 - The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.
- **Floating Feather Road & Plummer Road**
- The northbound approach operates over capacity and at LOS F during the weekday PM peak hour.

- The intersection is programmed in the ACHD CIP as a future single-lane roundabout to be constructed in 2036-2040.
- The ACHD identified improvement of a single-lane roundabout will serve as acceptable mitigation for the intersection. Alternatively, a traffic signal with left turn lanes will also serve as acceptable mitigation for the intersection.
- **SH 44 & Can Ada Road**
 - The southbound approach operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - This intersection is in the Mid-Star CIP as a future traffic signal to be constructed by 2025. ITD's SH 44 Corridor Plan shows this intersection as a future RCUT with SH 44 widened to 4 lanes. The City of Star is leading a project that will widen SH 44 to the east of Can Ada Road in 2023. The ITD identified improvement of an RCUT does not bring the intersection to within ACHD or ITD operating standards.
 - The CHD4 identified improvement of a traffic signal with left and right turn lanes and SH 44 widened to 4 lanes will serve as acceptable mitigation for the intersection.
- **SH 44 & Star Road**
 - The intersection operates over capacity and at LOS E during the weekday AM and PM peak hours.
 - This intersection is in the ACHD CIP to have the signal replaced/modified and approaches widened. The lane configuration identified by ACHD does not fully mitigate the intersection.
 - Widening SH 44 at the intersection and adding dual northbound left turn lanes will serve as acceptable mitigation for the intersection.
- **SH 44 & Plummer Road**
 - The intersection operates over capacity and at LOS F during the weekday AM and PM peak hours.
 - This intersection is not currently programmed for improvements by ACHD. ITD's draft SH 44 Corridor Plan shows this intersection as signalized with SH 44 widened to 4 lanes. The lane configuration shown in the Corridor Plan does not fully mitigate the intersection.
 - A traffic signal with left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes will serve as acceptable mitigation for the intersection.

The following study roadway segments operate above ACHD level of service volume thresholds under 2045 background conditions:

- **Deep Canyon Drive (Aerie to SH 16)**
 - The segment is projected to exceed the ACHD local road ADT volume threshold.
 - This segment would meet the AM and PM peak hour LOS D volume thresholds if Deep Canyon Drive were upgraded to a collector roadway.
 - With the construction of Aerie Way and the Wing Road extension, Deep Canyon Drive could be disconnected from SH 16. This would limit through traffic on the roadway and would allow it to meet the ACHD local road ADT volume threshold.
 - Disconnecting Deep Canyon Drive from SH 16 will not require any additional intersection mitigations beyond those already identified under 2045 total traffic (with select roadway improvements) conditions.

■ **Purple Sage Road (Blessinger to Can Ada)**

- The segment is projected to exceed the CHD4 LOS D volume threshold for collectors in the PM peak hour.
- To bring this segment to within standards, Purple Sage Road would need to be widened to a 3-lane section.

■ **Can Ada Road (Purple Sage to Lanktree Gulch)**

- The segment is projected to exceed the ACHD LOS D volume threshold for collectors in the PM peak hour.
- To bring this segment to within standards, Can Ada Road can be designated as a minor arterial, which it is already classified as between SH 44 and New Hope Road.

■ **Can Ada Road Lanktree Gulch to New Hope)**

- The segment is projected to exceed the ACHD LOS D volume threshold for collectors in the PM peak hour.
- To bring this segment to within standards, Can Ada Road can be designated as a minor arterial, which it is already classified as between SH 44 and New Hope Road.

■ **Wing Road (Lanktree Gulch to Beacon Light)**

- The segment is projected to exceed the ACHD local road ADT volume threshold.
- This segment would meet the AM and PM peak hour LOS D volume thresholds if Wing Road were upgraded to a collector roadway.

■ **Beacon Light Road (Wing to Pollard)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

■ **Beacon Light Road (Pollard to SH 16)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

■ **Beacon Light Road (SH 16 to Palmer)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.

■ **Beacon Light Road (Palmer to Linder)**

- The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
- The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
- To bring this segment to within standards, Beacon Light Road would need to be widened to a 5-lane section.
- **Pollard Road (Beacon Light to Floating Feather)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Pollard Road would need to be widened to a 3-lane section.
- **Floating Feather Road (Star to Plummer)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe.
 - To bring this segment to within standards, Floating Feather Road would need to be widened to a 5-lane section.
- **Floating Feather Road (Plummer to Pollard)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is listed in the ACHD CIP to be widened to a 3-lane section in the 2036-2040 timeframe. This would bring the segment to within standards.
- **Star Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Star Road would need to be widened to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the AM and PM peak hours.
 - The roadway segment is listed in the ACHD CIP to be widened to a 5-lane section in the 2031-2035 timeframe. This would bring the segment to within standards.
- **Plummer Road (Floating Feather to SH 44)**
 - The segment is projected to exceed the ACHD LOS E volume threshold for minor arterials in the PM peak hour.
 - The roadway segment is not currently listed in the ACHD CIP to be widened.
 - To bring this segment to within standards, Plummer Road would need to be widened to a 3-lane section.

SITE ACCESSES

- With approval from ACHD, construct all accesses to the development to allow full access on the public street approaches with the following designations:
 - All local streets within the development should be constructed with one travel lane in each direction.
 - Site driveways with access to public streets should provide sufficient stacking distance for four vehicles (100 feet) to ensure acceptable operation and accommodate larger vehicles, including utility service and delivery vehicles.
 - Site accesses should match the existing grade of road to which they access to ensure the best possible sight distance.
 - All accesses and internal streets should be designed to provide adequate intersection site distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.
- Site Access A on Can Ada Road just north of Purple Sage Road should be relocated to the north to allow for at least 280' of clear sight distance before any horizontal curve.
- Site Access C on Deep Canyon Drive does not provide adequate intersection spacing for a 35 mph local road. The segment of Deep Canyon Drive that is currently posted at 35 mph is recommended to be reduced to 25 mph to provide adequate intersection spacing and improve safety as development increases.

RECOMMENDATIONS

Based on the report's analyses and evaluation findings, recommendations were developed accordingly for each analysis scenario.

EXISTING CONDITIONS

No mitigations are recommended to accommodate the year 2022 existing traffic volumes and meet ACHD and ITD standards.

YEAR 2030 BACKGROUND CONDITIONS

The following mitigations are recommended to accommodate the year 2030 background traffic volumes and meet ACHD and ITD standards:

- **SH 44 & Can Ada Road**
 - Construct an RCUT with SH 44 widened to a 4-lane section or a traffic signal with left and right turn lanes.
- **Beacon Light Road (SH 16 to Palmer)**
 - Widen to a 5-lane section.

YEAR 2045 BACKGROUND CONDITIONS

The following mitigations are recommended to accommodate the year 2045 background traffic volumes and meet ACHD and ITD standards:

- **Beacon Light Road & Pollard Road**

- Construct a multi-lane roundabout with 2 lanes on Beacon Light Road or a traffic signal with left turn lanes and a westbound right turn lane.
- **Beacon Light Road & SH 16**
 - Widen SH 16 at the intersection and add a westbound right turn overlap.
- **Beacon Light Road & Palmer Lane**
 - Construct a multi-lane roundabout with 2 lanes on Beacon Light Road or a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes.
- **Floating Feather Road & Star Road**
 - Construct a single-lane roundabout or a traffic signal with left turn lanes.
- **Floating Feather Road & Plummer Road**
 - Construct a single-lane roundabout or a traffic signal with left turn lanes.
- **SH 44 & Can Ada Road**
 - Construct an RCUT with SH 44 widened to a 4-lane section or a traffic signal with left and right turn lanes.
- **SH 44 & Star Road**
 - Widen SH 44 at the intersection and add dual northbound left turn lanes
- **SH 44 & Plummer Road**
 - Expand the traffic signal to include left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes.
- **Deep Canyon Drive (Aerie to SH 16)**
 - Construct Aerie Way and the Wing Road extension.
- **Lanktree Gulch Road (Can Ada to Wing)**
 - Upgrade to a collector roadway.
- **Wing Road (Lanktree Gulch to Beacon Light)**
 - Upgrade to a collector roadway.
- **Beacon Light Road (Wing to Pollard)**
 - Widen to a 5-lane section.
- **Beacon Light Road (Pollard to SH 16)**
 - Widen to a 5-lane section.
- **Beacon Light Road (SH 16 to Palmer)**
 - Widen to a 5-lane section.
- **Beacon Light Road (Palmer to Linder)**
 - Widen to a 5-lane section.
- **Pollard Road (Beacon Light to Floating Feather)**
 - Widen to a 3-lane section.
- **Floating Feather Road (Star to Plummer)**
 - Widen to a 5-lane section.

- **Star Road (Floating Feather to SH 44)**
 - Widen to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - Widen to a 5-lane section.
- **Plummer Road (Floating Feather to SH 44)**
 - Widen to a 3-lane section.

YEAR 2045 BACKGROUND (WITH SELECT ROADWAY IMPROVEMENTS) CONDITIONS

The following mitigations are recommended to accommodate the year 2045 background (with select roadway improvements) traffic volumes and meet ACHD and ITD standards:

- **Beacon Light Road & Pollard Road**
 - Construct a multi-lane roundabout with 2 lanes on Beacon Light Road or a traffic signal with left turn lanes and a westbound right turn lane.
- **Beacon Light Road & SH 16**
 - Widen SH 16 at the intersection and add a westbound right turn overlap.
- **Beacon Light Road & Palmer Lane**
 - Construct a multi-lane roundabout with 2 lanes on Beacon Light Road or a traffic signal with left and right turn lanes and Beacon Light Road widened to 2 through lanes.
- **Floating Feather Road & Star Road**
 - Construct a single-lane roundabout or a traffic signal with left turn lanes.
- **Floating Feather Road & Plummer Road**
 - Construct a single-lane roundabout or a traffic signal with left turn lanes.
- **SH 44 & Can Ada Road**
 - Construct an RCUT with SH 44 widened to a 4-lane section or a traffic signal with left and right turn lanes.
- **SH 44 & Star Road**
 - Widen SH 44 at the intersection and add dual northbound left turn lanes
- **SH 44 & Plummer Road**
 - Expand the traffic signal to include left and right turn lanes, the eastbound and westbound approaches widened to two through lanes, and dual southbound left turn lanes.
- **Wing Road (Lanktree Gulch to Beacon Light)**
 - Upgrade to a collector roadway.
- **Beacon Light Road (Wing to Pollard)**
 - Widen to a 5-lane section.
- **Beacon Light Road (Pollard to SH 16)**
 - Widen to a 5-lane section.
- **Beacon Light Road (SH 16 to Palmer)**

- Widen to a 5-lane section.
- **Beacon Light Road (Palmer to Linder)**
 - Widen to a 5-lane section.
- **Pollard Road (Beacon Light to Floating Feather)**
 - Widen to a 3-lane section.
- **Floating Feather Road (Star to Plummer)**
 - Widen to a 5-lane section.
- **Floating Feather Road (Plummer to Pollard)**
 - Widen to a 3-lane section.
- **Star Road (Floating Feather to SH 44)**
 - Widen to a 5-lane section.
- **Star Road (SH 44 to Joplin)**
 - Widen to a 5-lane section.
- **Plummer Road (Floating Feather to SH 44)**
 - Widen to a 3-lane section.

YEAR 2030 TOTAL TRAFFIC CONDITIONS

The following mitigations beyond those identified in 2030 background conditions are recommended to accommodate the year 2030 total traffic volumes and meet ACHD and ITD standards:

- **Deep Canyon Drive (Aerie to SH 16)**
 - Construct Aerie Way and the Wing Road extension.

YEAR 2045 TOTAL TRAFFIC CONDITIONS

The following mitigations beyond those identified in 2045 background conditions are recommended to accommodate the year 2045 total traffic volumes and meet ACHD and ITD standards:

- **Purple Sage Road & Can Ada Road**
 - Construct a single lane roundabout or a traffic signal with left turn lanes.
- **Deep Canyon Drive & SH 16**
 - Construct Aerie Way and the Wing Road extension or add a traffic signal with left and right turn lanes and SH 16 widened to two through lanes in each direction.
- **Beacon Light Road & SH 16**
 - Add a second westbound right turn lane
- **SH 44 & Can Ada Road**
 - Construct a traffic signal with left and right turn lanes and SH 44 widened to 4 lanes.
 - An RCUT was recommended under 2045 background conditions but is no longer recommended under 2045 total traffic conditions
- **Purple Sage Road (Blessinger to Can Ada)**
 - Widen to a 3-lane section.

- **Can Ada Road (Purple Sage to Lanktree Gulch)**
 - Upgrade to a minor arterial.
- **Can Ada Road (Lanktree Gulch to New Hope)**
 - Upgrade to a minor arterial.

YEAR 2045 TOTAL TRAFFIC (WITH SELECT ROADWAY IMPROVEMENTS) CONDITIONS

The following mitigations beyond those identified in 2045 background (with select roadway improvements) conditions are recommended to accommodate the year 2045 total traffic (with select roadway improvements) volumes and meet ACHD and ITD standards:

- **Purple Sage Road & Can Ada Road**
 - Construct a single lane roundabout or a traffic signal with left turn lanes.
- **Beacon Light Road & SH 16**
 - Add a second westbound right turn lane
- **SH 44 & Can Ada Road**
 - Construct a traffic signal with left and right turn lanes and SH 44 widened to 4 lanes.
 - An RCUT was recommended under 2045 background (with select roadway improvements) conditions but is no longer recommended under 2045 total traffic (with select roadway improvements) conditions.
- **Purple Sage Road (Blessinger to Can Ada)**
 - Widen to a 3-lane section.
- **Can Ada Road (Purple Sage to Lanktree Gulch)**
 - Upgrade to a minor arterial.
- **Can Ada Road (Lanktree Gulch to New Hope)**
 - Upgrade to a minor arterial.

SITE ACCESSES

- **Purple Sage Road & Can Ada Road**
 - This intersection should be constructed as a two way stop control in the near term. A single lane roundabout or a traffic signal with left turn lanes is warranted in 2043. Right of way should be preserved now for a future roundabout.
- **Deep Canyon Drive & Aerie Way**
 - Although shown as a dogbone roundabout on the site plan, a two way stop controlled intersection is shown to operate acceptably for this intersection. The roundabout may be preferred to provide proper alignment with Aerie Way and the main internal collector.
- **Site Access A**
 - Relocate to the north to allow for at least 280' of clear sight distance before any horizontal curve.
- **Site Access C**
 - Reduce speed limit on this section of Deep Canyon Drive to 25 mph.

RECOMMENDED NEW CONNECTIONS

■ **Aerie Way**

- Recommended to be constructed between Deep Canyon Drive and SH 16 to provide alternate access to SH 16 from the development and to reduce demand on Deep Canyon Drive. This connection should be constructed in conjunction with the Wing Road extension described below.
- Deep Canyon Drive is projected to exceed ACHD's local road ADT threshold by 2024. Constructing these new connections will extend the timeline of reaching this threshold to 2027. Operations at the intersection of Deep Canyon Drive / SH 16 are not projected to exceed capacity until 2040.
- The timing of constructing Aerie Way should be determined with the understanding that the local road ADT threshold of Deep Canyon Drive will be exceeded by 2024 but there are no capacity deficiencies in the near term.
- The construction of Aerie Way and the Wing Road extension alone will not relieve pressure from Deep Canyon Drive beyond 2027. It is also recommended that Deep Canyon Drive be disconnected from SH 16 upon completion of these connections as described below.
- The construction of Aerie Way will require land acquisition from the Bureau of Land Management and private landowners. The developer is currently in discussions with these landowners regarding logistics of making this land acquisition for right of way.

■ **Wing Road Extension**

- Recommended to be constructed between Lanktree Gulch Road and Beacon Light Road to provide alternate access to SH 16 from the development and to reduce demand on Deep Canyon Drive. This connection should be constructed in conjunction with Aerie Way described above.
- Deep Canyon Drive is projected to exceed ACHD's local road ADT threshold by 2024. Constructing these new connections will extend the timeline of reaching this threshold to 2027. Operations at the intersection of Deep Canyon Drive / SH 16 are not projected to exceed capacity until 2040.
- The timing of constructing the Wing Road extension should be determined with the understanding that the local road ADT threshold of Deep Canyon Drive will be exceeded by 2024 but there are no capacity deficiencies in the near term.
- The construction of Aerie Way and the Wing Road extension alone will not relieve pressure from Deep Canyon Drive beyond 2027. It is also recommended that Deep Canyon Drive be disconnected from SH 16 upon completion of these connections as described below.
- The construction of the Wing Road extension will require land acquisition from private landowners. Some of the land required for this extension is already owned by Willow Brook Development.

■ **Can Ada Road**

- Recommended to be improved between Purple Sage Road and New Hope Road. Improvements should include upgrading Can Ada Road to a minor arterial, flattening steep grades, and improving sight distance. The road should be improved to accommodate design standards for a minor arterial where possible and should include advisory sections where necessary.

■ **Deep Canyon Drive Recommendations**

- Deep Canyon Drive is projected to exceed ACHD's local road ADT threshold of 2,000 by 2024 (with 9% of the Willow Brook site built out). Constructing Aerie Way and the Wing Road extension will extend the timeline of reaching this threshold to 2027.

- With the construction of Aerie Way and the Wing Road extension, it becomes feasible to disconnect Deep Canyon Drive from SH 16. Traffic will divert to Aerie Way or Beacon Light Road to reach SH 16. This will bring the 2045 total traffic ADT on Deep Canyon Drive to within ACHD local road thresholds and will not further impact operations on other intersections and roadway segments.



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April 20, 2023

Kittelson & Associates, Inc.
Jamie Markosian, PE
101 S Capitol Blvd., Ste. 600
Boise, ID 83702

Re: Willow Brook Golf Community – Amended TIS Acceptance Letter

Dear Mr. Markosian,

The Idaho Transportation Department (ITD) has reviewed the response to ITD's comments on Willow Brook Golf Community's Traffic Impact Study (TIS) dated December 11, 2022. The proposed development is located east of the intersection of Purple Sage Road and N Can-Ada Road, Star, Idaho. This TIS is for the first phase of the development, consisting of 285 residential lots, 45 townhomes, and an 18-hole public golf course. This letter acknowledges ITD's acceptance of Willow Brook Golf Community's TIS.

Since the applicant is not currently requesting any direct access from ITD, the following are ITD's comments and recommendations to the City of Star.

State Highway 44 (SH-44)

The City of Star is widening one mile of State Highway (SH-44) to a 5-lane cross-section from Star Road to Can-Ada Road, with the outside eastbound lane introduced to the east of the intersection. The outside westbound lane will trap as a right turn at Can-Ada Road, and there will be a two-way left turn lane through the intersection.

The TIS indicates that per a SH-44 Corridor Plan, ITD will construct improvements at the Can Ada Road/SH-44 intersection in 2025. The referenced plan was being developed at the time and never adopted by the department, or approved by the Federal Highway Administration (FHWA). ITD does not have an approved corridor plan for this section of the roadway. ITD has started a new SH-44 Planning and Environmental Linkage (PEL) Study from Interstate 84 to Can Ada Road. It could be several years before a plan is adopted. Based on the future needs identified in the TIS, ITD recommends that the applicant design and build a signalized intersection at the corner of SH-44 and Can Ada Road to mitigate this development.

Aerie Way and SH-16

Once the Applicant builds and extends the local road Aerie Way to SH-16, ITD will recommend Applicant design and build the following improvements on the west side of the highway:

- The Applicant shall design and construct a 14-foot-wide southbound SH-16 acceleration lane to meet current AASHTO Policy on Geometric Design of Highways and Streets Standards.
- Applicant shall design and construct a southbound right turn lane onto Aerie Way to ITD's right turn lane design standards for 65 MPH. (See Figure 3B-4 of the ITD Traffic Manual).



DATE: April 24, 2023

TO: City of Star – Planning and Zoning

FROM: Victor Islas, Deputy Chief

SUBJECT: Fire District Review

PROJECT NAME: Willowbrook Development Annexation
File AZ-21-12

Fire District Summary Report:

1. **Overview:** This is a report regarding the Willowbrook Development Annexation project. The Star Fire Protection District will service the development. The development must comply with the most recent adopted International Fire Code and Code of the City of Star.
2. **Services:** The Star Fire Protection District provides 24-hour Fire and EMS services to the citizens of the district. The district utilizes the County Ambulance services for Advanced Life Support and Transport.
3. **Response Time/Station Coverage:**
 - a. Primary – This development will be served by the Star Fire Protection District Station 51, located at 11665 W. State St., Star, Idaho 83669. Station 51 is primary response station located 3.8 miles from the proposed entrance off N. Can Ada Rd and Purple Sage Rd. Station 51 travel time under ideal driving conditions is 6 minutes.
 - b. Secondary – Star Fire Protection District Station 52 is the secondary response station located at 22585 Kingsbury Rd., Middleton, Idaho 83644. Station 52 is 5.2 miles from the proposed entrance off N. Can Ada Rd and Purple Sage Rd. Station 52 travel time under ideal driving conditions is 8 minutes.
 - c. Future – The Willowbrook development is proposing to dedicate a site that will be used for a future expansion of emergency services. This dedicated site would decrease the response time to the development itself and established developments and homes currently north of Foothill Road , West of Can Ada Rd. and East of Can Ada Rd.
 - d. Future – Star Fire Protection District Station 55 will be located on Floating Feather Rd, west of N. Pollard Ln. When construction is complete, and the station is in service, the development entrance will be 4.9 miles with a travel time of 7 minutes under ideal driving conditions.
 - e. Response times are subject to change as road infrastructure is improved.

Project Name: Willowbrook Development Annexation



4. **Insurance Service Office (ISO):** The ISO Fire Score is a rating that determines how well the fire department can protect a community and home. Insurance companies use the score to help set home insurance rates.
 - a. The dedicated site for future expansion of emergency services would decrease the current ISO rating in the area. This decrease would not only be for the development and established developments and homes currently north of Foothill Road, West of Can Ada Rd. and East of Can Ada Rd.
5. **Side Setback:** *Side Setback for this development shall be as per Star City Code with no modification.*
6. **Accessibility:** Roadway Access, Traffic, Radio Coverage
 - a. 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.
7. **Water Supply:** Requirements for water supply/fire flow will be followed as described in Appendix B of the 2018 International Fire Code unless agreed upon by the Fire District.
8. **Impact Fees:** Impact fees provide funding for essential public safety infrastructure that Star Fire Protection District needs to manage the increase in calls for service created by growth.
 - a. This project will be subject to the impact fee set forth by the fire district.
9. **Fire Mitigation Plan:** This development will sit within the Ada County Wildland Urban Interface Area. A Wildland Urban Interface Fire Mitigation Plan be submitted to the Fire District for review and approval.
10. **Additional Comments:**
 - a. Additional review, comment, and approval are required by the Fire District for preliminary plat and final plat.
 - b. It shall be the responsibility of the applicant to submit appropriate applications and supporting documents to the Fire District for review.
 - c. Review of the proposed golf course and associated amenities will be reviewed for fire code compliance at the CZC application.
 - d. Any overlooked hazardous condition and/or violation of the International Fire Code does not imply approval of such condition or violation. The applicant will mitigate the hazardous condition and/or violation as per Code working with the Fire Code Official.



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- Right-of-way dedication/donation will be required as necessary for all the above improvements to accommodate pavement widening and drainage needs that do not fit into ITD's existing right-of-way.
- Coordinate with the Spring Valley Development to construct these improvements for access at Aerie Way and SH-16. Design and construction of the planned grade separated bridge over SH-16 will need to be done in conjunction with permitting the right-in, right-out (RIRO) access off Aerie Way.

ITD would recommend developing a Transportation Mitigation Agreement (TMA) with the Applicant that would include all mitigations to SH-16 and SH-44, along with any applicable extraordinary share and proportionate share agreements developed in conjunction with the City of Star. In addition, all future phases of Willowbrook will need an updated TIS to be reviewed and approved by ITD.

In addition, it's important to note that the department will soon begin the evaluation of the 2004 State Highway 16 (SH-16) environmental study from SH-44 to SH-52 in Emmett. This process is estimated to take approximately 24 months to complete. Given the growth during the last 20 years, we expect the analysis to result in an official corridor plan, particularly within the four miles north of the SH-44 and SH-16 intersection in Star. A new corridor plan may result in updated access mitigation in the future.

Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. Your development will bring a significant impact to the transportation system within the Star community and surround areas. We appreciate your consideration of our recommendations, as we want all residents to travel safely and efficiently around the Treasure Valley. If you have any questions, please get in touch with me at vincent.trimboli@itd.idaho.gov.

Sincerely,

Vincent Trimboli
ITD – District 3
Planning and Development Services Manager

cc: Mindy Wallace, Planner III, Ada County Highway District (ACHD)
Shawn Nickel, P&Z Administrator, City of Star
Chris Hopper, District Engineer, Canyon Highway District 4 (CHD4)

Policing Impact Analysis: Willowbrook Development

Presented to

Trevor Chadwick

Mayor

City of Star

&

Zachary Hessing

Chief of Police

Star Police Department

Prepared by

Christopher J Saunders, M.S.

Manager

Tiffany Kindelberger, B.S.

Lead Crime Analyst

Richard Kepler, B.S.

Crime Analyst

Ada County Center for Data Analytics & Intelligence
Ada County Sheriff's Office

Originally Report Submitted: February 8th, 2022

Updated Report Submitted: April 26th, 2023

Willowbrook Development Policing Report

Introduction

Chief Zachary Hessing of the Star Police Department contacted the Ada County Center for Data Analytics & Intelligence, Crime Analysis Unit, to complete an analysis and forecast potential policing impacts resulting from the Willowbrook Development. In particular, we were asked to focus our analysis on the following areas:

1. Population Growth
2. Calls for Service
3. Response Times
4. Crime Rate

The original analysis was provided to Chief Hessing on February 8th, 2022. On April 19th, 2023, Chief Hessing informed us that the proposed development was changed and asked for an update to our original analysis. The following is a culmination of this updated analysis along with our recommendations for policing services for the City of Star.

Updated Development Characteristics

The Willowbrook Development is a large multi-use development in the northern foothills of the Treasure Valley within Ada County (Willowbrook Development Inc., 2023). The conceptual master plan for this development (Appendix A) includes an 18-hole championship golf course, 1,094 single-family detached homes and approximately 110,000 square feet of neighborhood commercial and retail space.

The location of the development is loosely bounded on the east by state highway 16, on the north by Chaparral Road, on the west by Can Ada Road and on the south loosely by Lanktree Gulch.

Population Growth

Since 2015, the population of the City of Star has increased 122% (Appendix B). At this pace, the population of the City of Star will surpass 26,000 residents by 2030. According to the Historic Population Estimates by City Limits (COMPASS, 2023), the population estimate for the City of Star in 2023 is 17,690 (including residents currently residing in Canyon County). To project total population growth resulting from the Willowbrook Development, we utilized an average household size of 2.6 to 2.9, as referenced in the Historic Population Estimates by City Limits (COMPASS, 2023) for the City of Star. As a result, the

addition of 1,094 homes within the Willowbrook Development will increase the population of the City of Star by approximately 2,844 – 3,172 residents.

Calls for Service

A call for service is defined as a citizen placing a call, via either 911 or the non-emergency line, and requesting assistance from a first responding agency. In Ada County, all citizen calls for service are handled by the Ada County Dispatch Center. This measure is widely utilized by all first responding entities including law enforcement, fire and emergency medical services as a way of measuring workload and system utilization. As population increases, an increase in calls for service is generally expected.

For the Star Police Department, citizen calls for services have steadily increased along with the city's population. In 2022, Star Police responded to 12,612 calls for service, an increase of 85.3% from the 6,806 calls responded to in 2018. During that same period, the population of the City of Star increased by 71.6%. Since a disparity exists between the increases in these two measures, a ratio of calls per citizen is often utilized to better predict the rate of increase. In 2018, the City of Star had a call per citizen measure of 0.66, while in 2022, this measure increased 25.7% to .83 calls per citizen. The five-year average for this measure is .74.

Without including population growth related to the Willowbrook development, the number of citizens calls for Star Police would increase to approximately 19,000 by 2030. When including this project's projected population that projection increases to over 21,000 calls. This 66.5% increase in calls due to population growth by 2030 assumes no additional large residential projects, similar to the Willowbrook Development.

Response Times

Response time is calculated by measuring the time it takes an officer to arrive on scene after he/she is assigned the call. The target established for the Star Police is less than 4 minutes. Since 2015, the average response time for the Star Police department on Code 3 emergency calls has been 3 minutes and 12 seconds (Appendix C). This is due in large part to the following factors:

- Small geographic area
- Street connectivity
- Concentrated call volumes
- Staffing increases to keep up with population growth

Appendix D shows two maps for the City of Star: the 7,934 calls for service in 2021, and the 12,612 calls in 2022 along with their corresponding call density (green to red for low to high concentration). On the map you can clearly see the areas of the city where call volume is the highest, namely the downtown corridor, Star Middle School, the intersection of state highways 16 and 44 and Star Elementary School. As the City of Star continues to expand outward away from the city center, the distance an officer will travel to arrive at a call will increase subsequently increasing the amount of time it takes to arrive on scene. The 2022 map in Appendix D illustrates this exact phenomenon. New, or increased, hot spots of call activity appeared that were not present on the 2021 map. These areas are as follows:

- The area along Star Road between W Joplin and W Chinden
- The Star River Ranch development west of Bent Ln and south of Hwy 44
- The intersection of Beacon Light and Hwy 16

Officers will naturally spend a majority of their time in the areas of a jurisdiction where call volume is the highest. The Willowbrook Development expands the call area for the City of Star beyond its current northern boundary. Responding from the city's central corridor to the Willowbrook Development will add anywhere from 1 – 2 miles of additional travel resulting in an increased response time of 1.5 – 4 minutes. Appendix E illustrates how this phenomenon has the potential of dramatically increasing response times. Additional staffing would allow for officers to disperse more evenly within the city's boundaries subsequently minimizing any increase in response times due to population growth and greater geographic spread. What will be of importance is to correctly evaluate response times when there are access limitations, as currently the proposed area is limited to two street access points off Highway 16 and Can Ada Rd. Additional response time could be applied for when call volume is high, there is a limit of street connectivity, and these locations fall outside of the city and police response core.

Crime Rate

The City of Star utilizes the National Incident Based Reporting System (NIBRS) to measure crime within the city. This system provides a national standard for how crimes are counted and allows a fair comparison to be drawn between jurisdictions. The City of Star has one of the lowest crime rates in the Treasure Valley. The report to our citizens shows a steady decrease in the crime rate beginning in 2017 and stabilizing in 2020.

One of the best ways to maintain low crime rates is using proactive policing. Proactive policing is defined as police work initiated by law enforcement that is intended to deter crime, reduce disorder, reduce citizen's fear of crime or remedy other specific concerns (National Academies, 2018). Proactive policing can only be done when an officer is not responding to a citizen call for service. In 2017, the ratio of proactive policing calls to citizen calls for service in the City of Star was 5.38 to 1. In 2020 this ratio dropped to 2.57 to 1, then rebounded in 2022 to 3.91 to 1, the five-year average was 3.59 to 1 (Appendix F). This rebound was due in large part to the increased number of officers added to the Star Police Department over the past 2 years.

Over time, a decrease in law enforcement proactivity could be attributed to a rise crime rate. This is largely seen when developments first start, as there is often a limit to citizen interaction and overwatching activity in the area, this can create an increased opportunity for crimes to go unseen/unreported (Opportunity-Reduction Model). With less proactive policing the deterring effect creates a greater likelihood of property crime. In growing communities, like the City of Star, this is concentrated in newer developments where construction related thefts are common. The Willowbrook Development will require routine proactive checks by law enforcement to reduce the impact of this type of crime. The outlying geography of the development will require a more significant dedication of time to complete these necessary proactive checks to minimize the impact of crime.

Officers per 1,000

The Star Police Department currently has 13 sworn officers. With the current population of the City of Star at 17,690, this places the current officer per 1,000 ratio at .73. If this current level of police to citizen ratio were to be maintained, a new officer would need to be added for every 1,370 new residents in the City of Star. The stated goal of the City of Star is to achieve and maintain an officer per 1,000 residents ratio of 1. An additional 5 officers are currently needed to achieve this goal based on the current population of the city.

Conclusion

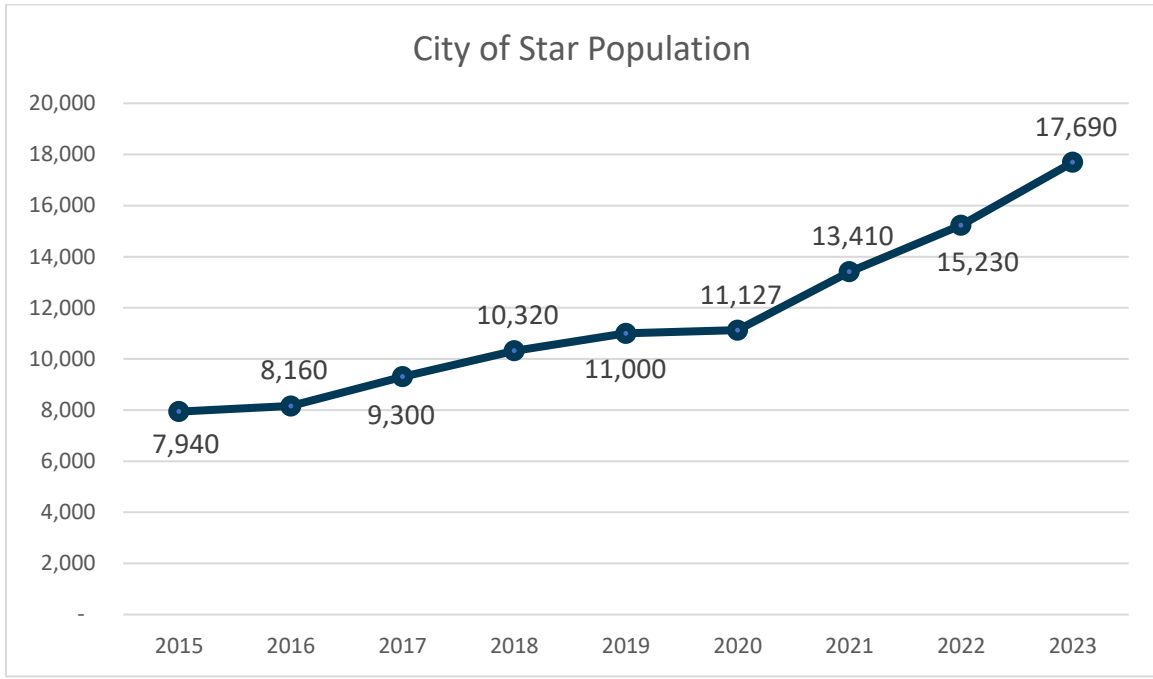
Growth is happening all around us in the Treasure Valley. As the population continues to increase, so must the services available to our citizens if we desire to maintain the quality of life that has attributed to this record growth. Among those services is the need for law enforcement.

By 2030, based on current available estimates the City of Star is expected to eclipse 26,000. This represents a 50% increase from the city's current population. The proposed project would result in an additional 2,844 – 3,172 people into the City of Star. This increases the estimated population of the city to approximately 29,000 by 2030. Recent additions to the Star Police Department have resulted in an increase in police proactivity and a stabilizing of code 3 response times. If this level of service is to be maintained while the city of Star continues to grow, then growth within the department needs to be maintained as well.

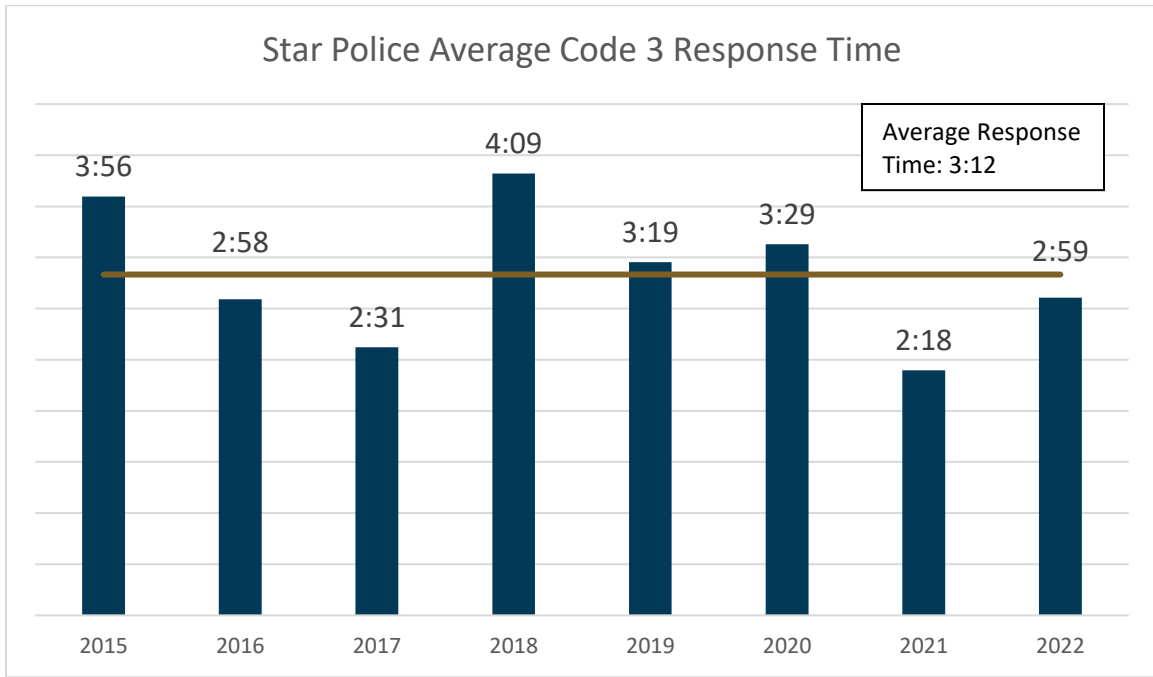
Based on our analysis, an additional 4 patrol officers/deputies would need to be added to the City of Star Police Department to provide the same level of service with the addition of the Willowbrook development. This is the result of both the addition of approximately 3,000 residents, but also the expansion of the area of responsibility for the Star Police Department. More residents result in more call for service and additional outlying areas requiring both proactive and reactive responses from the Star Police Department.

Appendix A



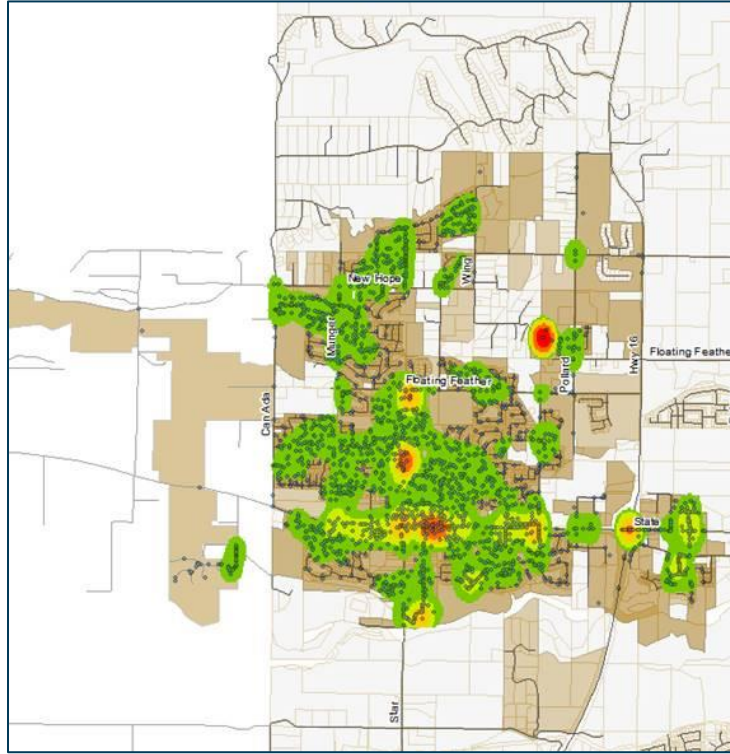
Appendix B

Appendix C

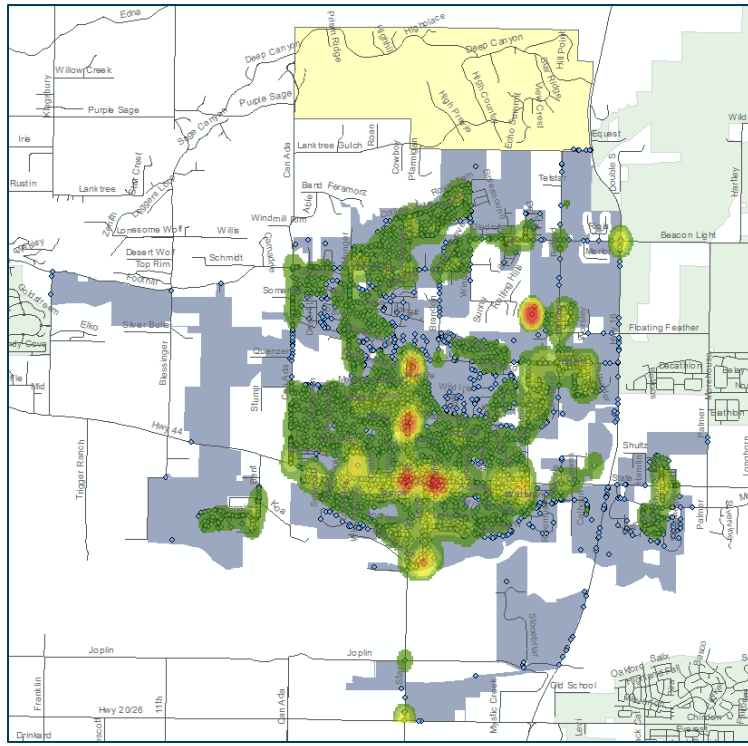


Appendix D

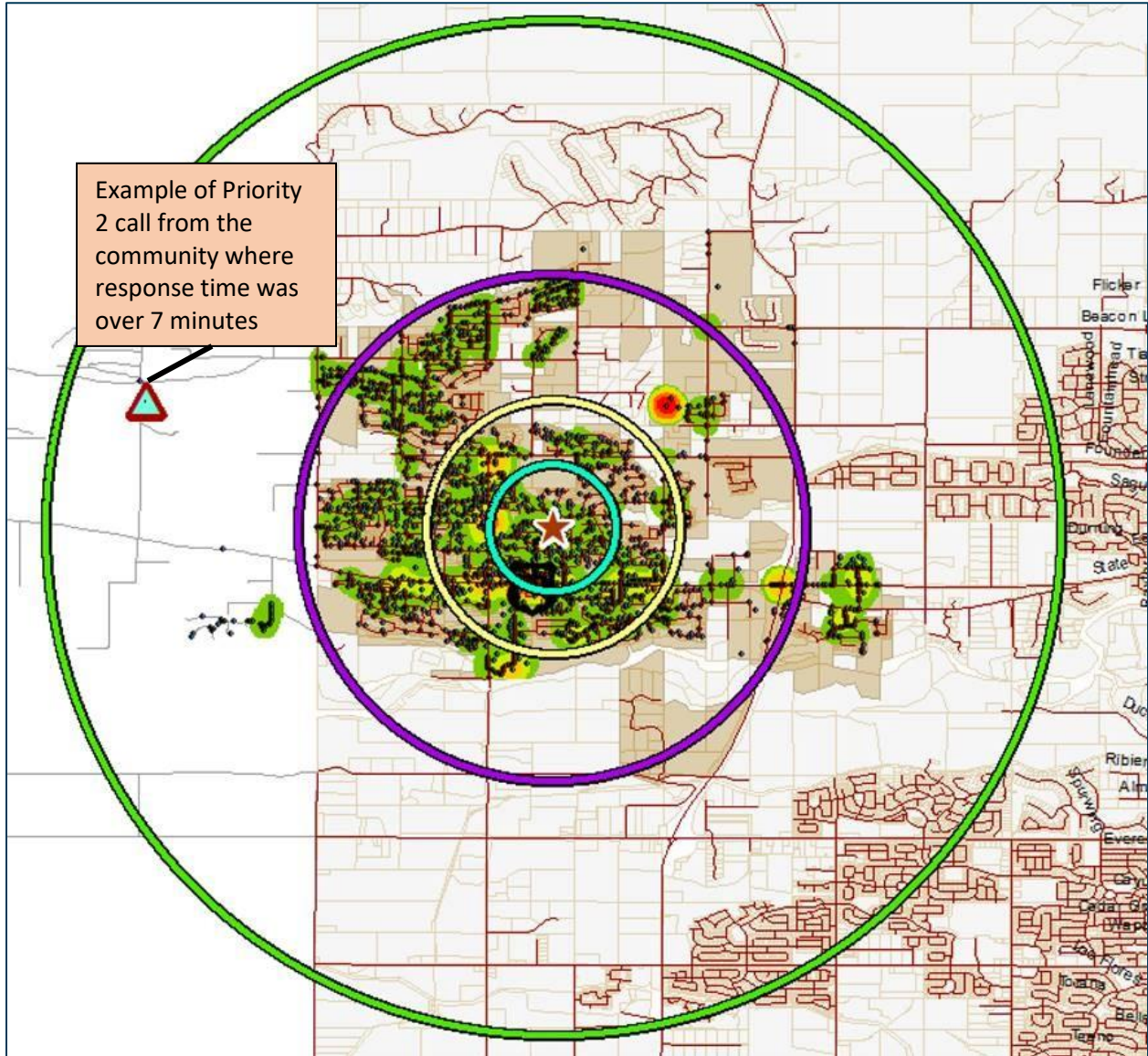
2021



2022

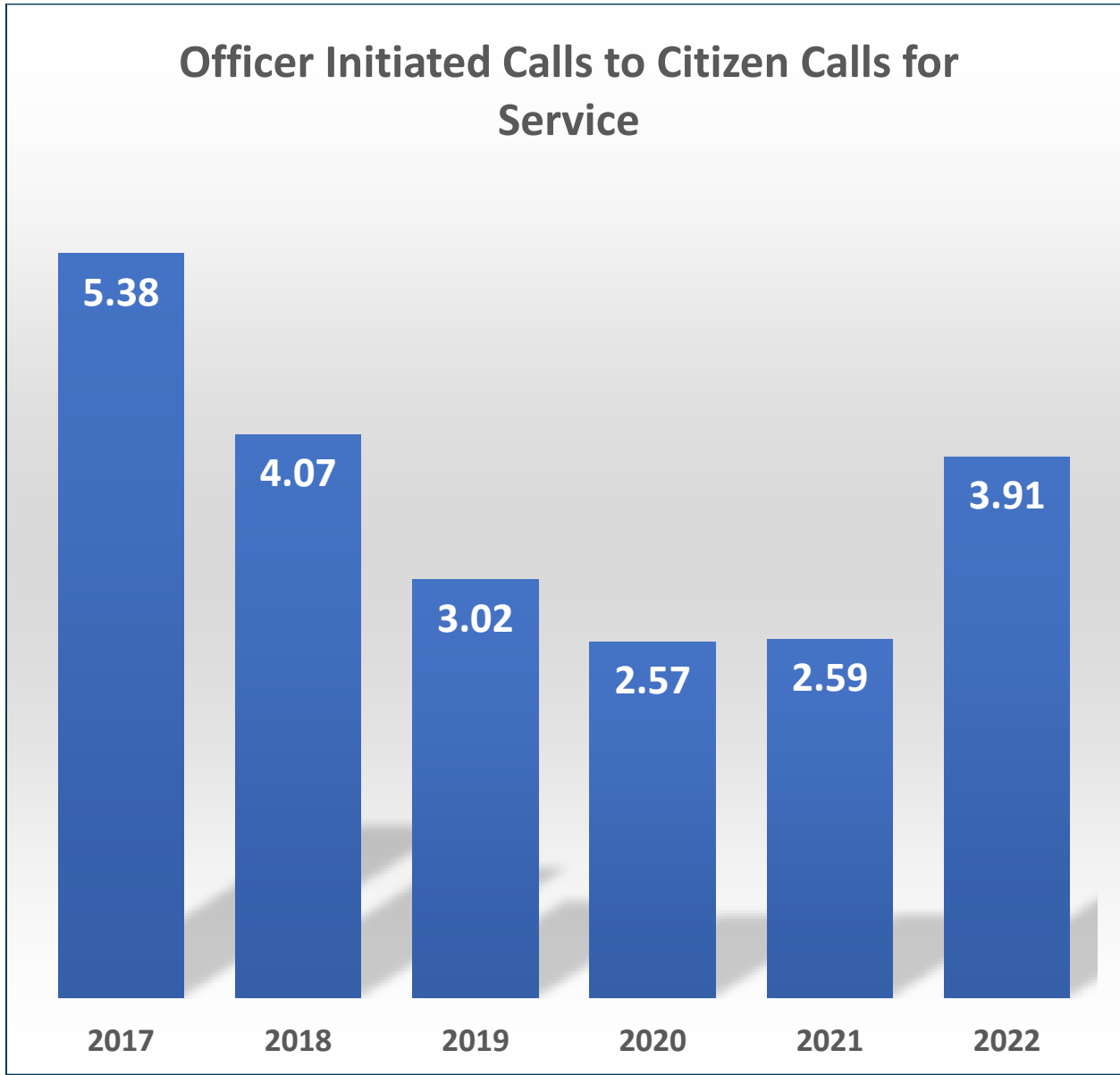


Appendix E



	Distance	P2#	P2 Response	P3#	P3 Response
Teal Band	½ mile	411	2 min : 51 sec	8	2 min : 03 sec
Yellow Band	1 mile	1084	3 min : 28 sec	11	1 min : 54 sec
Purple Band	2 miles	963	3 min : 26 sec	14	2 min : 22 sec
Green Band	4 miles	83	2 min : 08 sec	1	1 min : 45sec

Appendix F



References

- Willowbrook Development Inc. (2023). Updated Narrative for Willowbrook Golf Community Annexation, Zoning, and Development Agreement.
- Community Planning Association of Southwest Idaho. (2023). *Historic Population Estimates by City Limits: Ada County*. Released April, 2023.
- National Academies of Sciences, Engineering and Medicine. (2018). *Proactive Policing: Effects on Crime and Communities*. Washington, D.C.: The National Academies Press.
<https://doi.org/10.17226/24928>.



STAR SEWER AND WATER DISTRICT

April 26, 2023

Shawn L. Nickel
Planning Director and Zoning Administrator
City of Star
10769 W. State St
Star, ID 83669

Re: **Willowbrook Development**

Dear Mr. Nickel

CONDITIONS OF ANNEXATION

The Star Sewer and Water District (District) has been in discussion with the Willowbrook Development Team (Willowbrook) regarding annexation into the District. At this time there has been no formal application submitted to the District, so all talks have been preliminary. However, Willowbrook and the District have reached an understanding on several items and when an application is received by the District, the District's conditions of annexation will include multiple items, many of which are noted below.

WATER RIGHTS

The Willowbrook Development currently has 21.33 cubic feet per second (cfs) of diversion water rights. This water right is currently utilized mainly for irrigation water for existing agricultural fields. As part of the annexation agreement Willowbrook will be required to transfer 5 cfs to the District for utilization by the District for District customers. For reference the District currently has 14.53 cfs of total water rights reserved but only 7.22 cfs is active for the 6,349 existing connections within the District. The additional 5 cfs of water rights transferred to the District will provide the District with more than two times the amount of water rights required to serve the proposed 1094 new homes included with the current Willowbrook application.

AQUIFER

The existing Willowbrook water rights are all located within Township 5N Ranges 1W and 2W, the same diversion locations at the Hillsdale Development. These water rights will continue to be utilized in these township and ranges while adding the additional areas for the rest of the District's boundaries. This means that no additional water will be pumped from the existing aquifer than is currently being utilized for irrigation water in the area.

WATER SYSTEM IMPROVEMENTS

The annexation agreement will require several water system improvements. The first improvements required will be to extend the existing District water system to the

Willowbrook development. This will include the construction of a minimum 12-inch water main from the existing water system improvements to the Willowbrook property. Additionally, because the Willowbrook development is located at higher elevations than the rest of the current system improvements, they will be required to construct improvements for a new distribution pressure zone. These improvements will include a new booster station, pressure-reducing valves between all connections to the existing system, a new 500,000-gallon minimum water tank and development of two new water wells. The new wells may be the improvement of existing irrigation wells to District standards, or the drilling and construction of new wells, at the discretion of the District. Most of these improvements will be required prior to the construction of any new residential or commercial structures. At the determination of the District the water tank may be delayed until a certain number of residences have been constructed. All improvements shall be constructed to District and Idaho Department of Environmental Quality (IDEQ) standards. Willowbrook will be allowed by the District to construct and operate the proposed golf course prior to the completion of these new improvements utilizing existing irrigation water rights and irrigation wells.

Willowbrook will also be required to construct all water distribution improvements within the Willowbrook development. Improvements will be constructed to District standards at the time of road and other improvements. The distribution system may be constructed in phases as the development builds out over several years. Each phase of development will be required to extend water improvements to phase boundaries for connection by future phases or future developments. Additionally, stubs will be required to adjacent boundaries of existing developments for future connection opportunities for those developments, should they elect to annex into the District at some future date. Water lines are required to be pressure tested and disinfected prior to approval and acceptance by the District. After improvements are accepted by the District, the District will own, operate, and maintain the water system.

SEWER

Several sewer system improvements will be required by the District as part of the annexation agreement. Prior to construction of any new residential or commercial building Willowbrook will be required to construct a new sewer lift station and pressure sewer line to the existing District sewer collection system. The lift station shall be constructed to District and IDEQ standards including the installation of a diesel generator for emergency operation. After the construction of 200 to 300 new residential homes as determined by the District, Willowbrook will be required to construct a new wastewater treatment plant. This treatment plant will be a new membrane plant constructed inside a new structure designed to meet the City of Stars mountain modern commercial standards.

In addition to these improvements the District will work with Willowbrook to construct a recycled water system for irrigation of the proposed golf course. Improvements for the recycled water system will include upgrades to the existing District wastewater treatment plant and the construction of a new recycled water main from the existing treatment plant on Tempe Lane to the Willowbrook Development. All improvements will be reviewed and approved by IDEQ prior to construction.

In addition to the above sewer improvements Willowbrook will be required to construct all gravity sewer improvements required for the development. These improvements shall be constructed in phases as development is built out. Sewer mains shall be extended to phase boundaries for future phases and other developments. Sewer mains will be constructed to adjacent existing subdivision boundaries for future connection opportunities for those developments should they elect to annex into the District at some future date.

Very truly yours,



Hank Day,
Public Works Director



CITY OF STAR

ENGINEER DEPARTMENT MEMO

TO: Shawn Nickel, Planning Director
FROM: Ryan V. Morgan, P.E., City Engineer
DATE: **April 26, 2023**
RE: **Willowbrook Development**

ACTION

The Willowbrook Development has currently only submitted a conceptual master plan for their proposed development. This plan provides enough information for annexation decisions; however, several requirements should be included in the conditions of annexation for the development.

Prior to construction of any improvements, or the approval of a preliminary plat a hillside application shall be submitted to the City for review. This application shall include existing topography, highlighting areas with slopes ranging between 10 and 25 percent, and areas exceeding 25 percent. Application materials shall also include a geotechnical report, preliminary stormwater management plan, and preliminary gradings plans that include grading for the proposed golf course. Final construction drawings shall be required prior to any earthmoving activities. Should the development wish to start earthwork activities prior to submittal of final construction drawings the applicant may submit a Grading Permit Application as outlined by the City Code.

As the City Engineer I have no objections to the Conceptual Master Plan.



Alexis Pickering, President
Jim D. Hansen, Vice-President
David McKinney, Commissioner
Kent Goldthorpe, Commissioner
Miranda Gold, Commissioner

April 27, 2023

To: Nathan Mitchell
A + E Construction, LLC

From: Mindy Wallace, AICP
Planning Review Supervisor

Subject: Review of Supplemental Information - Willowbrook Master Planned Development

On April 19, 2023, Kittelson & Associates submitted supplemental traffic information regarding the first phase of the proposed Willowbrook Master Planned Development, the extension of Wing Road, and ACHD policy thresholds for trips on local roadways (see attached). While ACHD appreciates the additional information, no changes will be made to ACHD's April 20, 2023, project report for the development based on the supplemental information.

Additionally, not discussed in the project report, but important to the discussion, is the difference between the types of trips (residential vs Residential trips are generated by residential land uses (single family homes and townhomes) and commercial trips are generated by commercial land uses, which include the proposed golf course. In accordance with ACHD Policy, local residential streets should not be used to access commercial uses, as a mix of commercial and residential traffic is undesirable and residential roadways are not constructed to accommodate commercial traffic.

This further supports ACHD's recommendations that, *"No connection to Deep Canyon Drive be considered until Aerie Way is constructed and open to provide access to the site and that to provide access to the golf course, the applicant may apply for a driveway approach permit for a driveway or private road onto Can Ada Road to provide access to the site."*

connecting you to more

From: Jamie Markosian <jmarkosian@kittelson.com>

Sent: Wednesday, April 19, 2023 12:40 PM

To: Mindy Wallace <Mwallace@achdidaho.org>

Cc: Deborah E. Nelson <den@givenspursley.com>; Sonia Daleiden <sdaleiden@kittelson.com>; Sam Mantsch <smantsch@kittelson.com>

Subject: Willowbrook Golf Community - ACHD Staff Report

Good afternoon, Mindy!

Hope you are well. We understand ACHD is considering conditions of approval related to future residential development impacts from the Willowbrook Development on Deep Canyon Drive. The current applications include annexation and zoning with a development agreement that, if approved, allow only the golf course and related golf amenities to be developed. Residential and additional commercial uses are in future phases that cannot proceed until future preliminary plat and planned unit development applications are submitted and approved.

The golf course uses do not cause trips to exceed planning level ADT thresholds on Deep Canyon Drive.

Beyond the golf course, the development can construct the following residential unit counts until the segment exceeds the planning level threshold for its local street designation (i.e., 2,000 ADT):

- In year 2026, without the Wing Road Connection
 - 71 units (plus the golf course uses)
- In year 2026, with the Wing Road Connection
 - 213 units (plus the golf course uses)
- The Wing Road extension proposed with the Willowbrook Development is shown on the ACHD Master Street Map as a proposed residential collector. Based on the flexibility in the public right-of-way and the adjacent privately owned land held by the applicant, Wing Road could be considered for elevation in functional classification to provide additional ADT threshold capacity while maintaining the appropriate section for a collector roadway vs a local street. This elevation in functional classification could provide additional capacity to where additional units could be constructed with the development before Deep Canyon Drive exceeds its planning level ADT threshold.
- After these two connections (Deep Canyon Drive & Wing Road) have met their respective ADT thresholds, the Aerie Way connection needs to be constructed and access to SH 16 from Deep Canyon Drive severed to meet local street ADT thresholds.

Hopefully this information assists in the development of ACHD's staff report. Please let us know if you have any questions or need additional information.

Thanks!

Jamie

Jamie Markosian, PE
Senior Engineer

Kittelson & Associates, Inc.

Transportation Engineering / Planning

101 South Capitol Boulevard, Suite 600

Boise, ID 83702

208.338.2683

208.472.9813 (direct)

February 18, 2022

Star City Council
Star, Idaho

RE: Willowbrook Annexation
Application #'s AZ21-12/DA-21-20/PUD-21-02

Mayor Chadwick and Council members,

I strongly urge no annexation of the above referenced project. The proposed Willowbrook development will further destroy the Integrity of our beautiful, once serene, STAR, ID. I moved to Star from Eagle seven years ago to escape the very thing that is happening to this area now. My first home in Eagle looked down on a 2 lane Eagle Rd. The only businesses in Eagle were the Chevron Station, Orville Jacksons, Liquor store with a small market, small grocery store, and a few other little stores. LOOK at Eagle now; is that really what Star is going to become?

This project will significantly impact our packed Hwy. 44 with ingress and egress issues already existing. The addition of nearly 40,000 car trips per day on Hwy. 44 and Hwy. 16 is unimaginable.

Star is already facing water supply issues. What will happen when the proposed Willowbrook development adds over 4,000 homes, 600 townhome/patio homes, and an 18 hole golf course. The golf course alone is a water guzzler! We all know we cannot exist without water. Where will the water come from for this project?

What Impact would this have on our Police force and our Fire Department? WE need these services in our Community, they are vitally important.

It is with the deepest respect that I ask that this annexation of property (Willowbrook) into Star is NOT approved. Please keep some rural areas in Star. Save a part of what many people previously loved about Star.

I don't know what part, if any, ACHD and ITD play in this decision but would be most interested in finding out if someone would e-mail me back at b.barsness@yahoo.com or call me at 208/861-2627.

Thank you all for your service to our community.

Sincerely,

Barbara Barsness

February 22, 2022

Dear Mayor Chadwick, and City Council,

One of the reasons we moved our family to Star, Idaho was to get away from the craziness of big city life. Star was appealing due to the smaller community and the fact that there was a little more “elbow room” out this way. The charm of the smaller town, slower pace and close-knit community was another factor. We love Star and hope to spend the rest of our lives here.

We understand that progress is something you cannot stop, but we urge you and the City Council to support responsible growth. That said, how can you and your colleagues agree that Willowbrook is considered responsible growth and/or beneficial to the community of Star based on the current proposal?

How can anyone deny that building that many homes along with a Golf Course in just phase one alone wouldn't cause a strain on so many levels to the community? There is great concern over water or lack of to sustain such a large development, and then of course there is the issue of traffic. Why are you and the City Council not requiring that the builder pay for and improve surrounding infrastructure before even one house is built? The burden that will be placed on the residents of the surrounding development due to traffic and cost alone is insurmountable.

Please we urge you to deny such a large development and tell the developer “NO”. We hope you will reconsider allowing this development to move forward under its current proposed plan. When is enough, enough? Why is so much development being allowed to proceed when the current infrastructure cannot even handle or sustain the growth we have here in Star now? Star is growing and thriving, and we understand that means more tax revenue and a more secure future for Star. However, there is a fine line between growth and long-term irreversible damage to such a unique and special place that shouldn't be overlooked.

Thank you for your time,

Ronald and Darcie Grote

Ronald & Darcie Grote 12628 W. Deep Canyon Dr. Star, ID 83669

Trevor Chadwick

From: Samuel Hunter II <hunter_deuce@hotmail.com>
Sent: Tuesday, February 15, 2022 9:06 AM
To: Trevor Chadwick
Subject: Willowbrook Annexation

Hello Trevor,

Wanted to put my vote of NO on this for the record.

This would be such a disaster.

Thanks,

Samuel Hunter II

April 18, 2022

Star City Council
Star, Idaho

RE: Willowbrook Annexation
Application #'s AZ21-12/DA-21-20/PUD-21-02

Mayor Chadwick and Council members,

I am writing today to speak for myself, my family, and most of my neighbors that you choose NOT to annex the above referenced project known as Willowbrook. I know that you all love living here as much as my family does, and it would be a shame to destroy this beautiful, rural area. Please consider the following:

1. ZONING – Please consider the already designated R1 zoning in Hillsdale, Monument Ridge, and surrounding areas for this project, and match said zoning, if project is approved.
2. ROADWAYS – The current roads, especially throughout Hillsdale and Lanktree Gulch are used for equestrian and country living in this rural area. Please consider this so that we may still ride our horses safely in the neighborhood that we have been riding in for 25+ years.
3. WATER – Please consider the potential problems that would arise if such a project is approved for all of the current residents that are already being fined for their water usage and those that may have to dig deeper wells if the water is to be shared with such a monstrous population and golf course, especially in these times of drought.
4. TRAFFIC – Especially along CanAda, which is already in disrepair and somewhat dangerous, please consider the ramifications that creating the proposed amount of traffic will cause. Monument Ridge will also be flooded with traffic as people will use this street to cut through and there are no gutters, no curbs, and no sidewalks – making this especially dangerous to those that walk and ride along this road daily.
5. WILDLIFE – Please consider the effect of displacing our wildlife which we have all grown so fond of observing.

I am humbly asking that the Willowbrook project is NOT approved. Let's keep Star a quiet, small town for everyone to enjoy.

Thank you all for your service to our community and thank you for your consideration.

Sincerely,

Sara Kalfas, Resident of Monument Ridge

Trevor Chadwick

From: Shane Smith <ssmith000@yahoo.com>
Sent: Friday, February 25, 2022 1:46 PM
To: Shawn Nickel; Trevor Chadwick
Subject: Support of Willowbrook golf course

City of Star

Fully support getting another premier golf course to the area. Why would we not want this?

Regards
Shane

[Sent from Yahoo Mail for iPhone](#)

Trevor Chadwick

From: Steve H <firebehavior@gmail.com>
Sent: Saturday, February 19, 2022 2:17 PM
To: Trevor Chadwick
Subject: Willowbrook Development

Hello Mayor.

My wife and I own a house in Hillsdale, so we have a keen interest in the proposed Willowbrook Development. Just to let you know, we are neither in favor nor opposed to the development.

Our chief concerns are to ensure that irrigation and domestic water for the development does not come from the same Aquifer as our wells; and, we believe the developer should fund sufficient road improvements to ensure a smooth and efficient traffic flow to CanAda Road and Idaho 16.

From a positive standpoint, some perks would be the opportunity to connect our sewer system to the City, the opportunity to connect to fiber-optic lines and we would definitely appreciate the convenience of easy access to a quality golf course.

Thanks for your service.
Steve & Allyson Holdsambeck.

Trevor Chadwick

From: Steve Burton <burtonsj3@hotmail.com>
Sent: Thursday, January 27, 2022 10:51 AM
To: Trevor Chadwick
Subject: Willowbrook Workshop

Mayor,

Thanks for letting us join in on the workshop and listen to what is going on. I found the information very interesting and hope the groups continue to work toward mutual benefits. I look forward to the next two workshops.

Questions I kept asking myself and wondered why no one asked Nate Mitchell was, "If the City of Star only approves annexation of the property in phase I of the project, will the project be progressed? Does the phase I portion depend upon the annexation approval of phases II and III? What if the property in Canyon County is only allowed the maximum density of 2 houses per acre, does that stipulation negate the entire project?"

Perhaps you already know the answer to those questions.

Steve Burton
6915 Canyon Bend Ct.

Sent from [Mail](#) for Windows

Dana Partridge

From: Thomas Daggett <t.daggett@comcast.net>
Sent: Wednesday, February 9, 2022 3:59 PM
To: Shawn Nickel; Trevor Chadwick; Kevin Nielsen; Jennifer Salmonsens; Kevan Wheelock; David Hershey
Subject: Willowbrook Golf Community-Water Discussion

Dear Mr. Mayor, City Council members and Mr. Nickel, I am a resident of Hillsdale and my wife and I attended the Willowbrook Golf Community meeting on-line last evening, February 8, 2022. We appreciate the opportunity to view this important workshop. While there are many matters to consider as plans for Willowbrook are developed we have, so far, one very major concern that we hope you are able to address.

The Developer of Willowbrook noted that the golf course alone will use approximately 600,000 to 700,000 gallons of water per day. I would guess that this may vary depending upon time of year and weather. As you know, and as was discussed during the meeting, the Hillsdale community has its own water system provided by community wells. When the discussion centered on the golf course potentially depleting the Hillsdale wells the response from the Developer was essentially, "They, Hillsdale, will need to dig deeper wells." He was very vague relative to the obligation that Willowbrook may have toward the failure or depletion of the existing Hillsdale wells.

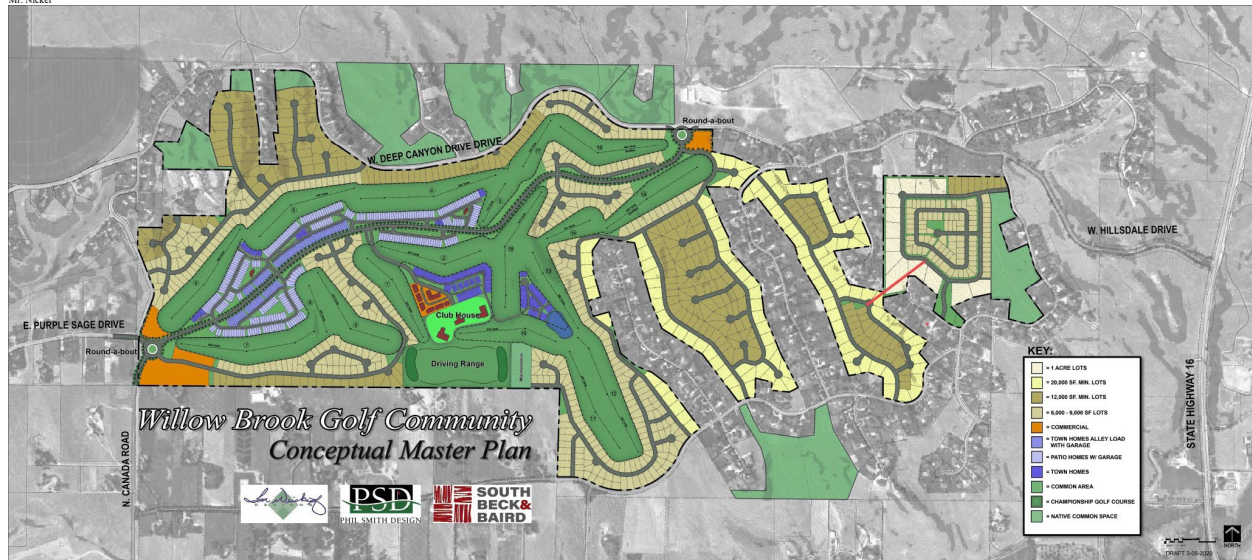
It seems to us that if there is even a remote possibility of depleting or diminishing the Hillsdale wells that part of this development approval process should be to evaluate this potential now, in lieu of facing very serious and costly issues in the future. I would think that should the Hillsdale wells be depleted, litigation, poor press and very unhappy citizens would be guaranteed. Doesn't it make sense to address this matter in detail as part of the review process? Certainly the city has access to expert hydrologists who could assist the city, Willowbrook and Hillsdale assess this potential before the golf community breaks ground. As future neighbors of the Willowbrook Golf Community it certainly isn't comforting to hear the Developer indicate that we may 'need to dig deeper wells.'

Once again we are grateful to have a voice in the process. Thank you for your attention.

Sincerely,
Tom and Barbara Daggett
12691 W. Deep Canyon Drive, STAR, Idaho

From: [WILLIAM BUCKNER](#)
 To: [Steve Nicks](#); [Loren Chubbuck](#); [Sean Nicks](#); [Jennifer Strommer](#); [Sean Whistler](#); [Derek Boudreau](#)
 Cc: [william@william-buckner.com](#)
 Subject: Willow Brook Development
 Date: Friday, February 18, 2022 9:16:37 AM

Mr. Nickel



Attached is the conceptual map of Willow Brook, I live at 5089 N GOLDEN VIEW CT in a quiet 8 home culdesac on the eastern side of Hillsdale Subdivision. I purchased this home specifically for my Grandchildren to be able to play safely without dangerous traffic. I've lived in Star for 24 years, realize growth is inevitable.

The Subdivision east of me has over 120 homes proposed which will have over 300 vehicles traveling in and out of the proposed entrance/exit onto my street Golden View Ct. People will use this road when going down into Star vs. Hwy16.

My neighbors and I very concerned about the safety/danger Golden View Ct handling this much traffic and affecting our QUALITY OF LIFE. I highlighted where I live with a red dot, also added a possible solution road in red where the two subs can have a road connecting.

I ask that yourself and City Council PLEASE PLEASE do your due diligence be REASONABLE AND PRUDENT to abandon this entrance/exit road concept and relocate.

Bill Slomden
 5089 N GOLDEN VIEW CT
 STAR IDAHO
 83669

Trevor Chadwick

From: Zach Omsirisack <zachomsirisack@icloud.com>
Sent: Tuesday, February 22, 2022 3:30 PM
To: Trevor Chadwick
Subject: Golf course support!

I'm emailing in regards to the golf course being built in star. I believe that it will be incredible for the golfing community but the community of star as well. I've seen what golf courses have brought to smaller city's before and what it can do for the future. I believe it will not only provide an amazing golf course but also jobs and revenue for the city! I look forward to this course opening!

- Zachary omsirisack

Sent from my iPhone

Trevor Chadwick

From: Bill Roberts <broberts4374@yahoo.com>
Sent: Thursday, February 10, 2022 11:12 AM
To: Kevin Nielsen; Kevan Wheelock; Trevor Chadwick; David Hershey; Jennifer Salmonsén
Subject: Willowbrook Development in Star

Mayor and Council,

Hello, My wife and I recently move to Hillsdale Estates (last February 2021) and have enjoyed the peaceful environment it offers. When we started looking for a place in Idaho to retire, we started to look in Eagle since my family roots have been there for the last 60 years. We started our search about three (3) years ago and found the Eagle area to have changed significantly with dense development throughout the city and rural areas. This prompted us to look at Star as a better option for us. Specifically, the Hillsdale Estates development. Soon after we moved in, we started hearing the neighbors talking about the potential for a new development planned throughout the open fields within Hillsdale. Well, that got our attention and I started to inquire further. Most of the neighbors said that an attempt to develop these fields was turned down a few years ago and that this is a long way off from being done any time soon. That settled my nerves somewhat. However, after being on-line to watch the last two "workshops" (Jan. 25th & Feb. 8th), I most definitely have concerns and want to express my opinions. I completely understand the need to expand and develop rural areas within or near the city of Star, but to do it in the proposed fashion the way the Willowbrook group is proposing is crazy to me.

I have read the other letters written to your group, expressing their concerns and opinions and I share all of their concerns as well. To think that this city could actually consider approving over four (4) thousand homes in this area is unreal to me. I know the Willowbrook group is conducting a TIS at this time and should, but no matter what they come up with there will be a massive impact. I know the Willowbrook group has done the water and sewer assessment and presented it at the last Workshop, but I have a hard time accepting their confidence in their presentation.

It seems to me to put a golf course within this huge development is a small gesture or even "bait" for this plan to be approved by your organization. After reviewing the preliminary plan, I realized that the bulk of the planned housing is adjacent to existing Hillsdale Estate homes and throughout the open fields and gullies (west of High Prairie, west of High Country, east of Hill Haven, west of Star Ridge).

To me, the more appropriate plan that would be more considerate to existing Hillsdale residents, would be to put the golf course within these fields and gullies (noted above) and have the bulk of the new development (R1/R2) further west (currently where the bulk of the golf course is planned) with no R3 or townhomes in the plan. That way, the current residents would not have hundreds "high density" homes in their backyards. I know that this would take away a significant number of homes from the plan and would require a significant "redesign" of the golf course, but it would be more sensitive to the Hillsdale residents and less impact to the area.

Moving to Star from an over developed area (Orange County, CA) and witnessing the abuse of those developers in that area listening to Nate Mitchell (Willowbrook Development), during the last couple of workshops, reminded me of those developers over the last 25 years. Also, knowing that Nate Mitchell was a previous Mayor of Star, it makes me start thinking of "Conflict of Interest"....

These are my concerned thoughts and opinions.

Best Regards,

Bill Roberts

5455 N High Country Was
714-269-5203

Trevor Chadwick

From: Cathe Thomas <catango38@att.net>
Sent: Friday, February 25, 2022 1:17 PM
To: Trevor Chadwick
Subject: Willowbrook Annexation - JUST SAY NO! Application # AZ21-12/DA-21-20/PUD-21-02

We moved to Star because we wanted to live in a small town. Do not annex more land just because some developer asks.

Traffic will become unmanageable.

Along with the water needs for the homes and additional water for the golf course, will there be enough water in the aquifer to support all this new development? We are already having water shortages and wells being dug deeper than previously needed.

We already have a golf course. Don't need another one just a few miles away.
Homes around a golf course should be large lot single family homes, not condos and patio homes.

We need a slow growth initiative NOW!

Cathe Thomas
10279 W Purple Ash Dr
Star ID 83669

Trevor Chadwick

From: CHRIS GILBERT <chrisgilbert@comcast.net>
Sent: Saturday, February 12, 2022 11:49 AM
To: Trevor Chadwick; Jennifer Salmonsens; Kevan Wheelock; David Hershey; Kevin Nielsen
Subject: APPLICATIONS # AZ21-12/DA21-21/PUD-21-02 - WILLOWBROOK ANNEXATION

Greetings,

As a new resident of Star, since Spring 2020, my family has grown to love this place for all it has to offer. Great small town atmosphere, wonderful people, a safe environment, conservative principals, and a city government that has done great work to secure these attributes and more for all Star residents.. We thank you for your continuing commitments accordingly. I know that a very large number of Star residents feel the same way.

Regarding the subject matter of this communication;

Albeit we love Star, it is becoming more and more evident that progress has been, and continues to erode the very attributes that drove our decision, and that of many other residents to relocate to Star in recent years. The erosion has come in the way of substantially increased road traffic on State Hwy's 44 and 16, as well as sections of Star Road. There has been a sharp increase in vehicle accidents at major intersections in and around Star due to too many cars trying to occupy the same place at the same time. This comes as result of low to low-moderate growth in the area.

Retail and food services have been and remain very sparse within Star, even though a few new establishments have arrived including two super markets. Significant investments in two new shopping centers indicate that these firms had forward knowledge of the short and long term future for Star. Where has our small town USA gone and where is it going?

Myself and many others see it going toward massive and speedy expansion of housing, yet little planning for retail and service business to support such growth let alone most importantly, services such as emergency services/Fire, law enforcement, schools, streets, roads, and highways, traffic control, waste and sewer management, and all important drinking and irrigation water.

I watched the unchecked growth of cities in Orange and Riverside Counties in So California from the mid-1960's through the present and these areas have become over run by miles and miles of traffic gridlock, smog that has become lethal, hot beds of crime of all types, angry people, and highly diminished conservative values of the past, WE did not come to Star for the same outcome... BTW... How are the crime statistics doing in Star now, when compared to five, two, one years ago. More People - More Crime - More Traffic - Less Conservative - Less Desirable!

Well planned reasonable growth and progress in Star can benefit all, but expansive projects such as Willowbrook will damage this community greatly and when coupled with the over-the-top growth in surrounding communities in Ada County, the area will become another Orange County in no time!

PLEASE.....NOT HERE IN STAR!!!! PLEASE..... NO WILLOWBROOK ANNEXATION

Sincerely,

Christopher J Gilbert
(951) 283-4000

Trevor Chadwick

From: Cindi Caldwell <evruiboard@gmail.com>
Sent: Tuesday, March 1, 2022 1:28 PM
To: Trevor Chadwick
Subject: Star Golf Course

We are in support of Willowbrook Golf Course. Thank you!

Feb 18, 2023

From: Citizens for Star

To: Mayor Chadwick, Councilman Hershey, Councilman Wheelock, Councilwoman Salmonsens, Councilman Nielsen

Subject: **The proposed Willowbrook development in the Hillsdale and Monument Ridge neighborhoods north of Star.**

Dear Mayor Chadwick and Council,

Thank you for this opportunity to share with you a few items we have discovered in our investigation into the Willowbrook (WB) Proposal to build 1094 homes and a 175-acre golf course in the Hillsdale and Monument Ridge neighborhoods.

Map Info

Along with this letter, we have provided hard copies of the maps because we would like you to consider some of the implications of the proposed WB design. These maps are to scale and much easier to read than the small electronic version on the city's website.

We have also pasted to the top right corner on the large development map, Willowbrook's "Site Development Features" page, where WB designates the number of lots and density of each lot size proposed. It also highlights the current 1 to 10-acre residential lots in these rural neighborhoods.

After reading the Comprehensive Plan and the Star Municipal Code and comparing it to the WB design, we found several conflicts between the design, the Plan, and the Code. We understand that the Comp Plan was developed as the guide for the future of Star; produced by the City with a lot of thought, effort and money. We hope that it, and the resulting Muni Code, will be a guide for this proposed development.

In this letter, there is a table with the headings - "Issues" and "Resolutions". The **black numbers** on the maps correlate directly to the **identical numbers** in the Issues column. They show where Willowbrook's proposal runs contrary to Star's Comprehensive Plan and conflicts with guidelines listed in the Star Muni Code. The applicable Comprehensive Plan and Municipal Code section is located in the right column.

The vision stated in the Comprehensive Plan and the Municipal Code is a good one, and, if applied to this proposed development, will create a beautiful and complementary addition to what already exists, as well as gain the good will of the hundreds of people who currently live in Hillsdale and Monument Ridge rural neighborhoods.

The Comprehensive Plan states:

"As development occurs the community wants to protect, preserve, and enhance open spaces, the Boise River, and the steep slope areas generally to the north. 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".

The current Area of Impact Map for The Willowbrook Golf Course Development area shows LDR (Low Density Residential) 1 unit per acre. (See Sec 8.2.3 of Comp plan). This project is a net 3.48 units per acre, which is the density that the development appears to be to the eye.

The current Willowbrook plan appears to conflict with the City Vision as stated in The Comp Plan and backed up by the City Code. Some examples:

1. Sprawl shall be managed to protect Rural areas. Code 8-3A-3.
2. It will retain and encourage rural areas. Comp Plan 8.4.D
3. The city will encourage land uses that are in harmony with surrounding land uses. Comp Plan 8.4.G.
4. When urban density residential is planned with lots that directly abut existing Rural Residential, an appropriate transition is to be provided. Comp Plan 8.5.2.D; Code 8-3B-3.
5. Larger setbacks should be required for new lots abutting existing RR lots. Comp Plan 8.5.2.E

Additional issues are listed in the table below.

ISSUES (these numbers correspond to numbers on the map)	RESOLUTION (from the Comprehensive Plan and Star Muni Code)
<p>1. Of the 1,094 lots proposed, only 4% (44 lots) are proposed to be 1 acre or larger. This is a Stack and Pack development advised against in the Vision section of the Comprehensive Plan.</p>	<p>The proposed development should meet the current adopted Comp Plan and develop at the <u>1 unit per acre</u> criteria. In addition, we ask that <u>1 acre be the minimum lot size per residence</u>. See Comp Plan 4.2. "Property rights must balance the individual's desire to 'do whatever I want with my land' with a respect for the property rights of neighboring owners". See also Muni Code 8-3B-3, paragraph C: "limit urban sprawl to 1-2 dwelling units per acre in hillside areas The average lot size in the Hillside existing development area is 1.2 acres per lot. Therefore, the adjacent lots should be a minimum of 1 acre, (43,560 square feet) not the proposed 20,000 square feet next to Hillside or even the 6,000 to 9,000 square feet next to the 10-acre Monument Ridge lots.</p> <p>See Comp Plan 16.2.1 Building Design. "The overall size and shape of a new building(s) can have a huge impact on the surrounding neighborhood and on how a development is perceived by the community where it is located. The height of a new building is extremely important—too high and it can overwhelm neighbors; too low and it can create a gap in the physical "fabric" of a neighborhood. <u>The overall scale and massing of a new building should also try to match that of the surrounding neighborhood.</u> The overall form of a new building should incorporate as much variety as possible and avoid large expanses of flat wall or roof. Creating a building whose size and shape generally complement the size and shape of surrounding buildings will go a long way toward making a new development acceptable to its neighbors. At the same time it will reinforce the perception among residents that their housing is "just like everyone else's."</p>

<p>2. This development illustrates suburban sprawl creeping into Rural areas. Small lots and Commercial development do not fit in rural areas.</p> <p>There are instances where lot sizes on opposite sides of a street are not similar.</p>	<p>The Hillsdale Development, as it now exists, is considered a Rural-Residential District. Under that heading, the Comp Plan states: "The Rural Residential land use is not amenity based (sewer, water, schools) and will usually be located away from goods and services."</p> <p>See Comp Plan 8.4.G. "Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses."</p> <p>See Star Municipal Code:8-3A-4 Minimum Property Size. "Each property shall be of sufficient size to meet the minimum setbacks as established in this section."</p> <p>See Comp Plan 8.5.2.F." Lots within a Rural Residential Land Use designation should be designed such that lots on each side of the street are of similar size."</p>
<p>3. There are no transitions from new suburban sprawl development and the existing rural neighborhoods. Small lots, roads and commercial sites directly abut existing rural home lots.</p>	<p>See Star Muni Code 8-3B-3: "Residential Districts, #2": "Provide adequate buffers and transitions between the existing and proposed uses."</p> <p>Comp Plan 8.5.4.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 provide transitional lots and/or open space area avoiding urban lots directly abutting Special Transition Overlay Area lots."</p> <p>Comp Plan 8.5.4.E E. "Larger setbacks should be required for new lots planned to abut existing Special Transition Overlay Area lots."</p> <p>If our proposed 1 acre minimum is adopted, many of the problems will be mitigated. See Comp Plan 8.5.2.D, 8.5.2.E</p>
<p>4. Several items that have been discussed are not shown on the plans:</p> <ul style="list-style-type: none"> a. Wing Road. b. A school site c. What are the Municipal Services described? What is proposed on this lot? d. Trails and Open Space are only provided where it appears too steep to develop. The trails are not designed to be part of the community, but are located on the outer edges, without connection to Star's existing pathways. e. The golf course design does not provide views for existing 	<p>The plans need to identify what is proposed and where it is located.</p> <p>d. Roads and asphalt trails need to be designed as part of the layout and integrated throughout the neighborhood. (See Star Muni Code 8-4A-12, Pathways)</p> <p>e. Spread out the houses surrounding the golf course to show the open space of the course.</p>

<p>neighbors. Why would Star want open space without maximizing the view of it from the outside?</p> <p>f. There appears to be a walking trail that will cross Wing Road.</p>	<p>f. If Wing Road is a collector, this can be a safety issue.</p>
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Phases 1-7 of the Willowbrook Development established the current rural developments in Hillsdale and Monument Ridge. As with other rural developments, low lighting, country roads without curbs, sidewalks, and gutters, and open fencing, are an important part of the rural feel. WB's phase 8 proposes to change this dramatically by introducing denser housing into, and throughout, already established rural neighborhoods. It injects brighter lighting, more traffic than our country roads can accommodate, and additional roads with curbs, sidewalks, and gutters, totally transforming the Hillsdale and Monument Ridge neighborhoods. These neighborhoods will no longer be rural. Our quiet country roads will, by necessity, be transformed into busy collector roads. This will forever compromise why hundreds of us bought property in this area—country living in a quiet neighborhood, with beautiful views, abundant wildlife, and night skies.

By continuing phase 8 to match phases 1-7, these rural communities will remain intact. Decreasing the density of this plan to match what is already here in Hillsdale and Monument Ridge will conform to the Comprehensive Plan, the Municipal Code and win the support of those who currently live here. Please, develop Willowbrook to match what is already developed and beautifully designed by WB in former years. We propose a One Acre Minimum Lot Size per Residence.

Thank you.

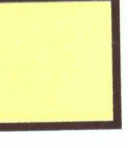











The Citizens for Star organization

Lisa Priapi	10325 W. Lanktree Gulch Road, Star
Anadeane Galbraith	9758 W. Lanktree Gulch Road, Star
Rochelle Henson	5233 N. High Prairie Place, Star
Cherie Shields	9947 W. Lanktree Gulch Rd., Star
Sabrina Newberry	9909 W. Lanktree Gulch Rd., Star
Sara Kalfas	4241 Cowboy Lane, Star
Kyriacos Kalfas	4241 Cowboy Lane, Star
Richard Moore	25385 Desert Springs Circle, Star
Monte Smith	10257 W. Lanktree Gulch Road, Star

SITE DEVELOPMENT FEATURES:

TOTAL ACRES	716.0 ACRES +/-
PATIO HOMES (UNDER 6,000 SF)	146 LOTS
TOTAL AREA	13.9 ACRES
DENSITY	10.5
SINGLE FAMILY (6,000 SF - 9,000 SF)	588 LOTS
TOTAL AREA	121.9 ACRES
DENSITY	4.8 DUA
SINGLE FAMILY (12,000 SF MINIMUM)	1741 LOTS
TOTAL AREA	48.8 ACRES
DENSITY	3.5 DUA
SINGLE FAMILY (20,000 SF MINIMUM)	145 LOTS
TOTAL AREA	71.1 ACRES
DENSITY	2.0 DUA
SINGLE FAMILY (1 ACRE MINIMUM)	44 LOTS
TOTAL AREA	58.7 ACRES
DENSITY	7.5 DUA
TOTAL RESIDENTIAL:	1,984 LOTS
TOTAL ACRES	314.4 ACRES
GROSS DENSITY	44.0 %
NET DENSITY	1.59 DUA
(NOT INCLUDING R.O.W., GOLF COURSE, COMMERCIAL OR COMMON AREAS)	3.48 DUA
NEIGHBORHOOD COMMERCIAL:	1.8 %
TOTAL AREA	13.0 ACRES
MUNICIPAL:	1.8 %
TOTAL AREA	1.80 ACRES
DENSITY	2.9 %
OPEN SPACE AND SITE AMENITIES:	175.4 ACRES
GOLF COURSE RANGE MAINTENANCE AREA:	24.45 %
TOTAL AREA	24.45 %
QUALIFIED OPEN SPACE:	31.1 ACRES
COMMON AREA (BUFFERS PARKWAYS AND OPEN GRASSY AREAS):	4.3 %
TOTAL AREA	88.8 ACRES
COMMON AREA (INTRAPL AREAS WITH HIKING TRAILS):	16.7 %
TOTAL QUALIFIED OPEN SPACE:	91.5 ACRES
RIGHT OF WAY:	12.8 %
TOTAL AREA	12.8 %

KEY:

-  = PATIO HOMES
-  45x80, 50x100 LOTS
-  = 6,000 - 9,000 SF LOTS
-  = 12,000 SF. MIN. LOTS
-  = 20,000 SF. MIN. LOTS
-  = 1 ACRE LOTS
-  = NEIGHBORHOOD COMMERCIAL
-  = MUNICIPAL USES (FIRE, POLICE UTILITIES)
-  CURRENT RESIDENTS - 1 ACRE+
-  = COMMON AREA
-  = CHAMPIONSHIP GOLF COURSE
-  = NATIVE COMMON SPACE WITH TRAIL SYSTEM



N. CANADA ROAD

E. PURPLE SAGE DRIVE

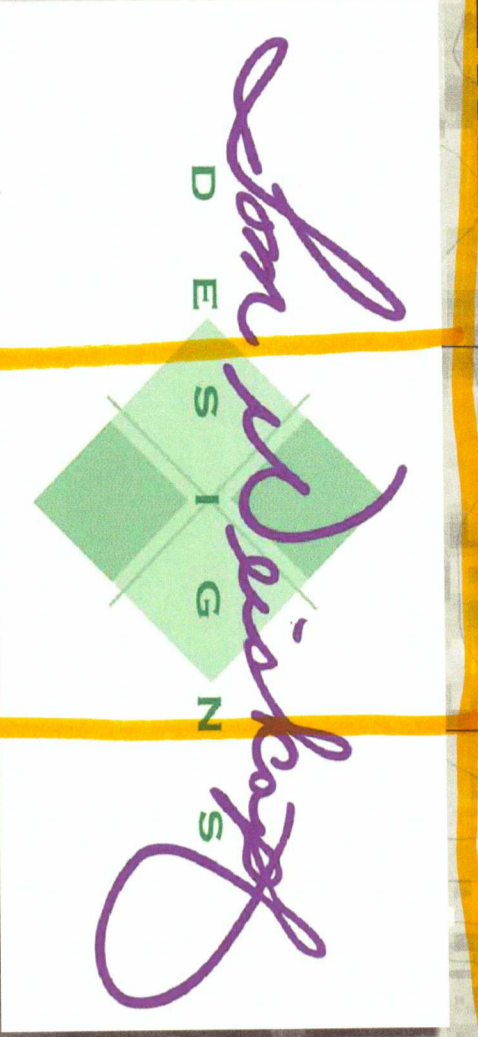
W. DEEP CANYON DRIVE

Round-a-bout

W. DEEP CANYON DRIVE

Willowbrook Golf Community
Conceptual Master Plan

DRAFT 6-01-2021



STATE HIGHWAY 16

May 15 2022

Letter to the City Council
From: Citizens for Star

Feb. 22, 2023

Subject: Proposed Willowbrook Development Setbacks

Dear Mayor Chadwick, Councilman Hershey, Councilman Wheelock, Councilwoman Salmonsens, Councilman Nielsen,

In this letter, we raise our concern about Setbacks in the Willowbrook Proposal. We understand that they are implicitly requesting a variance from the code setbacks, and we disagree with their request.

In the following table, you can compare what Muni Code 8-3A-4 states about setbacks alongside with the Willowbrook proposed setbacks for each of their lot sizes.

Minimum Yard Setback: Municipal Code and Willowbrook Plan

Zoning District	MC Front	WB	MC Rear	WB	MC Interior Side	WB	MC Street Side	WB
R-R	30'	30'	30'	30'	20'	20'	20'	20'
R-1	30'	30'	30'	30'	10'	10'	20'	20'
R-2	20'	20'	20'	20'	10'	10'	20'	20'
20,000 SF	20'	20'	20'	20'	10'	10'	20'	20'
12,000 SF	20'	20'	20'	20'	10'	10'	20'	20'
6-9,000 SF	20'	20'	20'	20'	10'	5-10'	20'	20'
Under 6,000 SF	20'	15'	20'	15'	10'	5'	20'	20'

MC=Municipal Code
WB=Willowbrook Plan

The point to all of this is that Willowbrook is not planning to meet the letter or intent of the Code for R1 or R2. If you are interested in avoiding the visual appearance of a “sea of rooftops” or a “stack and pack” neighborhood, we strongly request that you require Willowbrook to meet the standards in the Municipal Code.

Thank you for your consideration.

The Citizens for Star organization

- Rochelle Henson 5233 N. High Prairie Place, Star
- Lisa Priapi 10325 W. Lanktree Gulch Road, Star
- Anadeane Galbraith 9758 W. Lanktree Gulch Road, Star
- Cherie Shields 9947 W. Lanktree Gulch Rd., Star
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- Kyriacos Kalfas 4241 Cowboy Lane, Star
- Richard Moore 25385 Desert Springs Circle, Star
- Monte Smith 10257 W. Lanktree Gulch Road, Star

To: Mayor Chadwick, Councilman David Hershey, Councilman Kevan Wheelock, Councilwoman Jennifer Salmonsens, Councilman Kevin Nielsen
From: Citizens for Star
Subject: Willowbrook Development Golf Course

April 11, 2023

Dear City Council,

Golf and golf courses have had a rather bumpy past and trends in golf and should be considered when evaluating the current Willowbrook proposal. We have attached several articles to help you understand the issues at hand. Please note that these are only a few of the articles of the many that are available through a google search.

In the 1980's and 1990's, golf courses were in their heyday in the US. During that time, a new golf course was created each day. Developers saw it as a way to attract buyers for the houses surrounding the golf courses. Since then, golf participation has been declining at ~4% per year. In fact, many golf courses have gone out of business. leaving the surrounding developments with housing prices that have dropped by as much as 40%. City governments have had the choice of either buying the courses to keep the land from going fallow or finding an operator who would be willing to take on the risk of a failing business. Lawsuits between HOAs, the owner/operators of the course, and the cities that have been party to the developments, are common.

Approximately 8% of the population plays golf While there are several letters in your prep packet for the Willowbrook Golf Development in favor of another golf course, most of these people are not financially involved and therefore, have no responsibility for the success or failure of yet another one. The parties that are financially involved are the future development homeowners, the HOAs, the golf course owners, the surrounding neighborhoods, and the cities involved in the approval of the developments. The golfers who play the courses make a lot of noise about how the public wants another course, or about how "this one" cannot fail because of who designed it. But if it does fail, they can simply play somewhere else. They will have no legal standing in future lawsuits arising from a business failure and therefore, their opinions have little value in the decision-making process or the approval of any new development proposal.

This letter is short because the attached articles reveal the whole truth about golf courses that have come and gone in the US. Please read them and decide for yourself if the Willowbrook proposal is a reasonable enterprise in a sinking market.

If you had time to watch only one video, we recommend that you watch the following one from the Wall Street Journal:

https://www.youtube.com/watch?v=g8bz_TtnkDM

Sincerely,
The Citizens for Star organization

Anadeane Galbraith 9758 W. Lanktree Gulch Road, Star
Cherie Shields 9947 W. Lanktree Gulch Rd., Star
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GolfNow

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START FREE TRIAL



tee times

Jason Scott Deegan

August 21, 2015



Glen Garden Golf & C.C. in San Antonio closed in 2014, putting the ghosts of Ben Hogan and Byron Nelson to rest.

Mike Bailey/Golf Advisor

Hundreds of courses have closed across America over the last decade.

The National Golf Foundation reported that 643 18-hole layouts closed from 2006-2013, the most recent numbers available. A number of them are probably gone for a reason. The recession helped cull the weak from the herd. Many struggling and now shuttered facilities weren't run well, weren't well maintained or weren't well designed.

Not every club that went under was a total failure. Some closures hurt. Here's a collection of courses closed since 2005 that we wish were still taking tee times today.

The Links at Cottonwood, Tunica, Miss.

Harrans Tunica. Financial pressures forced Harrans to abandon its casinos and golf course in 2014.

Marsh Harbour Golf Links, Calabash, N.C.

No region has lost more courses (roughly 25) since the turn of the century than the "Grand Strand," a 90-mile stretch from Pawleys Island, S.C., through Myrtle Beach and into the southern edge of North Carolina. Marsh Harbour was a local favorite until its land lease ran out, and the course ceased operations in 2005. A year later, in 2006, the Wild Wing Resort in Conway, S.C., closed three of its four courses – Hummingbird, Woodstork and Falcon. [Waterway Hills Golf Club](#) became Myrtle Beach's most recent victim, ceasing operations in June 2015. Probably a few more will falter before a proper balance is restored.

Two steps back in Texas: Glen Garden and Pecan Valley

Losing Glen Garden Golf & Country Club in Forth Worth and Pecan Valley Golf Club in San Antonio was a blow to golf history. Kid caddies Byron Nelson and Ben Hogan battled in a nine-hole caddie championship in 1926 at Glen Garden. Nelson later won his 18th PGA event at the course in his record-setting season in 1945. Pecan Valley hosted the 1968 PGA Championship won by Julius Boros and Texas Opens in 1967, 1969 and 1970. Pecan Valley closed in 2012, followed by Glen Garden in 2014.

The Pit Golf Links, Aberdeen, N.C.

This wild and wonky Dan Maples design created a stir when it opened in 1985. No golfer -- especially those coming to a timeless resort such as nearby Pinehurst -- had seen such quirky golf holes cut from a former sand quarry. The Pit garnered the cache of a "cult classic" until Mike Strantz created an even more dramatic version called [Tobacco Road Golf Club](#) in 1998. The Pit eventually succumbed to financial pressures and closed. Pinehurst stepped in to buy its 900 acres in 2011. Reports have indicated that a Bill Coore/Ben Crenshaw design could be built there should Pinehurst ever need to expand again.

Falls Course at Lake Las Vegas, Henderson, Nev.

reopened in 2014 after a partial redesign by original architect Jack Nicklaus, but the Falls, designed by Tom Weiskopf, will get no such reprieve. Although it is green again, chunks are being sold off as real estate. Without 36 holes open to the public, it's hard to envision Lake Las Vegas ever blossoming into a true golf destination.

Great White, Trump National Doral Miami (Fla.)

The [Great White](#), a Greg Norman design characterized by water and cart paths lined with crushed coquina shells, was the second-best course at Doral behind the [Blue Monster](#), but its isolated location doomed the design. When Donald Trump bought Doral in 2012, he poured money toward improving the resort's four other courses, while setting aside the Great White to make way for more real estate. It closed in January.

High Pointe Golf Club, Williamsburg, Mich.

High Pointe goes back to the age-old question: Which is more important, golf or beer? Tom Doak's first solo design garnered some honors, but with so much nearby competition – mainly [Grand Traverse Resort & Spa](#) -- it closed in 2008. The site sat fallow until spring of 2015 when the land was purchased and transformed into a hops farm to support the state's growing micro-brewery business. At least this closure has a happy ending.

East Course at Blue Heron Pines, Egg Harbor City, N.J.

When I finally got the chance to play [golf in Atlantic City](#) in 2013, turns out I was a couple years too late. I enjoyed the surviving Steve Kay course at [Blue Heron Pines](#), owned by Ron Jaworski, just fine. All the locals swear, however, that the East was the better play. The former Golf Magazine top 100 public selection opened in 2000, hosted a U.S. Amateur Public Links Championship in 2003 and closed in 2006 to make room for a housing project that still hasn't gotten off the ground.

Beechtree Golf Club, Aberdeen, Md.

[Cape Kidnappers](#) in New Zealand. Yep, you guessed it: Beechtree, another former Golf Magazine top 100 public pick, closed to make way for a housing development 30 miles east of Baltimore.

California's Stevinson Ranch and Diablo Grande runs dry

The sustained drought has claimed the two best public courses in the Central Valley south of the Bay Area – Stevinson Ranch Golf Club in Stevinson and the Legends Course at the Diablo Grande Golf & Country Club in Patterson. Stevinson Ranch's demise made national news. Owner George Kelley co-designed the unique links-style course on his family's farm with John Harbottle III in 1995. It regularly ranked among the top public [golf courses in California](#). Ultimately, the recession, a clubhouse fire and government-mandated water restrictions caught up to Kelley's playground. Golf Magazine chronicled its last hurrah, a 36-hole shotgun in July.

Diablo Grande's Nicklaus/Gene Sarazen course closed without as much fanfare in 2014. Its less heralded [Ranch Course](#), designed by Denis Griffiths in 1996, still endures. Summer's searing heat continues to scorch the earth in the bone-dry Golden State. You have to wonder how many other courses can continue to survive such extreme conditions.

In just about every part of the country, a golf course has been lost in recent years. Did you have an old favorite that is gone forever? Let us know in the comments below.

[Trends](#)[Roundups](#)

Jason Scott Deegan

Jason Scott Deegan has reviewed and photographed more than 1,000 courses and written about golf destinations in 20 countries for some of the industry's biggest publications. His work has been honored by the Golf Writer's Association of America and the Michigan Press Association. Follow him on Instagram at [@jasondeegangolfpass](#) and Twitter at [@WorldGolfer](#).


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2018

Jason Scott Deegan
December 28, 2018



The super-exclusive Adena, one of the best courses in Florida, surprisingly called it quits in July.

Mike Lowe/Golf Advisor

It's becoming a morbid annual holiday tradition of mine every December.

I've been compiling an end-of-the-year story of the best courses to close each year since 2015. It tends to be one of my most-read stories of the year. Golfers are a sad and sadistic bunch, aren't we?

The story isn't meant to fuel the debate if golf is failing or merely stagnant as most statistics imply. This is just a new normal until the game reaches a better balance of supply and demand - courses vs. players. Golf is paying for the sins of our fathers - the building boom of the 1990s and 2000s - when they built courses in real estate developments that nobody really needed. The National Golf Foundation estimates roughly 200 courses closed in 2018, similar numbers to the year before.

I also don't write this Deegan's Dozen piece to criticize the owners and operators for running their facilities into the ground. It's simply to celebrate the lives of these places - when they were green,

one reason or another, they were no longer viable in their communities. These obituaries are the perfect way to say goodbye.

It's not out of the question that a few may actually rise from the dead. Three of the shuttered facilities I profiled in 2017 are returning to life - the [Wynn Golf Club in Las Vegas](#) and the [Ocean Links at the Omni Amelia Island Plantation Resort](#) are scheduled to be revived and the [San Geronimo Golf Club](#) in Northern California reopened in April after a three-month hiatus. Now that's a more uplifting story I look forward to writing: Miraculous golf course comebacks. Until then, let's salute the fallen.

Have a favorite recently closed course not listed in this story? Let us know in the comments below.

12. Oakhurst Country Club, Grove City, Ohio



the Jack Kidwell design in 2009, but just couldn't sustain it. It's unclear what's next for the 159-acre property, according to [Club & Resort Business](#). Central Ohio has purged a number of solid courses in recent years. Appropriately, user [RIP1959](#) wrote the course's last review in 2017: "Fairways a little burnt out but great course for the price. Very challenging."

11. Legends Golf & Country Club, Clermont, Florida

Central Florida is another region where only the strong survive. Although the course closed last spring, there is a chance that it could be saved by locals to salvage their home values, [according to this report](#). The website and phone are still active, although no one answered our call. The final Golf Advisor reviews are a mix of anger at the downward spiral of course conditions and somber memories. User [gailpat](#) wrote: "Very disappointed this course is closing as this was one of our favorite courses."

10. Glenbrook Golf Course, Houston, Texas

It has been a tumultuous year for golf in Houston. While the [Golf Club of Houston](#) losing the Shell Houston Open was a low point, the news that Tom Doak hopes to redesign [Memorial Park](#) for a return of the PGA Tour event is a big shot in the arm to the local muni scene, which took a hit with the April 1 closure of Glenbrook. That muni, dating to 1935, is being transformed into a botanical garden, [according to the Houston Chronicle](#). User [SmokeWagon](#) wrote: "The COH (City of Houston) needs to reconsider closing this course. There have already been too many greater Houston area courses closed recently. This is a nice golf course, with a challenging layout. We don't need another garden, we need more GOLF."

9. Cahoon Plantation Golf Club, Chesapeake, Virginia



Sharp mounding and bunkering on the par-4 12th hole at Cahoon Plantation Golf Club give the intimate green site definition.

Kevin Dunleavy/Golf Advisor

Golf Advisor users ranked Cahoon Plantation among the top 20 courses in the state the past two seasons, but those ringing endorsements weren't enough to save a course under constant pressure since opening in 1999. The facility started with 27 holes but eventually shrank to 18 holes. The Nov. 5 closure leaves Chesapeake with just two public courses, [according to Resort Club & Business](#). User [jeffnelson82](#) gave his October round four stars, writing: "Both my wife I loved the layout and look forward to another round at Cahoon Plantation. Recent rains made the course soggy, but it still played well. Nice greens, somewhat tight fairways, and challenging wedge shots make for a fun 18 holes."

8. Carmel Mountain Ranch Country Club, San Diego, California



The par-5 10th hole at Carmel Mountain Ranch CC heads severely downhill and can be reached in two shots with a good drive.

Brandon Tucker/Golf Advisor

San Diego's inland courses have been particularly hard hit by the California drought and rising water costs. Carmel Mountain Ranch, which closed July 8, is the seventh San Diego County course to close since 2013, [according to the San Diego Tribune](#). Not even a \$4.4 million rebate for turf reduction in 2014 could turn the tide for the Ron Fream design from 1986. California Golf Advisor [nickesquire](#) wrote the course's final review on June 22: "Sorry to hear that this course is scheduled for closure. You can see the bones are there for an above average, hilly, challenging course."

7. Salt Creek Golf Club, Chula Vista, California

Here's where the [March 18 closure of Salt Creek](#) hurts most: Five high school golf teams - three boys and two girls - had to find a new home to play and practice. It stifles potential growth of the game for the next generation. Salt Creek, another San Diego area gem lost, was designed by Cary Bickler and John Cook in 2001. User [splincman](#) sang its praises in a review on March 9: "this is a tough but fair course...i am so sorry to see this place close."



A view of an undulating bunker from Kayak Point Golf Course

This one hit me personally. I had a fun round at Kayak Point in 2013, cherishing the beautiful hills and towering old growth cedar and fir trees on a course located halfway between my father's house in Mount Vernon and downtown Seattle. I'm not sure if Snohomish County followed up with the \$500,000 in improvements I [wrote about in this story](#), but it was evident the heydays of the 6,719-yard course, designed by Ronald Fream in 1977, were gone. The terrain, however, was heavenly, as it is for most backwoods courses in the Pacific Northwest. Although Kayak Point closed in October, there remains some hope for the future, [according to this article](#). User [joefiloseta](#) begged for a mulligan in his course review Sept. 29: "I really hope the County comes up with a partner that has a vision for this great layout to bring it back to some shape of its former glory. Within an hour's drive of Seattle, the course would be played if it were in decent shape."

5. Hombre Golf Club, Panama City, Florida



Hombre Golf Club in Panama City Beach, Fla., boasts three courses: The Good, The Bad (shown here), and The Ugly.

What else can you say?

Courtesy photo

Hurricane Michael dealt the death blow October 10 to the Hombre, which opened as 18 holes in 1989, added another nine and then returned to 18 holes in recent years. The nines were creatively named the Good, the Bad and the Ugly. [This local report](#) estimates it would have taken a million dollars to revive the Hombre, a stalwart on the Florida Panhandle that had glowing four- and five-star Golf Advisor reviews in its final days. It ranked No. 7 among the [most improved courses on Golf Advisor](#) in 2017. User [RobbyBarbre](#) wrote a final review on Sept. 25: "First time here and it was great. Course was beautiful with the exception of a couple rough patches. Got to see great scenery and wildlife."

4. Southern Oaks Golf Club, Burleson, Texas



A view of the clubhouse at Southern Oaks Golf Club
Southern Oaks Golf Club

This once-proud private club closed abruptly in November and is for sale, according to the Fort Worth Star-Telegram. Southern Oaks, designed by pro Mark Brooks in 1999, is the third local course in greater Fort Worth to close this year. User Robert5611627 lamented the loss December 1 on Golf Advisor: "Closed suddenly without warning. Too bad, it was very nice. Hope someone buys it soon."

3. Stonehenge Golf Club, Winona Lake, Indiana

My story earlier this year listing warning signs that your favorite course might be closing unfortunately played out at Stonehenge, which shuttered for good Nov. 17 according to local reports. The one-time private club went public a few years ago in a last-ditch effort to save the Ron Garl design. With more access, Golf Advisor users responded with a flurry of good reviews, ranking it among the top 15 courses in the state the past two years. User DrOldSchool gave its final review in October: "The layout was fun and interesting, with some moderately-sloped greens and a neat island green hole on the front. ... Sadly just found out the course has closed and will not reopen."

2. Aetna Springs Golf Course, Pope Valley, California



It looks like more than a century of golf at Aetna Springs has come to a close
Aetna Springs Golf Course

Our [Tim Gavrich](#) chronicled earlier this year why losing a somewhat obscure nine-hole course near Napa Valley tugs at our heartstrings. The course was thought to be one of the oldest west of the Mississippi (dating to 1891), but a 2008 renovation by Tom Doak's Renaissance Golf Design team should have secured its future for the next generation. It is the sixth course associated with Doak to close in the past decade, a staggering stat considering he's one of golf's most popular modern architects. After the course closed Jan. 15, the land is likely to be redeveloped into housing, [according to the Napa Valley Register](#), forever altering a once peaceful haven. User [dojousa](#) captured the scene best with his review in 2015: "Just a wonderful no frills very scenic course. Some challenging holes and some easier ones mixed in. Fun to play the same holes twice and get better on the second nine. If you are looking for lush country club setting this isn't it. But if you're in the mood for relaxed setting with great golf you can't go wrong here."

1. Adena Golf & Country Club, Ocala, Florida



The clubhouse at Adena Golf & Country Club (Mike Lowe)

Mike Lowe

It's rare - and big news - when a five-star golf course bites the dust. But I guess it's okay when that said course is one that 99.9 percent of golfers will never get to play. Adena, an ultra-private club, closed abruptly in July, [according to the Ocala Star Banner](#). It was the \$50-million playground of billionaire Frank Stronach, who built it in 2015 and had hopes of an exclusive golf community of 120 homes along its fairways. The layout cut from a rock quarry was thought to be among the best courses in Florida. Both Golf Advisor reviews brag about a Shangri-La for those who got inside the gates. User [PasqualiV](#) played it in December of 2017, writing in his review: "When I say phenomenal, I mean there wasn't one blade of grass out of line."

To relive my other closed courses pieces, click here to read [2015](#), [2016](#) or [2017](#).

Trends

Roundups

GolfPass News



written about golf destinations in 20 countries for some of the industry's biggest publications. His work has been honored by the Golf Writer's Association of America and the Michigan Press Association. Follow him on Instagram at @jasondeegangolfpass and Twitter at @WorldGolfer.

42 Comments



Aleem Hussain

Commented on March 27, 2019 12:24 PM

I am trying to establish a small 9-hole course in the Caribbean and would like to know which courses are liquidating equipment due to closure so I can do the start-up at lowest cost possible! Your assistance would be greatly appreciated.

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Alex B.

Commented on February 11, 2019 10:44 AM

test3

[Report](#) [Share](#)

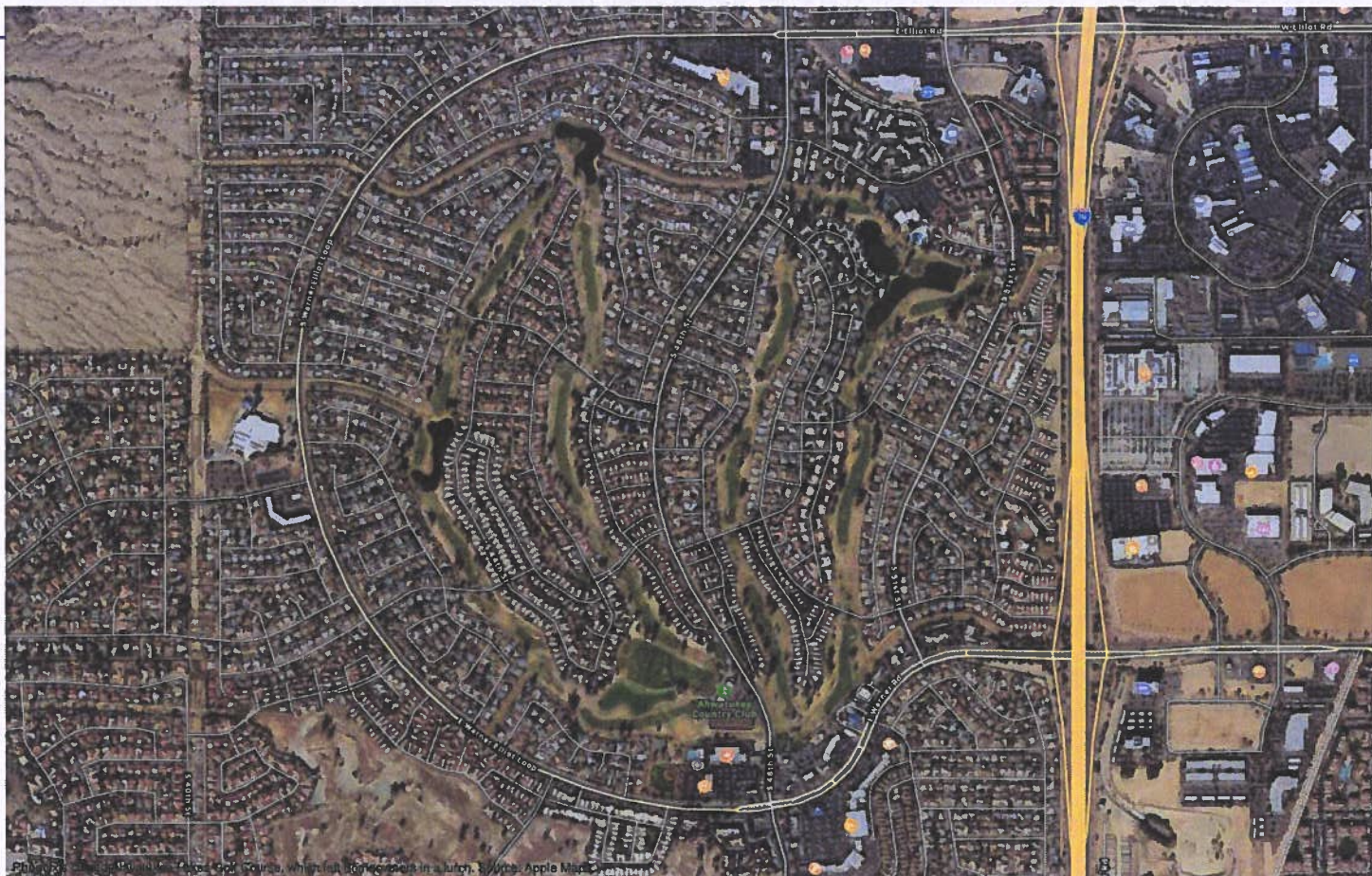


Alex B.

Commented on February 12, 2019 01:01 PM

test4

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Failing golf communities not on par with neighborhoods

When real estate switched from building mixed-use cities, towns, and neighborhoods, the industry adopted less sustainable selling points—like golf.

ROBERT STEUTEVILLE (/node/538) JAN. 22, 2019



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The failure of golf course communities continues to be a massive problem nationwide, according to an article (<https://www.wsj.com/articles/golf-home-owners-find-themselves-in-a-hole-11547135191>) in *The Wall Street Journal*. With 1,200 golf communities nationwide, and golf declining as a past-time, many homeowners face declining property values and are saddled with heavy membership dues that they no longer can afford.

When a golf course closes, the value of homes in an associated subdivision typically drop 25 percent—but may decline 40–50 percent if a legal battle ensues, the *Journal* reports. Developments are selling lots, once valued at a quarter million, for a dollar (<https://www.islandpacket.com/news/local/article92644712.html>). Often, they can't sell even at that price, because buyers must pay the course dues. The economic losses are likely in the tens of billions of dollars nationwide.

The problem is not just golf, but selling “amenities” without the density to support them. The new urbanist way is to build a mixed-use neighborhood—and that is the amenity. The neighborhood model has two advantages. First, a walkable neighborhood is probably about triple the density—which means that more homeowners can support common amenities like a park or a pool. Second, many of the amenities are self-supporting, such as main street businesses or a school.

This problem reported by the *Journal* was predicted two decades ago by new urban developer Bob Turner of Beaufort, South Carolina. In a paper, *Sustainability Through Design*, Turner pointed out that low-density developments spread too many amenities over too few homeowners, creating an unsustainable burden. New Urbanism's higher density and more efficient infrastructure makes it more financially sustainable in the long run, Turner said. Instead of a clubhouse with restaurants, New Urbanism offers a main street with private businesses. Instead of an expensive golf course, New Urbanism provides parks, playgrounds, and schools that serve people of all ages.

The problems of golf course communities will be even more pronounced in age-restricted developments, predicts Turner, the developer of several traditional neighborhood developments, including Habersham in Beaufort County. “History has proven that for a society to be sustainable there must be a diverse population within that society,” he wrote in 1998, and that rings true today.

For “golf course communities,” the problem is likely to get worse before it gets better. The *Journal* writes:

Forty years after developers started blanketing the Sunbelt with housing developments built around golf, many courses are closing amid a decline in golf participation, leaving homeowners to grapple with the consequences. People often believe a course will bolster their property values. But many are discovering the opposite can now be true—and legal disputes are erupting as communities fight over how to handle the struggling courses.

“There are hundreds of other communities in this situation, and they're trapped and they don't know what to do,” says Peter Nanula, chief executive of Concert Golf Partners, a golf club owner-operator that owns about 20 private clubs across the U.S. One of his current projects is the rehabilitation of a recently acquired club in Florida that had shut one of its three golf courses and sued residents who had stopped paying membership fees.

More than 200 golf courses closed in 2017 across the country, while only about 15 new ones opened, according to the National Golf Foundation, a golf market-research provider.

Many golf course closures present opportunities for retrofit. Georgia Tech professor Ellen Dunham-Jones—co-author of *Retrofitting Suburbia*—maintains a nationwide suburban retrofit database, which includes 130 golf course retrofits. “A few have gone from 18 holes to 9 to build senior housing for the folks who want to ‘age in place,’ she said in an email. “Quite a lot have simply been filled in with more single-family homes. Some have been redeveloped with mixed-use—but more often due to deed restrictions as open space, they've been turned into parks, preserves, farms, even a cemetery. Even then, remediating the pesticide-ridden soils is quite a job. Houston and Louisville have incorporated them into regional park systems, in Houston's case as flood control.”

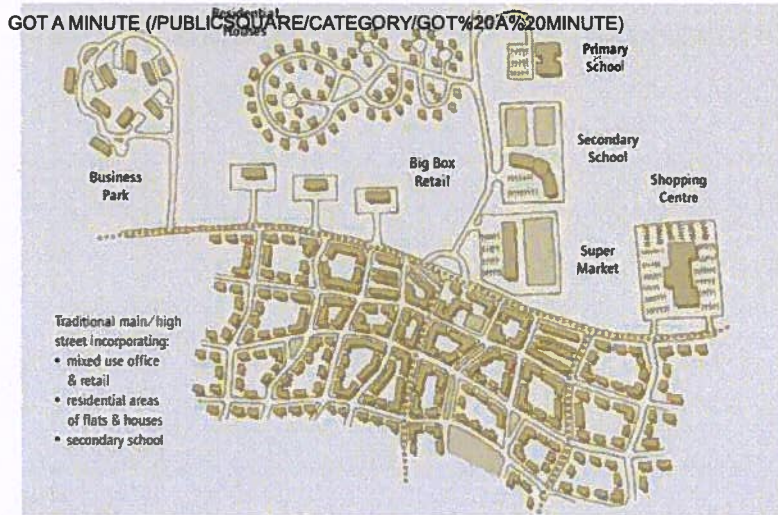
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Robert Steuteville is editor of Public Square: A CNU Journal and senior communications adviser for the Congress for the New Urbanism.

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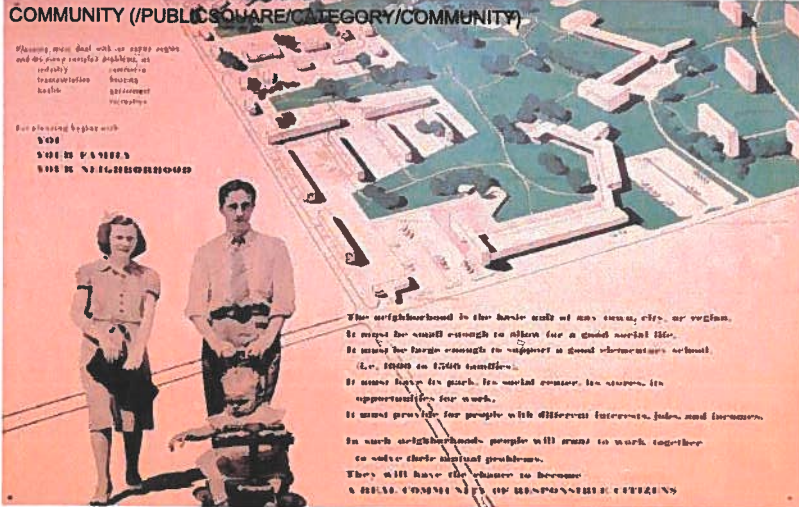
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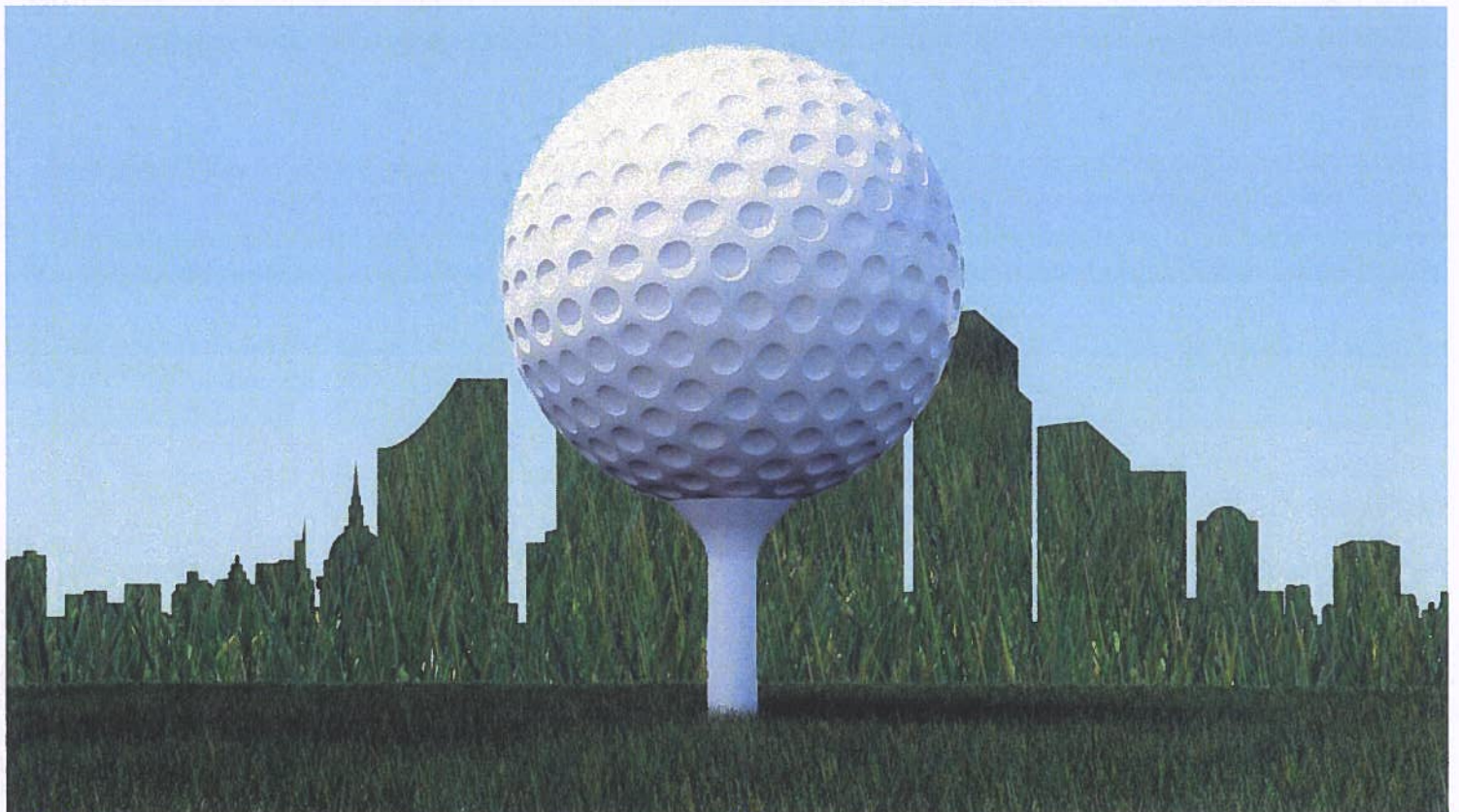


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03-06-19

Need land for parks and housing? There are plenty of useless golf courses to repurpose

“We have land shortages in lots of our fast-growth cities and suburbs and we have an overabundance of golf courses.”



[Image: Rost/iStock]

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BY ADELE PETERS

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In Akron, Ohio, a former golf course is **turning into a park** and being replanted with native trees. In Kent, Washington, a new mixed-use apartment complex is **under construction** on another former golf course. Near Palm Springs, a golf course is becoming a mixed-use “agrihood” with **75 acres of olive groves** that will be used to produce olive oil. In Japan, a massive **solar farm** now sprawls over what used to be another 27-hole course.

“I think that there is an opportunity given the fact that we have land shortages in lots of our fast-growth cities and suburbs and we have an overabundance of golf courses,” says Ed McMahon, a senior resident fellow at the nonprofit research and education organization the **Urban Land Institute**. “I think you’re going to see in the future an even greater push to redevelop some of this land into other things.”

More than 200 golf courses closed in the U.S. in 2017, according to a **report** last year from the National Golf Foundation. After a rush to build courses before the recession—thousands opened between 1998 and 2006, in many areas alongside new housing development—the current trend of closures began. More than 1,200 have closed since 2005. Demand from golfers didn’t keep up with the supply of facilities.



A concept image for Riverwalk San Diego, a proposed development that includes repurposed golf courses. [Image: Hines]

"I think a lot of both private developers, as well as public parks systems, are seeing that and they're making the decision: Okay, what's the better thing here?" says Charlie McCabe, the director for the Center for City Park Excellence at the nonprofit Trust for Public Land. As the courses have closed, more than a dozen started turning into parks or nature preserves. In Detroit, the city plans to **turn a course into a park** with nature trails and space to capture stormwater. Near Seattle, the city of Bothell bought an 87-acre course to **create public open space and to restore wildlife habitat**. In Wisconsin, one former course now has wetlands and forested areas to **support migratory birds**. In Englewood, Florida, another is now a **wildflower preserve**.

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In some cases, those parks were first slated for housing development, but neighbors resisted. In areas with severe housing shortages, NIMBYism poses a challenge to any hope for building homes on golf courses. Courses tend to be in wealthier neighborhoods, since the open space pushes up home values, and residents usually want to preserve their views. In Denver, an idea to turn a **golf course into affordable housing** faced opposition from those who wanted it to become open space (as of the beginning of 2019, **the future of the site** was unclear). When a developer proposed building housing, including some affordable units, on a golf course in New Jersey, residents **raised concerns about traffic**. A proposal in Pennsylvania led to **protests** from some residents. "Most of the proposals for redevelopment that I have seen tend to run into some opposition," says McMahon.

Developers may have more success when they keep open space as part of the plan. In San Diego, one new proposed development includes plans for 100 acres of public parks and open space along the San Diego River. "Out of a total 200 acres available to us, we're setting aside 100 acres for open space, and



San Diego, which is suffering from the same housing crisis as the rest of California—all next to a transit line. “The housing that we’re producing and the open space that we’re providing is all accessible via transit, which really is a huge issue from an environmental perspective because we’re able to reduce greenhouse gas emissions.”

It’s something that’s likely to continue to happen in other cities. “Obviously, large tracts of land in close-in suburbs and cities are hard to find,” says McMahon. “So you’re going to see a lot more pressure on these golf courses.”



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ABOUT THE AUTHOR

Adele Peters is a staff writer at Fast Company who focuses on solutions to some of the world's largest problems, from climate change to homelessness. Previously, she worked with GOOD, BioLite, and the Sustainable Products and Solutions program at UC Berkeley [More](#)

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TOP STORY

Oro Valley takes action on town's two defunct golf courses

Austin Counts, Tucson Local Media

Nov 25, 2020



The Oro Valley Town Council has voted in favor of maintaining two of the town's out-of-commission golf courses at their council meeting on Wednesday, Nov. 18.

The council plans to purchase the former Vistoso golf course for fair market value by April 1, 2021, and designate the property as open space, as well as initiate discussions with interested parties on ways to recommission the Pusch Ridge nine-hole course in the near future.

"I think it's been very evident by the community that there's a significant interest in contributing towards the purchase and maintenance of this property going into the future," Mayor Joe Winfield said about the potential Vistoso purchase during Wednesday's meeting.

Winfield said the town plans to hire an appraiser to determine the Vistoso property's fair market value and direct Town Manager Mary Jacobs and Town Attorney Gary Cohen to negotiate with the property owner: Romspen Vistoso LLC, a Canadian non-bank mortgage lender.

Before the vote, Council Member Steve Solomon questioned what the town's monthly cost to maintain the property would be, should Romspen agree to sell. Winfield said he discovered Oro Valley is eligible for grants to help offset the cost of maintaining the property after speaking with officials from Arizona State Parks and Trails.

"There's also significant grants from the Water Conservation Fund that the town can apply for and would most likely pay dollar to dollar," Winfield said. "So, if we contributed a million and a half, the Water Conservation Fund would contribute a million and a half."

Council Member Dr. Harry 'Mo' Greene also questioned why the town was setting a five-month timeline to complete the potential land purchase, instead of trying to expedite the process.

"Why April? We've heard from these folks during the [public hearing] they're on pins and needles. It seems to me if we could resolve it by February it would be certainly advantageous," Greene said. "The longer we drag it out, the more miserable it is for the people who are living there."

Winfield said the April 1 deadline would give town staff enough time to get an appraisal of the property, negotiate a deal and (hopefully) complete the transaction as the holiday season approaches and a global pandemic rages on.

"An appraisal is needed and that process takes time, about 30 to 60 days," Winfield said. "I was thinking of staff and giving a reasonable timeframe. This gives it a hard date and we're talking months, not years."

The fate of the Vistoso property has been hanging in the balance after the golf course closed in 2018 and was subsequently purchased by Romspen. The mortgage lender originally planned to build a senior care facility and residential housing on the property, but outcry from surrounding homeowners associations put those plans on hold.

Romspen recently declined a fair market value offer from national environmental nonprofit organization, The Conservation Fund, who wanted to repurpose the course for recreational use. Romspen attorney Pat Lopez said the nonprofit's offer was declined because neither party could agree on the property's fair market value, despite the Conservation Fund paying for and submitting a professional appraisal to Romspen. The details of the appraisal are sealed due to a nondisclosure agreement between the nonprofit and Romspen.

Should Rompsen not accept Oro Valley's offer, the town could try to claim the property through a condemnation process under eminent domain, with a fair market value ultimately determined by a jury. The process normally lasts about one to two years during normal times but would take even longer during the pandemic, according to Town Attorney Gary Cohen.

Later in Wednesday's meeting, the council voted 6-1 to initiate discussions with HSL Properties and area HOA's to decide a future plan to operate and maintain the Pusch Ridge nine hole course.

Council Member Tim Bohan voted against the motion.

Recently, HSL announced they may not operate the property as a golf course should they choose to exercise their lease option by January 31. The property management group entered into a Memorandum of Understanding with Oro Valley last February to reopen and operate the nine hole course, which is located near El Conquistador Resort that HSL owns. However, HSL recently chose to back out of the deal due to financial uncertainty created by COVID-19.

Solomon said he was concerned by HSL's announcement because it was assumed the property manager would continue golf operations when discussed in previous negotiations.

"Throughout the entire process, we never discussed closing the course down and abandoning golf on that course," Solomon said. "We had always discussed the fact that the town would effectively let HSL assume operation of it as a golf course. That was on track until COVID hit."

Solomon said he sympathises with HSL's financial concerns during the pandemic, but an alternate plan to use the property in any other way than a golf course was not discussed and should not be entertained.

"It came as a shock to a lot of the golf community and the surrounding HOAs that all of the sudden it might not be a golf course because HSL is not in a financial position to operate it," Solomon said. "We've never really discussed the future of the Pusch Ridge nine-hole course other than HSL will take it over, along with the homeowners and operate it as this special golf course."

Greene also said he wants to see Pusch Ridge nine hole course restored to its former glory, rather than seeing it converted to other uses by HSL. He warned that the course is headed down the same path as Vistoso if the council fails to take action.

"I think we've seen this movie before. I've lived here long enough to watch Vistoso gradually deteriorate with very little owner participation. For every year a golf course is fallow, it takes two to three years to bring it back," Greene said. "I think we should do what we can as a council to bridge over the COVID period and try to keep it up to the level it can be a golf course. It's an absolute gem. It's a beautiful piece of property and it's an asset to us as Oro Valley residents."

To: Mayor Chadwick, Councilman David Hershey, Councilman Kevan Wheelock, Councilwoman Jennifer Salmonsens, Councilman Kevin Nielsen
From: Citizens for Star
Subject: Willowbrook Development Zoning

April 12, 2023

Dear City Council,

Introduction and History

We are a citizen group representing Hillsdale Estates, Monument Ridge residents, and 500 members of the Willowbrook Development Information Page on Facebook.

The Star City Council is responsible for establishing, through a series of development approvals, a city that is well-planned, functional, and beautiful.

Hillsdale Estates and neighboring Monument Ridge were originally conceived and developed over the last twenty-five years by Dick Phillips, the primary owner/developer of Willowbrook. It was built for people with a desire to live in neighborhoods that offered a variety of larger lot sizes, from 1-3 acres per house in Hillsdale Estates, 5 acres in Purple Sage, and 10 acres in Monument Ridge. The surrounding area is farmland, and BLM public recreation area.

The current Willowbrook proposal substantially changes the original design from rural to suburban. It changes the style of the homes in the area from the original larger homes with open space to crowded smaller homes that can be built up to 10.54 (per the Willowbrook Site Development Features List) to the actual acre. There are 315 homes currently in Hillsdale Estates and 30 in Monument Ridge. The proposed development will put 1094 new houses, a golf course, a shopping center, and utility facilities adjacent to the existing Rural Residential neighborhood. Willowbrook plans to build these higher density homes within and throughout the current neighborhoods. This is one of the key differences between this development and others that the City often sees. Willowbrook is proposing to develop within the borders of an existing neighborhood.

Star's Comprehensive Plan provides for areas to be set aside for rural living. Hillsdale and Monument Ridge currently offer this. We ask that you preserve the character of these communities by requiring a like-kind approach to the new development, where the visual density matches what is already established.

We request that this proposal be denied, and a minimum 1-acre lot size be set for the new development, consistent with the existing neighborhood (that Willowbrook initially designed) instead of R-2 that turns into a much higher visual density when implemented and clustered.

We support Willowbrook developing their land. The original design for Hillsdale was rural and the next building phase should be consistent with the design of the existing community. A rural, country appearance, with one residence on a minimum 1-acre lot will accomplish that.

If one-acre minimums are not set as a requirement for the Willowbrook development, we have concerns in the following areas:

- Density
- Roads and Traffic
- Non-adherence to Star's Comprehensive Plan and Building Codes
- Schools
- Police, Fire and Utilities
- Sewer and Water

Density

Our biggest concern is the increased density of this proposed project. The applicant is requesting R-2 zoning. However, it doesn't align with the R-1 designation stipulated in the current Star Comprehensive Plan for the special transition overlay area covering all existing lots, which says new homes require larger setbacks and lot sizes than normally required. Hillsdale Estates and Monument Ridge are special transitional overlay areas.

The proposed development includes 716 acres of land, some of which is unbuildable, using 175 acres for a golf course, 91.5 acres for Road Right of Way, and some other things, leaving a net buildable acreage of 314.4 acres. 1094 homes are being proposed for this remaining acreage. This averages out to approximately 3.5 homes per acre, with the smaller patio and 6000-9000 sf lots totaling 67% of the home lots being proposed.

This is a dramatic departure from the existing home density of the current Hillsdale and Monument Ridge communities.

Roads and Traffic

Willowbrook has resisted completing a traffic study prior to approval of their development agreement each time they have approached the City. Now that the traffic study has been completed, the reason they did not want to complete one is apparent. The vast problems identified in the traffic impact study clearly show this area does not support their proposed high level of density.

According to the current Star Comprehensive Plan, the area proposed to be developed by Willowbrook is required to be R1. This not only is consistent with the existing area, but also appears to better accommodate the available road capacity (this would need to be validated by a traffic study).

Willowbrook is asking the city to ignore their own comprehensive plan and allow them to build to significantly higher densities with lots smaller than 1/10th the size that R-1 zoning would lead one to expect. Willowbrook's plan is a piecemeal plan inconsistent with the entire area and is not able to be supported by the existing roads. This will not benefit the city of Star or the existing residents of the rural area north of the city limits.

Willowbrook's proposal to add 1094 units will add over 12,000 trips per day to the existing roads without any reasonable plan to handle the additional traffic. This will not only negatively

impact the beautiful rural area of Star, but also have significant rippling negative impacts throughout Star all the way to Joplin Road.

The roads providing access to this proposed development, W. Deep Canyon Road and Lanktree Gulch Road, are classified as rural residential streets. ACHD will not consider approval of any development which would increase traffic on local rural streets to more than 2,000 trips per day. Willowbrook's proposed solution seems to be to reclassify these streets to collector roads without any modification. Changing these streets to collector roads would be devastating to the existing homes located adjacent to these roads. There is no way for 12,000 trips per day to be added to the existing network of roads within the parameters set by ACHD. ACHD has wisely stated they will not approve reclassification of these roads to collector roads.

Additionally, there are several assumptions for new roads, road extensions, and road modifications that are highly questionable:

- The plan to add a road north through the BLM has not been approved by either BLM or ITD.
- The extension of Wing Road is routed through extremely difficult land and is questionable from an engineering standpoint. It would also create a thoroughfare between existing homes.
- Willowbrook states they will modify CanAda so that it is not as steep. They have said they intend to purchase land and redirect the road. This also is both conceptual and questionable. The existing CanAda corridor homeowners north of New Hope are not likely going to agree to Willowbrook converting this relatively quiet road into a thoroughfare.

In summary, the Willowbrook development does not fit this area, is not supported by the infrastructure, and will stand out as a sore thumb if allowed to be developed as proposed. The current Comprehensive Plan developed by the city is a good plan and, if enforced, will result in our city being developed in a reasonable fashion that benefits the citizens of Star and surrounding areas, as well as current and future developments.

Non-adherence to Star's Comprehensive Plan and Building Codes

The City of Star Comprehensive Plan calls for this area to be rural and we request that the Willowbrook proposal align with this established plan and city code.

The current Comprehensive Plan was adopted in June of 2022 and provides the overall framework for the City and future development. In it there are three Objectives in the Land Use Chapter that speak directly to the proposed Willowbrook development and the existing neighborhoods between Can Ada Road and Highway 16.

- Manage urban sprawl to minimize costs of urban services and to protect rural areas (8-3A-3)

- Retain and encourage rural areas where it will not result in increased costs for urban services (8.4.D)
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses (8.4.G)

The Comprehensive Plan shows more dense development near the town center with reduced densities as you move away from the town center, as is standard Planning practice. The area surrounding the Willowbrook development area has been developed through the County as Rural Residential with lots ranging from one to ten acres in size. **Approving the Willowbrook development as currently proposed goes against the three above objectives in the Comprehensive Plan.**

The proposal increases density and sprawl towards the edge of the (future/ proposed) city limits requiring the extension of city services to this existing rural area.

The Comprehensive Plan is very specific that land uses should be in harmony with surrounding land uses. However, the proposed Willowbrook development, which is proposing to develop within an existing subdivision (Hillsdale Estates) and adjacent to other rural residential development (Monument Ridge) is not similar in density at all. The proposal is to create lots that are much smaller and more dense than the existing neighborhoods. Lots that are 3,600 square feet to 12,000 square feet as well as commercial designations are suburban uses and not in harmony with the existing rural residential development on rural roads with no curb, gutter, sidewalks or streetlights. The Willowbrook proposal is in direct conflict with the Comprehensive Plan.

Policies Related to the Special Transition Overlay Areas

The Comprehensive Plan discusses how new development should transition from existing developed areas:

- 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 provide transitional lots and/or open space area avoiding urban lots directly abutting Special Transition Overlay lots. (8.5.4.D)
- Larger setbacks should be required for new lots planned to abut existing Rural Residential lots.(8.5.4.E)

What transition has been provided from the existing rural residential to the proposed suburban development? There appears to be no transition and smaller, more dense development is proposed adjacent to and within existing rural residential development.

Policies related to Urban Residential Planning Areas

The Comprehensive Plan discusses what type of development shall be built near existing rural and large lot developments:

- Low densities within the Estate and Neighborhood Residential Land Use are to be designed within hillside developable areas 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. (8.5.3.B)

The Willowbrook proposal conflicts with this policy in the Comprehensive Plan. The proposed lots are small and at a much higher density than the existing developed areas. Larger lots are not proposed adjacent to the existing development.

Policies related to Open Space and Special Areas

The Comprehensive Plan calls for land uses that are in harmony with existing surrounding land uses:

- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses. (8.4.G)

The Willowbrook proposal conflicts with this policy. Small lots off of suburban roadways with curb, gutter, sidewalks and streetlights are not in harmony with the large lots and rural streets within Hillsdale Estates and Monument Ridge.

Housing Objectives (Ch 15)

The Comprehensive Plan specifically discusses preserving existing rural development.

- Preserve/maintain existing rural housing/development in the increasing urban environment (15.4.F)

The proposed Willowbrook development does nothing to preserve/maintain the existing rural housing in the area. This area is one of the few areas within the Star Comprehensive Plan that is designated for rural residential and per the Comprehensive Plan, and needs to be preserved.

The City of Star must ensure the Willowbrook proposal follows the objectives and policies within the Comprehensive Plan. The proposal must blend in with the existing developed neighborhoods with proper buffers and transitions from one land use to another.

Schools

The West Ada School District letter dated 9/14/21 (see attached Exhibit A), states that it cannot accommodate the projected additional 938 students from this new Golf Course Community.

They also state a bond will be needed and land will be accepted for donation. However, land donations do not guarantee a school will be built.

Approving Willowbrook guarantees Ada County more taxes (school bonds), and if not passed then we must accept overcrowded classrooms. With the high number of school bonds requested over the past few years, there is no predicting when the next bond will pass. In fact most bonds have not passed.

In addition, West Ada letter states there is land being donated from Willowbrook. Where is this land located? If located at the top of Purple Sage, was this factored into the TIS for Can Ada, Deep Canyon, and Purple Sage?

Although it has been stated the City hold no control over West Ada School District, school capacity and traffic are impacted by population. High density yields more need. To approve Willowbrook without having a plan for increasing school capacity goes against the spirit of the council and leaves children with a deteriorated education. As you can see from the table below the Star schools cannot accommodate the added 938 new students for Willowbrook’s development.

(Approved Development
Projected Student Count)

	<u>Current Enrollment</u>	<u>Capacity</u>	<u>Approved prelim plat parcels per attendance area</u>
Star Elementary	614	650	2900
Star Middle School	830	1000	8148
Eagle High School	1805	1800	5145
Galileo STEM Academy	739	775	N/A

Public Safety

The Board of County Commissioners held a meeting March 20, 2023. In that meeting Chief Deputy Sheriff Hart stated the following burden on police:

- For the past 25 years they’ve had 8 deputies per patrol team. The staffing level on patrol has not changed in 25 years while the County’s population has risen 85%.
- Over the past years the workload for patrol deputies has increased 32% passed on call volume.
- Due to need, deputies need to be pulled from jails leaving vacancies.
- Crashes have increased 25% on average in the past five years.
- Impactful for deputies to have increased workload over time without relief.

We have concerns about public safety. With all the growth happening in Ada County, how does Star plan to help train, staff, and support the increasing needs to ensure all these new developments have the protection they need.

Sewer and Water

Sewer lines and treatment create challenges in the hillside community. Because the plan is to have Star Sewer and Water own and operate the system once it is built by Willowbrook, Mr. Mitchell has explained that water, sewer and treated sewer water lines will be connected from SS&W facilities in Star to the new development. As the golf course and houses are built, a new sewage treatment plant may be constructed to treat sewage from the development and treated water will be used to water the golf course. Treated sewage water will initially be supplied by SS&W for the purpose of watering the golf course and recharging existing wells supplying potable water to all houses built over the aquifer.

On the latest drawings from WB, a sewage treatment plant is not shown, and no acreage is allocated for it. No drawing is shown for the routing of sewage lines, or which existing roads must be excavated to install a sewage system. Mr. Mitchell has stated that stub-outs will be provided at appropriate places for future access by Hillside and Monument Valley residents in the event of septic system failures of existing houses. However, again, we have seen no drawings of where these stub-outs will be located. As Mr. Mitchell has stated in public meetings, if a verbal promise is not documented in the Development Agreement, it will not be honored by Willowbrook. Therefore, we request to see these discussion points documented in that agreement.

We request the following:

Deny the annexation until a full proposal is submitted that adheres to the current Comprehensive Plan and City Code, and has been approved by ACHD.

The City of Star must ensure that the Willowbrook proposal follows the objectives and policies within the Comprehensive Plan and City Code. This proposal must be in harmony with the existing neighborhoods with proper buffers and transitions from one land use to another.

Conclusions

We are not arguing against development and believe there is a responsible way for Willowbrook to develop the property.

Our group believes that the issues outlined above can be solved by adherence to the Comprehensive Plan and City Code of a "like-kind" development plan that develops homes on a minimum of 1 acre lots. Right now, the new development not only is designed for the purpose of making the maximum amount of money for Willowbrook, but it also completely disregards the existing neighborhoods and the people who live there.

The City's Comprehensive Plan shows the hillside development area as R1. If you allow this R-2 high-density development in this neighborhood, where in Star are neighborhoods that meet the R-1 density you have established in your plan?

Please deny the current proposal, make the minimum lot size one acre for the Willowbrook development and protect current residents and the citizens of Star with a well-written Development Agreement.

Sincerely,

The Citizens for Star organization

Cherie Shields 9947 W. Lanktree Gulch Rd., Star
Rochelle Henson 5233 N. High Prairie Place, Star
Lisa Priapi 10325 W. Lanktree Gulch Road, Star
Anadeane Galbraith 9758 W. Lanktree Gulch Road, Star
Sabrina Newberry 9909 W. Lanktree Gulch Rd., Star
Sara Kalfas 4241 Cowboy Lane, Star
Kyriacos Kalfas 4241 Cowboy Lane, Star
Richard Moore 25385 Desert Springs Circle, Star
Monte Smith 10257 W. Lanktree Gulch Road, Star

- Consistent facilitation of partner agency's conditions being met for issuance of CO
- Emerging Issues
 - Unsafe structures for occupancy
 - Ag exempt building – applicability
 - Private roads

The meeting concluded at 3:31 p.m. An audio recording is on file in the Commissioners' Office.

BOCC MAR 20, 2023

MEETING WITH THE SHERIFF'S OFFICE FOR PRESENTATION OF A PATROL STUDY

The Board met today 3:36 p.m. for a meeting with the Sheriff's Office for a presentation of a patrol study. Present were: Commissioners Brad Holton, Zach Brooks, and Leslie Van Beek, Sheriff Kieran Donahue, Chief Deputy Sheriff Doug Hart, COO Greg Rast, Captain Harold Patchett, Captain Ray Talbot, Emergency Management Coordinator Christine Wendelsdorf, Communications Manager Roxanne Wade, Lt. Travis Engle, Lt. Brian Crawforth, and Deputy Clerk Monica Reeves. The Sheriff's Office has done in-depth study which includes their most critical needs as well as historical data over the last 25 years. A PowerPoint presentation was given by Chief Deputy Sheriff Hart which is summarized as follows:

Wage and Compensation Program

- The program has had a dramatic positive effect on the CCSO. Prior to its implementation the turnover rate was 25%; they have not had a single deputy resign since that time.
- In a short period of time the compensation plan has made a tremendous difference with the quality of candidates CCSO has been able to bring in and retain.

Background

- For the past 25 years they've had 8 deputies per patrol team. The staffing level on patrol has not changed in 25 years while the County's population has risen 85%.
- Impacts of population growth

Call Data and Staffing Shortages

- Over the past years the workload for patrol deputies has increased 32% based on call volume.
- While staffed at 8 deputies per team they have been operating at 6-7 deputies per team. Last year CCSO was able to transfer four deputies from jail to patrol
- Impactful for deputies to have increased workload over time without relief
- Are now in position where patrol is staffed. Only have five vacancies in the jail.
- Crashes have increased 25% on average in the past five years

Proposal for additional patrol deputies

- CCSO is seeking 16 new positions brought on at a rate of four per year for the next four years. With the intention of pulling deputies from the jail and given them the opportunity for advancement and different jobs.

Commissioner Holton looks forward on collaborating on how to get this implemented in the budget and make a plan that staffing can reply upon. Kieran Donahue said the team is in the process of preparing a 3-year strategic plan for the Board's review. Command staff has been tasked with producing a strategic plan on the needs from a functional operational standpoint of every division in CCSO, with the information to be provided to the Board by mid-May.

No Board action was required or taken as today's meeting was held for informational purposes only. The meeting concluded at 4:08 p.m. An audio recording is on file in the Commissioners' Office.

MARCH 2023 TERM
CALDWELL, IDAHO MARCH 17, 2023

APPROVED PURCHASE ORDERS

The Board approved the following purchase orders:

- Creative Awards in the amount of \$6653.90 for the Fair
- W-W Mfg. Co., Inc. in the amount of \$9191.35 for the Fair

APPROVED CLAIMS

- The Board has approved claims 592993 to 593022 in the amount of \$37,448.20

APPROVED EMPLOYEE STATUS CHANGE FORMS

The Board approved employee status change forms for Amber Oquendo, P/T Interpretive Specialist; Parker Allen Smith, Deputy Sheriff – Inmate Control 51003.

MEETING TO DISCUSS CONSIDERATION OF OPIOID MONIES AND TO CONSIDER AN ACTION ITEM: PARTICIPATION AGREEMENTS IN CONTINUED RESOLUTION OF THE OPIOID LITIGATION SETTLEMENT PROCESS

The Board met today at 1:01 p.m. for a meeting to discuss consideration of opioid monies, and to consider the following participation agreements as proposed by the Idaho Attorney General and Crueger Dickinson in continued resolution of the opioid litigation settlement process: Walmart,



West Ada

SCHOOL DISTRICT

September 14, 2021

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

RE: Willowbrook Master Planned Development, PUD-21-02

Dear Planners:

West Ada School District has experienced significant and sustained growth in student enrollment during the last ten years. Applying our Student Generation Rate (.7 per SF dwelling unit), to the Willowbrook Development we predict these homes, when completed, could house 1133 school aged children. This breaks down to approximately 523 elementary, 261 middle school, and 348 high school students. A closer regional analysis of students in the area shows a lower SGR of .58 per single family dwelling. This estimate indicates the number of school aged children may be closer to 938 in total, or approximately 433 elementary, 217 middle school and 289 high school students.

Approval of this development could affect enrollments at the following schools in the West Ada School District:

	<u>Current</u> <u>Enrollment</u>	<u>Capacity</u>	<u>Approved prelim plat parcels per</u> <u>attendance area</u>
Star Elementary	614	650	2900
Star Middle School	830	1000	8148
Eagle High School	1805	1800	5145
Galileo STEM Academy	739	775	N/A

West Ada School District supports economic growth. 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.

Residents cannot be assured of attending the neighborhood school(s) as it may be necessary to bus students to available classrooms across the district. We ask that you encourage the developer to provide safe walkways, bike baths and pedestrian access for our students.

Sincerely,

Marci Horner
Planning and Development Administrator

To: Mayor Chadwick, Councilman David Hershey, Councilman Kevan Wheelock,
Councilwoman Jennifer Salmonsens, Councilman Kevin Nielsen
From: Citizens for Star
Subject: Questions the City Council might ask Willowbrook

April 13, 2023

Dear City Council,

We know it is a lot of work for you to get ready for major development discussions like this one. Here is a list of questions you might ask Willowbrook to get the discussion started.

Respectfully,

The Citizens for Star organization

Anadeane Galbraith 9758 W. Lanktree Gulch Road, Star

Cherie Shields 9947 W. Lanktree Gulch Rd., Star

Rochelle Henson 5233 N. High Prairie Place, Star

Lisa Priapi 10325 W. Lanktree Gulch Road, Star

Sabrina Newberry 9909 W. Lanktree Gulch Rd., Star

Sara Kalfas 4241 Cowboy Lane, Star

Kyriacos Kalfas 4241 Cowboy Lane, Star

Richard Moore 25385 Desert Springs Circle, Star

Monte Smith 10257 W. Lanktree Gulch Road, Star

Traffic

1. Did the TIS include event traffic for golf course tournaments?
2. Did the TIS include commuter traffic to and from Emmett, cutting through the development to Middleton and points west on HWY 44?

Roads & Traffic

1. The TIS indicates that the main roads in Hillsdale would need to be repurposed from country roads to collector roads. Which are planned to be 5 lanes? What will the others be? Will road widening necessitate taking private property for road use?
2. Where is Wing Road going to intersect W. Lanktree Gulch Rd.?
3. Where are any Letters of Intent between Willowbrook, BLM, Governor Little, ACHD and ITD regarding the rights of way for Aerie Way, and Wing Rd.?

Zoning and Special Transitional Overlay Districts

1. What special Setbacks and Lot sizes will be enforced next to the Hillsdale and Monument Ridge developments?
2. Is it the intention of the council to enforce the setbacks described in the municipal code and Comprehensive Plan?
3. Is it appropriate to consider an R2 proposal for this development even though The Comprehensive Plan has shown this area to be designated R1 for the last year?

Golf Course

1. Who would be the owner of the golf course?
2. What would the hours of operation be?
3. What would the hours of operation be for the Clubhouse Bar, Restaurant, and Events?
4. What is the backup plan, in the event that the golf course has a business failure?

Water

1. Where is the emergency water tank going to be situated in the new development? What will its capacity be? It doesn't appear on the plan.

Sewage

1. If treated sewage water is pumped up the hill from Star, will it be used to recharge the aquifer for drinking water?

Schools

1. There doesn't appear to be any land allocated for any schools. This is a change from the last application. Where are the additional estimated 984 students going to go to school?

To: Mayor Chadwick, Councilman David Hershey, Councilman Kevan Wheelock,
Councilwoman Jennifer Salmonsens, Councilman Kevin Nielsen

From: Citizens for Star

Subject: Questions the City Council might ask Willowbrook

April 17, 2023

Dear City Council,

Attached to this letter are our comments on the Proposed Development Agreement Submitted
by Willowbrook

Respectfully,

The Citizens for Star organization

Rochelle Henson 5233 N. High Prairie Place, Star
Richard Moore 25385 Desert Springs Circle, Star
Cherie Shields 9947 W. Lanktree Gulch Rd., Star
Lisa Priapi 10325 W. Lanktree Gulch Road, Star
Anadeane Galbraith 9758 W. Lanktree Gulch Road, Star
Sabrina Newberry 9909 W. Lanktree Gulch Rd., Star
Sara Kalfas 4241 Cowboy Lane, Star
Kyriacos Kalfas 4241 Cowboy Lane, Star
Monte Smith 10257 W. Lanktree Gulch Road, Star

Recording requested by and
when recorded return to:

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

(Space Above for Recorder's Use)

DEVELOPMENT AGREEMENT Willowbrook Golf Community

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 Willowbrook Development, Inc., an Idaho limited liability company and hereinafter referred to as "Owner".

WHEREAS, Owner owns parcels of land totaling approximately 726.6 acres in size, currently located within Ada County, zoned RR, and more particularly described in **Exhibit A** of Ordinance _____, which is attached hereto and incorporated by reference herein (the "Property");

Incomplete. What Ordinance? Blank spot in form.

WHEREAS, Owner requested that the Property be annexed into the City, be rezoned, and be developed in accordance with the applicable ordinances and regulations of the City and this Agreement.

How is the application in compliance with the applicable regulations? The project does not comply with the Comprehensive plan specifically in the density. Also, golf courses in R zoning designations of the Municipal Code require a Conditional Use Permit.

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;

Section 67-6511A, Idaho Code

(c) The governing board shall analyze proposed changes to zoning ordinances to ensure that they are not in conflict with the policies of the adopted comprehensive plan. If the request is found by the governing board to be in conflict with the adopted plan, or would result in demonstrable adverse impacts upon the delivery of services by any political subdivision

providing public services, including school districts, within the planning jurisdiction, the governing board may require the request to be submitted to the planning or planning and zoning commission or, in absence of a commission, the governing board may consider an amendment to the comprehensive plan pursuant to the notice and hearing procedures provided in section 67-6509, Idaho Code. After the plan has been amended, the zoning ordinance may then be considered for amendment pursuant to paragraph (b) of this subsection.

We think that this means that the City can stipulate amendments to the development plan where it is deficient in providing necessary infrastructure for city services such as police and fire protection or necessary schools. We have pointed out in a separate letter where these plans are lacking or non-existent.

The density of the residential uses and commercial developments are not appropriate for the area. The existing neighborhoods are rural residential.

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 and developed in accordance with this Agreement;

Disagree; the Proposed Agreement is Conceptual in nature, incomplete and in violation of City Municipal Code and the Comprehensive Plan. It may also be contrary to ACHD, ITD and CHD4 guidelines. Promise to adhere to ACHD guidelines is covered in paragraph 2.6 of this document.

WHEREAS, the parties agree to the zoning designation for the Property as described herein;

Disagree: the current Comprehensive Plan Map was approved on June 7, 2022. It designates the northern hillside and mesa area as LDR (maximum 1 unit per acre). This would be consistent with RR or R-1, with special transition overlays to protect the existing housing developments from encroachment by developers. R-2 runs counter to this guaranteed protection. How long after the Comprehensive Plan was amended will Developers be allowed to propose zoning that overwhelms existing housing and road infrastructure? Was there a City hearing wherein a special R-2 zoning was agreed to by the City Council, even though the Comprehensive Plan changed the land use to LDR (maximum 1 unit per acre)? Where is the documentation for this decision?

WHEREAS, a Request for Annexation and Zoning of the Property to R-2-DA was made as File No. _____, which applications were approved on _____, 2022; 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;

We think this is self-serving and untrue. To us, no mitigation of adverse impacts of the development are in evidence in the plan. It makes the Special Transition overlays meaningless. And there is no mitigation in evidence that the development will happen in a manner consistent with City Ordinances, the Comprehensive Plan and the adjustments for the Special Overlay areas.

There have been no mitigations proposed to mitigate adverse impacts of the development on neighboring properties. This is particularly concerning with the traffic impacts to the existing rural residential roadways. How are traffic impacts going to be mitigated? The TIS outlined several impacts that cannot be addressed in its current form with existing roadways in developed communities. This development is not consistent with City Ordinances and most importantly the Comprehensive Plan. The Findings for the Annexation and Zoning cannot be made.

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 Property described on **Exhibit A**, Owner is allowed to develop the Property as follows:

- Zoning Classification: The zoning classification of the Property shall be R-2DA.
- Strongly disagree. RR or R-1 are the only zoning classifications that are consistent with the LDR (max 1 unit per acre) density and would work with a like-kind development with the adjacent residences. ACHD requirements may make even R-1 difficult, given the Road and Traffic conditions revealed in the TIS.
- R1 or RR are consistent with the Comprehensive Plan Land Use of LDR (Max 1 unit per acre)
- The Owner shall comply with all city ordinances relating to the Property except as otherwise provided herein.

2.2 Site Design. The Property shall be developed in substantial conformance with the approved Conceptual Master Plan, a copy of which is attached hereto and incorporated by reference herein as **Exhibit B**.

This map is conceptual only, and not detailed enough for the Council to make an informed decision. Please refer to our letter and 36 inch x72 inch full-scale maps that were provided to the Council in shipping tubes. There are roads, school property and emergency water storage locations missing from this map. Viewing it at the 8 ½ x 11 scale is not informative.

Traffic impacts are also not addressed as well as the commercial designated parcel. What are the impacts of a commercial development to a rural residential neighborhood?

The conceptual plan does not give enough details to waive the required CUP process for the golf course.

- 2.3** Uses. The Property is hereby approved for a 175-acre golf course and associated clubhouse facilities. Any further residential or commercial uses on the Property may not proceed unless and until the Council approves a Preliminary Plat application and Planned Unit Development application and a modification of this Development Agreement to incorporate Council's conditions of approval on such subsequent applications and any updates to the Conceptual Master Plan. All future uses are subject to review requirements as stated within the Unified Development Code, unless specified within this Agreement.

The golf course is being touted as "open space" and is proposed as justification for the housing density for the rest of the development. But it is a separate commercial enterprise, not under the ownership of the HOA. It will be operated separately by Willowbrook or another buyer. In other developments, the open space is owned and maintained by the HOA, not used as "open space" and then converted to a commercial enterprise owned and operated by the developer.

How can you approve one section of this development without looking at the entire proposal and all of the impacts? Segmenting approval is dangerous and does not take into account the full impact the development has on the community and what mitigations are necessary.

What are the impacts from the golf course? What happens if the course fails in the future.? What protections do the neighbors and community have that this would not be converted to more homes or other uses not compatible with neighboring community?

- 2.4** Setbacks. The development shall comply with the standard setbacks for the applicable zone based on Unified Development Code in place at the time of preliminary plat approval unless exceptions are approved with a Planned Unit Development.

Not true. Refer to the full-size map and letter you each were provided. There are set-back violations of code in the smaller lots, which comprise 135.8 acres of the total. Special Transition Overlays are ignored. These areas should provide for greater setbacks, not less.

Development should comply with R1 not R2 zoning.

- 2.5** Proportionate Share 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. Owner will pay the traffic mitigation fee determined by the Idaho Transportation Department (ITD) as follows: Owner will pay the City the determined amount for Residential per buildable lot within each phase prior to signature on the final plat for the applicable phase. Owner will pay the City the determined amount for Commercial prior to issuance of a building permit. The City will allocate the funds to roadway improvements in the vicinity of the project. Owner 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.

- 2.6 Compliance with ACHD Conditions.** Owner will comply with all site specific conditions imposed by Ada County Highway District (ACHD) based on ACHD's review of the Traffic Impact Study.

This is not possible, given that the traffic loading generated by the Conceptual Road system indicates that several existing Rural roads would need to be converted to 5 lane collector roads, which would necessitate road widening and encroachment into existing private property, most of which have driveways that back onto these collector roads.

This needs to be specifically proposed, outlined and reviewed prior to any approvals. There are too many impacts to the existing community and roadway system to “kick the can down the road”. The impacts and mitigations need to be identified and addressed before any approvals.

- 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 fails 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.

What are the repercussions of Owner defaulting on the final agreement? It doesn't stipulate that here. This needs to be agreed in this document before approval is given.

- 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.

It doesn't say what the penalties are, just that the Owner may take out a bond. Who "estimates" the cost of completion of the defaulted acreage?

Section 3. Affidavit of Property Owner. At the City's request, Owner shall provide an affidavit agreeing to submit the Property to this 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.

Disagree. When a default happens, all undeveloped non-golf course property should revert to the zoning currently part of the Comprehensive Plan, which is R-1. However, if the development of the golf course is deemed to be in default by the City Council, the vacant land should not revert to any zoning as the land was already used to justify the density proposed as open space. Filling it up with houses would increase the density, road loading, and traffic beyond the ACHD loading limits.

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.

Again, the golf course should revert to R0, or open space, as it was used as open space to justify the housing density proposed.

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.

This is unclear. Let's look at an example. If Aerie Way and/or Wing Road become unbuildable for any reason, the developer, under the terms in this section, would still be able to complete the same number (1094) of houses, even though there would be no way for the roads to handle the increased traffic.

This is why we need mitigation measures before any approvals.

Section 6. Assignment and Transfer. After its execution, this Agreement shall be recorded in the office of the County Recorder at the expense of Owner. 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 owners 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.

There should be a section in the Development Agreement that delineates a path of resolution in the event of a Business Failure of the Golf Course. This section should state that the golf course should remain a golf course in perpetuity unless there is a business failure. In that event, the City of Star should be deeded the golf course for the express purpose of maintaining it as a public park. This is what lawyers do, and it should be agreed in this Development Agreement.

Section 7. General Matters.

7.1 Amendments. Any material 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.

Mr. Nate Mitchell has stated in public meetings that anything impacted citizens wanted would have to be part of the Development Agreement, or it would be ignored. Therefore, we request the following to be added to this Agreement:

1. Country Rural Residential lot size of 1 acre minimum
2. No road widening of existing roads.
3. Road traffic loading to meet ACHD and ITD standards
4. Berm buffer protection on all new or modified entry/exit roads
5. Asphalt networked walkways, trails, pathways, bike paths linked with the planned paths of the Star Transportation and Pathways Committee.
6. The golf course ownership will be held in an irrevocable Trust, citing the City of Star as the beneficiary owner if the course experiences a business failure. The City will be instructed to not develop the property for additional housing, but will manage and maintain the golf course as a public park.
7. Use 100% treated wastewater for irrigation of the golf course.
8. Using treated sewage water to recharge the aquifer is expressly forbidden. No one wants to drink treated water that has been recently dumped into the source of our wells.

9. Willowbrook will remediate any effects on Hillsdale and Monument Ridge wells and water infrastructure damaged or incapacitated due to Willowbrook's development.

10. Willowbrook will not allow golf course parking to overflow into surrounding Hillsdale and Monument Ridge neighborhoods.

11. Hillsdale and Monument Ridge HOAs will get approval and sign-off on the CC&Rs of the new Golf Course Community.

12. All construction vehicles will access the planned development at the CanAda Rd./Purple Sage intersection to minimize the impact on the Hillsdale and Monument Ridge communities.

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:	Willowbrook Development, Inc. Attn: Richard M. Phillips 210 Murray Street Garden City, ID 83714
and with copy to:	Deborah Nelson Givens Pursley LLP 601 W Bannock St Boise, ID 83702

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.

[end of text; signatures follow]

Letter to the City Council

From: Citizens for Star

April 21, 2023

Subject: Response to Willowbrook's narrative statements

Dear Mayor Chadwick, Councilman Hershey, Councilman Wheelock, Councilwoman Salmonsén, Councilman Nielsen,

We have been asked by the city council to ensure that our points are truthful, factual, and accurate when discussing our issues and concerns with the Willowbrook proposal. Upon review of Willowbrook's updated application narrative, the applicant made many claims without any factual data to back up these claims. We ask that the city council hold Willowbrook to the same standards that you have requested the public adhere to in addressing the City Council.

Here is a list of statements made from the narrative that we find highly inaccurate.

- The applicant stated in his application materials "The housing variety will be aligned to be compatible with surrounding residential development."
 - This statement is not true.
 - The applicant is proposing a mix of lot sizes ranging from 3,600 square feet to one acre with a majority of the lots being between 3,600 square feet and 12,000 square feet in size. This is not at all compatible with the area and the existing homes which are approximately 20 years old. The existing area is a minimum of 1 acre lots up to 10 acre lots. If the development is to be compatible with the existing development the lots sizes should be a minimum of one acre in size. This would be "compatible with the surrounding residential area".
 - Additionally, if you look at the typical lot sizes and housing types the applicant provided, most look nothing like what is existing in the Hillsdale Estates and Monument Ridge developments. **The net density of 3.48 du/a is not compatible with the existing neighborhood.**

- The applicant also states "Thirty-one acres of buffer parkways and grassy areas"
 - What exactly is provided within these areas? The proposed lots will be much smaller than the existing lots and will need active recreation areas. Where are the proposed parks? How will Hillsdale's private open space be protected from neighbors who do not pay for the maintenance of these amenities?

- The applicant states "all within a beautifully landscaped and highly amenitized development, connected with bike and pedestrian pathways."
 - However, the application provides little to no details on amenities. Trails only seem to be provided where the terrain is too steep to build on with no connectivity throughout the neighborhood. What and where are the amenities?

- The applicant states that the golf course will be “the focal point of the Willowbrook community”
 - If you look at the conceptual master plan, you will see most of the golf course will be surrounded by very small lot homes, which do not blend with the existing rural neighborhood. The new residents in these homes will be the only ones to actually see the course.

- The project description letter requests: “The golf facilities are requested to be approved as part of the Development Agreement in lieu of a conditional use permit.”
 - We strongly disagree with this request. No preliminary plans of the proposal have been provided and there is little to no information in the DA regarding the golf course, how it will be run and what will happen in the future if for some reason the course fails. All of this should be reviewed as part of a Conditional Use Permit where specific conditions would be put on the project. There is not a reason to make an exception to the Code.

- “Willowbrook’s Conceptual Master Plan includes approximately 110,000 SF of neighborhood commercial space to eventually include convenient services and retail opportunities for area residents and visitors.”
 - The existing neighborhood is rural residential with large lots, hobby farms, livestock, etc. Commercial development is not compatible with the existing neighborhoods. There are few details on the proposed development and the impacts to the neighborhood.

- “The planned future commercial uses will not occur until and unless approved as part of the future preliminary plat and PUD applications.”
 - However, the applicant is requesting the land be annexed and zoned at this time without a thorough review of the impacts these uses will have on the existing neighborhood in the future. More information is needed before this application can be approved.

- “Willowbrook’s Conceptual Master Plan includes land for civic uses, including sewer, fire/police/EMS services, that will provide improved safety and services for all adjacent residents.”
 - This claim is made without any details of what type of uses, where they will be located and how they might impact the neighboring existing residences.

- Access/ Roads – “Primary access to Willowbrook is planned at Can Ada Road on the West, with a residential collector and spine road running east-west, and additional points of access at Wing Road and W. Deep Canyon Drive. In later phases, a future road extension is planned to connect to a new Highway 16 access northeast of the site. Public and private roads will provide residents with circulation throughout the development. A

traffic impact study and associated review by ITD and ACHD will be required with the Preliminary Plat application.”

- Very few details have been provided on traffic. A TIS was completed, and this project will have major impacts to the existing rural roads within the existing neighborhoods. There is no discussion on how these impacts will be mitigated and no real solutions to the traffic issues. Nothing should be approved until the traffic impacts and mitigations are fully understood and acceptable to ACHD.
- Open Space and Amenities – “The featured amenity in Willowbrook is the 175-acre, 18-hole championship golf course, which includes a driving range and clubhouse amenities, and this will be provided as the first phase of the development, providing immediate public benefit.”
 - A golf course might be an amenity to some, but it is not Open Space. This golf course is a commercial use and it will be there for the residents to pay for and enjoy if they choose to spend their money there (like any other commercial use). The course will be privately owned and not a municipal course, so there is no public benefit where the City might own, maintain and offer green fees at a reduced rate. A public benefit does not exist.
- “Willowbrook meets all of the requirements for annexation and zoning. First, annexation and zoning to R-2 complies with applicable provisions of the Star Comprehensive Plan.”
 - The site is designated Low Density Residential (Maximum 1) unit per acre per the Star Comprehensive Plan Land Use Map. Compatible zoning designations for this land use are RR (rural residential) and R-1 per the municipal code. R-2 is not compatible.
- “The Project also includes a mix of commercial and residential development within a planned community that encourages walkability, addressing Implementation Policies 7.5(A) and (E).”
 - There is nothing in this application that discusses “encouraging walkability”. The project is isolated in the most northern part of the city (if annexed) far away from services. There is no comprehensive plan for trails and pedestrian connectivity.
- “This Project will provide needed housing and appropriate commercial development adjacent to that housing in an area with similar uses.”
 - There is nothing similar about the existing rural residential neighborhood and the dense suburban uses. As the applicant stated earlier in their application letter, they have not identified the commercial uses, so how do they know they are appropriate and similar. There are currently no commercial developments in the area, which is expected and consistent for rural residential development.

- “The master planned nature of the community – with the golf course, employment opportunities, access to services, and significant connecting pedestrian and bike pathways – will provide internal trip capture opportunities, minimizing external impacts on roads and maximizing quality of life. The commercial uses will benefit the City and all City residents with increased tax base and opportunities to access quality goods and services.”
 - There are no “significant connecting pedestrian and bike paths” proposed. The best possible commercial development would be a strip mall, not livable wage jobs. There is no possible way for the applicant to back up the claim that this project “will provide internal trip capture opportunities” from the very conceptual plans provided. The TIS has shown the huge impacts to the roadway system. This claim is simply not accurate.

- “All conditional use permit criteria in Star City Code are met.”
 - As required by the Municipal code this application needs to go through the required CUP process. There is nothing that warrants an exception.

- “The design, construction, operation and maintenance of the golf course uses will be compatible with the surrounding uses, and with the existing or intended character of the vicinity. The architecture will conform to and/or complement surrounding development, and the golf course uses are compatible with adjacent residential and recreational uses.”
 - The applicant has not provided enough detail to determine if the course is compatible with the existing neighboring rural residential development. No architecture, detailed site plan, or a detailed description of the operation has been provided. All these things need to be provided to determine compatibility and the need for conditions of approval, if approval is warranted.

- “The Willowbrook golf course and facilities will not adversely affect properties in the vicinity. The Project will enhance the property and aesthetic values of adjacent properties with beautiful and functional amenities and related services for area residents.”
 - There is nothing to back up this claim. There are no details to the proposal to determine if the proposed golf course would adversely affect properties in the vicinity.

- “The proposed golf course uses will not constitute nuisance activities of any kind.”
 - Again, no detailed description of the operation has been provided to determine if the use will constitute a nuisance. More information is required.

The site should not be annexed or rezoned until more information is provided and impacts and mitigations are determined. The project needs to comply with the Comprehensive Plan and ensure compatible one acre lots are developed. Traffic impacts must be addressed. A

Conditional Use Permit needs to be applied for to develop the golf course so the impacts can be reviewed and addressed.

Thank you,

The Citizens for Star organization

Rochelle Henson	5233 N. High Prairie Place, Star
Lisa Priapi	10325 W. Lanktree Gulch Road, Star
Richard Moore	25385 Desert Springs Circle, Star
Lisa Priapi	10325 W. Lanktree Gulch Road, Star
Anadeane Galbraith	9758 W. Lanktree Gulch Road, Star
Cherie Shields	9947 W. Lanktree Gulch Rd., Star
Sabrina Newberry	9909 W. Lanktree Gulch Rd., Star
Sara Kalfas	4241 Cowboy Lane, Star
Kyriacos Kalfas	4241 Cowboy Lane, Star
Monte Smith	10257 W. Lanktree Gulch Road, Star

Shawn Nickel

From: Craig Jackson <craigjackson9@icloud.com>
Sent: Monday, April 17, 2023 7:03 PM
To: Shawn Nickel
Subject: Willowbrook

To the Mayor and city council

My name is Craig Jackson. I live in this valley since 1961 and here in Star the past 20 + years. I have seen the growth in this valley "roller coaster" multiple times. However, the past 5 years I have seen the most significant changes. I have had my discussions with those that oppose this project this past year. My entire working (45 years) life has been devoted to the golf course construction and maintenance industry. So, it goes without saying, not many in this valley know more than I when it comes to the topic of golf operations, design, and construction. I feel it's my responsibility to fact check those who have been spreading false information. In comparison, the 1000 homes proposed would use far less water than those 350 some homes in Hillsdale estates! The enormous landscapes and animal pastures suck far more water. In addition, the golf course will use effluent from the developments treatment facility, the city of stars facility or both. Hillsdale? Septic tanks and their drinking water from the aquifer. Not their aquifer, the valleys aquifer. Rural Hillsdale? Hillsdale isn't rural. Rural is 2 miles from downtown Star? Which direction is rural? I know every other direction except north towards Hillsdale 🤔. Rural use to be land between Eagle and Star in the 80's. I'm guessing most of those living in Hillsdale and surrounding areas moved here in the past 10 years. Desperately moving from other places to escape the crime, congestion, poor schools, and run down neighborhoods. Now that they have escaped, and have moved to my valley, they want to close the gates! I would be willing to bet, they all looked forward to the new Ridley's, Albertsons, Taphouse, Les Schwab, McDonalds , and many more businesses recently built in my backyard! They say they did not have a vote regarding the new homes and businesses in the city limits because they aren't annexed. So, do they truly have a say with respect to this project when they are county and not in the city limits? It has been their chose to annex over the years and have decided the opposite. They are part of the problem. Simply put, you can't throw rocks when you live in a glass house. Because I'm not an expert when it comes to developement layout , I'm only speaking in favor of a first class golf course design and a designer who I worked with in the past. I've watched the workshop videos and I know the the land owner and his representatives. They will meet the cities required expectations. After all, this complete build out estimated at 20 years? 30 years? Not the overnight buildout others want those who aren't informed to believe. The impact this golf course will have on this valley will be significant. I'm looking forward to the first shovel in the ground to driving my first tee shot! Absolutely breath taking views from the ridge over looking 18 meandering holes with a cold beverage in my hand. Cheers!

Thank-you
Craig Jackson
Lifetime valley resident

Sent from my iPad

From: [Dana DeChambeau](#)
To: [Trevor Chadwick](#)
Subject: Comments on Willowbrook development
Date: Wednesday, February 16, 2022 2:17:47 PM

Mayor Chadwick and council members Nielsen, Salmonsens, Wheelock and Hershey.
I am Dana DeChambeau. 12114 W. Craftsman St. Star
I am concerned about the Willowbrook development. My main concern that is not your responsibility but should be part of your review process, is the roads.
It seems very odd that with all this growth in our area that ACHD has not addressed the roads. We need wider roads with center turn lanes and sidewalks for ALL these new developments. I can't understand why ACHD cannot collect impact fees from the developers and get roads improved even prior to the build outs. I dare you to walk along Floating Feather between Pollard and Munger. Or parts of New Hope with no sidewalks.
I hate to compare to Boise, but the Boise sewer district collects HUGE impact fees from every building permit. I am not sure where this money goes but that's another story. As a contractor this was always a shock for people building commercial businesses.
I realize you have many more concerns like water, sewer, policing etc. etc.

Thank you for your time Dana

Trevor Chadwick

From: David Rockwell <davidandlizann@gmail.com>
Sent: Friday, February 11, 2022 5:12 PM
To: Trevor Chadwick
Subject: Willowbrook Annexation

Sir,

It has come to my attention that once again developers are proposing that the City of Star annex approximately 1,554 acres and add over 4,000 single family homes and 593 townhomes. I would like to express a very strong opposition to this idea as the homes in this area are generally situated on 2-10 acres or more and this high density does not fit into our community. I would also like to say that we are in a drought so why keep adding homes that will be a further drain on our limited resources. It is also my understanding that a golf course is being proposed which will certainly use a great deal of water and I might add that there is already a golf course within only a few miles from this proposed location. I am sure you have seen how poorly maintained our roads are currently and all these new homes with the cars that come with them will just add to the poor road conditions and worsening traffic.

If the city of Star is hell bent on this annexation then please do not allow the golf course and limit the number of houses to no more than one per 2 acres.

Thank you,

David and Lizann Rockwell

April 23, 2023

RE: Willowbrook Development Annexation & Development Agreement
File # AZ-21-12 Annexation-Zoning & DA-21-20 Development Agreement

Honorable Mayor and City Councilmembers,

I strongly oppose the Willowbrook Development project and encourage you to vote no on the annexation and development agreement. It increases the existing residential density from R-1 to R-2.

I moved into the Hillsdale Estates neighborhood to be surrounded by properties that are on a minimum of 1 acre. The proposed development agreement would drastically change the existing character of this neighborhood by building small homes which would be inconsistent with the existing R-1 zoning. There is no need to approve a development agreement since the applicant can build R-1 single family houses by right according to the existing zone.

I live in the Hillsdale Estates neighborhood directly across from Lanktree Gulch Rd. where small homes are proposed to be built on the exterior of the project (see red highlighted area in attachment). The Hillsdale Estates neighborhood is zoned R-1 which is intended for single family houses on 1 acre lots. Page 2 of the applicant's Narrative states: "**Higher density lots will be located on the interior, while larger estate lots are located along the outside adjacent to existing homes.**" The proposed plan shows the opposite. There are many smaller homes proposed on Lanktree Gulch Rd. which is directly adjacent to our neighborhood. This is the KEY ISSUE: smaller homes MUST BE on the interior of the project, and NOT on the exterior.

I strongly recommend that you change the 6k-9k residential homes proposed on Lanktree Gulch Rd. to 1 acre or 20,000/sf to be consistent with the rest of the proposed development. Additionally, I do not support development of any "patio homes", even if they are located on the interior since these lots are simply too small for this neighborhood and will impact traffic and quality of life.

Although golf courses are being shut down nationwide due to declining membership and the cost to maintain them, I do not oppose the golf course unless it will deprive the Hillsdale Estates residents of future water well resources. This is something that should be explored since R-1 residential development would have a much less impact to the existing water source. I support any residential development consistent with the current R-1 zone where single family houses will be built on 1 acre.

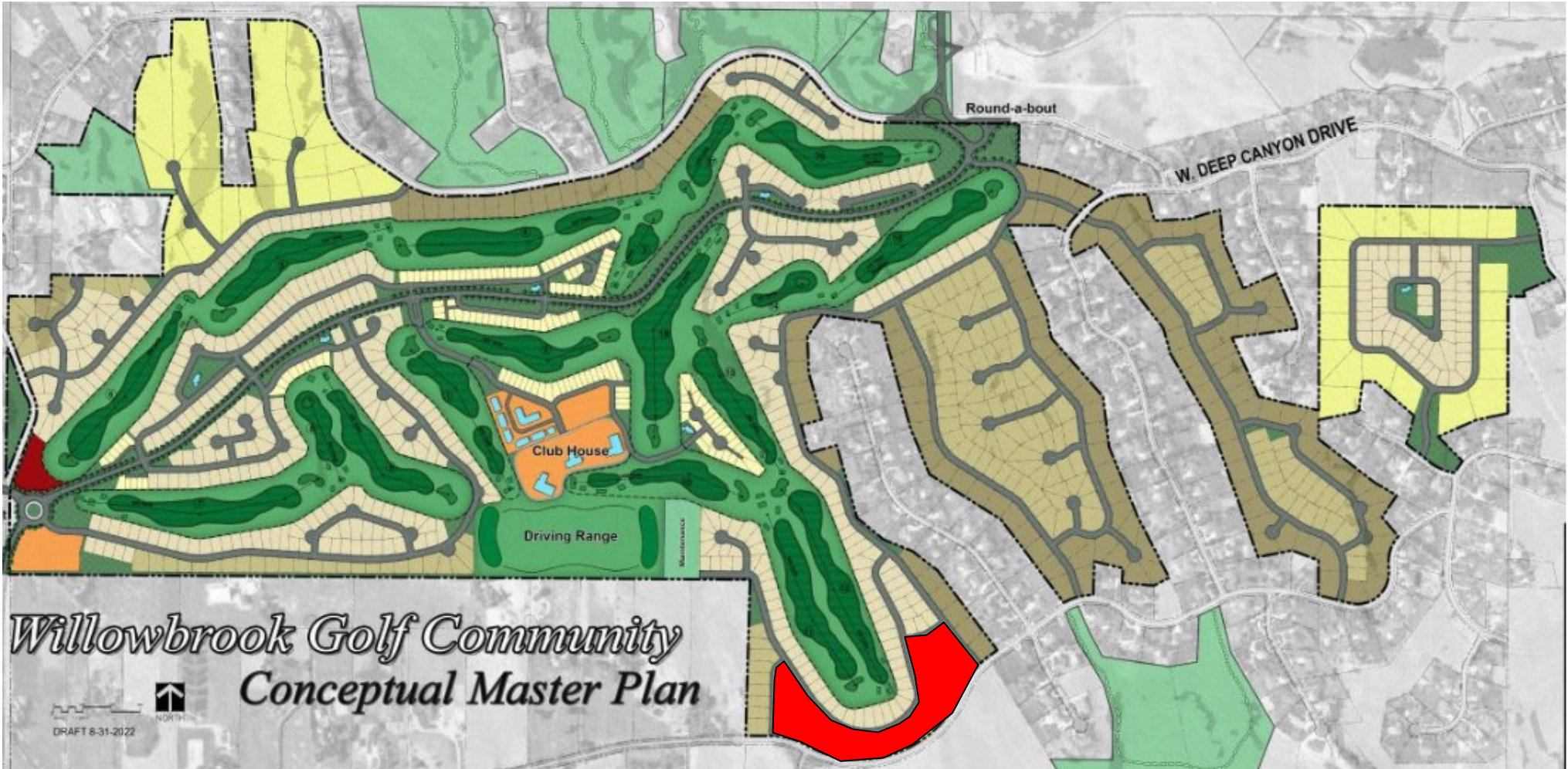
Should the City Council desire to move forward with this project, please consider approving the project with: **A condition of approval to remove the exterior small 6k-9k homes on Lanktree Gulch Rd and replace them with minimum 20,000 square foot homes.** This should not be an issue for the applicant since their updated Narrative states: "**Higher density lots will be located on the interior, while larger estate lots are located along the outside adjacent to existing homes.**"

Thank you for your consideration.

Sincerely,

David Welch

4635 N. High Prairie Pl.
Star, ID 83669



*Willowbrook Golf Community
Conceptual Master Plan*

DRAFT 8-31-2022
NORTH

**AREA IN QUESTION NEXT TO LANKTREE GULCH
PROPOSED CHANGE TO R1**

Shawn Nickel

From: Debbie Allen <dsallen5@icloud.com>
Sent: Monday, April 24, 2023 7:22 PM
To: Shawn Nickel; Trevor Chadwick; Kevin Nielsen; Jennifer Salmonsens; Kevan Wheelock; kdhershey@staridaho.org
Cc: Stevie Allen
Subject: Willowbrook Development Zoning

April 23, 2023

Dear City Council,

We have been residents of Hillsdale Estates for almost eight years and are very concerned about the proposed development as currently outlined by Willowbrook Development, Inc. We are in total agreement with the letter submitted to you by the "Citizens for Star" on April 12, 2023, but would also like to emphasize just how important this upcoming city council decision is - not just for the Hillsdale and Monument Ridge residents but for the city of Star as well. Please note that we are not opposed to Willowbrook developing the surrounding land. We are just asking that they develop the land as the area was originally intended - one acre and above lots.

City of Star Current Comprehensive Plan

Although the current comprehensive plan calls for areas like Hillsdale/Monument Ridge to maintain a rural feel with an R-1 designation, we understand that Willowbrook is asking for approval under the prior comprehensive plan (allowing for an R-2 designation) in place at the time of the original submittal. Although the "Citizens for Star" letter goes into great detail citing specific paragraphs, the current comprehensive plan is clearly more relevant to the vision of the city, its citizens and especially the residents of the affected area. To not base approval on the newest council vision would be a great disservice to the entire community.

Road Capacity and Traffic

Per the Willowbrook sponsored traffic study, the vast majority of surrounding roads and intersections are woefully unable to handle the additional traffic due to increased development population and changing traffic patterns. The "Citizens for Star" letter poses some very interesting and important questions that the traffic study didn't appear to consider. Has traffic coming from Emmett "shortcutting" through the development been estimated? Has any of the intersection or road remediation to meet ACHD requirements been confirmed or, for that matter, even proposed? Has any funding been allocated for those types of improvements which are critical to moving forward with any development of this size in addition to all of the other developments already in progress.

Schools

Developments cannot be approved to the detriment of the existing community, including the city of Star and the unincorporated areas. Without an agreed upon detailed plan between the school district and the city and commitments of land and buildings from Willowbrook, current Star students as well as the projected 1,000 new students will be adversely impacted with overcrowded schools and facilities. To say that a bond can be passed is never a sure thing and is less likely in today's economy.

Water

It's hard to imagine a scenario where the water accessed by Hillsdale/Monument Ridge is not impacted by Willowbrook, especially the proposed golf course. Hillsdale has already had water and well issues over the past few summers and certainly, Willowbrook's expansion will just exacerbate the current situation. Has anyone on the council actually done a legal review of the water rights Willowbrook currently owns and the impact to adjacent neighborhoods? Water is critical to all of us and being tied up in court over water rights might just be one of the many unintended consequences of a blanket approval.

Land

Living in Hillsdale, we are familiar with the open space that Willowbrook is hoping to develop. However, we have concerns that the enormous amount of grading necessary to render that open space buildable will cause damage to the adjacent, existing properties and homes. Have any land studies been done to confirm that no erosion or degradation of existing properties will occur? These areas are very ravine-like and will take substantial grading to become buildable.

To conclude, we are not opposed to Willowbrook developing their land as long as it is done in a thoughtful and cooperative manner, maintaining the original intentions of the neighborhoods when Richard Phillips first started Hillsdale. Patio and small lot homes, retail stores and connector roads are not the right path forward. We moved from Southern California for the land and space of Idaho and Southern California is now once again, staring us in the face...houses so close you can hold hands with your neighbors through your windows, residential roads so busy that you can no longer walk your dog or let your child ride his/her bike, and choosing city revenue and tax dollars over maintaining the lifestyle and beauty of this wonderful city and state.

Please make the right decision and do not approve this request as written. Do your homework. Ask the tough questions. Listen to those affected. Hopefully, you will come to the same conclusion as those of us who you've heard from.

Thank you for your time and consideration in this extremely important matter.

Sincerely,

Steve and Debbie Allen

Trevor Chadwick

From: Debi Shaklee <debishomes4u@yahoo.com>
Sent: Tuesday, March 1, 2022 1:23 PM
To: Trevor Chadwick
Subject: New Star Golf Course

I think the golf course would be a great addition to Star. You have my support.

[Sent from Yahoo Mail on Android](#)

Trevor Chadwick

From: D. Green <moondance_62@yahoo.com>
Sent: Tuesday, February 15, 2022 7:22 AM
To: Trevor Chadwick
Subject: Fw: Willowbrook development

----- Forwarded Message -----

From: D. Green <moondance_62@yahoo.com>
To: tchadwich@starid.org <tchadwich@starid.org>
Sent: Monday, February 14, 2022, 03:53:33 PM MST
Subject: Willowbrook development

Mayor Chadwick,

It has been brought to the Hillsdale Estate residents in the City of Star that not all of the information you have received for this proposed development is correct. There are many of us in this development that are very concerned about the amount of homes, townhomes and golf course being proposed in such a small space with very limited infrastructure to support all of the people Willow Brook intends to bring into "our quiet Estate living residents".

My husband and I specifically purchased our home here to get away from the congestion, noise, traffic and massive urban living with neighbors who can literally see into their neighbors homes. Needless to say we were misled gravely by the intended development.

After talking with numerous original owners, we have found out that this Property owner of Willow Brook personally went around to all of the Hillsdale Estate home owners and guaranteed each and everyone of them that he would NOT build any homes ON LESS THAN AN ACRE of property EACH. He promised to keep the atmosphere and integrity of this quiet country lifestyle. Now, not only has he lied to everyone in Hillsdale Residents, he is lying to you and the City council of Star. He intends to build over 6,000 homes on his properties with a Golf Course to boot. As if we need another Golf course when one in minutes down the road from where we live.

In addition, we are entering ANOTHER DROUGHT CONDITION YEAR! We have not had enough snowpack and rainfall to consider us "Normal" for water supplies, plus the hundreds of thousands who have moved to the Boise region in the last 1 1/2 yr has made a huge NEGATIVE impact on water supplies and massive amounts of traffic, accidents and infrastructure issues already! This doesn't even touch on how many massive new homes are being built in Eagle area is reaching to Stars borderline, and the City of Stars new home developments, which seem unending. It is beyond ridiculous how overly congested we have already become and NOTHING is being done about the roads and water issues.

All of the massive building needs to stop until you figure out how to accommodate all the cars, trucks, diesel trucks, RV's and everything else on the road with a proper, functioning infrastructure built before any more new construction for homes is allowed.

The Hillsdale area has 2 perhaps 3 ways in and out for us who live here. Deep Canyon Drive, Can Ada and Purple Sage which are all only 2 lane roads and have 25-35 mph speed limits. People race through here already and this will worsen if you allow this disaster of a development to be built!

It doesn't take a brain surgeon to understand how much water is needed daily for the upkeep of a golf course let alone a household. We, the residents, are surrounded by BLM property and the probability of fires starting all around us is a very real concern especially coming from California which was constantly on fire and climate change is a real threat! California allowed to much growth because of GREED and "never thought about the water sources or the roads" Thousands lost their homes and lives because of improper planning and solutions. If you allow all of this horrid, congested building, it weakens an already stressed out infrastructure which can not support anymore building and our water will be vastly depleted by an additional 18,000 people minimum, plus 750 thousand gallons a day just for a golf course...are you serious?

What if there is a fire surrounding us up in this area? The winds up in Hillsdale and other developments this area are fierce and can easily wipe out all of our homes in minutes before the fire department can get here. What if we have no water pressure because of all the NEW building YOU allowed. How will the fires be put out?. How will we all get out of here safely if we only have 2 or 3 ways out of here? Trying to get onto Hwy 16 and Hwy 44 is a Joke. Please actually consider and care for us residents, already here in Hillsdale and surrounding developments for our safety, concerns and livelihoods instead of more revenue for the City?

I welcome you to come and visit our area and talk to ALL THE ACTUAL PEOPLE WHO WILL BE NEGATIVELY AFFECTED BY THIS DEVELOPMENT. Don't turn beautiful Star Idaho into another Greedy, money hungry City/State. Again, I invite you to come and talk to us the residents and hear our stories, concerns and see for yourself the mess the developer wants to create.

Respectfully,

Diane Moya

Dana Partridge

From: Don Biava <dabiava@aol.com>
Sent: Wednesday, February 16, 2022 9:51 AM
To: Shawn Nickel
Subject: Willowbrook development

Don & Shawna Biava
25311 Shadow Circle
Star, ID 83669
(916) 396-6665
dabiava@aol.com

Greetings,

Please let me open this letter by stating we are NOT against development, only irresponsible development, which is what I believe the proposed Willowbrook development exemplifies. We are relatively new to the Hillsdale/Star Ridge area, 1.5 yrs, but we chose this area specifically for it's larger lots, larger homes and the openness of the neighborhood. The surrounding crop fields and common areas strategically placed around the development really contribute to a country feel.

Additionally, we chose Star because of it's small-town and charming atmosphere. We came from a very small ranch town in a nearby state. We have 3 school age kids and are currently business owners here in Star as well.

Obviously being residents of Star Ridge, we are directly affected by Willowbrook and felt compelled to speak out.

In the very short time we have resided here, I am extremely disappointed in what is fast-becoming of Star. The small-town feel is rapidly disappearing before our eyes with not only the insane pace of growth, but the monotonous small crammed-in tract homes by greedy developers with no regard to the existing area and it's residents. What is more disturbing is these projects are being approved by the city and it's planners. The term sell-out immediately comes to mind.

When I look at the proposed plan for Willowbrook, alls I see is more of the same. The plan does nothing to integrate into the current openness of Hillsdale development, but also the sheer size, which will virtually double the current population of Star is nothing short of irresponsible. A short drive around Star will confirm that the current roads and infrastructure are so far behind and getting worse by the day. The road constant closures/detours, dirt-dust-mud, noise, truck traffic, vehicular traffic, rapidly deteriorating roads, etc.

Another major concern for not only Willowbrook but the entire valley is water. The addition of not only that many new homes but a water-thirsty golf course is a major red flag. I don't think any expert in this field can state with certainty that our current water supply is adequate for a development of this size and future developments as well.

In closing, I feel the city of Star needs to participate in a building moratorium to allow for infrastructure catchup, but if this area must be future developed, I respectfully ask any plan approval be consistent with the current neighborhoods of Hillsdale/Star Ridge.

Best regards, Don & Shawna Biava

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)

6095 North Hill Point Way
Star, Idaho 83669
(541)89106109

Shawn Nickel

From: dbmdtb@aol.com
Sent: Monday, April 24, 2023 4:45 PM
To: Shawn Nickel
Subject: Willowbrook Development

To: Mayor Chadwick, councilmembers, Kevin Wheelock, Jennifer Salmonsens, David Hershey, Kevin Nielsen, City Director Shawn Nickel
From: Doug Braddock
Regarding: Willowbrook project!

4/24/2023

Hello all! After reviewing the current massive project that looks to increase the population of Star approximately 1/4 in size within an existing Rural development, not conforming to the STAR Comp Plan is very concerning! As it looks to turn Star into a mini-LA north! As it is currently proposed I am against this to be annexed!
Many concerns!

Points of concern:

Quality of life for the existing neighbors! Added environmental impacts, such as Noise, Air, and Light pollution, as well as possible ground, and water contamination! Not to mention listening to tractors, trucks, lifts backup beepers, and loud banging, and sawing from all the construction for the next 10 to 15 years in this encircled development, per prior meeting statements!

Water usage causing possible shortages, and existing well upgrades!

Massive traffic dumped into the existing Neighborhood's. Was the traffic study done when school was out and not account for the busses and other school traffic? Did it count the 1000 plus homes being built rite now on just Beacon light between Can-Ada and 16?! As stated in the city meeting ITD gives road ratings of F as pass! Wish the council would pass that a road needs to be at least a rating of C to better our community!

School needs, as around 1000+ new students, possible new Bonds and TAXES on all residents!

Open space, only a little hiking area off Wing Road, but no Parks with playgrounds or ball fields for family's and 1000+ kids, as not everybody is a golfer!

Operation of the course! Still not seeing enough parking for all the activities at the course? When would maintenance facilities be in operation as shows building next to existing homes?

Other phase! What if after this gets approved then they say now we want the other phase off Can-Ada to go, these road issues will get even worse?

Wildlife! Will be detrimental to all existing wildlife that roams freely as of now!

Not against development, just needs to be responsible and built to the STAR comp plan! So again I am against the current proposed annexation, needs to be matching the existing neighborhoods! Also not turning existing neighbors' roads into collector roads turning them into speedways!

Hope that you all will vote against this Willowbrook annexation in its current form!

Thankyou for your service to our community!

Doug Braddock
Trident Ridge resident!

RECEIVED
FEB 14 2022

BY: BN

February 11, 2022

From; Doug Stewart
5960 N. Golden View Ct.
Star, Idaho 83669-5363

To; Shawn Nickel
City Planning Director
Snickel@staridaho.org

Application #: AZ 21-12/DA-21-20/
PUD-21-02

Concerning the Willowbrook Development design and impact on the existing Hillsdale development, specifically proposed roadways. I'm a bit behind as a newer resident with health issues that slowed my involvement with Willowbrook. I applaud Mr. Phillips design and layout of Hillsdale. One acre plus sized lots using the natural ridges making this a really unique and outstanding development, assets that drew us to Hillsdale. But I'm now reminded of a project in the Mid-West where Lake Front Properties were sold: then the lake was drained and houses built in the lake bottom. Here we have Mr. Phillips crowning development and he's about to drain the lake! In their Aug 3 2021 Narrative to City Planning, Banbury Golf Course is held up as an example of how well his design works, along with the admission that Golf Courses are not money makers. Frankly I see little resemblance in the two designs. Banbury consists of mostly Single Family homes along roadways with the fairways in their back yards while Willowbrook looks more like a prison camp with separated cellblocks or a multitoothed squid. This lack of imaginative design is for another time. Considering that 4069 SFH, 593 TH/PH will create plenty of traffic, traffic that should have as little impact on Hillsdale as is absolutely possible, this letter points out a problem that's personal to myself and my neighbors.

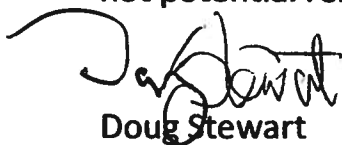
Enclosed

Attachment (1) Proposed Willowbrook Conceptual Master Plan with the area of concern marked A. They plan a South Exit from that square of 78 properties through the green area (marked in pink) onto a Dead End road, Golden View Ct., with eight houses whose kids ride their bikes and any other toys they have, people walk this street, walk their dogs, push baby strollers, play games, you name it, all because there's no traffic except for us residents and Amazon deliveries! In fact almost all the roads in Hillsdale are finger roads that dead end. The two planned outlets for the square of 76 lots is a northern outlet to Star Ridge

which turns into Golden View which is another Dead End. Their proposed Southern Exit would destroy our now pleasant Dead End street and frankly I question why? It makes no sense as this exit is less than one mile from the north exit, exits on our dead end street then out to Golden View, the same street the northern exit used, in order to get to Lanktree Rd.

On the same Willowbrook Plan #1, I propose that Willowbrook traffic routs on a path that does not disrupt our lifestyle and uses their own land. It makes so much sense I'm baffled they didn't think of it or would a lot be lost? It would appear to me that they kept this land bridge for just this purpose (Shown in Black). Done properly, the two Hillsdale properties can be spared from housing being backed up to their properties while keeping Willowbrook traffic on their roads. Anyone exiting South has only one intended road choice, Lanktree Rd. Using this simple change they now have the choice of Lanktree Rd south or Deep Canyon North, using Willowbrook roadways! One little common sense change. Willowbrook's wraparound concept will be damaging enough. I have a vested interest in this change as their proposed road dumps right into my driveway!

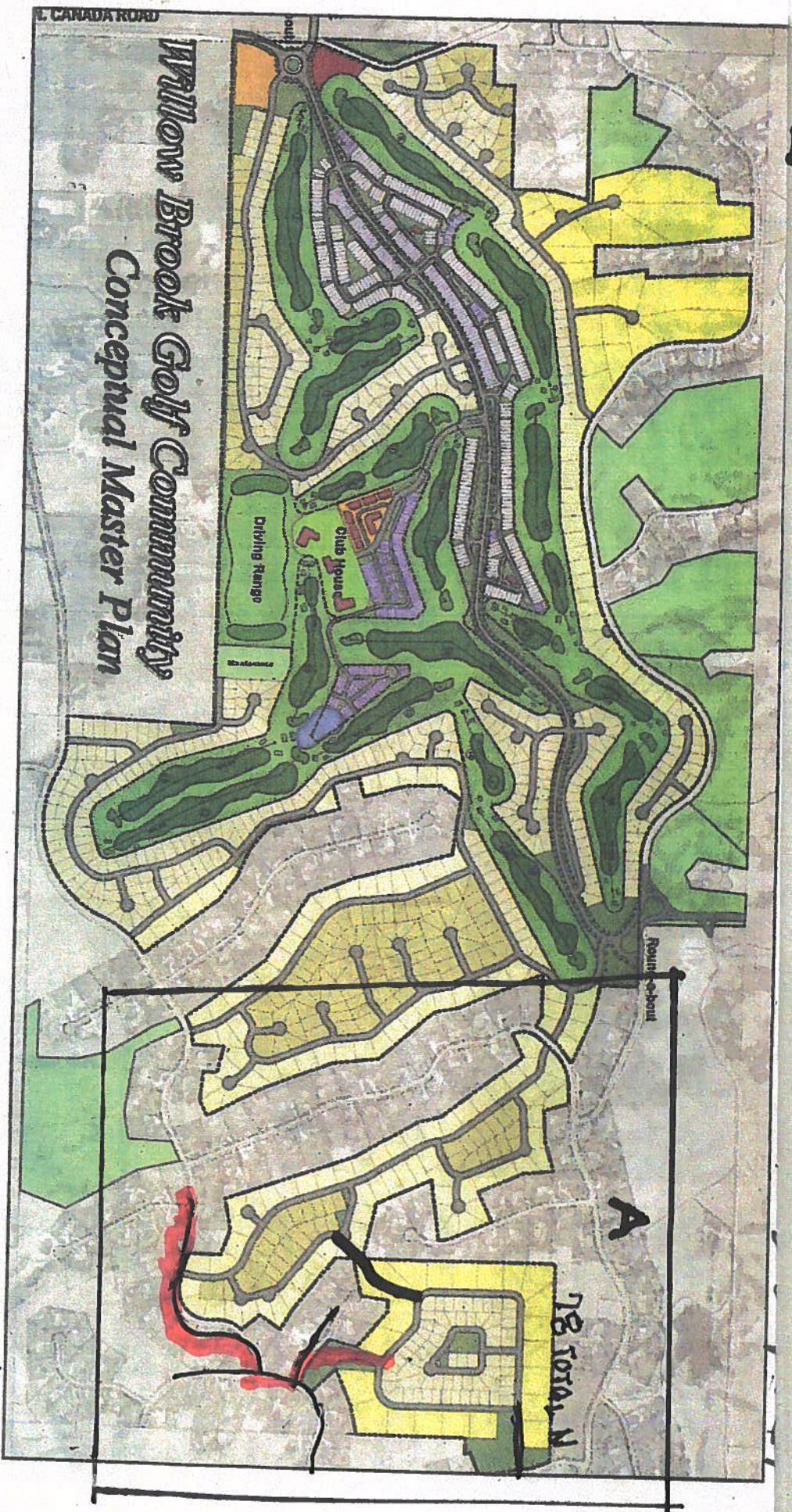
Frankly, a World Class Golf Course should be surrounded by World Class Housing, not potential rentals!



Doug Stewart

Attachment to letter from Doug Stewart 2/11/22

1 ONE



Willow Brook Golf Community
Conceptual Master Plan

Pink: Willowbrook plan

Black: My Proposal

© 2011 Willow Brook Golf Community

Trevor Chadwick

From: Dylan Spellman <dylanspellman2@gmail.com>
Sent: Tuesday, February 22, 2022 3:33 PM
To: Trevor Chadwick
Subject: New development

Hi, i am reaching out to say just how excited I am to see the Willowbrook Development/Golf Course coming to fruition. From past experience I can see what a new golf course can do for a small city, I can see this jump starting jobs as well as bringing more attention to the beautiful city of Star.

Thanks, Dylan Spellman

Shawn Nickel

From: Edward Kearney <Edward.Kearney@chequersfinancial.com>
Sent: Monday, April 24, 2023 4:47 PM
To: Kevin Nielsen; Jennifer Salmonsens; Kevan Wheelock; David Hershey
Cc: Trevor Chadwick; Shawn Nickel; Ryan Field; Ryan Morgan; Barbara Norgrove
Subject: Willowbrook Development
Attachments: The Kearney Family Willowbrook Ltr 42023.pdf

Hi Star Council,

As local concerned citizen of Star I have attached my letter of opposition regarding the proposed Willowbrook development.

Please take my concerns as well as the 100's of other families that will be impacted by this development project. This is too much too quickly for this small town. Taking a more thoughtful approach will be in everyone's best interest.

Thank you for your time and consideration.

Ed

Edward J. Kearney
Managing Partner
Chequers Financial Management
edward.kearney@chequersfinancial.com
www.chequersfinancial.com

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**The Kearney Family
4700 N Can Ada Road
Star, ID 83669**

April 24, 2023

Star City Hall
Star Council Members
10769 W State Street
Star, ID 83669

Re: Opposition to Proposed Willowbrook Development Next to Our Neighborhood

Dear City Council Members,

I am writing for the second time to express my strong opposition to the proposed Willow Brook development next to our neighborhood. As a resident of the community, I am deeply concerned about the negative impact this development will have on our neighborhood, particularly in terms of traffic issues and the potential perils of a retail development.

Firstly, the proposed development will undoubtedly cause significant traffic issues in our already congested area. With increased vehicular traffic from the large development, our local streets will likely experience even more congestion, resulting in longer commute times, decreased safety for pedestrians and cyclists, and overall inconvenience for residents. The current infrastructure in our neighborhood is not equipped to handle the additional traffic that will be generated by the proposed development, and it will have a detrimental effect on our quality of life.

My family and I already experience hazardous conditions leaving our driveway on Can Ada Rd. Cars and trucks are traveling at speeds well in excess of the stated speed limits. This does not seem to be addressed now and will only get worse as more people will need to travel via this road.

Secondly, the retail development that is proposed as part of the large development is a cause for concern. Currently it is positioned right next to my property with the back of the commercial units facing us. This is a huge disappointment that the developer would not place these strategically within their development to avoid unpleasant sites for the neighboring homes. It is crucial to consider the aesthetic impact of the commercial buildings on the neighboring residential areas. If the commercial buildings are not designed to blend harmoniously with the

existing neighborhood, they could be an eyesore for those living nearby, negatively affecting property values and diminishing the overall appeal of our community. We believe that commercial development should be placed within the Willowbrook proposed development, rather than right next to our residential area, in order to minimize the visual impact on our neighborhood.

As a community, we support responsible development that takes into account the needs and concerns of the residents. However, we believe that the proposed development in its current form will have significant negative consequences for our neighborhood. Therefore, we urge the City Council to reconsider the location of the commercial development within the Willowbrook proposed development and take steps to address the potential traffic issues and aesthetic impact on our community.

Thank you for considering our concerns. We respectfully request that you take these matters into serious consideration and take action to protect the interests and well-being of our neighborhood.

Sincerely,

Edward J Kearney

Edward J Kearney
4700 N. Can Ada Rd
Star, ID 83669

Dana Partridge

From: Trevor Chadwick
Sent: Sunday, March 13, 2022 7:20 PM
To: Dana Partridge
Subject: Fwd: Willowbrook Development

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From: Gary Brookshier <gbrookshier@criadvantage.com>
Sent: Sunday, March 13, 2022 4:06:39 PM
To: Shawn Nickel <snickel@staridaho.org>; Trevor Chadwick <tchadwick@staridaho.org>
Subject: Willowbrook Development

Shawn and Trevor, I understand you all will be considering the Willowbrook Development proposal in the near future. This project will include a PGA tour caliber golf course designed by Tom Weiskopf. A course of this quality will draw avid golfers throughout the region (including mediocre players like me) and has the potential to attract professional tournaments. I believe that a course of this quality would be an economic and reputation benefit to the city of Star.

While I certainly do not understand all of the issues that you will be considering in approving this project, on the basis of the quality of the proposed golf course, which could potentially become nationally ranked at some point, I would like to recommend the project.

Thanks,

Gary

Gary W Brookshier
Chairman of the Board
CRI Advantage Inc.
gbrookshier@criadvantage.com
Cell- 208-859-2000



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[CRI Advantage, Inc.](#)

GREG AND DEBORAH FISHER
5770 N HILL HAVEN PLACE
STAR, ID 83669

April 24, 2023

Mayor Chadwick
Star City Council Members
Planning and Zoning Director, Shawn L. Nickel
10769 West State Street
Star, ID83669

Re: Willowbrook Development and Annexation

Dear Mayor, Council Members and Planning and Zoning Director,

Thank you for the opportunity to again address the city council with some thoughts about the Willowbrook Development for annexation, zoning for R2 and proposed development agreement.

My husband and I have been property owners and residents in Hillsdale Estates for over 25 years. We are adjoining property owners of the 45 acres in the center of the original Hillsdale Estates Development. We have had the opportunity to experience both the challenges and benefits to living in a rural subdivision with low water pressure, costs of new pumps, increased traffic, beautiful views, wildlife and nighttime skies without much light pollution. We also had the opportunity to choose our building site and took into consideration that the acreage behind us could be developed in 15 years or more. We chose Hillsdale because homes were on larger lots instead of staying closer to the densely populated cities.

We know that Willowbrook, as the property owner, has the right to develop their property and are not opposed to that. We only ask that consideration be given to the type of development and zoning within the original Phase I and II of Hillsdale. Willowbrook was the original developer and marketed this area as 1-2 acre lots, mountain and valley views, parks, ponds, wetlands and acres of open space. We had assumed that their original intent would remain the same for the 45 acres that directly will impact our home and that of existing homeowners. R2 development does not match the original advertised intention of this area as evidenced in their attached marketing pamphlet. Willowbrook is currently proposing 89 lots for the 45 acres within Hillsdale, 22 one acre parcels and 67 single family 6000-9000 square foot lots. This number of housing will significantly impact existing homeowners, roads, use of open space, and ponds.

We do appreciate that the proposed map shows one acre parcels next to the existing properties on the perimeter of the 45 acres with most existing landowners having one house in their backyard. Our property will have two possible building sites impacting our views unless some considerations are included in building restrictions. If you look around the original development, most areas do not have backyard neighbors. Roads or open space separate housing. That is not the current proposed plan. It shows backyards without any type of buffer or open space between properties. I would ask that additional

restrictions include large setback requirements 50 feet on perimeter lots and only single story homes with no more than a 6/12 pitch on the roof and maximum of a 25 foot building height. If building rooftops are higher, views that we have enjoyed for so many years will be completely lost or obstructed. As it is, most of the pheasant, foxes, geese, badgers, turkey, and deer will probably be gone forever. CC&R's should be at least equal to those in the existing Hillsdale development. We hope the city council will help us ensure that we have appropriate CC&R's for this new development to include building restrictions, no livestock, no excessive exterior lighting glare, recreation vehicles storage or outbuildings not approved by an architectural review committee or HOA. We would ask that these items be included in the Willowbrook Development Agreement.

We are not opposed to the golf course development; however, we do believe that significant improvements will need to be made to West Deep Canyon Road. It is a rural street with no striping or sidewalks and currently in need of repair. There are plans for two new roads to alleviate some of the impact; however, that will not happen immediately and current Hillsdale property owners will definitely be impacted. Many people enjoy walking throughout the neighborhood and with all the additional development, and construction traffic, this is going to be a hazard. Not everyone will use CanAda Road. All new development within Hillsdale will impact our current roads and amenities. There will be no way to enforce or police others from using the trails and ponds within Hillsdale Estates.

In closing, we would like to see the 45 acre parcel in the middle of original Hillsdale Estates Phase I and Phase II reduced to R1 so that there is less negative impact and we can still enjoy some of the advantages of living in a rural area. Please keep higher density closer to the city center.

Thank you,

A handwritten signature in black ink, appearing to read "Deborah Fisher". The signature is fluid and cursive, with a large initial "D" and "F".

Deborah Fisher

General Information:

1 to 2-Acre Lots
Landscaped Entry
Community Water System *No Fee Necessary*
Natural Gas
Valley & Mountain Views
Each lot will be served with a domestic water system that will supply their household as well as their pressurized irrigation water.

Equestrian Center

The fully fenced Equestrian Club is located at the western end of the Central Valley for easy access to public lands. The Center will have a corral area with adequate grazing land, individual stalls and a large riding arena.

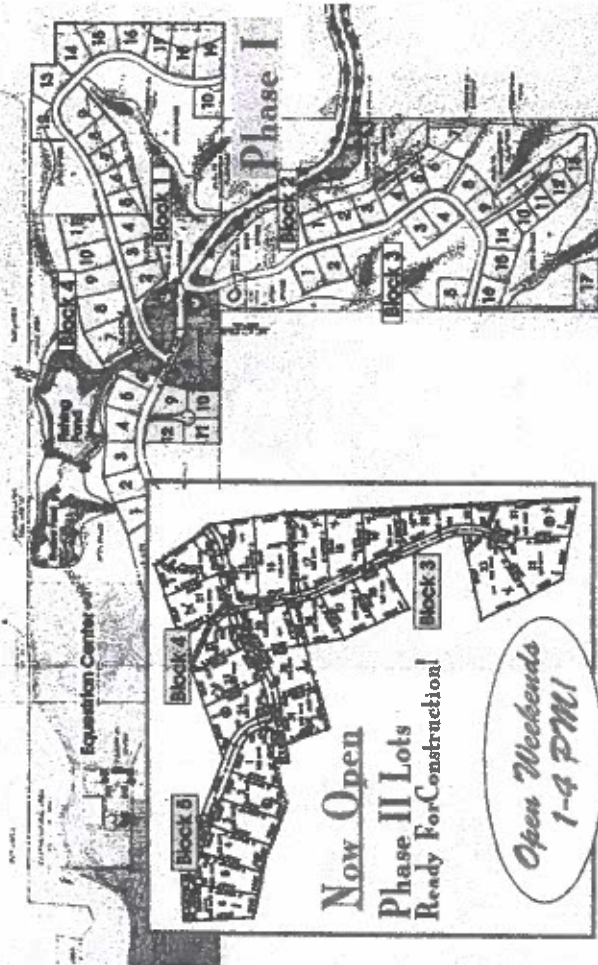
Direct access to public lands provides the opportunity to the outdoor users who wish to hike, bike or ride horses direct from their own development.

Fishing Pond & Wetlands

Included in the common area is a multi-acre fishing pond. The pond will be built and designed as a warm water fishery, on a catch and release basis. Also located to the west of the fishing pond is a wetlands pond, designed to attract water fowl and song birds.

Park & Activity

An additional multi-acre park area will be in the Central Valley of the project and will include playing field and picnic area, with some trail and water amenities.



Now Open

Phase II Lots

Ready For Construction!

Open Weekends
1-4 PM!

Contact Ron McConnell of
Jensen Real Estate for your
price list, CC&R's and all
development information,
including construction schedule.

Terms

Finance your lot with 25% down
and pay off the balance from
your construction loan!

Ridges & Valleys

The ridges and valleys provide excellent locations for building sites with beautiful valley and mountain views. The Central Valley provides building sites close to or adjacent to the parks, ponds and wetland areas.

Trails

The trail system is designed for pedestrian and mountain bike use.

These trails will be very informal and will connect the North Ridge, South Ridge and Central Valley.

Price List

Phase 1

Block 1 North Ridge/South Side

- Lot 1 Common Area
- Lot 2 Sold
- Lot 3 Sold
- Lot 4 \$45,000
- Lot 5 \$97,500
- Lot 6 Sold
- Lot 7 \$99,000
- Lot 8 \$72,500
- Lot 9 \$79,000
- Lot 10 Sold

Block 2 South Ridge/South East Side

- Lot 1 \$69,000
- Lot 2 \$75,000
- Lot 3 Sold
- Lot 4 \$79,000
- Lot 5 \$92,000
- Lot 6 Sold
- Lot 7 Sold
- Lot 8 Sold
- Lot 9 Sold
- Lot 10 Sold
- Lot 11 Sold
- Lot 12 Sold
- Lot 13 Sold
- Lot 14 Sold
- Lot 15 Sold
- Lot 16 Sold
- Lot 17 Sold
- Lot 18 Common Area

Block 3 South Ridge/North

- West Side
- Lot 1 \$67,500
- Lot 2 \$67,500
- Lot 3 \$65,000
- Lot 4 \$75,000
- Lot 5 \$69,000
- Common Area
- Lot 6 Park/Rec Field
- Lot 7 Common Area
- Lot 8 Sold
- Lot 9 Sold
- Lot 10 Sold
- Lot 11 Sold
- Lot 12 \$51,500

Block 4 North Ridge/North & East Side

- Lot 1 Sold
- Lot 2 Sold
- Lot 3 Sold
- Lot 4 Sold
- Lot 5 Sold
- Common Area
- Lot 6 Sold
- Lot 7 Sold
- Lot 8 Sold
- Lot 9 Sold
- Lot 10 Sold
- Lot 11 Sold
- Lot 12 Sold
- Lot 13 \$75,000
- Lot 14 Sold
- Lot 15 Sold
- Lot 16 \$75,000
- Lot 17 Sold
- Lot 18 Sold
- Lot 19 \$96,000

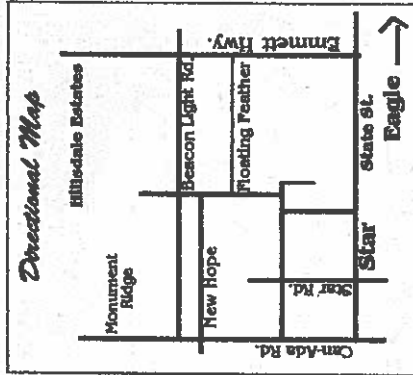


Welcome to a neighborhood, designed for families. With space to play and room to grow. With parks and pathways and acres of open space. Plus horseback riding, fishing, hiking and biking in the clear mountain air.



JENSEN
REAL ESTATE, INC.

Ron McConnell
Office: 939-4364 Mobile: 890-3545
360 E. State St., Eagle, ID 83616



ABIGAIL R. GERMAINE

251 East Front Street, Suite 300
Post Office Box 1539
Boise, Idaho 83701
Telephone 208 343-5454
Fax 208 384-5844
E-mail arg@elamburke.com

April 24, 2023

Via email to: snickel@staridaho.org

City of Star Idaho
City Council
c/o Shawn Nickel, City Planning Director
10769 W. State Street
Star, Idaho 83669

Re: Annexation & Zoning – Rezone Application, File No. AZ-21-12 and
Development Agreement DA-21-20
Formal Comments

Dear Mr. Nickel:

We represent the Hillsdale Estates Homeowners' Association, Inc. ("Hillsdale HOA"), a non-profit corporation, with a mailing address of 8919 W. Ardene Street, Boise, Idaho 83709. The Hillsdale Estates are located in Star, Idaho, and are adjacent to the proposed Willowbrook Development ("Willowbrook"), the subject of these formal comments. The Hillsdale HOA has numerous concerns regarding the Application and File No. AZ-21-12 and DA-21-20 (collectively "Application") and the potential impacts it may have on Hillsdale Estates property and adjoining properties. The following provides an outline, but is not exhaustive, of the Hillsdale HOA's concerns and the issues they would like brought to the Star City Council's ("City Council") attention in considering this development:

1) Incomplete/Inaccurate Application

It is our understanding that Willowbrook is seeking approval of an Annexation and Rezoning (AZ-21-12) and Development Agreement (DA-21-20), and a public hearing is scheduled for the matter on May 9, 2023. It is presumed this is the approval being sought based on Willowbrook's amended Application, which revised the proposed development and sought-after approvals. This Application was resubmitted on June 23, 2022. Pursuant to the city of Star's ("City") correspondence dated September 27, 2022, to Nate Mitchell, with A+E Construction LLC, on behalf of Willowbrook, the revised Application seeks Annexation & Rezoning and approval of a Development Agreement but withdraws the Planned Unit Development (PUD-21-02) portion of the Application. The revisions also focus on the Ada County portion of the proposed project and a revised narrative with new conditional use verbiage for the development agreement.

Based on the information in the record, contained on the City's website, and the Willowbrook Development Information—Public Hearing information page—there is (a) a substantial lack of relevant information for the City or the public to ascertain serious questions of services, traffic, and infrastructure, including detailed information which would typically accompany conditional use applications; (b) many pages of irrelevant information to the Application and the criteria of determining whether an annexation and rezone should be approved; and (c) a lack of clarity as to whether Willowbrook is actually seeking approval at this time for the two hundred eighty-four (284) single family homes and forty-eight (48) condos or just the golf course.

The revised Application only includes seven (7) pages of actual narrative and a generic "Conceptual Master Plan" while the remainder of the Application contains thirty (30) pages of legal descriptions, almost forty (40) photos of irrelevant potential house designs, and typical lot sizes. Pursuant to Star City Code 8-1B-1: Annexation and Zoning; Rezone, a "development agreement, building elevations, including front and rear (when backing up to a collector or arterial street), and concept plan shall be required for any annexation or rezone to a commercial, mixed-use or residential zone or use" This information is lacking.

In fact, there is not even a map which shows what the new boundaries of the City would be, compared to where they are now, for the public to evaluate. The sewer and water plan is one page. There are no details on any of the conditional uses proposed as part of the development agreement. The Application contains information such as housing types, etc., which are not relevant to the Application as amended. If the City Council approves this Application, is it approving all of the almost forty (40) pages of housing types attached?

In addition, to the extent the Application also seeks approval of a Development Agreement (DA-21-20), the development agreement was actually not included in the submitted materials by the Applicant and was then posted on the website by City staff in December 2022, without any comment or negotiation to the proposed development agreement terms, and now contains the "Conceptual Master Plan" attached as Exhibit B, which is essentially asking for approval of several conditional uses in certain areas without adequate notice to the public that such uses are conditional (more discussion below). The Development Agreement, as a whole, appears completely inadequate, especially in providing the typical conditions for approval of several conditional uses which should be evaluated by the public, such as height and connectivity conditions.

Additionally, the Conceptual Master Plan attached as Exhibit B to the Application, shows lot lines, lot sizes, and densities. If City Council approves this Application, is it also approving the lot lines, lot sizes, and densities? The Applicant withdrew its original preliminary plat application, but appears to be attempting to receive preliminary approval of the lots by leaving this detail in its accompanying materials.

There is an overall lack of transparency and clarity with this Application and process. For the City to approve it at this time without sufficient information would be contrary to the requirements of City code and state law.

2) Lack of Agency Review/Comments

The only notice to other jurisdictions for their comments in the public record for this Application (in its previous form) was on August 26, 2021, and the notice was stated for *initial* comments and no hearing had been set. Another notice was provided on November 7, 2022. The record also does not show which jurisdictions were notified. As discussed below, there are significant traffic, water, and other infrastructure issues with this Application affecting several jurisdictions and upon which their expertise is necessary to evaluate. There does not appear to be notice in the public record to the agencies of this new hearing date. Star City Code 8-1E-2b requires notice to such agencies at least thirty (30) days prior to a public hearing. Decisions made on these weighty matters without following the Code and soliciting further input and understanding from such jurisdictions are decisions which are unsupported by substantial evidence.

3) Traffic, ACHD, ITD, CHD4

The City required, pursuant to its correspondence dated September 27, 2022, that Willowbrook submit to the City and the Ada County Highway District (“ACHD”) the traffic impact study (“TIS”) that was previously requested by the City. In addition, a letter from ACHD stating that the study has been accepted by ACHD was required to be submitted to the City. The TIS appears to have been completed on October 28, 2022, and ACHD’s outside engineer provided comments on November 28, 2022, which do not appear as part of the public record on the website. The TIS was then updated on January 25, 2023. However, there does not appear to be any letter from ACHD accepting the study with a staff report containing the typical recommendations and conditions for approval. Pursuant to Star City Code, 8-1B-1, 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 has issued a staff report on the development application.” [*emphasis added*] A public hearing on this matter is not appropriate at this time because the ACHD staff report related to Willowbrook has not been provided to the public.

The City, Kittelson & Associates, Inc. (the author of the TIS) (“Kittelson”), and ACHD have all overlooked the infill aspect of this development. This is a very unique circumstance where a subdivision is being proposed not just adjacent to but within an existing neighborhood and where the new urban and commercial development will be required to use the existing rural roads within a rural development to gain access to the new development. As such the City should have directed the Applicant and Kittelson to review the impacts on the streets within Hillsdale Estates, Monument Ridge, and Star Ridge Estates. Had this study been performed, it would surely have revealed that several streets, including Deep Canyon, High Country, Star Ridge, Lanktree Gulch, and Golden View Court, all will be adversely impacted by this proposed development, not only for vehicle travel but also for pedestrians, school bus stops, bicycle riders, equestrian riders, parking, service vehicles, and the like. These streets will all be used by the new development to enter and exit Willowbrook as well as for pedestrian, bicycle riders, etc. Additionally, the findings by Kittelson and ACHD regarding Airee Road lack specific evidence that this road will carry the bulk of the traffic into and out of Willowbrook. In fact, once Airee

Road is completed and Willowbrook is granted access to Deep Canyon, Deep Canyon will become the most direct route in and out of the area. This is supported by GPS mapping which shows the quickest route to this area from Highway 16 and Highway 44 is Deep Canyon. GPS will not take a route that goes past the fastest route (Deep Canyon) to get to the final location. It should also be noted that ACHD did not evaluate the findings of the TIS regarding Wing Road. If Wing Road is to be connected to Lanktree Gulch, that will become the quickest route to Willowbrook. The result will likely cause adverse conditions on Lanktree Gulch, High Country, Star Ridge, and Golden View Court, not to mention to those that live along Wing Road. Finally, the trip distribution numbers are suspect. The TIS indicates twenty-five to thirty-three percent (25%-33%) of the traffic will head out of the development to Canyon County. Current traffic flow, as witnessed by area residents in this area, does not support that conclusion.

As a whole, the TIS and ACHD report relies on a great number of assumptions to make the roads work in this area for the density the Applicant is requesting. The Applicant should demonstrate that they have at least taken the first steps in securing the necessary rights of way required to add a road through the BLM and Wing Road, as well as determining the solution to work around the grade on Can Ada Road.

Canyon Highway District No. 4 (“CHD4”) submitted their report for the roads they have jurisdiction over, Can Ada Road and Purple Sage Road. Their report was brief and lacking in detail to support their findings. CHD4 proposes to put in a 3-lane neighborhood arterial road through the portion of Purple Sage between Can Ada and Blessinger Road. Currently Purple Sage Road is a thirty foot (30’) wide rural road with no improvements and a right of way of sixty feet (60’). A three-lane arterial road requires eighty to ninety-seven feet (80’-97’) of right of way depending on the configuration. There are twenty-six (26) Hillsdale Estates homes that have direct access onto Purple Sage Road. Similarly, to Deep Canyon, due to a lack of right of way and terrain considerations, this option is infeasible. CHD4 reported that in regard to Can Ada Road they may have some options as a work around for the steep grade on Can Ada Road. What are they? This road will be a major access point to Willowbrook, the steep grade is a major work around, it should be expected that the solution should be arrived at prior to this project being annexed and rezoned.

Additionally, there is nothing in the record showing that the TIS was even provided to the Idaho Transportation Department (“ITD”), and there are no written comments by ITD with respect to the effect of the traffic proposed in this development and infrastructure requirements for state highways.

4) CUP Analysis for Each Use/Additional Notice to the Public

The Applicant is requesting a rezone to an R-2 residential zone. The revised Application narrative from June 2022 and the Conceptual Master Plan attached as Exhibit B to the proposed development agreement (which development agreement has not been included by the Applicant as part of the Application but was posted by the City in December 2022) identifies all of these uses in this *residential* zone:

- Golf course

- Golf clubhouse
- Restaurant
- Bar
- Pro shop retail
- Neighborhood commercial (unspecified)
- Municipal uses (fire, police, utilities)

Additionally, as would be part of a PUD application, the Conceptual Master Plan still identifies specific configurations and areas of patio homes and specific lot size approval, areas of clustering, and open space, which are appropriate for a PUD Application (which was withdrawn) and not for an application for annexation and rezone.

The public has not had sufficient notice that these uses are specifically conditional to the R-2 zone requested and that conditional uses are being considered as a part of the development agreement approval, including all of the factors and opportunity for conditions to address potential negative impacts which would normally be a part of a conditional use analysis and process.

Pursuant to Star City Code 8-3A-3(D), “when submitting a CUP, PUD or development agreement for a mixed-use zone, or for multiple conditional uses on one site, all uses that are contemplated for the development shall be identified with the application and shall be reviewed by the council to determine which may be permitted, which should remain as conditional uses and which should be prohibited. A development agreement may be used in lieu of a conditional use permit application or a PUD application if the council makes the findings as otherwise required.” [*emphasis added*]

Also pursuant to Star City Code 8-1B-1: Annexation and Zoning; Rezone, “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.” [*emphasis added*]

The requested conditional uses are not identified with specificity in the Application, and no notice to the public identifies that the Applicant is seeking development agreement approval in lieu of the conditional use process for approval of such uses. The only document with text that indicates what is contemplated in the development is the June 23, 2022, Updated Narrative for Willowbrook Golf Community (which was revised after all of the workshops), which adds conditional use verbiage to the Application previously submitted but provides no additional notice to any member of the public that the development is now seeking conditional use approvals for every use attached to the development agreement as part of the Conceptual Master Plan attached as Exhibit B.

Pursuant to Star City Code 8-3A-3(D) this is not sufficient to meet the requirements of approval of conditional uses via a CUP or by virtue of a development agreement in lieu of a CUP. The narrative only provides a basic description. which allows those reviewing the Application to know that the development contemplates a mixed-use concept, i.e., golf course, 1,094 residential homes, and neighborhood commercial and retail space and a Conceptual Master

Plan with no details regarding specific plans which would even allow a discussion of mitigation of potential adverse impacts on the neighborhoods affected.

In order for a conditional use to be approved by the City Council, Star City Code 8-1B-4 outlines the findings that must be met for each and every use proposed by the Applicant:

D. Standards: In approving any conditional use, the city council may prescribe appropriate conditions, bonds, and safeguards in conformity with this title that:

1. Minimize adverse impact of the use on other property.
2. Control the sequence and timing of the use.
3. Control the duration of the use.
4. Assure that the use and the property in which the use is located is maintained properly.
5. Designate the location and nature of the use and the property development.
6. Require the provision for on site or off-site public facilities or services.
7. Require more restrictive standards than those generally required in this title.
8. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts that provide services within the city.

E. Findings: The council shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.
2. That the proposed use shall meet the intent of the Star comprehensive plan and be in compliance with the requirements of this title.
3. That the design, construction, operation, and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity.
4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.
5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.
7. That the proposed use will not involve activities or processes, materials, equipment, and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.
8. That the proposed use will not result in the destruction, loss, or damage of a natural, scenic, or historic feature considered to be of major importance as determined by the City.

In addition, the City, prior to approving such conditional uses, “may require additional information, including studies, concerning the social, economic, fiscal or environmental effects of the proposed conditional use.” Star City Code 8-1B-4(C)(4).

Although Willowbrook attempts to assure the City that these criteria have been met, no evidence, studies, or information has been provided to ensure that such standards and requirements have been satisfied. Many of Willowbrook’s claims that the proposed development is compatible are made without any factual data to support such claims.

Furthermore, Willowbrook attempts to state that some of these issues will be resolved at a later date when the Preliminary Plat and Planned Unit Development is considered by the City. However, as the Applicant is requesting conditional use approval as part of this development agreement process, the City Code requires that these issues be addressed with specificity now, for each proposed use in the residential zone to be analyzed, not later after the annexation and development agreement have already been approved with the undefined and vague “Conceptual Master Plan.” City approval of these uses based on this Application does not allow sufficient notice of what each of these uses are and the opportunity for the public to meaningfully comment on details of such uses as would be permitted in a traditional conditional use application. In addition, the Application relies on and relates to the previous PUD Application, which was withdrawn, yet the details remain on the Conceptual Master Plan. The development is interrelated in such a way that the golf course and club house (which includes commercial and retail) cannot be carved out of the overall development plan and necessary approvals. This is a very unique circumstance where a subdivision is being proposed not just adjacent to but within an existing neighborhood. As contemplated, the new urban and commercial development will be required to use the existing rural roads within a rural development to gain access to the new development. As a result, it is imperative to reconsider public notice and input to evaluate and reduce impacts to the existing residents as much as possible.

Accordingly, the City should not approve any conditional uses as a part of this Application until the Applicant has gone through a properly noticed conditional use permit process which provides the City Council and the public sufficient information on each conditional use proposed and the opportunity to provide comments and propose conditions on meaningful use issues such as walking, biking and horse pathways, buffer areas, sidewalks, open

space, building heights, neighborhood amenities, matching lot lines and lot sizes (special transition overlay zone), hours of operation, CCR compatibility, and construction mitigation.

If this Application for annexation and rezone to R-2 is approved, the City Council should add a specific condition to the development agreement that only the R-2 rezone itself would be approved, and no specific conditional uses (or density or configuration) shown on the Conceptual Master Plan are approved, and that the Applicant is required to obtain CUPs and PUDs in the future for all such conditional uses and dimensions, setbacks, clustered areas, locations, and densities as is normally required in the R-2 zone. This permits the public the legal process of notice and an opportunity to request detailed conditions which will minimize negative impacts to their neighborhoods. Otherwise, it is certain the Applicant will attempt to later argue all of these conditional uses and configurations have already been approved in this Application with no opportunity for Star residents to participate in the detailed comment and feedback permitted on development plans in a typically noticed and approved CUP and PUD process.

5) Zoning

Less than a year ago, on June 7, 2022, the City approved the updated City of Star Comprehensive Plan. This updated Comprehensive Plan confirmed that zoning for the Willowbrook development area was planned to be R-1, which would require a density of 1 unit per acre. As communicated during the Comprehensive Plan discussions, the Hillsdale HOA has concerns that changing the zoning to R-2 will increase the density and will increase the impacts to the Hillsdale Estates. Considering the City just confirmed its intent to keep this area at an R-1 density, rezoning this area less than a year after the City's consideration of the matter is unreasonable. The supposition that the Application was submitted under a prior City Comprehensive Plan and, therefore, must be considered under those principles is unsupported. There was never a ruling of annexation and zoning at the time of the initial application, and subsequently, no work completed on the project. Therefore, there was no reasonable expectation when this Application was finalized that the zoning would be R-2. Further, the City Council should evaluate this Application against the current requirements and standards of the City, not an obsolete Comprehensive Plan that does not support the current and future goals of a growing city.

The Hillsdale HOA believes Willowbrook's statement within its narrative that "the housing variety will be aligned to be compatible with surrounding residential development" is vague, unsupported, untrue, and inaccurate. Willowbrook is proposing a mix of lot sizes ranging from 3,600 square feet to 1 acre with a majority of the lots being between 3,600 square feet and 12,000 square feet. This is not at all compatible with the surrounding area and the existing homes which are approximately 20 years old. The existing area is a minimum of 1 acre up to 10 acre lots. If the development is to be compatible with the existing development, the lot sizes should be an average of 1 acre in size. This would be "compatible with the surrounding residential area." In reviewing the typical lot sizes and housing types the Applicant provided, most look nothing like what is existing in the Hillsdale Estates development. The proposed net density of 3.48 dwelling units per acre is not compatible with the existing neighborhood.

6) Open Space/Golf Course

The Application's narrative states that there are thirty-one (31) acres of open space. This is only 5.6% of the project. The Application narrative additionally states that the planned golf course "will be privately owned and maintained, and the public will be welcome to enjoy it" The narrative seems to imply that the golf course will serve as the development's main "open space" amenity and may be used by the public. Is the Applicant suggesting that all of this golf course area is considered "useable" even though it is to be used daily for golfing and is located on private property? In addition, Star City Code 8-4E-1 requires all open space and amenities must be owned and maintained by the applicable HOA:

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

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

Star City Code 8-4E-1(D), (E).

The narrative also implies that additional acres of usable natural areas, buffers, and grassy areas will be included in the development; "[d]etails about the open space area and amenities will be considered within the PUD and preliminary plat applications." However, no specifics have been provided and these details must be considered before the uses and golf course are approved as part of a conditional use process.

In addition, what precautions have been required to ensure that the golf course will remain open space into the future should the commercial operation fail or cease to exist? In the event the golf course ceases to be operated by the private entity, assurances should be provided that the golf course will be conveyed to the City or another public entity for continued use. Under no circumstances should the golf course be permitted to be rezoned or approved for additional residential development. There is nothing in the public record to address these types of use issues.

7) **Water**

This Application covers not only a 175-acre golf course but also 1,094 homes.

Representatives of Hillsdale Estates also continue to have concerns regarding what appear to be confusing, and sometimes misleading, statements regarding the development's water situation and its impact on the proposed homes and uses in the project.

Overall, the Application implies it is a foregone certainty that domestic water will be provided to the development by the Star Sewer and Water District ("SSWD"). However, the project area is not within the current authorized place of use for any SSWD water rights, a fact which is reflected in the Capital Improvement Plan map included with the Application materials.

This means that SSWD must either file an application with IDWR for a new water permit to appropriate water for the project or file an application with IDWR to transfer one of its existing water rights to the project. In either scenario, the Application is subject to public review, comment, and opposition, and a detailed evaluation by IDWR to ensure, among other things, that there is an adequate water supply and that other water rights will not be injured.

Page 4 of the updated narrative accompanying the Application states that “Willowbrook will dedicate potable water rights the developer owns to SSWD to serve the Project.” Similarly, in its August 31, 2021, memorandum to the City, Willowbrook stated it “currently owns approximately 4.0 cfs of potable water rights”

According to IDWR’s records, Willowbrook Development Inc. is the titled owner of one water right with a domestic use component, 63-7131A. While the total diversion rate of that right is 3.65 cfs and, therefore, arguably “approximately 4.0 cfs,” the vast majority of that right is dedicated to irrigation use—not domestic. In fact, the domestic component of that right is only 0.2 cfs and 0.6 acre-feet per year. Moreover, the right contains the following remark: “Domestic use is for 1 home” *[emphasis added]*

Willowbrook also appears to overstate the amount of irrigation water rights that it would be able to dedicate to the project. For one thing, much of Willowbrook’s irrigation rights are actually used to irrigate individual privately owned lots in portions of the Hillsdale Estates. In fact, the vast majority of Willowbrook’s irrigation rights based on irrigated acreage (63-3079, 63-7131A, and 63-8376E) contain the condition that the “[p]roperty is also known as Hillsdale Estates.”

We understand that water rights for the project will be more directly addressed in proceedings that have yet to occur before IDWR. However, the City and members of the public should be provided with accurate information regarding significant water issues and uncertainty and that these issues are considered before the City agrees to annex the property into the City and makes it an issue for the residents of Star.

To date, no hydrology study has been conducted to determine any effects these consumptive uses and proposed developments, including a 175-acre golf course and 1,094 homes, will have on the existing groundwater and aquifer supplies. This must be evaluated prior to annexation.

8) Wastewater/Water Reuse

Willowbrook’s Application narrative describes substantial wastewater treatment improvements that will need to be conducted by the SSWD. This will include a new lift station and main lines. No details are provided related to the funding or engineering specific to these infrastructure improvements that will be required. Prior to annexation into the City, Willowbrook should be required to provide a detailed capital improvement plan outlining the engineered wastewater requirements and the proposed funding mechanism for such improvements. City residents should not be burdened with the significant cost of wastewater improvements that will be needed to serve the Willowbrook development.

In addition, Willowbrook alludes to the proposition that an on-site wastewater reuse treatment facility may be implemented within the project. A water reuse project of this kind would require approvals from Idaho Department of Environmental Quality in addition to significant monetary resources to develop this treatment plant. No specifics have been provided as it relates to this project. To the extent that this project is relied upon or contemplated in the overall water portfolio of the project, these plans and approvals should be obtained prior to approval of the rezone and annexation.

9) Commercial/Retail Use

The Application references 13 acres or 110,000 square feet of neighborhood commercial. Beyond the clubhouse, bar, and pro shop, the Application does not identify what commercial uses are contemplated. Numerous concerns exist related to the commercial/retail aspects of this project, and the public has no information and no way to evaluate this *conditional use* for this project in an R-2 zone. For example, given the current and future roadway and traffic issues, it does not seem that a commercial/retail aspect of this project is at all viable. As identified above, this should all be considered separately as part of CUP and PUD applications as the development moves forward.

10) Conclusion

The City should deny this Application based on the complete lack of information, specificity, and transparency to support the requested approvals and the Applicant's failure to satisfy the conditions and requirements for annexation in the City, rezoning of the property, and approval of a development agreement and each conditional use proposed. There are significant procedural issues with the Application, including, but not limited to, lack of notice to the public and information of the conditional use approvals embedded in the revised Application, notice to other jurisdictions, and receipt and evaluation of their comments. Moreover, there are significant substantive issues such as necessary future traffic infrastructure, water infrastructure, and costs of services, which have not been addressed at all by the Applicant, much less in a manner which can assure the Council or the public that the residents of Star will not be left holding the bag on a half-baked development incompatible with its surroundings.

The Hillsdale HOA understands that Willowbrook proposes this project as a phased development, but the lack of specificity related to the project in this Application is a disservice to the residents of Star and the potential impacts on their lives. Accordingly, the City should not approve the Application until the developer submits the additional information and assurances provided that if this property is annexed and rezoned, the City and its citizens will not be negatively impacted. Furthermore, the City should clarify that any lot specifics related to density, sizes, configurations, heights, etc., are not inadvertently approved by consideration of this Development Agreement and Conceptual Master Plan. These elements must come back for consideration before the City Council as part of a Applicants preliminary plat application.

Thank you for your consideration of this matter. We are hopeful the City Council will be mindful of the concerns raised and ensure that precautions are taken to protect the neighboring property owner's safety and interests.

Hold the Vision so that the citizens of Star can Trust the Process.

Sincerely,

ELAM & BURKE
A Professional Association



Abigail R. Germaine

April 13, 2022

Star City Council
Star, Idaho

RE: Willowbrook Annexation
Application #'s AZ21-12/DA-21-20/PUD-21-02

Mayor Chadwick and Council members,

I am writing today to ask you to seriously consider voting against the proposed project known as Willowbrook.

This project would negatively impact the quality of life for those that are already in the area. We currently struggle with water issues and traffic concerns.

If approved, please consider the current roads, zoning, traffic problems, wildlife, and water troubles and make Willowbrook at least match what is already here.

In my opinion, this would be very detrimental to the surrounding areas, and to Star in general. I am not at all opposed to growth, but there should be a limit as to how much and how fast. This seems like a disaster waiting to happen to me.

Thank you all for your service to our community and thank you for your consideration.

Sincerely,

James Morris
Monument Ridge

Trevor Chadwick

From: Jeannie Walker <jeannie6013@gmail.com>
Sent: Friday, February 25, 2022 5:31 PM
To: Trevor Chadwick; knielson@staridaho.org; Jennifer Salmonsens; Kevan Wheelock; David Hershey
Subject: cell tower and Willowbrook annexation

Dear Mayor and council members,

Please do NOT annex the Willowbrook area. Star has many developments in the process of construction and ready to go already which do and will put additional strain on our roads, schools and other systems. Let's catch up with the current level of demand and not unnecessarily add to the problems at this stage.

Also please do not put that cell tower in a place surrounded by residential areas. There must be a business area where it would not be a 24/7 health risk.

Thank you.

L. Jeannie Walker

Trevor Chadwick

From: JESSE Stoneberg <jessestoneberg@msn.com>
Sent: Tuesday, March 1, 2022 6:56 AM
To: Shawn Nickel
Cc: Trevor Chadwick
Subject: future golf course in Ada County

I would like to send a note to show my support for a new championship golf course in Ada County. I was born and raised in Meridian, Idaho. During my lifetime here in Ada County there has always been a limited number of golf courses in the area. I would like to see another option for a championship golf course to have the option to play. Golf is a great sport and great for families. I support the proposed plans to build a championship golf course in the Hillsdale Estates area.

Thanks for considering.

Jesse Stoneberg

Sent from [Mail](#) for Windows



Hi Shawn,

Hoping this letter finds you and the City Planning Team doing well. I'm writing you this letter per my recent conversation with Richard Phillips regarding the Willowbrook Development.

It's my understanding that you've received quite a few eMails on topic. Thank you in advance for reading one more correspondence about the development and for your thoughtful consideration.

Quick background on me so ya know where I'm comin' from:

- I'm a Treasure Valley native and small business owner.
- I was a dual-sport Varsity Athlete at Borah H.S. (Class of '91).
- My mother is a retired 33-year school teacher and principal from the Boise School District.
- Before moving into the private sector I was also an educator, coach, and athletic director for Boise Schools immediately following my graduation from the University of Idaho in 1995.
- I have fond summer memories as a kid staying cool in the Boise River off Star Road when it was farm fields and country highways back then.
- I still frequent our local river at 50 years old... now with a fly rod in hand.
- I'm an avid golfer.

The vision Dick and Team have for the Willowbrook Development is sound. I'm sure you're well aware of the key benefits this golf course will bring to the City of Star; but I would be remise if I didn't list some below:

- | | |
|---|---|
| ✓ New/respectable tax revenue to the city | ✓ Youth development in a lifetime sport |
| ✓ Locally funded and constructed (\$50M+ project) | ✓ Nationally acclaimed course designer |
| ✓ Jump start for our Southern Idaho economy | ✓ Help put Star on the national map |
| ✓ More beautification of a charming city | ✓ Springboard for more tourism \$ |

Thank you again Shawn for reading and for your consideration of this legacy project.

Best,



Jim Owsley
jimowsley@gmail.com



The Approach on #18 | Banbury
March 2022



Volunteering with First Tee of Idaho
Spring 2021

Trevor Chadwick

From: Joe Cacopardo <cacopardo23@gmail.com>
Sent: Sunday, February 27, 2022 8:47 AM
To: Shawn Nickel; Trevor Chadwick
Subject: Willowbrook Golf Course

Please approve a world class Willowbrook Golf Course.
Put The City of Star on the map vs a pig farm.

Joe Cacopardo
Managing Partner



1563 W Par
Eagle ID 83616
208 376 9400 Office
208-859-0620 Cell

www.businessexitstrategist.com

cacopardo23@gmail.com



<https://myexitmap.com>

Trevor Chadwick

From: Joseph Heard <joe.heard2016@aim.com>
Sent: Monday, February 21, 2022 12:32 PM
To: Trevor Chadwick; Kevin Nielsen; jsalmon@staridaho.org; kwheelock@staridaho.com; David Hershey
Subject: Willowbrook development

To Star City Council.

2-19-2022

Ref. Willowbrook Development

I have a number of concerns about this development that others have expressed either in letters to the council or on social media. The development, as proposed, will have a profound effect not only on present Hillsdale residents but also the city of Star on a whole.

I recently took a drive through the northern part of Star which I hadn't done in a number of years. I was amazed at all of the growth that is taking place. Practically all of what used to be open parcels is now completed housing tracts, houses under construction, property being developed or parcels with Star Hearing notices on them. All of this, as you well know, will have a profound effect on every day life in Star including increased traffic and water and sewer usage. Now add in the proposed 4,600 plus homes proposed by Willowbrook, which will come close to doubling the size of Star.

Just looking at this from a Hillsdale resident's point of view this development is nowhere close to maintaining the continuity of the present Hillsdale development that was originally built and promoted by Bob Phillips (Willowbrook). It's not what I would call a stand alone development as it is totally intertwined within Hillsdale. There will be no way to effectively separate the two. By separation I mean Hillsdale residents pay to maintain an equestrian center, a wildlife environmentally friendly pond and a fishing pond. They will be surrounded by the new development and if the number of units proposed are developed, it will effectively destroy all of this.

I understand the developers right to build but there are other options that wouldn't ruin the present development. One option would be to build the golf course along the lines of River Birch. The golf course could be built in and around Hillsdale which would add value to both. As it is, cramming all those small lots in-between existing Hillsdale lots will create nothing but problems.

Water is another major issue. I realize Star City Water and Sewer has said all of this can be handled but only after Nate proposed building a water treatment plant and drilling new wells. Hillsdale has its own water system which, in the last few years, Hillsdale residents have had to take out loans in excess of 2.5 million dollars to upgrade the water system that Willowbrook installed. Existing wells have had to be re-drilled and new wells drilled. A new pumping station was built and the water storage tank was enlarged to accommodate extra water storage for fire suppression. Drilling wells in the new development has the potential to draw the water level down to the point of making Hillsdale wells unusable. When Nate was questioned on this his reply was "not Willowbrook's problem", thus it becomes the city of Stars problem. Very professional answer but probably right on.

Traffic is is going to be a major problem both within the development and for the city of Star. Traffic will have to traverse roads that were not build to handle the amount of traffic that is being proposed. Deep Canyon cannot handle the traffic without being widened but then residential driveways are still a problem if it becomes a major thoroughfare. According to Nate, BLM has not even been contacted about putting a road through their land. I wonder how long it will take to install the proposed overpass on Hwy 16 north of Deep Canyon. It appears that there are a lot of if's on this project. The ITD website does not show any future plans to widen Hwy 16 north from Hwy 44. It probably will be eventually but how far out is the question. The buildout of Hwy 44 from CanAda to Linder will probably be completed next year which will help get traffic through Star. So the problem remains, how to get traffic down to Hwy 44.

My "personal" feelings are that this is not viable development as proposed for either Star or Hillsdale residents. I realize feelings have nothing to do with councils decisions. I would however encourage the council to look at all of the issues surrounding Willowbrook's proposal. From what I got out of the earlier proposal and the one before the council now is that Nates desires to pass the proposal now and work out the details later. That is putting the cart before the horse.

Thank you for your consideration

Joseph Heard

Joseph Heard
joe.heard2016@aol.com

Dana Partridge

From: Jordan Cassel <jordcassel@yahoo.com>
Sent: Wednesday, February 23, 2022 3:03 PM
To: Shawn Nickel; Trevor Chadwick
Subject: Willowbrook development

I am writing to you in support of the new golf course development in Star. With the new influx of people to the region, another golf course would not only be a welcome addition, it will be crucial to sustain demand. A championship golf course of this caliber will help bring exposure to the area and will only help to drive new jobs and businesses alike. Please allow this project to move forward.

Sincerely,
Jordan Cassel, PGA

From: Kelle Watkins kellewatkins@gmail.com
Sent:
To: Shawn Nickel snickel@staridaho.org; Kevin Nielsen; Kevan Wheeler; Trevor Chadwick; David Hershey; Jennifer Salmonsén
Subject: Willowbrook Development

I strongly oppose the approval of the Willowbrook Development application, as it is proposed, based on the negative impact on the current residents of Hillsdale Estates. My biggest concerns include zoning, traffic and water and lifestyle.

We moved to Hillsdale from Meridian to escape the high density neighborhood housing. The 1 plus acre lots had great appeal as we saw our acreage in Meridian become surrounded by the high density neighborhoods of Paramount and Lochsa Falls. My concern about the zoning of Willowbrook is that they will back up smaller lots to the existing 1 plus acre lots. Willowbrook should be required to match the current zoning of R1 in areas adjacent to existing Hillsdale 1 acre lots and then back the smaller lots up to their own R1 lots.

Hillsdale roads are designed for low traffic with no curbs or gutters. Willowbrook's plan could add over 4000 homes and our simple rural roadways could not accommodate the increased traffic. The Willowbrook plan has a road coming out directly across the street from my driveway on Golden View Ct a dead end street. Potentially 300 cars would use this exit I would propose abandoning this exit road and rerouting the road through Willowbrook's development and exiting on a more traveled road. The impact on the people who ride bikes, push strollers and walk their dogs on our roads will be huge. We aren't built for this kind of traffic.

Water is an ongoing concern for all residents of Hillsdale, especially in our current state of drought. I read that Willowbrook states that the wells they would need to drill will not impact Hillsdale's wells as they say the aquifer can handle the additional wells. I worry as on my property in Meridian a well was drilled close to our property and the day they activated that new well our well failed. The owner of the new well was required to drill us a new well to make us whole but it was a huge ordeal. What insurance does Hillsdale have that if the Willowbrook wells cause them to fail that we will be made whole?

We enjoy a beautiful and peaceful lifestyle in Hillsdale and chose this area for those reasons. The Willowbrook Development has the opportunity to impact this lifestyle in a negative way. The proposal can be seen as a move to over-populate the area and would degrade the area we love and enjoy.

Development and change are facts of life and I hope that the City Council will work to keep the Hillsdale resident's concerns of zoning, traffic, water and lifestyle in mind when evaluating the impacts of the Willowbrook development. Willowbrook must be required to develop in a way that does as little damage to Hillsdale residents as possible.

Regards,
Kelle Watkins
kellewatkins@gmail.com
5065 N Golden View Ct.

Dana Partridge

From: Star Idaho <star-id@municodeweb.com>
Sent: Wednesday, February 23, 2022 9:05 AM
To: Star Idaho
Subject: Form submission from: Contact Us

Submitted on Wednesday, February 23, 2022 - 9:05am

Submitted by anonymous user: 174.27.191.93

Submitted values are:

First Name ken

Last Name smith

Email kenandpamsmith@q.com

Question/Comment

I support the Willowbrook development and for the approval of Weiskopf's designed golf course. It would be a great addition for the community. Thanks, Ken

The results of this submission may be viewed at:

<https://www.staridaho.org/node/7/submission/86>

Dana Partridge

From: ken.oneputt <ken.oneputt@yahoo.com>
Sent: Thursday, February 24, 2022 12:32 PM
To: Shawn Nickel
Subject: Willowbrook golf course

What a great new addition for the city of star the treasure valley. Please approve this development. thank you.

Ken Stearns
208 861 1478
Ken.oneputt@yahoo.com

Sent from my Verizon, Samsung Galaxy smartphone

Dana Partridge

From: Kevin Herbert <Kevin@ioutsource.com>
Sent: Thursday, February 24, 2022 5:37 PM
To: Shawn Nickel; jmarkosian@kittelson.com
Subject: Willowbrook Development

Mr. Nickel,

Utilities

Approving high density zoning (1645 - 180 million gallons per year) and a golf course(200 million gallons per year) with the only plan being to drill new wells seems short sighted and problematic at best. When these new wells come on line and there is no potable water for existing homes on wells and no irrigation for our properties what will be done? New development of this magnitude needs to pipe in water from a commercial source not affecting the local ground water. Without a plan we will all suffer. Star is inheriting this developments utilities will Star shut off the water to the Willowbrook development? NO! All the existing families on community and individual wells will suffer. When this happens don't say there is nothing we can do, or blame it on drought. You don't need a crystal ball to see this coming.

Roads

CanAda is steep and not safe when the weather turns bad. This road is barely adequate for the traffic that uses it now. Adding 20x the traffic without doubling the size of the road, adding a light at 44 and widening the street and building sidewalks and gutters the entire length of the road is necessary. Where is this requirement? The majority of the traffic will come down this treacherous road. If this community is being annexed into star the developer or Star needs to provide safe streets with sidewalks so people don't lose their lives with the crazy amount of traffic that is being added to the existing rural streets.

Regards,

Kevin Herbert
Founder, CEO & Chief Architect
iPhone: 208.870.7174
email: kevin@ioutsource.com

Address:
9833 W. Lanktree Gulch Rd Star, ID 83669

Trevor Chadwick

From: Brian or Kim Sullivan <bksully@yahoo.com>
Sent: Monday, January 31, 2022 1:47 PM
To: Trevor Chadwick
Subject: Willowbrook / Transportation Workshop

Mayor Chadwick,

I hope this email finds you happy and healthy.

I just wanted to thank you for holding the recent workshop with Nate Mitchell (Willowbrook) and the transportation companies within Ada and Canyon Counties. I thought it was an informative meeting. My husband and I were part of those that were online.

Personally, meetings like this is what many of us in Hillsdale have wanted all along. Many of us are not opposed to growth, but want a beautiful planned community that fits with what we were told when we first purchased our homes. There are so many things to consider as we grow this area. I certainly appreciate you recognizing the size and magnitude of what is to come.

In past, the feeling I got from Mayor Bell was completely opposite than what you are trying to do. I felt like he never considered us as a group looking for a full picture of growth. We were just a nuisance. I heard that way of thinking continue on as Councilman Wheelock (who I know personally, and adore) made a comment about poking the bear, meaning Hillsdale. Many of us in Hillsdale are looking for the full picture of what our neighborhood will become. That's it. What will the roads look like? How can we accommodate more traffic on our rural streets? My daughter started driving here in Idaho. Turning out on Hwy 16 with cars going 65 mph was (is) so scary and dangerous. (Once as I waited to turn into Hillsdale on Hwy 16 I waited in the left hand turn lane. As I waited, a car traveling from Emmett was turning right into Hillsdale. The car behind him did not slow down and swerved around him. I watched a car going 65 mph go head on with me before he swerved back into his lane. Scary doesn't define the moment when that driver drove straight for my car. It would have been a fatal accident). Roads aren't important to us because we want to be a problem. Roads are important to us because currently they are a problem; a huge problem.

We really just want a full picture. How can we welcome more people to our paradise without destroying the beautiful area where we live? How can we accommodate more water? (I have lived in California and Las Vegas, Nevada). What about emergency services? For the first time ever I had to call 911 for my daughter and the time that passed before they arrived felt like a lifetime. We just want to work together to make Idaho even more amazing.

As I have respect for you, for many reasons, I was really disappointed with how Nate Mitchell treated you and the council during the workshop, As ITD, ACHD, CHD, and Compass all discussed their guidelines, he showed his inability to follow, and complete disregard for, the guidelines set in place to better our communities. There was one part when the transportation agencies continued to explain their guidelines and Mr. Mitchell completely disregarded the suggestions of the agencies and turned towards the council and mentioned he was there to get approval for his plan from the council. It was as if thorough planning wasn't important, and you and the council just needed to do what he was asking and not follow guidelines set forth. I felt like he thought he could smooth talk you and the council into approving his plan, without the proper planning, piecing the community together with as little effort, planning, time, and money as possible. Thank you for taking the time to see the big picture.

I know that Nate Mitchell has a long history in Star. I also know a man like you can leave an amazing legacy in this amazing town.

Your bacon on Facebook looks amazing!

Thank you,
Kim Sullivan

Dana Partridge

From: Trevor Chadwick
Sent: Monday, April 4, 2022 8:44 PM
To: Dana Partridge
Subject: Fwd: Willowbrook development in the Hillsdale Estates area, particularly the 48 acre parcel

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From: kim wickstrum <kimwickstrum@gmail.com>
Sent: Monday, April 4, 2022 8:42:33 PM
To: Shawn Nickel <snickel@staridaho.org>
Cc: Trevor Chadwick <tchadwick@staridaho.org>
Subject: Willowbrook development in the Hillsdale Estates area, particularly the 48 acre parcel

To Shawn Nickel, city planner
From Kim Wickstrum resident of Hillsdale Estates

Mr Nickel

I would like to state my approval for potential 1 acre homes to be built on the 48 acres of current Willowbrook property, between Deep Canyon and Star Ridge road, the farthest East side of Willowbrook's proposed acreage annexation into Star.

This is an unusual 48 acre parcel, different from the rest of Willowbrook's proposed annexation...because of it being **completely** surrounded by existing 1 acre homes in Hillsdale Estates. To add more 1 acre properties would keep the existing feel of the area. This would be so much better than the high density town homes currently proposed by Willowbrook, even though they are offering to match some 1 acre lots where new construction would abut existing 1 acre homes. One acre homes throughout the entire 48 acres is what we want, and would support.

There has been an offer made to Nate Mitchell, by the developer of the Medici development, to purchase this acreage and build 1 acre homes. Many here in Hillsdale hope this will happen. If not, we would ask that only 1 acre homes be developed in this area, by Willowbrook. When I spoke to Nate Mitchell, he was not opposed to this idea.

Thank you
Kim Wickstrum
9630 W Golden View Dr
Star Idaho 83669
Hillsdale Estates resident
408-455-2160

Shawn Nickel

From: kim wickstrum <kimwickstrum@gmail.com>
Sent: Thursday, April 20, 2023 6:32 PM
To: Shawn Nickel
Subject: comment on proposed Willowbrook development

Dear City Council members,

We have no issue with development, but we need reasonable density to match the existing homes...not just one acre lots against the existing one acre lots. Currently, there are only 316 homes in our entire Hillsdale community. To add 1096 new homes in the middle of us (not next to) is not justifiable. One section off of Deep Canyon and Star Ridge, just 43 acres, is completely surrounded by one-acre lot homes, but the proposed plans show over 90 new homes to be built! This would be an ideal place to enforce one home to an acre minimum, in order to match the existing surrounding subdivision previously built by Willowbrook.

We need to keep the rural feel of the area, which will attract more people to the area if it does NOT become a wall-to-wall bedroom community like Meridian.

Also concerning is the water filtration the city will now take on, and if the golf course fails, it becomes the city's responsibility. In addition, the traffic congestion will be appalling, **going from 2,000 daily trips to 14,000** on can ada, hwy 44, purple sage, deep canyon.

Let's keep Star a delightful area, one that draws people to it because of its unique rural feel. Please do not accept the current density plans of Willowbrook.

Kim Wickstrum

9 year resident

9630 W Golden View Dr

Star ID 83669

408-455-2160

April 15, 2022

Star City Council
Star, Idaho

RE: Willowbrook Annexation
Application #'s AZ21-12/DA-21-20/PUD-21-02

Mayor Chadwick and Council members,

I am writing today to ask you to seriously consider voting against the proposed project known as Willowbrook. The zoning, traffic, current roads, water issues and wildlife displacement should all be considered very carefully before approving such a dense development and golf course, which simply doesn't fit into this rural aesthetic. Especially in these times of drought when we can hardly water our crops and drink our animals, it simply does not make sense to add such a project.

Thank you all for your service to our community and thank you for your consideration.

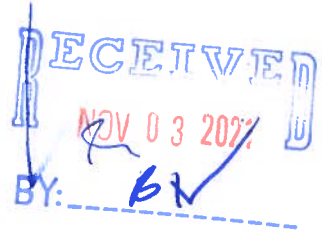
Sincerely,

Kyriacos Kalfas

Resident of Monument Ridge

October 25, 2021

Mayor Chadwick:



I am writing to offer my concerns regarding the proposed Willowbrook development. I understand you are in favor of this proposal. I would like to offer two concerns:

1. The proposal includes, I believe, a higher density plan for homes within the present Hillsdale Development. There are just a few developments in the Treasure Valley that offer larger lots. Hillsdale was sold to buyers as one of those. Density in Hillsdale is R1 or larger. I would appeal to you that if present plans are approved, that lots within the development keep to that density (R-1). The present higher density plan will alter this development to co-mingle city and county properties; lower and higher density lots, city and county water. We bought here for the lower density offered by the former development plan. Please consider keeping the Hillsdale development as it was originally intended and keep the higher density lots for areas outside Hillsdale. I believe if you lived here, you would want the same.
2. The Willowbrook proposal will more than double the population of Star. It should therefore be carefully considered for the impact on infrastructure and, especially, on water use. Incorporating that many residents in this area will have a huge impact on our well water resources. Please take a careful look at that. We are in the midst of a drought, and who knows how long that will last? We should not make water use plans based on normal seasonal replenishments, but rather on what is available in dry years.

I understand the advantages to the city of a development of this size financially. I ask that you also consider the needs and desires of present residents as well. It is possible to do what is good for everyone, if we try.

Thank you.

Layne and Anadeane Galbraith

Two handwritten signatures in black ink. The first signature is "Layne Galbraith" and the second is "Anadeane Galbraith".

State of the City talk
was enjoyable and
enlightening.
Thank you!

From: AmanArts - Linda <linda@amanarts.com>
Sent: Monday, February 14, 2022 2:57 PM
To: Shawn Nickel <snickel@staridaho.org>
Subject: Linda Aman - No to annexing Willowbrook into Star

To whom it may concern

We have lived in Star for over 14 years. Rick and Linda Aman, we moved here with a clear intent. We are against the annexing of Willowbrook into Star. We moved here for the essence of Star and the lack of traffic, low crime, the quiet community, and the abundance of water etc. We do not want Willowbrook to take away what we moved here for. It would also increase taxes and more control to the community. Please keep Star the city we love. No to the annexing.

Thank you
Linda

Linda Aman
Aman Arts Inc.
www.amanarts.com
503-691-1586

Shawn Nickel

Subject: FW: Willow Brook Golf Community Conceptual Plan

From: Linda gmail <lindawambolt@gmail.com>
Sent: Sunday, January 16, 2022 4:36 PM
To: Jennifer Salmonsens <jsalmonsens@staridaho.org>
Subject: Willow Brook Golf Community Conceptual Plan

I have many concerns and questions regarding the plans for the Willow Brook Golf Community, primarily as it interfaces with the existing Hillsdale residents.

I have lived here for almost 10 years and have attended several of the residential impact meetings in the past. My understanding from those meetings is that there would be only one home backing up to each existing resident. I live at 5188 N. High Prairie Place, and the proposed plans show two longer thinner lots backing up to my property. Can the proposed plans be changed so that promise is kept?

At the meetings they also promised that a traffic study would take place BEFORE any plans were approved. In the field behind my house alone, if the existing plan is approved you will be adding 157 homes. That indicates a likelihood of at least 300 more drivers coming from that field alone, yet you still have only two ways of exiting out of Hillsdale; and both are single lane roads, The conceptual plans show a road going into BLM land, but there is nothing there to connect to and likely will not be for many more years. Do you have approval from the BLM to build a road on their land? Even if they have granted access, if this community has been annexed into Star, it needs to have roads that connect it with Star. Do you have plans for any such roads, easing the pressure on the entrances at 16 and on CAN-ADA?

One of the defining characteristics of Star has been its requiring that communities have common areas where people can gather, and children can play. I see no such areas on the proposed plans. It seems that some simple modifications could fix that need. The Hillsdale community does have some existing spaces, but they are maintained by the Hillsdale community. Star needs to provide places for its own residents.

Are the native common spaces protected from further development indefinitely or is it just a moratorium on building in those spaces. Are these areas that could be turned into parks with walking trails? Can trees be planted in those areas? What community access is and is not allowed in those areas, ie can people ride dirt bikes and 4 wheelers there?

One way to cut down on the required trips into town and be environmentally protective is to provide locations for schools, churches, and community centers to be built within the community itself. Most master planned communities designate places for such places to be built to accommodate the anticipated needs in the area. I see no such places on the conceptual plan. Can you require that space be allocated before approving the proposed Willow Brook plans? Star's ability to negotiate for those spaces will be gone once these plans have officially been approved. As director of planning and zoning, please address those needs before the plans are approved.

I know you are very busy but would appreciate your attention to these concerns. Please call me anytime at [602-763-6640](tel:602-763-6640) when you can? Thank you for your time,

Sincerely,
Linda Wambolt

Dana Partridge

From: Lindsey Moore <lindseymoore788@gmail.com>
Sent: Tuesday, February 8, 2022 5:20 PM
To: Shawn Nickel
Subject: Willowbrook development

To whom it may concern,

I'm writing as a concerned citizen regarding the potential Willowbrook development in the hillsdale area. While I do not reside directly in that location, I do live in one of the neighboring subdivisions down Can-ada and spend a lot of time in Hillsdale area visiting friends, family and enjoying the open space that area has to offer.

My biggest concern is that the existing Willowbrook application proposes an aggressive over population of that area, negatively affecting the hillsdale residents as well as those of us further into Star. Our infrastructure is not capable of handling this level of growth and is already strained by the current onslaught of subdivisions being built.

In the 6 years my family and I have been here, we've seen the open-ness of Star change to tightly packed subdivisions and congested streets. Development is good and I like seeing ou city grow, however, Star has been loosing its charm now that the priority seems to be how many homes can be squished onto one piece of land. It has come to the point where we do not see ourselves staying in Star if this continues. This is not just my family's sentiment, but many other families we have spoken to.

Please consider carefully the impact of the *Current* Willowbrook application and seek for an alternative where the priority is *responsible* development that helps preserve what makes Star beautiful and unique.

Thank you,
Lindsey Moore
Star Resident
Saddlebrook Subdivision.

Dana Partridge

From: Mark Carringer <carringermark@yahoo.com>
Sent: Friday, February 25, 2022 4:26 PM
To: Shawn Nickel
Subject: Willowbrook

I am in support of the Willowbrook development. Would be a great addition for Star.

[Sent from Yahoo Mail on Android](#)

Trevor Chadwick

From: Mark Clutter <cluttermac@att.net>
Sent: Thursday, March 3, 2022 1:03 PM
To: Shawn Nickel; Trevor Chadwick
Subject: Proposed Weiskopfs Golf Course

Dear Shawn and Trevor,

As a resident of Eagle, it would be great to have more local golf options in the area so would love to see the new Weiskopf golf course approved in Star.

Thanks,

Mark Clutter
Eagle, ID

Trevor Chadwick

From: Marti Phipps <sciphi2001.mp@gmail.com>
Sent: Saturday, February 12, 2022 11:24 AM
To: Kevin Nielsen; Trevor Chadwick; Jennifer Salmonsens; Kevan Wheelock; David Hershey
Subject: Willowbrook Development

February 12, 2022

Trevor A. Chadwick

Kevin Nielsen

Jennifer Salmonsens

Kevan Wheelock

David Hershey

Re: Willowbrook Development

I've thought long and hard about this proposal before I decided to make comments. I know that all of you are taking everything into consideration before making your informed decision. I realize, too, that you must take Idaho laws into account and, let's face it, there doesn't seem to be many there to regulate developers. I'm positive that you've heard from many people regarding traffic, water, sewer, etc. and I feel that I cannot add to what they're saying. But I will say that people are genuinely concerned, me included.

The items I want to address are more along the moral, aesthetic, and past promises line. Responsibility is a very important issue. We are all custodians of Idaho lands. This proposal not only affects the citizens of Star but also everyone located in the triangular area of Star, Middleton and Emmett. Compromise is an awesome gift for any individual to possess and I believe that's what is needed in this situation.

To start with, when Hillsdale was constructed and people started moving here, they will tell you they were promised that all development in this area would be at least R1 and I'm not talking about 50 houses crammed together along with some green space...1 house on 1 acre. People are feeling like they were lied to.

Secondly, people that moved in later and paid enormous amounts of money never imagined in their wildest dreams that a proposal like Willowbrooks would ever be presented to City Council. Indeed, the last proposal that Willowbrook presented and withdrew was nowhere near this massive. Even then they said they would put "like" next to "like" with green space separating the developments.

Water and sewage would be pumped back and forth between the new development and Star with ponds to help with irrigation, etc. There was thought and consideration given in this plan. We could live with that. It would allow Willowbrook to build and the folks that live here an aesthetic solution.

But I now go into the third issue, and I guess you already know what's coming next. By building a subdivision "inside" an already established subdivision that has no resemblance to what's already here, we feel that Willowbrook is thumbing their proverbial noses at us. There is no way to separate these subdivisions. No way to keep them from Hillsdale's green spaces, ponds, or equestrian center, not to mention the untenable traffic on the roads inside Hillsdale. Again, I'm not saying Willowbrook can't build on their land, but hopefully, with your support, we can help them build responsibly.

Do we really need that many condos? Do we really need to cram a house into every nook and cranny? Bob Phillips once said he has a vision for this area, but it appears his vision keeps changing to the detriment of the land and the people that live here. Gone are the deer and elk that used to visit, gone are the pheasants that lived in the farmland around us. We no longer hear the songs of the coyotes. The hawks and birdlife are not as abundant. I could go on, but I think you understand what I'm saying. We'll never get that back.

So, in conclusion, I'm not asking that Willowbrook not build, but I am asking that they build responsibly and with a moral obligation to the area.

Thank you for listening to me,

Marti Phipps

Hillsdale Resident

Trevor Chadwick

From: Megan Beaston <aiden20052000@yahoo.com>
Sent: Thursday, February 24, 2022 6:53 AM
To: Trevor Chadwick
Cc: Kevan Wheelock; Kevin Nielsen; David Hershey; Jennifer Salmonsens
Subject: The Development of Willowbrook Subdivision Application Nos.
AZ21-12/DA-21-20/PUD-21-02

To Whom It May Concern,

Please consider this my formal response to Application Nos. AZ21-12/DA-21-20/PUD-21-02 (the development of Willowbrook Subdivision). It is alarming to me that the City of Star is considering allowing a development of this size and has yet to break ground on new schools or widening of roads. We have multiple developments currently being built bringing in thousands of new residents with no infrastructure in process. I am aware that there are plans for a new elementary school and roads, but in the meantime our elementary school is at maximum occupancy and the traffic is becoming an issue. The City of Star is not prepared to allow yet another development and definitely not one of this scale. It appears that there is disregard of the Star's current citizens. I OPPOSE the Willowbrook Annexation and I pray that our City Council take into account what our current residents need and not some other agenda.

Megan Beaston

January 18, 2022

City of Star Mayor and City Councilmen:

Preparatory to the upcoming workshops regarding the Willowbrook proposal, we would like to express a couple of concerns as residents of Hillsdale. We are hoping that you can give some consideration to them as you make decisions about the proposal.

1. **ZONING:** Hillsdale, as it now stands, consists of one acre+ lots. It was designed as an open, rural type of setting. Will you please consider matching the current zoning of R1 in the areas adjacent to our current one acre lots. As it stands now, the zoning is much denser. Keeping that density will transform Hillsdale into a much more crowded area. It will ruin the rural feel Hillsdale was originally designed to be, and what the many residents of Hillsdale bought homes here to achieve.
2. **ROADS:** The additional homes located within the Hillsdale development include streets that connect into the current roads that are in our development. The roads are designed for country living. They are two lane roads designed to accommodate the low traffic that the current residents deliver. They cannot easily accommodate the increased traffic that the proposal has designed. There is no curb and gutter, so pedestrians and equestrians also use these roads. Will you please consider designing residential areas that empty away from our current roads.

Changing the zoning back, to match what is already in Hillsdale will also solve the traffic problem. Thank you for your consideration. We appreciate all that you do for the good of Star. We are hoping that this development will be one of those good things.

Monte Smith, Anadeane Galbraith, Lisa Priapi, residents of Hillsdale

RECEIVED
JAN 21 2022
BY 

From: Monte Smith <full.monte1@gmail.com>

Sent: Saturday, February 5, 2022 3:05:57 PM

To: Trevor Chadwick <tchadwick@staridaho.org>; Kevin Nielsen <knielsen@staridaho.org>; Jennifer Salmonsens <jsalmonsens@staridaho.org>; Kevan Wheelock <kwheelock@staridaho.org>; David Hershey <dhershey@staridaho.org>

Subject: Feb. 8 Willowbrook Development Workshop

Hello Mayor and Council Members,

As the owner of the Willowbrook Development Information Page on Facebook, I keep close tabs on what the citizens of Star, Middleton, and Hillsdale are thinking about development, and specifically, the mega Willowbrook development adjacent to Hillsdale and comprising some 1554 acres. At this point, we have more questions than answers about the development.

1. What are the planned uses of the land that are not shown on any of the maps, where are they located, and how many acres are planned for each of them, if applicable? Uses such as,
 - a. Possible sewage treatment plant.
 - b. Treated water piping to the Boise River
 - c. Phosphate remediation of the golf course and sewage treatment plant.
 - d. Capacity and location of any needed wells.
 - e. Size and location of any needed emergency water reservoir.
 - f. Schools needed. Size, type and locations.
 - g. Widening of any existing roads for higher trip volumes/day.
 - h. Parking for the golf course.
 - i. Sufficient parking for the houses surrounding the golf course. Some patio homes apparently have no parking planned on the maps.
 - j. Plans for fiber optics supplied to the new development as well as for Hillsdale residences.
 - k. Traffic impact studies that verify that traffic will not violate traffic load policies of ACHD and Canyon County agencies.
 - l. Similar traffic impact studies for ITD highways such as 16, 44, and 20/26.
 - j. Any demolition and construction on existing roads for purposes of providing sewer, water, electric power and fiber optics to the new development.
 - k. Insurance against well failure in Hillsdale Estates due to usage in the new development and golf course.
 - l. Insurance against land subsidence in Hillsdale due to potential loss of water level in the aquifer.
 - m. Police, Fire and Water substations.
 - n. Any plans for a rock quarry or ponds shown on previously approved plans, but not on this application.
 - o. Water consumption forecasts for the number of homes planned and for the golf course.

It is important that the developer be held accountable for all infrastructure development before housing construction begins. A lot of the items on the above list seem detailed, but the larger the development, the more detailed plans need to be up front. The entire idea of approving zoning and a "conceptual" plan without knowing the details above is not smart planning. I suggest that, if you get pressured by the developer to approve any "conceptual" plan like we saw in Workshop 1 that you tell him he is entitled to R0 zoning until he proves that all the traffic, density and water issues are resolved at a higher density level. Please don't put all of us in the situation where approval is given, and the "details" will be worked out later while the bulldozers go to work. At that point, the developer can reap the benefits of his loose planning, with little or no supervision or accountability.

Good luck with your decision on this one. It will be controversial no matter what. It is important for the legacy you leave for Star. Your names will be associated with it for a long time.

Best Regards,

Monte Smith

10257 W. Lanktree Gulch Rd.

Dana Partridge

From: Monte Smith <full.monte1@gmail.com>
Sent: Wednesday, February 16, 2022 5:42 PM
To: Shawn Nickel
Subject: Impact of the Willowbrook Proposal on the water supply
Attachments: Ground Water Budget.png

Hello Mayor and City Council,

The water component of the Willowbrook proposal has been bothering me for some time. I remember the Mayor's State of the City message where he concluded from the attached slide that we have plenty of water for development. When I look at the slide, I see that there is

1,056,600 AF/yr total outflows from the groundwater system
and

1,098,700 AF/yr total inflows to the groundwater system. When I divide the outflows by the inflows, I get .96. correct me if I'm wrong, but that tells me that 96% of the water coming into the system is going out. So, we seem to have only a 4% buffer in this system. If we keep developing more housing, more water will be taken out of the system. When we get to the point where there is more coming out than going into the aquifer, the levels in the aquifer will begin to drop and more wells will run dry.

As we turn more agricultural land into residential land, we will also lose the recharge to the aquifer that is being generated by canal leakage and flood irrigation for the crops that were formerly planted.

There is also a seasonality issue that was not discussed. When the surface water for irrigation flows in the spring and summer, more surface water is recharging the aquifer than in the fall and winter. So, it is possible that the aquifer level will rise and fall with the seasons...something we don't want because we can't afford wells going dry due to seasonal variations in aquifer levels.

Additionally, no one really knows if the groundwater aquifers in the Valley and those under the mesa where the Willowbrook development will be are the same. Right now, wells are drilled to 600 ft. in Hillsdale while they are drilled to about 300 ft. in the Valley, even though there is only about a 150 ft. difference in altitude between the two areas. What might that mean?

During Workshop 2, Nate Mitchell said Willowbrook would be happy to be responsible for problems that are theirs, but wouldn't volunteer to fix the water problems of Hillsdale. Do you see potential legal issues arising between WB and Hillsdale, with the City of Star in the middle?

And then there's the drought. Regional reports say it's the worst one since the 1500s. Are you sure that there will be enough water for this development, and all the surrounding developments being planned?

Wouldn't it be smart to require WB to prove sufficient water availability for all the homes and the golf course they are planning?

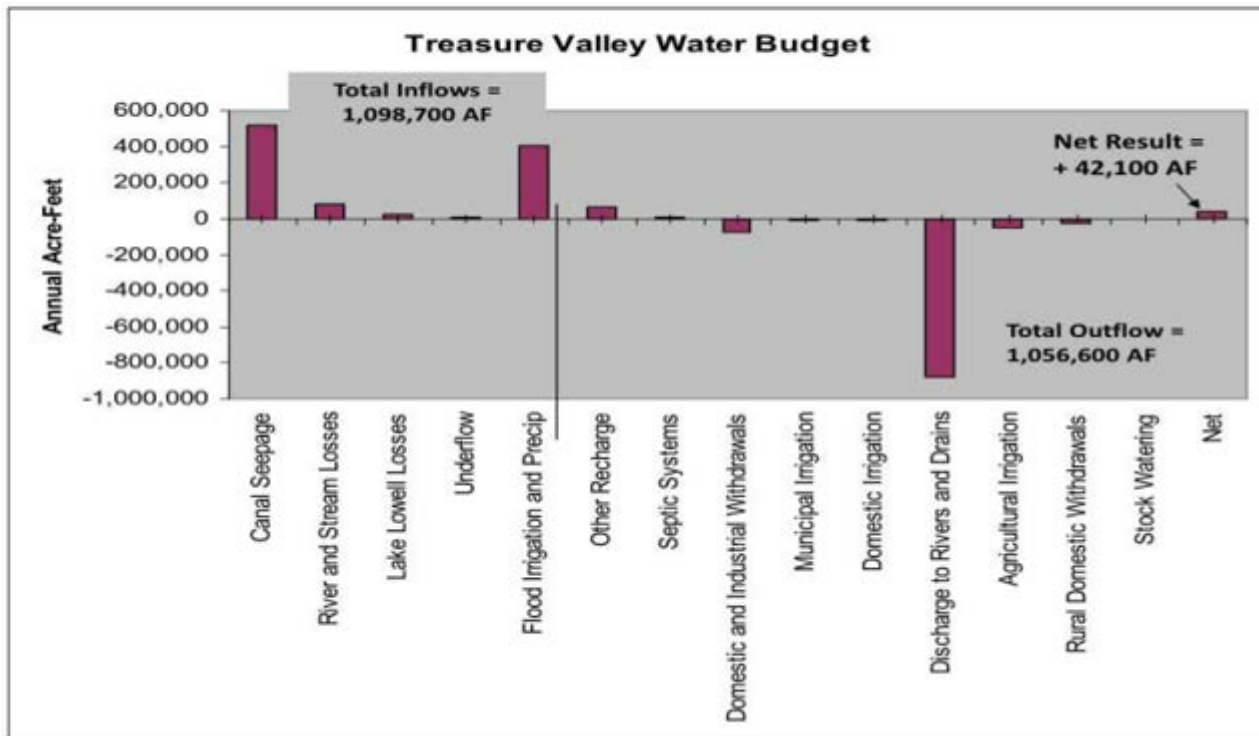
Thank you for your attention to this. We appreciate it.

Monte Smith

208-805-2113

10257 W. Lanktree Gulch Rd.

Ground Water Budget



Trevor Chadwick

From: Morgan Sotelo <morgannnnn4@gmail.com>
Sent: Tuesday, February 22, 2022 3:46 PM
To: Trevor Chadwick
Subject: Support for Willowbrook Development

Hi there,

Just wanting to say how excited I am for Willowbrook Development/ golf course. Between the development of the land, the jobs that will become available and the revenue it will bring the city, you have my full support for this project. There's nothing like watching a city develop and become a better place!

Thank you for your time,
Morgan McFarland

Sent from my iPhone

April 16, 2022

Star City Council
Star, Idaho

RE: Willowbrook Annexation
Application #'s AZ21-12/DA-21-20/PUD-21-02

Mayor Chadwick and Council members,

I am writing today to ask you to seriously consider voting against the proposed project known as Willowbrook.

There are many problems with the proposed development, so I hope to implore you to vote against the project. If you choose to vote in favor, please keep in mind the area and its residents. The zoning should at least be matched, there needs to be a solution for water usage, the roads need to be fixed, traffic controlled, and wildlife well-thought-out.

Thank you so much for taking this into consideration.

Sincerely,

Nicholas Kalfas

Shawn Nickel

From: Paul Egert <pegert@msn.com>
Sent: Monday, April 24, 2023 6:56 PM
To: Shawn Nickel
Subject: Willowbrook Public hearing comment

I would urge the council only approve Willowbrook development once all the foundational work is done. I believe it will lower property values overall if traffic, water, police/fire and other infrastructure needs are not properly addressed. I also would like to see the project adhere to the current master plan.

Thanks,

Paul Egert
25113 Shadow Mountain Circle
Star, ID 83669

Shawn Nickel

From: Trevor Chadwick
Sent: Tuesday, July 6, 2021 6:48 AM
To: Ryan Field; Shawn Nickel
Cc: 'Chris'
Subject: FW: Concerns about Willoughbrook Development
Attachments: Rustin Residents Concerns-1.pdf

This is for Willowbrook. I do not believe we have had an application as of yet

Trevor A. Chadwick
Mayor, City of Star
208-869-0426 (Cell)
208-286-7247 (Office)
10769 W. State Street
Star, Idaho 83669

“There can be no personal victory or triumph for those who serve here. There can be no individual defeat. No man or woman can rule here, or for any prolonged period impose his or her will upon others. **The only victor when we are wise – is Idaho. The only victim if we are unwise – is her People.**” Grandpa Jack M Murphy, Lt. Governor, Idaho, 1967-1975

From: Rick or Vickie <rvbeery@q.com>
Sent: Wednesday, June 30, 2021 5:03 PM
To: boccc@canyonco.org; boccc1@adacounty.id.gov; Trevor Chadwick <TChadwick@staridaho.org>
Cc: rvbeery@q.com
Subject: Concerns about Willoughbrook Development

I am writing to express some concerns regarding the pending Willowbrook Development of approximately 1400 acres that extend from just north of Star, Idaho across the county line into Canyon County. These concerns include traffic, water, services, timeline, taxes, and lifestyle. Several of us on Rustin Road in Canyon County have similar concerns and I have attached a memo outlining our issues. Nate Mitchell, the representative for Willowbrook, did hold a community outreach meeting but left many questions unanswered. He may be able to answer some of the issues in our memo. We intend to use the memo as an outline during upcoming commission meetings and request you use this info in any packages you create for the commission meetings regarding Willowbrook. The attachment has the original memo and signatures of six families who live on Rustin Road. If you would like to respond or ask for further information please feel free to contact me at rvbeery@q.com.

Sincerely,

Richard Beery, 8088 Rustin Road, Middleton, Idaho

From: Richard Moore <richardelwoodmoore@gmail.com>

Sent: Sunday, February 6, 2022 11:21:27 PM

To: David Hershey <dhershey@staridaho.org>; Kevin Nielsen <knielsen@staridaho.org>; Jennifer Salmonsens <jsalmonsens@staridaho.org>; Kevan Wheelock <kwheelock@staridaho.org>; Trevor Chadwick <tchadwick@staridaho.org>

Subject: Willowbrook workshop

Mayor and Council,

I attended the last workshop via zoom as suggested and appreciated the opportunity to do so. Though I was able to hear the presentation and all of the comments, I was unable to tell who was speaking. This is important in any public hearing, in fact in many cases it is as important to know who is saying something as it is to hear what is being said.

Is there a transcript of the workshop available? In the next workshop would you please have people identify themselves as they speak?

Regards,

Richard Moore, Desert Springs circle, Star

Sent from my iPhone

Dana Partridge

From: Trevor Chadwick
Sent: Tuesday, March 15, 2022 1:38 PM
To: Dana Partridge; Shawn Nickel
Subject: FW: Willowbrook Traffic Impact

Dana,

Please add this to the letters for willowbrook.

Thank you

Trevor A. Chadwick
Mayor, City of Star
208-869-0426 (Cell)
208-286-7247 (Office)
10769 W. State Street
Star, Idaho 83669

“There can be no personal victory or triumph for those who serve here. There can be no individual defeat. No man or woman can rule here, or for any prolonged period impose his or her will upon others. **The only victor when we are wise – is Idaho. The only victim if we are unwise – is her People.**” Grandpa Jack M Murphy, Lt. Governor, Idaho, 1967-1975

From: Richard Moore <richardelwoodmoore@gmail.com>
Sent: Tuesday, March 15, 2022 1:31 PM
To: Trevor Chadwick <tchadwick@staridaho.org>; Kevin Nielsen <knielsen@staridaho.org>; David Hershey <dhershey@staridaho.org>; Jennifer Salmonsens <jsalmonsens@staridaho.org>; Kevan Wheelock <kwheelock@staridaho.org>
Subject: Willowbrook Traffic Impact

Dear Mayor and Council,

I am writing as a concerned citizen residing within Star’s impact area regarding the proposed Willowbrook Development. I want to thank the council for insisting on a traffic study prior to the consideration of any development agreement.

A traffic study is essential to understanding the impact a development will have on the community in which it is to be located. A traffic study is even more important for a development as large as the one proposed by Willowbrook as it will have far reaching implications for the entire city of Star and the surrounding areas. The city cannot be expected to tell Willowbrook how many houses they will allow in the development agreement without first having this important study.

Approving a development agreement prior to reviewing the results of a traffic study is flawed and can lead to litigation at a later stage. What happens if recommendations from a traffic study are not possible to implement? The traffic agencies will have many recommendations based on the traffic study. An ensuing disagreement between the city and Willowbrook may then occur centering on which recommendations are actually required, and which are merely recommended. A strong example was brought up by the ITD representative, what happens if the study shows Can Ada

needs to be seven lanes? Best to have a traffic study completed to understand the full implications of the development up front. A traffic study will bring to light the actual number of houses sustainable in the proposed development area.

There are some serious flaws with the plan proposed by Willowbrook. The first is the assumption that Can Ada can be rerouted to eliminate grade issues. The rerouting is dependent on the purchase of land to reroute the road. Willowbrook says they are in discussions with the homeowners regarding the purchase of the necessary land. A discussion is not an assurance of sale. There needs to be significant assurance that the purchase is going to occur before any approval is granted.

The second flaw is the proposal to add a road north through BLM land to connect the development with Highway 16. The traffic study will show that people will not go north on that road in order to proceed south unless Can Ada and Deep Canyon are impassable. I ask that no approval be granted that will create unacceptable conditions on Can Ada and Deep Canyon.

Willowbrook should not object on the basis of cost to do a traffic study prior to approval of the development agreement. It is customary to do appropriate preliminary engineering before requesting approval for projects. It is a best practice to have a traffic study in place prior to seeking approval for a development agreement. It is possible Willowbrook is avoiding doing a traffic study, because they understand the results will show they are proposing way too many houses in the area constrained by Deep Canyon and Can Ada.

An important step in the traffic study is to get approval of the scope of work by the relevant traffic agencies. I have talked with ITD and they have yet to receive a scope of work from Willowbrook. Similarly, I suspect the other agencies have yet to receive scope of work documents. Please ensure that Willowbrook follows the proper procedures prior to accepting their traffic study.

Regards,

Richard Moore

Trevor Chadwick

From: Rob Harbottle <harbottlenv@gmail.com>
Sent: Wednesday, February 23, 2022 11:35 AM
To: Shawn Nickel; Trevor Chadwick
Subject: Willowbrook Development

To whom it may concern:

As an avid golfer when I first heard about this development it got me very excited. Tom Weiskopfs is not only known as a great player but a world renown golf course architect. Having this development in Star can only add to the community. it will increase property values and offer a golfing experience not easily found in the northwest. I urge you to move forward with this great opportunity for the city of Star.

Thank you,

Rob Harbottle
Resident of Meridian, ID