

City of Star Development Impact Fee Analysis + Capital Improvement Plans: *Parks, Pathways, Police*



PREPARED FOR CITY OF STAR
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CLEARWATER
— FINANCIAL —

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Executive Summary



Executive Summary

The City of Star engaged Clearwater Financial to prepare updated Capital Improvement Plans (CIPs) and Development Impact Fees for Parks, Pathways & Trails, and Police services. The original Pathways and Trails CIP was created in conjunction with the Pathways Master Plan, [Appendix G](#), by firm Kimberly Horn, and adopted in December 2024; this current project updates the CIP project development costs and establishes related impact fees.

The analysis was conducted in accordance with the Idaho Development Impact Fee Act, Idaho Code Title 67, Chapter 82, including statutory requirements for proportionate share (67-8207), capital improvement planning (67-8208), expenditure restrictions (67-8210), credits (67-8209), adoption procedures (67-8206), and refund requirements (67-8211).

Star is one of the fastest-growing communities in Idaho. Population increased from approximately 11,117 in 2020 to more than 20,000 in 2024 (80.1% total growth or an annualized growth rate of 15.84%), and mid-range forecasts from the City's Demographic Report project 45,816 residents by 2035 (312.13% total growth or an annualized growth rate of 9.90%). This growth places significant pressure on the City's ability to maintain adopted Levels of Service (LOS) for Parks, Pathways and Trails, and Police.

Idaho's impact fee law allows only the growth-related portion of system improvements required to serve new development, not curing existing deficiencies or raising LOS for existing residents (67-8204(1), 67-8207(1)). Net new growth (23,546)/2035 future population (45,816) = 51.39%.

Current and Future Land Uses: Star, Idaho Mid Growth Projections					
	2025	2035	Net Growth	Net Growth Sq. Ft.	% of Total Growth Sq. Ft.
Population	22,270	45,816	23,546		106%
Residential (units)	8,150	16,767	8,617		106%
Residential (Sq. Ft.)	17,889,250.00	36,803,554.03		18,914,304.03	106%
Non Residential (Sq. Ft.)	1,844,114.00	3,793,895.73		1,949,781.73	106%

The City's CIPs were developed using updated land use assumptions, demographic forecasts, and existing asset inventories. New or updated LOS metrics were established for each service category consistent with Idaho Code requirements:

Department	Category	Standard	Current LOS	Adopted Std
Parks	Park Land	Acres per 1,000 res.	5.05	5.00: Comprehensive Plan
Parks	Indoor Recreation Space	Sq. ft per 1,000 res.	1,057.75	
Parks	Event Center Space	Sq. ft per 1,000 res.	162.78	
Pathways and Trails	All	Trail miles per 1,000 res.	0.98	
Police	Sworn Officers	Per 1,000 res.	1.044	
Police Station	Police Station Space	Sq. ft per 1,000 res.	161.65	
Police Training Center	Sworn Officers	Per 1,000 res.	1.044	

Using these LOS benchmarks, the CIPs identify system improvements needed through 2035 and evaluate each project using a [CORE](#) Analysis (Capacity, Ongoing, Raise LOS, Ensemble) to determine impact-fee eligibility. Only the capacity-expanding portion required to maintain LOS for new development is funded by impact fees.

Growth-related capital needs identified for the 10-year CIP period include:

- **Parks:** \$50,579,137.00 in eligible improvements (land acquisition, park development, field space, growth-related equipment, and eligible portions of the Recreation Center and Event Center).
- **Pathways and Trails:** \$18,996,424.56 in eligible improvements (land, pathway construction, priority connections, and eligible shares of river crossings).
- **Police:** \$12,562,605.09 in eligible improvements (substations, main station growth share, training center growth share, vehicles, and equipment tied to LOS officer growth).

The corresponding **maximum supportable development impact fees** are:

- **Parks:** \$5,869.70 per new residential unit
- **Pathways and Trails:** \$2,204.53 per new residential unit
- **Police:** \$1,321.65 per new residential unit and \$0.60 per new non-residential sq. ft.

These fees represent the proportionate share of growth-driven capital costs over the CIP planning period. The City may adopt lower fees, but doing so will require alternative revenue sources to maintain LOS for new development.

The report also provides required components for legal compliance, including credit policies (67-8209), expenditure restrictions and accounting procedures (67-8210), refund provisions (67-8211), and annual and five-year update requirements (67-8206 and 67-8208). Service areas are defined as the City limits of Star, and all system improvements provide citywide benefit.

The findings of this study demonstrate that Star's rapid growth requires substantial capital investment to maintain adopted LOS standards. The CIPs and impact fees presented herein comply with Idaho Code, are supported by objective data, and ensure that new development pays only its fair and proportionate share of future infrastructure costs, while protecting existing residents from subsidizing growth.

Stakeholder Review:

- **Stakeholder Engagement:** The City provided stakeholders time for review, comment and feedback from the initial public release of the report on Dec 11, 2025, through February 2026. The City met with the Building Contractors Association on January 5, 2026, and again on February 6, 2026, to discuss feedback.
- **Impact Fee Committee:** The Impact Fee Committee met multiple times during the research and analysis phases posing questions and offering insight and feedback which shaped the results. The Committee unanimously supports these recommendations.

Section 1



Purpose, Compliance,
Study Areas, Process, and
Calculated Methodology

Section 1. Purpose, Compliance, Study Areas, Process and Calculation Methodology

The City of Star retained Clearwater Financial to prepare Development Impact Fees for the City's Parks & Recreation, Pathways & Trails, and Police departments and updated Capital Improvement Plans (CIPs) for City's Parks & Recreation and Police departments. The original Pathways and Trails CIP was created in conjunction with the Pathways Master Plan, [Appendix G](#), by firm Kimberly Horn, and adopted in December 2024.

These impact fees are intended to ensure that new development contributes to its fair and proportionate share of the cost of growth-related public facilities, consistent with Idaho Code Title 67, Chapter 82 (the "Idaho Development Impact Fee Act").

This report updates the City's previous Parks CIP and impact fees (in place since 2009), updates the Kimley-Horn Pathways and Trails CIP with current costs and established project impact fee eligibility calculations, and establishes the City's first Police CIP and impact fee program. All findings are based on the most recent demographic forecasts, asset inventories, LOS calculations, and project cost estimates provided by City staff, consultants, and the Impact Fee Advisory Committee.

Idaho Development Impact Fee Act Compliance

This study was prepared following Idaho Code 67-8201 through 67-8216, including:

- 67-8202: Purpose—establishing a fair, equitable mechanism for funding system improvements required by new development
- 67-8203: Use of statutory definitions, including *impact fee*, *system improvements*, *capital improvements*, *proportionate share*, and *service units*
- 67-8204: Minimum standards—ensuring fees:
 - Do not exceed a development's proportionate share
 - Do not fund operations, maintenance, repair, or existing deficiencies
 - Are based on adopted Levels of Service (LOS)
 - Include a credit policy and extraordinary impact provisions
- 67-8205: Involvement of the City's Impact Fee Advisory Committee
- 67-8206: Required public hearing and adoption procedures
- 67-8207: Calculation of proportionate share
- 67-8208: Development of a legally compliant Capital Improvement Plan
- 67-8209: Credit procedures to prevent double payment
- 67-8210: Fee expenditure restrictions and separate accounting
- 67-8211: Refund procedures
- 67-8212: Appeals processes

Restrictions: Idaho's Impact Fee Act places clear limitations on how development impact fees may be used, including prohibiting local governments from:

- 67-8202(3), 67-8204(3): Imposing ad hoc or duplicative exactions on top of impact fees for the same system improvements
- 67-8204(1): Charging more than a development's proportionate share of system improvement costs
- 67-8204(2): Once a fee is paid, it generally cannot be increased unless the development itself changes

- 67-8204(5): Requiring impact fees for certain exempt activities, such as remodeling, rebuilding after fire without increasing service units, or accessory structures that do not add measurable demand
- 67-8207(1): Using fees to cure existing deficiencies or raise the level of service for current residents unless the portion attributable to new development is clearly identified
- 67-8210(1): Spending fees outside the defined service area or on projects not listed in the adopted capital improvements plan
- 67-8203(18): Using fees for operation, maintenance, or repair of existing or new facilities
- 67-8211: Fees must be refunded if unused within the statutory time frame or improperly collected

This report contains all required statutory elements, including land-use assumptions, LOS statements, CIP project lists, eligibility calculations, fee schedules, credit policies, and administrative procedures.

Impact Fee Study Areas

Impact fees apply to all new development within the Star City limits, in both Ada County and Canyon County. [City of Star Future Land Use Map, Appendix C.](#)

Service areas are defined citywide for each category because:

- Parks, pathways and trails, and police facilities provide system-wide benefit
- No sub-area or district-based variation in LOS exists
- Idaho Code allows a unified service area where improvements serve the entire jurisdiction

The study incorporates:

- New Parks CIP projects and associated impact fees
- Updated Kimberly Horn Pathways and Trails CIP project costs based on recent and similar City projects. These costs should be added to the adopted Master Plan. Associated impact fees were developed in this project.
- New Police CIP including substations, main station expansion, fleet, equipment & training center

Impact Fee Analysis Process

The development of the CIPs and impact fees followed a multi-step process:

1. **Demographic & Land Use Analysis** Current and historical population data, [Demographic Report, Appendix D.](#)
 - Long term population forecasts showing 2030, 2040, 2050, 2060
 - 10-year mid-growth population forecast showing 2035 and 2045
 - Residential and non-residential development forecasts
 - Household size and density trends

2. Level of Service (LOS) Determination

Idaho Code Title 67, Chapter 82 requires municipalities to base development impact fees on adopted LOS. LOS represents the measurable standard of service the City currently provides and must be maintained, not improved, by new growth under (67-8207 and 67-8208.)

- Impact fees may fund only the system improvements needed to maintain the existing LOS for new development.
- Impact fees cannot fund existing deficiencies or increase LOS for current users.

LOS standards were calculated based on existing assets and population served. These LOS benchmarks determine the minimum system improvements needed to maintain current service levels as growth occurs. Specific LOS standards for Parks, Pathways and Trails, and Police are included in their associated CIP under the CIP Value Question, “What is the current level of service provided by the City?”

All LOS standards used in this report:

- Reflect existing conditions
- Meet statutory requirements
- Ensure new development pays only its proportionate share
- Prevent any increase in LOS for existing development

3. Service units are defined as:

Parks	per residential dwelling unit
Pathways	per residential dwelling unit
Police	per residential dwelling unit and per nonresidential square foot

4. Proportionate Share Calculation

Impact fees are derived using the formula required by Idaho Code 67-8207 to demonstrate that no type of development pays more than its fair share:

$$\text{Impact Fee} = (\text{Growth-Eligible CIP Cost}) / (\text{New Service Units}) \text{ per } 1,000 \text{ residents}$$

5. Data Collection & Inventory

Existing facilities, equipment, land, and LOS conditions

- Current asset values
- Department interviews, [Appendix E.](#)
- Impact Fee Advisory Committee interviews, [Appendix F.](#)
- Kimley-Horn Pathways Master Plan (incorporated and updated) [Appendix G.](#)

6. Capital Improvement Plan (CIP) Creation

CIPs identify the system improvements required to maintain adopted LOS as Star grows. The CIP identifies the capital improvements necessary to accommodate future growth within a set planning period. The team used the CIP value calculation questions and growth-related [CORE](#) scoring to gather data, determine the current service level investment, and calculate the impact fees.

7. Fee Schedule Development

Once the CIP value questions have been answered, and a [CORE](#) score provided, each department's impact fee calculation is included in its CIP under the CIP Value question, "What impact fee is required to pay for the new infrastructure?" Additionally, the calculated maximum supportable fees for each department are presented together in [Section 4. Summary Fee Schedules and Participation](#). The City may adopt lower fees but may not adopt higher fees.

8. Public Process & Adoption

The City must meet all statutory requirements under 67-8205 and 67-8206 before adopting fees, including:

- Creation of, and Advisory Committee review
- Public hearing
- Ordinance adoption
- 30-day implementation period

Section 2



Demographic Analysis,
Land Use, Level of
Service, and
Proportionate Share

Section 2. Demographic Analysis, Land Use, Level of Service and Proportionate Share

This section provides a summary of the demographic and land use assumptions required under Idaho Code 67-8208. These assumptions form the basis for determining future service demand and calculating the proportionate share of system improvements attributable to new development.

The data forecasts in this report were based on detailed research in the City of Star Demographic Report, [Appendix D](#), findings. Several sources were used including Bureau of Census, U.S. Census, and American Community Survey data, regional COMPASS forecasts, local building permits, and other City-provided records. The Demographic Report analyzes growth in 10-year increments (even years) through 2060. After the Demographic report was completed, additional forecasting to the 10-year mid-point (2035) was created and ultimately used to match the time frame of the CIP. 2045 forecasting was also run, which showed no material difference to growth order of magnitude. [Appendix. D](#).

Population Forecasts

As noted in the City of Star Demographic Report, [Appendix D](#), the City is experiencing rapid population expansion and shifting demographic characteristics. The population grew from 11,117 in 2020 to more than 20,000 in 2024, an increase of over 80% in four years and more than 1,000% since 1990. Mid-range forecasts estimate population levels of 34,250 by 2030, 57,382 by 2040, and 87,250 by 2060, signaling a tripling of residents over the next 35 years. Star remains one of the fastest-growing cities in Idaho and the Treasure Valley region. City of Star, Population Forecast through 2060.

Year	Low Forecast	Low % Change	Mid Forecast	Mid % Change	High Forecast	High % Change
2020	11,117	-	11,117	-	11,117	-
2030	34,250	208.1%	34,250	208.1%	34,250	208.1%
2040	55,069	60.8%	57,382	67.5%	59,695	74.3%
2050	63,212	14.8%	78,201	36.3%	85,141	42.6%
2060	71,356	12.9%	87,250	11.6%	110,587	29.9%

Forecasted Growth

This Report assumed a mid-range growth projection. Midrange population projections anticipate:

- 34,250 residents by 2030
- 45,816 residents by 2035
- 57,382 residents by 2040
- 67,792 residents by 2045

This Report uses the 2035 forecast to serve as the basis for all impact fee calculations and CIP planning.

Housing & Household Size

- Total housing units (2025 est.): approx. 8,150
- Total Housing units (2035 projected): 16,767
- Average household size: 2.82 persons per household
- Residential growth remains the primary driver of service demand for Parks, Pathways and Trails, and Police.

Land Use Patterns

Star's land use pattern consists primarily of:

- Single-family residential neighborhoods
- Mixed rural residential areas
- Rapidly urbanizing corridors along Highway 44 and the Boise River

These patterns support forecasting based on residential dwelling units as the primary service unit for Parks and Pathways and Trails impact fees.

Development Characteristics Relevant to Impact Fees

- Most of the future development is expected to occur in the west, northwest, and south of the Boise River.
- Nonresidential growth is expected but will remain a smaller share of total demand compared to residential uses.
- Population growth will significantly increase facility needs across police, parks, and pathways and trails. Capacity must expand at a pace that is proportionate to population growth.
- Pathway demand is driven by both population growth and subdivision connectivity requirements.
- Age shifts could require adaptable and inclusive designs, such as indoor multi-use recreation spaces and trails accessible to seniors.
- Smaller household sizes may translate to higher service demand per resident and increased need for flexible, decentralized facilities.
- Spatial expansion requires distributed infrastructure, including substations, parks, and trailheads in emerging neighborhood and development areas.
- Rapid growth in population, housing, and workforce participation provides a strong basis for increased capital investment over the next decade.

Compliance with Idaho Code Requirements

Idaho Code requires land use assumptions to:

- Reflect expected growth over the planning period (67- 8208)
- Be consistent with adopted Comprehensive Plan growth areas
- Serve as the foundation for CIP project timing and cost allocation

All demographic inputs used in this study comply with statutory requirements.

Current and Future Land Uses, Proportionate Share

This section summarizes current and future land use patterns, population forecast, and level of services definitions used for calculating development impact fees.

Population Forecasts (2025-2035)

Star is one of the fastest-growing communities in Idaho. Population increased from approximately 11,117 in 2020 to more than 20,000 in 2024, and mid-range forecasts from the City's Demographic Report project 45,816 residents by 2035. This growth places significant pressure on the City's ability to maintain adopted Levels of Service (LOS) for Parks, Pathways and Trails, and Police.

Current and Future Population: Star, Idaho				
	2025	2035	Net Growth	10-year Growth %
Population	22,270	45,816	23,546	106%

Population Forecasts (2025-2045)

Current and Future Population: Star, Idaho				
	2025	2045	Net Growth	20-year Growth %
Population	22,270	67,792	45,522	204%

Residential and Non-Residential Forecasts

Residential sq footage grows from 17.89 million sq. ft. to 36.80 million sq. ft. by 2035, while non-residential grows from 1.8 million to 3.79 million sq. ft.

Current and Future Land Uses: Star, Idaho Mid Growth Projections					
	2025	2035	Net Growth	Net Growth Sq. Ft.	% of Total Growth Sq. Ft.
Population	22,270	45,816	23,546		106%
Residential (units)	8,150	16,767	8,617		106%
Residential (Sq. Ft.)	17,889,250.00	36,803,554.03		18,914,304.03	106%
Non Residential (Sq. Ft.)	1,844,114.00	3,793,895.73		1,949,781.73	106%

Proportionate Share of future growth

The City of Star is currently made up of 90.65% residential land uses and 9.35% commercial land uses. This determines the proportionate share % of how impact fees will be distributed for collection.

Proportional Share Total Growth		
Category	2025 Total Sq. Ft.	% of total
Residential	17,889,250.00	90.65%
Non-residential	1,844,114.00	9.35%
Total	19,733,364.00	100.00%

Section 3



Capital Improvement Plans (CIP) and Impact Fees

Section 3. Capital Improvement Plans (CIP) and Impact Fees

Purpose of the Capital Improvement Plans

Identify the system improvements required to maintain adopted LOS as Star grows. The CIP identifies the capital improvements necessary to accommodate future growth within a set planning period.

Established Level of Service (LOS)

The following LOS calculations were established for this study and reflected in the corresponding department's CIP.

Department	Category	Standard	Current LOS	Adopted Std
Parks	Park Land	Acres per 1,000 res.	5.05	5.00: Comprehensive Plan
Parks	Indoor Recreation Space	Sq. ft per 1,000 res.	1,057.75	
Parks	Event Center Space	Sq. ft per 1,000 res.	162.78	
Pathways and Trails	All	Trail miles per 1,000 res.	0.98	
Police	Sworn Officers	Per 1,000 res.	1.044	
Police Station	Police Station Space	Sq. ft per 1,000 res.	161.65	
Police Training Center	Sworn Officers	Per 1,000 res.	1.044	

CIP Planning Horizon, Categories and Project Lists

Idaho Code 67-8208 requires CIPs to identify growth-related improvements, outline project costs and timing, define funding sources and eligibility, plan for up to 20 years, and serve as the basis for impact fees. This Report applies a 10-year planning horizon (2026–2036), The City's CIPs for Parks, Pathways and Trails, and Police each include a project list with:

- Project descriptions, timing, and forecasted costs
- Current service investments
- Growth analysis, including population/land-use forecasts and [CORE](#) growth-share calculations to determine funding sources

The team used the CIP value calculation questions and [CORE](#) scoring to gather data, determine the current service level investment, and calculate the impact fees.

CIP Value Calculation Questions	
Who is being served by the City?	# of residents. Residential and non-residential land uses.
What is the current LOS provided by the City?	Impact fees aim to help continue current levels of service. To forecast this, we must establish the current LOS provided to the community.
What assets allow the City to provide this LOS?	A current inventory of assets used by the City (facilities, land, and equipment). Replacement values of these assets are calculated to identify the value of each department's assets (Parks and Recreation, Pathways and Trails, and Police).
What is the current investment per household?	How much of each department's current assets' total value is needed to serve current residential households and new non-residential sq. ft.
What future growth is expected in the City?	The number of new residential households and new non-residential sq. ft. these departments will serve over the CIP period.
What new infrastructure is required to serve future growth?	Example: The acres of new Parks, new miles of trails and the number of new police stations the City of Star requires to maintain its current level of service.
What impact fee is required to pay for the new infrastructure?	Impact fees are calculated after determining the apportionment of new infrastructure cost to future residential and new non-residential land-use for the City.

CIP CORE Analysis for Impact Fee Eligibility Funding

CIP Funding Responsibilities Per Idaho Code (67-8204) and (67-8207):

- New development funds only its proportionate share through impact fees.
- The City must fund the non-growth share using other sources (taxes, grants, bonds, etc.).
- Existing deficiencies cannot be funded with impact fees.

In Star, as in any community, capital projects are not all linked to growth. Some expenditures address the repair or renewal of existing infrastructure, such as replacing a roof, and do not qualify for impact fee funding. Others aim to enhance services or raise the current LOS, which may improve community amenities but are not typically impact-fee eligible. By contrast, projects that expand facilities to serve new residents while maintaining the adopted LOS, such as adding a police station to accommodate population growth, are considered impact-fee eligible.

To distinguish between these categories, the study team applied a growth-related [CORE Analysis](#), which classifies projects into four types:

C	Capacity Expansion	Growth-driven projects required to sustain service levels.	Fully eligible for impact fees.
O	Ongoing Renewal	Repair and reinvestment in existing facilities.	Not tied to growth and therefore ineligible.
R	Raise Service Level	Enhancements or upgrades beyond baseline service.	Generally, not eligible.
E	Ensemble/Mixed	Projects combining growth, renewal, and upgrade elements.	Only the growth-related portion is eligible.

Projects that did not achieve a growth-related “**C**” **Capacity Expansion** rating (fully impact-fee eligible) received an additional designation (O, R, or E). The impact-fee-eligible percentage was then calculated based solely on the capacity-expanding portion, and other funding sources were identified for the non-eligible pro-rata share. Projects with a growth-related [CORE](#) eligibility % greater than 0% have been identified as being fully eligible or proportionally eligible and are:

- required to maintain LOS for new development
- system improvements as defined in Idaho Code (67-8203)
- screened for eligibility using statutory criteria
- included in the fee calculation only to the extent required by growth

These projects will be reassessed during the five-year CIP update required by (67-8208).

Cost Inputs Used for CIP Project Calculation for Parks, Pathways and Trails, and Police

Cost Associated with CIP Projects	Identified Cost	Cost Source
Per Acre for Parks	\$185,185.00	Several resources were researched including Zillow, Landwatch.com, Land.com, MLS and discussions with Impact Fee Committee members and stakeholders which are in construction and /or development locally. The City used the average cost of several recent closed raw land purchases of 5 acres or more, for an average per acre cost of \$185,185.00.
Development of Park Acre	\$134,980.00	Average of actual cost of the City's four recent parks. Includes development of fields, playgrounds, restrooms, parking, lighting, walkways, turf, and irrigation.
Build per sq. ft.	\$400.00	Recent bids for City projects are \$412.01 per sq. ft. The City and the Impact Fee Committee agreed to use \$400.00 per sq. ft.
Per Acre for Pathways	\$92,592.00	While \$185,185.00 is the used cost in the CIP for purchasing land, it is assumed that land for pathways and trails could be purchased for less as it may be less usable in a traditional project. City staff and the impact fee committee agreed on 50% of full acre cost for pathways using \$95,592.00 for the planning amount.
Soft (natural paths) Design Costs: Pathways & Trails	\$75 per cubic yard including materials and labor	Current City of Star project costs.
Hard Design Costs: Pathways & Trails	\$700 per cubic yard including excavation, base material, concrete, labor	Current City of Star project costs.

Parks and Recreation Capital Improvement Plan (CIP)



Who is being served by the City of Star Parks and Recreation Department?

The City of Star has experienced rapid growth, increasing from 11,117 residents in 2020 to more than 20,000 in 2024. Star remains one of the fastest-growing cities in Idaho and the Treasure Valley region. Forecasts show an increase of 23,546 residents by 2035. This population increase will put an increased demand and stressors on Star's current park system.

Current level of service (LOS) provided by the Parks and Recreation department?

Using the current and future growth forecast is important when referring to the established LOS.

Current and Future Population: Star, Idaho				
	2025	2035	Net Growth	10-year Growth %
Population	22,270	45,816	23,546	106%

To effectively plan for future capital needs, the City of Star evaluates its Parks and Recreation system using three distinct LOS measures. The Parks and Recreation Department provides services through a variety of facility types, each of which serves the community in different ways and requires its own method of measurement. Establishing separate LOS calculations ensures a more accurate understanding of current conditions and future facility demands as the City continues to grow.

Parks LOS: The City currently owns and [operates eight public parks](#) that provide outdoor recreation opportunities, community gathering areas, play spaces, and open green space. Because the functionality of parks is driven by available land area, the appropriate LOS metric is acres of park land per 1,000 residents. For 2025, the City maintains a Parks LOS of 5.05 acres per 1,000 residents, which slightly exceeds the Comprehensive Plan standard of 5.00 acres per 1,000 residents. This calculation helps determine how much additional park land will be required to maintain or improve service levels as the population is projected to grow significantly through 2035.

$$LOS = \text{acres} / (\text{population}/1,000)$$

Current 2025 LOS: Parks		
2025 Acres	2025 Pop	2025 LOS
112.37	22,270	5.05

Comp Plan 2025 LOS: Parks		
2025 Acres	2025 Pop	2025 LOS
111.35	22,270	5.00

The City has chosen to use the Comprehensive Plan LOS of 5.0 for establishing impact fees. See page 21.

Event Center LOS: The City's event center, the Riverhouse, is a unique community asset that provides indoor and outdoor space for gathering including civic and community events such as banquets, trade shows, performances, and large public meetings, and is also available for public rental.

Unlike parks, the value and usability of the Riverhouse is tied to available square footage, not land area. For this reason, LOS for the Event Center is measured in sq. ft. per 1,000 residents. This metric ensures that as the City's population increases, indoor community gathering space can expand accordingly to meet the needs of residents.

The existing Riverhouse event center provides:

- 3,625 sq. ft. of community event space
- LOS: 162.78 sq. ft. per 1,000 residents

$$LOS = \text{sq. ft.} / (\text{population}/1,000)$$

Current 2025 LOS: Event Center		
2025 sq.ft.	2025 Pop	2025 LOS
3,625.00	22,270	162.78

Indoor Recreation Center Amenities LOS: In addition to the Event Center, the City operates a variety of indoor recreation programs that require dedicated space for sports, fitness, and year-round activities. Star currently offers 23,556 sq. ft. of indoor recreation space, comprised of a 3,600-sq. ft. leased facility (fire district) and approximately 19,956 sq. ft. of gym space leased from local schools. The LOS for indoor recreation is also measured in sq. ft. per 1,000 residents, resulting in a current LOS of 1,057.75 sq. ft. per 1,000 residents. This measure allows the City to evaluate future indoor recreation facility needs based on projected program demand and anticipated population growth.

Indoor recreation LOS is measured in sq. ft. of indoor recreation space per 1,000 residents, including leased equivalents.

The existing indoor recreation facilities provide:

- 23,556 sq. ft. (school gyms + main facility)
- LOS: 1.057.75 per 1,000 residents
- $LOS = \text{sq. ft.} / (\text{population} / 1,000)$

Current 2025 LOS: Indoor Recreation Amenities Sq. Ft.		
2025 sq. ft.	2025 Pop	2025 LOS
23,556.00	22,270	1,057.75

What assets allow the City to provide this level of service?

As part of the analysis, we determine what current assets are provided by the City's departments to both identify factors that support the level of service as well as to identify any deficiencies. The City of Star has significant investments in its current parks and recreation system that include land, facilities, vehicles, and equipment.

Current facilities were measured by City staff to verify sq. ft., and GIS was used to verify associated land. Park land was measured by City staff using GIS. Pathways sq ft. was separated out to ensure accurate numbers.

Current Assets: Parks							
Capital Infrastructure	Acres	Land Replacement Value \$185,185/Acre	Develop Replacement Value *\$134,980/Acre	Sq. Ft.	\$400 Build Cost/Sq. Ft.	Item Replacement Value	Total Replacement Value
Park Land and Amenities							
Blake Haven	3.66	\$677,777.10	\$494,026.80				\$1,171,803.90
Hunter's Creek	16.12	\$2,985,182.20	\$2,175,877.60				\$5,161,059.80
Riverhouse Park	9.98	\$1,848,146.30	\$1,347,100.40				\$3,195,246.70
Star River Walk	4.86	\$899,999.10	\$656,002.80				\$1,556,001.90
Westpoint	2.4	\$444,444.00	\$323,952.00				\$768,396.00
Pavillion	7.78	\$1,440,739.30	\$1,050,144.40				\$2,490,883.70
Freedom (land portion)	37.57	\$6,957,400.45	\$5,071,198.60				\$12,028,599.05
Freedom (water portion)	30	\$5,555,550.00	\$2,024,700.00				\$7,580,250.00
	112.37	\$20,809,238.45	\$13,143,002.60				\$33,952,241.05
Facilities							
Riverhouse Event Center	0	\$0.00	\$0.00	3,625	\$400.00	\$1,450,000.00	\$1,450,000.00
Parks/Rec Center Indoor Courts (leased)	0	\$0.00	\$0.00	19,956	\$400.00	\$7,982,400.00	\$7,982,400.00
Parks/Rec Center Indoor Courts (leased)	0.7	\$129,629.50	\$0.00				\$129,629.50
Parks/Rec Center (leased)	0.6	\$111,111.00	\$0.00				\$111,111.00
Parks/Rec Center (leased)	0	\$0.00	\$0.00	3,600	\$400.00	\$1,440,000.00	\$1,440,000.00
Maintenance Shop	0	\$0.00	\$0.00	3,011	\$400.00	\$1,204,400.00	\$1,204,400.00
Maintenance Yards & Sheds (2)	0	\$0.00	\$0.00	625	\$400.00	\$250,000.00	\$250,000.00
		\$240,740.50	\$0.00	30,817		\$12,326,800.00	\$12,567,540.50
Vehicles							
Passenger Van Shuttle Bus (1)						\$129,708.00	\$129,708.00
Trucks (6)						\$397,500.00	\$397,500.00
						\$527,208.00	\$527,208.00
Equipment (life space over 10 yrs)							
Kubota Backhoe Tractor attachment						\$50,000.00	\$50,000.00
Kubota Skidsteer						\$70,000.00	\$70,000.00
Toro Groundsmaster 5900						\$150,000.00	\$150,000.00
SNAK Utility/Dump Trailer						\$8,200.00	\$8,200.00
Flatbed Trailer- Utility Grass Trailer						\$9,629.00	\$9,629.00
Utility Grass Trailer						\$8,795.00	\$8,795.00
Hyster Lift						\$20,000.00	\$20,000.00
Hotsy Pressure Washer						\$10,000.00	\$10,000.00
Heftee Lift 4000						\$10,000.00	\$10,000.00
Groundsmaster 5900						\$150,000.00	\$150,000.00
Trailer						\$15,000.00	\$15,000.00
						\$501,624.00	\$501,624.00
Other							
Growth Related Research, CIP & IF Study							\$46,000.00
Impact Fee Balance							\$0.00
Total Current Investment							\$47,594,613.55

What is the current investment per household for the Parks and Recreation Department?

The City of Star currently invests \$5,839.83 per household unit for parks amenities. This is calculated by dividing the current investment by the number of residential units.

What future growth is expected in the City of Star?

The City of Star is expected to grow by 106% over the next ten years. This could mean an increase of approximately 23,546 more people and 8,617 more residential units that will be using City parks.

Current and Future Land Uses: Star, Idaho Mid Growth Projections					
	2025	2035	Net Growth	Net Growth Sq. Ft.	% of Total Growth Sq. Ft.
Population	22,270	45,816	23,546		106%
Residential (units)	8,150	16,767	8,617		106%
Residential (Sq. Ft.)	17,889,250.00	36,803,554.03		18,914,304.03	106%
Non Residential (Sq. Ft.)	1,844,114.00	3,793,895.73		1,949,781.73	106%

What new infrastructure is required to serve future growth?

The CIP analysis shows that the minimum new investment needed to preserve the City's 2025 LOS through 2035 is approximately \$50,579,137.00. The City's 10-year Parks CIP provides \$64,983,261.00 in new park improvements, including both growth-related capacity projects and City-funded replacements and upgrades.

Impact fees may only support projects that add capacity required to serve new development; therefore, each project was analyzed and assigned a [CORE score](#) and a % of impact fee eligibility. The growth-related portion of this CIP, \$50,579,137.00, forms the basis of the maximum supportable impact fee for parks, while the remaining \$14,404,124.00 must be funded by non-impact-fee sources.

Capital Planning Considerations:

Indoor and field space demand will continue to rise. Enrollment in recreation programs already exceeds capacity. By 2035, demand for fields, courts, and indoor space will more than double, especially with limited school gym availability.

Smaller households increase per-capita demand. The average household size declined from 3.27 to 2.82 from 2013 - 2023 while household counts nearly tripled, increasing the need for diverse recreation offerings.

Demographic shifts require varied amenities. Youth growth remains steady, while older adult populations are rising rapidly. The City will need additional active recreation spaces for youth and accessible, passive amenities for seniors.

Service equity becomes challenging as Star expands geographically. New neighborhoods will expand existing service areas, necessitating new parks and facilities to be developed.

Parks Capital Improvement Plan Projects (CIP)												
10- Year Parks CIP Projects	Service Location	Estimated Year	Acres	Land Acquisition Cost \$185,185/Acre	Sq. Ft.	\$400 Build Cost/ Sq. Ft.	Per Acre Cost to Develop Replacement Value *\$134,980/Acre	Cost	IF Eligibility Analysis (CORE)	IF Eligibility % (CORE)	Allowable IF Funding	Other Funding *
Land												
Land Acquisition: New Parks	West, NW and South of River according to Parks master plan	0-10 yrs	117	\$185,185.00				\$21,666,645.00	C	100.00%	\$21,666,645.00	\$0.00
Green Up Cost: New Parks	West, NW and South of River according to Parks master plan	0-10 yrs	117				\$134,980.00	\$15,792,660.00	C	100.00%	\$15,792,660.00	\$0.00
Facilities												
Indoor Recreation Center	Location in west Star	6-10 yrs			50,000	\$400.00		\$20,000,000.00	E	49.81%	\$9,962,000.00	\$10,038,000.00
Freedom Park Event Barn	N. riverfront	0-5 yrs			12,500	\$400.00		\$5,000,000.00	E	30.66%	\$1,533,000.00	\$3,467,000.00
Boot Hill Bathroom Completion	NE	0-5 yrs						\$300,000.00	C	100.00%	\$300,000.00	\$0.00
Maintenance Yards & Sheds: Growth related parks 2 new	Citywide	0-10 yrs						\$250,000.00	C	100.00%	\$250,000.00	\$0.00
Vehicles												
Shuttle Bus/ Van #2 for Youth Programs	Citywide	0-5 yrs						\$129,708.00	C	100.00%	\$129,708.00	\$0.00
Park Maintenance Fleet: Growth related parks: 6 new	Citywide	0-10 yrs						\$397,500.00	C	100.00%	\$397,500.00	\$0.00
Park Maintenance Fleet: Existing parks: 6 replacement	Citywide	0-10 yrs						\$397,500.00	O	0.00%	\$0.00	\$397,500.00
Equipment												
Park Maintenance Equipment: New for growth related parks	Citywide	0-10 yrs						\$501,624.00	C	100.00%	\$501,624.00	\$0.00
Park Maintenance Equipment: Replacement for existing parks	Citywide	0-10 yrs						\$501,624.00	O	0.00%	\$0.00	\$501,624.00
Other												
Growth Related Research, CIP & IF Study		0-5 yrs						\$46,000.00	C	100.00%	\$46,000.00	\$0.00
								\$64,983,261.00			\$50,579,137.00	\$14,404,124.00

Scenario	2035 Total Park Acres	Additional Park Acres Required
Maintain 5.05	231.37	119
Comp Plan 5.00	229.075	117.725

The 2025 LOS calculation is 5.05 acres per 1,000 residents based on today's population, which aligns with Idaho Code by ensuring impact fees do not raise the LOS for existing development. To reduce costs, the City opted to use the comprehensive plan standard of 5.00 acres per 1,000 residents and round to an even 117 acres for land acquisition. This lowers the required new acreage from 119 to 117 acres, reducing forecasted costs by approximately \$450,000.

2025 LOS $\times$ (population /1,000) = 2035 acres

For Land Acquisition only		
2035 LOS: Parks: 5 Acres per 1K to Match Comp Plan		
2035 Acres	2035 Pop	2035 LOS
229.075	45,816	5.00
5.0*(45816/1000)=229.075 acres		
117.725	additional acres needed	

Much of Star's current park land has been acquired at little cost to residents through donations, developer agreements, and grant funding. Because these sources are not guaranteed, the City must plan for future expenditures while still pursuing opportunities to lower costs through similar partnerships. If land donations are received by a developer, project-specific impact fee reductions will be discussed at the time of the building permit. [See section 6, Credit Evaluation.](#)

Planned land costs for acquiring land are \$185,185.00 per acre. The full cost of acquiring 117 acres of land is 100% attributed to growth and therefore eligible to be paid for with impact fees.

Planned Capital Improvement Projects:

The following projects were analyzed and determined to have a [Growth-Related CORE Score = C, 100% Impact Fee Eligibility](#). Each project is due to growth and contributes to building the capacity needed to maintain the established LOS due to future growth and adhere to the [City's Comprehensive Plan](#).

- Community Park Land Acquisition: \$21,666,645.00 This project serves the West, Northwest, and South Growth Areas. It requires acquiring 117 acres of land for future community parks between 2026 - 2036 to maintain the adopted LOS standard of 5.00 acres per 1,000 residents in the [City's Comprehensive Plan](#). The forecasted land cost is \$185,185.00 per acre.
- Community Park Development: \$15,792,660.00 This project serves the West, Northwest, and South Growth Areas. It includes developing 117 acres of newly acquired community park land, fields, playgrounds, restrooms, parking, lighting, walkways, turf, and irrigation, to meet the City of Star [Comprehensive Plan standards](#) between 2026 - 2036. The forecasted development cost is \$134,980.00 per acre, based on the average cost of the City's four most recent parks.
- Boothill Park restrooms, \$300,000.00: for new outdoor ball field. Cost based on a recent outdoor park restroom construction costs of \$324,868.00.
- Maintenance yards & sheds for new parks, \$250,000.00. The City plans to add two, 612 sq. ft. sheds in the future to service growth related parks. \$400.00 per sq. ft. construction cost.
- Parks and Recreation shuttle bus, \$129,708.00. Addition of second shuttle bus to service additional growth-related enrollments of youth and adults to recreation programs including transporting to before and after school programs. Cost average of four local comparisons of new shuttle buses as of 10/2025.
- Park maintenance fleet for new parks, \$397,500.00: One time purchase of 6 vehicles used for maintenance of new parks. Average cost \$66,250.00 per vehicle * 6.
- Park maintenance equipment for new parks, \$501,624.00. One-time purchase of equipment such as mowers, edgers, trailers, etc. Based on current replacement costs identified in the Current Assets: Parks spreadsheet.
- Growth Related Studies: \$46,000.00.

The following projects were analyzed and determined to have a Growth-Related CORE Score below C, making them less than 100% eligible for impact fee funding.

- **Indoor Recreation Center:** CORE Score = E, 49.81% Impact Fee Eligibility: \$9,962,000.00

The City of Star currently operates a total of 23,956 sq. ft. of recreation programs from a 3,600 sq. ft. space leased from the Fire District and rents about 19,956 sq. ft. of school gym space for year-round indoor sports. Gym availability has become increasingly limited, and the Fire District is expected to reclaim its space, leaving the City without adequate facilities.

As a result, the City is challenged in expanding programming to meet current service demand. To address this, the City proposes constructing a 50,000 sq. ft. recreation center to serve existing and future residents. The facility would include multi-purpose classrooms, fitness areas, and an aquatic center for lessons and programming. At an estimated \$400.00 per sq. ft., the projected cost is approximately \$20,000,000.00.

Under Idaho law, new development can only pay for the portion of a project that serves future growth, not for replacing space currently used by existing residents. Because the center will serve both the growth as well as existing, the total cost cannot be attributed fully to impact fees. To determine the proportionate share according to (67-8204), we calculate the following:

Current indoor recreation Level of Service (LOS)

Total space today: 3,600 sq. ft. (main site) + 19,956 sq. ft. (gym space) = 23,556 sq. ft.

LOS= sq. ft./(population/1,000)

Current 2025 LOS: Indoor Recreation Amenities Sq. Ft.		
2025 sq. ft.	2025 Pop	2025 LOS
23,556.00	22,270	1,057.75

Additional sq. ft. needed due to growth to maintain, not increase, LOS

2025 LOS *(population /1,000) = 2035 sq. ft.

Future 2035 LOS: Indoor Recreation Amenities Sq. Ft.		
2035 sq. ft.	2035 Pop	2035 LOS
48,462	45,816	1,057.75
LOS: 1057.75*(45816/1000)=48,461.874		
24,906 additional sq. ft. needed		

A total of 48,462 sq. ft. is required in 2035 to maintain the current LOS. Subtract 23,556 sq. ft. existing in 2025 = 24,906 of additional sq. ft. that are needed to maintain and not increase the LOS. Therefore, 24,906 sq. ft. is the growth driven portion to maintain the LOS.

Growth Share of Project: 24,906/50,000 sq. ft. is 49.81% of the proposed 50,000 sq. ft. recreation center. This is the maximum amount of the project that impact fees can fund.

Eligible vs. Non-Eligible Costs: Total project cost: 50,000 sq. ft. * \$400.00 = \$20,000,000.00

Category	Total Cost	Impact Fee Eligible (49.81%)	Non-Eligible (50.19%)
Facility: 50,000 sq. ft.	\$20,000,000.00	\$9,962,000.00	\$10,038,000.00

- **Freedom Park Event Center:** CORE Score = E, 30.66% Impact Fee Eligibility: \$1,533,000.00

The City currently operates one event facility, the 3,625.00 sq. ft. Riverhouse, which hosts civic and community events such as banquets, trade shows, performances, and large public meetings, and is also available for public rental. The future LOS for event center space will require an additional 3,832.93 sq. ft. for a total of 7,457.93 total sq. ft. to maintain the level of service of 162.78 sq. ft. per 1,000 residents.

To meet current needs and increasing demand, the City plans to construct a 12,500 sq. ft. event center adjacent to the Riverhouse. At a forecasted construction cost of \$400.00 per square foot, the projected total cost is approximately \$5,000,000. Because the event center will serve both the growing population as well as existing, the total cost cannot be attributed fully to impact fees. To determine the proportionate share according to (67-8204), we calculate the following:

2025 Current Event Center LOS

$LOS = sq. ft. / (population / 1,000)$

$3,625 / (22,270 / 1,000) = 162.78$ sq. ft. per 1,000 residents

Current 2025 LOS: Event Center		
2025 sq.ft.	2025 Pop	2025 LOS
3,625.00	22,270	162.78

$2025 LOS * (population / 1,000) = 2035$ sq. ft.

Future 2035 LOS: Event Center		
2035 sq. ft.	2035 Pop	2035 LOS
7,457.93	45,816	162.78
LOS: $162.78 * (45816 / 1000) = 7457.93$		
3,832.93	additional sq. ft. needed	

Additional sq. ft. needed due to growth to maintain, not increase, LOS:

A total of 7,457.93 sq. ft. is required to maintain the current LOS. Subtract the 3,625.00 sq. ft. of existing = 3,832.93 sq. ft. This is the sq. ft. needed to maintain and not increase the LOS. Therefore, 3,832.93 sq. ft. is the growth driven portion to maintain the LOS.

Growth Share of Project

Growth Share = $3,832.93 / 12,500 = .3066$ or 30.66%

Eligible vs. Non-Eligible Costs: Total project cost: 12,500 sq. ft. * \$400.00 = \$5,000,000.00

Category	Total Cost	Impact Fee Eligible (30.66%)	Non-Eligible (69.34%)
Facility: 12,500 sq. ft.	\$5,000,000.00	\$1,533,000.00	\$3,467,000.00

What impact fee is required to pay for the new capital Improvements?

Maximum Allowable Fee

Impact Fee Calculation: Parks and Recreation	
Amount of CIP to include in Impact Fees Calculation	\$ 50,579,137.00
Percentage of Future Growth	
Residential	100%
Non Residential (not for parks IF)	0%
Amount Attributed to Future Growth	
Residential	\$ 50,579,137.00
Non Residential	\$ -
Future Growth 2025-2035	
Residential (per unit)	8,617.00
Non Residential (per sq. ft.)	1,949,781.73
Impact Fee	
Residential (per unit)	\$ 5,869.70
Non Residential (per sq. ft.)	\$ -

The Parks impact fee is based solely on residential growth, consistent with the City's policy decision and the service unit definition that ties park demand to residents rather than nonresidential floor area. The maximum supportable fee of \$5,869.70 per new housing unit reflects the proportionate share of \$50,579,137.00 million in growth-related park capital improvements over the 10-year CIP period.

Fee Changes

The increased impact fee for parks reflects cost increases since the last fee change in 2013, including a 640% increase in land costs from \$25,000 to \$185,185.00 for 1 acre of land. Additionally, the cost to develop an acre of park land has increased from \$100,000 an acre to \$134,980 an acre—a 34.98% increase.

Parks: Current Fees vs. Proposed New Fee Change +/-		
Current	Proposed	Difference
\$2,050.00	\$5,869.70	\$3,819.70

Participation Growth vs. Non-Growth

Parks: Participation Non-Growth Portion of Expansions			
	Required	Discretionary	Total
Parks	\$50,579,137.00	\$14,404,124.00	\$64,983,261.00

The growth-related portion of this CIP, \$50,579,137.00 forms the basis of the maximum supportable Parks impact fee, while the remaining (discretionary) \$14,404,124.00 must be funded by non-impact-fee sources, including all of those listed in Idaho Code 67-8207(iv)(2)(h). Discretionary amounts are not required to be funded. But if not funded, project attainment may be challenging as the costs are tied together.

Proportionate Share

The calculated impact fees for the Parks and Recreation department is \$5,869.70 per residential unit. Parks infrastructure is used by residential land uses and therefore we have chosen to allocate the CIP to that land use only.

The City cannot assess fees greater than those calculated, however the City may assess fees lower than this amount. Doing so would cause the level of service to decline unless other city revenues made up the difference.

Note: The City of Star decided not to use the calculated 2025 LOS of 5.05, instead using the Comprehensive Plan LOS of 5.00. While slight, this difference does reduce the number of acres they are planning for and may result in a reduced LOS. It also reduces the overall CIP cost, and the final park impact fee is lower due to this decision.

Pathways and Trails Capital Improvement Plan (CIP)



Who is being served by the City of Star’s Pathways and Trails?

The City of Star has experienced rapid growth, increasing from 11,117 residents in 2020 to more than 20,000 in 2024. Star remains one of the fastest-growing cities in Idaho and the Treasure Valley region. Forecasts show an increase of 23,546 residents by 2035.

Current and Future Population: Star, Idaho				
	2025	2035	Net Growth	10-year Growth %
Population	22,270	45,816	23,546	106%

Current level of service provided by the Pathways and Trails?

Pathway and Trails LOS is measured in linear miles of publicly accessible, multi-use paths per 1,000 residents.

Pathways LOS:

- Current LOS: 0.98 miles per 1,000 residents.
- 2035 LOS requirement: 44.9 miles total.
- Growth-demand miles needed: 23.05 miles.

$$LOS = \text{sq. ft.} / (\text{population} / 1,000)$$

Current LOS: Pathways and Trails		
2025 Miles	2025 Pop	2025 LOS
21.85	22,270	0.98

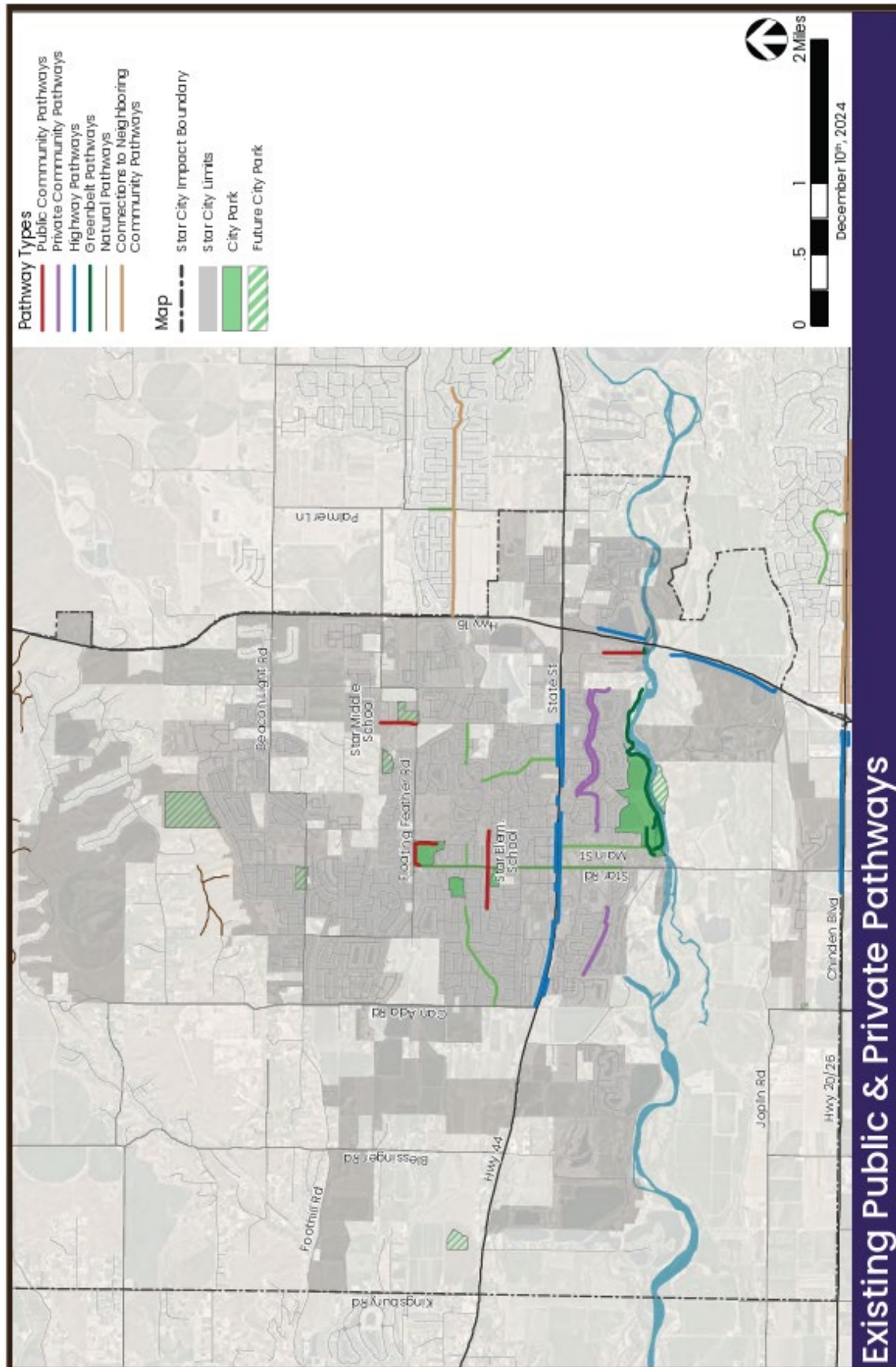
$$2025 \text{ LOS} * (\text{population} / 1,000) = 2035 \text{ miles}$$

Future 2035 LOS: Pathways and Trails		
2035 Miles	2035 Pop	2035 LOS
44.90	45,816	0.98
0.98 * (45,816/1000) = 44.899 miles		
23.05 new miles over the next decade		

What assets allow the City to provide this level of service?

As part of the analysis, we determined what current assets are provided by the City's departments to both identify factors that support the level of service as well as to identify any deficiencies. The City of Star has significant investments in its current pathways system. The recently adopted Pathways Master Plan, [Appendix G](#), details current pathways.

Pathways land was measured by City staff using GIS. Park land sq. ft. was separated out to ensure accurate numbers.



Current Asset: Pathways								
Pathway Type	Width	Miles	Total Acres	Yards	Land Replacement Value \$92,592.00/ Acre	Total Land Cost	Development /Structure Cost	Totals
Community	10	1.69	2.048	1,377	\$92,592.00	\$189,654.34	\$963,900.00	\$1,153,554.34
ACHD	10	0.18	0.218	147	\$92,592.00	\$20,199.87	\$102,900.00	\$123,099.87
ITD	12	4.91	7.144	4,801	\$92,592.00	\$661,481.88	\$3,360,700.00	\$4,022,181.88
Greenbelt	10	1.7	2.060	1,385	\$92,592.00	\$190,776.56	\$969,500.00	\$1,160,276.56
Natural	12	9.23	13.430	9,025	\$92,592.00	\$1,243,478.15	\$676,875.00	\$1,920,353.15
Middle School - BootHill Path (18K lf)	10	0.3693	0.448	301	\$92,592.00	\$41,443.40	\$676,700.00	\$718,143.40
Wilson Landing Pathway	10	0.294	0.356	240	\$92,592.00	\$32,993.12	\$168,000.00	\$200,993.12
Pinewood Lakes Pathway	10	0.487	0.590	397	\$92,592.00	\$54,651.87	\$277,900.00	\$332,551.87
Cranefield Pathway	10	0.161	0.195	131	\$92,592.00	\$18,067.66	\$91,700.00	\$109,767.66
Freedom Park Pathway	12	1.49	2.168	1,456	\$92,592.00	\$200,734.83	\$1,019,200.00	\$1,219,934.83
Pavillion Park Pathway	12	0.4925	0.717	481	\$92,592.00	\$66,350.27	\$336,700.00	\$403,050.27
Hunter's Creek Park Pathway	12	0.588	0.856	575	\$92,592.00	\$79,216.16	\$402,500.00	\$481,716.16
Blake Park Pathway	10	0.224	0.271	182	\$92,592.00	\$25,137.62	\$127,400.00	\$152,537.62
		21.82				\$2,824,185.73	\$9,173,975.00	\$11,998,160.73
* Boothill Path cost for tilling the ditch was \$476,000								
Current Asset: Pathway Structures								
Structure Type	Width	Miles	Total Acres		Land Replacement Value Per Acre \$92,592.00	Total Land Cost	Development /Structure Cost	Totals
Freedom Bridge (90 lf)	12	0.017045	0.025		\$92,592.00	\$2,296.33	\$400,000.00	\$402,296.33
Boothill Foot Bridge (20 lt)	12	0.00378	0.005		\$92,592.00	\$509.25	\$50,000.00	\$50,509.25
Riverwalk Foot Bridge (20 lf)	12	0.00378	0.005		\$92,592.00	\$509.25	\$50,000.00	\$50,509.25
Plummer Bridge (50 lf)	12	0.00946	0.014		\$92,592.00	\$1,274.46	\$20,000.00	\$21,274.46
		0.03				\$4,589.28	\$520,000.00	\$524,589.28
	Total Miles	21.85						
Current Asset: Pathway Structures								
Structure Type	# Of	Cost per						
Benches	35	\$800.00						\$28,000.00
Ballards	15	\$275.00						\$4,125.00
Fencing	1	\$45,000.00						\$45,000.00
Parking Lots: Boothill	1	\$625,000.00						\$625,000.00
Parking Lots: Riverwalk	1	\$375,000.00						\$375,000.00
Picnic tables	12	\$1,400.00						\$16,800.00
Bike racks	12	\$420.00						\$5,040.00
Fitness Station	1	\$65,000.00						\$65,000.00
								\$1,163,965.00
Total Current Investment								\$13,686,715.01
Boot Hill pathway total cost provided by City: \$676,700								
The \$75 per cubic yard on soft costs assumes materials and labor.								
The \$700 per cubic yard on hard costs includes the excavation, base material, concrete and labor.								
Assumes width of the path at 10' or 12' and 5" thick								

What is the current investment per household for Pathways and Trails?

The City of Star currently invests \$1,679.35 per residential unit for Pathways. This is calculated by dividing the current investment by the number of residential units.

What future growth is expected in the City of Star?

The City of Star is expected to grow by 106% over the next ten years. This could mean a net increase of approximately 23,546 more people and a net increase of 8,617 more residential units that will be using City pathways.

Current and Future Land Uses: Star, Idaho Mid Growth Projections					
	2025	2035	Net Growth	Net Growth Sq. Ft.	% of Total Growth Sq. Ft.
Population	22,270	45,816	23,546		106%
Residential (units)	8,150	16,767	8,617		106%
Residential (Sq. Ft.)	17,889,250.00	36,803,554.03		18,914,304.03	106%
Non Residential (Sq. Ft.)	1,844,114.00	3,793,895.73		1,949,781.73	106%

What new Infrastructure is required to serve future growth?

The original Pathways and Trails CIP was created in conjunction with the Pathways Master Plan, [Appendix G](#), by firm Kimberly Horn, and adopted in December 2024; this current project updates the CIP project development costs and establishes related impact fees.

Capital Planning Implications:

- Multi-modal routes have become essential. With population projected to exceed 45,816 by 2035, walking and biking connections between neighborhoods, schools, and commercial areas will be increasingly important to reduce congestion and support mobility options.
- Connectivity gaps must be addressed across rivers, canals, and undeveloped land that separate many future neighborhoods. Bridges, crossings, and easements will be necessary to create continuous, safe pathway networks.
- Both youth and older adults rely on pathways. School-age residents (10-19) increased nearly 77% over the past decade, and older adults (65+) increased over 600%, reinforcing the need for safe, accessible routes.
- Land acquisition is important as development continues. Opportunities to secure affordable pathway corridors may diminish.
- Higher density increases trail use. More households and infill development will create higher demand per trail-mile, requiring durable surfaces, lighting, and wayfinding.

Pathways Capital Improvement Plan Projects (CIP)														
10- Year Pathways CIP Projects	Service Location	Estimated Year	Width	Miles	Land Acquisition			Development		IF Eligibility Analysis (CORE)	IF Eligibility % (CORE)	Allowable IF Funding	Other Funding **	
					Total Acres	Land Acquisition Cost \$92,592.00 / Acre	Total Land Cost	Pathways Development Cost	Total Cost					
Land Acquisition + Pathways/Trails Development														
Hunter's Creek to Foothill Ditch 10' wide	North	0-5 yrs	10	0.30	0.364	\$0	\$0	\$174,000.00	\$174,000.00	C	100.00%	\$174,000.00	\$0.00	
Highway 16 Underpass 10' wide	South	0-5 yrs	10	0.05	0.061	\$0	\$0	\$31,025.00	\$31,025.00	C	100.00%	\$31,025.00	\$0.00	
Freedom Park Boise River Bridge (Approx. 250' Bridge) 12' wide	South	0-5 yrs	12	0.03	0.044	\$0	\$0	\$4,920,475.00	\$4,920,475.00	E	51.39%	\$2,528,632.10	\$2,391,842.90	
Trident Ridge Trail/Union Farmers Trail	North	6-10 yrs	10	2.96	3.588	\$0	\$0	\$56,800.00	\$56,800.00	C	100.00%	\$56,800.00	\$0.00	
Lawrence Kennedy/Boise River Connection 12' wide	South	6-10 yrs	12	0.53	0.771	\$0	\$0	\$365,275.00	\$365,275.00	C	100.00%	\$365,275.00	\$0.00	
Crystal Springs Boise River Bridge (Approx. 250' Bridge) 12' wide	South	6-10 yrs	12	0.04	0.058	\$0	\$0	\$4,927,475.00	\$4,927,475.00	E	51.39%	\$2,532,229.40	\$2,395,245.60	
Boise River Greenbelt (South of Freedom Park Bridge) 12' wide	South	6-10 yrs	12	0.53	0.771	\$0	\$0	\$365,275.00	\$365,275.00	C	100.00%	\$365,275.00	\$0.00	
				4.44			\$0	\$10,840,325.00	\$10,840,325.00			\$6,053,236.51	\$4,787,088.50	
Other														
	Community, Greenbelt and Natural Paths through out City according to Master Plan													
Land needed to acquire to maintain LOS		0-10yrs	10	18.61	24.844	\$92,592.00	\$2,300,388.06	\$10,614,800.00	\$12,915,188.06	C	100.00%	\$12,915,188.06		
Growth Related Research, CIP & IF Study		0-5 yrs							\$28,000.00	C	100.00%	\$28,000.00	\$0.00	
									\$23,783,513.06			\$18,996,424.56	\$4,787,088.50	

Original CIP developed by Kimberly Horn

* projects with a \$0 for land cost reflect the City's ability to acquire the land by donation, MOU, easements, etc.

**Other sources of revenue may include all of those listed in Idaho Code 67-8207(iv)(2)(h).

Development cost for land needed to acquire to maintain LOS: Cost based on 98,260.8 cubic feet of concrete path @ 10' ft wide and 5" thick = 15,164 cubic yards @ \$700 a cubic yard at \$10,614,800.

Formula for converting miles to acres

10 ft wide trail: $10 \times 0.121212 = 1.212$ ac/mi

12 ft wide trail: $12 \times 0.121212 = 1.455$ ac/mi

Formula for cost

Land cost=(Miles) x (Acres per mile) x (\$92,592.00)

2025 LOS *(population /1,000)=2035 miles

Future 2035 LOS: Pathways and Trails		
2035 Miles	2035 Pop	2035 LOS
44.90	45,816	0.98
$0.98 \times (45,816/1000) = 44.899$ miles		
23.05	new miles over the next decade	

Planned Capital Improvement Projects:

In 2024, the City worked with Kimberly Horn to create and adopt a Pathways Master Plan and CIP, [Appendix G](#). The project identifies the current and future LOS, updates the existing CIP costs, and identifies additional land acquisition and development needed to maintain the established LOS. The Pathways CIP includes 4.44 miles of specific pathway projects that do not require land acquisition, and an additional 18.61 miles (land acquisition and path development) planned for a total of 23.05 miles through 2036. When added to existing paths, this maintains the established LOS of .98 miles per 1,000 residents, consistent with Idaho Code prohibitions on not raising LOS using impact fees.

Pathways Development Costs, [Appendix H](#), were updated to reflect current costs for recent projects in Star, Idaho. These numbers replace the previous cost estimates in the original December 2024 CIP.

The following projects were analyzed and determined to have a Growth-Related CORE Score = to C, 100% Impact Fee Eligibility. Each project is due to growth and contributes to the capacity building needed to maintain the established LOS due to future growth and adhere to the adopted Pathways Master Plan, [Appendix G](#).

- Hunter's Creek to Foothill Ditch 10' wide: \$174,000.00. Pathway development cost only.
- Highway 16 Underpass 10' wide: \$31,025.00. Pathway development cost only.
- Trident Ridge Trail/Union Farmers Trail: \$56,800.00. Pathway development cost only.
- Lawrence Kennedy/Boise River Connection 12' wide: \$365,275.00. Pathway development cost only.
- Boise River Greenbelt (South of Freedom Park Bridge) 12' wide: \$365,275.00. Pathway development cost only.
- Growth Related Studies: \$28,000.00.
- Trails and Pathways Land Acquisition: 18.61 miles. \$2,300,388.06. Serves the north and south growth areas. Acquire 18.61 miles for future pathways and trails in the north and south service areas between 2026 - 2036 to maintain the adopted LOS of .98 miles per 1,000 residents and according to the adopted Pathways Master Plan, [Appendix G](#).
- Trails and Pathway Development: 18.61 miles, \$10,614,800.00 Serves the north and south growth areas. Develop 18.61 miles of newly acquired trails and pathways to maintain the adopted LOS of .98 miles per 1,000 residents according to the adopted Pathways Master Plan, [Appendix G](#). standards between 2026-2036. See Pathways Development Costs, [Appendix H](#).

The following projects were analyzed and determined to have a Growth-Related CORE Score below C, making them less than 100% eligible for impact fee funding.

- **Freedom Park Boise River Bridge (Approx. 250' Bridge) 12' wide:** CORE Score = E, 51.39% Impact Fee Eligibility, growth portion = \$2,528,632.10. Under Idaho Code (67-8203(29), the bridge is considered a system improvement or a capital facility designed to provide service to the community at large. The bridge is part of building capacity for the Pathways and Trails master plan and is not correcting a deficiency. Because of this, the growth portion (Net new growth (23,546)/2035 future growth (45,816) = 51.39%) of the total cost can be paid for by impact fees.
- **Crystal Springs Boise River Bridge (Approx. 250' Bridge) 12' wide:** CORE Score = E, 51.39% Impact Fee Eligibility, growth portion = \$2,532,229.40 Under Idaho Code (67-8203(29), the bridge is considered a system improvement or a capital facility designed to provide service to the community at large. The bridge is part of building capacity for the Pathways and Trails master plan and is not correcting a deficiency. Because of this, the growth portion (Net new growth (23,546)/2035 future growth (45,816) = 51.39%) of the total cost can be paid for by impact fees.

What impact fee is required to pay for the new capital improvements?

Maximum Allowable Fee

The Pathways fee is based on residential growth, consistent with the service unit definitions where pathways primarily serve residential. The maximum supportable fee of \$2,204.53 per new housing unit demonstrates the proportionate share of \$18,996,424.56 in growth-related pathways improvements over the 10-year CIP period.

- Total IF-Eligible CIP: \$18,996,424.56
- Residential Fee: \$2,204.53 per unit
- Non-Residential Fee: \$0.00 per sq. ft.

Impact Fee Calculation: Pathways and Trails	
Amount of CIP to include in Impact Fees Calculation	\$ 18,996,424.56
Percentage of Future Growth	
Residential	100%
Non Residential (not for pathways IF)	0%
Amount Attributed to Future Growth	
Residential	\$ 18,996,424.56
Non Residential	0
Future Growth 2025-2035	
Residential (per unit)	8,617
Non Residential (per sq. ft)	1,949,781.73
Impact Fee	
Residential (per unit)	\$ 2,204.53
Non Residential (per sq. ft)	\$ -

Fee Changes: Fees for pathways are new.

Pathways: Current Fees vs. Proposed New Fee Change +/-			
	Current	Proposed	Difference
Residential	\$0.00	\$2,204.53	\$2,204.53
Non Residential	\$0.00	\$0.00	\$0.00

Participation Growth vs. Non-Growth

Pathways: Participation Non-Growth Portion of Expansions			
	Required	Discretionary	Total
Pathways	18,996,424.56	4,787,088.50	23,783,513.06

The growth-related portion of this CIP, \$18,996,424.56, forms the basis of the maximum supportable Pathways impact fee, while the remaining (discretionary) \$4,787,088.50 must be funded by non-impact-fee sources, including all of those listed in Idaho Code 67-8207(iv)(2)(h).

Discretionary amounts are not required to be funded. But if not funded, project attainment may be challenging as the costs are tied together.

Proportionate Share

The calculated impact fees for the Pathways department is \$2,204.53 per residential unit. Pathways infrastructure is used by residential land uses and therefore we have chosen to allocate the CIP to that land use only.

The City cannot assess fees greater than those calculated, however the City may assess fees lower than this amount. Doing so, the level of service would decline unless other city revenues made up the difference.

Police Capital Improvement Plan (CIP)



Who is being served by the City of Star's Police Department?

The City of Star has experienced rapid growth, increasing from 11,117 residents in 2020 to more than 20,000 in 2024. Star remains one of the fastest-growing cities in Idaho and the Treasure Valley region. Forecasts show an increase of 23,546 residents by 2035. This will create additional service demand to adequately serve Star's police and safety needs.

Current and Future Population: Star, Idaho				
	2025	2035	Net Growth	10-year Growth %
Population	22,270	45,816	23,546	106%

To effectively plan for future capital needs, the City of Star evaluates its Police department using three distinct LOS measures. The Police Department services the City through sworn officers and the related equipment and police facilities. Establishing separate LOS calculations for officers, police stations and training facilities ensures a more accurate understanding of current conditions and future facility and equipment demands as the City continues to grow.

Sworn Officer LOS: 1.044 sworn officers per 1,000 residents.

- 2025 officers: 23.25
- 2035 population: 45,816
- 2035 officers needed to maintain LOS: 47.83
- 2035 net new officers required: 24.58

Current level of service provided by the Police Department?

Development Impact Fee Analysis, Capital Improvement Plans: Parks, Pathways & Trails, Police.

Sworn Officer LOS:

$LOS = \text{sworn officers} / (\text{population} / 1,000)$

Current 2025 LOS: Police Sworn Officers		
2025 Staff	2025 Pop	2025 LOS
23.25	22,270	1.044

Police Station LOS:

$LOS = \text{sq ft} / (\text{population} / 1,000)$

Current 2025 LOS: Police Station		
2025 sq. ft.	2025 Pop	2025 LOS
3,600	22,270	161.65

Police Training Center LOS:

$LOS = \text{sworn officers} / (\text{population} / 1,000)$

Current 2025 LOS: Police Sworn Officers		
2025 Staff	2025 Pop	2025 LOS
23.25	22,270	1.044

What assets allow the City to provide this level of service?

As part of the analysis, we determine what current assets are provided by the City's departments to both identify factors that support the level of service as well as to identify any deficiencies.

Current facilities were measured by City staff to verify sq. ft., and GIS was used to verify associated land. Ada County Sheriff Office (ACSO) training facility sq. ft. and associated land was obtained online and verified by ACSO.

Current Assets: Star Police Department						
Capital Infrastructure	Acres	Land Replacement Value \$185,185/Acre	Sq. Ft.	\$400 Build Cost/ Sq. Ft.	Item Replacement Value	Total Replacement Value
Facilities						
Police Station	0.6	\$111,111.00	3,600	\$400.00	\$1,440,000.00	\$1,551,111.00
Training Centers (leased) land	11.3	\$2,092,590.50			\$0.00	\$2,092,590.50
Training Centers (leased) facility		\$0.00	38,800	\$400.00	\$15,520,000.00	\$15,520,000.00
Training Centers (leased) driving range	33.81	\$6,261,104.85				\$6,261,104.85
						\$25,424,806.35
Vehicles						
Vehicles (16)					\$1,081,046.88	\$1,081,046.88
Equipment						
Thermal Imaging					\$348.00	\$348.00
Ballistic Shields (2)					\$16,000.00	\$16,000.00
Rifle Plate (23)					\$12,650.00	\$12,650.00
Tint Readers (4)					\$2,080.00	\$2,080.00
Radar Trailer (2)					\$29,112.00	\$29,112.00
Rifles (23)					\$23,000.00	\$23,000.00
Pistols (23)					\$18,400.00	\$18,400.00
4P Golf Cart (1)					\$12,000.00	\$12,000.00
SAM (Radar) (2)					\$35,000.00	\$35,000.00
Night Vision					\$2,565.00	\$2,565.00
						\$151,155.00
Other						
Growth Related Research, CIP & IF Study						\$46,000.00
Impact Fee Balance						\$0.00
Total Current Investment						\$26,703,008.23

What is the current investment per residential unit and non-residential square foot for the Star Police Department?

The City of Star currently invests \$3,276.44 per residential unit and \$14.48 per non-residential sq. ft. for Police. This is calculated by dividing the current investment by the current residential units and non-residential sq. ft.

What future growth is expected in the City of Star?

The City of Star is expected to grow by 106% over the next ten years. This could mean a net increase of approximately 23,546 more people and 8,617 net new residential units.

Current and Future Land Uses: Star, Idaho Mid Growth Projections					
	2025	2035	Net Growth	Net Growth Sq. Ft.	% of Total Growth Sq. Ft.
Population	22,270	45,816	23,546		106%
Residential (units)	8,150	16,767	8,617		106%
Residential (Sq. Ft.)	17,889,250.00	36,803,554.03		18,914,304.03	106%
Non Residential (Sq. Ft.)	1,844,114.00	3,793,895.73		1,949,781.73	106%

What new infrastructure is required to serve future growth?

Capital Planning Considerations

Officer staffing will need to grow. Maintaining the current ratio of 1.044 officers per 1,000 residents requires adding approximately 25 additional officers. (2035: 47.83 sworn officers – 2025 current sworn officers 23.25 = 24.58 net additional staff in 2035). Increased staffing drives needs for work areas, secure storage, training spaces, and vehicle bays.

$LOS = \text{sworn officers} / (\text{population} / 1,000)$

Current 2025 LOS: Police Sworn Officers		
2025 Staff	2025 Pop	2025 LOS
23.25	22,270	1.044

$2025\ LOS * (\text{population} / 1,000) = 2035\ \text{sworn officers}$

Future 2035 LOS: Police Sworn Officers		
2035 Staff	2035 Pop	2035 LOS
47.83	45,816	1.044
LOS: $1.044 * (45816 / 1000) = 47.831$		
24.58	Net new staff needed in 2035	

Police Capital Improvement Plan Projects (CIP)											
10- Year Police CIP Projects	Service Location	Estimated Year	Acres	Land Acquisition Cost \$185,185.00/Acre	Sq. Ft.	\$400 Build Cost/Sq. Ft.	Cost	IF Eligibility Analysis (CORE)	IF Eligibility % (CORE)	Allowable IF Funding	Other Funding*
Land Acquisition											
East Patrol Substation Building	East Star	0-5 yrs	2	\$185,185.00			\$370,370.00	C	100.00%	\$370,370.00	\$0.00
Northern Substation Building	North Star	6-10 yrs	2	\$185,185.00			\$370,370.00	C	100.00%	\$370,370.00	\$0.00
Main Station Building	East Star	10+ yrs	5	\$185,185.00			\$925,925.00	E	38.06%	\$352,407.06	\$573,517.95
Land Acquisition: Police Training Center	East Star	0-10 yrs	10	\$185,185.00			\$1,851,850.00	E	51.39%	\$951,665.72	\$900,184.29
							\$3,518,515.00			\$2,044,812.77	\$1,473,702.23
Facilities											
Police Stations:	Citywide	0-10 yrs									
East Patrol Substation Building	East Star	0-5 yrs			2,500	\$400.00	\$1,000,000.00	C	100.00%	\$1,000,000.00	\$0.00
Northern Substation Building	North Star	6-10 yrs			2,500	\$400.00	\$1,000,000.00	C	100.00%	\$1,000,000.00	\$0.00
Main Station Building	East Star	10+ yrs			10,000	\$400.00	\$4,000,000.00	E	38.06%	\$1,522,400.00	\$2,477,600.00
Police Training Facility	East Star	6-10 yrs			25,000	\$400.00	\$10,000,000.00	E	51.39%	\$5,139,000.00	\$4,861,000.00
							\$16,000,000.00			\$8,661,400.00	\$7,338,600.00
Vehicles											
Growth-related officer vehicle (24)	Citywide	0-10 yrs					\$1,602,802.32	C	100.00%	\$1,602,802.32	\$0.00
Growth-related K9 Unit (vehicle) 1 new	Citywide	0-5 yrs					\$92,000.00	C	100.00%	\$92,000.00	\$0.00
Replacement K9 Unit (vehicle) 1	Citywide	0-5 yrs					\$92,000.00	O	0.00%	\$0.00	\$92,000.00
Existing fleet replacement 15, 7 increase LOS	Citywide	0-10 yrs					\$1,468,245.46	O, R	0.00%	\$0.00	\$1,468,245.46
							\$3,255,047.78			\$1,694,802.32	\$1,560,245.46
Equipment											
Growth-related thermal imaging 1	Citywide	Ongoing					\$348.00	C	100.00%	\$348.00	\$0.00
Growth-related ballistic shields 2	Citywide	Ongoing					\$16,000.00	C	100.00%	\$16,000.00	\$0.00
Ballistic Shields 11	Citywide	Ongoing					\$88,000.00	O, R	0.00%	\$0.00	\$88,000.00
Growth-related rifle plate 25	Citywide	Ongoing					\$13,750.00	C	100.00%	\$13,750.00	\$0.00
Rifle plate 23	Citywide	Ongoing					\$12,650.00	O	0.00%	\$0.00	\$12,650.00
Growth-related tint readers 4	Citywide	Ongoing					\$2,080.00	C	100.00%	\$2,080.00	\$0.00
Tint Readers 4	Citywide	Ongoing					\$2,080.00	O	0.00%	\$0.00	\$2,080.00
Growth-related radar trailer 2	Citywide	Ongoing					\$29,112.00	C	100.00%	\$29,112.00	\$0.00
Radar Trailer 2	Citywide	Ongoing					\$29,112.00	O	0.00%	\$0.00	\$29,112.00
Growth-related rifles 25	Citywide	Ongoing					\$25,000.00	C	100.00%	\$25,000.00	\$0.00
Rifles 23	Citywide	Ongoing					\$23,000.00	O	0.00%	\$0.00	\$23,000.00
Growth-related pistols 25	Citywide	Ongoing					\$20,000.00	C	100.00%	\$20,000.00	\$0.00
Pistols 23	Citywide	Ongoing					\$18,400.00	O	0.00%	\$0.00	\$18,400.00
Golf Cart 1 new	Citywide	Ongoing					\$9,300.00	C	100.00%	\$9,300.00	\$0.00
							\$288,832.00			\$115,590.00	\$173,242.00
Other											
Growth Related Research, CIP & IF Study	Citywide	0-5 yrs					\$46,000.00	C	100.00%	\$46,000.00	\$0.00
							\$46,000.00			\$46,000.00	\$0.00
							\$23,108,394.78			\$12,562,605.09	\$10,545,790

*Other sources of revenue may include all of those listed in Idaho Code 67-8207(iv)(2)(h).

Existing facilities are undersized. The Police department operates from a 3,600 sq. ft. shared facility designed for a much smaller community. By 2035, the population is estimated to exceed 45,000, requiring substantial facility, training, vehicle, and equipment expansion. Geographic growth supports distributed facilities as development expands west and south; substations will be necessary for response times and service reliability. Older adults increase service complexity. The 65+ population has grown more than 600% over the past decade. It is probable that police services could see more wellness checks and medical-related calls, requiring adaptable space and specialized equipment.

Planned Capital Improvements Projects

The following projects were analyzed and determined to have a **Growth-Related CORE Score = to C, 100% Impact Fee Eligibility**. Each project is due to growth and contributes to building the capacity needed to maintain the established LOS due to future growth and required future staffing.

- **Growth Related East Substation (0–5 Years)** **CORE Score = C, 100%, Impact Fee Eligibility: \$1,370,370.00**

A future substation in the east part of Star is planned to serve Star's new growth. This station would not be considered otherwise.

Eligible vs. Non-Eligible Costs:

Category	Total Cost	Impact Fee Eligible (100.00%)	Non-Eligible (0.00%)
Land: 2 acres	\$370,370.00	\$370,370.00	\$0.00
Facility: 2,500 sq. ft.	\$1,000,000.00	\$1,000,000.00	\$0.00
Total	\$1,370,370.00	\$1,370,370.00	\$0.00

- **Growth Related North Substation (6–10 Years)** **Core Score = C 100%, Impact Fee Eligibility: \$1,370,370.00**

Like the East Substation, this facility is needed because of future development.

Eligible vs. Non-Eligible Costs:

Category	Total Cost	Impact Fee Eligible (38.6%)	Non-Eligible (61.94%)
Land: 2 acres	\$370,370.00	\$370,370.00	\$0.00
Facility: 10,000 sq. ft.	\$1,000,000.00	\$1,000,000.00	\$0.00
Total	\$1,370,370.00	\$1,370,370.00	\$0.00

- **Growth Related Vehicles:** **CORE Score = C, 100% Impact Fee Eligibility: \$1,694,802.32**

To maintain current service levels as the City grows, the Police Department must add vehicles for new officers. Under Idaho law, development impact fees may fund only the portion of vehicles needed to serve new growth, not to replace aging vehicles or address existing shortages and must have a minimum 10-year useful life.

Growth Projection (2035)

- Projected Population: 45,816
- Officers Needed to maintain current LOS: 47.83
- Net New Officers Due to Growth: $47.83 - 23.25 = 24.58$

Proposed Vehicle Standard

To reduce wear, increase lifespan, and enhance officer safety, the City is planning a 1:1 officer-to-vehicle assignment policy.

Impact Fee Eligibility Determination

Total vehicles needed by 2035: 47.83

- 24.58 vehicles are growth related and eligible
- 23.25 vehicles are not eligible ($47.83 - 24.58 = 23.25$) or ($16 + 7.25 = 23.25$) These must be funded by other sources.

Category	Vehicle Need	Impact Fee Eligible?	Rationale
Vehicles for growth	24.58	Yes. 100%	Required to serve new development
Current Deficiency	7.25	No.	Corrects existing deficiency
Replacement	16	No.	Replace vehicles already in service
Total 2035	47.83		

- **Growth Related Equipment:** (weapons, gear, shields, radar, etc.): **CORE Score = C, 100.00% Impact Fee Eligibility: \$115,590.00.**

To maintain today's service level, the Police Department will need additional protective gear and other equipment to serve growth at the same proportionate level as today for their growth-related officers. Impact fees can only pay for the portion of equipment needed because of new development, not for catching up on today's shortages or replacing aging equipment. While the department also plans to replace aging equipment and/or add additional equipment such as ballistic shields above what they currently have, those costs are not attributed to impact fees.

- **Growth Plan Studies:** **CORE Score = C, 100% Impact Fee Eligibility: \$46,000.**

The following projects were analyzed and determined to have a Growth-Related CORE Score below C, making them less than 100% eligible for impact fee funding.

- **Main Police Station** (10+ Years): CORE Score = E, 38.06% Impact Fee Eligibility: \$1,874,807.06.

Total space today: The police station LOS is measured by current sq. ft. (3,600).
 $LOS = \text{sworn officers} / (\text{population} / 1,000)$

Current 2025 LOS: Police Station		
2025 sq. ft.	2025 Pop	2025 LOS
3,600	22,270	161.65

Additional sq. ft. needed due to grow to maintain, not increase, LOS.

3,806 is the net new additional square footage required to maintain the current LOS.

$3,806 / 10,000 \text{ sq. ft} = 0.3806$ or **38.06% (growth portion)** of the 10,000 sq. ft. police station.

This is the max amount of the project that growth can legally fund.

$$2025 \text{ LOS} * (\text{population} / 1,000) = 2035 \text{ sq. ft.}$$

Future 2035 LOS: Police Station		
2035 sq. ft.	2035 Pop	2035 LOS
7,406	45,816	161.65
LOS: $161.65 * (45816 / 1000) = 7,406$		
3,806	net new additional sq. ft. needed	

This station both replaces the current facility and adds capacity for new growth-related residents. Because not all the cost is growth-related, only the growth portion 38.06% can be funded with impact fees.

Eligible vs. Non-Eligible Costs:

Category	Total Cost	Impact Fee Eligible (38.06%)	Non-Eligible (61.94%)
Land: 5 acres	\$925,925.00	\$352,407.06	\$573,517.95
Facility: 10,000 sq. ft.	\$4,000,000.00	\$1,522,400.00	\$2,477,600.00
Total	\$4,925,925.00	\$1,874,807.06	\$3,051,117.95

- **Training Center Facility and Associated Land Acquisition** (6-10 years): CORE Score = E, 51.39% Impact Fee Eligibility: \$6,090,665.72

Population growth necessitates additional sworn police officers under the City's current Level of Service (LOS) of 1.044 officers per 1,000 residents, which in turn creates proportional demand for police training facilities. [Idaho Peace Officer Standards and Training \(POST\) requirements](#) apply on a per-officer basis. This establishes a clear nexus between new development, increased police staffing, and the need for additional capital training facilities.

[POST](#) mandates extensive initial academy training as well as recurring in-service and certification training for sworn officers. These requirements include firearms qualification, arrest and control techniques, emergency vehicle operations, legal updates, and scenario-based instruction. As sworn staffing levels increase to serve new population growth, corresponding training facility capacity must be provided to maintain adopted police service levels.

Service Standard and Demand Basis

- Police training facility demand is based on sworn officer equivalents required to maintain the City's adopted police staffing LOS. Training demand increases directly with sworn staffing levels rather than population alone.
- One sworn officer equivalent represents one unit of police training facility demand.
- New residential development generates population growth, which increases the number of sworn officers required under the City's adopted LOS.
- Each additional sworn officer requires incremental training facility capacity to meet mandatory POST requirements.

Training Requirements:

- [Idaho Peace Officer Standards and Training \(POST\) requirements](#) mandate extensive initial academy training and ongoing in-person certification training for sworn officers, including firearms, arrest techniques, emergency vehicle operations, legal updates, and scenario-based instruction, Idaho POST, <https://post.idaho.gov>. Training demand increases directly with sworn staffing levels.

Capacity Constraints and Local Provision

- Regional training facilities serving [Ada County have documented increasing capacity constraints](#). The Ada County Sheriff's Office has confirmed that projected sworn officer growth from the City will further strain available regional training resources. These conditions demonstrate that reliance on shared facilities is not a feasible long-term strategy for accommodating growth-related training demand. Accordingly, the City has identified the need for a City-owned police training and support facility to provide dedicated capacity necessary to maintain current LOS. Documentation is provided in [Appendix I: Training Center Letter of Support - Ada County Sheriff](#).

Facility Program and Size:

- The proposed police training and support facility consists of approximately 25,000 square feet designed to serve projected staffing needs through the year 2035. At build-out. The facility provides approximately 520 square feet per projected sworn officer equivalent. The facility program supports high-impact training functions including defensive tactics and fitness training space, classrooms, scenario-based training areas, and a shooting range.
- Facility sizing is based on functional training requirements rather than fixed square-foot-per-officer standards, consistent with guidance from the International Association of Chiefs of Police (IACP) Police Facilities Planning Guidelines. <https://www.theiacp.org/> , [Police Facilities Planning Guidelines](#).
- Emergency vehicle operations course (EVOC) acreage requirements will be evaluated in a future Capital Improvement Plan update.

Project Costs and Eligibility

Category	Total Cost	Impact Fee Eligible (51.39%)	Non-Eligible (48.61%)
Land: 10 acres	\$1,851,850.00	\$951,665.72	\$900,184.29
Training Facility: 25,000 sq. ft.	\$10,000,000.00	\$5,139,000.00	\$4,861,000.00
Total	\$11,851,850.00	\$6,090,665.72	\$5,761,184.29

Police Staffing Growth and Proportional Share:

- The City currently employs 23.25 sworn officers.

$LOS = \text{sworn officers} / (\text{population} / 1,000)$

Current 2025 LOS: Police Sworn Officers		
2025 Staff	2025 Pop	2025 LOS
23.25	22,270	1.044

- To maintain the adopted LOS, the City is projected to require 47.83 sworn officers by 2035. This represents an increase of 24.58 sworn officer equivalents attributable to population growth.

$2025\ LOS * (\text{population} / 1,000) = 2035\ \text{sworn officers}$

Future 2035 LOS: Police Sworn Officers		
2035 Staff	2035 Pop	2035 LOS
47.83	45,816	1.044
LOS: $1.044 * (45816 / 1000) = 47.831$		
24.58	Net new staff needed in 2035	

Capital cost allocation is based on proportional demand as follows:

- Existing development share: 48.61% = (Current sworn officers: 23.25 / 2035 sworn officers: 47.83)
- New development share: 51.39%

Impact fees fund only the growth-related share of eligible capital costs associated with the police training and support facility. Impact fees do not fund police operations, training programs, personnel costs, or regional training capacity. The remaining capital costs attributable to existing development will be funded through non-impact-fee sources.

What impact fee is required to pay for the new capital improvements?

Maximum Allowable Fee

Impact Fee Calculation: Police	
Amount of CIP to include in Impact Fees Calculation	\$12,562,605.09
Percentage of Future Growth	
Residential	91%
Non Residential	9%
Amount Attributed to Future Growth	
Residential	\$11,388,609.82
Non Residential	\$1,173,995.27
Future Growth 2025-2035	
Residential (per unit)	8,617
Non Residential (per sq. ft.)	1,949,782
Impact Fee	
Residential (per unit)	\$1,321.65
Non Residential (per sq. ft.)	\$0.60

The Police impact fee is based on both residential and commercial growth, consistent with the service unit definitions that ties police demand to residents and nonresidential floor area. The maximum supportable fee of \$1,321.65 per new housing unit and \$.60 per commercial sq. ft. reflects the proportionate growth-related share of \$12,562,605.09 in police improvements over the 10-year CIP period.

- Total IF-Eligible CIP: \$12,562,605.09
- Residential Fee: \$1,321.65 per unit
- Non-Residential Fee: \$0.60 per sq. ft.

Fee Changes: Police fees are new.

Police: Current Fees vs. Proposed New Fee Change +/-			
	Current	Proposed	Difference
Residential	\$0.00	\$1,321.65	\$1,321.65
Non Residential	\$0.00	\$0.60	\$0.60

Participation Growth vs. Non-Growth

Police: Participation Non-Growth Portion of Expansions			
	Required	Discretionary	Total
Police	\$12,562,605.09	\$10,545,789.69	\$23,108,394.78

The growth-related portion of this CIP, \$12,562,605.09, forms the basis of the maximum supportable Police impact fee, while the remaining (discretionary) \$10,545,789.69 must be funded by non-impact-fee sources, including all of those listed in Idaho Code 67-8207(iv)(2)(h).

Discretionary amounts are not required to be funded. But if not funded, project attainment may be challenging as the costs are tied together.

Proportionate Share

The calculated impact fees for the Police department is \$1,321.65 per residential unit and \$.60 per non-residential square foot. The City cannot assess fees greater than those calculated, however the City may assess fees lower than this amount. Doing so, the level of service would decline unless other city revenues made up the difference.

Section 4



Summary Fee Schedules and Participation

Section 4. Summary Fee Schedules and Participation

Summary of Maximum Supportable Fees

These fees would be assessed and collected by the City of Star on all new developments within the City limits in both Ada and Canyon County, Idaho.

Maximum Supportable Impact Fees By Land Use Type			
	Maximum Supportable	Current Fee	Change
Parks			
Residential (per unit)	\$5,869.70	\$2,050.00	\$3,819.70
Non Residential (per sq. ft.)	\$0.00	\$0.00	\$0.00
Pathways and Trails			
Residential (per unit)	\$2,204.53	\$0.00	\$2,204.53
Non Residential (per sq. ft.)	\$0.00	\$0.00	\$0.00
Police			
Residential (per unit)	\$1,321.65	\$0.00	\$1,321.65
Non Residential (per sq. ft.)	\$0.60	\$0.00	\$0.60
Totals	\$9,395.87		

Participation of Growth vs. Non-Growth

Participation Non-Growth Portion of Expansions			
	Required	Discretionary	Total
Parks and Recreation	\$50,579,137.00	\$14,404,124.00	\$64,983,261.00
Pathways and Trails	\$18,996,424.56	\$4,787,088.50	\$23,783,513.06
Police	\$12,562,605.09	\$10,545,789.69	\$23,108,394.78
Totals:	\$82,138,166.65	\$29,737,002.19	\$111,875,168.84

Not all capital improvements in CIPs are entirely growth-related. The City must fund the portion of each project not attributable to new development. These costs may be covered by existing funds, grants, donations, or other ongoing revenue sources as outlined in Idaho Code 67-8207(iv)(2)(h). The City will continue to seek partnerships to reduce costs and the need for impact fee assessments. The CORE analysis for each CIP identifies the percentage of each project that is impact-fee eligible versus non-eligible.

Funding for purely non-growth improvements is discretionary; the City may choose not to proceed with these projects. However, deferring such improvements could reduce the overall level of service if repairs or replacements are urgent and increase the cost for these projects overall. In contrast, the non-growth share of improvements tied to impact-fee-eligible projects must be funded to preserve the integrity of the impact fee program.

Legal Basis for Fees

All calculations comply with Idaho Code Title 67, Chapter 82, including:

- 67-8207 Proportionate Share
- 67-8208 Capital Improvements Plan Requirements
- 67-8210 Expenditure and Restrictions

Section 5



Revenue Forecast and Cash Flow Analysis

Section 5. Revenue Forecast and Cash Flow Analysis

Over the ten-year planning horizon, the City is projected to generate significant impact fee revenues necessary to support growth-related capital improvements. Based on forecasted residential building activity, Parks impact fees are forecasted to produce approximately \$50,579,166.35 while Pathways impact fees are expected to contribute an additional \$18,996,435.58. Police impact fees, derived from both residential and non-residential development, are projected to total approximately \$12,562,610.66.

Collectively, these impact fee revenues amount to a forecasted \$82,138,212.59 over the planning period. This revenue forecast provides a foundation for evaluating the City's ability to fund its planned capital improvements and maintain adopted levels of service. The projected revenues will be aligned with the City's Capital Improvement Plan (CIP) to ensure that future system improvements are appropriately matched to anticipated growth and available funding.

Projected Development Impact Fee Revenue: Parks					
	# Res building permits	Residential Per housing unit	Est. \$ Collected	Uses	Cash Balance
Year					
2025/2026	861	\$5,869.70	\$5,053,807.85	\$46,000.00	\$5,007,807.85
2026/2027	861	\$5,869.70	\$5,053,807.85	\$0.00	\$10,061,615.70
2027/2028	861	\$5,869.70	\$5,053,807.85	\$0.00	\$15,115,423.54
2028/2029	862	\$5,869.70	\$5,059,677.54	\$0.00	\$20,175,101.09
2029/2030	862	\$5,869.70	\$5,059,677.54	\$1,962,708.00	\$23,272,070.63
2030/2031	862	\$5,869.70	\$5,059,677.54	\$0.00	\$28,331,748.17
2031/2032	862	\$5,869.70	\$5,059,677.54	\$0.00	\$33,391,425.72
2032/2033	862	\$5,869.70	\$5,059,677.54	\$0.00	\$38,451,103.26
2033/2034	862	\$5,869.70	\$5,059,677.54	\$0.00	\$43,510,780.80
2034/2035	862	\$5,869.70	\$5,059,677.54	\$48,570,429.00	\$29.35
Totals:	8,617		\$50,579,166.35	\$50,579,137.00	

Projected Development Impact Fee Revenue: Pathways					
	# Res building permits	Residential Per housing unit	Est. \$ Collected	Uses	Cash Balance
Year					
2025/2026	861	\$ 2,204.53	\$ 1,898,100.39	\$ 28,000.00	\$ 1,870,100.39
2026/2027	861	\$ 2,204.53	\$ 1,898,100.39	\$ -	\$ 3,768,200.77
2027/2028	861	\$ 2,204.53	\$ 1,898,100.39	\$ -	\$ 5,666,301.16
2028/2029	862	\$ 2,204.53	\$ 1,900,304.92	\$ -	\$ 7,566,606.08
2029/2030	862	\$ 2,204.53	\$ 1,900,304.92	\$ 2,733,657.10	\$ 6,733,253.89
2030/2031	862	\$ 2,204.53	\$ 1,900,304.92	\$ -	\$ 8,633,558.81
2031/2032	862	\$ 2,204.53	\$ 1,900,304.92	\$ -	\$ 10,533,863.73
2032/2033	862	\$ 2,204.53	\$ 1,900,304.92	\$ -	\$ 12,434,168.65
2033/2034	862	\$ 2,204.53	\$ 1,900,304.92	\$ -	\$ 14,334,473.56
2034/2035	862	\$ 2,204.53	\$ 1,900,304.92	\$ 16,234,767.46	\$ 11.02
Totals:	8,617		\$ 18,996,435.58	\$ 18,996,424.56	

Projected Development Impact Fee Revenue: Police								
	Estimated # Res building permits 8,617	Residential Per housing unit	Est. Residential \$ Collected	Non Residential Sq. Ft 1,949,782	Non Residential Per Sq. Ft.	Est. Non Residential \$ Collected	Uses	Cash Balance
Year								
2025/2026	861	\$1,321.65	\$1,137,936.49	194,978	\$0.60	\$117,399.42	\$46,000.00	\$1,209,335.91
2026/2027	861	\$1,321.65	\$1,137,936.49	194,978	\$0.60	\$117,399.42	\$0.00	\$2,464,671.83
2027/2028	861	\$1,321.65	\$1,137,936.49	194,978	\$0.60	\$117,399.42	\$0.00	\$3,720,007.74
2028/2029	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$0.00	\$4,976,665.30
2029/2030	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$1,577,960.00	\$4,655,362.86
2030/2031	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$0.00	\$5,912,020.42
2031/2032	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$0.00	\$7,168,677.98
2032/2033	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$0.00	\$8,425,335.54
2033/2034	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$0.00	\$9,681,993.10
2034/2035	862	\$1,321.65	\$1,139,258.14	194,978	\$0.60	\$117,399.42	\$10,938,645.09	\$5.57
Totals:	8,617		\$11,388,616.43	1,949,780		\$1,173,994.22		
				Total		\$12,562,610.66	\$12,562,605.09	

Section 6



Credit Evaluation

Section 6. Credit Evaluation

Idaho Code Title 67, Chapter 82 requires that development impact fee programs include a system for providing credits to avoid double payment by developers. Credits prevent a developer from paying twice for the same system improvement, once through a direct contribution and again through impact fees.

Credits must be evaluated in situations where a developer provides system improvements or land that serve the same function as improvements funded by impact fees.

Based on City financial records, the Capital Improvement Plan, and department interviews, the following conclusions apply regarding credits in the City of Star:

- The City of Star does not have any existing system-wide development fees that overlap with impact fees.
- The City has no outstanding bonds for Parks, Pathways, or Police capital facilities that require a credit mechanism.
- Developers are not currently required to build regional-scale improvements included in the City's CIP.
- No mandatory credits are triggered by existing agreements or funding mechanisms.

Recommended Credit Policies

While no mandatory credits are currently required, the City should adopt explicit credit policies to comply with Idaho Code 67-8209 and ensure fairness to developers.

- Credits for dedication of park land that is part of the adopted CIP, valued at fair market value.
- Credits for construction of impact-fee-eligible pathway segments or structures identified in the CIP.
- Credits for dedication of land or construction of Police facilities included in the CIP.
- Credits for engineering or design work directly contributing to CIP improvements (when eligible).
- Credits that are transferable within the same impact fee category but not across categories.

Impact fees are collected when a developer/builder applies for and receives a building permit. In cases where a developer/builder challenges the proportional impact fee share, provides a donation, or where a grant offsets project costs, the following provisions apply:

Appeals to Impact Fees / Individualized Assessments: Idaho Code 67-8212. If an applicant believes the standard impact fee exceeds their fair share of future infrastructure costs, they may request an individualized assessment. The applicant is responsible for preparing and covering all costs associated with the assessment.

Fee calculations:

- Denial of credits
- Extraordinary impact determinations

Appeals must:

- Be filed in writing
- Be submitted within the period established in the ordinance
- Include supporting documentation

The City will issue a written decision within the timeframe specified in its ordinance.

- **Donations:** When the City receives donations toward projects in the CIP, it shall account for them as follows:
 - Donations for non-growth or partially growth-related improvements may be deposited into the City's General Fund.
 - Donations for growth-related CIP projects shall result in a reduction of the donor's impact fees, either as a credit or reimbursement.
 - Grants: If a grant is recurring or reliably anticipated, the growth-related portion should be reflected in the fee calculations, resulting in lower impact fees. Speculative or uncertain grants should not be included in fee calculations. If such grants are later received, the additional funds are treated as a "down payment" on the CIP and incorporated during the next fee study update.
- **Purpose of Credits:** Idaho Code §67-8209 requires that development impact fee programs include a credit system to prevent "double payment" by developers who provide system improvements that benefit new development. Credits ensure fairness and maintain compliance by aligning contributions with growth-related needs.
- **Types of Credits**
Credits may be issued for:
 - Construction of a system improvement identified in the Capital Improvements Plan (CIP)
 - Dedication of land required for an eligible project
 - Monetary contributions toward eligible system improvements
 - Public-private partnerships that construct or fund eligible CIP projects

Credits apply only to system improvements, not project improvements or site-specific improvements required by zoning, subdivision, or ACHD standards.

Credits or Reimbursements (§67-8209): If a developer is required to construct or contribute to a growth-related project otherwise funded by impact fees, they shall receive a credit or, at their election, reimbursement from future fee collections. Developers are presumed to owe the full impact fee until they notify the City of their contribution. The City shall enter into an agreement specifying the credit or reimbursement amount, timing, and method of payment to prevent double collection.

- Credit requirements:
 - Shall not exceed the total impact fee owed
 - Shall be formalized in a written credit agreement
 - Shall avoid double payment
 - Shall be approved by the City Council

To administer credits consistently, it is recommended the City adopt the following procedures:

- Require developers to submit a credit application prior to final plat or building permit approval.
- Require cost documentation, appraisals, or engineer's estimates to verify the value of improvements or land.
- City review and approval of credit calculations, including verification that improvements are listed in the CIP.
- Issuance of a formal credit certificate with terms, category limitations, and expiration.

Section 7



Implementation and Administration

Section 7. Implementation and Administration

Idaho Code Title 67, Chapter 82 requires jurisdictions to adopt clear administrative procedures to ensure the lawful collection, accounting, expenditure, and refunding of development impact fees. This section outlines the City's policies for fee adoption, administration, updates, and transparency.

As the City considers adopting the Capital Improvement Plans and impact fees outlined in this report, the following information is provided for your review and will be included in the impact fee enabling ordinance.

Proposed Implementation Timeline: Fees will be implemented within 30 days of the Star City Council adopting the ordinance for Parks, Pathways and Police capital improvement plans and impact fees.

- Adoption of the Impact Fee Ordinance: Immediately following Council approval.
- Creation of accounting funds: Within 30 days of adoption.
- Annual progress report on impact fee use: Every January.
- Five-year CIP and fee schedule update: By 2030.

Ordinance and Fee Adoption Requirements

Fee Adoption Process (Idaho Code §67-8206) Before impact fees may be imposed:

- A Capital Improvement Plan shall be developed
- The Impact Fee Advisory Committee must review the study and CIP.
- The City must hold a properly noticed public hearing.
- The City Council must adopt the fees by ordinance.
- The ordinance and fee schedule must be made available to the public.
- Fees take effect no sooner than 30 days after adoption.

Approving Capital Improvement Plans:

Should the City adopt the study, the City should revise its existing Parks and Pathways Capital Improvement Plans using the information in this study, in accordance with the Advisory Committee's approval of this study. These revised capital improvement plans along with the new Police CIP would then be presented to the City for adoption as an element of the Comprehensive Plan pursuant to the procedures of the Local Land Use Planning Act.

Review Proposed Impact Fees: Following adoption of the Capital Improvement Plan, the City Council should review the proposed Impact Fee Ordinance for adoption as reviewed and recommended by the Advisory Committee.

Annual Capital Budget: The City will plan for and adopt an annual capital budget. This budget will specify projects to be paid for by impact fees as well as other funding sources for non-growth-related projects and or portions of projects. If the current City budget has been approved, the City will amend the budget to incorporate the impact fee payments.

Impact Fee Service Area: Capital Improvement Plans identify projects that benefit residents citywide, with the service area defined by the City's limits. Some municipalities establish fee

zones to reflect varying use of current or future improvements; however, this study does not recommend that approach. The projects identified in this report provide system-wide benefits and are best supported through uniform citywide fees.

Required annual fund accounting and reporting

Fee Collection Procedures (Idaho Code 67-8213)

Impact fees shall be:

- Assessed at the time of building permit application
- Collected at the time of building permit issuance
- Imposed on all new development within City limits
- Calculated using the fee schedule in effect at the time of collection

The City shall maintain a written record of each fee collected, including:

- Date of collection
- Amount
- Project and service area
- Parcel, or address or permit number

Annual Reporting Requirements (Idaho Code 67-8210(3))

The City must prepare an annual Impact Fee Report including:

- Beginning and ending balances for each fee fund
- Fee revenues collected
- Interest earned
- Expenditures by project
- Outstanding commitments

The report must be made available to:

- The City Council
- The Impact Fee Advisory Committee
- The public

Maintain separate accounting funds for Parks, Pathways, and Police impact fees. The City should maintain Impact Fee Funds separately and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into the related account (Parks, Pathways, and Police) and withdrawn only to pay for growth-related capital improvements of the same category.

General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending Policy: The City should adopt and follow a clear policy for spending revenue from each Impact Fee Fund. These funds must not be used for operational costs or for repairing,

replacing, or upgrading existing infrastructure unless the need is driven by new growth. Impact fees may be used when capital improvement is constructed solely to serve new development.

When a project provides both replacement of existing capacity and additional capacity for growth, costs should be shared proportionally between the Impact Fee Fund and other eligible funding sources identified in Idaho Code 67-8207(1)(iv) and (2)(h). All collected impact fees must be spent within eight years of collection unless otherwise authorized.

Track and publish annual revenues, expenditures, credits, and remaining balances:

- Maintain records sufficient for public inspection, audit, and annual reporting.
- Allocate interest earnings proportionally to each fund.
- Ensure that impact fee expenditures align strictly with CIP-eligible projects.
- Monitor system improvements to ensure they match adopted levels of service.
- Maintain and publish an annual report detailing fee collection and use.

Refunds: (Idaho Code 67-8211)

- Refund any unexpended fees older than 8 years unless they are committed to a project.
- Refunds must be issued to the current property owner of record and include principal and a proportionate share of interest earnings.
- Reallocate unused funds if a CIP project is removed or delayed, consistent with Idaho Code.
- Document all refunds in the annual impact fee report.
- Annual reporting of all credits issued and redeemed for public transparency.

Extraordinary Impacts (Idaho Code 67-8204(12))

If a proposed development creates an extraordinary impact—defined as a unique, disproportionate demand beyond typical impacts - the City may require:

- A supplemental study
- Additional mitigation separate from standard impact fees

The City must:

- Document the extraordinary impact
- Provide written findings
- Allow for administrative appeal

Intergovernmental Agreements

This study does not include any intergovernmental agreements related to the determination or use of impact fees. The City does, however, have several agreements that affect its ability to maintain the current level of service and should be reviewed annually to assess their term and viability. These include lease agreements with the fire department for 7,200 sq. ft. of space, 3,600 sq. ft. for the police station and 3,600 sq. ft. for the recreation center, and a 50-year lease with Boot Hill Cemetery for land the City intends to develop into ball fields.

Required Periodic Updates

Annual review by Impact Fee Committee:

Given the City's anticipated growth over the 10-year CIP period, impact fees should be reviewed annually. Updates may be applied using an inflation index for building materials from a reputable source, such as McGraw Hill's *Engineering News-Record*, but should consider the actual average cost of obtaining land and cost per square foot of building in the city at the time of the annual review. In accordance with Idaho Code 67-8205(3) (c–e), the Impact Fee Advisory Committee will assist City leadership in reviewing and updating the Capital Improvement Plans and impact fees as applicable.

Update CIP every 5 years (Idaho Code 67-8208):

As required by law, the City should update its capital improvement plan (CIP) at least every five years. The CIP should be looked at annually in tandem with the impact fees to determine if changes need to be made.

At least once every five years, the City must:

- Review and update land use assumptions
- Update LOS analysis
- Evaluate and update the CIPs
- Review impact fee schedules
- Present findings to the Advisory Committee
- Implementation Summary

These administrative procedures ensure that:

- Impact fees are collected and used lawfully
- The City maintains full compliance with Idaho Code
- Fee revenues are dedicated to growth-related system improvements
- The program remains transparent, fair, and accountable

Appendices



Appendices

Section 8. Appendices

Appendix A: Idaho Code Compliance Matrix

Idaho Code Section	Requirement	How This Study Complies
67-8203	Definitions of Impact Fees & Capital Improvements	All terms used match statutory definitions.
67-8204	Minimum Requirements for Impact Fees	CIP prepared, fees proportionate, credits addressed.
67-8206	Adoption Procedures	Fees prepared for ordinance adoption with hearing.
67-8207	Proportionate Share	All fees are tied to LOS and growth demand.
67-8208	Capital Improvement Plans	CIPs prepared for Parks, Pathways, Police.
67-8210	Expenditure Restrictions	Fees are used only for growth-eligible CIP projects.
67-8211	Refund Requirements	Refund procedures stated in Section 7.

Appendix B. Impact Fee Restrictions Matrix

Category	Allowed	Not Allowed
Parks	Land acquisition, green-up, facilities expansion	O&M, replacement of existing deficiencies
Pathways and Trails	Trail construction, bridges, acquisition	Maintenance, repairs
Police	Stations, substations, training centers, vehicles for growth	Replacing existing deficiencies, O&M, staff costs

[Comprehensive Plan Land Use Map 6-7-2022 \(PDF\).pdf](#)



Appendix D: Demographic and Growth Projections

City of Star Demographic Report Summary



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MAY 2025



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City of Star, Idaho, Demographics

Executive Summary: Demographics & Growth

The City of Star, Idaho, is undergoing transformative population growth, with increases in both total residents and changes in age, household, and employment composition. The City's population grew from 11,117 in 2020 to over 20,000 by 2024, a growth rate of over 80% in four years, and more than 1,000% since 1990. Mid-range projections estimate the population will reach 34,250 by 2030, 57,000 by 2040, and 87,250 by 2060. These numbers represent a tripling of Star's population within the next 35 years.

This accelerated expansion places increasing demand on Star's core public services and infrastructure, particularly police protection, parks, and multi-use pathways, which were largely built to serve a much smaller, less dense population. In addition, Star's shifting age structure, declining household size, and expanding labor force point to evolving service expectations that require a data-informed approach to long-range capital planning.

Key Demographic and Growth-Based Takeaways

Population Growth Trends

- Star's population has increased by over 800% since 2000, reflecting one of the fastest-growing communities in the Treasure Valley.
- Between 2020 and 2024, the City added more than 9,000 residents, growth rates that previously occurred over 10-year periods now occurring in less than half that time.
- The annual population change in recent years (2020-2024) has averaged approximately 2,313 residents per year, up from a historical average of 905 per year.
- Long Range forecasts suggest continued strong growth:
 - Low: 71,356 residents by 2060
 - Mid: 87,250 residents by 2060
 - High: 110,587 residents by 2060

Age and Household Composition

- Star's median age increased from 31.3 in 2013 to 40.6 in 2023, suggesting an aging population.
- The senior population (65+) grew 606.6% from 2013 to 2023, from 391 to 2,763 residents.
- The number of households grew from 1,841 in 2013 to 4,682 in 2023 (a 154.3% increase).
- While average household sizes have declined, larger household sizes among renters indicate shifting housing needs and increased demand for multi-functional public spaces.

Housing and Density

- Housing units increased from 1,841 in 2013 to 4,682 in 2023, tracking closely with population growth.

- Vacancy rates dropped significantly, from 13.5% in 2013 to 4.3% in 2023, suggesting strong and sustained housing demand.
- Forecasted housing units by 2060 range from 25,409 (low) to 39,321 (high), with the mid-range estimate at 31,045 units.
- Higher residential densities, particularly in newer subdivisions, will require corresponding increases in nearby infrastructure.

Educational and Income Shifts

- Educational attainment has risen significantly, with residents holding bachelor's degrees increasing by 257% between 2013 and 2023.
- Median household income rose from \$63,503 in 2013 to \$91,318 in 2023, with the number of households earning over \$200,000 growing from 6 to 452 in the same period.

Employment and Workforce

- The employed labor force grew by 154%, from 2,494 workers in 2013 to 6,336 in 2023.
- Full-time workers grew by 141%, and workforce growth was most significant in education, health services, construction, and the arts/entertainment/food sectors.
- These trends suggest increased demand for police services, recreational facilities, and non-motorized transportation infrastructure.

Introduction

Star, Idaho is located within southwestern Idaho in Ada and Canyon Counties. The City of Star is one of 14 incorporated cities in the Ada-Canyon Counties area, and adjacent to the Cities of Eagle, Meridian, Middleton, and Nampa. Several highways are adjacent to or cross the City, including US20/26 on the South, SH16 generally on the east, and SH 44 east-west through Star. The Boise River bisects the City between State Street (SH 44) and Chinden Boulevard (US 20/26). All highways are operated by the Idaho Transportation Department, and all other public roadways by the Ada County Highway District (in Ada County) or Canyon Highway #4 (in Canyon County).

Figure: City of Star, Aerial

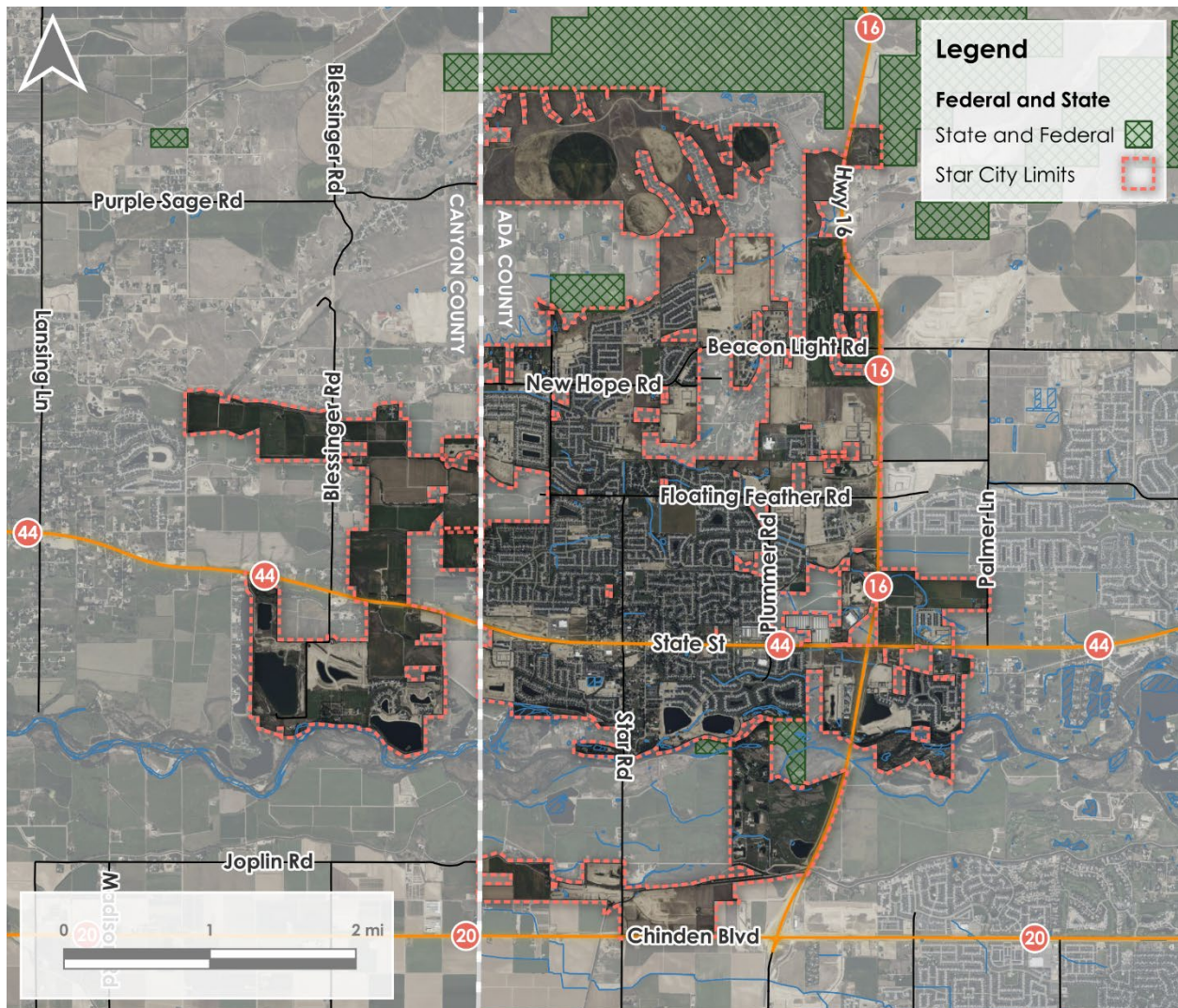
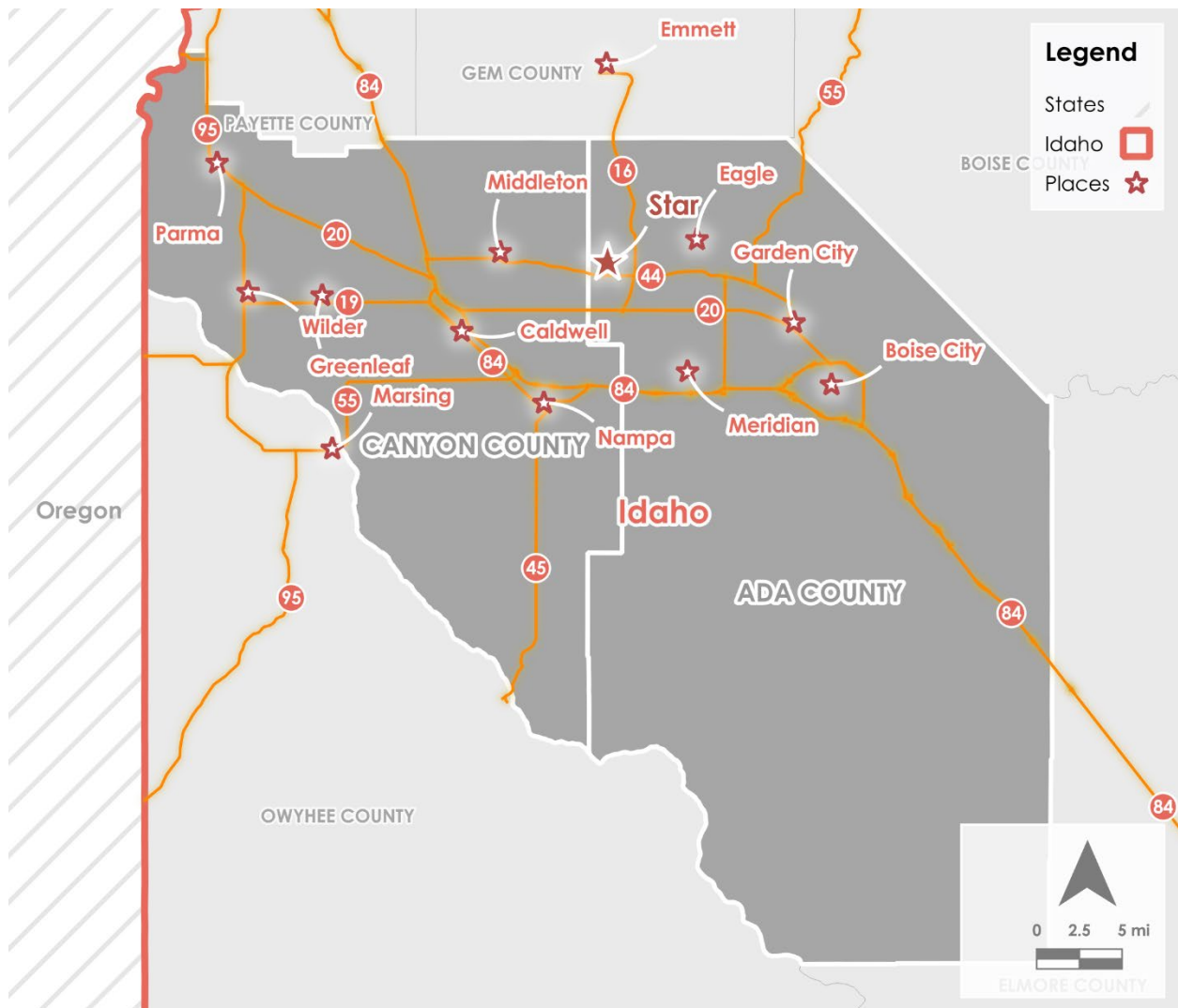


Figure: City of Star, Regional Context



Population

As of the most recent decennial Census (2020), the population of Star was 11,117 people (U.S. Census Bureau, 2025). The total population change from 1990 to 2020 was 10,469 people. All population changes between decennial (10-year) Census counts were positive, 1,147 being the lowest and 5,324 being the highest. The average decennial change has been 163.88% (+3,490 people per 10-years) or 16.39% year over year averages (+291 people per 1-year).

In Ada and Canyon Counties, the regional Metropolitan Planning Organization (COMPASS) processes yearly population estimates based on the housing unit methodology. This uses the most recent decennial data for housing, and builds upon it considering new construction, demolitions, average persons per household, and then vacancies. The following table includes Census data for 10-year periods, and COMPASS data for 1-year periods.

Table: City of Star, Decennial Census Populations and COMPASS Estimates

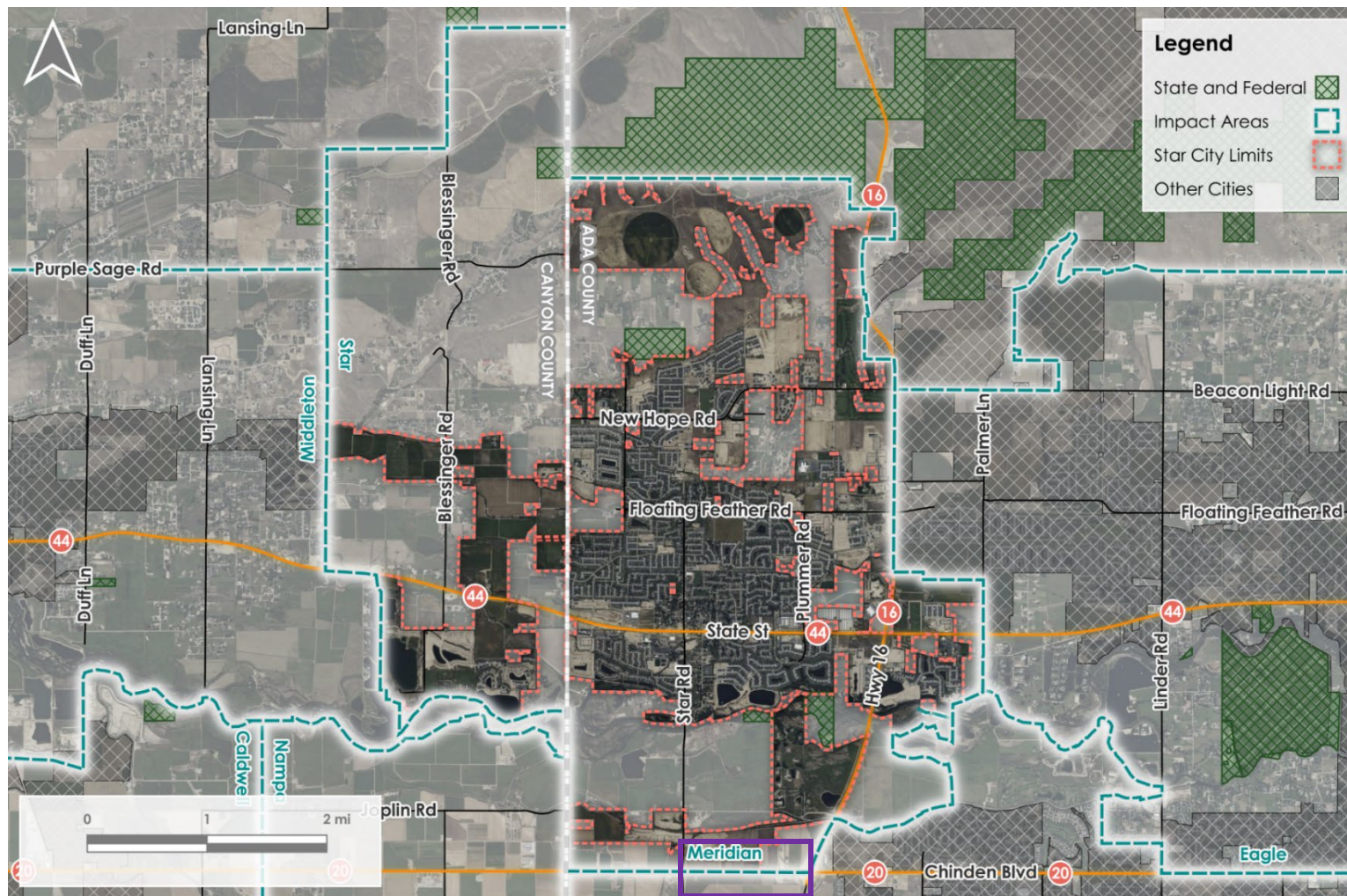
Year	Population	Change Over Previous (10 yr.)	% Change (10 Yr.)	Year Over Year % Change	# Change Year over Year
1980	-	-	-	-	-
1990	648	-	-	-	-
2000	1,795	1,147	177.0%	17.7%	96
2010	5,793	3,998	222.7%	22.3%	333
2020	11,117	5,324	91.9%	9.2%	444
2021 (est.)	13,410			20.6%	2,293
2022 (est.)	15,230			13.6%	1,820
2023 (est.)	17,690			16.2%	2,460
2024 (est.)	20,370			15.1%	2,680
Total Change (dec.)	10,469				
Recent Change (dec.)	5,324	1,326	157.3%	15.7%	111
Historical Change (dec.)		3,490	163.88%	16.39%	291
Recent Change (est.)			163.8%	16.4%	<u>2,313</u>
Average Change (all)			161.6%	16.2%	<u>905</u>

Note: See the References section for list of historical Census population records. 1980 Census population information and earlier is not available from the Census Bureau (despite incorporation as a City much earlier). Years with “dec.” reflect decennial counts, years with “est.” include COMPASS estimates, and Average all (all) is for all periods. Orange underlined values are important for forecasting work later in this Report.

Growth has been increasing dramatically since 2020, with 10-year increases during previous decades being matched in only 2 to 3-years. Since small changes to percentage values can amount to large housing and population changes and since a flat percentage is exponential when considering high yearly gains, it is an unrealistic metric when considering changes to the City of Star. Instead, average population changes by total will be overviewed when considering both more recent changes and forecast values later in this Report. Where historical decennial changes amount to approximately 300 people per year, more recent population estimates from COMPASS are more than 2,300 people per year. The average of yearly changes is approximately 900 people per year.

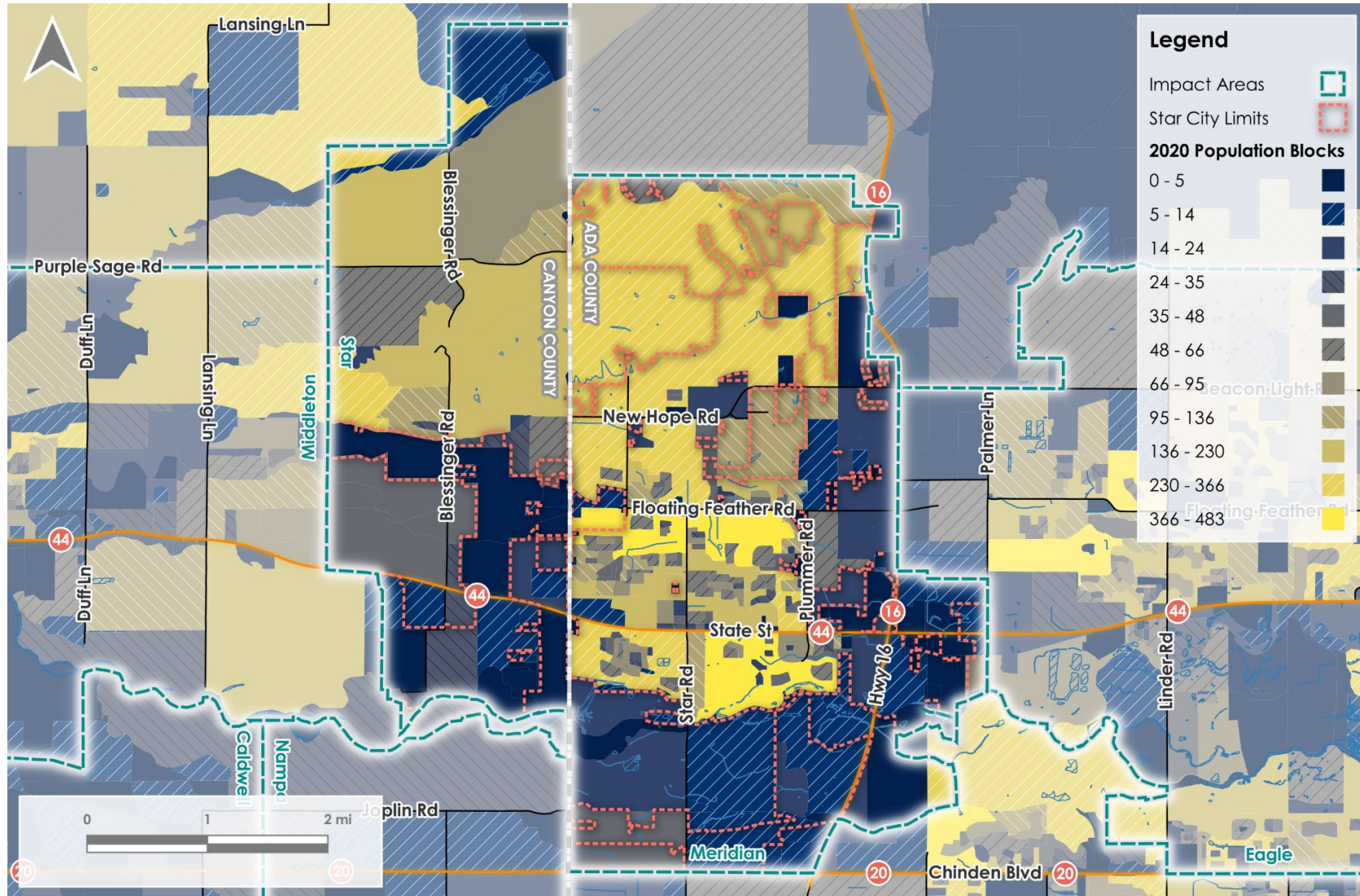
The following maps depict the City of Star, its Area of City Impact (modified to account for annexations by the City of Star and others), and the decennial Census populations by Census blocks (the smaller geographic area that information is reported), both by total counts and population per acre.

Figure: City of Star, City Limits and Area of City Impacts



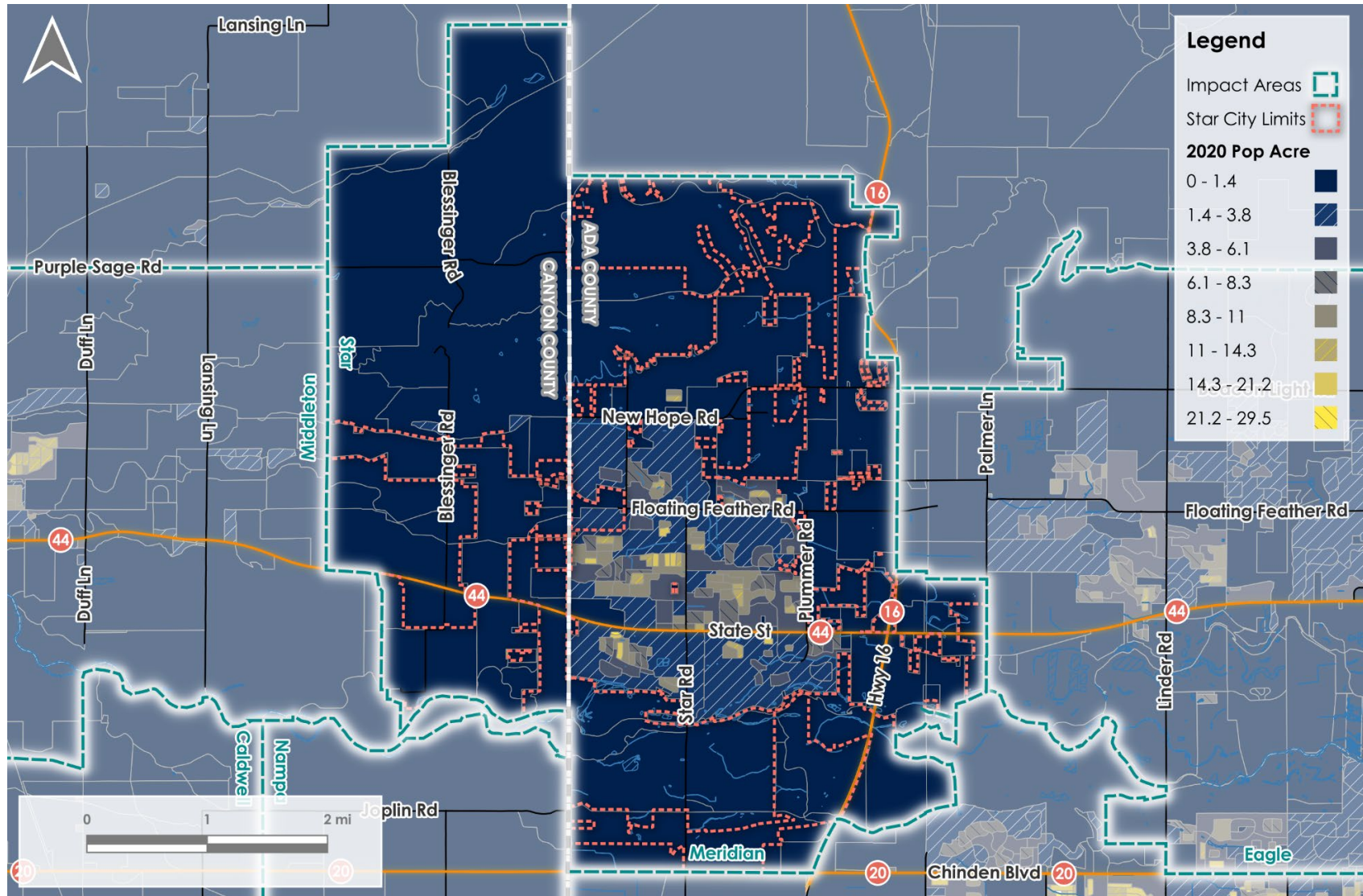
Note: Area of City Impact adjusted from current Ada County and COMPASS versions, to reflect annexations by Star and others. The Area of City Impact (AOI) is a geographical area where a city is expected to grow into and annex at some future time. Idaho Code requires all cities to define an AOI with their respective counties. Star Police Department shares the jurisdiction of Chinden Blvd just east of Star Rd. (indicated within the purple box) with the Meridian Police.

Figure: City of Star, Population Total by Census Blocks



Note: Area of City Impact adjusted from current Ada County and COMPASS versions, to reflect annexations by Star and others.

Figure: City of Star, Population per Acre by Census Blocks



Note: Area of City Impact adjusted from current Ada County and COMPASS versions, to reflect annexations by Star and others.

The U.S. Census Bureau also has several population estimate programs (rather than counts), including the American Community Survey (ACS). The ACS also includes other demographic related information which corresponds with population estimates and will be referenced throughout this Report. **While the Census Bureau has 1-year and 5-year programs, the 1-year program is generally only available for Census designated places and boundaries with populations of 65,000 or more people.** The 5-year program is available in all areas, but functions on a rolling average, with lower margins of error. While the 5-year averages are less current, they are usually a better indicator of demographic and socioeconomic change over time. For the rest of this Report, 5-year data (U.S. Census Bureau, Via TidyCensus, 2025) is referred to as only a single year; for example, 2023 refers to that most recent year as well as the four previous (e.g. – 2019 to 2023). **Keep in mind these averages represent a population with approximately 7,000 fewer people than live in the City of Star, today.**

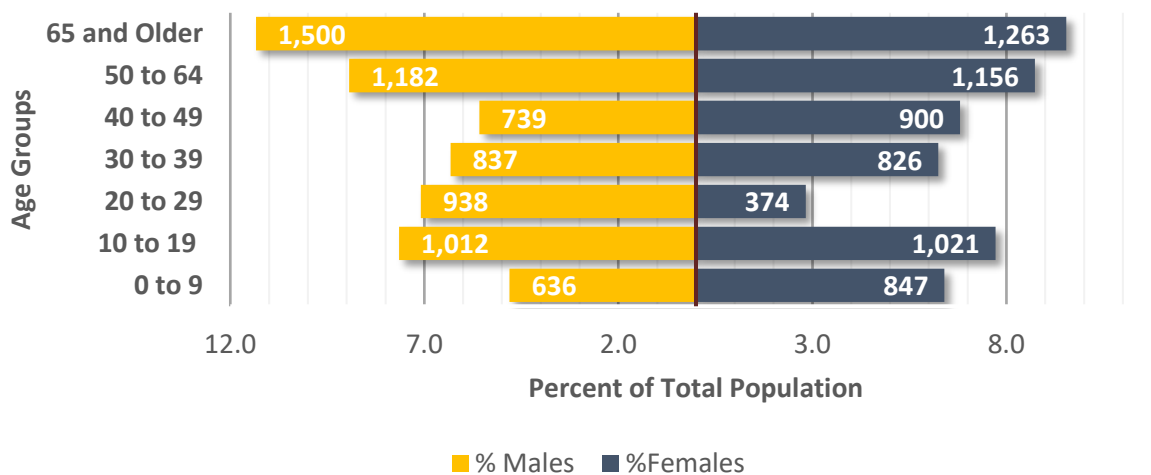
Gender Composition

According to the most recent (2019-2023) American Community Survey 5-year estimates, the City of Star is comprised of 51.7% males and conversely 48.3% females. This gender gap has decreased by 1.4% since 2013 but has a small increase since 2018. This gender split varies by age group.

Age Structure

The median age in Star for the 2019-2023 dataset is 40.6, up by 9.3 years from the 2009-2013 ACS. The median age for males is 40.0 and 40.7 for females. The following Population Pyramid depicts age groups for the most recent ACS by age group and gender. Notably, there are more males 65 and older in Star than females, which is atypical.

Figure: City of Star Population Pyramid



Between 2013 and 2023 5-year datasets, the largest age group increase was 65 and older at 606.6% or 2,372 people. The group with the smallest increase (there were no decreases) was 0 to 9 at 8.2% or 113 people.

Figure: City of Star, Total Population by Age Groups (2019-2023)

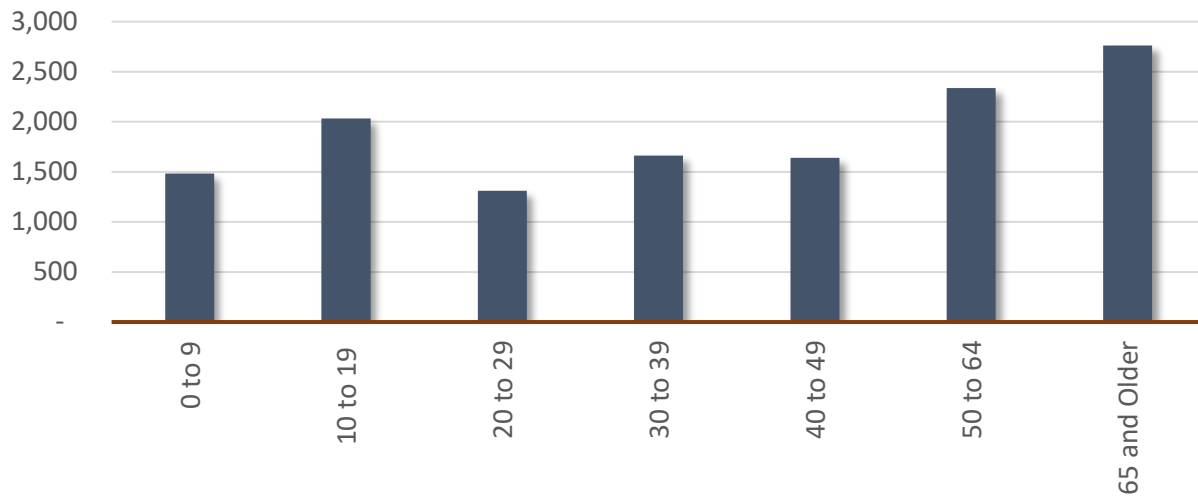
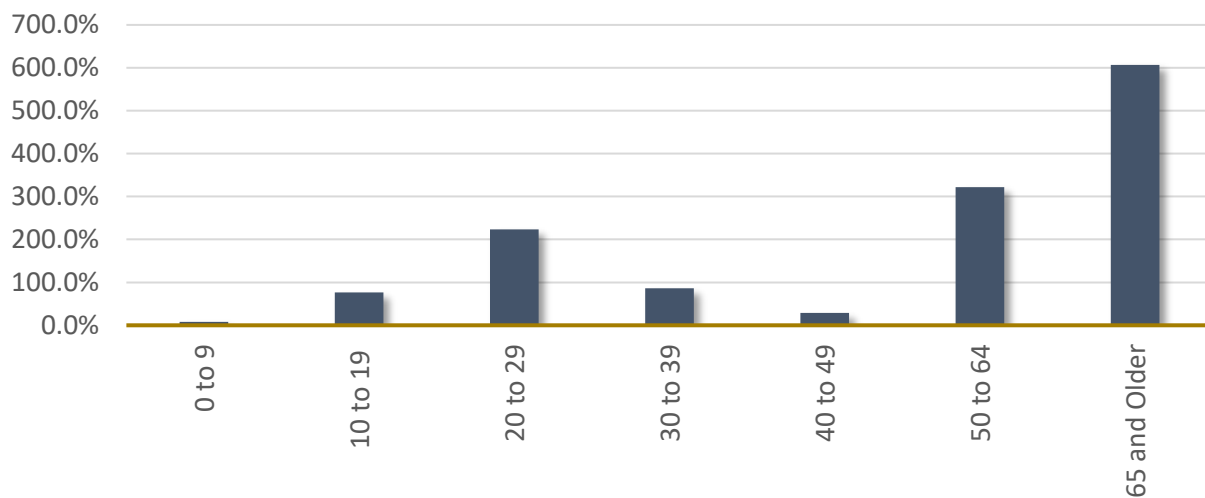


Figure: City of Star, Change in Population Age Groups by % (2009-2013 to 2019-2023)



Population Forecast

This Report includes Low, Mid, and High forecast scenarios for comparison of population estimates. Each of these scenarios use 10-year increments starting in 2020 and going out to 2060. Since Star has accurate estimates for 2021 through 2024 (by COMPASS), built on top of the 2020 Decennial Counts, each scenario has identical forecast estimate for 2030 (34,250 people) using current trends. This trend is 2,313 people per year. Additionally, the historical average of 905 is used, as are 10% modifiers both positive and negative to transition these values between 10-year estimates. Note that housing estimates provided later in this Report are a direct extension of the population estimates.

The Mid forecast starts with the 2020 decennial population count at 11,117, builds upon current average population increases and is estimated at 34,250 people in 2030. This is true of the low and high forecast scenarios. The Mid 2060 forecast is 87,250 people, generally holding the recent average trend until 2050 when a negative modifier is used, and then a historical average

building up to 2060. Assumptions are generally consistent growth, the City not staffing or tooling up to take on more permit capacity and eventually slowing due to land constraints.

The High scenario utilizes the recent trend all the way through 2060, to a population total of 110,587 people, and includes positive modifiers beginning in 2040. Assumptions here are that the City increasing its ability to grow by population and households, faster. The Low scenario uses the recent trend in 2040 with a negative modifier, and then historical census averages also with negative modifiers for a forecast total of 71,356 people in 2060. The Low trend is seen as less likely given the availability of land and continued growth of the City and Treasure Valley but could occur due to service limitations or changing public sentiment of growth.

Figure: City of Star Historical and Future Population Forecast

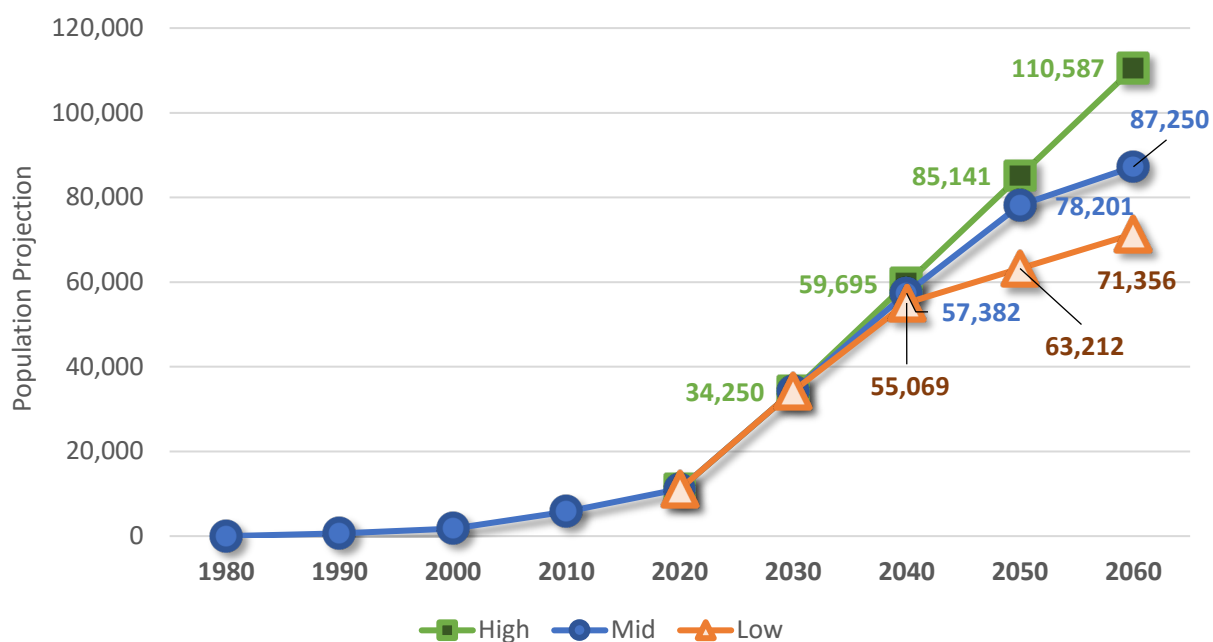


Table: City of Star, Population Forecast

Year	Low Forecast	Low % Change	Mid Forecast	Mid % Change	High Forecast	High % Change
2020	11,117	-	11,117	-	11,117	-
2030	34,250	208.1%	34,250	208.1%	34,250	208.1%
2040	55,069	60.8%	57,382	67.5%	59,695	74.3%
2050	63,212	14.8%	78,201	36.3%	85,141	42.6%
2060	71,356	12.9%	87,250	11.6%	110,587	29.9%

Forecasting is heavily dependent on not just historical activity, but also external factors such as land availability, social and market forces, and services such as utilities. This Report uses a trend method to forecast population. All population forecasting methods have strengths and weaknesses, but trend is advantageous in that it does not rely on variables such as birth, death, immigration, and emigration information, all of which have their own unique opportunities for variation from the norm. In addition, the trend method does not require tracking or modeling of permitting and utility expansion across a variety of separate agencies and service providers. It is

for these reasons the trend forecast should be maintained over time, to reflect on any significant changes.

Housing

As of the 2020 decennial Census, the total number of housing units was 4,048 units, an increase of 92.9% (or 1,950 units) since the 2010 Census (U.S. Census Bureau, 2025; U.S. Census Bureau, 2025). Overall, vacancies have declined from 8.2% in 2010 to 3.1% in 2020. While Census data is typically more current than ACS data, ACS data includes other housing characteristics that are not available in decennial counts. The 2023 ACS 5-year average person per household is 2.82, down from 3.27 in 2013. Note there are significant differences between owner occupied and renter occupied households. In 2023 owner occupied units had persons per household of 2.66, where renter per household was 3.47. While Census and ACS housing units are low compared to more recent COMPASS estimates, many ACS values like persons per household are considered the most accurate source of related housing data.

Table: City of Star, ACS Housing

Households	2013	2018	2023	Change # 2013 - 2023	Change % 2013 - 2023
Housing Units: Total	1,841	3,157	4,682	2,841	154.3%
Housing Units: Total Occupied	1,593	3,117	4,480	2,887	181.2%
Housing Units: Total Vacancy	248	40	202	(46)	-18.5%
% Vacancy	13.5%	1.3%	4.3%	-9.2%	-9.2%
Owner-occupied housing units	1,491	2,563	3,721	2,230	149.6%
Renter-occupied housing units	350	594	961	611	174.6%
% Owner Occupied	81.0%	81.2%	79.5%	-1.5%	-1.5%
% Renter Occupied	19.0%	18.8%	20.5%	1.5%	1.5%

Table: City of Star, ACS Household Size

Household Size	2013	2018	2023	Change # 2013 - 2023	Change % 2013 - 2023
Average Household Size: All	3.27	2.69	2.82	(0.45)	-13.8%
Average Household Size: Owner	3.15	2.67	2.66	(0.49)	-15.6%
Average Household Size: Renter	3.78	2.77	3.47	(0.31)	-8.2%

Housing Forecast

The following housing unit projections, Low, Mid, and High, are a companion to the population forecasts. These forecasts rely on average person per household information collected as part of the 2023 5-Year ACS, to understand future housing needs. The current average for persons per household of all types, 2.82, is used for the housing forecast. This number considers population growth and is built on the 2020 decennial housing unit counts of 4,048.

The Mid scenario housing forecast estimate is 31,045 units for 2060, the High forecast is 39,321, and the Low forecast is 25,409.

Figure: City of Star, Housing Forecast Chart

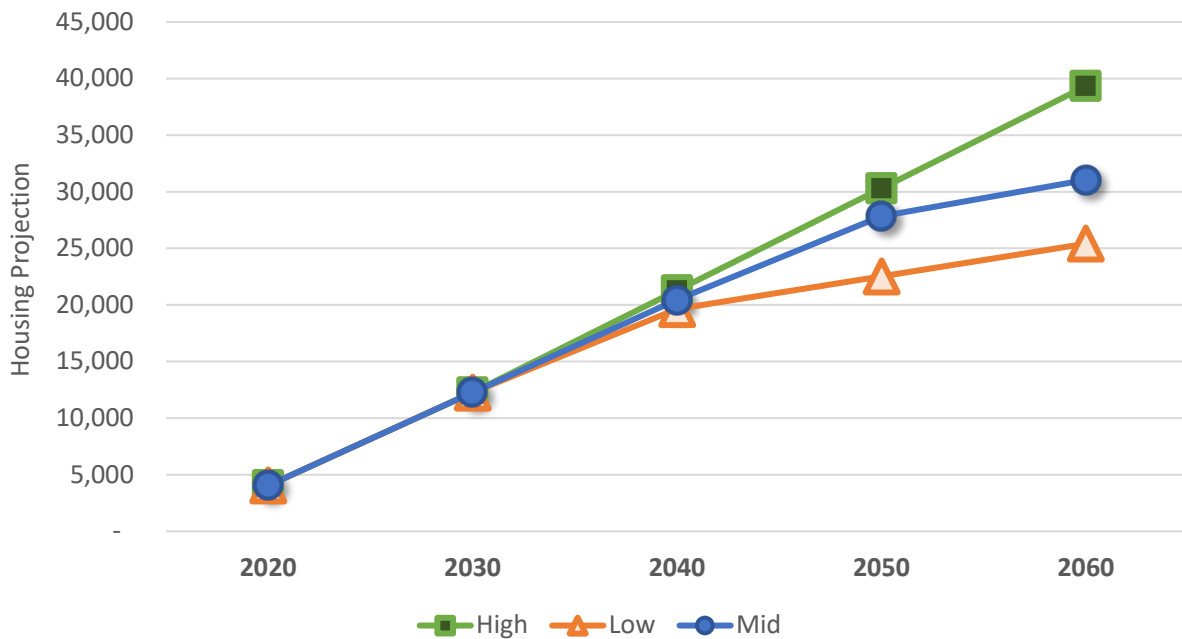


Table: City of Star Housing Forecast Table

Year	Low Forecast	Low % Change	Mid Forecast	Mid % Change	High Forecast	High % Change
2020	4,048	-	4,048	-	4,048	-
2030	12,251	202.6%	12,251	202.6%	12,251	202.6%
2040	19,634	60.3%	20,454	67.0%	21,274	73.7%
2050	22,522	14.7%	27,837	36.1%	30,298	42.4%
2060	25,409	12.8%	31,045	11.5%	39,321	29.8%

Education

Educational levels of attainment vary significantly between 2013, 2018, and 2023. The only area with a reduction both by total and percent was less than high school, at -37 people between 2013 and 2023 (-17.5%). The area of greatest change was those with a bachelor's degree, up by +1,586 people (+256.6%).

Figure: City of Star, Changes to Educational Attainment, 2013 to 2023

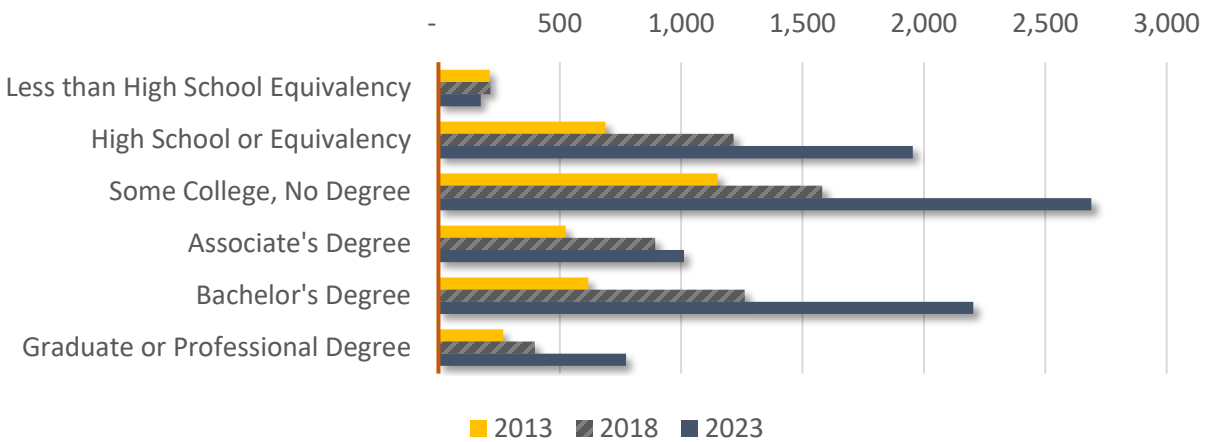
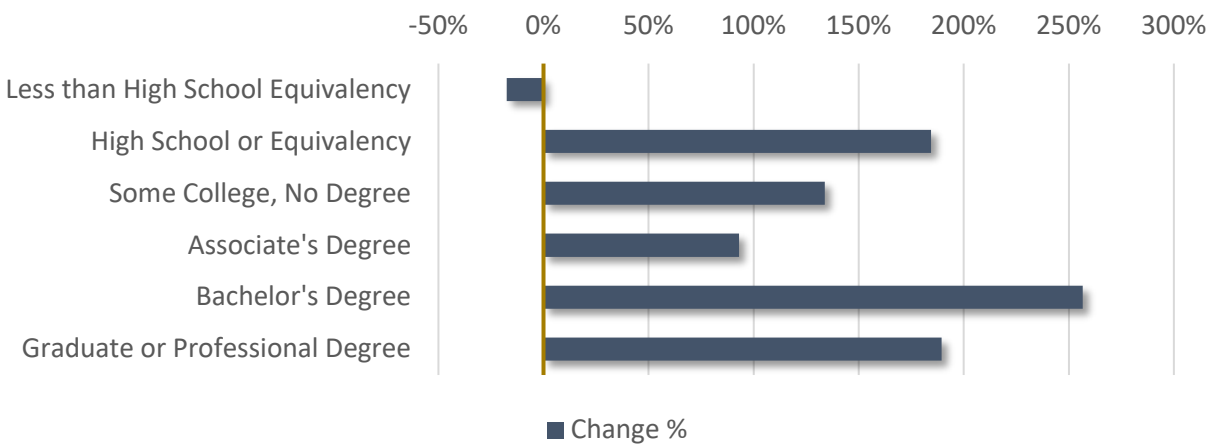


Figure: City of Star, % Change to Educational Attainment, 2013 to 2023



Another perspective on educational attainment is the split by gender. The area of greatest disparity for both males and females in 2023 was females who received an associate degree. This is also reflected in changes between 2013 and 2023 where the most significant change for either gender of any attainment was females who attained an associate degree. The area of greatest change for males was those with a bachelor's degree.

Figure: City of Star, Educational Attainment by Gender, 2023

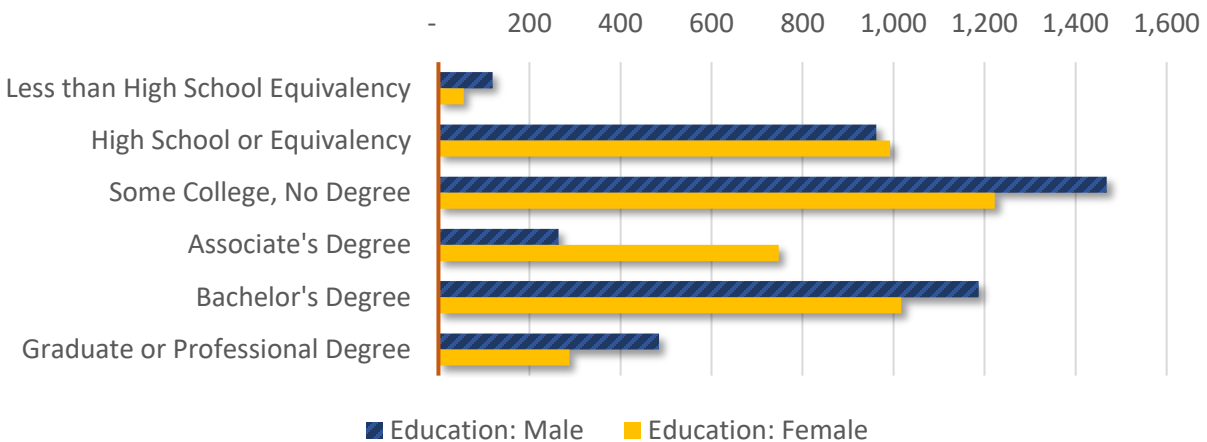
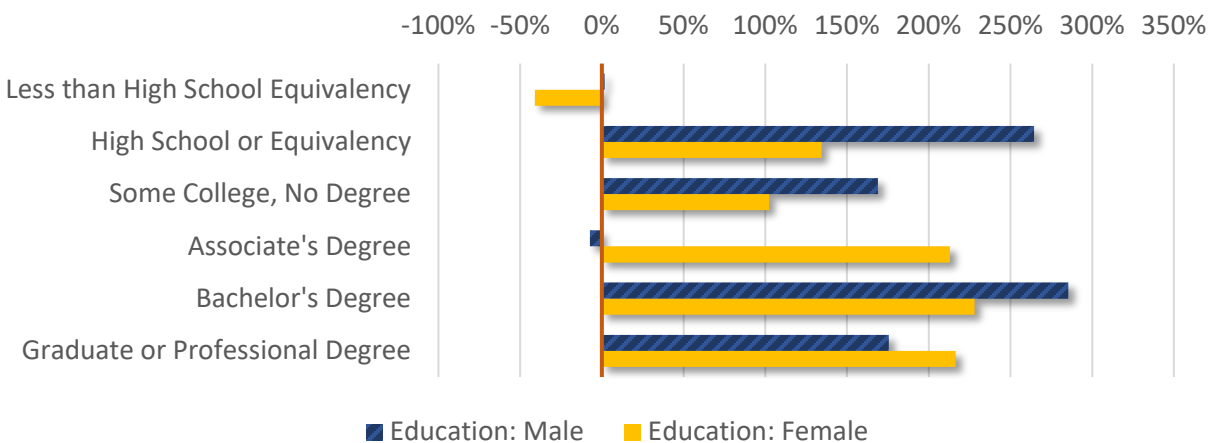


Figure: City of Star, % Change to Educational Attainment by Gender, 2013 to 2023



For additional educational references, see Attachment 01: American Community Survey 5-year Data Tables.

Income and Earnings

Household income was an area that also experienced great change. While those households earning less than \$50,000 generally remained stable, this is despite large population increases. Generally, 2023 values are greater than 2013, but less than 2018. The largest increase by total households were those earning between \$100,000 and \$149,000, an increase of 1,058 households (or 442.7%). The area of greatest change by percentage were those earning more than \$200,000, an increase of 7433.3%, or 446 households up from 6 in 2013.

Poverty has also increased overall, by 75.9% or 268 people, to a total of 621. The educational attainment levels of those below the poverty line have changed significantly. The 2013 data indicate the largest group in poverty was those with some college (177) and the smallest group, those with a high school education (44). In 2023, the largest group below the poverty line was those with a bachelors or higher with 370 people, an increase of 340. %% from 2013.

Figure: City of Star, Changes to Household Income by Total Households, 2013 to 2023

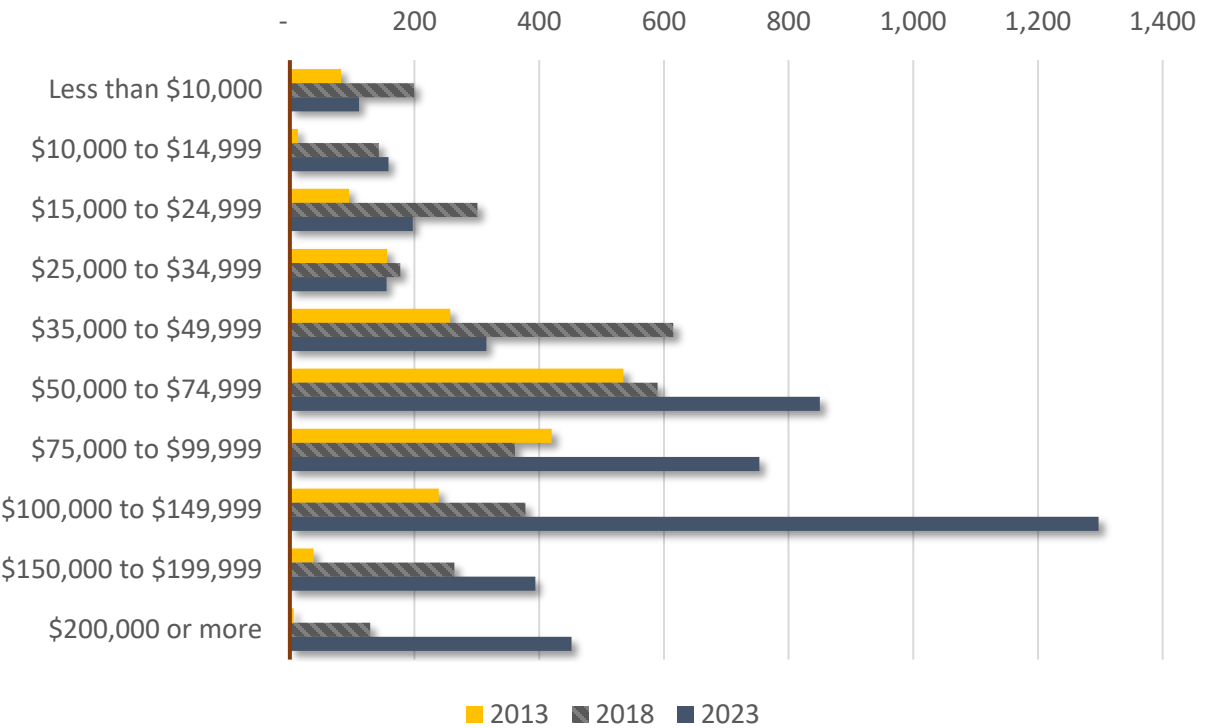
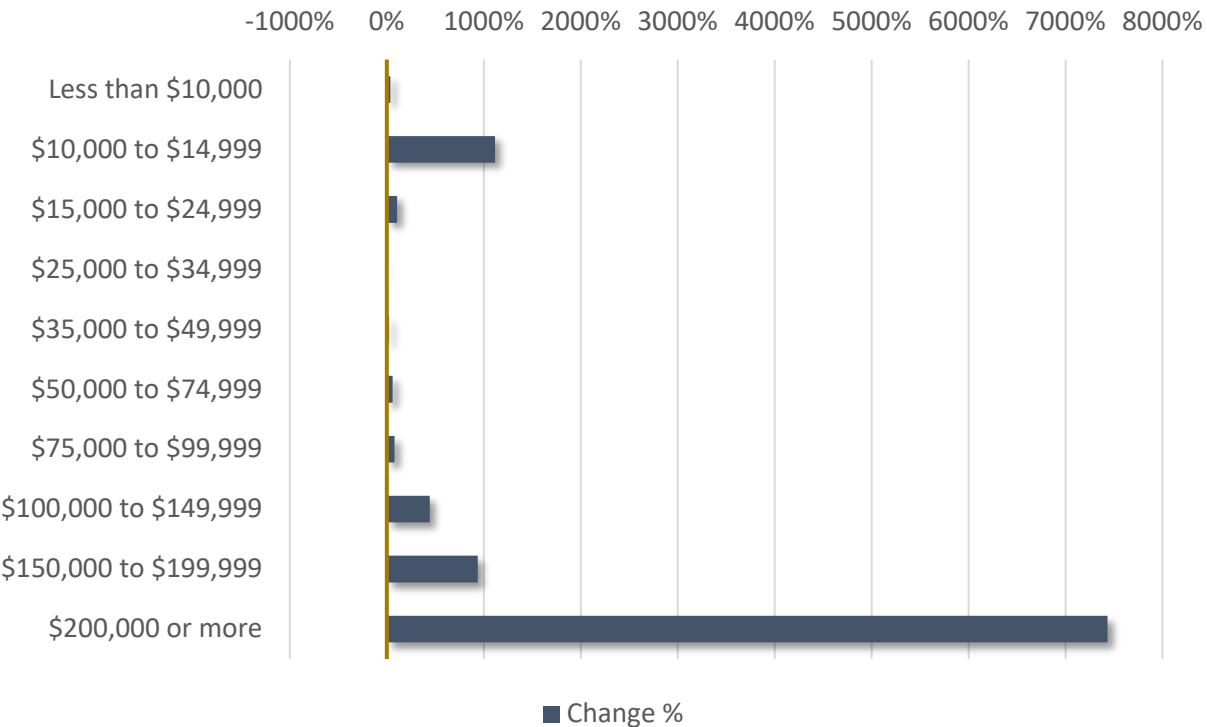


Figure: City of Star, Changes to Household Income by %, 2013 to 2023



Workforce and Economic Activity

The City of Star workforce grew between 2013 and 2023 5-year period. The employed workforce grew by 3,842 people (or 154.0%) and the full-time workforce grew by 2,645 people (or 141.7%). Trade areas with the largest increases by count were Education and Social Services (+719 people or 128.6%), Arts, Entertainment, and Food (+635 people or 747.1%), Construction (+611 people or 207.8%), and Retail (+520 people or 179.3%). No trade areas decreased, but those with the lowest increases by count were Wholesale Trade (+15 people or 14.9%) and Information (+43 people or 61.4%).

Figure: City of Star, ACS Changes in Workforce, 2013 to 2023

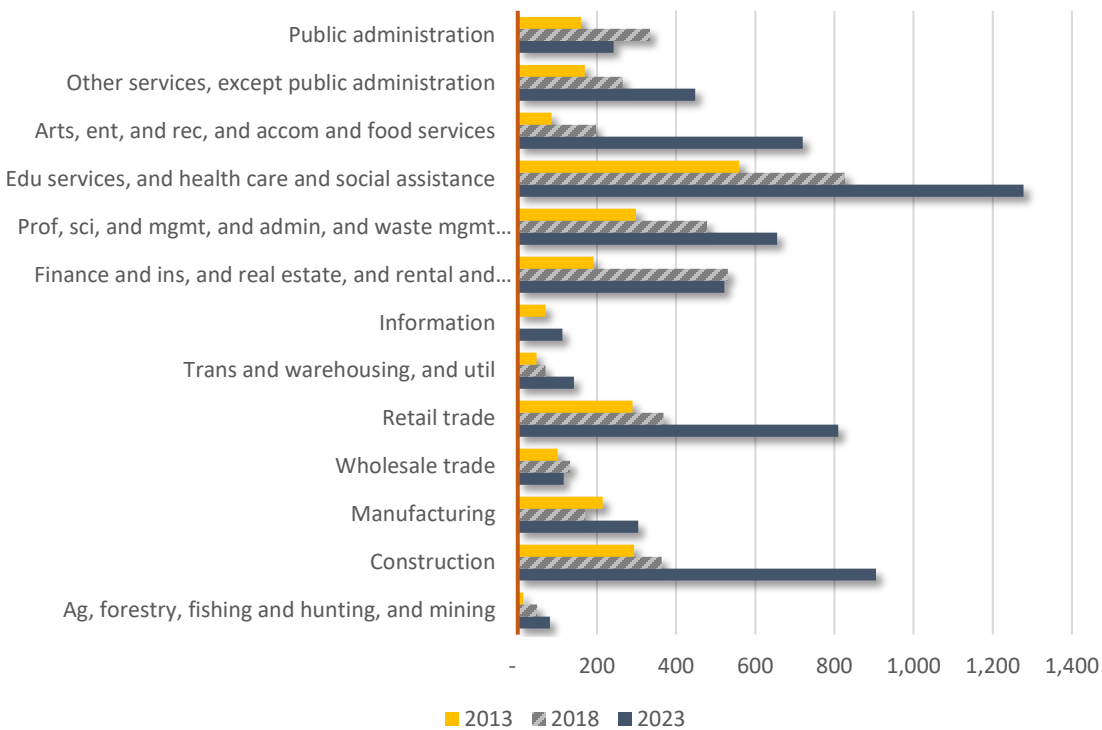


Table: City of Star, ACS Changes in Labor Force, 2013 to 2023

Workforce	2013	2018	2023	Change # 2013 - 2023	Change % 2013 - 2023
Total 16 Plus	3,813	6,106	10,553	6,740	176.8%
Total in Labor Force	2,636	3,888	6,742	4,106	155.8%
Total in Military	-	-	-	-	0.0%
Total Civilian in Labor Force	2,636	3,888	6,742	4,106	155.8%
Total Civilian Employed in Labor Force	2,494	3,785	6,336	3,842	154.0%
Total Civilian Unemployed in Labor Force	142	103	406	264	185.9%
Total Not in Labor Force	1,177	2,218	3,811	2,634	223.8%
Unemployment Rate	5.4%	2.6%	6.0%	0.6%	11.8%

Table: City of Star, ACS Workforce Industries, 2013 to 2023

Workforce	2013	2018	2023	Change # 2013 - 2023	Change % 2013 - 2023
Ag, forestry, fishing and hunting, and mining	14	49	81	67	478.6%
Construction	294	363	905	611	207.8%
Manufacturing	215	170	304	89	41.4%
Wholesale trade	101	132	116	15	14.9%
Retail trade	290	368	810	520	179.3%
Transportation & Warehousing	47	70	142	95	202.1%
Information	70	-	113	43	61.4%
Finance and ins, and real estate, and rental and leasing	191	531	522	331	173.3%
Professional	299	478	655	356	119.1%
Education and Social Services	559	827	1,278	719	128.6%
Arts, Entertainment, and Food	85	198	720	635	747.1%
Other Services	169	265	448	279	165.1%
Public administration	160	334	242	82	51.3%
Total Employed Workforce	2,494	3,785	6,336	3,842	154.0%
Total Full Time Workforce	1,866	2,710	4,511	2,645	141.7%

Key Growth-Based Takeaways by Sector

1. Police Services – Growth-Based Infrastructure Pressures

- **Population growth will triple facility demand:** The police department currently serves about 20,000 residents from a shared 3,600 sq. ft. facility. By 2030, with over 34,000 residents expected, this facility will be serving more than 3x the population it was designed to support. By 2060, the population could reach nearly 90,000 under the mid-range scenario, requiring multiple new police facilities distributed across the city.
- **Officer-to-population ratios will demand sustained growth in staffing:** Maintaining even the current coverage of 1.02 officers per 1,000 residents will require the City to add over 13 officers by 2030, and up to 65 officers by 2060. This has spatial implications — increased staffing drives the need for expanded workspaces, secure storage, training areas, and equipment-ready vehicle bays.
- **A spatial shift in population will require geographic distribution:** As Star expands west and south, police substations or satellite offices will be required in newly developed areas to ensure service responsiveness. Growth is not only vertical but geographical, increasing the need for distributed, embedded public safety facilities.
- **Aging demographics increase complexity of service demands:** The share of residents age 65+ increased over 600% from 2013 to 2023. As this group continues to grow, public safety services may need to adapt to age-related needs (e.g., wellness

checks, response to medical calls), necessitating flexible space and diversified equipment types.

2. Parks and Recreation – Growth-Based Recreation Deficits

- **Population-based parkland deficits are widening:** Star currently provides about 2.5 acres of parkland per 1,000 residents, half the City's stated goal of 5 acres per 1,000. At the projected 2030 population of 34,250, this means Star will need an additional 121 acres of parkland to meet its own standard — an increase of over 70 acres from current levels.
- **Demand for field and indoor space will rise sharply:** Existing recreational programming is already oversubscribed. Assuming proportional growth, demand for sports fields, courts, and indoor programming space will more than double by 2030. This includes demand for multi-use indoor facilities due to limited school gym availability and growing seasonal use needs.
- **Smaller household sizes increase recreational demand per unit:** Average household size in Star declined from 3.27 to 2.82 between 2013 and 2023, while the total number of households nearly tripled. This shift implies more recreational demand per capita, as more homes represent a higher density of users with individual schedules, preferences, and recreation expectations.
- **Youth population remains strong, but older adult segments are expanding rapidly:** While ages 0–9 grew by only 8.2% over the past decade, residents 65 and older grew by 606%, and 50–64 by 322%. These trends suggest growing demand for both youth-focused active spaces and senior-accessible passive recreation (trails, gardens, pavilions, etc.).
- **Geographic equity will be harder to maintain:** As Star continues to grow west and south, large portions of the future population will reside outside the current service areas of existing parks. Without near-term expansion, large swaths of the city will lack walkable or short-distance access to recreation infrastructure.

3. Pathways – Growth-Based Mobility Demands

- **A multi-modal network will become essential:** As Star grows toward 30,000+ residents by 2030, demand for non-vehicular mobility options (walking, biking) between neighborhoods, schools, and commercial centers will intensify. A robust, connected multi-use pathway system is necessary to mitigate traffic, reduce parking needs, and serve those without vehicles.
- **Network continuity and cross-city access will become critical:** Many planned developments are separated by rivers, canals, or undeveloped land. The City will need to develop bridges, boardwalks, and new trail corridors to ensure safe, accessible connections between major growth areas. Without these, the network will remain fragmented, limiting its usability.
- **School-age and aging populations both support pathway investment:** Youth (ages 10–19) grew by 76.9% from 2013–2023, while older adults (65+) grew by 606%. Both age groups benefit from safe, grade-separated, or low-conflict travel routes, reinforcing the role of pathways as both a transportation and public health asset.
- **Land acquisition needs will rise quickly:** With many pathway alignments crossing private or undeveloped land, continued population growth will shrink the window for

affordable land acquisition. Securing land now is key to preserving right-of-way for future pathway segments as development pressure increases.

- **Household composition and density suggest more users per mile of trail:** Star's rise in single-family households and infill development will result in more pathway users per linear mile than in prior decades. The demand for durable, well-designed trail surfaces, lighting, and wayfinding will grow accordingly.

Demographic-Based Implications for Capital Planning

1. **Population Growth Will Exponentially Increase Facility Demand:** All three service areas — police, parks, and pathways — will need more square footage, acreage, or linear miles of infrastructure to keep up with projected growth. The scale of need is not linear — each new resident or household brings disproportionate pressure to systems already functioning near or beyond capacity.
2. **Age Composition Will Reshape Space Design:** The rise in older residents and persistent youth demand require facilities to be more adaptable, inclusive, and varied — e.g., shaded walking loops alongside sports fields, and indoor spaces that can serve both seniors and teens. Age-specific design is a demographic necessity.
3. **Household Fragmentation Elevates Per-Capita Demand:** The shift toward smaller household sizes implies higher recreational, policing, and mobility service loads per capita. A city of 30,000 with mostly 2–3 person households has different needs than one with larger family units — particularly in terms of flexible space and decentralized service points.
4. **Spatial Growth Will Require Decentralized Infrastructure:** As new neighborhoods form in the west, northwest, and south, geographic dispersion of facilities will be required. One central station, park, or trailhead will no longer suffice. Planning must assume a future city that is physically much larger and therefore demands distributed nodes of service.
5. **Demographics Justify Capital Expansion at a Rapid Pace:** The current and projected rate of growth — in total population, housing units, and workforce participation — presents a clear, data-supported rationale for significant capital expansion in all three categories within the next decade.

Conclusion

Star's explosive demographic growth will require a proportional expansion of its public infrastructure. Population forecasts indicate that the demand for public safety, recreational amenities, and non-motorized transportation will outpace current capacity in the next 5 to 10 years. Aligning impact fee planning with these demographic trends ensures that new development contributes its fair share toward sustainable and equitable infrastructure, setting a foundation for long-term community health and vitality.

Star's explosive, spatially dispersed growth and rapid demographic shifts (aging, smaller households, rising incomes/education) mean that capital planning must:

1. Anticipate and secure land early (for police sub-stations, pocket parks, trail corridors) to avoid "retrofitting" in built-out subdivisions.
2. Design flexible, age-inclusive facilities (e.g., community centers with modular spaces for seniors and teens).

3. Update land-use policies and impact-fee structures to capture growth-related costs equitably and timely.
4. Coordinate regionally—ensuring that Ada and Canyon County partners, school districts, and COMPASS align service expansions (e.g., transit, broadband, water/sewer) with Star's forecasts over the next 5–10 years.

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Appendix A: Glossary of Key Terms

ACS (American Community Survey):

An ongoing U.S. Census Bureau survey that provides detailed demographic, housing, economic, and social data in 1-year and 5-year estimates. This report uses 5-year data for greater accuracy in small jurisdictions.

Area of City Impact (AOI):

A geographic area outside current city limits where the city expects to grow and potentially annex in the future. Defined in coordination with the county, per Idaho Code.

Bachelor's Degree or Higher:

Includes individuals who have completed a four-year college degree (bachelor's) or advanced degrees (master's, doctorate, or professional degrees).

Census Block:

The smallest geographic unit used by the U.S. Census Bureau to report population and housing data.

COMPASS:

The Community Planning Association of Southwest Idaho. A regional planning agency that provides population and housing estimates and forecasts for Ada and Canyon Counties.

Decennial Census:

A full population count conducted every 10 years by the U.S. Census Bureau, used to establish official population figures.

Educational Attainment:

The highest level of education completed by individuals age 25 and older. Common categories include high school graduate, some college (no degree), associate's, bachelor's, and graduate degrees.

Forecast Scenarios (Low, Mid, High):

Population and housing projections using different assumptions about future growth rates. Mid represents the most likely trend based on current data; Low and High explore slower or faster growth possibilities.

Household:

An occupied housing unit, including all the people who live in a single home, regardless of relationship.

Household Size:

The average number of people living in a household.

Housing Unit:

A house, apartment, mobile home, or group of rooms intended for occupancy as separate living quarters.

Labor Force:

All people aged 16 and older who are either employed or actively seeking work. Does not include those not seeking employment (e.g., retirees, students, homemakers).

Median Age:

The age that divides the population into two equal halves — half younger, half older.

Median Household Income:

The income level at which half of households earn more and half earn less.

Owner-Occupied Housing:

Housing units where the occupant owns the home.

Renter-Occupied Housing:

Housing units where the occupant pays rent to reside in the unit.

Population Pyramid:

A bar graph showing the distribution of a population by age group and gender, often used to illustrate demographic trends.

Unemployment Rate:

The percentage of the labor force that is unemployed and actively looking for work.

Vacancy Rate:

The percentage of total housing units that are unoccupied.

Workforce:

The segment of the population that is employed or available for employment. Often categorized by industry sector in reports.

Attachments

Attachment 01: American Community Survey 5-Year Data Tables

ACS Data for 2013, 2018, and 2023					
Population	2013	2018	2023	Change #	Change %
Total Population	6,032	8,495	13,231	7,199	119.3%
Total Male Population	3,202	3,950	6,844	3,642	113.7%
Total Female Population	2,830	4,545	6,387	3,557	125.7%
% Male	53.1%	46.5%	51.7%	-1.4%	-2.6%
% Female	46.9%	53.5%	48.3%	1.4%	2.9%
Age Groups	2013	2018	2023	Change #	Change %
0 to 9	1,370	1,618	1,483	113	8.2%
10 to 19	1,149	998	2,033	884	76.9%
20 to 29	406	812	1,312	906	223.2%
30 to 39	893	1,568	1,663	770	86.2%
40 to 49	1,269	1,193	1,639	370	29.2%
50 to 64	554	1,324	2,338	1,784	322.0%
65 and Older	391	982	2,763	2,372	606.6%
Less than 18	2,398	2,553	3,123	725	30.2%
18 and Older	3,634	5,942	10,108	6,474	178.2%
Total Median Age	31.3	35.8	40.6	9.3	29.7%
Total Median Age Male	29.3	36.4	40.0	10.7	36.5%
Total Median Age Female	33.4	35.3	40.7	7.3	21.9%
Income Collapsed	2013	2018	2023	Change #	Change %
Less than \$10,000	82	199	111	29	35.4%
\$10,000 to \$14,999	13	143	158	145	1115.4%
\$15,000 to \$24,999	95	301	197	102	107.4%
\$25,000 to \$34,999	156	177	155	(1)	-0.6%
\$35,000 to \$49,999	257	615	315	58	22.6%
\$50,000 to \$74,999	535	590	850	315	58.9%
\$75,000 to \$99,999	420	361	753	333	79.3%
\$100,000 to \$149,999	239	378	1,297	1,058	442.7%
\$150,000 to \$199,999	38	264	394	356	936.8%
\$200,000 or more	6	129	452	446	7433.3%
Median income (dollars)	63,503	54,386	91,318	27,815	43.8%
Poverty	2013	2018	2023	Change #	Change %
Below poverty, All Attainment	353	515	621	268	75.9%
Below Poverty, Less than High School	48	97	2	(46)	-95.8%

Below poverty High school	44	205	98	54	122.7%
Below poverty Some college	177	128	151	(26)	-14.7%
Below poverty Bachelors or higher	84	85	370	286	340.5%
Households	2013	2018	2023	Change #	Change %
Households: People Living In	6,021	8,489	13,214	7,193	119.5%
Households: People Living In Families	5,642	7,286	11,540	5,898	104.5%
Households: People Living in Non-families	379	1,203	1,674	1,295	341.7%
Households: People not Living in Households	11	6	17	6	54.5%
Households: Total	1,841	3,157	4,682	2,841	154.3%
Households: Family	1,523	2,015	3,514	1,991	130.7%
Households: Non-family	318	1,142	1,168	850	267.3%
Average Household Size: All	3.27	2.69	2.82	(0.45)	-13.8%
Average Household Size: Owner	3.15	2.67	2.66	(0.49)	-15.6%
Average Household Size: Renter	3.78	2.77	3.47	(0.31)	-8.2%
Households	2013	2018	2023	Change #	Change %
Housing Tenure by Educational Attainment All	1,841	3,157	4,682	2,841	154.3%
Housing Units: Total Occupied	1,593	3,117	4,480	2,887	181.2%
Housing Units: Total Vacancy	248	40	202	(46)	-18.5%
% Vacancy	13.5%	1.3%	4.3%	-9.2%	-9.2%
Owner-occupied housing units	1,491	2,563	3,721	2,230	149.6%
Renter-occupied housing units:	350	594	961	611	174.6%
% Owner Occupied	81.0%	81.2%	79.5%	-1.5%	-1.5%
% Renter Occupied	19.0%	18.8%	20.5%	1.5%	1.5%
Owner-occupied housing units Less than high school graduate	104	5	29	(75)	-72.1%
Owner-occupied housing units High school graduate (including equivalency)	296	575	393	97	32.8%
Owner-occupied housing units Some college or associate's degree	644	1,198	1,700	1,056	164.0%
Owner-occupied housing units Bachelor's degree or higher	447	785	1,599	1,152	257.7%
occupied housing units Less than high school graduate	6	13	28	22	366.7%
Renter-occupied housing units High school graduate (including equivalency)	64	145	559	495	773.4%
Renter-occupied housing units Some college or associate's degree	198	270	250	52	26.3%

Renter-occupied housing units Bachelor's degree or higher	82	166	124	42	51.2%
Education	2013	2018	2023	Change #	Change %
Educational Attainment 25+	3,458	5,563	8,808	5,350	154.7%
Less than High School Equivalency	212	214	175	(37)	-17.5%
High School or Equivalency	687	1,216	1,954	1,267	184.4%
Some College, No Degree	1,150	1,581	2,690	1,540	133.9%
Associate's Degree	524	893	1,012	488	93.1%
Bachelor's Degree	618	1,262	2,204	1,586	256.6%
Graduate or Professional Degree	267	397	773	506	189.5%
High School or Higher	3,246	5,349	8,633	5,387	166.0%
Bachelor's Degree or Higher	885	1,659	2,977	2,092	236.4%
Education: Male	2013	2018	2023	Change #	Change %
Educational Attainment 25+	1,696	2,653	4,485	2,789	164.4%
Less than High School Equivalency	117	183	119	2	1.7%
High School or Equivalency	264	370	962	698	264.4%
Some College, No Degree	546	782	1,468	922	168.9%
Associate's Degree	285	542	264	(21)	-7.4%
Bachelor's Degree	308	541	1,187	879	285.4%
Graduate or Professional Degree	176	235	485	309	175.6%
High School or Higher	1,579	2,470	4,366	2,787	176.5%
Bachelor's Degree or Higher	484	776	1,672	1,188	245.5%
Education: Female	2013	2018	2023	Change #	Change %
Educational Attainment 25+	1,762	2,910	4,323	2,561	145.3%
Less than High School Equivalency	95	31	56	(39)	-41.1%
High School or Equivalency	423	846	992	569	134.5%
Some College, No Degree	604	799	1,222	618	102.3%
Associate's Degree	239	351	748	509	213.0%
Bachelor's Degree	310	721	1,017	707	228.1%
Graduate or Professional Degree	91	162	288	197	216.5%
High School or Higher	1,667	2,879	4,267	2,600	156.0%
Bachelor's Degree or Higher	401	883	1,305	904	225.4%
Workforce	2013	2018	2023	Change #	Change %
Total Employed Workforce	2,494	3,785	6,336	3,842	154.0%
Total Full Time	1,866	2,710	4,511	2,645	141.7%
Ag, forestry, fishing and hunting, and mining	14	49	81	67	478.6%

Construction	294	363	905	611	207.8%
Manufacturing	215	170	304	89	41.4%
Wholesale trade	101	132	116	15	14.9%
Retail trade	290	368	810	520	179.3%
Trans and warehousing, and util	47	70	142	95	202.1%
Information	70	-	113	43	61.4%
Finance and ins, and real estate, and rental and leasing	191	531	522	331	173.3%
Prof, sci, and mgmt., and admin, and waste mgmt. services	299	478	655	356	119.1%
Edu services, and health care and social assistance	559	827	1,278	719	128.6%
Arts, Ent., and Rec., and Accom. and food services	85	198	720	635	747.1%
Other services, except public administration	169	265	448	279	165.1%
Public administration	160	334	242	82	51.3%
Workforce by Gender	2013	2018	2023	Change #	Change %
Total Male: Ag, forestry, fishing and hunting, and mining:	14	49	81	67	478.6%
Total Male: Construction	242	349	884	642	265.3%
Total Male: Manufacturing	184	142	280	96	52.2%
Total Male: Wholesale trade	101	85	109	8	7.9%
Total Male: Retail trade	191	209	479	288	150.8%
Total Male: Trans and warehousing, and util:	34	70	114	80	235.3%
Total Male: Information	41	0	48	7	17.1%
Total Male: Finance and ins, and real estate, and rental and leasing:	80	247	152	72	90.0%
Total Male: Prof, sci, and mgmt., and admin, and waste mgmt. services:	200	259	422	222	111.0%
Total Male: Edu services, and health care and social assistance:	160	188	367	207	129.4%
Total Male: Arts, Ent., and rec., and Accom. and food services:	23	104	440	417	1813.0%
Total Male: Other services, except public administration	44	161	116	72	163.6%
Total Male: Public administration	96	150	161	65	67.7%
Total Female: Ag, forestry, fishing and hunting, and mining:	0	0	0	0	0.0%
Total Female: Construction	52	14	21	-31	-59.6%
Total Female: Manufacturing	31	28	24	-7	-22.6%
Total Female: Wholesale trade	0	47	7	7	0.0%
Total Female: Retail trade	99	159	331	232	234.3%

Total Female: Trans and warehousing, and util:	13	0	28	15	115.4%
Total Female: Information	29	0	65	36	124.1%
Total Female: Finance and ins, and real estate, and rental and leasing:	111	284	370	259	233.3%
Total Female: Prof, sci, and mgmt., and admin, and waste mgmt. services:	99	219	233	134	135.4%
Total Female: Edu services, and health care and social assistance:	399	639	911	512	128.3%
Total Female: Arts, Ent., and rec., and Accom. and food services:	62	94	280	218	351.6%
Total Female: Other services, except public administration	125	104	332	207	165.6%
Total Female: Public administration	64	184	81	17	26.6%
Labor Force Combined	2013	2018	2023	Change #	Change %
Total 16 Plus	3,813	6,106	10,553	6,740	176.8%
Total In Labor Force	2,636	3,888	6,742	4,106	155.8%
Total In Military	-	-	-	-	0.0%
Total Civilian In Labor Force	2,636	3,888	6,742	4,106	155.8%
Total Civilian Employed In Labor Force	2,494	3,785	6,336	3,842	154.0%
Total Civilian Unemployed In Labor Force	142	103	406	264	185.9%
Total Not In Labor Force	1,177	2,218	3,811	2,634	223.8%
Unemployment Rate	5.4%	2.6%	6.0%	0.6%	11.8%
Labor Force Full	2013	2018	2023	Change #	Change %
Total Male 16 Plus	1,924	2,785	5,648	3,724	193.6%
Total Male In Labor Force	1,483	2,046	3,887	2,404	162.1%
Total Male In Military	-	-	-	-	0.0%
Total Male Civilian In Labor Force	1,483	2,046	3,887	2,404	162.1%
Total Male Civilian Employed In Labor Force	1,410	2,013	3,653	2,243	159.1%
Total Male Civilian Unemployed In Labor Force	73	33	234	161	220.5%
Total Male Not In Labor Force	441	739	1,761	1,320	299.3%
Total Female 16 Plus	1,889	3,321	4,905	3,016	159.7%
Total Female In Labor Force	1,153	1,842	2,855	1,702	147.6%
Total Female In Military	0	0	0	-	0.0%
Total Female Civilian In Labor Force	1,153	1,842	2,855	1,702	147.6%
Total Female Civilian Employed In Labor Force	1,084	1,772	2,683	1,599	147.5%

Total Female Civilian Unemployed In Labor Force	69	70	172	103	149.3%
Total Male Civilian Unemployed In Labor Force	736	1,479	2,050	1,314	178.5%
Labor Force by Age and Gender	2013	2018	2023	Change #	Change %
Male: 16-19: In LF: 16 Plus	48	-	263	215	447.9%
Male: 20-21: In LF: 16 Plus	-	-	105	105	0.0%
Male: 22-24: In LF: 16 Plus	33	91	579	546	1654.5%
Male: 25-29: In LF: 16 Plus	132	195	221	89	67.4%
Male: 30-34: In LF: 16 Plus	202	391	567	365	180.7%
Male: 35-44: In LF: 16 Plus	547	652	480	(67)	-12.2%
Male: 45-54: In LF: 16 Plus	386	378	881	495	128.2%
Male: 55-59: In LF: 16 Plus	41	172	251	210	512.2%
Male: 60-61: In LF: 16 Plus	27	80	95	68	251.9%
Male: 62-64: In LF: 16 Plus	29	45	56	27	93.1%
Male: 65-69: In LF: 16 Plus	38	27	323	285	750.0%
Male: 70-74: In LF: 16 Plus	-	-	42	42	0.0%
Male: 75 plus: In LF: 16 Plus	-	15	24	24	0.0%
Female: 16-19: In LF: 16 Plus	35	36	194	159	454.3%
Female: 20-21: In LF: 16 Plus	12	-	73	61	508.3%
Female: 22-24: In LF: 16 Plus	10	133	107	97	970.0%
Female: 25-29: In LF: 16 Plus	146	179	160	14	9.6%
Female: 30-34: In LF: 16 Plus	176	242	318	142	80.7%
Female: 35-44: In LF: 16 Plus	377	534	755	378	100.3%
Female: 45-54: In LF: 16 Plus	292	376	586	294	100.7%
Female: 55-59: In LF: 16 Plus	56	174	355	299	533.9%
Female: 60-61: In LF: 16 Plus	-	15	70	70	0.0%
Female: 62-64: In LF: 16 Plus	49	63	128	79	161.2%
Female: 65-69: In LF: 16 Plus	-	78	109	109	0.0%
Female: 70-74: In LF: 16 Plus	-	12	-	-	0.0%
Female: 75 plus: In LF: 16 Plus	-	-	-	-	0.0%
Education By Grades and Sector	2013	2018	2023	Change #	Change %
All plus	5,683	8,078	13,037	7,354	129.4%
All 3 plus enrolled	2,082	2,293	3,406	1,324	63.6%
All enrolled in nursery school, preschool	113	156	186	73	64.6%
All enrolled in nursery school, preschool, public	29	48	97	68	234.5%
All enrolled in nursery school, preschool, private	84	108	89	5	6.0%
All enrolled in kindergarten	93	220	192	99	106.5%

All enrolled in kindergarten Public school	93	204	192	99	106.5%
All enrolled in kindergarten Private school	-	16	-	-	0.0%
All enrolled in grade 1 to grade 4	599	694	706	107	17.9%
All enrolled in grade 1 to grade 4 Public school	576	644	705	129	22.4%
All enrolled in grade 1 to grade 4 Private school	23	50	1	(22)	-95.7%
All enrolled in grade 5 to grade 8	645	556	733	88	13.6%
All enrolled in grade 5 to grade 8 Public school	594	539	709	115	19.4%
All enrolled in grade 5 to grade 8 Private school	51	17	24	(27)	-52.9%
All enrolled in grade 9 to grade 12	350	308	824	474	135.4%
All enrolled in grade 9 to grade 12 Public school	336	284	758	422	125.6%
All enrolled in grade 9 to grade 12 Private school	14	24	66	52	371.4%
All enrolled in college undergraduate years	243	305	581	338	139.1%
All enrolled in college undergraduate years Public school	217	238	530	313	144.2%
All enrolled in college undergraduate years Private school	26	67	51	25	96.2%
All enrolled in graduate or professional school	39	54	184	145	371.8%
All enrolled in graduate or professional school Public school	39	44	179	140	359.0%
All enrolled in graduate or professional school Private school	-	10	5	5	0.0%
All 3 plus NOT enrolled	3,601	5,785	9,631	6,030	167.5%

Appendix E: Internal Stakeholder Interview Summary

City of Star Internal Stakeholders Summary



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MARCH 2025

Staff reported figures in this report may not reflect accurate level of service as of 02.02.26. Interviews were conducted in early 2025 prior to the demographic analysis report and comprehensive impact fee analysis.

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City of Star Internal Stakeholders Executive Summary

Clearwater Financial conducted interviews with ten elected officials and department heads at the City of Star to provide updates to the City's Parks impact fees and support the development of new impact fees and capital improvement plans for Police and Pathways.

Across all departments, stakeholders expressed strong support for impact fees as a critical tool to manage the rapid growth experienced by the City and to ensure that new development contributes its fair share to the cost of public infrastructure. Many noted that the City's current Park fee structures have not kept pace with population growth and development trends since the last update in 2013.

Interviewees consistently highlighted the growing pressure on parks, public safety services, and pathways. Facilities that were once sufficient are now overcrowded or functionally outdated, with many operating out of temporary, shared, or leased spaces. Staff described turning away recreation participants due to limited space, struggling to keep up with police service demands, and encountering delays in expanding the City's trail network due to permitting and land access challenges.

At the same time, there is a forward-looking mindset among City leaders and staff. When funding is available, especially through impact fees, projects are moving forward. Several interviewees emphasized that, when feasible, the City has fully funded major projects using impact fees alone.

As the City of Star continues to grow, this summary highlights both departmental priorities and system-wide challenges that must be addressed to ensure a strategic, transparent, and community-supported approach to capital planning and impact fee implementation.

Capital Improvements & Impact Fees for Police, Parks, Pathways

Police

The City of Star has experienced rapid population growth in recent years, creating an urgent need to expand police facilities and operational capacity. The current station—leased from and shared with the fire department, sized at approximately 3,600 square feet, no longer adequate to support the department's growing personnel, equipment, and service demands. The Department has limited secure storage, insufficient room for patrol and administrative functions, and a lack of private meeting areas outside of interview rooms. The facility currently houses 21.09 positions including 10 patrol officers, 2 sergeants, 3 traffic control (including 1 K9), 3 detectives, 1 admin sergeant, 1 SRO (funded .25 for summer coverage City, .75 estimated West Ada School District (WASD)), 1 administrative assistant and the Department's Chief. Staffing is expected to grow further with the addition of a full-time code enforcement officer, additional detectives, and a goal of 1 SRO for each school.

To relieve pressure on the existing station, the City has begun discussions to establish a dedicated patrol facility near a planned elementary school. Officials are exploring a potential partnership to secure land adjacent to the school district's proposed site off Pollard Road. While this facility would represent important progress, it is expected to meet needs for only 7 to 10 years. In the longer term, additional substations in the northern and western parts of the City are being considered to support localized service. Staff also noted the possibility of co-locating police presence within the new school facility—an early-stage concept reflecting a broader strategy to embed public safety infrastructure into emerging growth areas. Separately, a dedicated police training facility has been identified as a priority to reduce reliance on regional centers in Boise and minimize coverage gaps caused by officer travel.

The police department currently operates with a staffing ratio of 1.02 officers per 1,000 residents. As growth continues, the need to increase ratios will become more important. Relevant benchmarks include the City of Boise, which just increased their coverage to 1.5 officers per 1,000 residents recently, the northwest industry's best practice of 1.9 officers per 1,000 residents and the national benchmark is 2.7 officers per 1,000 residents.

Maintaining the current ratio will require the City to add officers annually, which in turn increases the demand for space, vehicles, and specialized equipment. In addition to standard patrol gear, officers require personal protective equipment, one patrol vehicle per officer shift, and evolving public safety technologies such as drones. If the City were able to provide one vehicle per officer, each vehicle's expected lifecycle would increase to an estimated 10–12-year lifecycle, up significantly from the current 5–7-year life cycle. This would significantly influence long-term fleet planning and impact fee projections. Interviewees also noted that future facilities may require technological

upgrades—such as security and communications systems—before they can become fully operational. Planning these foundational systems in tandem with facility expansion was identified as a key consideration.

The department is also expanding its equipment capabilities to meet emerging needs. This includes bulletproof chest guards, drones and potentially a second police K9 unit—both of which require additional vehicle modifications and specialized training. While current service levels and response times are generally viewed as strong, City leaders expressed concern about the ability to sustain this level of coverage without expanded facilities and resources as growth accelerates.

To help meet immediate needs, the City currently contracts with the Ada County Sheriff's Office for some services and equipment support. However, this arrangement may become insufficient as Star's population and public safety expectations continue to grow. Notably, the City does not currently have a formal contingency plan in place should key police infrastructure projects be delayed or fall through, posing a potential risk to long-term service continuity.

The absence of a dedicated public safety impact fee was widely viewed as a critical gap, particularly considering growing demands for patrol coverage, facility expansion, and specialized equipment. Interviewees expressed strong support for introducing such a fee to help the City maintain service levels and plan more effectively for long-term police infrastructure. Currently, there is no formal process in place to prioritize police-related capital projects; decisions are often guided by available resources or time-sensitive opportunities rather than a structured plan. While resource availability remains a key driver, staff also consider public feedback and the goal of providing complete, contiguous service coverage when identifying and advancing projects. There was broad agreement on the need to plan for both facilities and staffing in tandem, recognizing that infrastructure alone is not enough to meet the community's evolving public safety needs. 100% of property taxes fund approximately \$2MM of the police department's current \$3.5MM budget. The remaining budget is paid with a portion of building permit fees, specifically mitigation fees.

Identified Police Priorities and Capital Projects

Police Facilities:

- Land acquisition for police facilities
- Future main station development is a long-term goal to accommodate full operational independence.
- Patrol substations may be co-located with future school sites; site planning and funding timing remain under review.
- Short-term: patrol facility near the new school (Pollard Road)
- Long-term: substations planned in northern and western Star
- Police training facility to reduce reliance on regional centers.

- Contingent on land acquisition and subject to regulatory approval and interagency coordination.
- Secure equipment storage for safety gear, such as bulletproof vests, 40-millimeter rounds, body cameras and radios, K9 units
- Gun vault at each station (currently all stored at the Ada County Sheriff's office)
- Security and communications technology infrastructure
- Drone program for surveillance and emergency response
- 1:1 vehicle-per-officer goal to extend fleet lifecycle to 10–12 years
- Staffing:
- Expand existing K9 unit program and integrate new training resources for canine operations.
- Over time and as population growth continues, increase officer ratio from 1.02 to 1.2 and eventually, .5 officer(s) per 1,000 residents.
- Contingency planning in case major police infrastructure is delayed

Parks

The existing parks system in Star is under considerable strain due to high levels of usage and limited capacity. Freedom Park, the City's primary recreational facility, lacks sufficient sports infrastructure to meet both current and projected demand. Other parks, including Hunters Creek Sports Complex and Boot Hill (open sports fields), are also heavily utilized, leading to consistent field shortages and accelerated wear. Recreational programs are often at capacity, and the City is regularly turning away local sports leagues and participants due to lack of space. Parking limitations were also highlighted as a recurring challenge, with overflow areas frequently full and visitors parking along the streets. Interviewees suggested this has become a barrier to parking usability during peak hours and events.

This pressure has been intensified by growing interest in park utilization from both Star residents and surrounding communities. Because the City relies heavily on school gyms for recreational programming, availability is limited—particularly during evenings, weekends, and summer months. Most programs take place outdoors, but even those are increasingly oversubscribed.

The absence of indoor recreation space was consistently identified as a major service gap. Staff described the need for a dedicated indoor recreation center as a top priority, with proposed amenities including basketball courts, turf fields, a running track, a kitchen and multipurpose rooms for classes and community events. Interviewees emphasized that such a facility would not only meet growing demand but also improve year-round programming by alleviating space and scheduling challenges.

To support equitable access, staff identified the need for additional transportation capacity—such as a second shuttle bus—for youth programming. As parks and programs expand, physical access to distributed facilities will become more important.

Additional Park development is needed to accommodate population growth and provide equitable citywide access. National benchmarks recommend one park per 2,386 residents and 10.6 acres of parkland per 1,000 residents. Star has five (5) existing City-owned parks:

1. [Hunter's Creek Sports Complex](#) (includes the [Tom Erlebach Skate Park](#) and the [Waggin' Tails Dog Park](#))
2. [Pavilion](#)/Pavilion Lake
3. [Riverwalk](#),
4. [West Pointe](#)
5. [Blake Haven](#)

[Freedom Park](#) is near completion, and two additional sites—Boot Hill (located adjacent to Boot Hill Cemetery) and Roselands (located off [New Hope Rd.](#) in front of the Roselands Subdivision)—are under lease or in early design, but not City-owned. In total, the City parks have approximately 2.5 acres per 1,000 residents. The City's Comprehensive Plan targets 5 acres per 1,000 residents, meaning Star requires 101.7 acres total, leaving a current deficit of 50.27 acres.

Several new or ongoing projects were highlighted during interviews. [Freedom Park](#) is currently undergoing phased development, including additional field space and future amenities such as an event barn that would offer concessions, tube rentals, and a dedicated police presence. Some interviewees noted this facility could also include a warming kitchen or multipurpose room. However, the timeline for completion remains uncertain due to delays in the property transfer from the developer to the City.

Nearby, the leased [River House](#) facility is used for events and gatherings, with plans for additional amenities such as a veteran's garden. Additional Park efforts include pursuing land donations during subdivision negotiations, the conversion of open cemetery land for leased recreational use and identifying locations for a future indoor recreation center. In addition to traditional parks and athletic fields, several interviewees noted the potential to develop a 50-acre foothills site into a multi-use trail system and archery range.

The City Parks and Rec Department lacks dedicated storage and currently relies on a shed behind the police station. The City is also working to support the growing demand for water-based recreation. Plans are underway to open paddle board and river tube rentals as seasonal amenities near the River House that would complement the broader Park system programming.

Several park initiatives depend on long-term leases or agreements with developers, which—while cost-effective—can introduce legal uncertainty and delay implementation. For instance, Boot Hill Park is located on leased cemetery land, and Roselands Park is

leased from the school district, limiting the City's long-term control and investment options.

Geographic coverage of parks is also a growing concern. As new neighborhoods emerge in the west, northwest, and potentially south of the Boise River, timely investment in park infrastructure will be needed to prevent future service gaps. Staff also noted the importance of expanding trails and passive recreation areas as part of a balanced, accessible park system.

Finally, staff emphasized that parks play a central role in the community's identity and quality of life. Future Park improvements should align with shifting recreational preferences and demographic changes. Interviewees also highlighted the value of engaging residents in amenity planning—such as splash pads, skate parks, and open green space—to ensure capital investments reflect community needs and priorities.

Identified Parks Priorities and Capital Projects

- Acquire additional acreage to meet comprehensive plan targets of 2.5 acres per 1,000 residents. The current shortage is ~51 acres (05.30.25).
 - Focus acquisition in the in the west, northwest and south of the Boise River
 - Monitor future acquisition status for the following park sites:
 - Boot Hill (MOU-based access)
 - Roselands (Initial lease agreement completed. Pending potential purchase agreement)
 - [Terramore](#) (10-acre future dedication) (Hwy 44 between Kingsbury and Blessinger roads in northwest Star near the Middleton border)
 - Quail Ridge / Point Park (59 acres, conceptual, tied to future developer subdivision)
 - Plan for dedication status for the following park sites:
 - Boot Hill (MOU-based access)
 - Roselands (pending agreement)
 - Terramore (10-acre future dedication - near Kingsbury)
 - Quail Ridge / Point Park (59 acres, conceptual, tied to future developer subdivision)
 - Increase number of baseball and soccer fields citywide.
- Future planning for "Quail Ridge" 59-acre parcel
- Construct an event barn for programming and holiday storage at Freedom Park
 - Concessions/warming kitchen (not commercial kitchen)
 - Paddle board/ tube rentals
 - Multipurpose room
 - Police substation – 2 SRO on site
- Develop a regional scale "Home Court" indoor/outdoor sports complex for high-volume sports programming including:
 - Basketball courts

- Swimming pool
 - Indoor soccer and multipurpose turf field
 - Running track
 - Multipurpose classrooms for fitness and community education
 - Kitchen for cooking classes and snack prep for kids during City programs
- Construct maintenance sheds and equipment storage at each major park.
- Expand Park maintenance fleet (tractors, mowers, utility carts) for daily operations.
- Acquire an additional shuttle bus for youth programs
- Integrate long-range plans for red-designated areas south of the Boise River, as noted in the Comprehensive Plan, [Future Land Use Map](#) and P&Z files.

Pathways

City staff view pathways not only as recreational features, but also as essential components of a safe and connected transportation network. The recent adoption of a [Pathways Master and Capital Improvement Plan](#) was seen as a major step toward building an integrated trail system that connects neighborhoods, parks, schools, and commercial areas across Star.

Multiple interviewees noted environmental and regulatory considerations near floodplain areas that complicate trail development, particularly near the Boise River. In these areas, projects may require raised boardwalks or pedestrian bridges. Trail segments adjacent to cemeteries and along river corridors often require easements or interagency coordination with BLM, FEMA, IDWR, and the U.S. Army Corps of Engineers. These permitting and regulatory challenges can significantly impact timelines and feasibility.

- Pathway segments in floodplain areas may require raised boardwalks or elevated crossings.
- Future connectivity is contingent on:
 - Easement acquisitions from private landowners
 - Coordination with canal companies and ditch authorities
 - Timing of adjacent roadway or development infrastructure
- Specific dependencies include:
 - Completion of bridges and pedestrian overpasses
 - Legal right-of-way acquisition for trail continuity
- Delays are most likely where federal permitting and water control agencies have overlapping jurisdiction.

While demand for new connections is high, implementation is constrained by land ownership and funding availability. Several staff emphasized that grant eligibility for trail construction is contingent on the City owning the land—long-term leases or memoranda of understanding typically do not qualify. Grant funding remains a key resource, but the

City will need to continue prioritizing acquisitions and easements to unlock additional opportunities.

Interviewees expressed a strong preference for prioritizing connections between residential areas and destinations like schools, parks, and commercial centers. There was also interest in integrating Star's trail network with regional systems for broader connectivity. Several pathway projects are being designed in coordination with the school district to support safe walking and biking access to schools.

Identified Pathways Priorities and Capital Projects

- Grant-funded pathway segment along Floating Feather Road improving access to the middle school (complete) Related amenities (lighting, signage, seating, maps, etc.) to be completed.
- Planned pathway projects include the construction of a pedestrian bridge and raised boardwalks near the Boise River to navigate flood plain considerations
- New connections north of the city and across the river using an existing bridge
- Development of a 59-acre foothills trail system
- Trail extensions in the Trident Ridge and Wing Street areas
- Additional investments will support lighting, signage, seating, digital trail maps, and improved public wayfinding
- Several projects—such as a bridge crossing near the River House—will enable greater emergency access and complete existing gaps in the system

Themes and Procedural Considerations

Project Prioritization:

Most departments describe prioritization as Mayor-led or based on opportunity, rather than following a formal process. Many interviewees also noted that capital projects are frequently implemented opportunistically—based on the availability of donated land or grants—rather than as part of a long-term forecasted financial strategy. While cost-effective in some cases, this reactive approach limits the City's ability to proactively shape service delivery.

- To supplement this summary, a matrix of capital needs by department is being developed based on interview data and Mayor-led priorities.
- Impact Fee Tracking: Many interviewees were unclear on how impact fees are tracked, what projects they fund, and how the public can view these allocations.
- Committee Engagement: Interviewees noted that the Parks Impact Fee Advisory Committee had not met regularly in recent years, which limited stakeholder understanding and transparency. Annual engagement is strongly recommended to build institutional memory and public trust.

- Legal Limitations: Staff expressed concern about the legal inability to use impact fees for maintenance or staffing, especially considering new capital burdens.
- Contingency Planning: Several interviewees acknowledged that if major projects are delayed, there is often no formal contingency plan in place—projects are simply deferred. This approach poses long-term service risks as growth continues.

Considerations for City Hall and Other Future Projects

City Hall was consistently described by staff as undersized and functionally inadequate for current operations. Several departments, including Planning, Building, and Administration, operate from cramped offices, with some staff working out of repurposed closets. There is limited space for private meetings, and only one conference room is available for internal coordination. For larger public meetings such as Planning & Zoning or Council workshops, the City must rent outside facilities multiple times a year, typically at a local church. The City currently has a new addition under design for meeting and office space expansion. The planned expansion will address several of the issues raised by staff, including:

- New conference/meeting room adjacent to the Council Chambers
- Additional storage capacity
- Office reconfiguration for Planning and Admin teams
- Potential inclusion of staff amenities (e.g., shower facilities)

Beyond spatial challenges, interviewees noted ongoing issues with storage capacity, limited parking, and a lack of modern infrastructure to support growth in permitting, records management, and day-to-day administration. While recent upgrades to HVAC, lighting, and interior finishes have extended the building's usability, the facility is no longer adequate to meet the City's evolving operational demands.

Although not currently included in the impact fee analysis, a new or expanded City Hall—along with additional administrative facilities—should be considered as part of future capital improvement planning.

Importantly, staff also identified the absence of a long-term facilities master plan as a growing concern, particularly as Star's population expands and internal staffing continues to scale.

Conclusion

The City's current comprehensive and capital plans were developed using moderate growth assumptions; however, actual growth has exceeded projections in recent years. As a result, several interviewees recommended reviewing and updating these assumptions more frequently to ensure the City's infrastructure plans remain both responsive and accurate.

Enhancing internal systems for project tracking, committee engagement, and revenue forecasting will further support the City's ability to plan proactively and deliver public infrastructure that keeps pace with demand.

The interviews revealed a proactive mindset among City leadership and staff, grounded in a shared commitment to equitable growth, strategic investment, and fiscal responsibility.

While optimism about Star's future was a consistent theme, interviewees also identified several procedural challenges, including gaps in formal project prioritization, impact fee tracking, and financial transparency. Addressing these underlying issues will be critical to aligning stakeholder expectations, building community trust, and maintaining legal compliance throughout the next impact fee cycle.

Appendix F: Impact Fee Advisory Committee Interview Summary

City of Star Impact Fee Advisory Committee Feedback Summary



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MAY 2025



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Impact Fee Advisory Committee Feedback Executive Summary

Executive Summary

Clearwater Financial conducted a structured group interview with four of the five appointed members of the City of Star's Impact Fee Advisory Committee. The goal was to assess awareness of current impact fees—especially for parks—and to gather feedback regarding the potential development of new fees and capital improvement plans for police and pathway infrastructure.

The committee, composed of residents and industry professionals—including two active developers, brought diverse perspectives. While most members understood the general intent behind impact fees, familiarity with their specific application in Star varied. There was unified support for impact fees as tools to help growth pay for growth, though concerns were raised about the transparency of how these fees are allocated and their cumulative impact when combined with other development-related costs.

Impact Fee Advisory Committee

Jenna England	Dustin Keyes	Michael Keyes	Tyler Oliver	Jeff Wood
Berkley Building Company	DK Contractors		Business Owner	
Resident	Resident	Resident	Resident	Resident

Key findings include:

- The current impact fee levels are generally in line with peer cities, but total development costs—including impact fees, mitigation fees, and permitting charges—could make Star less competitive.
- Developers highlighted that increased fees could reduce project viability and hinder housing affordability, especially for entry-level and workforce housing.
- Members identified transportation as a top infrastructure need, even though it is outside the scope of current impact fees under consideration.
- Specific infrastructure recommendations include adding decentralized police substations, expanding parks and greenway connectivity, and avoiding overbuilt public safety facilities.
- There was strong support for integrating public-private partnerships and external grant funding to supplement, but not replace, impact fees.
- Recommendations for public engagement include signage with QR codes, enhanced online communications, open houses, and increased transparency about the use of funds.

The committee broadly supports the use of impact fees if applied with fiscal discipline, clear public communication, and a balanced approach that safeguards both infrastructure quality and housing accessibility.

Impact Fee Advisory Committee Feedback Summary

General Awareness and Perceptions

Committee members displayed varying levels of familiarity with general and City of Star-specific impact fee structures. While some were aware of the purpose and use of impact fees for parks, others noted they were still learning about the legal and financial boundaries associated with fee usage. Several expressed support for impact fees as a growth-responsive funding tool, but also raised concerns about transparency, distribution, and cumulative cost impacts—particularly when combined with other local development charges.

Fairness and Market Comparison

Committee members generally agreed that the City's impact fees were comparable to peer cities (e.g., Eagle, Meridian) in isolation. However, strong concern was voiced regarding the combination of impact fees and other charges—such as mitigation fees, permitting costs and other development costs—which may cause Star's total development costs to be higher when comparing neighboring municipalities. These combined were cited as possible barriers to affordability and economic competitiveness. Members also discussed the need for amenities to help bring business interest, local jobs and related housing to the City.

Housing Affordability and Financing

- Two members of the committee are active builders and/or developers. They shared that rising fees directly reduce project viability. Specific points included:
 - A national statistic that for every \$1,000 increase in housing costs, an estimated 1,000 buyers are priced out of the market.
 - Higher total fees (including impact and mitigation) are making it difficult to meet required bank financing thresholds for individual projects. Thresholds were explained to be different for each builder and or project.
 - Developers are pausing or pivoting Star-based projects due to eroding margins and financial feasibility.

There is concern that fee increases indirectly harm broader affordability goals, particularly for workforce housing.

Infrastructure Needs and Funding Preferences

Feedback suggested the greatest long-term infrastructure concern is transportation, though participants acknowledged that roads fall outside the scope of park, pathway, and police impact fees. Committee members did support:

- Substations or decentralized public safety facilities across Star (e.g., Pollard Road, foothills, west Star).

- Modest but functional public safety buildings with basic office and meeting space—not overbuilt or costly.
- Expanding parks and river access, particularly west and east of Star Road.
- Completing key pathway connections (e.g., Pinewood Lakes to downtown; Crystal Springs Bridge to Riverwalk).

There was broad support for public-private partnerships and outside grant funding as supplements to impact fees, not replacements. Several emphasized the need for fiscal restraint in capital design and for engaging builders in early cost planning to ensure projects are scoped and bid reasonably.

Public Engagement Recommendations

Members strongly endorsed the use of:

- Community signage in parks and trailheads with QR codes to project websites.
- Posting updates on popular Facebook groups and the City’s webpage.
- Transparency in defining what impact fees can and cannot fund.
- Open house events and ongoing access to impact fee data by project and department.

Conclusion

The feedback gathered from the City of Star’s Impact Fee Advisory Committee underscores a cautious but constructive stance on impact fees. Committee members agree that impact fees are necessary to meet the demands of a growing community, provided they are implemented with transparency, moderation, and input from development stakeholders.

The dual pressures of infrastructure need and housing affordability require a balanced strategy. Members recommend targeted investments in public safety, parks, and connectivity that reflect community priorities without overextending public resources or pricing out residents and developers.

They also emphasized the importance of early engagement with builders and maintaining clear communication channels with the public.

Ultimately, the committee’s input advocates for a future-forward approach: align fees with realistic, prioritized capital improvement goals; pursue cost-sharing through partnerships; and preserve Star’s economic and community vitality through prudent planning and accountability.

Appendix G: 2024 Pathways Master Plan & CIP - Kimberly Horn



Special Thanks

to all the City of Star residents who shared their unique perspectives on what makes Star great, how the community can connect, and how it can be even better in the future. Thank you for taking the time to attend public meetings, participate in focus groups, complete surveys, and utilize the website feedback tools. Your input and passion for the Pathway Master Plan has directly influenced the recommendations set forth in this plan.



Acknowledgments

The project team would like to acknowledge the following people for their leadership and efforts during the development of the Pathways Master Plan:

Star Pathways Master Plan Project Team

Ryan Morgan, City Engineer
Tim Clark, Assistant City Engineer
Shawn Nickel, Planning Director and Zoning Administrator
Ryan Field, Assistant City Planner
Dana Partridge, Public Information Officer

Thank you to all city staff and city departments that contributed to this plan.

Mayor and City Council

Mayor Trevor Chadwick
Council Member Jennifer Salmonsén
Council Member David Hershey
Council Member Kevin Nielsen
Council Member Kevan Wheelock

Transportation and Pathway Committee

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Tate Larsen
Amanda Aiello
Makena Gove

Logan Simpson Design

Dan Arseneau



06

CAPITAL IMPROVEMENT PLAN

Overview

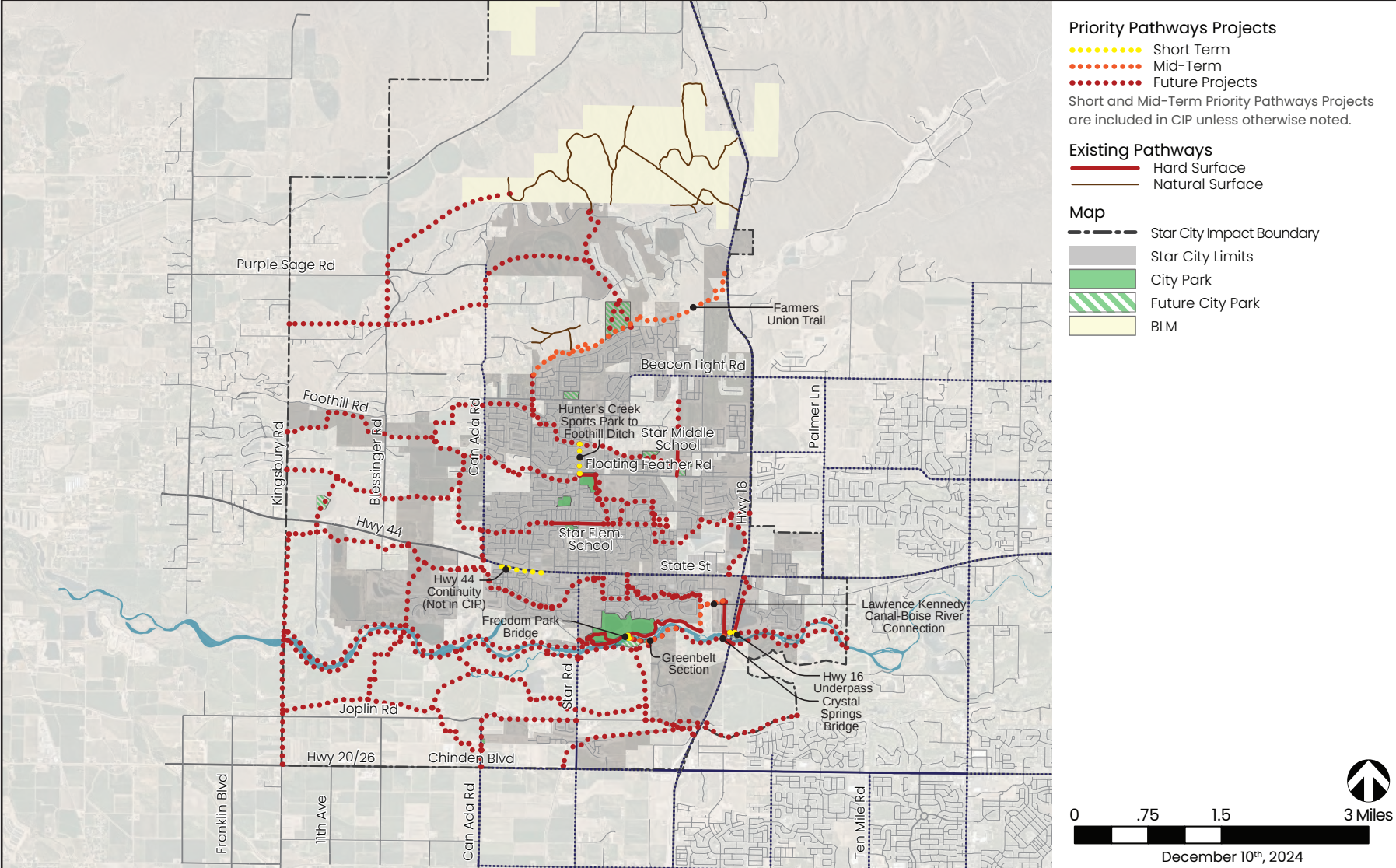
This CIP is intended to focus on new trails and trailhead projects. Most of these capital improvements will also require an increase in annual operations and maintenance costs. The following are the general assumptions utilized in the development of the recommended CIP:

- Lifecycle replacement projects which include the replacement of existing trail assets in the system are included in the cost estimating for the capital improvements plan. These costs have been considered long term.
- Only projects likely to be implemented are included in the plan.
- Projects must be consistent with other planning efforts, where applicable.
- Costs shown are intended to be rough order of magnitude.
- Land acquisition and associated land costs have not been included in this plan.
- Costs shown are intended to reflect the proposed classification section for each trail segment as shown on the plan mapping.
- Grade-separated road crossings, bridges, specific riverfront considerations, or other major structures have not been accounted for in these rough order of magnitude costs.

Please note that the costs shown on the following pages are intended to be rough order of magnitude and based on trail related amenities only. Projected costs do not include additional associated infrastructure related to project implementation. The values shown within this document are based on 2024 dollars and cost escalation has not been added for mid-term (years 6-10) or long term (years 11+). Department staff should continue to evaluate costing information with current market conditions as project funding opportunities arise. It is recommended each identified project undergo a segment-specific master plan prior to final design in order to establish a trail alignment, confirm desired trail amenities, and provide a detailed cost estimate based on specific site conditions.



Capital Improvement Plan Summary



Priority Pathway Projects

Star Pathways Mileage by Type				
Type	Existing Miles	Proposed Miles	Total Miles	% Complete
Community	1.69	49.7	51.39	3%
ACHD	0.18	3.75	3.93	5%
ITD	4.91	27.66	32.57	15%
Greenbelt	1.7	12.49	14.19	12%
Natural	9.23	0	9.23	100%
TOTAL (NATURAL + HARD SURFACE)	17.71	93.6	111.31	16%
TOTAL HARD SURFACE ONLY	8.48	93.6	102.09	8%

Identified Capital Improvement Project Mileage	
Capital Improvement Project Prioritization	Proposed Miles
Short-Term Priority (0-5 Years)	0.38
Mid-Term Priority (6-10 Years)	4.07
Long-Term Priority (11+ Years)	56.21
TOTAL	60.66
Identified Proposed Mileage By Others	
Proposed Miles	
ACHD/HD4/ITD	31.67

Short-Term Priorities: Capital Improvement Project Breakdown	Proposed Miles	Planning and Design	Soft Surface Trail Cost	Hard Surface Trail Cost	Trail Lighting	Structures	Total Probable Cost Range*
Hunter's Creek to Foothill Ditch	0.3	\$63,648.00	\$31,500.00	\$94,800.00	\$435,600.00	-	\$31,500.00 - \$530,400.00
Highway 16 Underpass	0.05	\$10,608.00	\$5,250.00	\$15,800.00	\$72,600.00	-	\$5,250.00 - \$88,400.00
Freedom Park Boise River Bridge (Approx. 150' Bridge)	0.03	\$548,227.20	-	\$25,000.00	\$43,560.00	\$4,500,000.00	\$4,568,560.00
TOTAL	0.38	\$622,483.20	\$36,750.00	\$135,600.00	\$551,760.00	\$4,500,000.00	\$4,605,310.00 - \$5,187,360.00

Mid-Term Priorities: Capital Improvement Project Breakdown	Proposed Miles	Planning and Design	Soft Surface Trail Cost	Hard Surface Trail Cost	Trail Lighting	Structures	Total Probable Cost Range*
Farmers Union Trail	2.96	\$636,480.00	\$315,000.00	\$948,000.00	\$4,356,000.00	-	\$315,000.00 - \$5,304,000.00
Lawrence Kennedy/Boise River Connection	0.53	\$112,444.80	\$55,650.00	\$167,480.00	\$769,560.00	-	\$55,650.00 - \$937,040.00
Crystal Springs Boise River Bridge (Approx. 210' Bridge)	0.04	\$705,969.60	-	\$25,000.00	\$58,080.00	\$5,800,000.00	\$5,883,080.00
Boise River Greenbelt (South of Freedom Park Bridge)	0.53	\$112,444.80	\$55,650.00	\$167,480.00	\$769,560.00	-	\$55,650.00 - \$937,040.00
TOTAL	4.07	\$1,567,339.20	\$426,300.00	\$1,307,960.00	\$5,953,200.00	\$5,800,000.00	\$6,309,380.00 - \$13,061,160.00

* Costs assume pavement with trail lighting consistent with section classifications| the planning and design will likely be by City staff and could result in a savings to the City.

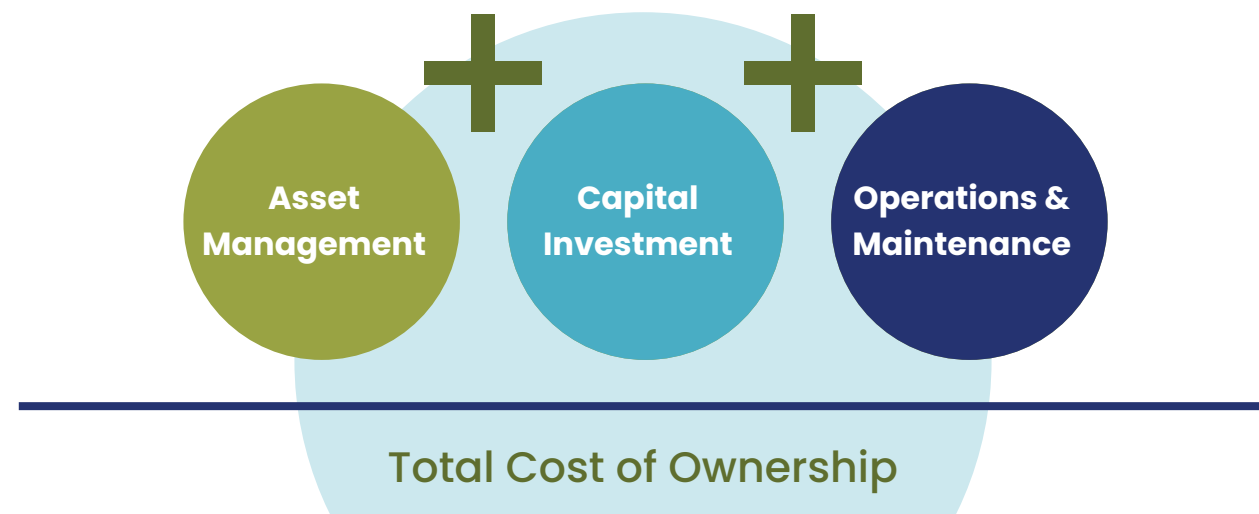
**Costs are based on trail mileage and do not consider specific site conditions. It is recommended a project-specific master plan be done for each segment to determine trail alignment and identify site-specific issues prior to design.

Total Cost of the Trails System

The total value of the City's park system includes three items:

- Asset Management: includes preventative maintenance and lifecycle replacement.
- Capital Investment: total cost of the trails system.
- Operations & Maintenance: cost to maintain current trails system.

Inclusion of these three elements provides a true value of the trails system allowing the City to fully view what is required for the full financial sustainability of the trails system.



Asset Management Plan

It is critical to closely monitor the condition of the existing trails system to ensure the safety of patrons. The Recommended Replacement Schedule identifies the recommended trails/amenity replacement schedule based on the identified lifecycle for replacement. It is highly recommended to track the condition and plan for asset replacement based on condition, maintenance, and expected lifecycle. This table is based on best practices within the parks and recreation industry. As the city continues to develop its trail network, it is recommended the city utilizes a comprehensive ten-year asset management plan that is updated annually, identifying conditions and tracking preventative maintenance and lifecycle replacement timelines for the following facilities:

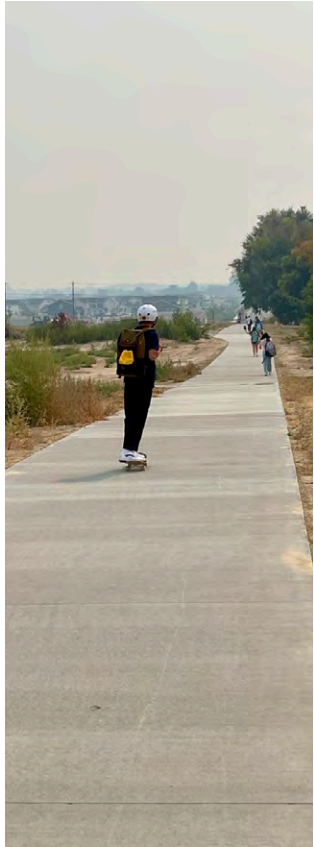
Recommended Replacement Schedule

Facility/Amenity	Lifecycle
BBQ Pit/Grill	10
Bench	15
Bike Rack/Loop	10
Bollards	25
Drinking Fountain	10
Fencing	25
Fitness Station	10
Flagpole	35
Irrigation System	20
Lighting	20
Maintenance Yard/Building	35
Parking Lot	20
Picnic Table	15
Ramada/Pavilion	35
Restroom Building	35
Shade Structure (Fabric)	10
Signage (Monument)	25
Signage (Regulatory/Interpretive)	10
Trail – Non-Paved	25
Trail – Paved	25
Trash Receptacle	15



07

FUNDING STRATEGIES



Introduction

As the Star trails network grows and diversifies its amenities, the city must also identify, develop and diversify their revenue source options. Nationally, a growing number of municipalities have developed strong partnerships that are fair and equitable in the delivery of trails and off-street connections based on who receives the service, for what purpose, for what benefit, and for what costs.

In the City of Star, some of these policies and management practices are in place or being considered and others should be considered for future implementation. Some of these sources can potentially be considered as a revenue option to support the capital and operational needs of the City. The city will need to continually develop and update its business plans for its trails, facilities, and rentable venues it manages. Managing good data is crucial to making good decisions on revenue development.

Primary and Funding Sources for Consideration

Bond Financing

Municipal bonds can be issued to finance trails projects. These bonds are backed by the government and typically repaid using tax revenues or user fees associated with the facility. Bond financing allows for large-scale projects that may require significant upfront investment that address needs that are identified as unmet community priorities.

Impact Fees

Impact fees are charges imposed on new developments to mitigate the impacts they have on the community, such as increased demand for parks and recreation facilities. These fees may be collected by the city and used to fund the construction or expansion of a trails network and infrastructure.

Park/Trail Development Fees

Many municipalities seek developer contributions for parklands and for the development of trails that run through the property being developed. The developer perceives the enhanced value in terms of what the improvements mean for their development. Park or trail dedication as a requirement of subdivision development is a reliable means for maintaining equity of access to parks and trails and keeping pace with the neighborhood and community park needs of the city.

Partnerships

Partnerships are joint-development funding sources or operational funding sources formed between separate agencies, such as two government entities, a non-profit, a public agency, or a private business, local improvement district and a public agency. Partners jointly develop revenue-producing parks and recreation facilities and may share risk, operational costs, responsibilities, and asset management based on the strengths of each partner. In this approach, entities may provide funding or resources in exchange for specific benefits, such as naming rights, advertising opportunities, or revenue-sharing agreements.

The City currently utilizes partnerships and agreements that are joint-development funding sources or operational funding sources between separate agencies. Revisiting the terms of partnerships is important to ensure the agreement's terms are still valid and the need for partnership has not changed. Existing partnership agreements should be updated regularly to ensure the purpose of the partnership, what is being provided, and the terms of the agreement are accurate. New partnerships should be forged as the city continues to evolve and modernize the parks and recreation system to align with community needs. Ensure that partnerships are fair and equitable to the city and to the partner with the best interests of the community prioritized.

Corporate Sponsorships

Trail projects can seek corporate sponsorships to secure funding. In exchange for financial support, sponsors may receive branding opportunities, advertising exposure, or other promotional benefits.

Government Grants

Trails projects can often qualify for government grants from federal, state, and local agencies. These grants are typically awarded based on the project's alignment with specific criteria, such as community impact, environmental sustainability, or economic development. The city may utilize federal grant funding, such as Community Development Block Grant (CDBG) funding, for trail projects and can continue to mine for additional federal, state, and local grant funding opportunities.

Franchise Fee for Utility Right-of-Way

Many agencies have sold the development rights below the ground to utility companies for fiber optic lines, water, sewer, electricity lines, and cable conduits on a linear foot basis.

Maintenance Endowment Fund

This is a fund dedicated exclusively for trail maintenance and is funded by a percentage of user fees from programs, events, and rentals. The fee is paid by users and is added to a dedicated fund for facility and equipment replacement.

Revolving Fund

A revolving fund is a dedicated financial mechanism established to support the ongoing development, enhancement, and maintenance of trails facilities. The primary purpose of these funds is to generate revenue through various means, such as rental fees, sponsorships, donations, and grants. The generated funds are then reinvested back into the parks to improve amenities, infrastructure, programming, and overall trails experiences. Park revolving funds offer a sustainable financial mechanism for supporting trail development and maintenance. By reinvesting generated revenues into related projects, these funds ensure the long-term sustainability and improved amenities of trail facilities. Successful implementation requires careful planning, stakeholder engagement, and effective financial management.

Philanthropic Donations

Non-profit organizations, foundations, and individual donors can contribute funds to support parks and recreation projects. These donations are often made in the form of grants, sponsorships, or endowments. Philanthropic donations can be essential for funding projects that benefit specific communities or have a social or environmental focus.

Volunteerism

This is an indirect revenue source consisting of individuals donating their time to assist the city in providing a product or service on an hourly basis. This reduces the city's cost to provide services, builds department advocacy, and civic involvement.



08

IMPLEMENTATION

Future Implementation Decisions:

The following implementations decisions will need to be addressed by the City in order to effectively implement the Pathway Master Plan into reality.

- a. Adopt the Pathway Master Plan by reference into the City of Star Comprehensive Plan.
- b. Update City GIS database system to include Pathway Plan routes.
- c. Update Development Code regulations to require construction of pathways upon parcel redevelopment consistent with the sections and standards of this plan.
- d. Confirm how much City funding is available and plan pathway construction projects accordingly.
- e. Secure additional funding through grants, bonds, and public-private partnerships to support pathway projects.
- f. Partner with regional authorities and state agencies for cost-sharing transportation projects and inclusion of community projects within transportation improvement programs.
- g. Review Impact Fees for inclusion of pathway development.
- h. Confirm who maintains which pathway types.
- i. Secure pathway agreements with irrigation and drainage districts to allow their right-of-way to be utilized as community pathways.
- j. Coordinate with existing HOA's on conversion of existing private pathways to public pathways.
- k. Apply for SS4A Planning and Demonstration Grant in order to complete area-wide safety action plan resulting in recommended safety improvement projects for all transportation modes. This does not necessarily guarantee a pathway project but if there is a demonstrated risk or crash history it could.
- l. Promote community programs and events that encourage walking, biking and use of shared pathways such as Bike/Walk to School Days, Bike Bus Programs, Bike Repair/Donation Drives, Bike Safety Trainings, 5Ks, or Charity Walk-a-Thon Fundraisers.
- m. Develop a Facilities Maintenance Plan for enhancement and maintenance of City parks and existing pathways.
- n. Conduct necessary property acquisition or easements as needed, specifically along the Boise River.
- o. Update City Code Enforcement and Maintenance responsibilities to include oversight of existing City pathways consistent with the establish level of service guidelines.

Appendix H: Updated Pathways CIP Development Costs

Short Term Priorities: CIP Breakdown	Proposed Miles (Feet)	Planning & Design (p) = Inhouse)	Soft Trail Costs		Hard Surface Trail Costs		Trail Lighting	Structures	Totals
			Total Yards	Price Per Yard	Total	Total Yards	Price Per Yard	Total	
Hunters Creek to Foothill Ditch (10' Wide)	.31 (1,584)	\$ 2,500.00 (f)	0	\$ 75.00	\$ -	245	\$ 700.00	\$ 171,500.00	\$ -
Highway 16 underpass (10' Wide)	.05 (264)	\$ 2,500.00 (f)	0	\$ 75.00	\$ -	40.75	\$ 700.00	\$ 28,525.00	\$ -
Freedom Park Boise River Bridge (250' Bridge) (12' Wide)	.03 (158)	\$ 400,000.00	0	\$ 75.00	\$ -	29.25	\$ 700.00	\$ 20,475.00	\$ 4,500,000.00
Totals	.38 (2,006)	\$ 405,000.00	0	\$ 75.00	\$ -	315	\$	\$ 220,500.00	\$ 4,500,000.00
									\$ 5,125,500.00
Mid Term Priorities: CIP Breakdown (Land NC)	Proposed Miles (Feet)	Planning & Design (p) = Inhouse)	Soft Trail Costs		Hard Surface Trail Costs		Trail Lighting	Structures	Totals
			Total Yards	Price Per Yard	Total	Total Yards	Price Per Yard	Total	
Trident Ridge Trail	2.96 (15,628.8)	\$ 2,500.00 (f)	724	\$ 75.00	\$ 54,300.00	0	\$ -	\$ -	\$ 56,800.00
Lawrence Kennedy/Boise River Connection (12' Wide)	0.53 (2,798.4)	\$ 2,500.00 (f)	0	\$ -	\$ -	518.25	\$ 700.00	\$ 362,775.00	\$ 365,275.00
Crystal Springs Boise River Bridge (Approx. 250' Bridge) (12' Wide)	.04 (211.2)	\$ 400,000.00	0	\$ -	\$ -	39.25	\$ 700.00	\$ 27,475.00	\$ 4,500,000.00
Boise River Greenbelt (South of Freedom Park Bridge) (12' Wide)	0.53 (2,798.4)	\$ 2,500.00 (f)	0	\$ -	\$ -	518.25	\$ 700.00	\$ 362,775.00	\$ -
Totals	4.06 (21,436.8)	\$ 407,500.00	724	\$	\$ 54,300.00	1,075.75	\$	\$ 753,025.00	\$ 5,658,025.00

The \$75 per cubic yard on soft costs assumes materials and labor.

The \$700 per cubic yard on hard costs includes the excavation, base material, concrete and labor.

Appendix I: Training Center Letter of Support - Ada County Sheriff

October 1, 2025

City of Star
PO Box 130
Star, ID 83669

To Whom It May Concern:

I am writing to express my full support for the proposed law enforcement training facility in the City of Star. As a rapidly growing community, this facility is a necessary and strategic investment in public safety infrastructure and would benefit the citizens of Star and Ada County.

With Star's population growth of approximately 16% over the past three years, the increase in citizens has created a greater demand for law enforcement services. To keep up with the ability to provide adequate law enforcement resources, the City of Star has hired 14 commissioned deputies since 2021, growing the Star Police Department by approximately 158%. To provide a quality law enforcement service, it is extremely important to ensure all of Star's law enforcement personnel receive proper training so the City is served by deputies with the highest level of professionalism, safety, and efficiency.

To maintain the recommended ratio of one deputy per 1,000 residents (which is in the Star Comprehensive Plan), the Star Police Department is currently projected to expand to approximately 45 commissioned deputies by 2035 to keep pace with the city's conservative population projection of 45,000. This growth will require adding two to four deputies each year.

As we add new deputies to the City, we recognize that any new hire requires a significant investment in initial training – either through the police officer academy for new recruits or through specialized onboarding for lateral transfers. Accounting for annual training hours, this growth will result in an estimated 48,000 hours of training in the next decade. Without a dedicated Star training center, accommodating this scale of training will strain existing resources.

A training facility in Star would also support the six academies a year that the ACSO puts on to train those newly hired Star deputies, so they are Idaho POST certified to be peace officers. Each academy is either a 19-week law enforcement academy (for new hires that have never been in law enforcement) or a 4-week academy for a lateral hire. A training center located in Star would assist in relieving some of the space and scheduling pressure on existing facilities, help accommodate the increasing number of recruits and lateral hires, and improve training accessibility for deputies serving the City of Star.

In addition to new hires, the current Star police officers already receive 95 hours of annual training. This includes critical Idaho POST (Peace Officer Standards and Training) curriculum such as:

- **ARCON (Arrest and Control)**
- **Firearms Proficiency**
- **EVOC (Emergency Vehicle Operations Course)**
- **Legal Updates and Continuing Education**

This proposed training facility represents a critical and forward-thinking step for the City of Star. It will enhance officer readiness, maintain compliance with Idaho POST standards, support regional law enforcement efforts, and ensure that our current level of police services remains high.

MATTHEW CLIFFORD
Ada County Sheriff

A handwritten signature in black ink, appearing to read 'Zachary Hessing', with a stylized flourish at the end.

Zachary Hessing
Chief Deputy

Appendix J. Public Engagement

Lobby Announcements



City of Star

The City of Star is implementing impact fees to help growth pay for growth, and we want to hear from you!

Come to our Open House!

Thursday, Nov. 6, 2025

6 p.m. to 8 p.m.

River House
960 S. Main St.
Star, ID 83669

What are impact fees?

Who pays the impact fees?

How will it benefit City residents?

Learn More
https://bit.ly/StarCIP_ImpactFees



Social Posts



City of Star

You've got mail!

Get info on the upcoming **City Council meeting and Open House** regarding:

- Capital Improvement Plans
- Impact Fees



City of Star

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City of Star

Press Release



Learn how impact fees help fund growth in our community.

Learn More
https://bit.ly/StarCIP_ImpactFees



City of Star

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Star, ID 83669



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**What are
impact fees?**

**Who pays
impact fees?**

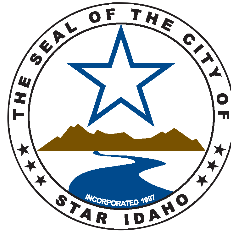
**How will it
benefit City
residents?**

Learn More

https://bit.ly/StarCIP_ImpactFees

Clearwater Financial 125.

City of Star
10769 W. State Street
Mailing: P.O. Box 130
Star, ID 83669
208-286-7247
info@staridaho.org



Mayor
Trevor A. Chadwick
City Council
David Hershey
Kevan Wheelock
Jennifer Salmonsens
Kevin Nielsen

FOR IMMEDIATE RELEASE

City of Star Launches Capital Improvement and Impact Fee Projects to Fund Local Infrastructure

Star, Idaho – The City of Star is taking a significant step toward future planning by creating a comprehensive Capital Improvement Plan (CIP) and Impact Fee Projects for parks, police services, pathways, and trails. These efforts ensure that new development contributes to funding critical infrastructure while maintaining the high quality of life that Star residents expect.

Understanding the CIP and Impact Fees

Capital Improvement Plan (CIP) – Required under Idaho Code § 67-8208, a CIP identifies long-term infrastructure projects necessary to support the city's growth. The City of Star's CIP process will focus on updating the current park CIP while developing one for police services, outlining planned improvements, estimated costs, and funding sources. The city recently completed a CIP for pathways and trails along with its associated master plan.

Impact Fees – These are one-time charges assessed on new development to help pay for public infrastructure needed due to growth. The City of Star is evaluating the current impact fees for parks and developing new impact fees for police, pathways, and trails, ensuring they are appropriately calculated and allocated to meet the community's needs.

Why This Matters

With rapid growth continuing in Star, it is essential that public services and infrastructure keep pace. This initiative will evaluate current capacity, future needs, and funding strategies for:

- **Parks & Recreation** – Ensuring adequate green space, playgrounds, and recreational facilities for residents.
- **Police Services** – Strengthening law enforcement resources and public safety facilities as the city expands.
- **Pathways & Trails** – Enhancing connectivity for pedestrians and cyclists, promoting safe, walkable neighborhoods.

Next Steps & Community Engagement

The City of Star has conducted stakeholder interviews, gathered data, and plans to hold public meetings to develop a plan that reflects community priorities. The City will work closely with its Impact Fee Advisory Committee, residents, developers, and elected officials to ensure that impact fees and capital improvement projects are fair, transparent, and sustainable.

"Our goal is to plan for growth in a way that protects what makes Star a great place to live," said Mayor Chadwick. "By updating our impact fees and developing a strong Capital Improvement Plan, we can invest in the future while maintaining financial responsibility."

How to Get Involved

- **Stay Informed:** Updates will be posted on the [project page](#) of the City of Star's website and social media channels.
- **Provide Input:** The City will hold public meetings and an Open House for the public. Please check the City's website for the most current date and times.
 - City Council meeting, October 21
 - Public Open House, River House, November 6
- **Contact the City:** Residents with questions or feedback can reach out to info@staridaho.org or 208-286-7247.

For more information on the CIP and Impact Fee Projects, visit [Capital Improvement Plan & Impact Fee Project | Star, ID](#) or follow the City of Star on [Facebook](#) & [Instagram](#).



Learn More

IMPACT FEES

OPEN HOUSE OVERVIEW



1 LEARN

Learn about the **Why, How, What, and Who** of Impact Fees--helping growth pay for growth.



SEE POTENTIAL PROJECTS 2



Projects for

- Police
- Parks
- Pathways

Projects will help the City maintain current levels of service as the population grows.

3 REVIEW IMPLEMENTATION

Ensuring transparency & accountability with

- Regular update cycle
- “Use-it-or-refund” window
- Annual reporting
- Public tracking



GIVE FEEDBACK 4

Tell us what you think about impact fees and projects.

CITY OF STAR IMPACT FEES

IMPACT FEES 101



WHAT IS AN IMPACT FEE?

An impact fee is a one-time charge assessed to new development to help pay for the increased demand on public facilities like parks.

WHY IS THE CITY ADOPTING/UPDATING IMPACT FEES?

To ensure that new growth helps fund the park infrastructure needed to maintain service levels for all residents.



WHAT WILL THE FEES PAY FOR?

Various parks, pathways, and police projects, as outlined in the Capital Improvement Plans.

WILL THESE FEES INCREASE TAXES?

No. Impact fees are paid by new development, not by existing residents.

IS THIS LEGAL?

Yes. The fees are authorized by Idaho Code Title 67, Chapter 82 and based on a City-approved Capital Improvement Plan (CIP).

WHEN WILL THE FEE GO INTO EFFECT?

The fee is expected to go into effect in early 2026, pending City Council approval.

HOW CAN I LEARN MORE?

Visit the City of Star website

https://bit.ly/StarCIP_ImpactFees

Come to the Public Hearing

- December 2, 2025 City Council Meeting

Come to the Ordinance Adoption

- January 6, 2025 City Council Meeting



LEARN MORE

https://bit.ly/StarCIP_ImpactFees



CITY OF STAR IMPACT FEES

GROWTH & SERVICE LEVELS

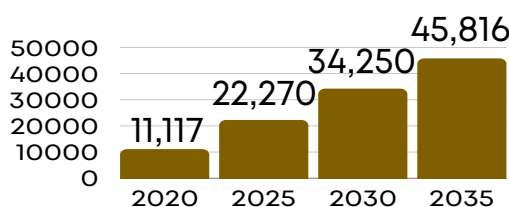


Star's growth means an increased service demand. Impact fees help growing cities maintain service levels by helping to fund the growth-share of capital needs so new development pays its proportionate part.

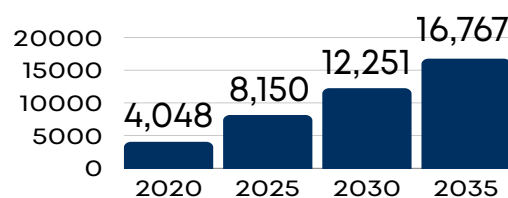
Star has experienced significant and rapid growth in recent years, going from a population of 11,117 in 2020 to 22,270 in 2025.

Mid-range forecasts estimate a population of 45,816 in 2035.

POPULATION



RESIDENTIAL UNITS



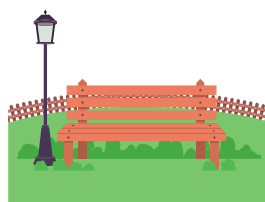
Current Levels of Service (LOS)

LOS is calculated by taking the number of resources (ex. staff or acres), dividing it by the population, and then dividing by 1000. Impact fees will be used to help the City maintain current LOS.



1.044 staff
per 1,000 residents

2025: 23.25 Total Staff
2035: 47.83 Total Staff



5.25 acres
per 1,000 residents

2025: 116.91 Total Acres
2035: 240.53 Total Acres



0.80 miles
per 1,000 residents

2025: 17.7 Total Miles
2035: 36.4 Total Miles

Without impact fees, the City may not be able to fund services to meet growth, causing a service strain and a decrease in the LOS.

LEARN MORE

https://bit.ly/StarCIP_ImpactFees



HOW FEES ARE CALCULATED



To calculate what impact fees should be charged, we consider predicted growth, level of service, and growth-related projects and costs.

#1 GROWTH FORECAST

How many residential units, residents, and jobs will there be in 2035?

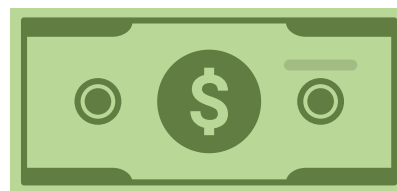


#2 SERVICE STANDARDS (LOS)

What is the facility/service demand per person/unit?

#3 CURRENT INVESTMENTS

What assets does the City currently have?
What is the total value?



#4 PROJECT LIST & COSTS

What projects will be needed to serve new growth? How much will they cost?

#5 MAXIMUM FEE

What is the maximum fee that can be charged per land-use type (residential by unit; nonresidential by sq ft/ITE type)?



#6 POLICY CHOICE

Council may adopt the maximum fee or a smaller fee.

LEARN MORE

https://bit.ly/StarCIP_ImpactFees



CITY OF STAR IMPACT FEES

WHAT WILL THEY FUND?



A Capital Improvement Plan (CIP) is required to identify projects that impact fees will be used for. Other funding sources must be identified for project costs not related to growth. City CIP projects include:

PARKS

Examples include:

- 123-acre land acquisition & “green-up” costs for new parks
- Maintenance equipment/vehicles to service new parks
- Freedom Park - Event Barn
- Shuttle bus for recreation programs



PATHWAYS

Examples include:

- Land acquisition and “trail development” costs
- Hunters Creek to Foothill Ditch
- Hwy 16 underpass
- Trident Ridge Trail
- Lawrence Kennedy/Boise River Connection
- Crystal Springs Boise River Bridge
- Boise River Greenbelt



POLICE

Examples include:

- Land acquisition for future stations
- Police station buildings: east & north substations, main station
- Police training center
- Vehicles for new officers
- Protective equipment for new officers



LEARN MORE

https://bit.ly/StarCIP_ImpactFees



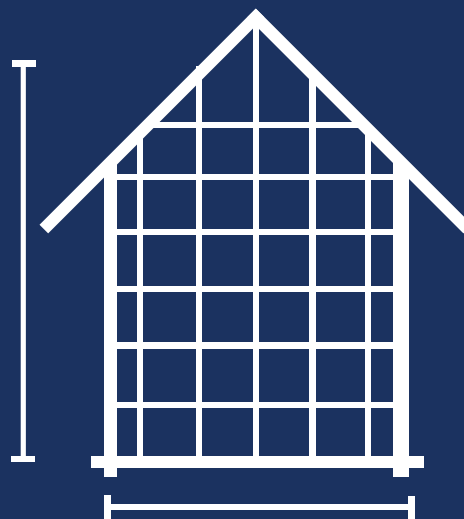


CITY OF STAR IMPACT FEES

WHO PAYS?



Applicants for new
building permits



Current Residents



CITY OF STAR IMPACT FEES

TRANSPARENCY & ACCOUNTABILITY



ANNUAL REVIEWS

Impact fees will be reviewed annually by the impact fee committee.

This review should also include an index of current construction costs.

By law, CIPs must be reviewed and updated at least every 5 years.



USE-IT-OR-REFUND

Fees must be used within 8 years of being collected, unless otherwise specified in the CIP.

If the fees are not used within this period, they must be refunded to the payer.

Collected fees are kept in a separate fund to ensure accurate tracking.

REPORTING & TRACKING

Collected fees must be kept in separate, restricted accounts.

The City will publish annual reports detailing collection and spending of fees.



LEARN MORE

https://bit.ly/StarCIP_ImpactFees





CITY OF STAR IMPACT FEES

ORDINANCE SCHEDULE & KEEPING UP

Open House

Nov. 6th

Second Reading

Dec. 16th

Effective Date

30 days
after adoption

Dec. 2nd

First Reading

Jan. 6th

Third Reading

+

Adoption Vote

Follow the Process



<https://bit.ly/StarMeetings>

Leave a Comment:



cityclerk@staridaho.org

COMMENTS



QUESTIONS

DEVELOPMENT IMPACT FEES

City of Star

Public Open House: Information Meeting

Prepared by Clearwater Financial | November 6, 2025

Christie Stoll



Municipal Revenue Tools

	Definition	Examples	Constraints	Sources
Property Taxes	Ad valorem tax on real property; core city revenue	Property tax levy, override levy, foregone property tax	Subject to levy cap (3% + growth); Truth in Taxation hearings	Idaho Code Title 50 & 63; AIC Budget Manual
Enterprise / Utility Funds	Fees charged to users to fund utility operations and capital	Water/sewer rates, solid waste fees, parking fees	Rates must cover costs; public hearing required; rate studies	Idaho Code Title 50 Ch. 10; AIC Utility Rate Guides
Local-Option Non-Property Tax (LOT)	Voter-approved local sales, lodging, or liquor tax	STRs, alcohol sales, gas, general sales	60% voter approval; sunsets unless renewed, "Resort Cities" under 10,000	Idaho Code §50-1046; Idaho State Tax Commission
Franchise & ROW Fees	Fees charged to utilities/cable for use of ROW	3-5% franchise fee on utility bills	Negotiated by franchise; limited by statute	Franchise agreements; federal/state ROW statutes
LIDs/BIDs/Special Assessments / LIDs	Assessment levied on benefitted properties	Streetscapes, utilities, Downtown BID, Auditorium District	Petition and some election; must show special benefit; protest rights apply	Idaho Code Title 50 Ch. 17
Development Impact Fees	One-time charge on new development for capital costs	Parks, roads, fire stations	Cannot fund operations and deferred maintenance, CIP requirement	Idaho Code Title 67 Ch. 82
Bonds (GO & Revenue)	Debt secured by property tax (GO) or specific revenues	GO - fire stations, RB - Water plant	GO - 2/3 vote; RB - 50% vote and need pledge coverage; DSRF	Idaho Code §50-1026, Ch. 10 (revenue bonds)
Urban Renewal / TIF	Captures tax increment growth to fund improvements	Downtown parking structure	Cannot fund certain "public" buildings, 20 year term, hard to expand/extend	Idaho Code Title 50 Ch. 20 & 29
Intergovernmental Revenues & Grants	State-shared revenues or grants	Liquor distribution, highway distribution, CDBG grants	Allocation formulas, legislative change, "red-type", grants are one-time \$	Idaho State Tax Commission,



Presentation Overview

Development Impact Fees

Growth Helping Pay For Growth

-  **Impact Fees 101**
-  **Growth, Proportionate Share & Level of Service**
-  **Calculating Fees**
-  **What Will Impact Fees Fund**
-  **Who Pays**
-  **Update Process**
-  **Public Hearing and Ordinance Schedule**
-  **Have Your Say, Submit a Comment**



Development Impact Fees 101

- **Impact Fee:** 1x charge assessed to new development to help pay for the increased demand on public facilities and services, such as parks and police.
- **Why Update / Adopt Now:** Star's growth means an increased service demand. Impact fees help growing cities maintain service levels (# of parks, pathways & police) by helping to fund the growth-share of capital needs so new development pays its proportionate part.
- **How is this Authorized?:** The fees are authorized by Idaho Code Title 67, Chapter 82 and based on a City-approved Capital Improvement Plan (CIP).



101...Eligible vs. Not Eligible

A Capital Improvement Plan (CIP) is required to identify projects that impact fees will be used for. Other funding sources must be identified for project costs not related to growth.



Eligible: Capital improvement projects and equipment with life span 10 or more years. (Facilities, roads, parks, etc.)



Not Eligible: Staffing, Operations, Maintenance



101...Eligible vs. Not Eligible

Not all capital projects are all linked to growth. Some address the repair or renewal of existing infrastructure. Others aim to enhance services or raise the current level of service. To distinguish between these categories, the study team applies a **CORE Analysis**, which classifies projects into four types.

		Project Category	Evaluation Criteria	Eligibility
✓	C	Capacity Expansion	Growth-driven projects required to sustain service levels.	Fully eligible for impact fees.
-	O	Ongoing Renewal	Repair and reinvestment in existing facilities.	Not tied to growth and therefore ineligible.
-	R	Raise Service Level	Enhancements or upgrades beyond baseline service.	Generally, not eligible.
%	E	Ensemble/Mixed	Projects combining growth, renewal, and upgrade elements.	Only the growth-related portion eligible.



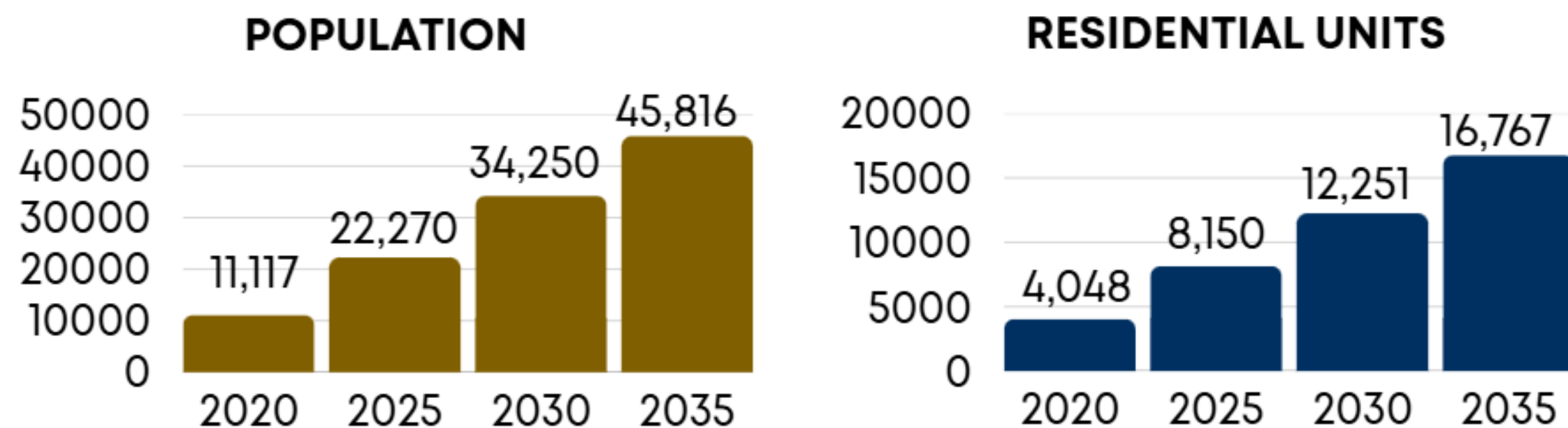
101...Will Fees Increase Taxes?

No: Impact fees are not taxes.

They are a 1x-fee paid by new development.



- **Population Growth:** 11,117 to 22,270 in 5 years
- **Population Forecast:** Mid-range forecasts estimate a population of 45,816 in 2035



[Project Website: Capital Improvement Plan & Impact Fee Project | Star, ID](#)

Sources: [2. Star Demographic Report.pdf](#). Note: A midpoint for 2035 was generated for this project after the demographic report was published. Midpoint data will be published with final CIP and Impact Fee Study.

Established Level of Service

Current Level of Service: This is the service level (facilities, amenities, equipment, etc.) provided by the City prior to impact fee implementation. Impact fees can help pay to maintain the established level of services going forward. They cannot pay for an increase in level of service.

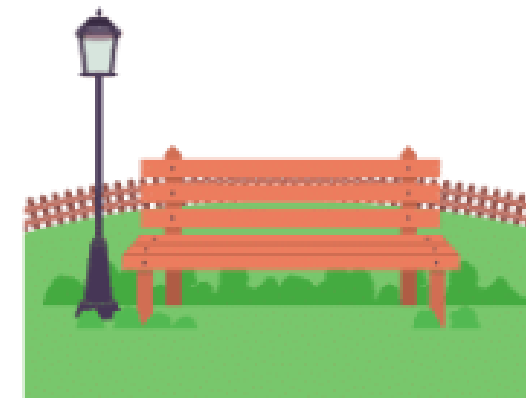
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Future LOS:



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Current LOS:
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Without impact fees, the City may not be able to fund services to meet growth, causing a service strain and a decrease in the LOS.

Calculating Fees

To calculate what impact fees should be charged, we consider predicted growth, level of service, and growth-related projects and costs.

#1 GROWTH FORECAST

How many residential units, residents, and jobs will there be in 2035?



#2 SERVICE STANDARDS (LOS)

What is the facility/service demand per person/unit?

#3 CURRENT INVESTMENTS

What assets does the City currently have?
What is the total value?



Calculating Fees...



#4 PROJECT LIST & COSTS

What projects will be needed to serve new growth? How much will they cost?

#5 MAXIMUM FEE

What is the maximum fee that can be charged per land-use type (residential by unit; nonresidential by sq ft/ITE type)?



#6 POLICY CHOICE

Council may adopt the maximum fee or a smaller fee.

What Will They Fund?

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Examples include:

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- Boise River Greenbelt



What Will They Fund?

A Capital Improvement Plan (CIP) is required to identify projects that impact fees will be used for. Other funding sources must be identified for project costs not related to growth. City CIP projects include:

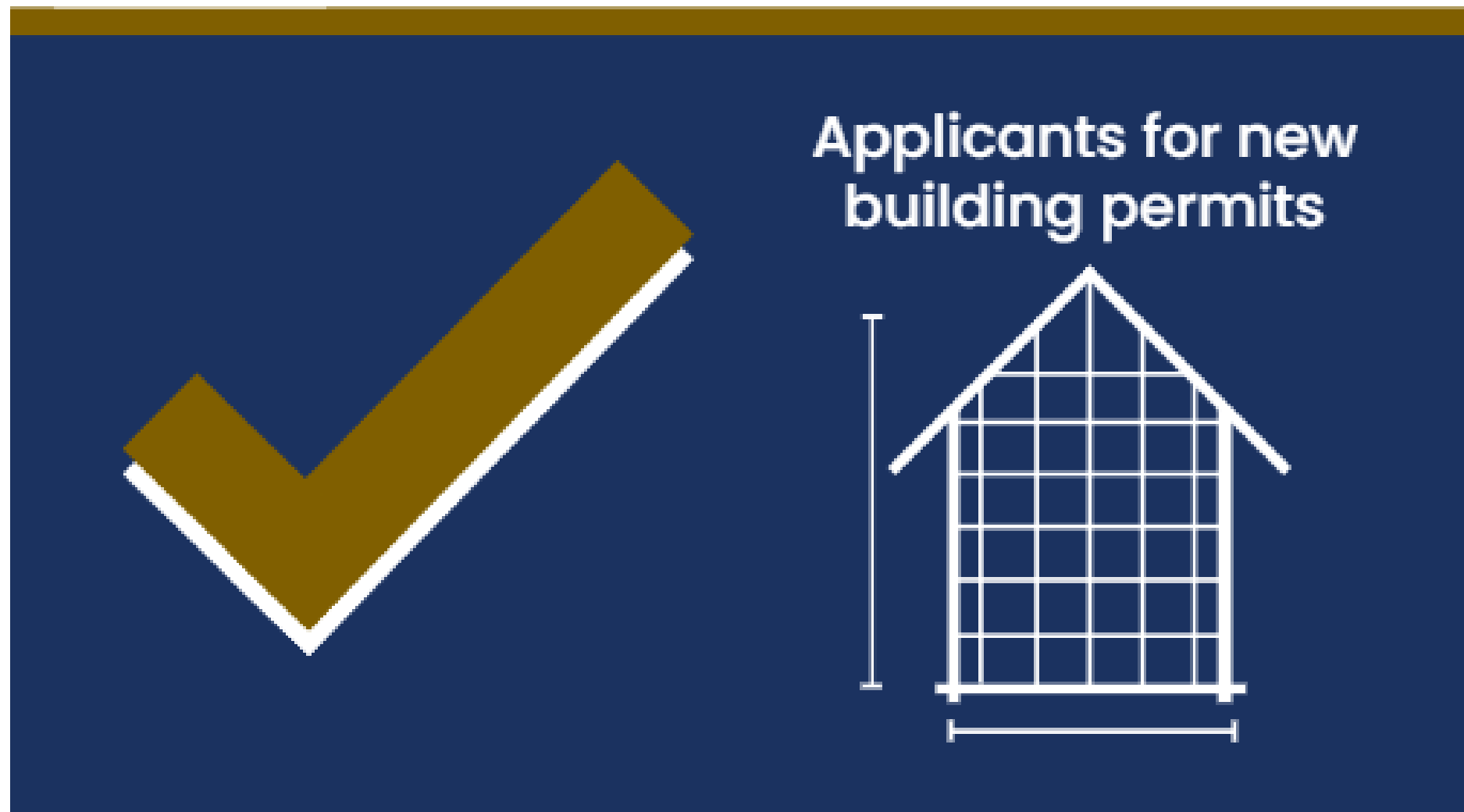
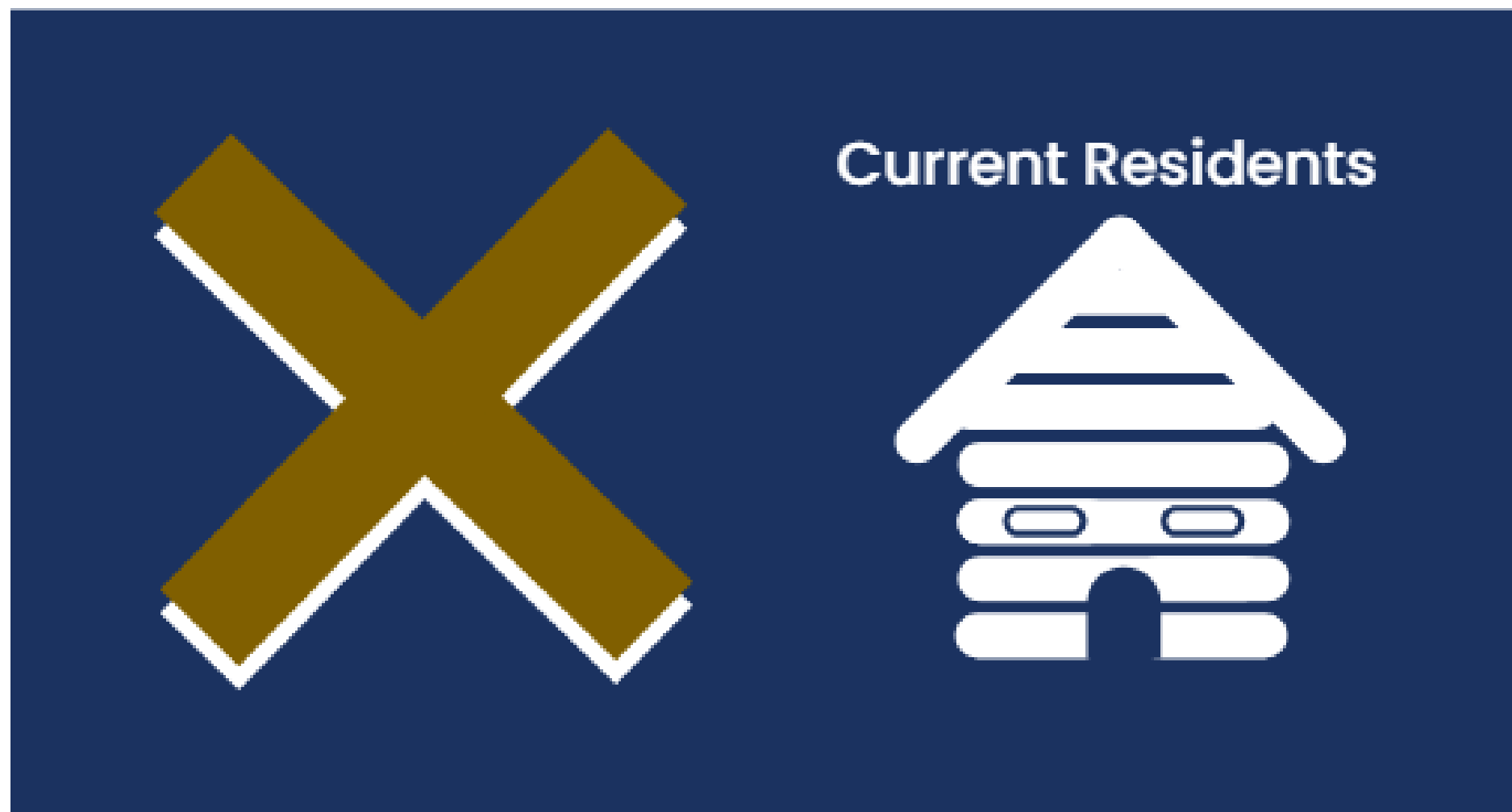
POLICE

Examples include:

- Land acquisition for future stations
- Police station buildings: east & north substations, main station
- Police training center
- Vehicles for new officers
- Protective equipment for new officers



Who Pays? New Development



ANNUAL REVIEWS

Impact fees will be reviewed annually by the impact fee committee.

This review should also include an index of current construction costs.

By law, CIPs must be reviewed and updated at least every 5 years.



USE-IT-OR-REFUND

Fees must be used within 8 years of being collected, unless otherwise specified in the CIP.

If the fees are not used within this period, they must be refunded to the payer.

Collected fees are kept in a separate fund to ensure accurate tracking.

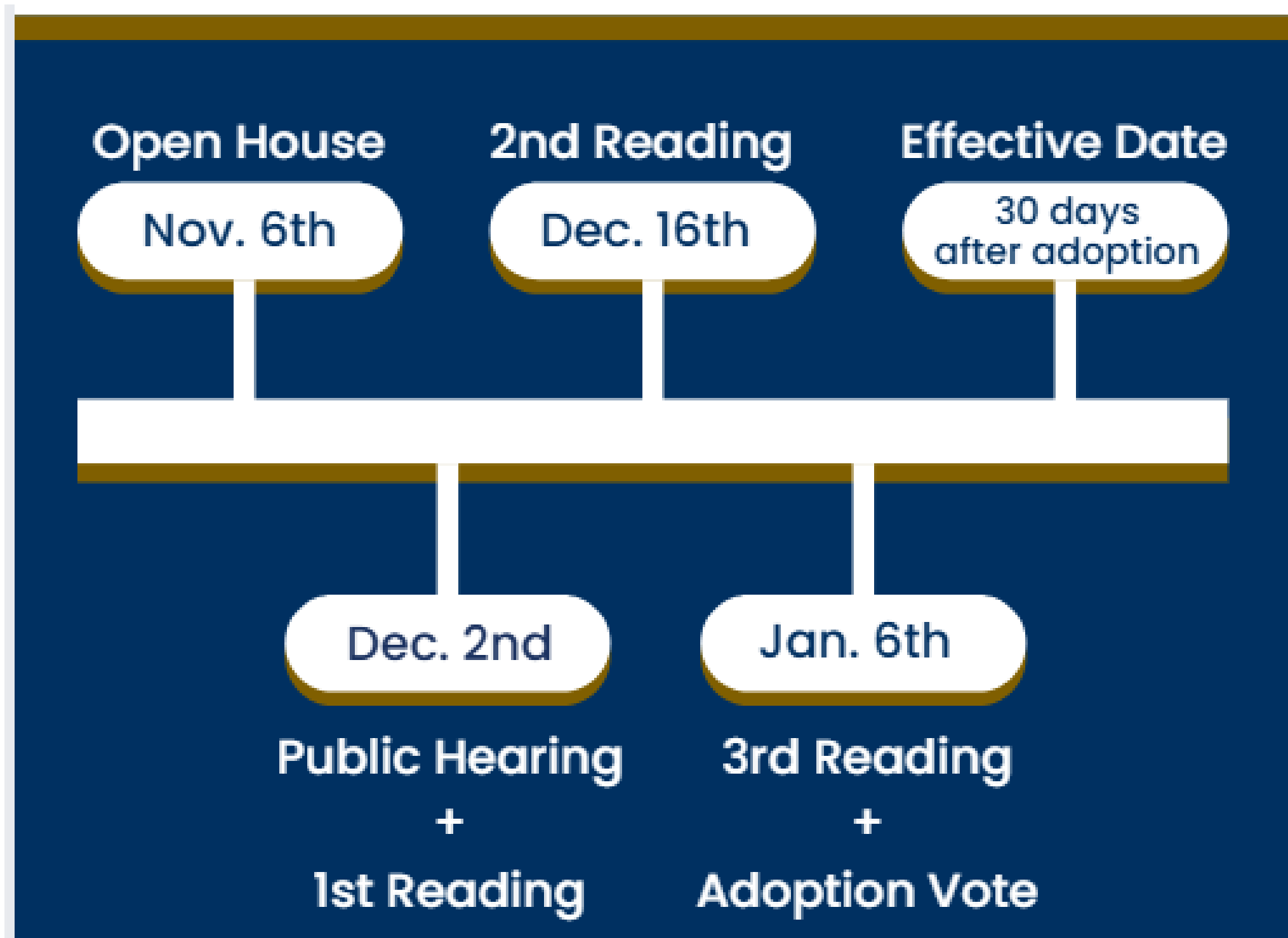
REPORTING & TRACKING

Collected fees must be kept in separate, restricted accounts.

The City will publish annual reports detailing collection and spending of fees.



Public Hearing & Ordinances



Follow the Process



<https://bit.ly/StarMeetings>

Leave a Comment:



cityclerk@staridaho.org

COMMENTS



QUESTIONS

LEARN MORE



THANK YOU FOR
COMING
TONIGHT!

https://bit.ly/StarCIP_ImpactFees

TO LEAVE A COMMENT, EMAIL
CITYCLERK@STARIDAHO.ORG



CLEARWATER
— FINANCIAL —

City of Star – Impact Fees Open House | Comment Card

Name: _____

Address: _____

Email/Phone (optional, for follow-up): _____

Which topic(s) does your comment address? (check all that apply)

☐ Growth & Service Levels (LOS) ☐ How fees are calculated ☐ Projects (CIP)

☐ Who pays / fairness ☐ Transparency & accountability ☐ Timeline/process

☐ Other: _____

Your comment (please be specific):

If you'd like a response, what's the best way to contact you?

☐ Email ☐ Phone ☐ Mail ☐ No response needed

I attended these stations (optional): 1 2 3 4 5 6 7 8 9 (circle)

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CITY OF STAR IMPACT FEES



LEARN MORE



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