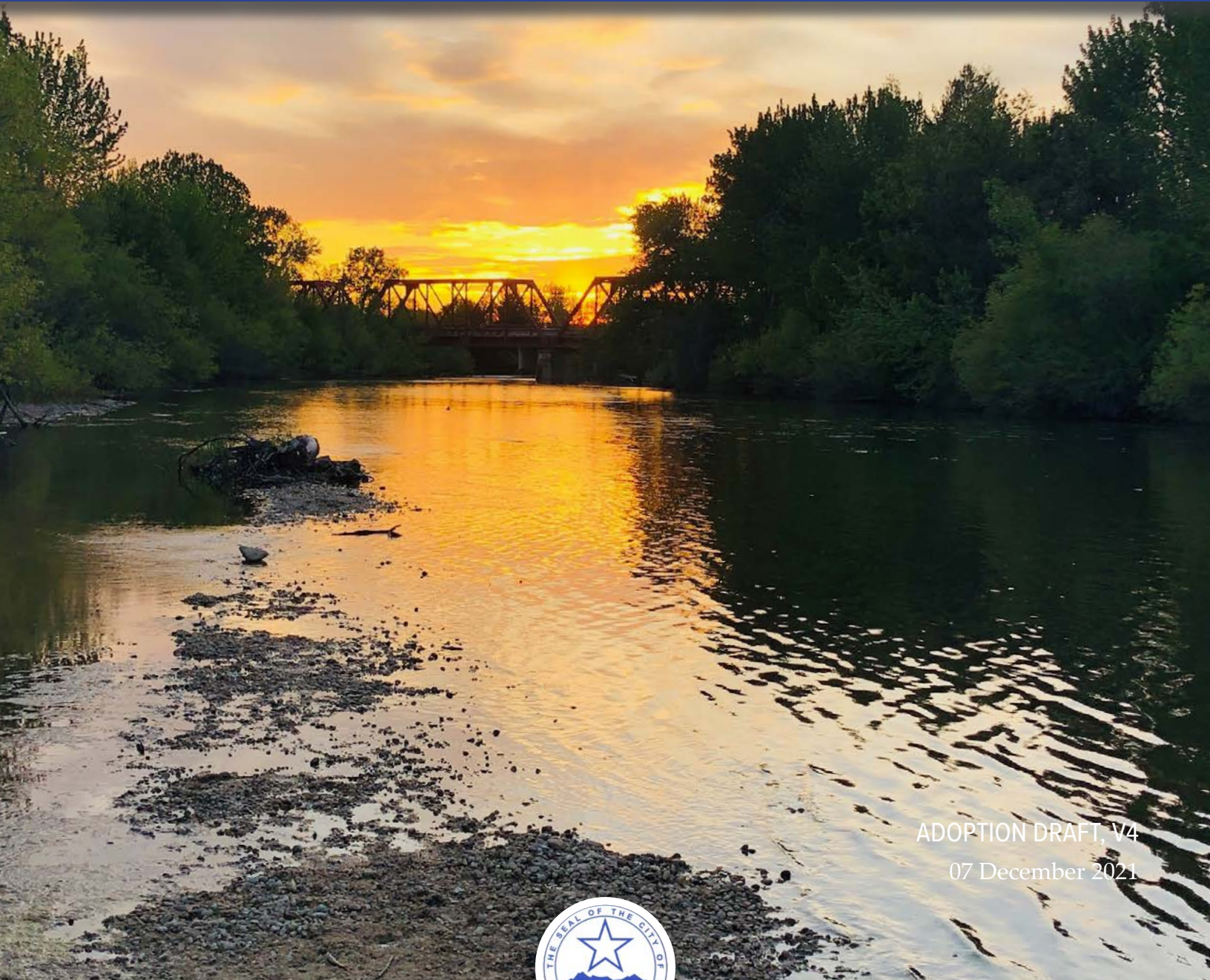


# South of the River Subarea Plan

WHERE RIVER AND OPPORTUNITY MEET



ADOPTION DRAFT, V4  
07 December 2021







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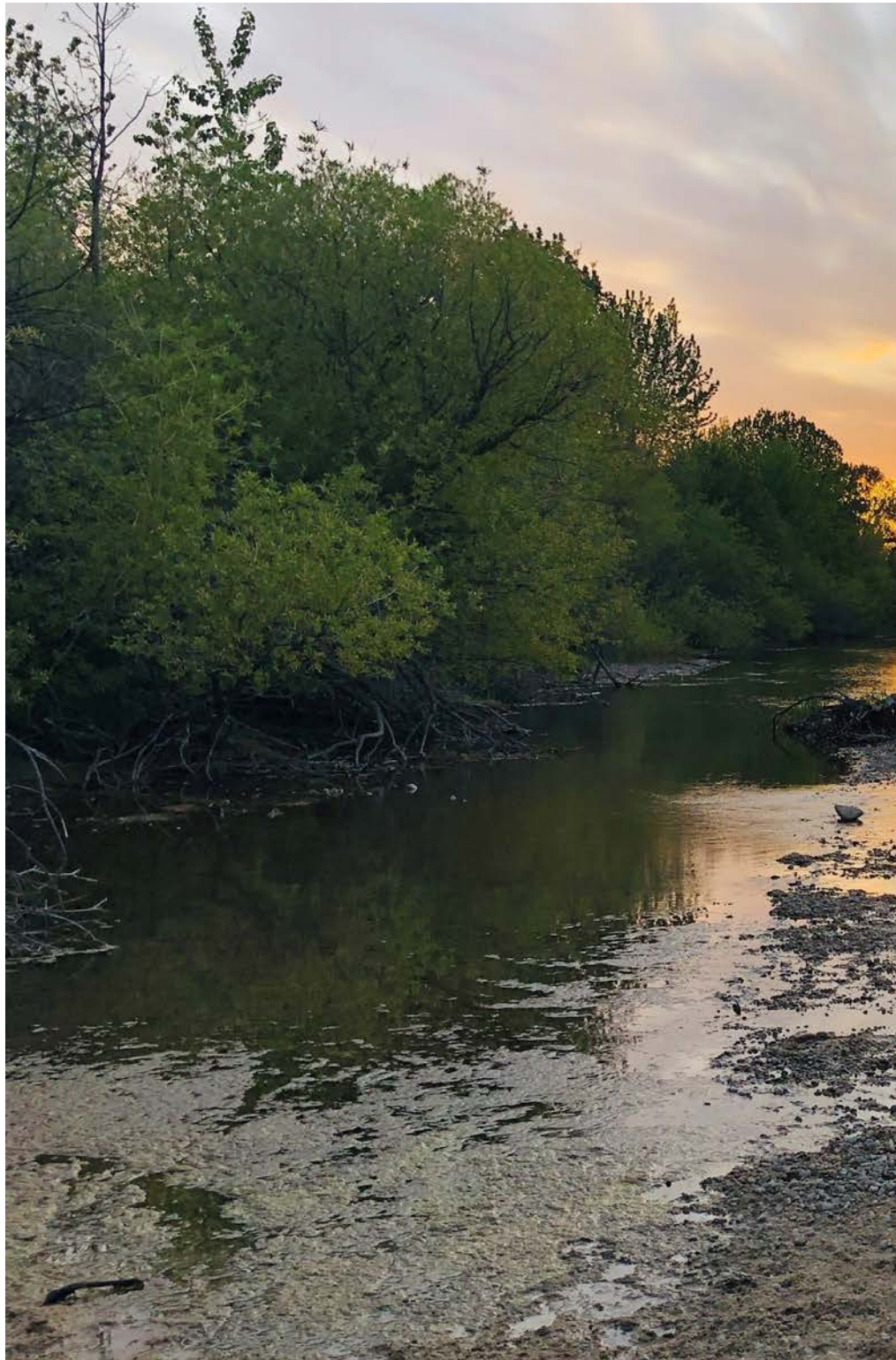
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## Chapter 1 | Introduction

### GENERAL DESCRIPTION

The South of the River Subarea Plan comprises the area south of the Boise River to Chinden Road and between State Highway 16 (SH 16) and the north extension of Can-Ada Road. The entire area lies outside of the City’s municipal boundary but within the Area of City Impact. This planning effort aims to create a unique community for the City of Star and capitalize on its adjacency to the Boise River.

While implementing the Subarea Plan will occur over a longer time, the City and its growth area are already experiencing immediate growth pressure. While currently rural, and including active agricultural operations and large-lot residential subdivisions, this area is located between some of the busiest roads in the region, has seen recent infrastructure improvements, and lies adjacent to new community facilities and development.

While many landowners have no plans to develop, the City has undertaken this proactive approach to create a Plan before development happens haphazardly. This is a chance to do it right—to create a sustainable community that respects the natural environment and promotes quality development, housing choices, amenities, and transportation options—*a chance to create a truly unique community in the Treasure Valley of which residents and visitors can be proud of.*

## PROCESS

### *Early Visioning*

In November 2020, City staff and consultants facilitated a visioning meeting with Mayor and City Council to gather feedback and guidance on the goals and objectives for the Subarea Plan defined on the previous pages.

### *Preliminary Concept Round-tables*

In February 2021, City staff and consultant team hosted a series of four small group round-tables via Zoom with property owners, city residents, public agencies, and key developers, to review and refine preliminary draft concepts. These meetings provided key stakeholders the opportunity to comment on technical aspects for feasibility, land use mix, graphic refinement, and policies, and respond to questions:

- » Which ideas did you like best?
- » What additional ideas do you have?
- » What other constraints or technical issues are missing?

A summary and digital version of the round-tables were posted online for those unable to attend.

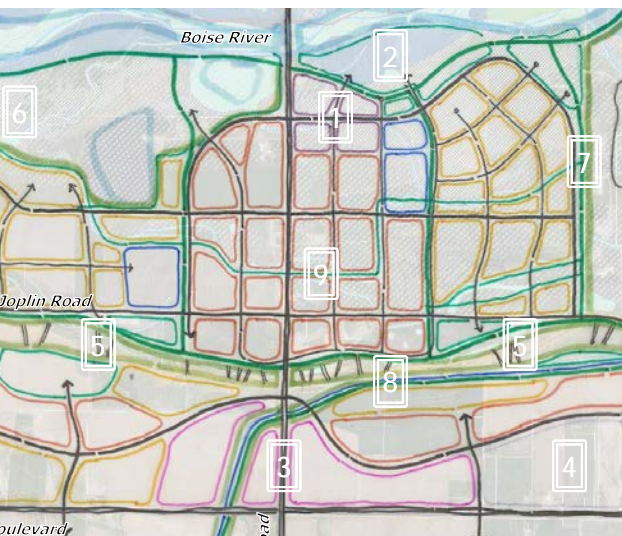
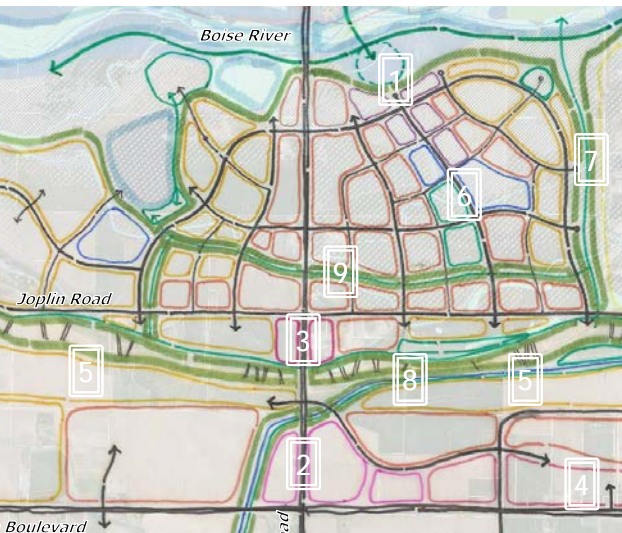
Early concepts, shown at left, included ideas on:

#### *Concept 1:*

1. Riverfront mixed-use center and civic area
2. Mixed-use gateway
3. Mixed-use corridor
4. Regional/community commercial
5. High end overlook residential
6. Central park/school/mixed-use
7. Greenway buffer to existing rural residential areas
8. Regional Phyllis Canal trail system
9. Internal greenway/trail system

#### *Concept 2:*

1. Riverfront mixed-use center
2. River-oriented park space/open space
3. Mixed-use gateway
4. Flex/light industrial/commercial
5. Overlook parks (with high and low sections)
6. Expanded open space and consolidated drainage areas
7. Greenway buffer to existing rural residential areas
8. Regional Phyllis Canal Trail System
9. Internal Greenway/Trail System





### *Open House Events*

In April 2021, the City of Star hosted a series of open houses on to review background information, concepts, big ideas, and character preference. Over 200 residents and stakeholders attended the events, organized into three stations (below), and a digital version was posted online for those unable to attend.

- » Background Information including existing conditions and guiding information for the Subarea.
- » Preliminary Concept illustrating key ideas and conceptual layout for the Subarea.
- » Visual Preference character imagery in regard to housing options, amenities, building materials, and character.

### **KEY CONCEPTS**

From the open houses, attendees offered feedback on those big ideas that they appreciated, and thought would work well within the Subarea.

#### *Economic Development:*

- » Riverfront mixed-use center and civic area
- » Mixed-use gateway
- » Regional commercial, flex, and light industrial along Chinden

#### *Housing:*

- » Diversity of neighborhoods
- » High-end overlook and Riverfront residential
- » Greenway buffer to existing rural residential areas

#### *Parks and Recreation:*

- » New pedestrian bridges over the River to the Riverhouse, recreational rentals and fishing ponds
- » Overlook/ double-decker park system to connect above and below-bench
- » Central park/ school/ mixed-use in each River Valley neighborhood

#### *Natural Resources:*

- » Expanded open space and consolidated drainage areas
- » New series of ponds and open space on the south side of the River
- » Regional Boise Greenbelt and Phyllis Canal trail system connecting to other communities
- » Internal greenway/ trail system

#### *Transportation*

- » Road expansion and new pathways and bridges
- » New highway connections, integrated transportation technology and intersection types that move transportation quickly
- » Highly connected local road systems
- » Access to future micromobility options such as bike rentals, electric bikes, scooters, etc.



## EXISTING CONDITIONS

The Existing Conditions map highlights opportunities and constraints within the Subarea, including the Boise River and its hydrology and floodplains, water conveyance facilities, and the steep bench just south of Joplin Road.

- Map Legend:
-  Floodway
  -  100-Year Floodplain
  -  500-Year Floodplain
  -  Contour Lines





## EXISTING CONDITIONS

### *Land Use*

The existing land uses within the Subarea are primarily agriculture, small-scale retail development, open space, and low-density residential development. New residential developments at higher densities have already begun adjacent to the Subarea. Future development of the Subarea must recognize the agricultural heritage and create a sense of place. The current future land use designations based on the Comprehensive Plan are primarily mixed-use and commercial with low- to medium-density residential designations. As depicted in the existing future land use map, it is unlikely that the amount of commercial and mixed-use product currently denoted could be supported. The Subarea plan refines uses to represent current market conditions and a greater variety of land uses.

### *Transportation*

The Subarea is primarily served by Chinden Boulevard and Star Road. Currently, Star Road and Chinden Boulevard do not meet performance standards, and the intersection of Star Road and Chinden Boulevard has the highest crash history within the Subarea. The Chinden Boulevard and State Street intersections with Star Road are slated for widening with potential Continuous Flow Intersections (CFIs). Star Road, Chinden Boulevard, and State Street are all anticipated to be widened to four or five lanes. ACHD is also expanding the Boise River bridge on Star Road. The current lack of connectivity is addressed in the Subarea Plan to reduce the impact of growth on traffic. However, the Bench makes connections between the River Valley and higher elevations more complex and poses a potential barrier to development that must be accounted for. Transit, trails, micromobility options (e.g., bike share, electric bikes, scooters, etc.), and bike paths are limited in the Subarea.

### *Economic Development*

The Subarea could be an economic driver for the City, extending Star's Downtown and creating new retail, civic, and entertainment areas. Per decade, the Subarea could support the growth of approximately 125 to 175 acres of residential land, serving 500 to 725 units and about 5 to 10 acres of retail and office use, accommodating 30,000 to 50,000 square feet of development. Over time, and as continued residential development evolves, additional retail and commercial areas would become market-supportable. Key transportation arterials such as the extension of SH 16, its interchange with Chinden Boulevard, and Star Road also contribute to higher traffic counts, resulting in more market-supported uses. The Subarea Plan seeks to provide new forms of retail and entertainment areas, ensuring that Star continues its reputation as the place to be.



### ***Parks and Recreation***

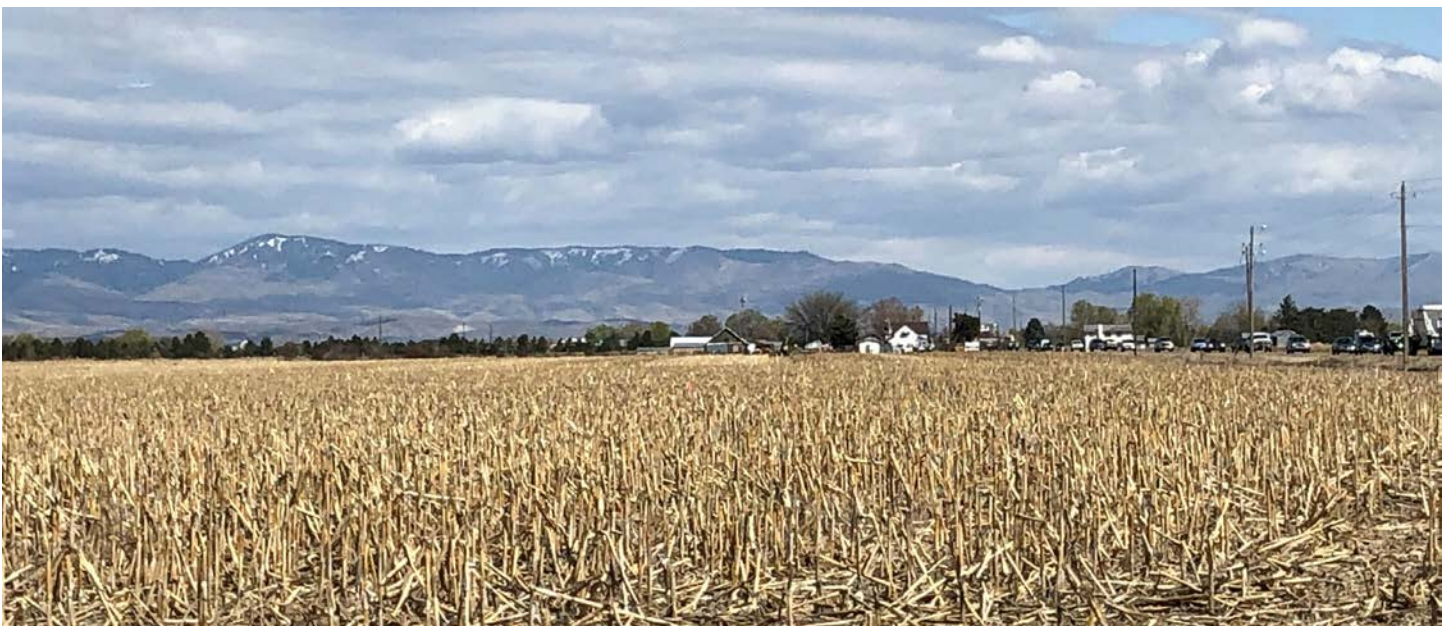
The Boise Greenbelt currently runs from Lucky Peak Reservoir to the City of Eagle and eventually connects to the Snake River. There is now the opportunity to extend the Boise River Greenbelt through the Subarea to further the goal of a regional pathway system connecting Star’s northern river pathway system to Eagle (and Eagle Island State Park), Garden City, and Boise. In addition, this Subarea Plan presents the opportunity to incorporate a regional pathway along the Phyllis Canal to provide additional connections and recreation opportunities to the residents and visitors of Star. The River and canals are part of Star’s history and help define its sense of place.

### ***Natural Resources***

The on-site environmental features are associated with the hydrology of the Boise River and its floodplain. The floodway itself limits development at the north end of the Subarea, and the 100-year floodplain buffers the floodway, extending further south on the east side of Star Road. The 500-year floodplain covers much of the River Valley, in some cases extending nearly all the way to the Bench. The Bench extends across the lower third of the site, drastically transitioning roughly 40-feet from the River Valley up to the Chinden Boulevard area. A variety of wildlife species and aquatic species exist throughout the River Valley. Ponds and wetlands adjacent to the River create additional habitat. Multiple water conveyance facilities exist throughout the Subarea, and the Phyllis Canal, crosses Chinden Boulevard just west of Star Road and continues to follow the Bench as it continues eastward under SH 16.

### ***Public Services and Facilities***

Recent improvements to sewer infrastructure, including a new lift station, offer development opportunities for the Subarea. With these improvements, both water and sewer main lines are relatively easy to connect. The Star Riverhouse on the north side of the River provides a community facility, with kayak rentals and fishing ponds. This facility offers a pivotal anchor to the new Riverfront Center outlined in the Subarea Plan.



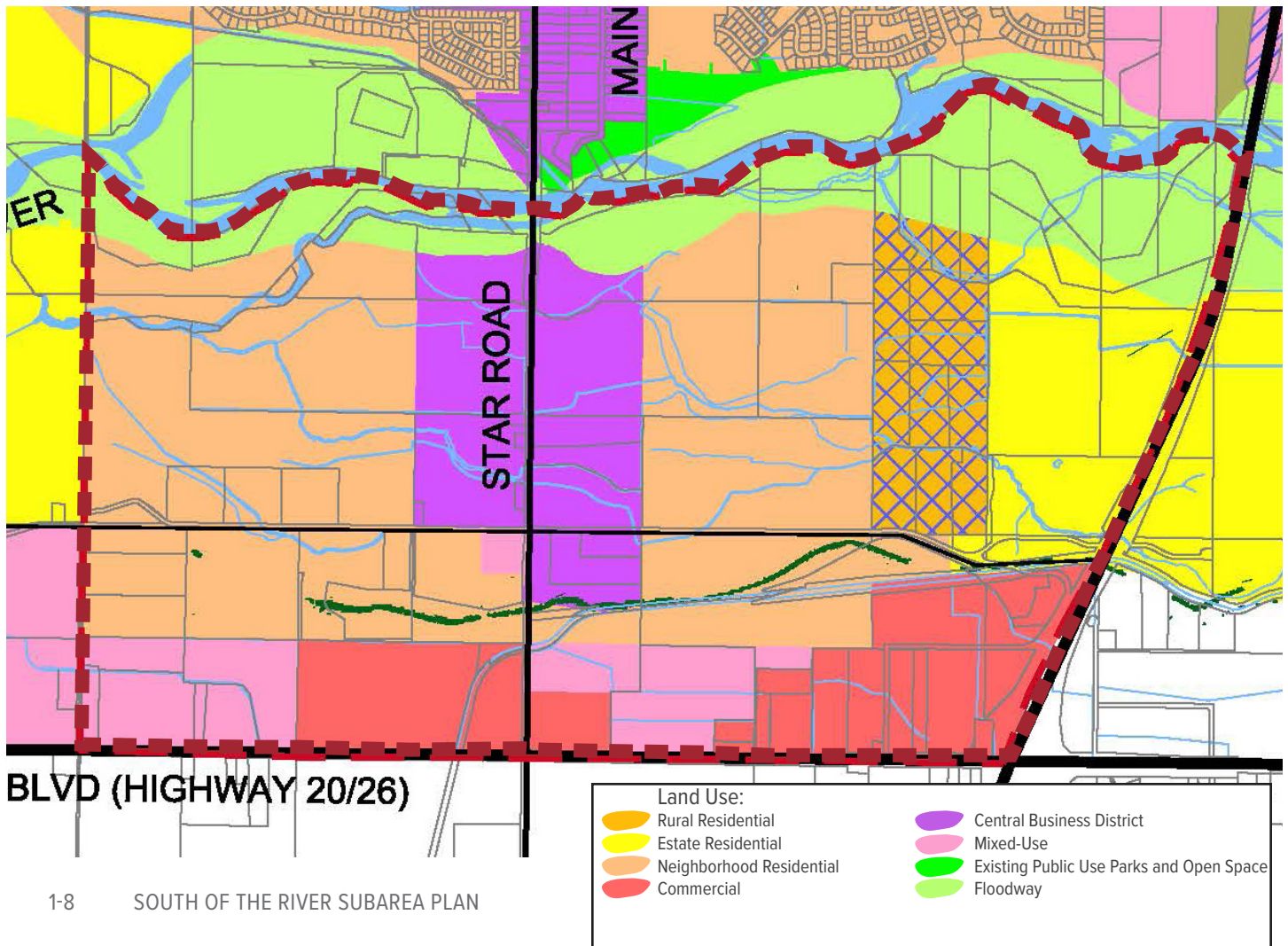
## PURPOSE AND ALIGNMENT WITH THE COMPREHENSIVE PLAN

### *Comprehensive Plan*

The Subarea Plan has been developed to align with the overall vision, goals and objectives within the earlier chapters of the 2020 Comprehensive Plan, while adding additional detail for this area. On the following pages, the Land Use Map, the Economic Corridors Access Management Plan (ECAMP) Map, and the Recreation and Pathways Map have been updated to reflect this increasing level of detail within the Subarea.

In addition, within Section 3 of this Chapter, specific goals have been extracted in relation to key sections throughout the document, while additional objectives and implementation policies have been merged into the main text of the Comprehensive Plan Chapters.

Existing Subarea Land Use Map

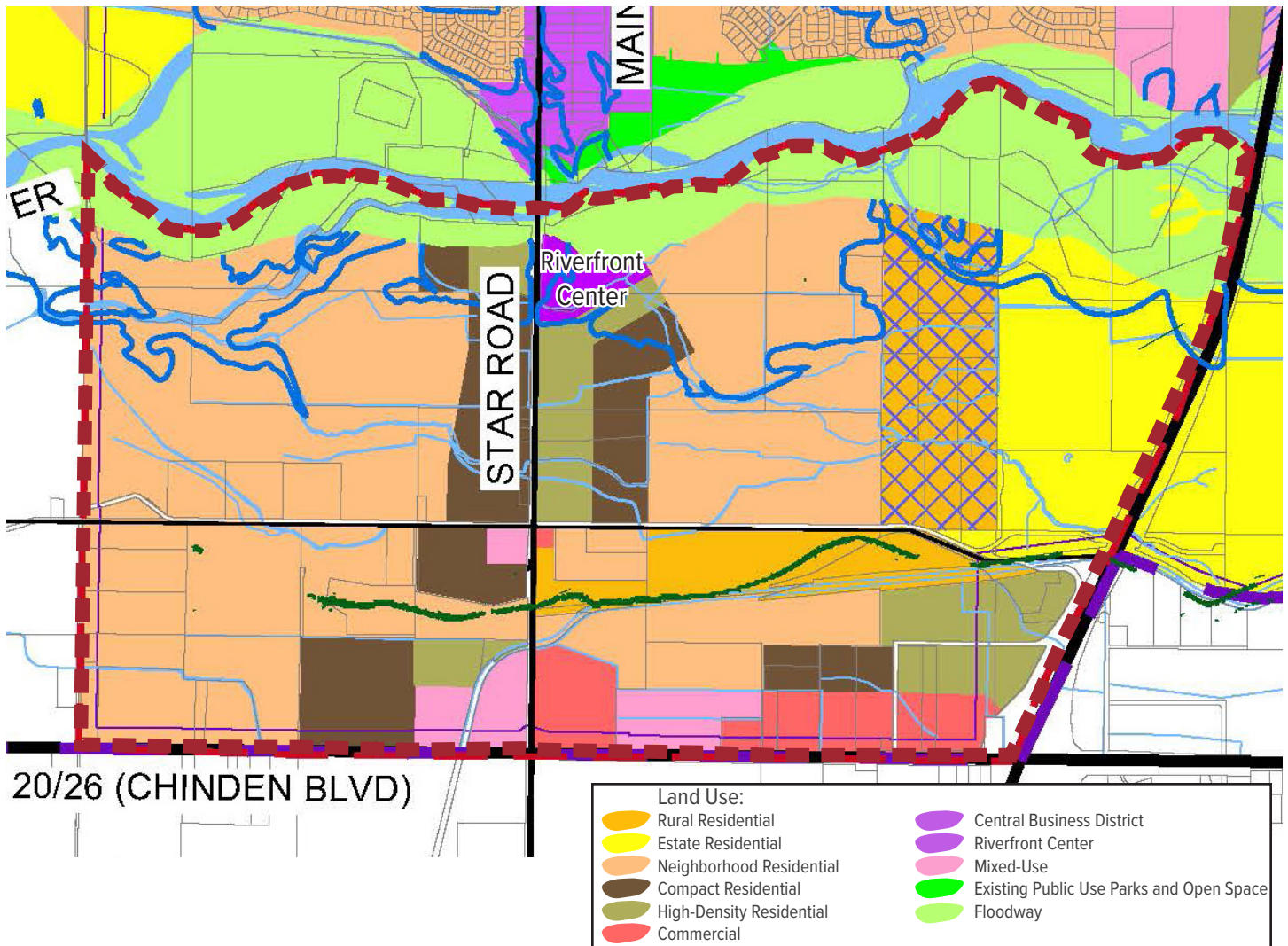


### Existing and Updated Land Use Map

While the future land uses were general placeholders in the previous map, the updated Land Use Map:

- » Is more closely aligned with how City leadership, residents may expect the area to accommodate in-progress development submittals and build out,
- » Offers a more market-supportable balance between housing and commercial areas;
- » Integrates open space and amenities throughout the Subarea, identifying potential locations and connectivity;
- » Provides a greater degree of connectivity in both the transportation and pathway systems;
- » Integrates and defines a new land use category for the Riverfront Center; and
- » Aligns with adjacent communities' land use, transportation and pathway plans; and
- » Builds on the natural assets and other waterway and topographic features within the area of the Boise River.

### Updated Subarea Land Use Map

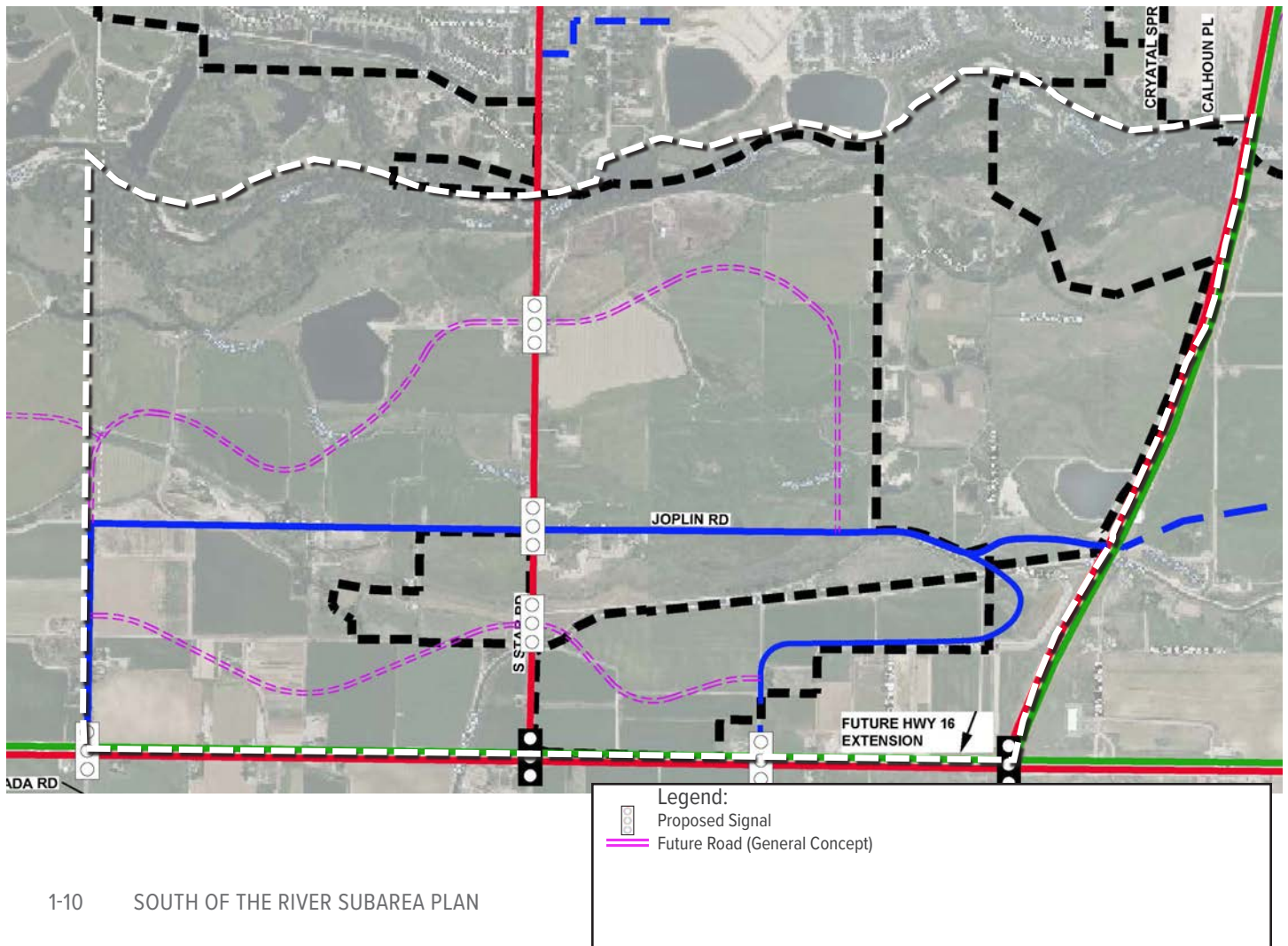


### *Economic Corridor Access Management Plan (ECAMP)*

The ECAMP Map has been updated to refine the connectivity within the Subarea Plan, specifically including:

- » A more seamless connection extending Can-Ada Road to the east and connecting to Star Road and further east and south to Joplin Road.
- » A new, additional collector connection through the Subarea and parallel to Chinden Boulevard, providing connectivity through commercial, mixed use areas, and neighborhoods from Joplin Road to Can-Ada Road; and
- » Improvements to Joplin Road connecting up the bench and through future neighborhoods, eventually connecting into Chinden Boulevard.

Updated Subarea Economic Corridor Access Management Plan Map

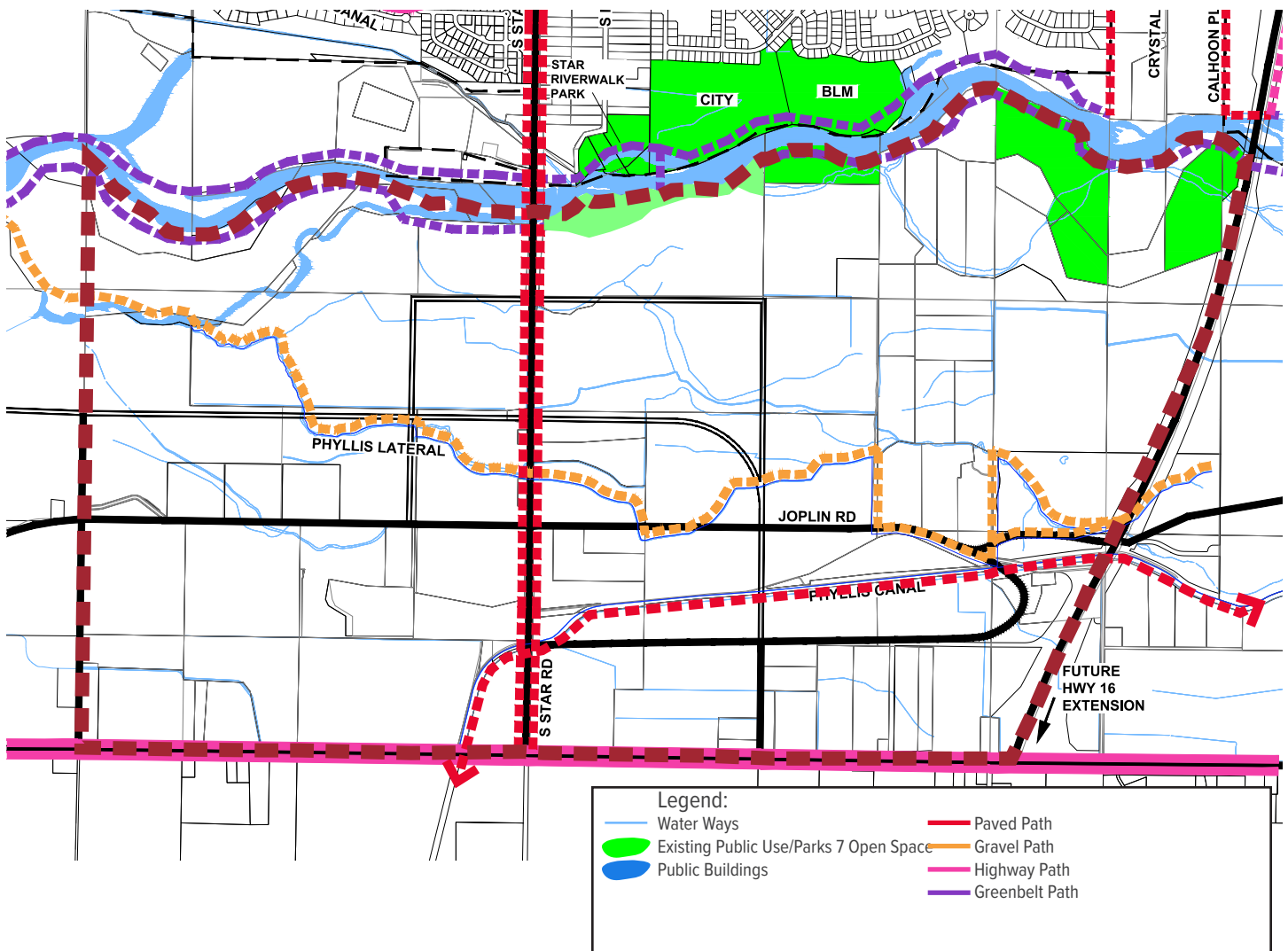




## Pathways Map

The Recreation and Pathways system will be important in achievement of the Riverfront Center Vision, along with offering a range of options for recreation and micromobility throughout the Subarea. Parks have been generally identified to provide an equitable distribution of access within each neighborhood, and pathways have been aligned to provide access to a future Boise River Greenbelt extension, and alternative routes through and between neighborhoods, allowing for safe routes throughout the Subarea to centers, parks, and future school sites.

Updated Subarea Pathways Map







## Chapter 2 | Vision

### OVERVIEW

This chapter illustrates a vision for the South of the River Subarea’s physical development. On the following pages, the Illustrative Vision Map portrays the build-out of the area, based on the City’s underlying Comprehensive Plan Vision and policies, early project objectives, and a series of Big Ideas developed and refined through public outreach. Although the exact layout and makeup of the land use, transportation, pathway, and open space system may vary, the community should seek to maintain the core concepts of the Plan.

#### *Existing City of Star Vision Statement*

Within Chapter 3 of the 2020 Comprehensive Plan the City of Star Vision is defined as:

“As development occurs the community wants to protect, preserve, and enhance open spaces, the Boise River, and the steep slope areas generally to the north. The community does not want Star to become a “Stack and Pack” metropolitan city but wants to strive to retain its small-town family friendly character while growing a strong commercial base and vibrant downtown.

Star acknowledges that it will continue to grow as the Treasure Valley grows, but Star’s growth is to be a unique balance of environmentally sensitive urban and rural development. Urban development will be directed to our downtown, activity centers, and on lands with grades compatible for urban development as well as along regionally significant transportation corridors. The city will work in cooperation with landowners and local agencies to plan for and preserve rural planning areas in which large lot residential and agricultural uses continue in appropriate locations. The city will balance development with environmental stewardship, especially along the Boise River and in the steep slope areas.”

The South of the River Subarea will meet this Vision by: *Planning for the Boise River, a new riverfront center, focusing on its adjacency to water and the natural environment, creating connected communities and developing new family-friendly neighborhoods.*

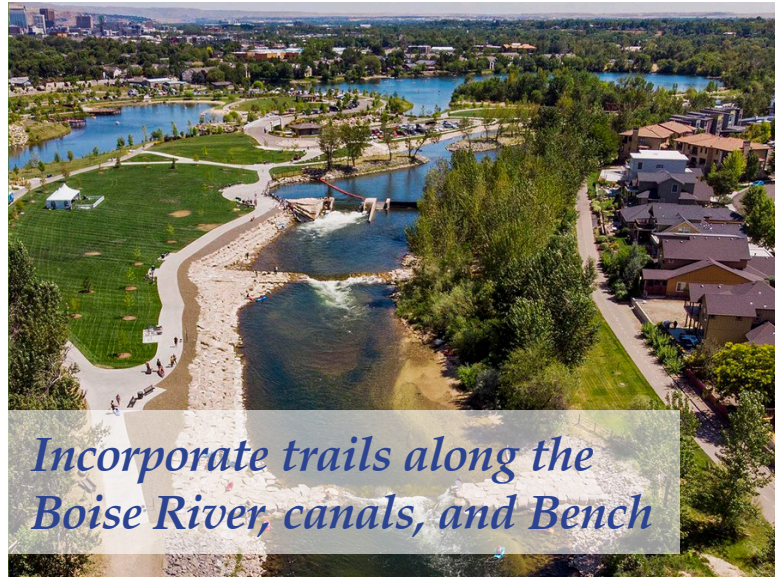
## ILLUSTRATIVE VISION PLAN AND KEY CONCEPTS

The Illustrative Vision is intended to be an illustrative description of one way in which the Subarea Plan could build out. Because it is difficult to predict market and other conditions for multiple decades, it is anticipated that the actual development of the area may differ in many respects from the Illustrative Vision, although the big ideas and key concepts should be followed.

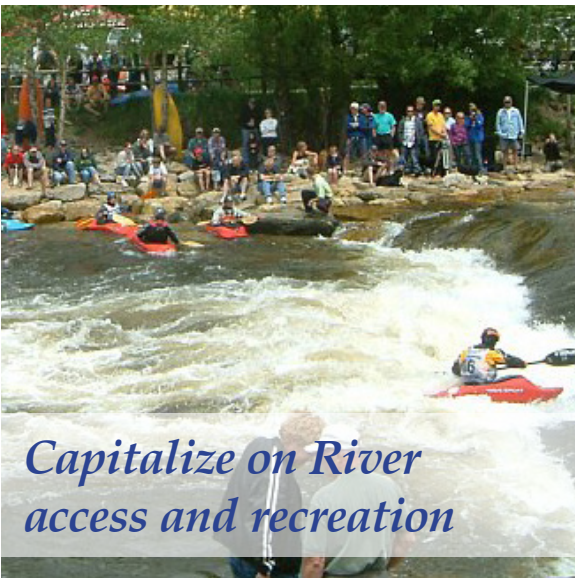
### KEY CONCEPTS

- *Create a unique destination that builds on Boise River access.*
- *Include a diversity of neighborhoods to allow for Star's growth.*
- *Capitalize on Chinden Boulevard and SH 16 for commercial areas.*
- *Provide the citizens of Star an opportunity to help define the character for the area and show their pride in the City.*

*Integrate gathering places with public art*



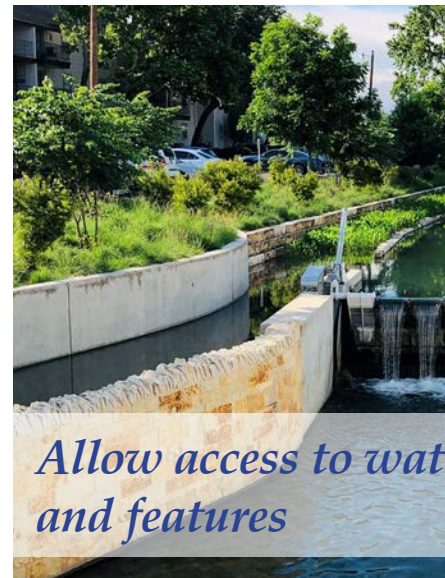
*Incorporate trails along the Boise River, canals, and Bench*



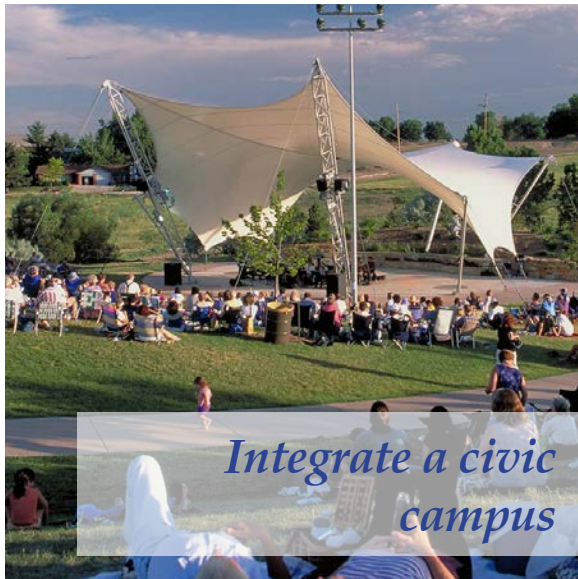
*Capitalize on River access and recreation*



*Create additional connectivity to mitigate traffic*



*Allow access to water and features*



*Integrate a civic campus*



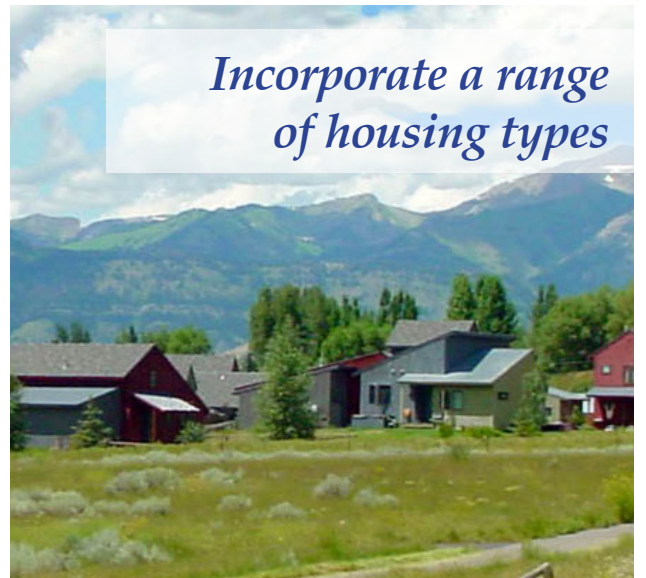
*Create a new center for Star*



*erways*



*Create new areas of open space*

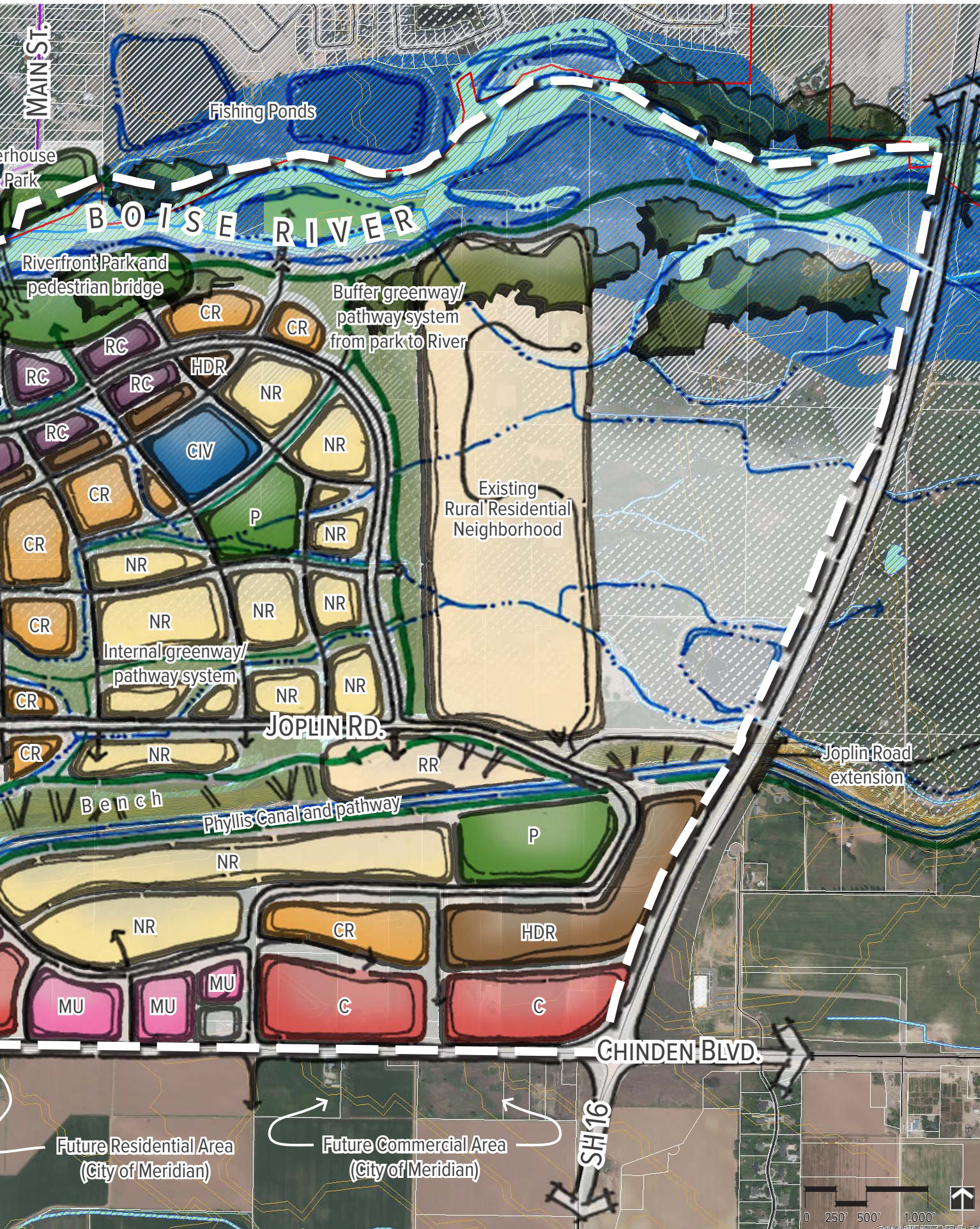


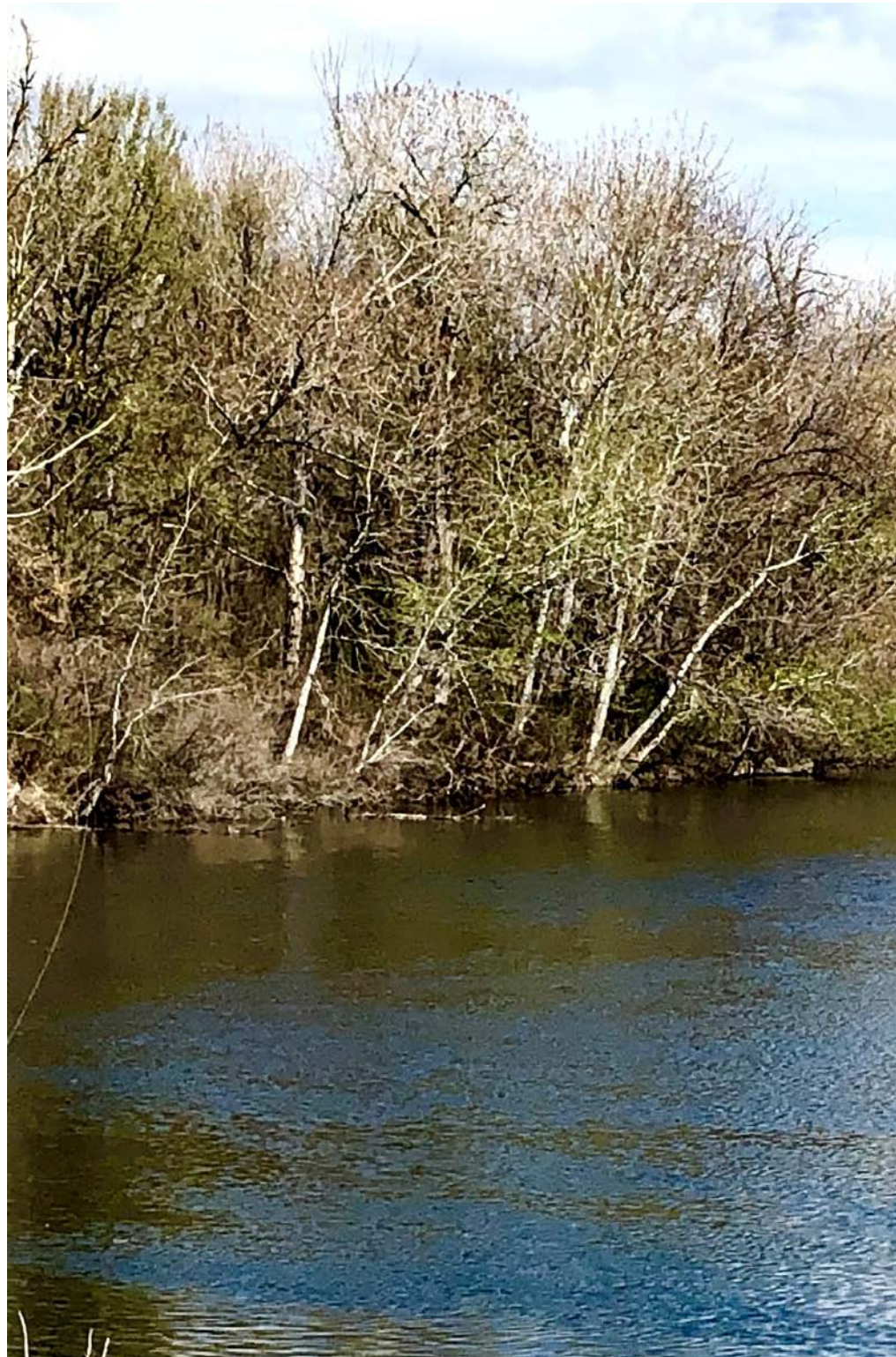
*Incorporate a range of housing types*

# ILLUSTRATIVE VISION PLAN

The Illustrative Vision Plan highlights the distribution of land uses, connectivity between neighborhoods and to arterials, and the level of amenities expected in regard to natural areas and open space, pathways and parks. The Vision Plan is illustrative in nature, and defines only one possible development option. The City should use this plan as guidance in making decisions regarding development submittals.











## Chapter 3 | Supporting Frameworks and Comprehensive Plan Guidance

### OVERVIEW

Within this Chapter, the confluence between the Comprehensive Plan and Subarea Plan has been illustrated through the relevant Comprehensive Plan policy guidance that should be incorporated within the Subarea as individual development submittals are reviewed and approved.

The Chapter is organized by element as presented within the Comprehensive Plan, and those that are not applicable to this Subarea have been omitted for brevity.

A number of frameworks are described over the following pages, which form the greater foundation for the area. Land Use, Transportation, Housing, Economic Development, Parks and Recreation, Natural Resources, and others organize the big ideas, and work together to achieve the goals of the Comprehensive Plan, and form the illustrative vision plan. Core concepts and opportunities are also described, as they provided the inspiration and vision.

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

*Goal 8.3 Encourage the development of a diverse community that provides a mix of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible, an assortment of amenities within walking distance of residential development.*

### **Objectives:**

- E. Work to create a vibrant Central Business District.
- I. Discourage development within the floodplain.

### **8.5.3 Policies Related Mostly to the Urban Residential Planning Areas**

- D. High Density residential uses should be located in close proximity to commercial centers located near highway corridors and on upper floors within the Central Business District land use area. High Density residential uses otherwise should not be dispersed throughout the community and should not be located along the Boise River.
- F. High Density residential design specifications may include increased setbacks for multi-story buildings and increased landscape buffers.

### **8.5.5 Policies Related Mostly to the CBD Planning Areas**

- A. The CBD zoning district should allow for a mix of commercial, office, institutional, and civic type uses with specific provisions for residential use in appropriate locations with compatible densities.
- B. High density residential is suitable within the CBD in mixed-use buildings with commercial or office type uses on the first floor and high density residential on upper floors.

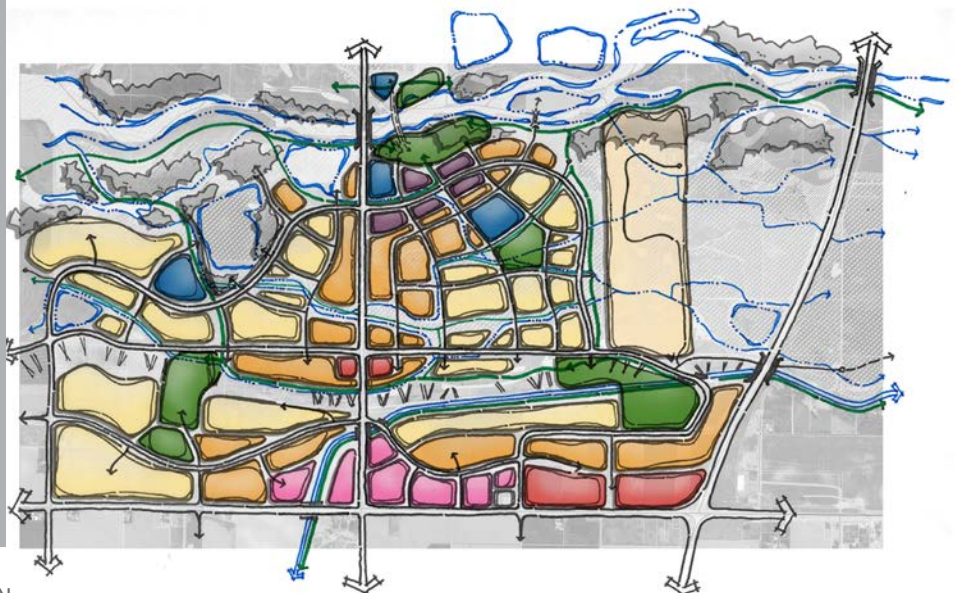
## LAND USE FRAMEWORK

The overall land use framework sets the stage for future development within the Subarea. While the subsequent frameworks discuss connectivity, neighborhoods, parks and pathways, and natural resources, the land use framework provides the overriding guidance document for future growth, and offers a baseline for incorporating zoning changes as development submittals are reviewed.

The land use map illustrates a balance between preservation of River and floodplain areas, accommodation of neighborhoods and economic centers, along with a connected network of transportation and pathway systems, and supporting system of amenities.

Detailed in the following framework sections The overall land use program is anticipated to support anywhere from 2,500 and 4,500 housing units, and between 1,500 and 3,500 jobs. The transportation network, while limited in connectivity outside the Subarea, incorporates a connectivity index of nearly 90 intersections per square mile, allowing redundant connections through neighborhoods, and spreading connectivity across the arterial neighborhood within the area. As the Subarea is almost evenly divided into four quadrants by both the arterial roadway network, and the drastic topography change at the Bench, the ability to allow for centrally located parks and schools within each quadrant create a heart for each neighborhood. An internal pathway network then allows for connectivity across neighborhoods and between park and school spaces, with a primary network that connects all neighborhoods to the Boise River Greenbelt itself.

From an economic perspective, the land use program is refined based on anticipated absorption of both housing and commercial areas, and relies on these key amenities to continue to provide the high quality of life that exists in Star.



### Future Land Use Program

<i>Land Use Category</i>	<i>Existing Acreage</i>	<i>Proposed Acreage</i>
Central Business District	220	0
Riverfront Center	0	30
Commercial	240	70
Mixed-Use	140	60
High-Density Residential	0	90
Compact Residential	0	160
Neighborhood Residential	780	450
Estate Residential	190	190
Rural Residential	120	160
Parks and Open Space*	0	120*
Floodway	180	180

*The Concept Plan envisions the remaining 360 acres within to be utilized as open space, floodplain mitigation and natural areas*

- G. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.
- J. The “floodway” lands abutting the CBD land use designation, all as shown in the Comprehensive Plan Land Use Map, should continue to be developed as park space supporting activities integral to the economic and “Live, Work, Play” ambiance planned for the CBD.
- K. Main city service facilities should be located in the CBD and should all be south of State Highway 44 clustered into a “City Services Campus”. That includes the City Hall, Library, Post Office, Emergency Services, Department of Motor Vehicles, and other related facilities.

#### 8.5.6 Policies Related Mostly to the Commercial Planning Areas

- A. Assist in the provision of coordinated, efficient, and cost-effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Star’s role as the urban core while protecting existing property rights.
- B. Encourage commercial facilities to locate on transportation corridors.
- C. Locate neighborhood services within walking distance to residential development.
- D. Discourage the development of strip commercial areas.
- E. Maintain and develop convenient access and opportunities for shopping and employment activities.

#### 8.5.7 Policies Related Mostly to the Mixed-use Planning Areas

- D. Mixed-use areas along state and U.S. Highways where direct access to the state highway is prohibited, like along State Highway 16 between State Highway 44 and US Highway 20/26, should be predominately residential with a minor component of neighborhood commercial, or light industrial if sufficient roadway access, by means of backage or other roads, to the State Highway is provided.
- E. Mixed-use areas located between commercial and residential land use designations are to provide a compatible transition between the higher intensity use of commercial and the lower intensity use of Estate and Neighborhood Residential. Uses for these mixed-use areas could include multi-family housing and or office related uses if determined by the Council through the public hearing process, to be appropriate.

#### 8.5.8 Policies Mostly Related to Open Space and Special Areas

- D. Open space areas along the Boise River should be designed to function as part of a larger regional open space network.
- H. Discourage development within the floodplain.
- I. Floodway areas are to remain “open space” because of the nature of the floodway which can pose significant hazards during a flood event.

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

### 12.3.1 Roadway System Goals

- D. Design a street system that considers both the needs of the users and the impacts on the adjacent land uses, the physical environment, noise, and air quality. Additional design considerations include safe routes to school, pedestrian and bicycle needs, recreation, and overall utility.
- E. Develop access management standards that support community-wide connectivity, support economic development, consider the needs for bicycles, pedestrians, and public transit consistent with the city's vision.

### 12.3.2 Transit System Goals

- B. Develop efficient and effective transit routes based upon the community-defined land use patterns.
- E. Provide for bicycle and pedestrian connections to the transit system.

### 12.3.3 Pathway System Goals

- A. Encourage the development of a local and regional pathway system. The design of the pathway system should be coordinated with all other elements of the Comprehensive Plan. The purpose of the pathway system is to provide basic mobility for some and a viable transportation option of all others. Subdivisions should be required to include interconnecting pathways open to the public.

### 12.5.1 Roadway Implementation Strategies

- D. Plan for all modes of travel to reduce reliance on motor vehicle travel, provide mobility options, and support air quality improvement measures.

## TRANSPORTATION FRAMEWORK

### *Existing and Projected Traffic Operations*

The Subarea will primarily be served by connections to Star Road and Chinden Boulevard (US 20/26). The Boise River and SH 16 limit opportunities for additional connections into the Subarea. The table below summarizes the current and projected 2040 no-build (i.e., without this Subarea Plan developed) traffic operations at key intersections in the Subarea in terms of level-of-service (LOS) and volume-to-capacity (v/c) ratios.

Intersection	Existing LOS (V/C)	Year 2040 No-Build LOS
Star Road/SH 44	C (0.84)	F (>1.0)
Star Road/Joplin Road	D (0.24)	F (>1.0)
Star Road/US 20/26	E (0.96)	F (>1.0)

### *Planned Transportation Projects*

- » Star Road: SH 44 to US 20/26 – Widen to 5 Lanes (ACHD; expected 2031-35)
- » SH 44: Star Road to SH 16 – Widen to 5 Lanes (ITD; expected 2024)
- » US 20/26: Phyllis Canal Bridge to SH 16 – Widen to 5 Lanes (ITD; expected 2023)
- » Star Road/SH 44 Intersection – Quarter Continuous Flow Intersection (ITD; no planned date)
- » Star Road/US 20/26 Intersection – Full Continuous Flow Intersection (ITD; no planned date)

With these improvements in place, there is projected to be adequate capacity at the Star Road/SH 44 and Star Road/US 20/26 intersections.

### *Internal Roadways and Intersections with Major Roads*

The Subarea will be served by three east-west collector-level roadways (Joplin Road and the other two other east-west roads shown in blue in the framework at right) and two north-south collector-level roadways (Can-Ada Road and the other north-south road shown east of Star Road, and in blue in the framework at right). The east-west collector-level roadways will intersect with Star Road and will likely require signalization to meet ACHD's operational guidelines. Multi-lane roundabouts may also operate acceptably. Further analysis will be required to determine the ultimate configuration of these intersections. The northern east-west collector may meet ACHD's spacing guidelines. The southern one will not; however, its location is constrained by existing topography and the Phyllis Canal and is likely located in the most practical location.

The Can-Ada Road connection to US 20/26 is planned to be signalized. The two other connections to US 20/26 will likely be restricted to right-in/right-out access, though they may be allowed to operate as a full access for an interim period.

The northern east-west collector should be designated as a Town Center Collector east of Star Road in ACHD’s Master Street Map. This designation may also make sense for the southern east-west collector for the sections it travels through the planned mixed-use land uses. The Residential Collector typology is likely appropriate for the remaining collector-level roadways.

### *Bicycle and Pedestrian Travel*

Walking and biking infrastructure is currently limited. However, that will change with planned roadway projects and the build-out of this plan. ACHD’s Roadways to Bikeways Plan includes protected bike lanes or shared-use paths along Star Road, which would likely be built when the road is widened. Similarly, ITD plans to construct shared-use paths alongside Chinden Boulevard when it widens the road. Within the Subarea, internal roadways should be built to provide a low-stress biking and walking experience. This may include providing streetscapes to provide a buffer space between people walking and motor vehicle traffic. The Subarea Plan also envisions a series of off-street paths that will connect neighbors to each other and to the envisioned community amenities.

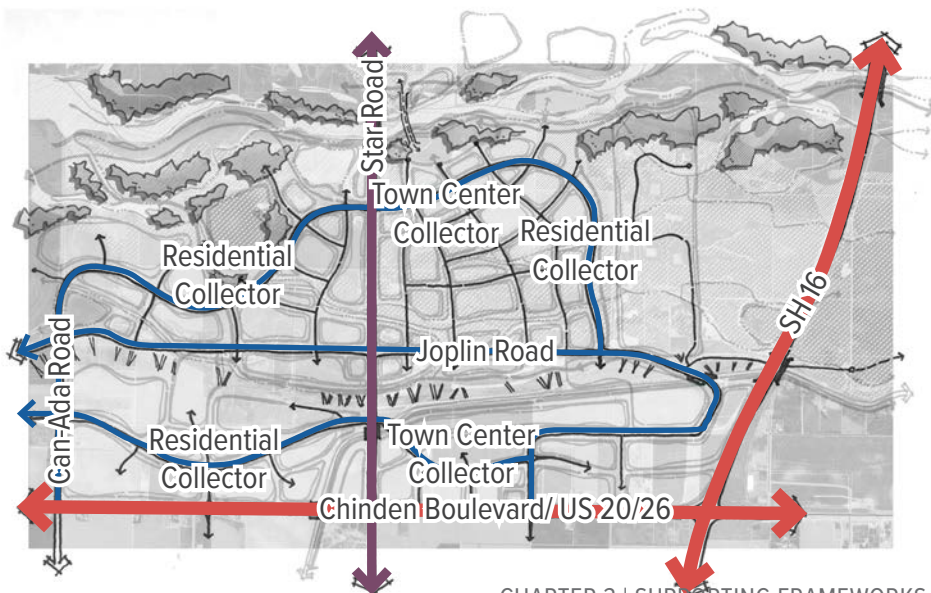
## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

### *12.5.3 Pathway Implementation Policies*

- A. Use development standards to provide for pedestrian, equestrian, and bicycle circulation in accordance with adopted local and regional pathway plans. This is needed for intra-neighborhood connectivity, and to ensure that bike and pedestrian traffic is not diverted onto arterials and collectors.
- B. Encourage the provision of equestrian, pedestrian, and bicycle safety and convenience with enhanced pedestrian crossings of SH-44, SH-16, and US-20/26. Grade separated pedestrian/bicycle crossings enhanced landscaping, crosswalk pavers and may be considered.
- C. Ensure that pedestrians, bicyclists, and recreational users have safe and efficient access to the Boise River corridor.
- D. Plan for separated pedestrian and bicycle crossing facilities on SH-16 at the north and south channel of the Boise River.

### *12.5.4 Land Use and Parking Implementation Policies*

- C. Encourage off street parking sites and facilities on arterial streets and discourage on street parking on arterial streets, with the exception of existing on street parking on segments of SH-44 (State Street).



## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

*Goal 7.3 Enhance and develop Star's economy which will build a stronger community.*

### Objectives

- H. *Develop a mixture of commercial, service, and residential developments that encourage walking.*
- I. *Develop a walkable mixed-use live, work, play Central Business District (CBD).*
- K. *Support economic development that provides quality employment opportunities to local residents, good wages, benefits, and affordable goods.*
- M. *Provide on street parking in the CBD.*
- N. *Provide sidewalks throughout the CBD.*

### Implementation

- A. *Concentrate appropriate commercial and office development onto relatively small amounts of land, in close proximity to housing and consumers for neighborhood commercial centers.*
- B. *Support economic development that employs local workers, provides family-supporting wages and benefits and offers affordable goods and services.*
- D. *Consider lands along SH 16 and US 20/26 as the location for a mix of uses consisting of commercial and an industrial/high-technical park with a minor component of high density residential.*
- E. *Promote mixed-use developments with commercial on the lower floor and high density residential on upper floors within the CBD.*
- F. *Strengthen the appearance and commercial development with the city's CBD/main street area.*

## ECONOMIC DEVELOPMENT FRAMEWORK

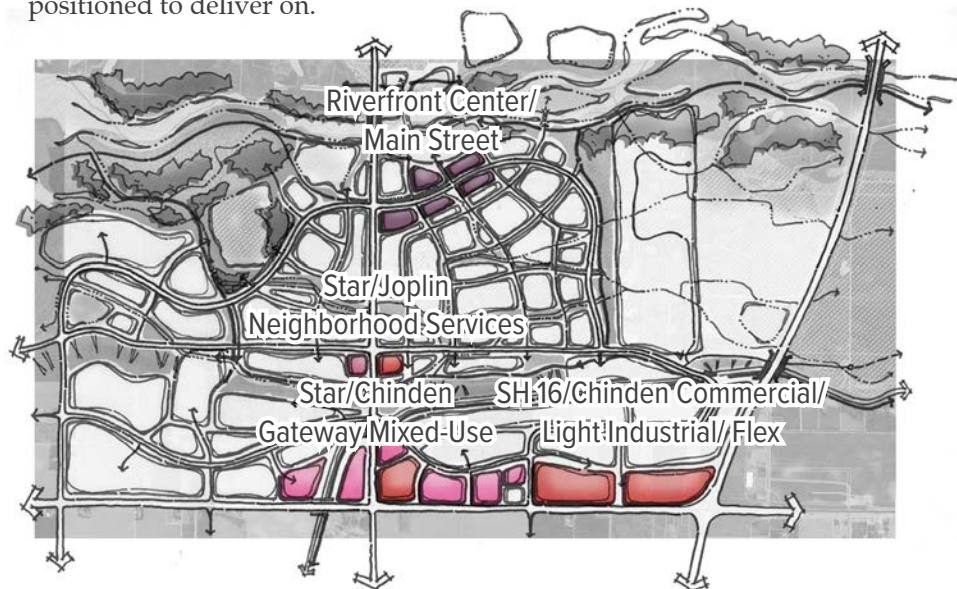
### *Economic Development in a Small City Context*

Economic development usually refers to approaches to attracting dollars into a community from the outside. Traditionally, that has meant bringing in new companies or expanding existing businesses that sell their goods and services to customers outside the city and employ local residents who would spend their wages close to home—with the added bonus of improving residential values in town by having nearby employment.

While those goals make sense for larger cities and collective regions, benefits are not as clear cut for smaller municipalities. Because sales taxes in Idaho are pooled at the state level and shared based on population, attracting new retail into a smaller suburb does not give a direct boost to that city's fiscal revenue stream. New retail does increase convenience for local residents, but in Ada County at least, actually tends to result in a lower property tax yield per acre than new residential development.

Bringing new employers to town from outside the region (or expanding existing firms) is generally good for the region as a whole; but again, the benefits for suburbs like Star are more marginal. Individual property owners of vacant land that develops as a new flex office space, for instance, benefit greatly, but jobs and wages from those firms tend to spread around. As of 2018, about 89% of people working in Star resided outside the City. Neighboring Eagle has almost ten times the number of jobs as Star and the same 89% commuting in from cities other than Eagle—presumably spending most of their paychecks closer to home.

For primarily residential communities like Star, remaining residentially focused is not necessarily a bad thing. Commercial activity that helps to improve the quality of life for those residents, by adding desired retail and service amenities and by improving the aesthetics and vitality of places in Star, is a more relevant goal – and one that the Subarea is well-positioned to deliver on.



### ***Subarea Plan Centers***

The Subarea Plan includes four nodes for mixed-use, retail, services, and commercial/flex/light industrial development.

#### ***Riverfront Center/Main Street and City Campus***

The area envisioned as a civic and recreational activity hub along the south bank of the Boise River should be well-suited for the kind of experiential retail that is believed to be most resilient against the advances of e-commerce—especially if the sense of place and activity levels are enhanced by more compact residential forms. The total square footage of retail will realistically be limited in this neighborhood due to inferior access, but there is potential for a strong pocket of well-selected destination tenants: specialty shops, recreation/rental outfits, and unique dining establishments able to capitalize on what should be a regionally unique and inspiring setting.

#### ***SH 16/Chinden Commercial/ Light Industrial/ Flex***

Finally, the north side of Chinden Boulevard, west of the expanding SH 16, appears to be a logical location to capture future growth in demand for light industrial and flex/R&D space. Again, the benefits of such development are not so much about the job growth, since around nine out of ten workers will likely live outside Star, or about property tax revenue (since new residential would produce more per acre). Instead, flex/industrial employment is simply likely to be a highest and best use for the site, in a region that will need more of it to function. The Commercial designation allows some flexibility should the property become desirable to prospective office users, while the 80+ acres of fully assembled parcel size has the potential to attract a wide variety of logistics users.

#### ***Star/Chinden Gateway Mixed-Use***

The area north of Chinden Boulevard on either side of Star Road, designated mixed-use, has strong retail potential, with the northeast quadrant of that intersection representing a premier “hard corner” that should be especially attractive for future grocery-anchored retail development (positioned on the coveted “going-home” side of the street for a large future commuter population living on both sides of Chinden). The mixed-use designation is appropriate as a measure allowing Star to either augment that corner development with complementary in-line retail and dining tenants or to preserve some for later multifamily (or other) development. That flexibility is especially important given the uncertain trajectory of the brick and mortar retail industry.

#### ***Star/Joplin Neighborhood Services***

A smaller, but still promising pair of potential retail sites are designated for the north side of Joplin at Star Road. Although traffic counts here are lower than on Chinden, the site will be very centrally located within a well-populated future sea of rooftops. The northeast corner (going-home side) is especially well suited for grocery anchored, while the northwest side is ideal for service stations, coffee franchises and others that thrive on the going-to-work side of the street.

#### **General Economic Development Program by Center**

<b>Economic Center</b>	<b>Acreage</b>	<b>Potential SF</b>
<i>Riverfront Center, City Campus, and Main Street</i>	25	350,000
<i>SH 16/Chinden Commercial/ Light Industrial/ Flex</i>	40	210,000
<i>Star/Chinden Gateway Mixed-Use</i>	50	400,000
<i>Star/Joplin Neighborhood Services</i>	6	90,000
<b>Totals</b>	<b>121</b>	<b>1,050,000</b>

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

**15.3 Goal** *Encourage diverse developments that provide a mix of housing types and products and, where possible, an assortment of amenities within walking distance of residential development.*

### **15.4 Objectives**

- A. *Provide opportunity for a wide diversity of housing types that offer a choice between ownership and rental dwelling units and encourage the development of housing for all income groups.*
- F. *Preserve/maintain existing rural housing/development in the increasing urban environment.*
- G. *Support diversity of housing types to enable citizens from a wide range of economic levels and age groups live in housing of their choice.*
- H. *Enhance the quality of communities by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction and promote public safety.*
- I. *Encourage the development of housing for all income groups.*

### **15.5 Implementation Policies**

- C. *Support the development of high-density housing for all income groups that's close to transportation, employment, shopping and recreation areas.*
- D. *Create an environment for housing and its growth that allows for adequate and acceptable shelter to all segments of the population without regard or prejudice to age, handicap, familial status, race, color, religion, sex, national origin, or income level.*
- F. *Encourage the development of a wider variety of housing types.*

## HOUSING FRAMEWORK

### *Overview*

Residential development has been the fuel for Star's expansion over the past decade and continues to boom throughout the Treasure Valley. Ada and Canyon counties are witnessing record growth driven by favorable generational demographics at the national level and increasing popularity of the Mountain West in general as a place to pursue a better quality of life. Though good for the Boise metro economy, the surge in housing demand has led to supply shortfalls and an increasingly burdensome housing affordability problem. Vacancies, are now below 2%, with rents and median home prices rising even faster in response.

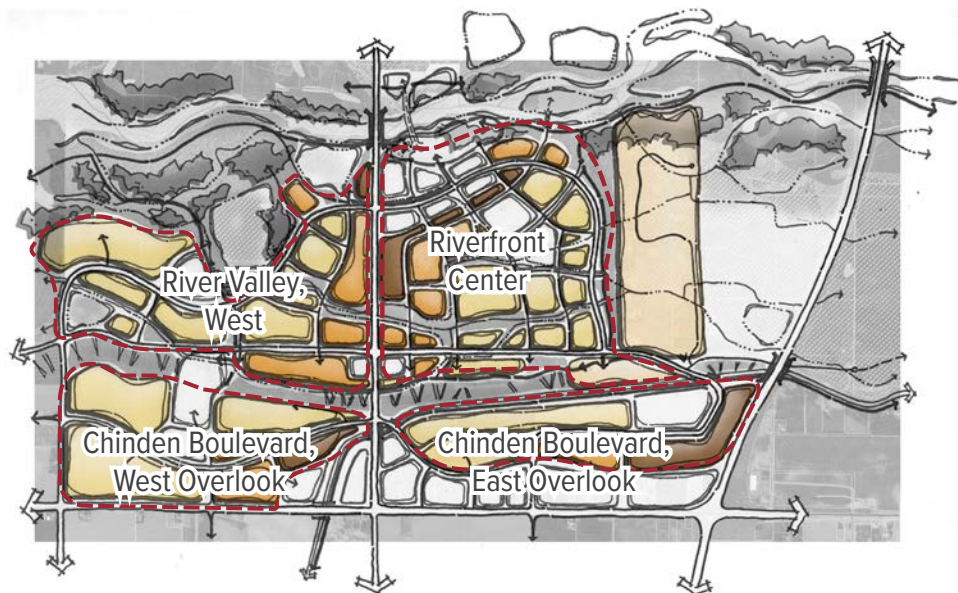
### *Estimated Residential Absorption Potential*

Demand potential for the Subarea was estimated by looking at official regional population growth projections for small areas across a roughly five-mile radius from the Subarea. Together with Census-based inputs from ESRI (a demographic data provider) on income distribution and household sizes, we allocated the expected growth in households across product types and price points for 10- and 20-year forecast horizons. The Subarea was then assigned a reasonable range of attainable capture rates (basically market share). These low and high estimates are represented as annual absorption potential for different product types in the table above.

### *Housing Types*

The mix of housing types included in the conceptual plan for the area is intended to draw upon the most likely and strongest sources of demand, with enough flexibility in the form of mixed-use designations to react to unexpected future shifts in preferences.

The Plan features four main neighborhood areas, with a slight majority of residential acreage devoted to the larger lot suburban densities





already typical in Star. Small to mid-size, moderately priced homes should remain the sweet spot of Millennial housing demand over the short- and mid-term horizon (approximately 1 to 7 years).

Somewhat larger and higher priced “estate residential” homes are part of the mix in the more interior neighborhood areas—likely to appeal most to the older half of Millennials and the smaller, but still active, 50-something Gen X cohort where family sizes and incomes are near their peak. Highest priced products are expected to draw value from bench overlook views and proximity to riverfront amenities.

Closer to arterial frontages of Star and Chinden, neighborhoods are shown as scaling up somewhat in density, especially around commercial areas. These neighborhood areas should draw heavily from Millennial home-buyers.

The most compact housing development is located at the envisioned Riverfront Center, and the Star/Chinden Mixed-use Gateway, and in the far southeast corner of the Subarea. Units in these areas are likely to include some two- to three-story condominium/townhome and rental apartment projects, with the potential for ground-floor retail. Zoning should include flexibility for live-work spaces with storefront ground floor space and living quarters upstairs.

This level of density will be needed to achieve the critical mass of activity and human-scaled street frontages that characterize typical, quaint Main Streets such as that envisioned for the Riverfront Center and other mixed used use areas. Flexibility in maximum allowances for density should be investigated, possibly in the form of density bonuses for proposed projects that meet higher thresholds of Main Street-friendly design standards.

#### General Housing Program By Neighborhood

Neighborhood	Overall Acreage	Density Range	Mixed-Use Housing	Potential Units (avg)
Chinden Boulevard, East Overlook	90	3 - 10+	250	950
Chinden Boulevard, West Overlook	130	3 - 10+	200	900
Riverfront Center	150	3 - 10+	300	1,150
River Valley, West	140	3 - 10+	-	750
<b>Totals</b>	<b>510</b>	<b>-</b>	<b>-</b>	<b>3,750</b>

*Note: Riverfront/Main Street, and the Star/Chinden Gateway Mixed-use Areas will also have associated residential, included in the mixed-use housing column*

### Generational Drivers, Shifting Needs, and Disappearing Affordability

Americas two largest population “bulges” are **Millennials** (aged 25 to 40 as of 2021) and **Baby Boomers** (now 57 to 75), and their changing life-stages are the dominant factor in housing demand trends. With the heart of the Millennial cohort now in their early thirties, this group is driving most of the surge in starter home demand. Because a large portion of them delayed entering the for-sale market, that “natural” life-stage demand shift is coupled with additional pent-up demand. Meanwhile, housing affordability challenges have led to a prolonged stretch of above average multifamily rental demand, especially for younger Millennials still in their late twenties.

**Boomers**, on the other hand, are more of a mixed bag. As they now fully occupy the empty nester and retiree life-stage, many are opting to simplify and downsize their living arrangements, with increased demand for condos and other ownership attached products, along with a smaller portion shifting back to rentals (again, partly due to affordability issues). Yet another segment of Boomers are opting to hang onto the added breathing room in their now less-crowded, if oversized, houses (partly out reluctance to enter the skyrocketing housing market as a buyer once again.

Both **Millennials and Boomers** have shown greater awareness of, and preference for walkability and certain elements of traditional neighborhood design (alleys, sidewalks, smaller yards), though many are now coming to accept a more suburban take on those elements.

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

### Objectives:

- A. Encourage the development of the city parks and recreation areas for the enjoyment of all residents.
- B. Provide accessible recreational opportunities for the disabled and other segments of the community with special needs.
- D. Create ample areas and facilities for our citizens' diverse indoor and outdoor recreational interests.
- E. Encourage the development of parks and recreational programs which meet the different community needs.

### Implementation

- H. Develop a greenbelt along the river and connect to the Greenbelt from Eagle Island State Park to a future City of Middleton connection.
- I. Design parks that provide adequate green spaces and consider conservation of water in the design.

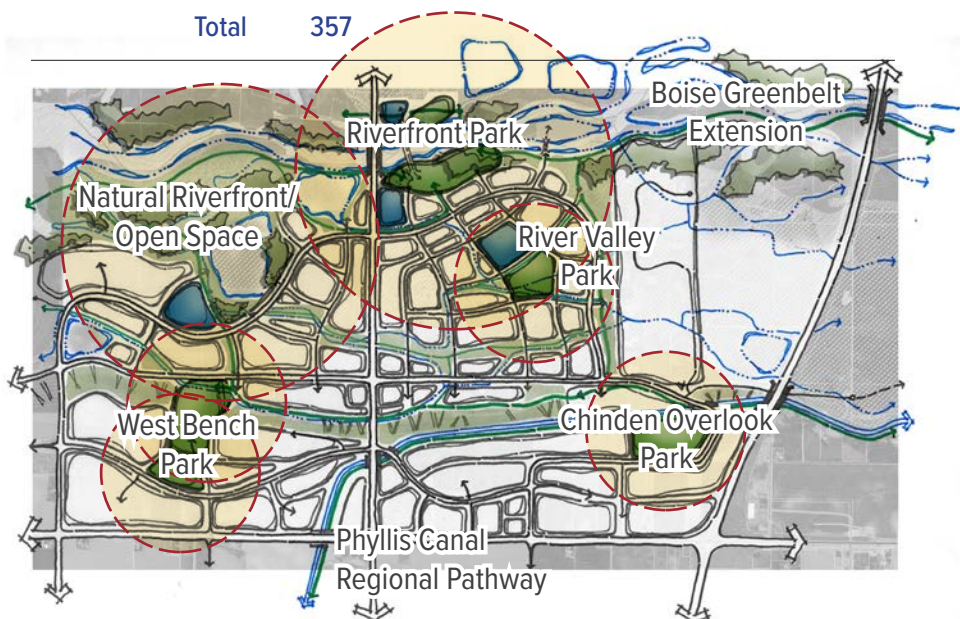
## PARKS AND RECREATION FRAMEWORK

The Parks and Recreation Framework focuses on Boise River access, riverfront amenities, and extension of the Boise Greenbelt pathway system along the River and through the Riverfront Center/Main Street area. Four formal parks and one larger natural/open space preservation area have been identified for the system, and allows varying focal points and use as defined in the table below. Each park serves as a central unifying feature for the neighborhoods in the Subarea.

An internal off-street pathway network connects each park and neighborhood, mainly along existing water conveyance facilities. Two regional pathways connect the area to the larger region, through the Boise Greenbelt System, and along the Phyllis Canal. A north/south greenway area buffers new neighborhoods from existing rural neighborhoods. The framework map shows the park system along with a walkability radius of a 1/4-mile for most parks, and a 1/2-mile for the Riverfront Park and Natural Riverfront/Open Space.

General Parks Program by Park

Park	Acreage	Type/ Key Amenities
Riverfront Park	30	Amphitheater and open areas for markets, festivals; access to water recreation
River Valley Park	12	Neighborhood-scale open fields and playgrounds; community gardens
Chinden Overlook Park	20	Larger fields, dog parks, playgrounds
West Bench Park	35	Neighborhood-scale open fields and playgrounds; community gardens
Natural Riverfront/Open Space	260+	Naturalized pathways, boardwalks, educational interpretation, fishing access, wildlife viewing



## NATURAL RESOURCES

The Subarea offers a unique chance to comprehensively plan a large, ecologically interconnected landscape to accomplish a new, sustainable pattern of growth that honors the surrounding natural resources associated with the Boise River.

The floodway includes the River and the area immediately adjacent that is the primary conveyance for floodwaters. It is the most dangerous part of the floodplain, needs to remain open and clear of obstructions. Federal and local regulations prohibit encroachments within the floodway that result in any increase in flood elevations. Future recommended land use in the floodway consists of natural trails, riverfront parks, and greenways that connect to parks and greenways throughout the Subarea. Obstructions such as buildings, fill, or structures that can trap debris should not be in the floodway. It is also recommended that the natural channel of the Boise River remain unchanged as much as possible.

The 100-year floodplain includes land outside of the floodway inundated during flood events with a 1% chance of occurring in any given year. Areas within the floodplain either convey or store floodwater depending on the surrounding topography. For example, when floodwaters approach a constriction in the river such as the Star Road bridge, eddies form outside of the main flow path upstream and downstream of the bridge. These areas are known as ineffective flow areas, and they store but do not convey flood water. Ineffective flow areas can also form in areas of the floodplain that cannot flow through back to the river due to the topography.

Development within ineffective flow areas of the 100-year floodplain, such as the locations designated for City Hall and MU development upstream of Star Road, will help minimize development impacts to flood conveyance. However, it is recommended for all development in the 100-



## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

### Objectives:

- C. Provide a system of interconnecting greenways and ecological corridors that connect natural areas to open space.

### Implementation

- C. Protect and preserve the natural beauty and habitat of the Boise River and land adjoining the river.

year floodplain that additional storage areas be set aside to compensate for the loss of flood storage volumes caused by development. This should occur on both on a site and regional scale where the parks and greenways provide compensatory flood water storage for the surrounding area and individual sites provide detention and/or retention for smaller storm events. Although the amount of land needed for compensatory flood storage and on-site detention will vary, it is generally recommended to set aside 10 to 20% of the land adjacent to the development for these purposes.

The 500-year floodplain includes areas of lesser flood hazard that generally have lower flood depths and velocities than areas within the 100-year floodplain. These areas are not considered "Special Flood Hazard Areas" and development is not required to be regulated by FEMA or the National Flood Insurance Program. Although the flood hazard is less, there is still chance of flooding and the same development recommendations that apply to the 100-year floodplain are suggested for the 500-year floodplain.

Other natural resources that should be considered include high groundwater and irrigation laterals that run through the Subarea. Irrigation laterals are important to preserve to support continued agriculture operations. High groundwater can preclude the development of structures with basements, but can provide an opportunity for creating ponds, wetlands, and other features that enhance the surrounding natural resources.

## PUBLIC SERVICES, FACILITIES, AND UTILITIES

Water and sewer services are provided by the Star Sewer and Water District. The recent addition of the southern regional sewer lift station located west of Star Road and north of Joplin Road, as well as upgrades to the existing wastewater treatment membrane bioreactor facility will help ensure that the Subarea can be adequately served with sewer services. Wastewater from the Subarea will be collected in 8" to 18" diameter sewer mains that run to the new lift station. From the lift station, wastewater is pumped through a pressure sewer line to the Star wastewater treatment facility located north of the Boise River and south of West State Street.

The existing water system currently extends to a point along Star Road north of the Boise River and north of Coriander Lane. The future water system plans include serving the Subarea with 16", 12", and 10" water mains that would connect to the existing 12" main in Star Road. Other future water system improvements that will help provide adequate water supply to the Subarea include a booster station north of Chinden and east of Central Valley Expressway (SH 16) and additional wells located east and west of Star.

It is expected that the capacity of dry utilities, including electric and communications, systems can be expanded as needed to serve the SotR Subarea. Electric is provided by Idaho Power, telephone is provided by Century Link, and cable is provided by several companies including Cable One, Direct TV, and Dish Network. Natural Gas is provided by Intermountain Gas.

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

### *Objectives*

- A. *Assure that new developments will pay for new and upgraded infrastructure and public service needs to minimize impacts of growth on existing users.*

### *Implementation*

- B. *Adopt and implement guidelines and standards for energy conservation practices within city facilities.*
- C. *Incorporate energy conservation requirements as criteria for planned communities and planned unit developments.*

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

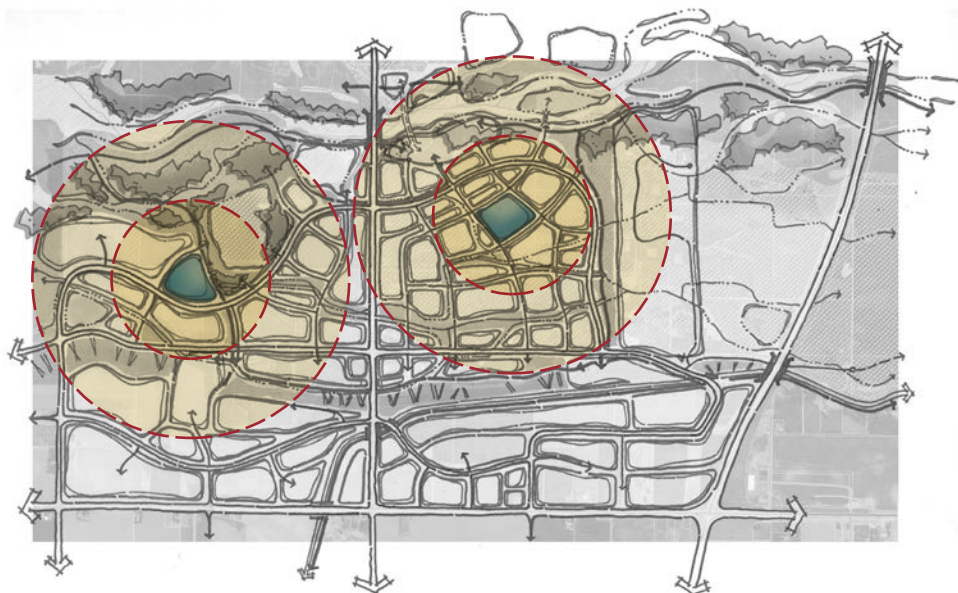
- B. *Work with the school districts to coordinate new school locations, which use existing or future city infrastructure.*
- C. *Where appropriate, the city and the school districts should share facilities.*
- L. *Locate elementary and middle schools within residential neighborhoods to facilitate walking and reduce bussing costs for the districts. It should be discouraged to locate elementary and middle schools on collector and arterial roadways as defined by the Regional Functional Classification Map. High schools may be located on arterials.*

## SCHOOLS FRAMEWORK

Schools will need to be closely coordinated with West Ada School District, however the illustrative vision plan include potential locations for two elementary or middle school campuses within the area. Both locations are central to the River Valley and Riverfront Neighborhoods, and are located along local street networks as well as a robust off-street pathway system contributing to safe routes to school, as laid out within the Comprehensive Plan.

Both schools are also co-located with park and open space which could be shared with the school or designed and maintained by the City or homeowners association.

Each potential school location is identified in the framework map below, with 1/4-mile and 1/2-mile walk distance radii shown, with the coverage generally extending through the majority of the River Valley.



## COMMUNITY DESIGN

The Subarea Plan expands the existing CBD to create an expanded Downtown for the City. The Subarea anticipates mixed-use development with pedestrian-oriented commercial, retail, and office uses on the ground floor and residential uses on the upper floors. Architectural guidelines specific to the CBD to guide future development and create a sense of place and continuity throughout the CBD. These guidelines include architectural style, building design and materials, street frontages and pedestrian amenities, and site design. These character palettes are illustrated on the following pages.

Buildings throughout the CBD should anticipate mixed-use development with pedestrian-oriented commercial, retail, and office uses on the ground floor and residential uses on the upper floors. Wide sidewalks and ample pedestrian amenities are encouraged in the CBD to enhance walkability and encourage alternative modes of transportation. Buildings should be constructed of natural materials and colors, with metal and white being used to accentuate other materials.

### *Imagery Palette*

Through the public open houses in April, attendees were asked to select the most appropriate imagery for four categories:

- » Riverfront Center
- » Housing and Neighborhoods
- » Community Recreation and Pathway Amenities
- » Character Features
- » Building Materials

The most selected imagery is included on the following pages and gives an idea of the overall character, and intent behind the South of the River Subarea Plan. Generally, the larger the image, the more often it was selected by respondents. Those images not selected by a majority of attendees have not been included in the associated imagery.

## RELEVANT COMPREHENSIVE PLAN POLICY GUIDANCE

*16.3 Goal Create complete and integrated communities containing housing, shops, workplaces, schools, parks, and civic facilities essential to the daily life of the residents.*

### *16.4 Objectives*

- B. The city should set forth criteria for building design, landscaping, signage, and other aesthetic standards.*
- G. Adopt an Architectural Overlay District for the CBD.*

### *16.5 Implementation Policies*

- A. Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.*
- G. Create complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.*

# Riverfront Center Palette



Mixed use buildings overlooking the river, floodplains, and natural areas



Housing overlooking River, floodplains, natural areas, and floodplain mitigation areas



Greenbelt extension, integrated into commercial in the Riverfront Center



Amphitheater, gathering space and pedestrian bridge north to Riverhouse



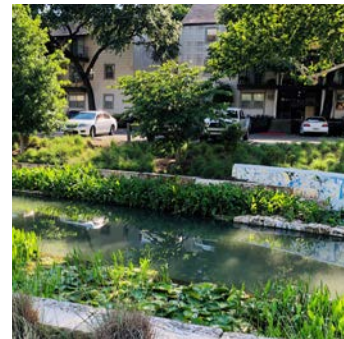
Recreational water activities within the River and associated ponds



Walkways and wayfinding



Pedestrian gathering spaces, wayfinding and public art



Housing and pathways along irrigation canals and waterways



# Housing and Neighborhoods Palette



Large-lot, detached, single-family



Waterfront single-family



Clustered-density single-family



Detached, single-family, cottage courts



Thematic sitting areas blended with landscape



1-story, attached, single-family 4 to 8 units



2-story, attached, single-family townhomes



2-story live/work industrial residential

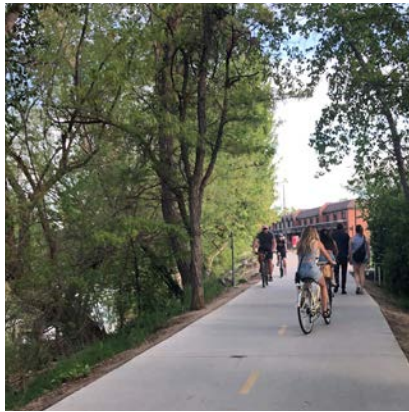
# Community Recreation and Pathway Amenities Palette



Walks along irrigation laterals and ditches and secondary Riverways



Naturalized areas and boardwalks



Greenbelt extension and bridge connection to Riverhouse



Fishing access and fly-casting courses



Amenitized trailheads



Internal pathway system connecting to regional network



Equestrian trails



Interactive water features and splash pads



Festival and market areas



Amphitheater



Community gardens



Water recreation



Wildlife viewing



Recreation fields and courts



Recreation center



Public art and music

# Character Features Palette



Outdoor dining



Planters and landscaping



Integrated xeriscape and native landscaping



Integrated seat walls in the public realm



Banner signage and wayfinding



Protective canopies



Recreation space integrated in commercial center



Streetscape pavers and planting

# Building Materials Palette



Stone and timber



Mixed stone, metal, and wood



Modern rustic



Standard siding on themed building



Weathered wood



Weathered wood and stone



Stone siding with metal roof



Stucco mix with pitched roofs





## Chapter 4 | Implementation Plan

### PURPOSE OF AN IMPLEMENTATION STRATEGY

#### *Realizing the Plan*

How can the staff and leadership of Star best work to breathe life into the shared vision and stated community goals laid out for its South of the River Subarea? How to implement the Plan? The future land use map and illustrative vision plan in this document represent the first major step in that direction. Once adopted, these maps (or refined versions) will serve as the central guiding force in translating that vision into reality. All other implementation strategies and recommendations should, ideally, all be focused on helping to shape future development towards desired build-out.

#### *Steady but Flexible*

The future land use designations, illustrative plan, and frameworks are not set in stone. The future is full of uncertainty, with chances for unanticipated hurdles and opportunities at every turn. A plan with a multi-decade development horizon such as this must be flexible enough to react to those surprises, but compelling enough to serve as a steady guide and reminder of the key vision elements worked on and agreed to by the community's leaders and stakeholders at the outset.

## KEY CHALLENGES

To lay out a workable approach for plan implementation, the City of Star must grapple with a few significant conflicts and issues inherent to its community history, makeup, and values. The challenges shown here may look like unresolvable conflicts between competing priorities, but for each one there is room for creativity and compromise to help move past it.

- » Needs of Existing Residents/Businesses vs. Major Blank-Slate Opportunity
- » Semi-Rural History vs. Urban Edge Location
- » Intense Growth Pressure vs. Need for Careful Planning
- » Shared Vision vs. Diverse Private Sector Owners/Developers
- » Desire for a Downtown vs. Aversion to Density



## IMPLEMENTATION RECOMMENDATIONS

This Subarea Plan centers around the illustrative vision plan informed by input from a wide variety of disciplines, all designed to proactively guide development of Star’s southern growth area. Realizing that vision will take the community, the City, and its partners many purposeful and focused steps over the course of many years, the steps also are grouped by broad recommended phases:

- » Immediate, within 6 months
- » Short-term, 0 to 2 years
- » Medium-term, 3 to 7 years
- » Long-term, 8+ years

Implementation recommendations are organized across ten topic areas generally corresponding to the frameworks described in Chapter 3, plus an overarching General/ Administrative category. Because the topic areas are interrelated, some recommendations may apply to multiple sections.

Implementation Item	Responsibility	Time Frame
<b><i>General Administration</i></b>		
<i>Formally <b>adopt</b> the SotR Subarea Plan, including its updates to the future land use map.</i>	<i>City Council</i>	<i>Immediate</i>
<i>Schedule <b>periodic reviews</b> of the Subarea Plan to assess implementation progress—annually or every two years—could be accomplished as part of some other staff/Council workshops.</i>	<i>City Council, Planning</i>	<i>Short-term</i>
<ul style="list-style-type: none"> <li>» <i>Reviews should evaluate and troubleshoot progress being made towards the Plan vision.</i></li> <li>» <i>As needed and appropriate, these reviews may result in recommended changes, potentially including Subarea Plan updates, amendments to governing regulations, or consideration of new or modified financing strategies.</i></li> </ul>		
<i>Establish <b>process to evaluate compliance</b> of future Subarea development proposals across Plan topic categories – including recommended actions for non-compliance.</i>	<i>City Council, Planning</i>	<i>Short-term</i>
<b><i>Land Use</i></b>		
<i><b>Update</b> the official Future Land Use map in the Comprehensive Plan per adopted SotR Plan.</i>	<i>City Council</i>	<i>Immediate</i>
<i>As annexation occurs, <b>rezone</b> parcels to align with the SotR Plan’s future land use and illustrative vision plan recommendations.</i>	<i>City Council</i>	<i>Short-term</i>
<i>Consider adding criteria for <b>land use diversity</b>.</i>	<i>City Council</i>	<i>Medium-term</i>
<ul style="list-style-type: none"> <li>» <i>Initial development activity is likely to naturally favor residential, but as the area enters the mid term the City may want to prioritize projects that include commercial or mixed-use so those key Plan elements are not overlooked.</i></li> </ul>		

Implementation Item	Responsibility	Time Frame
<b>Transportation</b>		
Coordinate with ACHD to add the planned collectors to the <b>Master Street Map</b> with the desired typologies.	Planning, City Engineer (partnering with ACHD, ITD as appropriate)	Immediate
Require future development in the Subarea to plan for the <b>proposed transportation network</b> .	Planning, City Engineer	Short- to Medium-term
Utilize <b>alleys</b> for development that fronts any of the proposed collector-level roadways to minimize the number of driveways onto these roadways.	Planning, City Engineer	Short- to Medium-term
Restrict <b>cul-de-sac</b> street design to only areas where it is impractical for a through street.	Planning, City Engineer	Short- to Medium-term
Consider <b>electric vehicle charging stations</b> for public parking areas or as a commercial development requirement.	Planning, City Engineer	Short- to Medium-term
Construct a <b>bicycle/pedestrian bridge</b> over the Boise River at the proposed Riverfront Park site.	Planning, City Engineer, Parks and Recreation	Short- to Medium-term
Plan for <b>enhanced crossings</b> of all collector roadways where path users must cross them.	Planning, City Engineer (partnering with ACHD, ITD as appropriate)	Short- to Medium-term
Cooperate with neighboring municipalities (especially Boise, Eagle and Meridian) to explore and encourage <b>transit options</b> serving the Plan area. » BRT/enhanced bus (or future driver-less-based technology) with service on Chinden and terminus park and ride facilities near Star Road could add convenience, reduce congestion and bring Canyon County commuters regularly into Star.	Planning, City Engineer, with potential support from other departments	Short-, Medium- to Long-term

Implementation Item	Responsibility	Time Frame
Consider one or more small public <b>off-street surface parking lots</b> in the Riverfront Center portion of the Plan to be shared across potential public and private destinations.	Planning, City Engineer	Short-, Medium- to Long-term

### Economic Development

Explore the creation of a <b>Community Improvement District (CID)</b> as a mechanism for funding infrastructure elements. <ul style="list-style-type: none"> <li>» A CID could help to incentivize developers by providing tax benefits and preferable home pricing structure relative to development impact fees.</li> </ul>	City Council, City Engineer, outside consultants	Short- to Medium-term
Consider <b>city-funded civic elements</b> as potential catalysts to desirable private-sector development in the Riverfront Center area. <ul style="list-style-type: none"> <li>» Could include City Hall relocation to amphitheater, fountain(s), splash park, public art, etc.</li> </ul>	City Council	Short- to Medium-term
As Riverfront Center private sector gains critical mass, consider creation of a <b>Business Improvement District (BID)</b> to coordinate and allocate payment for district upkeep and promotional events.	City Council, business owners	Long-Term

### Housing

Consider possible <b>density bonuses or other incentives</b> for residential or mixed-use proposals that meet certain design/aesthetic standards.	City Council, Planning	Medium-term
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### Parks and Recreation

As a top plan area priority, plan for <b>public facilities</b> that enhance the ability of Star residents and visitors to interact with and appreciate the Boise River. <ul style="list-style-type: none"> <li>» Study capital and maintenance costs associated with major <b>riverfront Plan elements</b>.</li> <li>» Consider phasing of <b>riverfront public facilities</b> to keep pace with surrounding development, but strive for initial investments that help to strongly associate Star with the River.</li> </ul>	Parks and Recreation	Short-, Medium- to Long-term
Develop options, including cost and design considerations, for <b>bike/pedestrian trail systems</b> improvements and extensions, especially for those that complement Riverfront Center elements discussed above.	Parks and Recreation	Short-, Medium- to Long-term
Explore options and costs for extending <b>bike/pedestrian trail facilities</b> that connect the SotR Plan area with the Boise Greenway.	Parks and Recreation	Short-, Medium- to Long-term
Coordinate expansion of the Subarea’s <b>internal parks, open/greenway areas</b> and connecting trails to be consistent with surrounding development.	Parks and Recreation	Short-, Medium- to Long-term
In approximately 3 to 5 years, study <b>usage patterns</b> of Star’s parks and trail facilities (including those at the riverfront). <ul style="list-style-type: none"> <li>» In Star, developers pay per-unit development impact fees (DIFs) to fund parks and recreation expansion, allocated in proportion to the increase in system demand those units generate—so this study will help ensure equitable cost sharing via development impact fees.</li> </ul>	Parks and Recreation	Medium- to Long-term

Implementation Item	Responsibility	Time Frame
<b>Natural Resources</b>		
Study hydrology, irrigation systems and elevation data to establish or revise <b>floodplain designations</b> and inform land use code elements addressing potential hazard	City Engineer, Developers (at development submittals)	Short-Medium-term
Review studies on the <b>Boise River ecological system</b> , supplementing as needed, to ensure that changes to the built environment—especially at the riverfront —work in harmony with those systems.	City Engineer	Short-Medium-term
Coordinate with the <b>Treasure Valley Land Trust</b> on preserved areas for conservation, floodplain mitigation, etc. along the Boise River.	City Engineer	Short-Medium-term
<b>Public Services, Facilities, and Utilities</b>		
Model future <b>water, sewer, electrical power, and communications capacity</b> and identify needed improvements for future development in the Area <ul style="list-style-type: none"> <li>» Ensure that anticipated water and sewer facility needs are reflected in Star’s Capital Improvement Plan.</li> </ul>	City of Star Water and Sewer, City Engineer	Short-Medium-term
Review ability of existing <b>funding mechanisms</b> to equitably meet anticipated capital improvements needs based on above findings. <ul style="list-style-type: none"> <li>» Consider alternate or complementary funding mechanisms such as a Community Infrastructure District (CID) that may be more attractive to developers.</li> </ul>	City Council, Planning, City of Star Water and Sewer, City Engineer	Short-Medium-term
Study feasibility of <b>moving City Hall facilities</b> to the proposed Riverfront Center area of the Plan. <ul style="list-style-type: none"> <li>» Study should include project costs, traffic impacts, and potential funding sources, including possible sale of existing City Hall facility.</li> <li>» Relocation of those facilities would help to establish that area as a civic focal point, and association with Riverfront would contribute to positive branding of Star.</li> </ul>	City Council, Planning, City Engineer	Short-Medium-term
In conjunction with City Hall relocation or as stand-alone, consider construction of a <b>public gathering space</b> to anchor the Riverfront Center area. <ul style="list-style-type: none"> <li>» Project should include lawn/plaza space for events such as periodic farmer’s markets and could feature outdoor amphitheater/band shell, fountain, splash park, etc.</li> <li>» Such projects are good candidates for partial charitable funding but could also consider developer contribution if project is likely to disproportionately benefit nearby private parcels.</li> </ul>	City Council, Planning, Parks and Recreation	Medium-term

## POTENTIAL FUNDING MECHANISMS

### *Community Infrastructure District (CID)*

CIDs allow property owners in Idaho to form a district boundary in which owners share costs for major district-wide infrastructure projects. A district can float bonds (not City-backed) which are repaid via tax-exempt assessments of members. It is important to set initial boundaries carefully so that cost-sharing is equitably tied to infrastructure benefits. CIDs can even be used to cover developer impact fee payments.

### *Development Impact Fee (DIF)*

Idaho allows cities and counties to charge one-time DIFs on new construction, usually on a per-unit or per-square-foot basis, calculated to fairly distribute the costs of infrastructure. Jurisdictions can set their own rules for what costs are covered. Currently, Star collects DIFs to pay for infrastructure related to parks and recreation (while ACHD and ITD collect their own to cover major road costs).

### *Local Improvement District (LID)*

An alternative to CIDs, LIDs also help owners share costs for mutually beneficial infrastructure. LIDs tend to be more project-specific, rather than covering a variety of costs within a large district. LIDs also allow for bonding, but lack the tax-exemption advantage of a CID.

### *Urban Renewal Authority(URA)/Tax Increment Financing (TIF)*

URAs are popular in Idaho and elsewhere for addressing costs for certain public infrastructure and even some land assembly within a set district. Funding is via TIF, where the district is allowed to retain the increase (increment) in property taxes that occur within it. The URA/TIF arrangement can be more complex and politically challenging, in part because it requires an initial finding of blight within a district (more difficult on rural/agricultural land).

### *Business Improvement District (BID)*

A BID can be formed in downtowns or similar areas where owners agree to pool funds, via annual assessment, for mutually beneficially maintenance and promotional costs. Such a structure is not appropriate yet in the Plan Area, but could be worth considering in the Riverfront Center area once development has gained sufficient momentum.

### *Proportionate Share*

Proportionate Share is not technically a DIF, but with each new development submittal, ITD determines the effect and level of impact of that development. The developer then pays the City of Star directly at rates determined by ITD, and the City of Star holds these funds to pay for improvements, or to partner with ITD on combined and larger-scale facility improvements. A recent example of this cost-share option has been used on the State Street Widening Project.

