



# CITY OF STAR

## LAND USE STAFF REPORT

**TO:** Mayor & Council

**FROM:** City of Star Planning Department

**MEETING DATE:** **March 18, 2025 – PUBLIC HEARING (tabled from 1-21-25)**

**FILE(S) #:** CU-24-07 – Conditional Use Permit – State & Main Multiple Use Building

### OWNER/APPLICANT/REPRESENTATIVE

**Applicant/Owner:**

Star Property Holdings, LLC  
511 S. Proctor Lane  
Eagle, Idaho

**Representative:**

Walter Lindgren  
Lindgren Labrie Architecture PLLC  
247 N. Eagle Road  
Eagle, Idaho 83616

### REQUEST

**Request:** The Applicant is requesting approval of a Conditional Use Permit for the development of a 46,800 square foot, multiple use building consisting of approximately 10,000 square feet of commercial space at ground level, and 30 residential units on the second and third floors with rooftop residential common area amenities. The project is located at 17 N. Main Street, and 10992, 11000, 11026, 11046, & 11070 W. State Street in Star, Idaho, and consists of .95 acres.

### PROPERTY INFORMATION

**Property Location:** The subject property is generally located on the north side of W. State Street, between N. Main Street and N. Poplar Street. Ada County Parcel No's. R7073754100, S0408336290, S0408336280, S0408336271, R5579243480 & R5579243490.

**Existing Site Characteristics:** The property is currently a vacant platted commercial lot with utilities installed.

**Irrigation/Drainage District(s):** - Pioneer Ditch Company

**Flood Zone:** This property is **NOT** currently located in a Special Flood Hazard Area.  
FEMA FIRM Panel Number: 16001C0125J  
Effective Date: 06/19/2020  
Flood Zone: X

**Special On-Site Features:**

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

**APPLICATION REQUIREMENTS**

Pre-Application Meeting Held	April 11, 2024
Neighborhood Meeting Held	June 19, 2024
Application Submitted & Fees Paid	September 10, 2024
Application Accepted	September 20, 2024
Residents within 300' Notified	December 30, 2024
Agencies Notified	September 3, 2024
Legal Notice Published	January 3, 2025
Property Posted	January 9, 2025

**HISTORY**

September 17, 2019    There is no history of land use approvals associated with these properties through the City of Star.

**SURROUNDING ZONING/COMPREHENSIVE PLAN MAP/LAND USE DESIGNATIONS**

	<b>Zoning Designation</b>	<b>Comp Plan Designation</b>	<b>Land Use</b>
<b>Existing</b>	Central Business District (CBD)	Central Business District (CBD)	Vacant
<b>Proposed</b>	Central Business District (CBD)	Central Business District (CBD)	Multi-Use Commercial/Residential
<b>North of site</b>	Central Business District (CBD)	Central Business District (CBD)	Single Family Residential
<b>South of site</b>	Central Business District (CBD)	Central Business District (CBD)	Commercial
<b>East of site</b>	Central Business District (CBD)	Central Business District (CBD)	Star Mercantile Commercial
<b>West of site</b>	Central Business District (CBD)	Central Business District (CBD)	Commercial

**ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN**

**UNIFIED DEVELOPMENT CODE:**

**8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED:**

The following zoning districts are hereby established for the interpretation of this title, the zoning districts have been formulated to realize the general purposes as set forth in this title. In addition, the specific purpose of each zoning district shall be as follows:

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

**8-3A-3: USES WITHIN ZONING DISTRICTS**

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

<b><u>ZONING DISTRICT USES</u></b>		
<b>USES</b>	<b>CBD</b>	<b>STAFF NOTE</b>
Artist studio1	P	
Bakery- Retail or Manufacturing	P	
Bar/tavern/lounge/drinking establishment	P	Consider Making Conditional Use
Barbershop/styling salon	P	
Brewery/Distillery	P	Consider Making Conditional Use
Brewpub/Wine Tasting	P	
Convenience store	C	Potential Bodega or Other Neighborhood Market Use
Educational institution, private	C	
Financial institution	P	
Health and Fitness Clubs	C	Consider Prohibiting Due to Parking Concerns
Laundromat	P	Consider Prohibiting or Making Conditional Use
Library	P	
Medical clinic	P	
Multiple Use Building 1	C	
Museum	P	
Pawnshop	P	Consider Prohibiting or Making Conditional Use
Personal and professional services	P	
Photographic studio	P	

Professional offices	P	
Restaurant	P	
Retail store/retail services	P	
Veterinarian office	C	Consider Prohibiting or Limiting to Grooming

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

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

Notes:

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

#### **8-1B-4: CONDITIONAL USES:**

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

B. Applicability: The provisions of this section apply to all uses identified as conditional use in chapter 3, "District Regulations", of this title, and as otherwise required by specific development standards in chapter 5, "Specific Use Standards", of this title.

C. Process:

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

2. An application and appropriate application fees, in accord with article A, "General Provisions", of this chapter, shall be submitted to the administrator on forms provided by the planning department.

3. The administrator may require additional information concerning the social, economic, fiscal or environmental effects of the proposed conditional use, prior to the scheduling of a public hearing.

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

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

2. Control the sequence and timing of the use.

3. Control the duration of the use.

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

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

6. Require the provision for on site or off-site public facilities or services.

7. Require more restrictive standards than those generally required in this title.

8. Require mitigation of adverse impacts of the proposed development upon service delivery by any political subdivision, including school districts, that provides services within the city.

**8-1B-4E. FINDINGS:** The council shall base its determination on the conditional use permit request upon the following:

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

**8-3C-2: ADDITIONAL CENTRAL BUSINESS DISTRICT STANDARDS:**

- A. Comply with Section 8-3A-1: ZONING DISTRICTS AND PURPOSE ESTABLISHED.
- B. High density residential may be permitted within the CBD in multiple use buildings with commercial or office type uses on the first floor and high density residential on upper floors.
- C. New development on **Main Street** and Star Road, generally **north and south of State Street**, shall include transition consisting of a compatible mix of lower intensity commercial, retail and office type uses mixed with live/work type residential. Existing Single-Family uses are encouraged to convert to or redevelop as non-residential uses.

- D. Big box retail commercial, generally a single-story single use building over 50,000 square feet, shall not be permitted, unless approved by Council.
- E. Commercial buildings and centers, including shopping centers and strip malls immediately adjacent to State Street and Star Road shall front the roadway with parking located to the rear. Single buildings may provide parking on the sides as approved by Council. Direct access to these roadways shall be limited to avoid excessive access points. Existing alleyways shall be utilized when present.
- F. All commercial buildings fronting State Street, Star Road, and State Hwy 16 & 20/26 shall be designed with architectural elements facing the roadways that provide a visually pleasing character to the public view, as may be determined through the Design Review process.
- G. The Council may place requirements on a mixed-use development, including a ratio of uses and/or timing of phases, to ensure that the overall development maintains its commercial intent.
- H. New development shall incorporate site and architectural design recommendations from the Architectural Overlay Design Guidelines for the Central Business District and Riverfront Center.
- I. Any new development shall comply with Section 8-3C-1C of this title regarding site improvements.
- J. Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.
- K. Certification Of Completion: Upon the completion of construction of any commercial development, and/or other improvements subject to architectural review approval, a written certification of completion shall be prepared by the licensed engineer and/or architect responsible for the approved plan. The certifications of completion shall state that the installation of all improvements is in substantial compliance with the city approved plans. This certification shall be submitted prior to the issuance of a certificate of occupancy, signature of a final plat, or release of bond, and is required as a part of, and not in lieu of, the inspections performed, and certificates issued by the city.



**8-4A-18: SIDEWALKS AND PARKWAYS:**

A. All sidewalks shall adhere to the standards shown in the table below.

ROADWAY CLASSIFICATION	MINIMUM SIDEWALK AND PARKWAY PLANTER WIDTHS <sup>1</sup>	NOTES
Highway 44 & Highway 20/26 Arterial	8 Foot (8') Detached Sidewalk with 8 Foot (8') Parkway Planter Strip Both Sides of Roadway	

**8-4B-3: REQUIRED NUMBER OF OFF-STREET PARKING SPACES:**

Type Of Use	Off-Street Parking Spaces Required
RESIDENTIAL	
Apartments or multi-family dwellings	For each unit with 2 or more bedrooms - 2 including 1 covered; for each 1 bedroom or studio unit - 1.5 including 1 covered. Guest parking shall be provided at a ratio of .25 spaces per unit.

COMMERCIAL	
Artist studios	1 per 1,000 square feet of gross floor area
Banks/financial institutions	1 for each 200 square feet of gross floor area; plus, queue for 4 cars per drive up window
Convenience store	1 per 250 square feet gross floor area; plus 1 for each 2 gasoline pumps
Food and beverage sales	1 per 250 square feet of gross floor area
Laundromat	1 per 300 square feet of gross floor area

Laundry	1 per 400 square feet of gross floor area; plus, queue for 3 cars per drive up window
Libraries, museums and art galleries	1 for each 400 square feet floor area
Offices, business and professional	1 per 250 square feet of gross floor area
Offices, medical and dental	1 per 200 square feet of gross floor area
Pawn shops	1 per 250 square feet of gross floor area
Personal improvement	1 per 250 square feet of gross floor area
Personal services	1 per 250 square feet of gross floor area
Restaurants, dining rooms, taverns, nightclubs, etc.	1 per 150 square feet of gross floor area; plus 1 per 35 square feet dance floor
Retail sales not listed under another use classification	1 per 250 square feet of gross floor area;
Vet clinic (animal hospital)	1 per 400 square feet of gross floor area

Notes:

3. Within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses. Adjacent on-street parking may also be included in the minimum parking requirement. Council may also require a parking in-lieu-of payment for a portion of the reduced parking, in accord with Section 8-4B-6.

C. Public Safety: In circumstances where there would appear to be a public safety issue, the administrator may request additional information from the applicant to determine if there is sufficient parking. When, in the determination of the administrator, there is insufficient parking, the applicant shall provide alternatives to on-site parking as set forth in section 8-4B-4 of this article. The determination by the administrator shall be based on the following criteria:

1. The specific use(s) proposed and/or on the property;
2. Uses in the vicinity of the property;
3. A traffic study, if prepared, forecasting the expected traffic and parking needs expected from the use(s);
4. The availability of on street, shared, and/or public parking within the vicinity of the use; and/or
5. The availability of public transit, vanpooling or other alternative transportation to serve the use.

D. Parking Spaces; Change of Use: Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements of this article for the new use.

E. ADA Requirements: It is the responsibility of the applicant to ensure that the size and number of handicap accessible spaces meets all Americans with Disabilities Act (ADA) requirements.

F. Spaces Continuously Maintained: The vehicle parking spaces shall be continuously maintained.

G. Elimination/Reduction of Spaces: No required parking area or space provided, as required by this article, shall later be eliminated, reduced, or converted in any manner unless other equivalent facilities approved by the administrator are provided.

H. Bicycle Parking Spaces: One bicycle parking space shall be provided for every twenty-five (25) vehicle parking spaces, except for single-family residences, two-family duplex, and townhouses.

#### **8-4B-4: STANDARDS FOR ALTERNATIVES TO ON SITE PARKING:**

Alternatives to providing on-site parking as set forth in this section are encouraged in all developments. When required to meet minimum parking standards of section 8-4B-3, alternatives may include, but are not limited to, shared use facilities.

A. Conditions: Conditions favorable to providing alternatives to on-site parking are as follows:

1. **Shared use:**
  - a. There are convenient pedestrian connections between separate properties;
  - b. The properties and/or uses are within one thousand feet (1,000') of each other;
  - c. The principal operating hours of the uses are not in substantial conflict with one another; and
  - d. Directional signs provide notice of the availability of parking.

B. Agreement:

1. All parties involved with the shared use parking area shall submit a written agreement to the administrator, signed by the applicable parties involved. The agreement shall specify the following:

- a. Party or parties responsible for construction; and
- b. Party or parties responsible for maintenance.

2. The applicant or owner shall record such agreement with the county recorder prior to issuance of any permits.

3. The shared use parking agreement may be terminated by the parties only if off street parking is provided in conformance with this article and approved by the administrator prior to the termination.

4. In-lieu-of fees for required parking spaces may be allowed in the Central Business District with a parking space fee being determined solely by the Council in accord with Section 8-4B-6.

5. Parking garages shall be designed to accommodate future public parking needs.

**8-4B-6: PARKING IN LIEU PAYMENTS:**

Within the central business district, as defined by the city of Star comprehensive plan, the required number of parking spaces may be met by a cash in lieu payment to the city prior to issuance of a building/zoning permit or certificate of occupancy, whichever occurs first. The fee shall be for the city to provide public off-street parking in the vicinity of the use, the maximum distance of which shall be determined by Council. The fee shall be six thousand dollars (\$6,000.00) per space, or such sum as may be adopted by resolution of the city council. In addition to the above fee the owner may be required to pay an annual per space maintenance fee as shall be determined by resolution of the city council.

When considering in lieu payments the city may set limitations on the number of spaces for which an in-lieu-of fee may be tendered.

All in lieu funds received for reduction of parking spaces under this section shall be placed into a special and separate parking improvement and acquisition account to be used solely for the purchase and improvement of municipal parking lots and structures to be located within the central business district, as defined by the city of Star comprehensive plan, and may be for use by the general public.

**8-4E-2: Common Open Space and Site Amenity Requirements/Standards:**

A. Open Space and Site Amenity Requirement (see also Chapter 8 "Architectural Review"):

1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the total gross acreage of land area of the development. A minimum of 10% of the total gross acreage of the development shall be for useable area open space. Open space shall be designated as a total of 15% minimum for residential developments in all zones with densities of R-2 or greater.
2. Each development is required to have at least one site amenity.
3. One additional site amenity shall be required for each additional twenty (20) acres of development area, plus one additional amenity per 75 residential units.
4. Developments with a density of 1 dwelling unit per acre or less may request a waiver of open space and amenities to the Council. Developments with a density of 2 dwelling units per acre or less may request a 50% reduction in total required open space and amenities to the Council.
5. For multi-family developments, see Section 8-5-23 for additional standards.

B. Qualified Usable Area Open Space: The following qualifies to meet the useable area open space requirements:

1. Any open space that is active or passive in its intended use, and accessible or visible by all residents of the development, including, but not limited to:

- a. Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area;
- b. Qualified natural areas, as determined by the Administrator;
- c. Ponds or water features where active fishing, paddle boarding, or other activities are provided (50% qualifies towards total required usable area open space, must be accessible by all residents to qualify. Ponds must be aerated. All ponds shall be provided with safety floatation devices (rings) located at reasonable distances, as determined by the administrator;
- d. A plaza.
- e. Common lots that include a pathway providing local or regional connectivity that is a minimum of 20' in width.
- f. Irrigation easements/ditches when a pathway is included (to be measured from the center of the ditch to the property line of the common lot).

2. Additions to a public park or other public open space area.

3. The buffer area along collector and arterial streets may be included in required overall common open space for residential subdivisions.

4. Parkways along local residential streets with detached sidewalks that meet all the following standards may count toward the common open space requirement:

a. The parkway is a minimum of eight feet (8') in width from street curb to edge of sidewalk and includes street trees as specified otherwise herein.

b. Except for alley accessed dwelling units, the area for curb cuts to each residential lot or common driveway shall be excluded from the open space calculation. For purposes of this calculation, the curb cut area shall be a minimum area of twenty-six feet (26') by the width of the parkway.

c. Stormwater detention facilities do not qualify to meet the common area open space requirements, unless all of the following is met:

- Must be at least fifty feet by one hundred feet (50' x 100') in area;
- Specifically designed as a dual use facility, as determined by the administrator, to include minimal slopes, grass throughout, and guarantee of water percolation within 24 hours of storm event.
- Is located in a development that has a second usable open space area that contains a qualified site amenity as herein defined.

5. Visual natural space, including open ditches, wetlands, slopes or other areas that may not be readily accessible to residents, and is provided with open style fencing, may qualify for up to 20% of the required open space total, as determined by the Administrator.

C. Qualified Site Amenities: Qualified site amenities shall include, but not be limited to, the following:

1. Clubhouse;

2. Fitness facilities, indoors or outdoors;

3. Public art;
4. Picnic area; or
5. Recreation amenities:
  - a. Swimming pool with an enlarged deck and changing and restroom facility (pools shall count towards 3 required site amenities).
  - b. Children's play structures.
  - c. Sports courts.
  - d. Additional open space in excess of 10% qualified usable space.
  - e. RV parking for the use of the residents within the development.
  - f. School and/or Fire station sites if accepted by the district.
  - g. Pedestrian or bicycle circulation system amenities meeting the following requirements:
    - (1) The system is not required for sidewalks adjacent to public right of way;
    - (2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and
    - (3) The system is designed and constructed in accord with standards set forth by the city of Star;
  - h. Pond and/or waterway amenities including, but not limited to docks, shade structures, ADA access, and fish stocking.

6. Community Gardens.

D. Location: The common open space and site amenities shall be located on a common lot or an area with a common maintenance agreement.

E. Maintenance:

1. All common open space and site amenities shall be owned by and be the responsibility of an owners' association for the purpose of maintaining the common area and improvements thereon.

**8-5-23: MULTI-FAMILY DWELLING/DEVELOPMENT:**

D. Amenities

1. The number of amenities shall depend on the size of multi-family development as follows:

a. A multi-family development with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate amenity categories.

b. A multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one from each amenity category.

c. A multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one from each amenity category.

d. A multi-family development with more than one hundred (100) units, the Council shall require additional amenities commensurate to the size of the proposed development.

e. All multi-family developments greater than 75 units shall be required to provide a swimming pool with a changing and restroom facilities, and an enlarged deck. The minimum pool size shall be equal to the following:

(1) Developments between 75 and 149 units = 1,600 square feet

(2) Developments between 150 and 299 units = 2,400 square feet

(3) Developments over 300 units = minimum of 3,600 square feet

#### **8-5-24: MULTIPLE USE BUILDING:**

A structure that blends commercial and residential uses together into one building. Multiple use buildings may be either commercial use downstairs with a single or multiple residential units upstairs, or larger scale with multiple commercial uses downstairs and multiple residential, or residential and commercial uses upstairs. Individual uses may be individually leased or rented or may be developed as condominiums for individual ownership. See Live/Work Unit for commercial with residential directly attached and accessible to each other.

##### **A. General Standards:**

1. The use shall require a Conditional Use Permit approval from City Council, unless approved as part of a Planned Unit Development or Development Agreement, and Certificate of Zoning Compliance (CZC) and Design Review approval.

2. Private Open Space: A minimum of sixty (60) square feet of private, usable open space shall be provided for each residential unit. This requirement can be satisfied through porches, patios, or decks.



3. All Fire District requirements, including fire suppression, addressing and access shall be met.
4. A sign permit shall be required for any commercial signage.
5. Parking requirements for both commercial and residential uses shall be met. This includes a minimum of one (1) covered parking space for each residential unit.

## **COMPREHENSIVE PLAN:**

### 8.2.3 Land Use Map Designations:

#### Central Business District

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

### 8.3 Goal:

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

### 8.4 Objectives:

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

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

- 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.
- C. Main Street, generally south of Tempe Lane extended, consists of several lots which are about one acre in size created by "Dixon Subdivision" almost a century ago. Many of the existing home sites on these lots are rural in nature, including farm animals. As redevelopment of this area occurs, a transition consisting of a compatible mix of lower intensity commercial and office type uses mixed with residential should be encouraged. This Main Street area needs to be studied to provide for special care guiding future development understanding that the rights consisting of the existing rural use of residential lots are not to be infringed. Furthermore, Main Street is to be studied for the provision of traffic calming measures and to provide for a connection for horseback riders to access an equestrian trail which should be planned along the Boise River.
- D. The city should develop a street improvement plan for the CBD identifying drainage and street improvements with a functional grid system and use public private partnerships to assure the system is built and that "ad hoc" development of parcels within the CBD do not block good planning.
- E. The city should develop a downtown grid system, in part, planning for the easterly extension of Tempe Lane and easterly extension of West First Street to help provide better downtown access and parking facilities.
- F. The east west public road from the Heron River Development, south of the LDS Church on Main Street, should be extended to Star Road.
- G. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.
- H. As recommended in the 2011 Star Downtown Revitalization Plan, the city should create an Urban Renewal District to stimulate development within the CBD.
- I. The city should encourage assemblage of the smaller properties where appropriate.
- 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.

L. Big Box commercial, generally a single-story single use building over 50,000 square feet, should not be permitted within the CBD and any single-story single use building which is large in scale, such as approaching the 50,000 square foot size, should be located to front on Highway 44 or Star Road.

#### 8.5.9 Additional Land Use Component Policies:

- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.
- Require more open space and trees in subdivisions.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.
- Support well-planned, pedestrian-friendly developments.
- Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.
- The City should utilize the 2018 Treasure Valley Tree Selection Guide when requiring trees within developments.

## PROJECT OVERVIEW

### CONDITIONAL USE PERMIT:

The applicant is requesting approval of a Conditional Use Permit to construct a 46,800 square foot, multiple use building consisting of approximately 10,000 square feet of commercial space at ground level, and 30 residential apartment units on the second and third floors with rooftop residential common area amenities. The proposed height of the building will be approximately 55 feet. The development includes the redevelopment of 6 existing lots located on the block between N. Main Street and N. Popular Street in the downtown core of Star. Most of these lots previously contained urban blight in the form of mobile homes and vacant areas. An old single-family dwelling located on the corner of State and Poplar was recently removed. This structure was deemed non-historic by the city, due to engineering and building concerns, and plans to successfully relocate the structure were determined to be unattainable.

The commercial area will front W. State Street and N. Main Street and will accommodate future CBD uses. Each future use will be subject to additional planning approval. The ground level entrance to the residential lobby will be accessed from the east side of the building along Main Street. Commercial entrances will be along the southern and eastern facades of the downstairs. Patio seating will be provided at both ends of the building for potential restaurant uses. The building is designed to breakdown the massing with distinct styles to create the illusion that there are several buildings within the urban block. There will be a total of 28, one-bedroom and 28, two-bedroom apartment units on the second and third floor, with elevator access to each floor and the rooftop. Each of the residential units will provide an outdoor patio, satisfying the minimum requirement of 60 square feet of private, usable space requirement in Section 8-5-24-A(2). The apartment units are designed in a way that would allow for future conversion to condominium units.

The rooftop of the building will include an interior, gathering area with kitchenette and a large outdoor patio extending to the south and east edges of the building. The area will be stepped back from the lower levels of the structure.

Access and parking will be taken from N. Poplar Street and N. Main Street, including access to parking through the existing alleyway on the north side of the properties. There will be no direct access to the development from W. State Street. Both surface and covered parking is provided for residential tenants and commercial customers on-site.

**The applicant has provided a site plan with conceptual landscaping, and exterior elevations and color renderings that will need to be further reviewed by the Design Review Committee, as part of the Certificate of Zoning Compliance process, for additional approval.**

#### **ADDITIONAL DEVELOPMENT FEATURES WITH STAFF ANALYSIS:**

- Height

The City Council recently updated the Unified Development Code to address height allowances within the Central Business District and Commercially zoned areas within the City. A maximum 60' height limit is achievable within the current zoning district. The applicant is proposing a height of approximately 55' in order to achieve the desired uses and architectural design of the building, including the rooftop amenities.

- Parking

The application includes a total 70 parking spaces, broken out as follows:

- 30 covered residential spaces (1 covered space required for each residential unit)

- 16 additional reserved, uncovered residential spaces
- 6 residential guest spaces (.25 spaces required per residential units)
- 6 on-street parking spaces (diagonal along Main St. as allowed per UDC)
- 2 on-street parking spaces (along Poplar St. as allowed per UDC)
- 10 commercial spaces

The applicant is providing necessary parking for the 30 residential units (2 per two-bedroom, 1.5 per 1 bedroom) and guests. The anticipated commercial uses require a minimum of 26 spaces. The applicant is proposing 16 commercial spaces. The applicant is requesting a parking reduction for the remaining 10 commercial spaces needed. Section 8-4B-3 of the UDC allows that, within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses. **The applicant is requesting a 38.5% reduction in the commercial parking.**

**Staff has recently obtained written permission from the Star Mercantile to designate 23 parking spaces in the Mercantile parking lot as public parking. The City will maintain this area, including signage and upkeep. In lieu of fees collected by the applicant for parking spaces may be used to the City to pay the monthly lease fee to the Mercantile for use of these spaces. In addition, there are currently 6 additional on-street parking spaces along the boundary of the Mercantile parking area that can be utilized as public, on-street parking, without vehicles needing to park in front of residences on 1<sup>st</sup> Street (Please see exhibit for details).**

A Parking Analysis has been provided by the applicant within the submittal packet. **Staff believes that the summary provided below by the applicant justifies the request for reduced commercial parking for this development and supports the reduction request. The justification is as follows:**

**Proposed Parking Offset**

**There are three distinct users proposed for this building: the resident, the resident's guest, and the commercial (non-residential) user. It is important to note that the proposed residential unit parking (including guest parking) complies with the City's code and no offset is being proposed; however, we are requesting a reduction in stalls required for the non-residential uses through a combination of approaches as follows:**

**Parking Reduction in CBD District**

**The required minimum parking for downtown commercial uses may be reduced by the City Council of up to 50%. We believe this is a reasonable application of this provision, whereas a project on this site utilizing the standard parking requirements would be significantly reduced in size, rendering it infeasible. In addition, greater parking**

*requirements conflict with the City's goals that promote mixed-use, dense and walkable areas in the urban core.*

*Equally important, the peak demands of the proposed non-residential uses (Restaurant < 4,500 s.f. and Retail/Office < 5,500 s.f.) complement one another. The activity pattern of each land use is linked with the temporal usage of parking facilities. Residential parking usage is lower during working hours as many workers drive to their workplaces. Office and retail parking show a level of usage corresponding to peak commuting hours and restaurant parking use peaks during the evening hours when the other uses have shut down.*

*This leaves a deficit of 10 stalls, of which we are requesting a waiver. Given this development is the first of its kind in the CBD, the City does not currently have a parking facility in this area; however, this is not to say this isn't on the horizon. On the flip side, there aren't a number of high-volume businesses that currently exist in this area yet plenty of on-street parking opportunities beyond this site. We understand that there is an in-lieu-of parking payment option in the code for such a situation; however, this is a costly option for the developer who is already presented with an expensive development on a challenging site.*

**The applicant has provided additional information and justification within their submittal material for the Council to consider.**

- Sidewalks and Parkways

Unified Development Code 8-4A-18 requires that eight-foot (8') detached sidewalk with an eight-foot (8') parkway planter strip be required along both sides of State Highway 44. As this development is in the urban core of the downtown area, with the existing adjacent commercial building located immediately adjacent to attached sidewalks, Staff recommends that the required 8-foot sidewalks be attached as proposed, with no parkway.

- Site Amenities

Staff has determined that the development shall provide a minimum of three (3) site amenities, based on the number of residential units. The applicant has included a rooftop amenity with interior gathering area/kitchenette and outdoor patio, a public plaza on the southwest corner of the project, and public art within the plaza area. These amenities meet the requirements for the development.

- Lighting

The properties contain existing streetlights along W. State Street. These streetlights shall be reinstalled when the street and sidewalks improvements are constructed. All

new site lighting shall reflect the "Dark Sky" criteria. **Applicant has not provided a site lighting plan for the building or parking lot. A lighting plan will be required at submittal of CZC and Design Review.**

- Landscaping - As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. Section 8-8C-2, J5 states that a minimum of one deciduous shade tree per four thousand (4,000) square feet of common area shall be provided. **The submitted landscape plan appears to satisfy these requirements with the exception of the private road. If street trees are to be placed by the builder, Certificate of Occupancy may be withheld until trees are verified in place per code.**

- Setbacks

Section 8-3A-4 of the UDC requires that "all setbacks in the CBD zone shall maintain a minimum 15' when adjacent to a residential use or zone." The existing alleyway on the north side of the project allows for the proposed building to meet this requirement for the existing residential dwellings to the north. All remaining setbacks in the CBD zone are 0'. The Star Fire District has reviewed and approved the proposed setbacks.

- Mailbox Cluster

The Applicant shall work with the Postmaster to determine the location for mailboxes in this development. A letter from the Postmaster shall be required at submittal of the CZC and Design Review.

#### AGENCY RESPONSES

ITD	January 14, 2025
ACHD	October 21, 2024
Fire District	November 26, 2024
DEQ	October 4, 2024
Star Sewer & Water District	October 10, 2024
CDH	October 24, 2024

#### PUBLIC RESPONSES

No public comments have been received for this application.

## STAFF ANALYSIS & RECOMMENDATIONS

This is the first major development in the old downtown Central Business District area along W. State Street to be reviewed by Council. Staff has summarized below the sections of the Unified Development Code, Comprehensive Plan and the adopted 2011 Downtown Revitalization Plan with references related to development in the Central Business District that help justify staff's recommendations on this application.

- High density residential may be permitted within the CBD in multiple use buildings with commercial or office type uses on the first floor and high density residential on upper floors.
- New development on **Main Street** and Star Road, generally **north and south of State Street**, shall include transition consisting of a compatible mix of lower intensity commercial, retail and office type uses mixed with live/work type residential. Existing Single-Family uses are encouraged to convert to or redevelop as non-residential uses.
- Commercial buildings and centers, including shopping centers and strip malls immediately adjacent to State Street and Star Road shall front the roadway with parking located to the rear. Single buildings may provide parking on the sides as approved by Council. Direct access to these roadways shall be limited to avoid excessive access points. Existing alleyways shall be utilized when present.
- All commercial buildings fronting State Street, Star Road, and State Hwy 16 & 20/26 shall be designed with architectural elements facing the roadways that provide a visually pleasing character to the public view, as may be determined through the Design Review process. (8-3C-2: ADDITIONAL CENTRAL BUSINESS DISTRICT STANDARDS):
- All setbacks in the CBD, C-1, C-2, LO, IL, PS, RC and M-U zone shall maintain a minimum 15' when adjacent to a residential use or zone. (8-3A-4: ZONING DISTRICT DIMENSIONAL STANDARDS)

### COMPREHENSIVE PLAN:

The Central Business District is planned to be a vibrant downtown center for the community. Uses encouraged are commercial, retail, civic, private offices, and entertainment. High density housing is encouraged on the upper floors of mixed-use buildings and at the fringes of the land use designation.

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.

G. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan intended to stimulate development within the CBD.



H. As recommended in the 2011 Star Downtown Revitalization Plan, the city should create an Urban Renewal District to stimulate development within the CBD.

I. The city should encourage assemblage of the smaller properties where appropriate.

- Encourage flexibility in site design and innovative land uses.

### 2011 Downtown Revitalization Plan

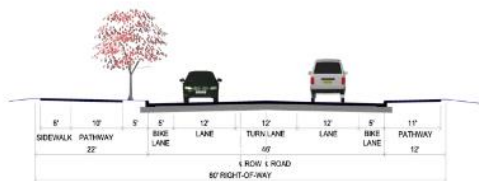
- As Star's business density increases, off-street public parking areas will become increasingly important.
- The preferred alternative cross-sections and streetscape configurations presented during open houses during the Revitalization Plan process envisioned Star's Downtown Plan to improve pedestrian safety and create an attractive and distinct sense of arrival within the Downtown Core as part of Figure 12:

Figure 12

## Star Master Planning Options Highway 44

### ◆ Highway 44 - Option A (80' Right-Of-Way)

- ◆ 3-lane road (no parking) with bike lane, streetscape, drivable median



Typical Section - Cross Section



Typical Section - 3D Rendering



Streetscape Options



Field Application - Meridian Road, Meridian

Based upon the information provided to staff in the applications and agency comments received to date, staff finds that the proposed conditional use permit meets the requirements, standards and intent for development as it relates to the Unified Development Code and Comprehensive Plan.

The Council should consider the entire record and testimony presented at their scheduled public hearing prior to rendering its decision on the matter. Should the Council vote to approve the applications, either as presented or with added or revised conditions of approval, Council shall direct staff to draft findings of fact and conclusions of law for the Council to consider at a future date.

<b>FINDINGS</b>
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The Council may **approve, conditionally approve, deny** or **table** this request. In order to approve these applications, the Unified Development Code requires that Council must find the following:

**CONDITIONAL USE PERMIT FINDINGS:**

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

*The Council must find that the site of the proposed use would be large enough to accommodate the proposed use or meet all of the dimensional and development regulations in the district in which the use would be located.*

2. That the proposed use will be harmonious with the Star comprehensive plan and in accord with the requirements of this title.

*The Council must find that the proposed use request is harmonious with the Star Comprehensive Plan and is in accord with the requirements of this Title. The proposed development should meet the intent or purpose of the Mixed-Use District.*

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

*The Council must find that the operation of the proposed use would be compatible with the other uses in the general area.*

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

*The Council must find that the proposed use, with imposed conditions of approval, would not adversely affect other property in the vicinity.*

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

*The Council must find that the proposed use be adequately served by essential public facilities and services.*

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

*The Council must find that the proposed use would not create excessive additional costs for public facilities and would not be detrimental to the economic welfare of the community.*

7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

*The Council must find that the proposed use would involve activities that would not be detrimental to any person, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.*

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.

*The Council must find that the proposed use would not result in the destruction, loss or damage of natural, scenic or historic feature of major importance since none are apparent on this site.*

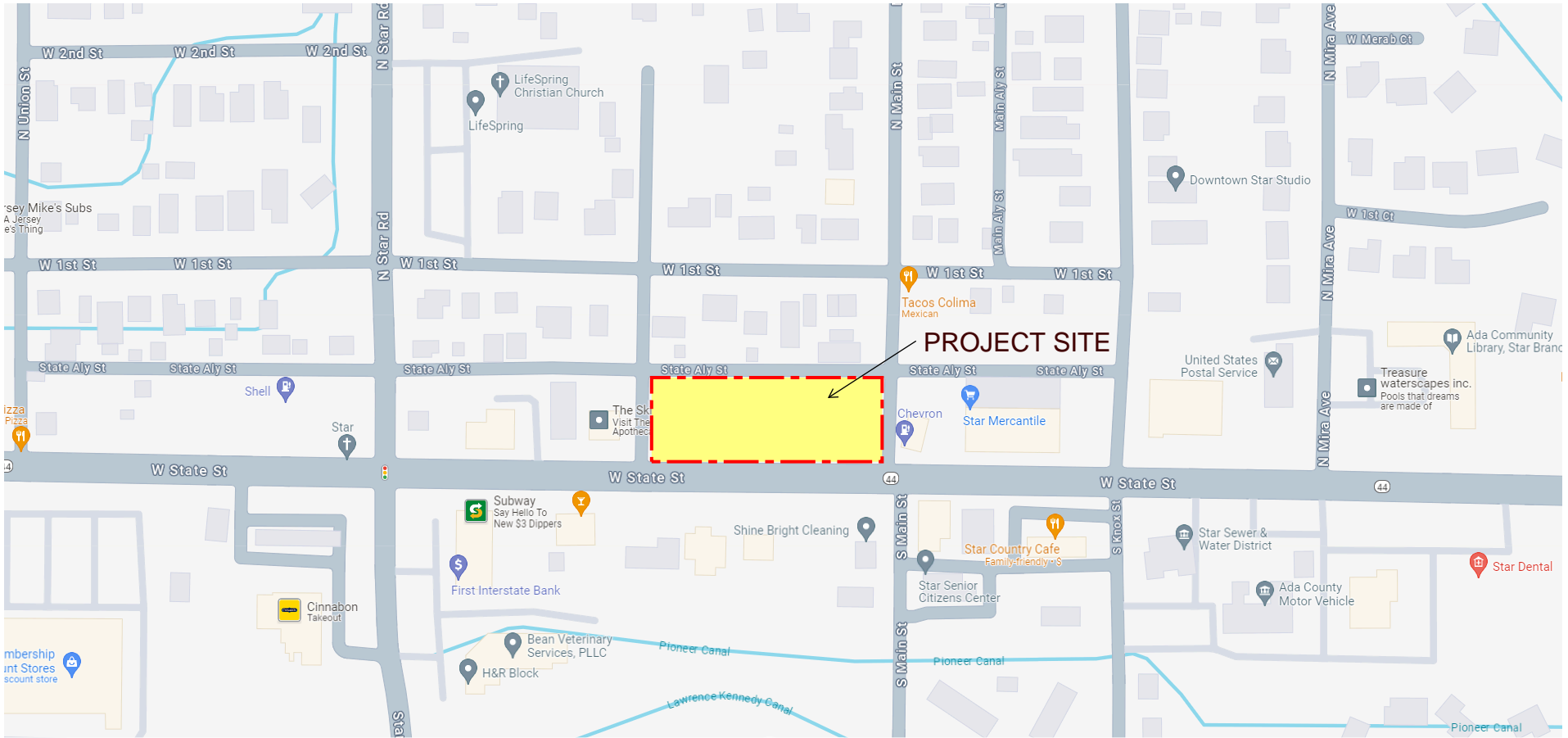
#### CONDITIONS OF APPROVAL

1. The approved Conditional Use shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The applicant agrees to a proportionate share assessment by ITD regarding impacts to the State Highway System. These fees are currently being calculated at \$1,000.00 per residential unit. These fees will be collected by the City of Star, prior to issuance of the building permit.**
3. Streetlights/Parking Lot lights and building lights shall comply with the Star City Code. Design shall follow Code with requirements for light trespass and "Dark Skies" lighting.
4. **A Certificate of Zoning Compliance will be required prior to issuing a building permit, to include final review and approval of the project by the Design Review Committee.**
5. **The Applicant shall provide a letter from the Star Postmaster approving the location of the mailboxes for the new building, prior to issuing certificate of occupancy.**
6. The property shall be satisfactorily weed abated, preventing a public nuisance, per Star City Code.

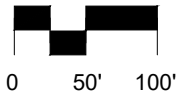
7. The property associated with this approved Conditional Use Permit shall be properly maintained at all times, including throughout the construction process to include trash picked up and trash receptacles emptied with regular frequency, streets swept and cleaned weekly, including any streets used to access the property and all debris shall be prevented from accumulating on any adjacent property or public right of way and shall remove all debris from public way at least daily. This shall also include, but is not limited to any trash, junk or disabled vehicles during any portion of the development process. The site shall be properly mitigated from fugitive dust at all times, including during construction, as determined by the Zoning Administrator. Failure to comply with any of the above may result in a stop work order being issued until the violations are remedied, and/or revocation of Conditional Use Permit approval.
8. Pressurized irrigation systems shall comply with the Irrigation District(s) and the City of Star Codes. Plans for pressurized irrigation systems shall be submitted to, and approved by the City of Star Engineer, prior to installation.
9. The applicant shall meet all requirements of the Star Sewer and Water District.
10. The applicant shall provide a sign, to be located at all construction entrances, indicating the rules for all contractors that will be working on the property starting at grading and running through occupancy that addresses items including but not limited to dust, music, dogs, starting/stopping hours for contractors (7a.m. start time). **Sign shall be approved by the City prior to start of any construction.**
11. The applicant shall obtain all the proper building permits from the City Building Department prior to occupancy of the unit.
12. The Conditional Use Permit may be revoked or modified by the City Council for any violation of any Condition of Approval.
13. The applicant shall obtain a sign permit prior to any permanent signage being placed on the site or building.
14. Any additional Condition of Approval as required by Staff and City Council.
15. Any Conditions of Approval as required by Star Fire Protection District.

<b>COUNCIL DECISION</b>
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The Star City Council \_\_\_\_\_ File Number CU-24-07, for State & Main Multiple Use Building CUP on \_\_\_\_\_, 2025.



## VICINITY MAP



Map data ©2024 Google 100 ft



## CONDITIONAL USE PERMIT APPLICATION

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

FILE NO.: <b>CU-24-07</b>	Date Application Received: <b>09-10-2024</b>	Fee Paid: <b>\$1660.00</b>
Processed by: City: <b>BN</b>		

### Applicant Information:

**PRIMARY CONTACT IS:** Applicant \_\_\_ Owner \_\_\_ Representative X

Applicant Name: Star Property Holding, LLC  
Applicant Address: 511 S. Proctor Ln., Eagle, Idaho Zip: 83616  
Phone: 949.291.9386 Email: ianwolf.re@gmail.com

Owner Name: Star Property Holding, LLC  
Owner Address: 511 S. Proctor Ln., Eagle, Idaho Zip: 83616  
Phone: 949.291.9386 Email: ianwolf.re@gmail.com

Representative (e.g., architect, engineer, developer):  
Contact: Walter Lindgren Firm Name: Lindgren Labrie Architecture, PLLC  
Address: 247 N. Eagle Rd. Zip: 83616  
Phone: 208.484.2293 Email: wlindgren@ll-arch.com

### Property Information:

Site Address: 17 N. Main St. Parcel Number: R7073754100  
Requested Condition(s) for Conditional Use: The proposed development includes a residential use, which automatically triggers a conditional use.

	Zoning Designation	Comp Plan Designation
Existing	CBD	CBD
Proposed	CBD	CBD
North of site	CBD	CBD
South of site	CBD	CBD
East of site	CBD	CBD
West of site	CBD	CBD

**Site Data:**

Total Acreage of Site: 0.94 (After Alley R.O.W. Dedication)  
Proposed Percentage of Site Devoted to Bldg Coverage: 40%  
Proposed Percentage of Site Devoted to Landscaping: 8%  
Number of Parking spaces: Proposed 70 Required 80 (w/ 50% reduction)  
Requested Front Setback: 0'-0" Requested Rear Setback: 0'-0"  
Requested Side Setback: N/A Requested Side Setback: N/A  
Requested Side Setback: N/A

Existing Site Characteristics: The property is undeveloped and generally flat. There are three (3) existing notable trees on site: two (2) along State Hwy 44 and one (1) at the northwest corner of the site.

Number and Uses of Proposed Buildings: One (1): Multiple-Use w/ Commercial & Residential  
Location of Buildings: Eastern half of property.

Gross Floor Area of Proposed Buildings: 46,800 s.f. (Includes Covered Parking)

Describe Proposed On and Off-Site Traffic Circulation: The property is accessed off of the alley and Poplar St. where parking for both commercial and residential uses are provided.

Proposed Signs – number, type, location: None at this time.  
(include draft drawing) \_\_\_\_\_

Public Services (state what services are available and what agency is providing the service):

Potable Water - Star Sewer & Water District

Irrigation Water - Pioneer Ditch Company, LTD

Sanitary Sewer - Star Sewer & Water District

Schools - Ada County School District No. 2

Fire Protection - Star Fire Protection District

Roads - ACHD & ITD

**Flood Zone Data (This Info Must Be Filled Out Completely Prior to Acceptance):**

Subdivision/Project Name: N/A Phase: N/A

Special Flood Hazard Area: total acreage N/A number of homes/structures \_\_\_\_\_

- a. A note must be provided on the site plan documenting the current flood zone in which the property or properties are located. The boundary line must be drawn on the plan in situations where two or more flood zones intersect over the property or properties being surveyed.
- b. FEMA FIRM panel(s): #160xxxxxC, 160xxxxxE, etc.: N/A  
FIRM effective date(s): mm/dd/year N/A  
Flood Zone(s): Zone X, Zone A, Zone AE, Zone AH, etc.: N/A  
Base Flood Elevation(s): AE \_\_\_\_\_.0 ft., etc.: N/A
- c. Flood Zones are subject to change by FEMA and all land within a floodplain is regulated by Chapter 10 of the Star City Code.

## Application Requirements:

(Applications are required to contain one copy of the following unless otherwise noted.)

Applicant (√)	Description	Staff (√)
✓	Pre-application meeting with Planning Department required prior to neighborhood meeting.	BN
✓	Copy of neighborhood meeting notice sent to property owners within 300 feet and meeting sign-in sheet. <b>(Please contact the City for addresses &amp; labels)</b> (Applicants are required to hold a neighborhood meeting to provide an opportunity for public review of the proposed project prior to the submittal of an application.)	BN
✓	Completed and signed Conditional Use Application	BN
✓	Fee: Please contact the City for current fee. Fees may be paid in person with check or electronically with credit card. Please call City for electronic payment. Additional service fee will apply to all electronic payments.	BN
✓	Narrative fully describing the existing use, and the proposed project. (must be signed by applicant)	BN
✓	Legal description of the property (word.doc and electronic version with engineer's seal):	
✓	Copy of recorded warranty deed.	BN
✓	If the signature on this application is not the owner of the property, an <b>original</b> notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application.	
✓	One (1) copy of names and addresses printed on address labels, of property owners within three hundred feet (300') of the external boundaries of the property being considered as shown on record in the County Assessor's office. Please contact the City to request addresses and labels.	BN
✓	List of names(s) and address(es) of all canal or irrigation ditches within or contiguous to the proposed development.	
✓	Vicinity map showing the location of the subject property	BN
✓	One (1) full-size copy and One (1) 11"x 17" reduction of the Site Plan	
✓	One (1) full-size copy and One (1) 11"x 17" reduction of the landscape plan (if applicable)	
✓	Building elevations showing construction materials	BN
✓	Two (2) copies electronic versions of submitted application including signed application, narrative, legal description, warranty deed, vicinity map, site plan, landscape plan, building elevations, shall be submitted in original pdf format (no scans) on a thumb drive only (no discs) with the files named with project name and plan type. We encourage you to also submit at least one (1) color version for presentation purposes.	BN
✓	Signed Certification of Posting with pictures. (see attached posting requirements and certification form) – To be completed by application after acceptance of application. Staff will notify applicant of hearing and posting date.	

## Site Plan (If applicable):

	The following items must be included on the site plan:	
✓	• Date, scale, north arrow, and project name	
✓	• Names, addresses, and phone number of owner(s), applicant, and engineer, surveyor or planner who prepared the site plan	
✓	• Existing boundaries, property lines, and dimensions of the lot	
✓	• Relationship to adjacent properties, streets, and private lanes	
✓	• Easements and right-of-way lines on or adjacent to the lot	
✓	• Existing and proposed zoning of the lot, and the zoning and land use of all adjacent properties	
✓	• Building locations(s) (including dimensions to property lines)	
✓	• Parking and loading areas (dimensioned)	
✓	• Traffic access drives and traffic circulation (dimensioned)	



✓	• Open/common spaces	
✓	• Refuse and service areas	
✓	• Utilities plan, including the following: Sewer, water, irrigation, and storm drainage (existing & proposed)	
✓	• All on-site lighting proposed – Must Meet City “Dark Sky” Ordinances	

**Landscape Plan (If applicable):** N/A

	<b>The following items must be included on the landscape plan:</b>	
	• Date, scale, north arrow, and project name	
	• Names, addresses, and phone numbers of the developer and the person and/or firm preparing the plan	
	• Existing natural features such as canals, creeks, drains, ponds, wetlands, floodplains, high groundwater areas, and rock outcroppings	
	• Location, size, and species of all existing trees on site with trunks 4 inches or greater in diameter, measured 6 inches above the ground. Indicate whether the tree will be retained or removed.	
	• Existing buildings, structures, planting areas, light poles, power poles, walls, fences, berms, parking and loading areas, vehicular drives, trash areas, sidewalks, pathways, storm water detention areas, signs, street furniture, and other man-made elements	
	• Existing and proposed contours for all areas steeper than 20% slope. Berms shall be shown with one-foot contours	
	• Sight Triangles as defined in 8-4 A-7 of this Ordinance	
	• Location and labels for all proposed plants, including trees, shrubs, and groundcovers (trees must not be planted in City water or sewer easements). Scale shown for plant materials shall reflect approximate mature size	
	• Proposed screening structures	
	• Design drawings(s) of all fencing proposed	
	• Calculations of project components to demonstrate compliance with requirements of this ordinance, including: <ul style="list-style-type: none"> <li>➢ Number of street trees and lineal feet of street frontage</li> <li>➢ Width of street buffers (exclusive of right-of-way)</li> <li>➢ Width of parking lot perimeter landscape strip</li> <li>➢ Buffer width between different land uses</li> <li>➢ Number of parking stalls and percent of parking area with internal landscaping</li> <li>➢ Total number of trees and tree species mix</li> <li>➢ Mitigation for removal of existing trees, including number of caliper inches being removed</li> </ul>	

**SIGNS (If applicable):**

All signs will require separate submittal of a sign application.

**FEE REQUIREMENT:**

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

Walter Lindgren



9-9-24



**LINDGREN:LABRIE**  
ARCHITECTURE

September 9, 2024

Mr. Shawn Nickel  
City of Star Planning & Zoning Department  
10769 W. State St.  
Star, Idaho 83669

**RE: Conditional Use Application - Narrative  
State & Main Mixed-Use Building – Star, Idaho**

Mr. Nickel –

On behalf of Star Property Holding, LLC, we are submitting for your review and consideration a conditional use application for a new 3-story (w/ rooftop amenity) mixed-use building to be located within the city block along W. State Street (Hwy 44) between N. Main and N. Poplar streets in downtown Star. The proposed 46,800 s.f.+/- building shall include approximately 9,900 s.f. of future commercial space at the ground level fronting W. State and N. Main streets and a total of 30 residential units at the second and third levels, which is the primary basis for this application. In addition, a residential amenity is proposed at the roof level, which will be stepped back from the lower levels and consist of an interior gathering area with a kitchenette and a large outdoor patio extending to the south and east edges of the building. The ground level entrance to the residential lobby will be accessed from the east side of the building (off N. Main Street), distinguishing itself from the future commercial tenant entrances along the east and south facades.

Parking for the residents will be at grade either covered under the building or an adjacent carport structure, while parking for the commercial uses and residents' guests shall be distributed throughout the west surface parking lot and along N. Main and N. Poplar streets. Proposed site improvements shall include new landscaping surrounding the parking areas along the west portion of the site and a new hardscape art plaza at the southwest corner of the site. Unless otherwise determined to be in conflict with the proposed development or deemed undesirable, the Applicant's intent is to protect and retain the three large trees on site as depicted on the Site Plan.

**ARCHITECTURAL DESIGN & SITE PLANNING**

Per the City of Star's Downtown Revitalization Plan (2011)

*Vision*

*Participants in Star's first downtown planning public workshop were asked to envision what Star would look like when their downtown revitalization efforts were successful, thereby articulating a vision for revitalization. The envisioned elements include:*

- *Bike and pedestrian routes (i.e. sidewalks, bike paths)*
- *Public plaza (i.e. benches, public restrooms, water feature, events space)*
- *Attractive storefronts*
- *Landscaping (i.e. hanging flower baskets, planters, screened parking lots)*
- *Mixed-use new development that provides business and residential spaces*

### Gathering Place

*Civic plazas and parks within a downtown area provide visitors and community members with a place to gather, recreate, enjoy events, and/or shop at outdoor marketplaces. These central gathering places are important to downtown revitalization because they encourage prospective customers to stay longer in the downtown area and provide venues for events that can attract local and visiting customers.*

*Several locations were identified as potential for development of a civic gathering place. Perhaps the best option for Star to develop a civic plaza would be to partner with a private business development to help finance, provide available property, and create compatible surrounding businesses. Generations Plaza in Meridian is a good example of a small-scale civic plaza development and was toured by Star residents during the downtown revitalization planning process.*

### Public Art

*It is recommended that the City of Star take a deliberate approach to integrating the arts into the design of downtown redevelopment. The vision is to create a celebration of the arts that will bring cultural richness and economic support to the city center.*

## **Proposed Solution**

Although still preliminary, the building's design takes its cues from traditional archetypes indicative of western downtowns with tall storefront windows at the ground level and vertically oriented 'punched' windows at the second and third floors. One of the primary goals with this design is to breakdown the massing with distinct styles to create the illusion that there are several buildings within this urban block, distinguishable from one another through massing, color, and materials, similar to that of a main street city block of buildings that have existed for years and evolved naturally. We believe this is the appropriate way to provide proper scale and interest at this very important corner. The proposed building height is 55' +/-; however, the rooftop amenity is stepped back considerably at all exterior facades.

The horizontal undulation of the building's massing at the southeast and southwest corners creates unique opportunities for future outdoor patio spaces. In addition to the generous streetscape width (>10'), these patios provide a place for people to gather and dine, giving life to this urban block. Given the geometry of the surface parking lot, there remains approximately 25'x80' area slated for a public plaza with an opportunity for a public art piece at the southwest corner.

A breakdown of the proposed building areas and residential units is as follows:

**Floor Area (Approximate)**

Ground Level (Footprint):	11,300 s.f.
Parking (Covered by Bldg.):	4,600 s.f.
Second Level:	14,900 s.f.
Third Level:	14,900 s.f.
<u>Fourth Level (Indoor):</u>	<u>1,100 s.f.</u>
Total:	46,800 s.f.

...plus...

Fourth Level (Open Patio):	1,800 s.f.
----------------------------	------------

**Residential Unit Mix**

1 Bedroom:	28
<u>2 Bedroom:</u>	<u>2</u>
Total:	30

**CONNECTIVITY TO W. STATE ST. (HWY 44) & N. MAIN ST.**

Per the City of Star's Downtown Revitalization Plan (2011), the following section was identified by public workshop attendees and survey respondents as a priority for improving pedestrian and bicycle connectivity:

*State Street / Highway 44 as It Passes through Star's Downtown Core*

*This section is a state highway, managed by Idaho Transportation Department (ITD) and is Star's primary arterial collector, serving the largest traffic volume of Star's roadway system. The partnership arrangement for elements of the operation and maintenance of this corridor are outlined in a state-local agreement between the City of Star and ITD. The bulk of Star's commercial sector lines the roadway, extending east and west from the downtown center and it represents two of three primary entrances into the community of Star from the East and the West. Currently, within the right-of-way of approximately 80 feet, there are sidewalks approximately 5 feet in width on each roadway side, parallel parking in each direction, and four travel lanes. Discussions and feasibility investigations with ITD regarding possible bypass routes have determined that, for the foreseeable future, this roadway will continue to be the primary route for State Highway 44 which is outlined in the SH 44 Corridor Preservation Study.*

*The vision of Star's downtown revitalization plan is to improve pedestrian safety and create an attractive and distinct sense of arrival within Star's downtown core while continuing to serve the needs of the travelers along State Highway 44. Multiple alternative cross-sections and streetscape configurations were developed for this roadway and presented at open houses. To accomplish the desired objectives, the preferred alternative proposed that travel lanes be*

*reduced to three lanes – one lane of traffic in each direction (12 feet in width each) and a center turn lane (12 feet in width), bicycle lanes (5 feet in width) will be added to each side of the roadway, and the sidewalk areas will be widened to 11 feet to allow ample room for pedestrians and streetscape amenities. Because the center turn lane will remove left turning traffic from the primary travel lanes, ITD has indicated that the three-lane configuration will allow for a comparable traffic volume flow as the current configuration. Portions of these roadway changes could be implemented with very little cost by simply restriping the existing road section from a four-lane roadway with parallel parking to a three-lane roadway with a bike lane on each side of the road. No structural changes to the roadway would be required, but simply restriping the existing roadway could accomplish many of the desired objectives to make Hwy 44 more pedestrian friendly.*

### **Proposed Solution**

The proposed streetscape shall be a minimum of 11' in width from the face of the building to the back of curb along and 10' minimum along N. Main and N. Poplar streets. Per our proposed site plan, the outer 4'-0" zone is dedicated to a tree and site furnishing zone while a minimum of 6'-0" continuous sidewalk will be maintained for a pedestrian zone. The building's footprint and placement on site allows for patio seating at the east (adjacent to N. Main St.) and west ends as described, above. We do not anticipate any patio seating immediately along W. State Street (Hwy 44) given the anticipated volume of vehicular traffic.

### **PARKING**

Per the City of Star's Downtown Revitalization Plan (2011):

*It was difficult to assess the number of existing parking spaces within Star's inventory area since parking signage or striping was often nonexistent to establish parking patterns. For example, some businesses use vacant lots behind or adjacent to their businesses for parking that lack pavement and striping. Inventory documenters estimated that five-hundred and forty-two (542) off-street parking spaces were available to patrons of businesses and public facilities within the inventory area (note that 200 of these accompany the LDS Church).*

*The City of Star does not currently provide any public parking areas within the downtown core, except for those on City Hall property. With the existing configuration of State Street / Highway 44, on-street parallel parking is permitted in most sections of each street side. In order to accommodate enhanced pedestrian and bicycle accessibility within the existing right-of-way, the proposed streetscape reconfiguration of State Street / Highway 44 within the Central Business District would eliminate on-street parking, making the acquisition and construction of public parking areas essential to downtown revitalization.*

*The proposed streetscape improvements to State Street / Highway 44 and South Star Road will eliminate on-street parking to improved traffic flow and provide room within the existing right-of-way for bike lanes, wide sidewalks, landscaping, and street furniture. Star's Comprehensive Plan includes the economic development objective, "Provide on street parking in the CBD." Ample off-street parking is currently offered to serve most of downtown Star's existing businesses. However, as Star's business density increases, off-street public parking areas will become increasingly important.*

**Proposed Solution**

The following is a breakdown of the required and proposed parking stalls per use.

Building Use	Area or # of Units	Stalls Required	Stalls Provided
Restaurant	<4,500 s.f.	15 (1/300 s.f.)***	10
Office / Retail	<5,500 s.f.	11 (1/500 s.f.)***	6
Residences	28	42 (2 / Unit)	42*
Residences	2	4 (2 / Unit)	4**
Residence Guest Parking	30	8 (0.25 / Unit)	8**
Totals		80	70

\* Per City of Star Municipal Code 8-4B-3B, a minimum of one stall per residential unit shall be covered.

\*\* Per City of Star Municipal Code 8-4B-3B, 0.25 stalls per residential unit shall be provided for guest parking. Adjacent on street parking spaces on a local street may be credited toward the guest parking requirement.

\*\*\* Within the CBD zoning district, minimum required parking may be reduced by Council for up to 50% of all non-residential uses (as reflected on table). Adjacent on-street parking may also be included in the minimum parking requirement. Council may also require a parking in-lieu-of payment for a portion of the reduced parking.

There are numerous case studies of US cities, large and small, that have discovered that downtown parking minimums may not be the appropriate solution; and subsequently, abolished (or greatly reduced) them.

This does not mean an end to new parking spaces. Nor does having low parking minimums or no parking minimums necessarily mean the city center will eventually have much less parking. In fact, some downtowns have plentiful parking without any having been created by parking minimums.

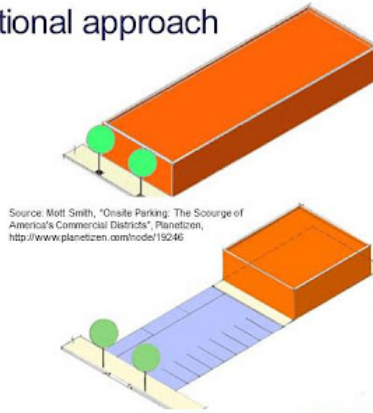
We believe there is a more viable and sustainable solution. Instead of making each CBD site have 'enough' dedicated parking, the buildings in this area ought to have access to local pools of public parking. Any particular public parking spot in such a downtown serves the whole area within walking distance rather than just being for one

site, a 'park-once-and-walk' approach. The challenge presented here is that this project is the first of its kind and ahead of the curve. The City of Star does not have a parking program for the CBD as of yet; however, projects such as this can, and should, be a catalyst for implementing such a plan.

### More problems with the conventional approach

Providing on-site parking on small sites is expensive and inefficient

So high parking minimums hinder the re-use, redevelopment, and sensitive infill of older areas with small building sites



And, if embraced fully, this approach offers various benefits:

- With land-use mixing, public parking allows demand to be met with fewer parking spaces, even in the absence of any rationing/pricing. This is because parking serves multiple destinations, with varying times for their peak parking demand.
- Parking that is open to the public is required to be managed and rationed. This also helps keep parking demand in line with supply and reduces the fears about shortages and problems in the streets.
- It promotes walking, which is good for street facing businesses.
- The park-once-and-walk results in much less traffic. You are no longer expected to bring your car with you as you move between destinations. You can park once, then walk.

We encourage the development of new public parking resources, including a potential public-private partnership to create new surface parking lots or a joint-use parking structure. Expanding active transportation and alternative transportation/mobility options and considering the implementation of paid on-street parking to enhance space turnover for the benefit of local businesses are additional long-term action items that will contribute to an economically vibrant downtown.

### Proposed Parking Offset

There are three distinct users proposed for this building: the resident, the resident's guest, and the commercial (non-residential) user. It is important to note that the proposed residential unit parking (including guest parking) complies with the City's code and no offset is being proposed; however, we are requesting a reduction in stalls required for the non-residential uses through a combination of approaches as follows:

*The proposed streetscape improvements to State Street / Highway 44 and South Star Road will eliminate on-street parking to improved traffic flow and provide room within the existing right-of-way for bike lanes, wide sidewalks, landscaping, and street furniture. Star's Comprehensive Plan includes the economic development objective, "Provide on street parking in the CBD." Ample off-street parking is currently offered to serve most of downtown Star's existing businesses. However, as Star's business density increases, off-street public parking areas will become increasingly important.*

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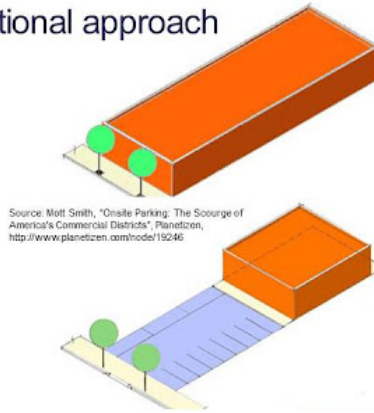


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### Parking Reduction in CBD District

Per footnote \*\*\* in the parking chart, above, the required minimum parking for downtown commercial uses may be reduced by the City Council of up to 50%. We believe this is a reasonable application of this provision, whereas a project on this site utilizing the standard parking requirements would be significantly reduced in size, rendering it infeasible. In addition, greater parking requirements conflict with the City's goals that promote mixed-use, dense and walkable areas in the urban core.

Equally important, the peak demands of the proposed non-residential uses (Restaurant < 4,500 s.f. and Retail/Office < 5,500 s.f.) complement one another. The activity pattern of each land use is linked with the temporal usage of parking facilities. Residential parking usage is lower during working hours as many workers drive to their workplaces. Office and retail parking show a level of usage corresponding to peak commuting hours and restaurant parking use peaks during the evening hours when the other uses have shut down.

This leaves a deficit of 10 stalls, of which we are requesting a waiver. Given this development is the first of its kind in the CBD, the City does not currently have a parking facility in this area; however, this is not to say this isn't on the horizon. On the flip side, there aren't a number of high-volume businesses that currently exist in this area yet plenty of on-street parking opportunities beyond this site. We understand that there is an in-lieu-of parking payment option in the code for such a situation; however, this is a costly option for the developer who is already presented with an expensive development on a challenging site.

### **Bicycle Parking (8-4B-3H)**

To provide alternative means of access to the building, we are proposing more bike stalls than are required. Per section 8-4B-3H, one (1) bicycle stall is required per 25 vehicle stalls. Using the number of stalls required (80), we are required to provide four (4) stalls. We are proposing eight (8) to be distributed throughout the site.

### **MISC. DESIGN ITEMS**

#### **Mechanical Equipment Screening**

Given the mixture of uses, we are proposing distinct HVAC systems for the commercial and residential uses. The ground level commercial spaces will be served by a variable refrigerant flow (VRF) system, which consists of heat pumps and energy recovery ventilation (ERV) units located within the rooftop confinement. For the residential uses, we are proposing a ductless split system, which consists of condensing units at the rooftop level and multiple fan coil units located within the individual residential units. In any case, the height of any rooftop equipment shall not exceed the height of the building's parapet.

#### **Gas & Electrical Meter Screening**

The bank of gas meters is proposed to be located along the north face of the building along the alley, arguably the least exposed side of the building. The electrical gear

and transformer are proposed to be located under the second level floor plane, adjacent to the residential parking, obscured from view.

**Trash & Recycling Collection**

A trash and recycling enclosure is proposed along the alleyway adjacent to the parking access drive. The location and orientation of the enclosure is intended to provide clear and unobstructed access for large trucks from the alley, maximizing ease and safety.

**Building/Site Signage**

No signs (building or monument) are proposed at this time.

On behalf of Star Property Holding, LLC, we appreciate your review and consideration of this Conditional Use application. We believe this mixed-use building will be an exciting addition to the City of Star and a catalyst for downtown development. Please do not hesitate to contact me if you have any questions and/or comments regarding this application.

Sincerely,



Walter Lindgren, Principal Architect  
LINDGREN:LABRIE ARCHITECTURE

# Downtown Parking Study

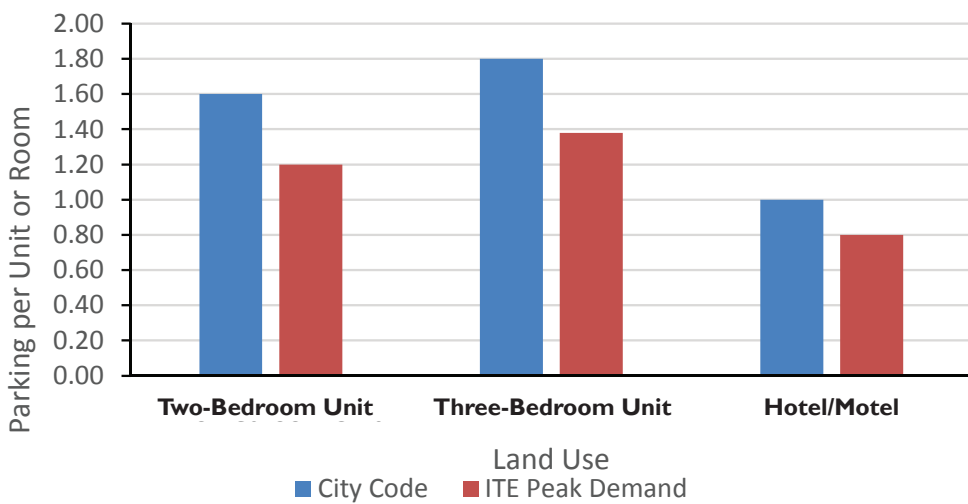
## Summary of Findings

In 2015 Transportation Solutions, Inc. conducted a parking study as part of the Comprehensive Plan update. The study focused on Downtown and the waterfront. The study's purpose was to help the community understand the relationship between parking and land use, identify parking strategies, and find potential changes to land use policy.

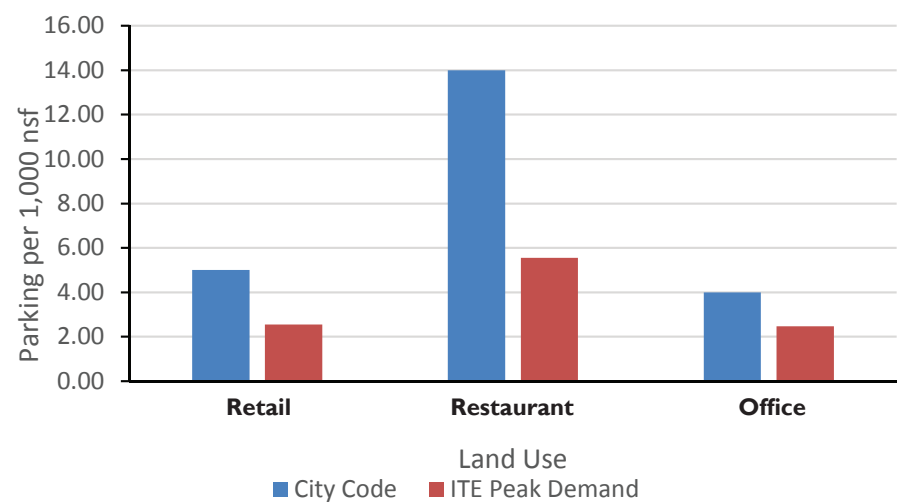
### Top 5 Findings

1. Anacortes' parking requirements are generally **higher than actual need**. For residential development the number of parking spaces required is roughly 20% more than the peak demand.
2. Retail and restaurant parking requirements **exceed actual parking needs by 250%**.
3. Downtown has **2,114 parking stalls**, about 55% of which are on-street
4. During peak summer weekday times, about **50% of all Downtown parking spaces are occupied**
5. More than 90% of people visiting Downtown park in the same space for **two hours or less**

Residential and Hotel Uses



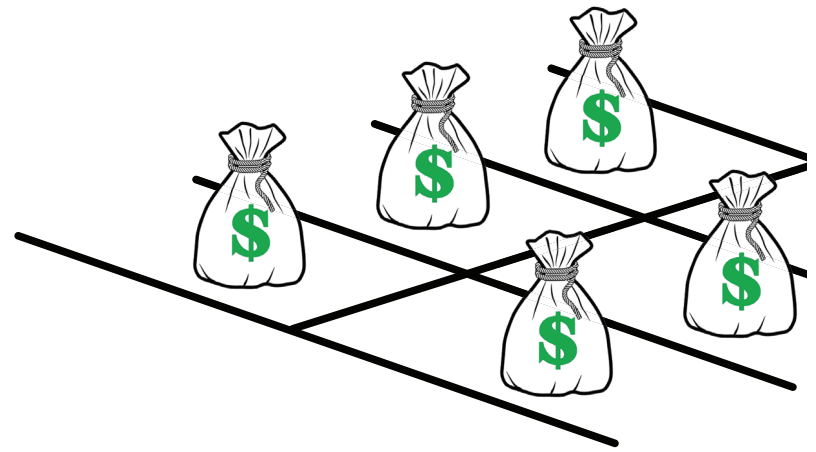
Commercial Uses



The study compared Anacortes' parking requirements to nationally-observed standards generated by the Institute for Transportation Engineers (ITE).

### Parking is Expensive

The cost and physical constraints of providing private off-street parking often challenge the financial feasibility and marketability for new development and redevelopment of existing properties. In Anacortes, parking requirements for new and redeveloped land uses are often greater than peak parking needs.

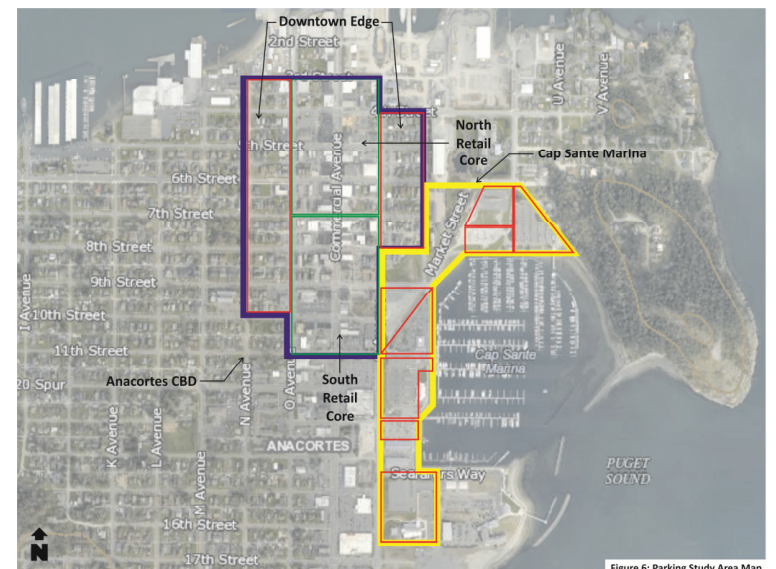


Costs of structured parking:

- Above ground garages: \$15,000-\$25,000 per stall
- Underground garages: \$30,000-\$40,000 or more per stall

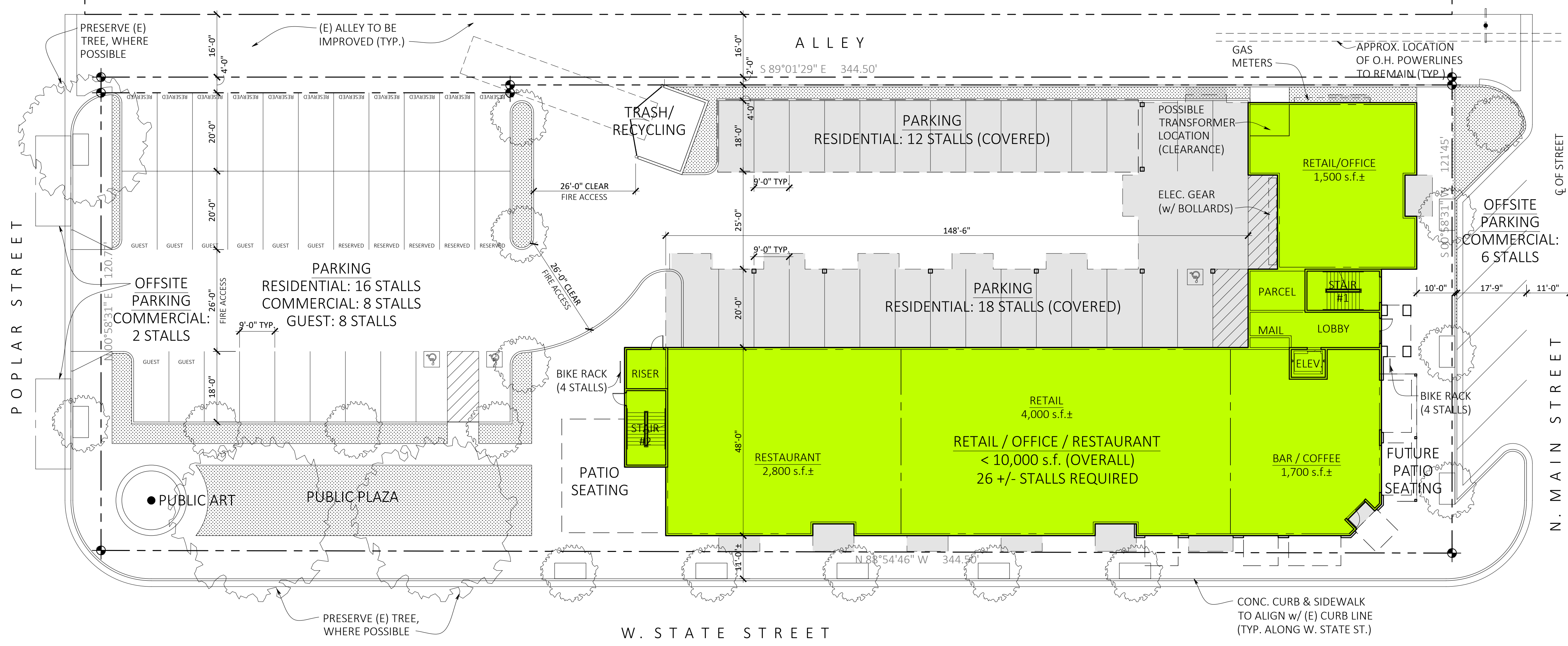
### Preliminary Recommendations

- Conduct comprehensive review of zoning code and align parking requirements with desired land-use changes
- Reduce parking requirements for retail and commercial uses
- Tailor requirements for specialty land-uses such as high density multi-family
- Distinguish Downtown parking requirements from citywide parking requirements
- Lower minimum parking standards to no more than 15% of forecasted needs
- Establish an in-lieu fee policy to improve or fund public parking lots

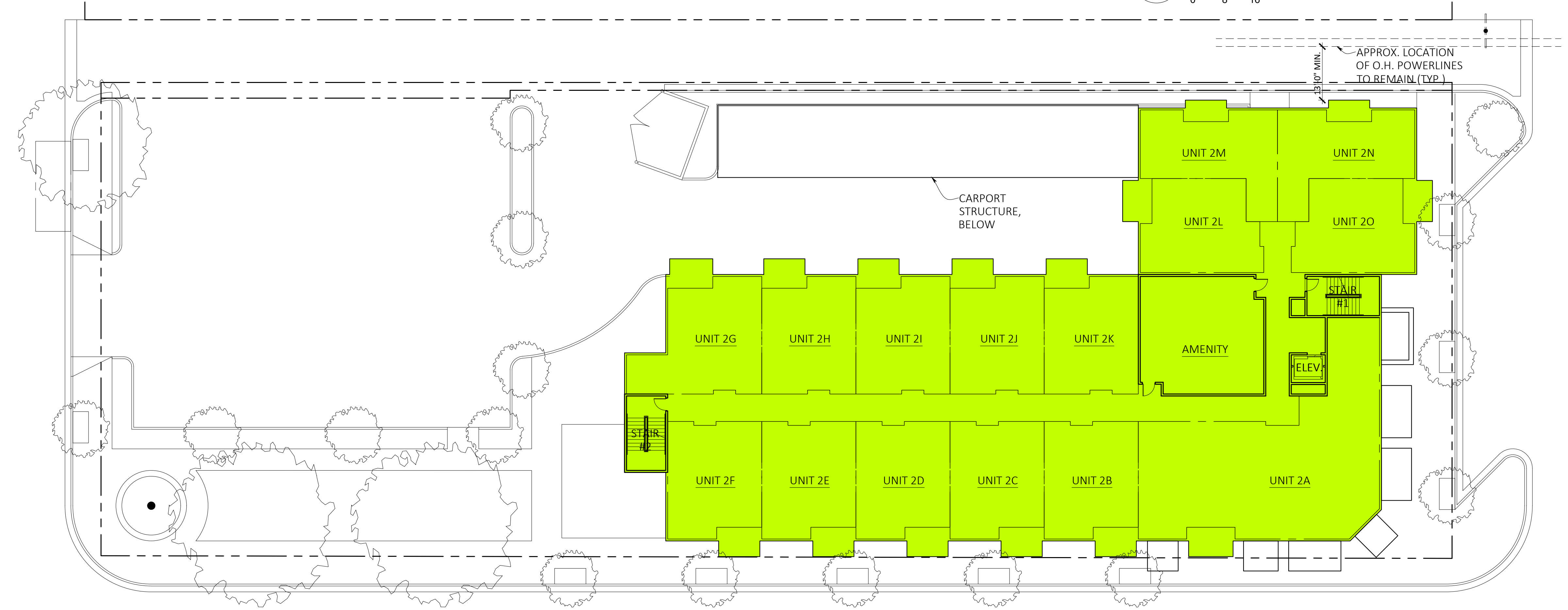


The parking study focused on Downtown and the waterfront.





**SITE PLAN / GROUND LEVEL**  
 AREA: 11,300 s.f. ± (FOOTPRINT)



**2ND LEVEL**  
 AREA: 14,900 s.f. ±

**PARKING:**

BUILDING USE	AREA OR # OF UNITS	STALLS REQUIRED	STALLS PROVIDED
RESTAURANT	< 4,500 S.F.	15 (1/300 S.F.)***	10
OFFICE / RETAIL	< 5,500 S.F.	11 (1/500 S.F.)***	6
RESIDENCES (1 BR)	28	42 (1.5 / UNIT)	42*
RESIDENCES (2 BR)	2	4 (2 / UNIT)	4*
RESIDENCE GUEST PARKING	30	8 (0.25 / UNIT)	8**
<b>TOTAL:</b>		<b>80</b>	<b>70</b>

\* PER CITY OF STAR MUNICIPAL CODE 8-4B-3B, A MINIMUM OF ONE STALL PER RESIDENTIAL UNIT SHALL BE COVERED.

\*\* PER CITY OF STAR MUNICIPAL CODE 8-4B-3B, 0.25 STALLS PER RESIDENTIAL UNIT SHALL BE PROVIDED FOR GUEST PARKING. ADJACENT ON STREET PARKING SPACES ON A LOCAL STREET MAY BE CREDITED TOWARD THE GUEST PARKING REQUIREMENT.

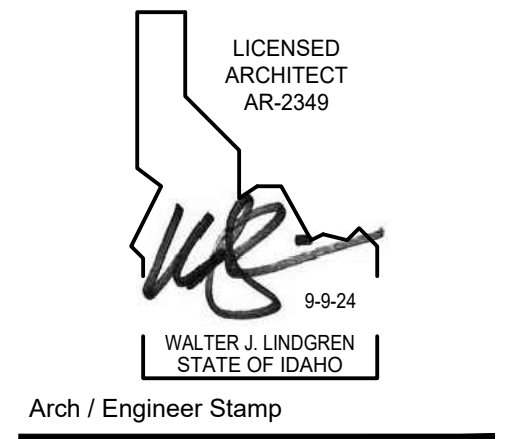
\*\*\* WITHIN THE CBD ZONING DISTRICT, MINIMUM REQUIRED PARKING MAY BE REDUCED BY COUNCIL FOR UP TO 50% OF ALL NON-RESIDENTIAL USES. ADJACENT ON-STREET PARKING MAY ALSO BE INCLUDED IN THE MINIMUM PARKING REQUIREMENT. COUNCIL MAY ALSO REQUIRE A PARKING IN-LIEU-OF PAYMENT FOR A PORTION OF THE REDUCED PARKING.

PER CITY OF STAR MUNICIPAL CODE 8-4B-3H, ONE (1) BICYCLE STALL PER 25 VEHICLE STALLS. THEREFORE, FOUR (4) BICYCLE STALLS ARE REQUIRED; HOWEVER, EIGHT (8) STALLS ARE PROVIDED.



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A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
 W. State St. & N. Main St.  
 Star, Idaho 83669

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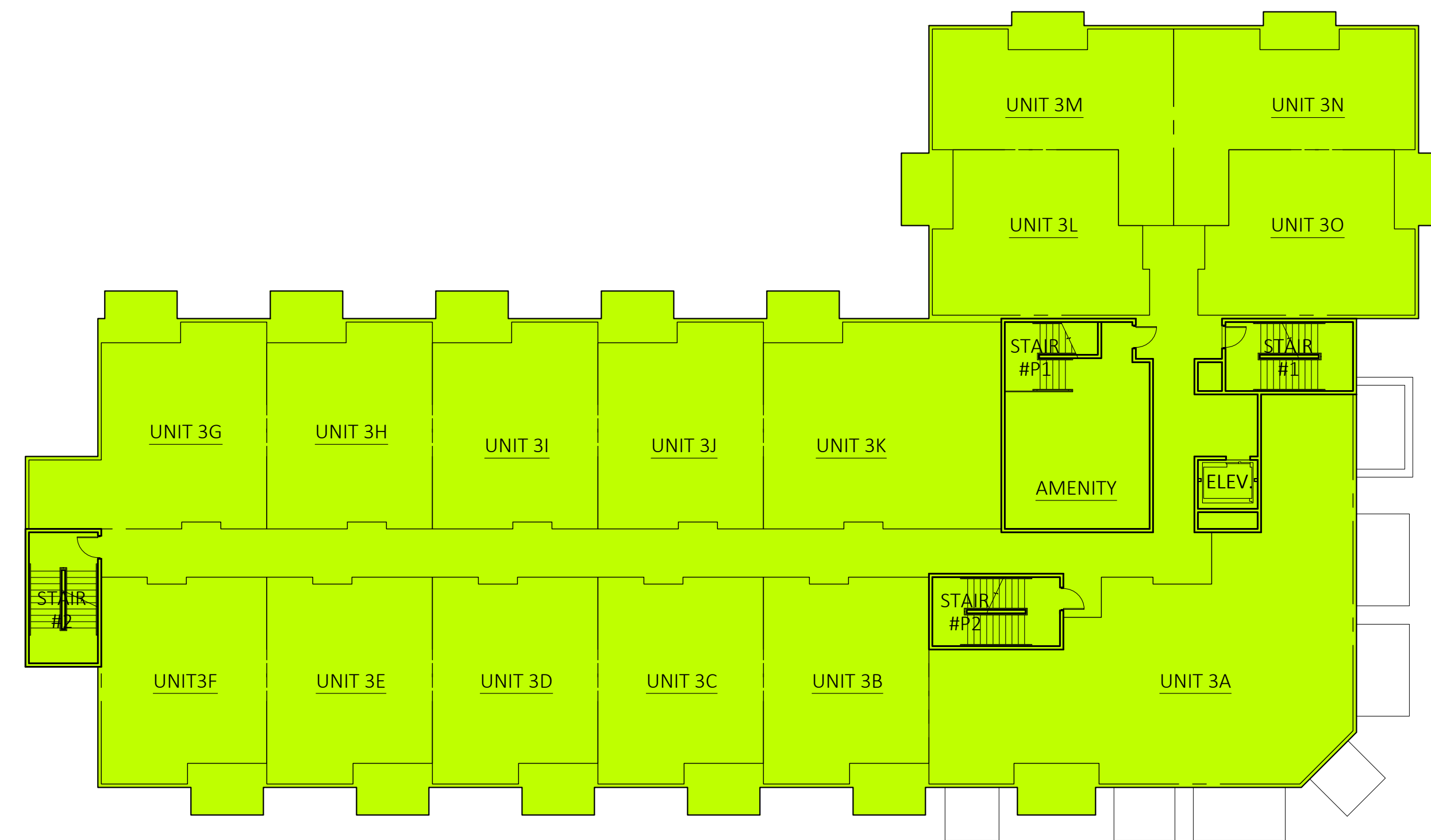
**SITE / GROUND & 2ND LEVEL**

DRAWING SHEET REVISIONS

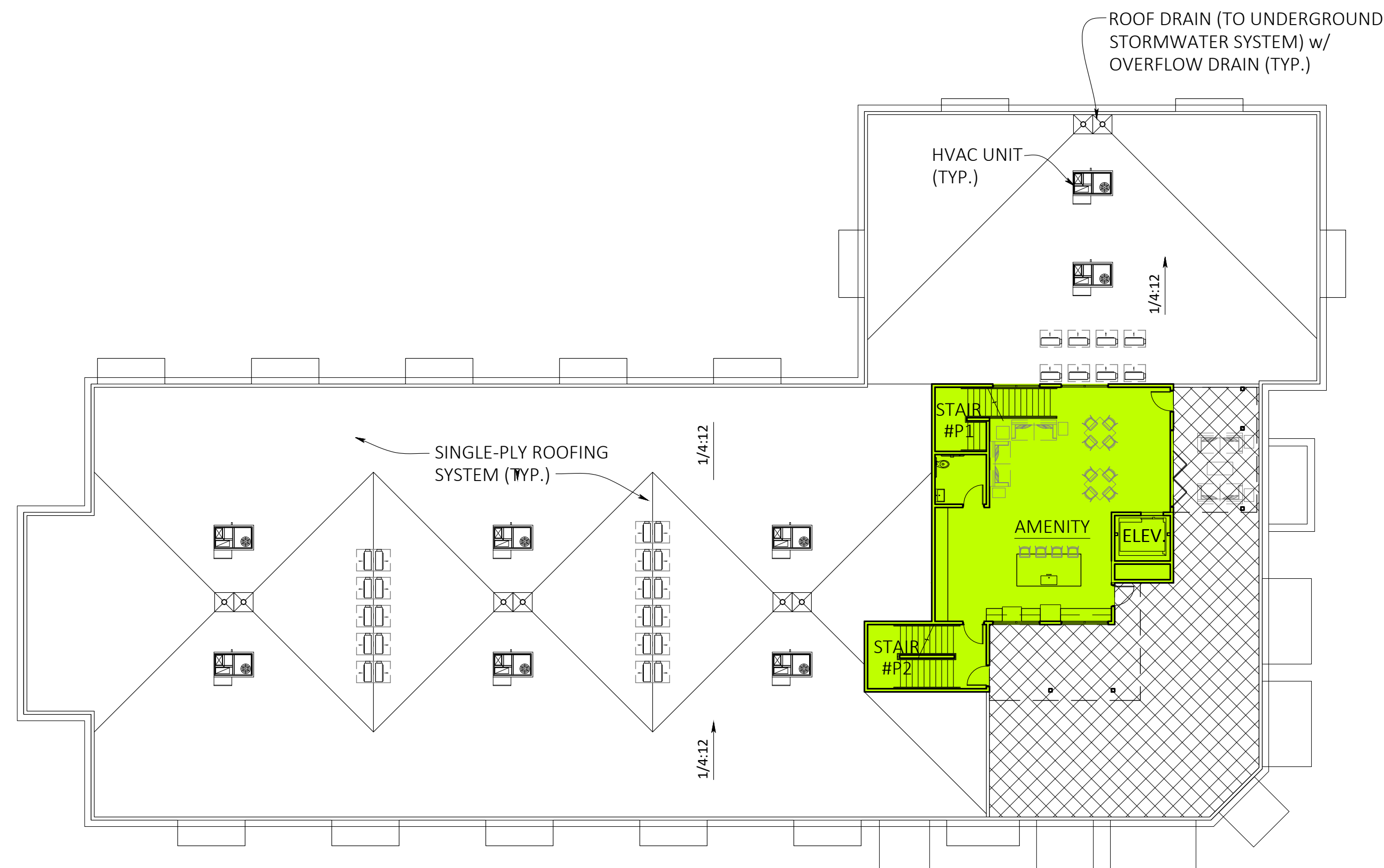
DATE	REMARKS

Drawn By: STAFF  
 Checked By: WJL  
 Date: 09 SEP 2024  
 Scale: AS NOTED  
 Job No. 23135

Sheet Number **A1**



**3RD LEVEL**  
 AREA: 14,900 s.f. ±

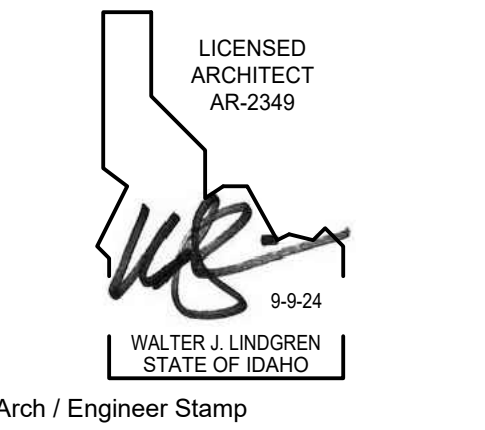


**ROOF TERRACE / PATIO**  
 AREA (INDOOR): 1,100 s.f. ±  
 AREA (PATIO): 1,800 s.f. ±



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A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
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**3RD LEVEL &  
 ROOF TERRACE**

DRAWING SHEET REVISIONS

DATE	REMARKS

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 Checked By: WJL  
 Date: 09 SEP 2024  
 Scale: AS NOTED  
 Job No. 23135

Sheet Number **A2**



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ARCHITECTURE

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VIEW FROM SOUTHEAST (W. STATE ST. / HWY 44)



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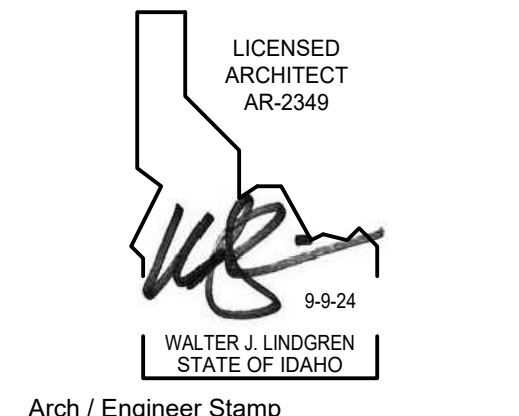
VIEW FROM NORTHEAST (N. MAIN ST.)





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A Conditional Use Application for the  
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EXTERIOR  
ELEVATIONS

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DATE	REMARKS

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 Checked By: WJL  
 Date: 09 SEP 2024  
 Scale: AS NOTED  
 Job No. 23135

Sheet Number **A3**



**1 EAST ELEVATION (N. MAIN ST.)**  
1/8" = 1'-0"

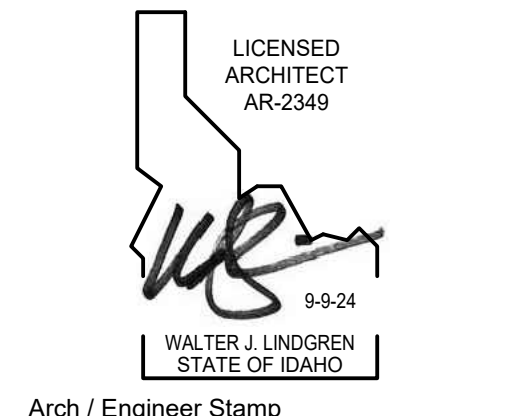


**2 SOUTH ELEVATION (W. STATE ST. / HWY 44)**  
1/8" = 1'-0"



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A Conditional Use Application for the  
**STATE & MAIN MIXED-USE**  
W. State St. & N. Main St.  
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CONDITIONAL USE

EXTERIOR  
ELEVATIONS

DRAWING SHEET REVISIONS

DATE	REMARKS

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 Checked By: WJL  
 Date: 09 SEP 2024  
 Scale: AS NOTED  
 Job No. 23135

Sheet Number **A4**




**1 WEST ELEVATION (N. POPLAR ST.)**  
1/8" = 1'-0"

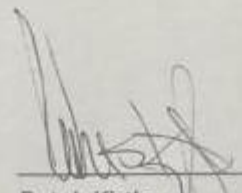


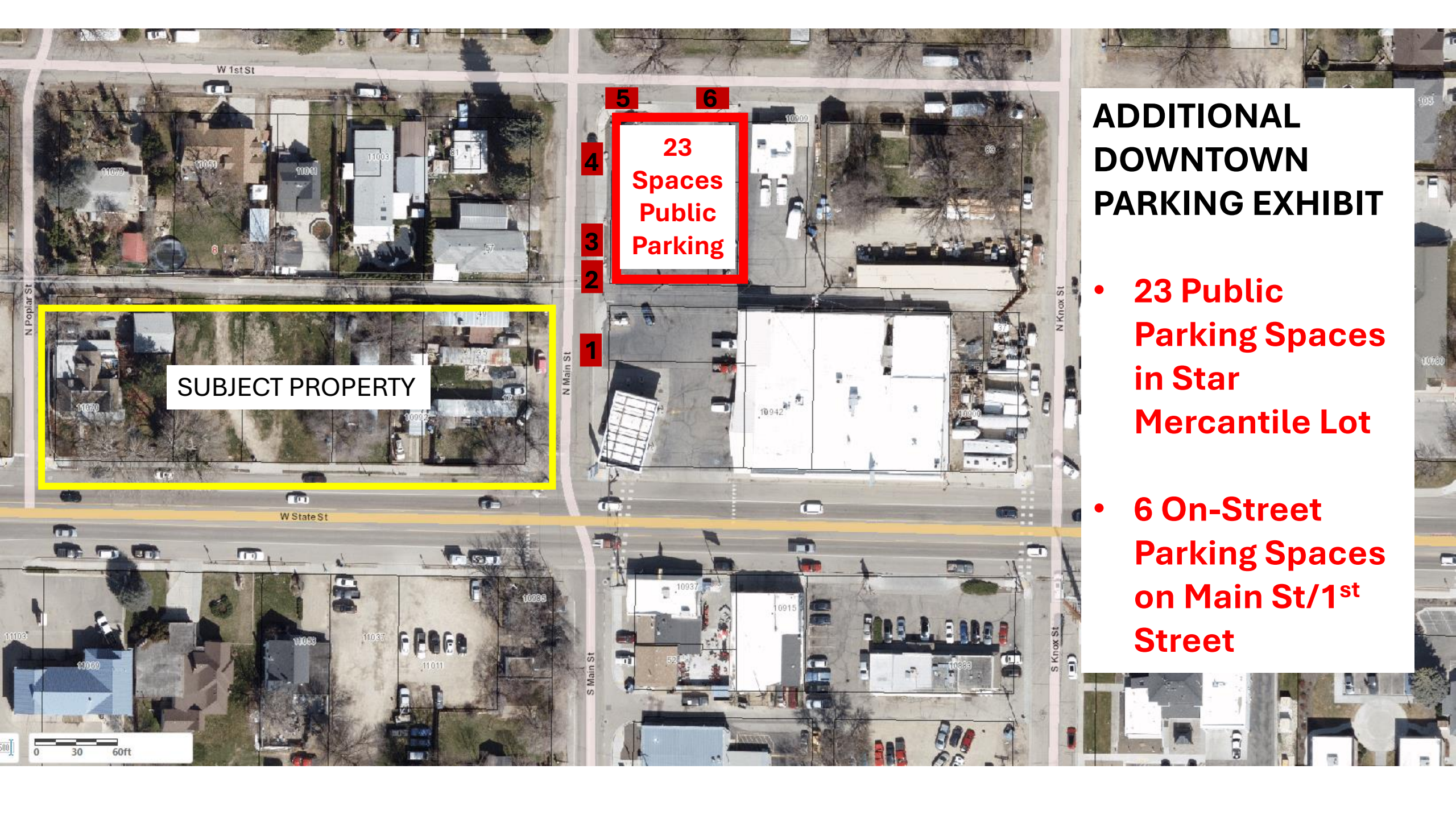
**2 NORTH ELEVATION (ALLEY)**  
1/8" = 1'-0"

March 25, 2025

This letter hereby serves as an initial agreement between the City of Star, and Star Mercantile, Inc., to allow the City of Star to use a portion of the Star Mercantile property as Public Parking for downtown businesses. The property in question is approximately .26 acres (Ada Co. Parcels R7073754352 & R7073754412) and is located in the northwest corner of the current Star Mercantile parking lot (see attached exhibit). The exact terms of this agreement, including but not limited to compensation for monthly rental amount, maintenance and upgrades, shall be negotiated between the two parties at a later date. Star Mercantile shall enter into this agreement, and the City understands that the parking is temporary in nature, and the agreement may be terminated at any time by the Star Mercantile, should they redevelop or repurpose the property or require the additional parking for their current uses of the property. This would include the use of approximately 23 parking spaces, as currently configured.

  
Trevor A. Chadwick      3-25-25  
Mayor, City of Star      Date

  
Butch Kirtley      3-25-25  
Star Mercantile, Inc.      Date



SUBJECT PROPERTY

23  
Spaces  
Public  
Parking

- ADDITIONAL DOWNTOWN PARKING EXHIBIT**
- **23 Public Parking Spaces in Star Mercantile Lot**
  - **6 On-Street Parking Spaces on Main St/1<sup>st</sup> Street**



October 4, 2024

Shawn L. Nickel  
Planning Director and Zoning Administrator  
Star City Hall  
P.O. Box 130  
Star, Idaho 83669  
[snickel@staridaho.org](mailto:snickel@staridaho.org)

Subject: State & Main Streets Multiple Use Development  
File # CU-24-07 Conditional Use Permit

Dear Mr. Nickel:

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

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

**1. AIR QUALITY**

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).

For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

- IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.

For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

**2. WASTEWATER AND RECYCLED WATER**

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.

- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

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

### **3. DRINKING WATER**

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

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

#### 4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of stormwater or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.

For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.

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

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

#### 5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

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

## 6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Aaron Scheff  
Regional Administrator

c:

2021AEK





October 10, 2024, 2024

Shawn Nickel  
City of Star  
PO Box 130  
Star, ID 83669

Re: **State and Main Street Multiple Use Development  
Conditional Use Permit**

Dear Mr. Nickel

The Star Sewer and Water District has reviewed the State and Main Multiple Use Development CUP application provided by your office. This property was included with the original formation of the Star Sewer and Water District, and we are therefore prepared to serve this property with both sewer and water. However, no utility plans were included with the CUP application and as a result we do not know the full intent of the proposed improvements to the sewer and water system. Prior to any construction improvements the applicant shall be required to submit a full set of construction drawings to the District.

Sewer is located in the alley immediately north of the proposed development. This sewer line was recently rehabilitated (November/December 2024). The original line was constructed during the 1960s of asbestos cement, the rehabilitation included lining the existing main with a polymer liner. The proposed development will be allowed to connect to the sewer main with their proposed improvements, if they provide the District with a full set of construction drawings.

Water is located in Main Street and State street. Main Street includes an 8-inch water main and State Street has a 12-inch main. Because of the potential impact on the water system adjacent to the site, the District will require construction of an 8-inch water main in Poplar St from State Street to 1<sup>st</sup> Street. Again, construction drawings of the proposed improvements will be required prior to the construction of any improvements.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Ryan V. Morgan".

Ryan V. Morgan, P.E.  
District Engineer



# Star Fire Protection District

Headquarters • 11665 W. State St., Suite B • Star, ID 83669 • (208) 286-7772 • [www.midstarfire.org](http://www.midstarfire.org)

Date: November 26, 2024

To: City of Star Planning & Zoning

From: Victor Islas, Deputy Chief

Subject: Fire District Comments

File: State & Main Streets Multiple Use Development  
CU-24-07 Conditional Use



Star Fire Protection District  
*Victor Islas*  
Victor Islas, Deputy Chief  
11/26/2024

The Star Fire Protection District has assessed the documents provided by the City of Star on October 3, 2024, review comments are as follows:

The Applicant is requesting approval of a Conditional Use Permit for the development of a 46,800 square foot, multiple use building consisting of approximately 9,900 square feet of commercial space at ground level, and 30 residential units on the second and third floors with rooftop residential common area amenities. The project is located at 17 N. Main Street, and 10992, 11000, 11026, 11046, & 11070 W. State Street in Star, Idaho, and consists of .95 acres.

The development will be served by the Star Fire Protection District's Station 51, located at 11665 W. State St., Star, Idaho 83669. Station 51 is approximately 0.5 miles from the development entrance, with an estimated travel time of 2 minutes under optimal driving conditions.

The Fire District level of service expectation goal is 5 minutes. This development sits within the Fire District service level expectations when resources are available.

The district does not oppose the application, contingent on adherence to the following code requirements and approval conditions:

1. Codes:
  - 1.1. This development shall comply with the 2018 International Fire Code (IFC) along with any relevant codes established by the City of Star, Idaho.
2. Water Supply for Firefighter Operations Compliance:
  - 2.1. The development must meet all water supply requirements as outlined in the 2018 International Fire Code (IFC). This includes ensuring adequate water supply for fire suppression purposes in accordance with the code.
3. Fire Department Access:
  - 3.1. The development must provide proper fire department access as required by the 2018 International Fire Code (IFC). This includes ensuring that all access roads, fire lanes, and other necessary access points are compliant with the code to facilitate prompt emergency response.
4. Additional Comments:
  - 4.1. A further review will take place during the site construction and building permit phases. At that time, the project must comply with the current Fire Code and any applicable codes set by the City of Star.
  - 4.2. The applicant is responsible for submitting the necessary applications and supporting documents to the Fire District for review. Applicable review fees will be charged by the Fire District.



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

Date: October 21, 2024

To: Ian Wolf, Star Property Holding, LLC and Walter Lindgren-Lindgren Labri Architecture, PLLC

Staff Contact: Dawn Battles, Senior Planner

Project Description: State and Main Street Mixed-Use Building

Trip Generation: This development is estimated to generate 103 vehicle trips per day, 11 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> edition.

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

Traffic Impact Study	
Yes	
No	X
If yes, is mitigation required	

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

ACHD Planned Improvements	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X

*connecting you to more*



**Project/File:** **State & Main Street Mixed-Use Building / STAR24-0006 / CU-24-07**  
 This is a conditional use permit application to allow for the development of a 46,800 square foot 3-story building consisting of 9,900 square feet of ground floor commercial space on the ground floor and 30 residential units on the 2<sup>nd</sup> and 3<sup>rd</sup> floors.

**Lead Agency:** City of Star

**Site address:** 17 N. Main Street and  
 10992, 11000, 11026,  
 11046, and 11070 W. State Street

**Staff Approval:** October 21, 2024

**Applicant:** Ian Wolf  
 Star Property Holding, LLC  
 511 S. Proctor Lane  
 Eagle, ID 83616

**Representative:** Walter Lindgren  
 Lindgren Labrie Architecture, PLLC  
 247 N. Eagle Road  
 Eagle, ID 83616

**Staff Contact:** Dawn Battles, Senior Planner  
 Phone: 208-387-6218  
 E-mail: [dbattles@achdidaho.org](mailto:dbattles@achdidaho.org)

**Report Summary:**

ACHD Planned Improvements .....2  
 Level of Service Planning Thresholds .....2  
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 B. Vicinity Map .....4  
 C. Site Plan .....5  
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# ACHD Planned Improvements

## 1. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

- Star Road is scheduled in the IFYWP as a community project which includes constructing enhanced pedestrian facilities on the west side of the roadway and the installation of a pedestrian bridge over the Lawrence Kennedy Canal (Bridge #1007) in 2026. The project also includes an enhanced crossing across Star Road at Main Street, upgraded ADA ramps/bulb-outs and pavement marking/streetlights.
- Star Road is scheduled in the IFYWP to be widened to 5-lanes from US 20/26 (Chinden Boulevard) to SH-44 (State Street) with the concept year in 2025-2026. This project includes the widening of Star Road Bridge #2030.
- The intersection of State Street (SH-44) and Star Road is listed in the CIP to be widened to 4-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 6-lanes on the west leg, and replace and modify the signal between 2026 and 2030.

## Level of Service Planning Thresholds

### 1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count
*State Highway 44 State Street	345-feet	Principal Arterial	740
**Main Street	115-feet	Local	N/A
**Poplar Street	120-feet	Local	N/A

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

\*\* ACHD does not set level of service thresholds for local streets.

### 2. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for SH-44 east of Star Road was 17,111 on October 12, 2023.
- There are no current traffic counts for Main Street or Poplar Street.

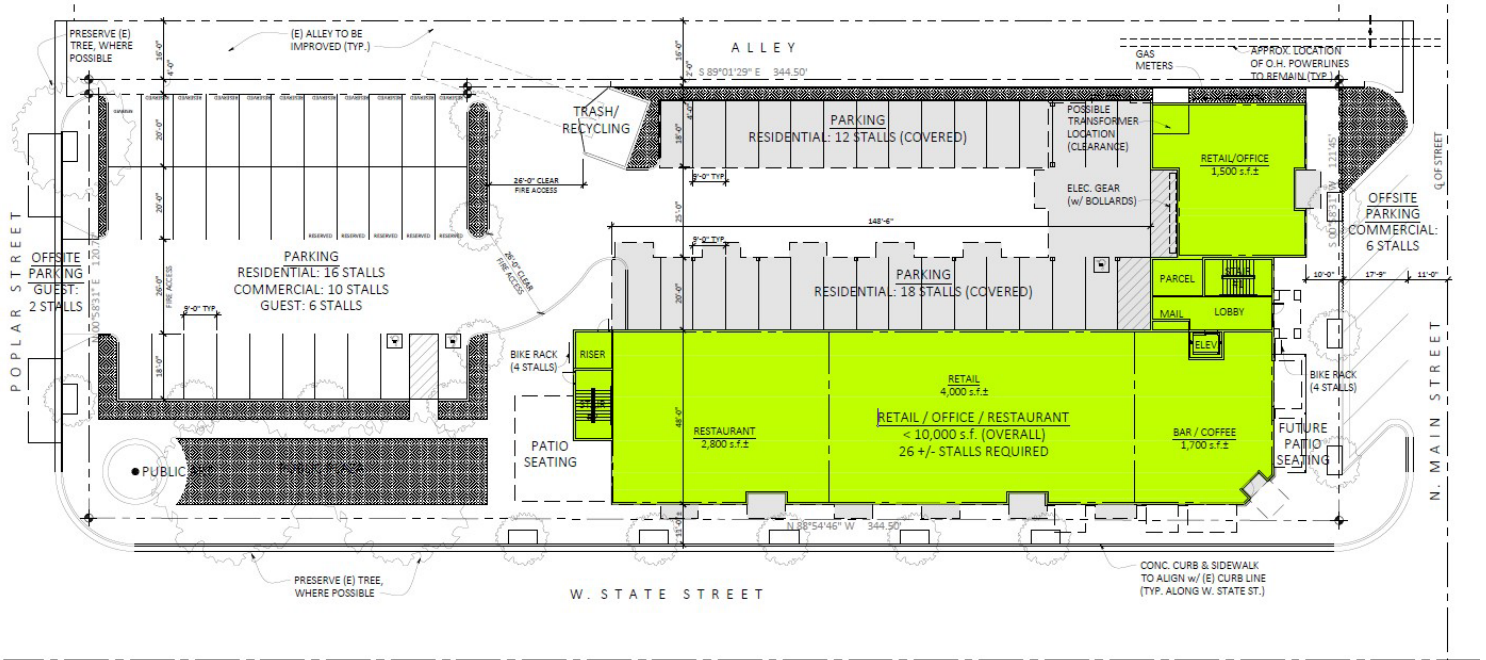
## **A. Site Specific Conditions of Approval**

1. Complete Main Street abutting the site as a 40-foot wide commercial street section with vertical curb, gutter and as proposed, a 10-foot wide attached concrete sidewalk.
2. Construct Poplar Street as ½ of a 36-foot wide commercial street section with curb, gutter and 10-foot wide attached concrete sidewalk on Poplar Street abutting the site.
3. Dedicate right-of-way on Main Street and Poplar Street to 2-feet behind back of attached sidewalk abutting the site.
4. Dedicate additional right-of-way to total 20-feet of alley right-of-way abutting the site.
5. Pave the alley its full width abutting the site between Main Street and Poplar Street.
6. Install “No Parking” signs located at the alley/Main Street and the alley/Poplar Street intersections.
7. Close the two existing driveways onto Main Street located 100 and 135-feet north of SH-44 with vertical curb, gutter and sidewalk, as proposed.
8. Close the existing driveway onto Poplar Street with vertical curb, gutter and sidewalk, as proposed.
9. If required by the fire department, construct a 26-foot wide driveway onto Poplar Street located 105-feet north of SH-44 restricted with a gate or bollards located outside of the right-of-way and as determined by the appropriate fire department.
10. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
11. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
12. Comply with all Standard Conditions of Approval.

## B. Vicinity Map



# C. Site Plan





## D. Findings for Consideration

### 1. State Highway SH-44 /State Street

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



### 2. Main Street

a. **Existing Conditions:** Main Street is improved with 2-travel lanes, 31 to 38-feet of pavement, vertical curb, gutter, and 6-foot wide sidewalk abutting 30-feet of the site and no curb, gutter or sidewalk abutting the remainder of the site. There is 60-feet of right-of-way for Main Street (30-feet from centerline).

b. **Applicant's Proposal:** The applicant is proposing to complete Main Street abutting the site with an 11-foot wide travel lane and 6 designated diagonal on-street parking spots, vertical curb, gutter and 10-foot wide attached concrete sidewalk.



- c. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District policy which requires Main Street to be completed as a 40-foot wide commercial street section and should not be approved, as proposed. The applicant should be required to complete Main Street abutting the site as a 40-foot wide commercial street section with vertical curb, gutter and as proposed, a 10-foot wide attached concrete sidewalk.

The applicant’s proposal to provide diagonal on-street parking on Main Street should not be approved as proposed due to the close proximity of the site to SH-44, the grocery store/gas station located on the east side of Main Street across from the site and there is no existing diagonal on-street parking in the vicinity of the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of the attached sidewalk on Main Street abutting the site.

### 3. Poplar Street

- a. **Existing Conditions:** Poplar Street is improved with 2-travel lanes, 21-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 32-feet of right-of-way for Poplar Street (20-feet from centerline).
- b. **Applicant Proposal:** The applicant is proposing to construct curb, gutter and 10-foot wide attached concrete sidewalk on Poplar Street abutting the site.
- c. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy with the exception of pavement widening. The applicant should be required to construct Poplar Street as ½ of a 36-foot wide commercial street section abutting the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of the attached sidewalk on Poplar Street abutting the site.

### 4. Alleys

- a. **Existing Conditions:** There is an existing 16-foot wide alley that is partially paved approximately 9 to 12-feet in width abutting the site’s north property line. The alley runs east/west between Main Street and Poplar Street.
- b. **Applicant Proposal:** The applicant is proposing to construct a 26-foot wide driveway from the site onto the alley.
- c. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy and should be approved, as proposed.

Due to the large power poles that run along the north side of the alley, restricting the future widening of the alley to the north, the applicant should be required to dedicate additional right-of-way to total 20-feet of alley right-of-way abutting the site.

Because the alley is only partially paved and the requirement to dedicate additional alley right-of-way will leave an additional area of unpaved alley, the applicant should be required to pave the unpaved portion of the alley abutting the site between Main Street and Poplar Street.

The applicant should be required to install “No Parking” signs located at the alley/Main Street and the alley/Poplar Street intersections.

### 5. Driveways

#### 5.1 Main Street

- a. **Existing Conditions:** There are two existing driveways from the site onto Main Street located 100 and 135-feet north of SH-44 (measured centerline-to-centerline).
- b. **Applicant’s Proposal:** The applicant is proposing to close the two existing driveways onto Main Street with vertical curb, gutter and sidewalk.

- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

## 5.2 Poplar Street

- a. **Existing Conditions:** There is an existing driveway from the site onto Poplar Street located 140-feet north of SH-44.

- b. **Applicant's Proposal:** The applicant is proposing to close the existing driveway onto Poplar Street with vertical curb, gutter and sidewalk.

The applicant is proposing to construct a 26-foot wide driveway from the site onto Poplar Street located 105-feet north of SH-44 (measured centerline-to-centerline).

- c. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveway onto Poplar Street meets District policy and should be approved, as proposed.

The applicant's proposal to construct a 26-foot wide driveway onto Poplar Street does not meet District Driveway Location policy which requires a driveway onto a commercial street to be located a minimum of 150-feet from the nearest arterial street intersection and should not be approved, as proposed. However, if the driveway is required for fire access, then the driveway is approved to be constructed and should be restricted with a gate or bollards located outside of the right-of-way and as determined by the appropriate fire department.

## E. Policy

### 1. Federal Accessibility Design Guidelines and Standards

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

### 2. Minor Improvements

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

### 3. Livable Street Performance Measures

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

#### 4. Main Street and Poplar Street

**Commercial Roadway Policy:** District Policy 7208.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-foot wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

**Sidewalk Policy:** District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, a parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Half Street Policy:** District Policy 7208.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

#### 5. Alleys

**Existing Alley Policy:** District Policy 7210.2 states that if a proposed development abuts an existing alley, the dedication of additional right-of-way to obtain a minimum width from the centerline of the alley of 8-feet for residential uses and 10-feet for non-residential or commercial uses may be required. Each development will be reviewed by the District on a case-by-case basis. If the proposed development takes access from an alley, the developer will be required to pave the entire width of the right-of-way from the nearest public street to and abutting the development.

**Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking

structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

**Vacations of Alleys Policy:** District Policy 7210.3.6 states that vacations of alley right-of-way are discouraged and shall not result in dead-end alleys.

## 6. Driveways

### 6.1 Main Street and Poplar Street

**Driveway Location Policy:** District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

**Successive Driveways:** District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

**Driveway Design Requirements:** District policy 7208.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

## 7. Tree Planters

**Tree Planter Policy:** Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

## 8. Landscaping

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

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

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

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

The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

## **F. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

## **G. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

## **Request for Appeal of Staff Decision**

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

## **Request for Reconsideration of Commission Action**

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





**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • [itd.idaho.gov](http://itd.idaho.gov)

January 14, 2025

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

<b>Development Application</b>	<b>CU-24-07</b>
<b>Project Name</b>	<b>State &amp; Main Streets Multiple Use</b>
<b>Project Location</b>	11070 W 17 N Main Street / 10992, 11000, 11026, 11046 & 11070 W State Street
<b>Project Description</b>	48,000sqft Multiple use building. 9,900sqft of commercial space at ground level, 30 residential units on 2 <sup>nd</sup> and 3 <sup>rd</sup> levels w/ rooftop residential common area.
<b>Applicant</b>	Walter Lindren, LLA Architecture, PLLC

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. This project abuts the state highway system.
2. ITD supports ACHD's Site Specific Conditions of Approval concerning road improvements for both Main Street and Poplar Street. ITD requires applicant to complete permit application for any work being completed within ITD ROW.
3. In the event that local roadways are not improved, ITD recommends service vehicles be restricted access to site via Main Street and/or Poplar Street. Access may be gained utilizing W 1<sup>st</sup> Street via North Star Road.

If you have questions regarding this application, you may contact Niki Benyakhlef at [Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov) or (208)334-8337.

Sincerely,

*Niki Benyakhlef*

Niki Benyakhlef  
Development Services Coordinator  
ITD District 3  
[Niki.Benyakhlef@itd.idaho.gov](mailto:Niki.Benyakhlef@itd.idaho.gov)





Ada County Transmittal  
Division of Community and Environmental Health

Return to:

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

Rezone/OTD # \_\_\_\_\_

Conditional/Accessory Use # CU-24-07

Preliminary / Final / Short Plat \_\_\_\_\_

Development Name/Section City of Star CDH File # \_\_\_\_\_

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
  - high seasonal ground water
  - waste flow characteristics
  - bedrock from original grade
  - other \_\_\_\_\_
- 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
  - central sewage
  - community sewage system
  - interim sewage
  - central water
  - individual sewage
  - individual water
  - community water well
- 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
  - central sewage
  - community sewage system
  - sewage dry lines
  - central water
  - community water
- 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.
- 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.
- 11. Land development application, fee per lot, test holes and full engineering report is required.
- 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.
- 13. We will require plans be submitted for a plan review for any:
  - food establishment
  - swimming pools or spas
  - beverage establishment
  - grocery store
  - child care center
- 14. \_\_\_\_\_

Reviewed By: Lowrey Date: 10/24/24

City of Star

P.O. Box 130  
Star, Idaho 83669  
208-286-7247  
Fax 208-286-7569

[www.staridaho.org](http://www.staridaho.org)



Mayor:  
Trevor A. Chadwick

Council:  
Kevin Nielsen  
Jennifer Salmonsens  
Kevan Wheelock  
David Hershey

16 January 2025

Walter Lindgren  
Lindgren Labrie Architecture  
247 N Eagle Road  
Eagle, ID 83616

**Re: State and Main Multiple Use Development  
Conditional Use Permit**

Dear Mr. Lindgren

The City of Star Engineering Department has reviewed the CUP for the State and Main Multiple Use Development dated September 9, 2024. We reviewed the applicant's package to check conformance with the City's Subdivision Ordinance and coordinated our review with Shawn L. Nickel. We have the following comments and questions based on our review.

1. Potable water cannot be used for irrigation purposes. A separate pressure irrigation system will be required. Construction plans for a pressure irrigation system will be required for the final development.
2. There are legals for individual lots, but it appears they are trying to combine all lots into one, we need to do a lot line adjustment and a legal description for the combined lot is required prior to building permit submittal.
3. A detailed landscape plan must be included with the construction drawings.
4. Street lighting shall be in accordance with ISPWC and the City of Star Supplementals. Cut sheet for lights and light poles shall be approved in writing by the City prior to installation.
5. Finish grades at subdivision boundaries shall match existing finish grades. The finish floor of the first floor of the building shall be elevated at a minimum to the centerline of State Street.

6. Easements for sewer/water facilities will be required where placed outside of public right of way.

We recommend that the application be APPROVED with the conditions listed above. Any variance or waivers to the City of Star standards, ordinances, or policies must be specifically approved in writing by the City. Approval of the above referenced application does not relieve the applicant of those responsibilities.

If you have any questions, please do not hesitate to contact City Hall

Sincerely,



Ryan V. Morgan, P.E.  
City Engineer

Enclosures

## Shawn Nickel

---

**From:** Jeff Hargis <jhargis61@gmail.com>  
**Sent:** Thursday, January 16, 2025 2:28 PM  
**To:** Shawn Nickel  
**Cc:** Trevor Chadwick  
**Subject:** Conditional Use Application State & Main

Dear Star City Council Members,

I am writing to express my opposition to the Conditional Use Permit application from Lindgren & Labrei for the property located at the city block of State Street between N. Main and Poplar Streets.

While I understand the City's desire to encourage business growth, I have several concerns regarding this proposal that directly impact the quality of life for nearby residents.

**1. Privacy Concerns:** The proposed placement of windows on the upper north elevation of the building will directly overlook the backyards of neighboring properties, including a swimming pool, which families use through the warmer months. This will significantly compromise the privacy of residents and negatively impact our enjoyment of our outdoor spaces.

**2. Inadequate Parking Plan:** The proposed parking plan is insufficient and will create significant traffic and parking congestion in the surrounding area.

- **Increased Residential Traffic:** The apartment component of this development will generate substantial traffic. Based on a University of Utah report (7-30-2017), we can expect 3.27 daily trips per residential parking spot, resulting in a total of 150.42 daily trips for the entire apartment complex. This increased traffic flow will severely strain the existing alleyway, which is not adequately addressed in the current plan. ( 50% less units maybe ).
- **Insufficient Parking for Restaurant/Bar Patrons:** The plan relies heavily on the City to address the parking needs of the restaurant/bar component. This is unacceptable. The applicant has a responsibility to demonstrate adequate parking provisions on and off site. The high volume of traffic expected from the restaurant/bar, especially during peak hours, will inevitably lead to overflow parking on 1st Street, causing significant disruptions for residents.
- **Inadequate Consideration of Existing Businesses:** The application fails to adequately address impacts of existing high-volume businesses in the area, such as The Mercantile and Lumber, Sully's Pub and Grill, Maverick, and the Shell Station. They are "encouraging" (pg 7 par 3) the city to allow parking at below the current code without addressing specific areas that can be utilized.

The applicant must demonstrate a viable parking and traffic solution that addresses the concerns outlined above.

I urge the City Council to carefully consider these concerns and deny the Conditional Use Permit application until a satisfactory parking and traffic survey plan is presented.

Thank you for your time and attention to this matter.

Sincerely,

Jeff Hargis