CITY OF STAR

COMPREHENSIVE PLAN AMENDMENT STAFF REPORT

TO: Mayor & Council

FROM: Shawn L. Nickel, Planning Director and Zoning Administrator

MEETING DATE: **July 21, 2026 – PUBLIC HEARING (tabled from May 5, 2026)**

FILE: **CP/M-26-00 Comprehensive Plan Amendment**

REQUEST

The City of Star is initiating an update to the Comprehensive Plan Land Use Map and Text in order to recognize newly requested, created and revised Land Use Designations on the Future Land Use Map and update the text and exhibits within the Comprehensive Plan to reflect those changes.

NOTIFICATION REQUIREMENTS

Legal Notice Published	April 17, 2026
Agency Notification	April 16, 2026
City Council Workshop	February 10, 2026

ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN

UNIFIED DEVELOPMENT CODE:

8-1B-3: COMPREHENSIVE PLAN AMENDMENTS:

A. Process:

1. Comprehensive Plan Amendment Initiated by The City: The city council may propose amendments to the comprehensive plan following notice and public hearing procedures in section 67-6509 of the Idaho Code.

2. Comprehensive Plan Amendment Initiated by A Property Owner: The applicant shall complete a preapplication conference with the administrator prior to submittal of an application for a comprehensive plan amendment. An application and fees shall be submitted to the administrator on application forms provided by the city.

3. Public Hearing: The city council shall conduct at least one public hearing in accordance with this chapter and in accordance with the procedures in section 67-6509 of the Idaho Code.

B. Required Findings: The council shall review the application at the public hearing. In order to adopt a new comprehensive plan or grant an amendment to the existing comprehensive plan, the council shall make the following findings:

1. The proposed amendment is consistent with the other elements of the comprehensive plan.

2. The proposed amendment provides an improved guide to future growth and development of the city.

3. The proposed amendment is internally consistent with the goals, objectives and policies of the comprehensive plan and the comprehensive plan future land use map.

4. The proposed amendment is consistent with this unified development code.

5. The proposed amendment is in the best interest of the city of Star.

6. The proposed amendment includes a justification letter for the amendment addressing the following criteria and the Council finds that the amendment is in compliance with the stated criteria:

a. A specific description of the change being requested.

b. Specific information on any property(s) involved.

c. A description of the condition or situation which warrants a change being made in the plan.

e. A detailed list of all applicable comprehensive plan goals, policies, and objectives that the proposed change would help implement or policies that must also be amended as part of the proposed change.

f. A proposed development plan for any land involved.

h. An analysis showing the estimated impact that the proposed change is expected to have on existing and planned infrastructure.

i. If the amendment will impact more individuals than the applicant submitting the application a detailed description of the efforts made to inform other parties potentially impacted by the change of the application is to be provided.

j. Any other data and information required by the city for their evaluation of the request.

COMPREHENSIVE PLAN:

18.3 Goal

The Star Comprehensive Plan and related ordinances are to be working documents used by citizens and city leaders to shape the future of Star.

18.4 Implementation Policies:

The City Council is responsible to review the status of the implementation actions and critique the relevance of the Comprehensive Plan, including proposing any amendments on an as needed basis.

AMENDMENT OVERVIEW

FUTURE LAND USE MAP AMENDMENT

The following Future Land Use Map changes are proposed (See Map Exhibits):

- **City initiated land use reclassification of specific properties:**
  This includes changing certain land use designations to match current zoning and uses; and adding specific designations to areas of Canyon County that have been added to the Star Area of Impact.
  - ***Designate certain BLM/Dept. of Interior properties in Ada & Canyon Counties as Public Use/Parks & Open Space***
  - ***Designate certain private properties in Canyon County from Agricultural to Low Density Residential***
  - ***Update Map for Dude DeWalt Winery property on Hwy 16 to match current zoning to Rural Residential designation***
  - ***Update Map for Longbow Subdivision property on Pollard Lane/Broken Arrow Road to match current zoning to Estate Rural Residential designation***
  - ***Update Map for Dayspring Church property on Beacon Light Road to match current zoning to Rural Residential designation***
  - **Designate new Colt Heights City Park to Public Use/Open Space designation**
  - **Update Developed Properties on State Street from CBD to Commercial to match approved zoning**
  - **Update City Owned properties at Riverhouse to Public Use/Open Space designation**
  - **Change Compact Residential designation to Estate Urban Residential designation minus (Bell) property that is currently in review**

- **Property Owners requested land use designation reclassification of specific properties:**

  - **Request from property owner on Chaparral Road near future Chaparral Road/Hwy 16 Interchange to redesignate from Rural Residential to Commercial – See Attached Letter**

- **Request from property owner (Highland Livestock & Land Co LTD) near new Valnova Interchange to redesignate from Rural Residential to Commercial**
- **Request from property owner (Boise Valley Land Holdings, LLC) on Pollard Road to redesignate from Commercial/Mixed Use to Estate Rural Residential – See Attached Letter**
- **Request from property owner (Antonov Star Commercial LLC) to redesignate within the South of the River Plan Illustrative Map a parcel within the Inspirado Subdivision from Compact Residential to Commercial for a future church use**
- **Request from property owner (Brighton/Anderson) on east side of Hwy 16 at Joplin Road to redesignate from Estate Rural Residential to multiple residential designations (Staff Recommends Denial of This Request)**

COMPREHENSIVE PLAN TEXT AMENDMENT

The following revisions to the Comp Plan text are hereby proposed:

- **Update Title Page, Acknowledgements**
- **Update Chapter 5 Population Data**
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 5**
- Update Chapter 6 School Data
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 6**
- Update Chapter 7 Economic Development Data
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 7**
- Update Chapter 7 Central Business District Definition to include current Downtown Visioning Plan information
- Update Chapter 8 Land Use
- Incorporate new Future Land Use Map
- Update Central Business District Downtown Visioning Plan elements into Text
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 8**
- Update Chapter 9, Natural Resources to recognized natural areas dedicated to City
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 9**
- Update Chapter 11, Public Services, Facilities and Utilities – Fire response times
- **Add Level of Service Goals, Policies**
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 11**
- Update references to HD4 and Future transportation review, maintenance within Canyon County

- Include updated Maps for Existing Transportation System
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 12**
- Update Chapter 13 Parks & Recreation **(Councilwomen Salmonsen Revisions)**
- **Recommend Authorizing Staff to update all Exhibits/Maps with current data/information in Chapter 13**
- Update Chapter 15 Housing to update housing exhibits
- Update Chapter 16 to include new CBD Downtown Visioning elements
- Update Chapter 21 South of the River Plan Area Map with any changes from Council as proposed by Inspirado Subdivision change of designation request

COMPREHENSIVE PLAN EXHIBITS

The following Exhibits in the Comp Plan are being updated as part of this Amendment process and will be included in this amendment process. Exhibits include the following:

- **Land Use Map – As proposed with changes further made by Council.**
- **Zoning Compatibility Matrix – To recognize new and modified land use designations as they relate to zoning districts.**
- **Street Classification Map – To recognize updated ECAMP Map**
- **Impact Area – To recognize revised Area of Impact boundaries**
- **South of the River Bubble Map**

FINDINGS

Comprehensive Plan Map Amendment (UDC 8-1B-3-B):

1. The proposed amendment is consistent with the other elements of the Comprehensive Plan.
   The Council should determine if the proposed amendments to the Plan are consistent with other elements of the Plan.

2. The proposed amendment provides an improved guide to future growth and development of the City.
   The Council should determine if the properties and areas in the proposed amendment improve the guidelines for future growth and development in the City.

3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan and the Comprehensive Plan future land use map.

The Council should determine if the proposed amendments are consistent with the goals, objectives and policies of the existing Comprehensive Plan.

4. The proposed amendment is consistent with the Unified Development Code.
   The Council will direct staff to update the UDC to make sure that it is consistent with any changes to the Comprehensive Plan that may be in conflict with the current Code.
5. The proposed amendment is in the best interest of the City of Star.
   The Council should determine whether the approval of the amendment would provide the City with a continued growth pattern in the area, expanded public services, improvements to the transportation system and a continued tax base.

CITY OF STAR

LEGEND

- RURAL RESIDENTIAL 1 UNIT/2-ACRE TO 1 UNIT/5-ACRE
- LOW DENSITY RESIDENTIAL MAXIMUM 1 UNIT PER ACRE
- ESTATE RURAL RESIDENTIAL MAXIMUM 2 UNITS/ACRE
- ESTATE URBAN RESIDENTIAL MAXIMUM 3 UNITS/ACRE
- NEIGHBORHOOD RESIDENTIAL 3-5 UNITS/ACRE
- COMPACT RESIDENTIAL 5-10 UNITS/ACRE
- HIGH DENSITY RESIDENTIAL 10+ UNITS/ACRE
- COMME
- COMME CORRI
- CENTR DISTRIC
- AGRIBUSINESS
- MIXED USE
- EXISTING PUBLIC USE / PARKS & OPEN SPACE
- FUTURE PUBLIC USE / PARKS & OPEN SPACE
- SOUTH OF THE RIVER PLANNING AREA - SEE ILLUSTRATED VISION PLAN
- FLOODWAY
- ZONE A FLOODPLAIN

Designate BLM Land in Ada Co. to Public Use/Open Space - Requested by Staff

Area Near Future Chaparral Road/Hwy 16 Interchange Change From Rural Residential to Commercial - Requested per Owner

Designate New Canyon Co. Area of Impact Properties to Public Use/Open Space & Low Density Residential - Requested per Staff

Area of Valnova/ Willowbrook Subdivisions Interchange Change to Commercial Requested per Owner

Update Dude DeWalt Winery as Rural Residential to Match Approved Zoning - Requested per Staff

Update Dayspring Church as Rural Residential to Match Approved Zoning - Requested per Staff

Property on North Side of Pollard Lane/Hwy 16 Change from Commercial/Mixed Use to Estate Rural Residential - Requested per Owner

Update Land Use to Recognize Colt Heights City Park Space - Requested per Staff

Change Land Use Designation to Estate Rural Residential to Recognize Recent Rezone Approval for Longbow Subdivision - Requested by Staff

Remove Compact Residential Designation/Change to Estate Urban Residential - Minus Bell Property Requested per Staff

Update Developed Properties to Commercial to Match Approved Zoning - Requested per Staff

Update City Owned Property to Public Use/Parks/Open Space - Requested per Staff

Area North of Joplin Road, East of Hwy 16 Change to Multiple Residential Designations - Requested by Owner

Change Parcel Within South of River Plan from Residential to Commercial - Requested per Owner

PLANNED ARTERIAL C
INTERSTATE 84 (G

GALLOWAY ROAD
PURPLE SAGE ROAD
FOOTHILLS ROAD
KINGSBURY ROAD
LANSING
BLESSINGER ROAD
CHAPARRAL ROAD
FIREBIRD RACEWAY
FLOATING FEATHER ROAD
BRANDON RD
CAN-AL
MUNG
PLUMMER ROAD
MAIN ST
STAR ROAD
HIGHWAY 16
MOON VALLEY RD
JOPLIN ROAD
HIGHWAY 20/26 (CHINDEN BLVD)
McMILLAN ROAD
FUTURE BRIDGE CROSSING
FUTURE FRANKLIN ROAD CONNECTION TO INTERSTATE 84
ITD PLANNED HIGHWAY 16 EXTENSION TO INTERSTATE 84

OPEN SPACE
Low Density Residential
Medium Density Residential
High Density Residential

N

APPROVED BY STAR CITY COUNCIL ON 06-07-2022

C:\Users\rmorgan\Desktop\New folder_Star Maps_CAD\Plans\PROPOSED LAND USE MAP.dwg Jun 22, 2022 - 11:42am

COMPREHENSIVE PLAN FUTURE LAND USE MAP

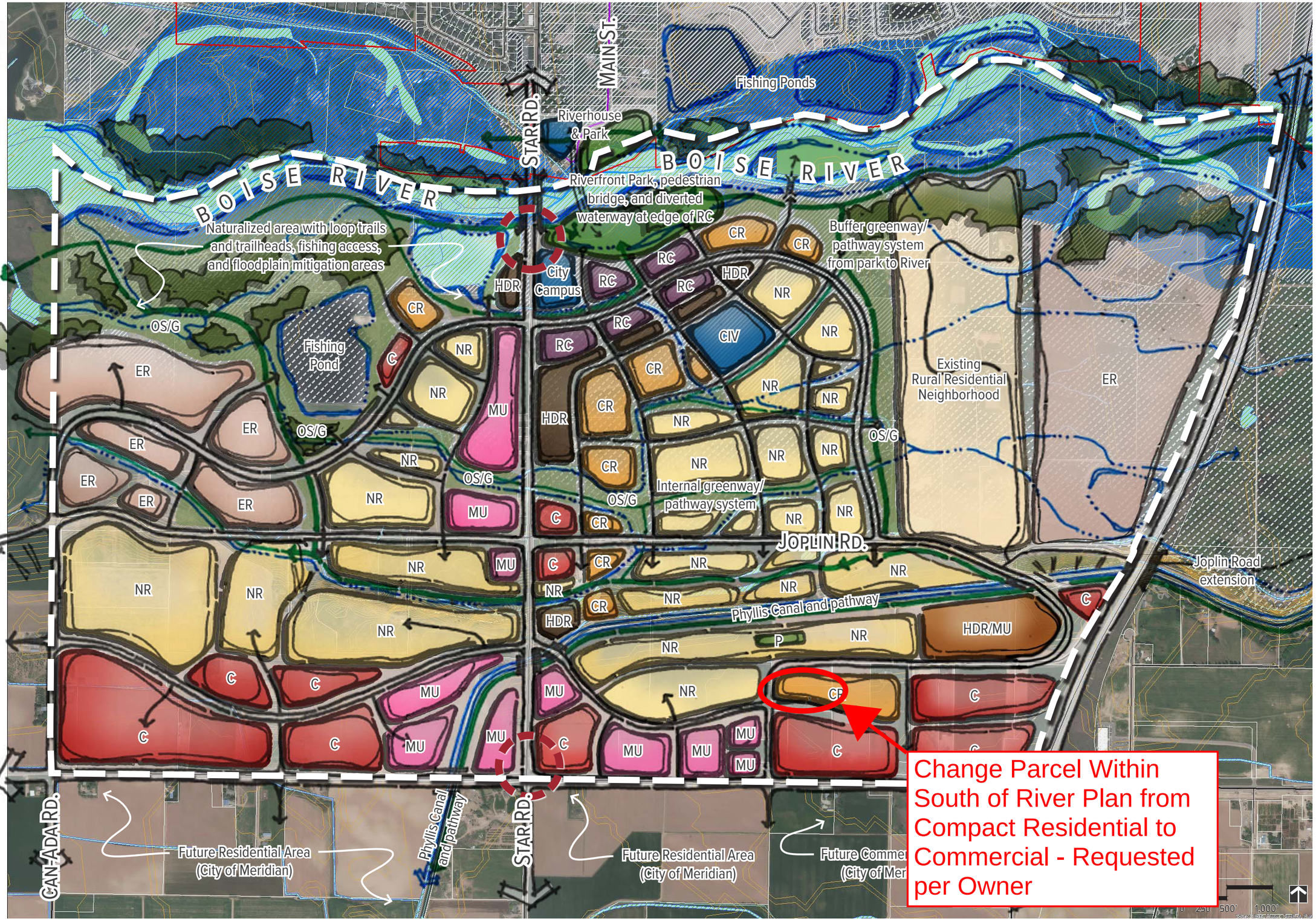
ILLUSTRATIVE VISION PLAN

The Illustrative Vision Plan highlights a visionary concept depicting the possible distribution of land uses, connectivity between neighborhoods and to arterials, and the level of amenities expected in regard to natural areas and open space, pathways and parks. The Vision Plan is illustrative in nature, and defines only one possible development option.

Map Legend:

- **RR:** Rural Residential
- **ER:** Estate Residential
- **NR:** Neighborhood Residential
- **CR:** Compact Residential
- **HDR:** High-Density Residential
- **RC:** Riverfront Center "Main Street"
- **MU:** Mixed-Use
- **HDR/MU:** High-Density Residential/ Mixed-Use
- **C:** Commercial
- **P:** Parks
- **CIV:** Civic (School, City Facility)
- **OS/G:** Open Space/ Greenway
- Gateway

Note: The Illustrative Vision Plan is conceptual in nature and distribution of land uses, road alignments, and park and school locations may change as development occurs.



July 9, 2026

Shawn Nickel
City of Star
Star, Idaho

Re: Request for Land Use Designation Along Pollard Lane Near Highway 16

Dear Mr. Nickel,

On behalf of Landowners, we respectfully request that the property located along Pollard Lane near Highway 16 be designated with the same future land use classification as the surrounding properties, allowing for a density of two (2) dwelling units per acre.

We believe this designation is appropriate because it is consistent with the existing and planned land use pattern in the immediate area. Applying the same density designation as the adjacent properties will create a logical transition, promote compatible development, and maintain consistency with the City's long-term planning objectives.

The requested designation will also provide continuity in land use planning while allowing future development that is compatible with the character of the surrounding area. Aligning this property with the adjacent two-unit-per-acre designation will help ensure orderly growth and efficient planning as development continues along the Highway 16 corridor.

We appreciate the City's consideration of this request and look forward to working with you and City staff throughout the planning process. Should you have any questions or require additional information, please do not hesitate to contact us.

Thank you for your time and consideration.

Sincerely,

Chris Todd

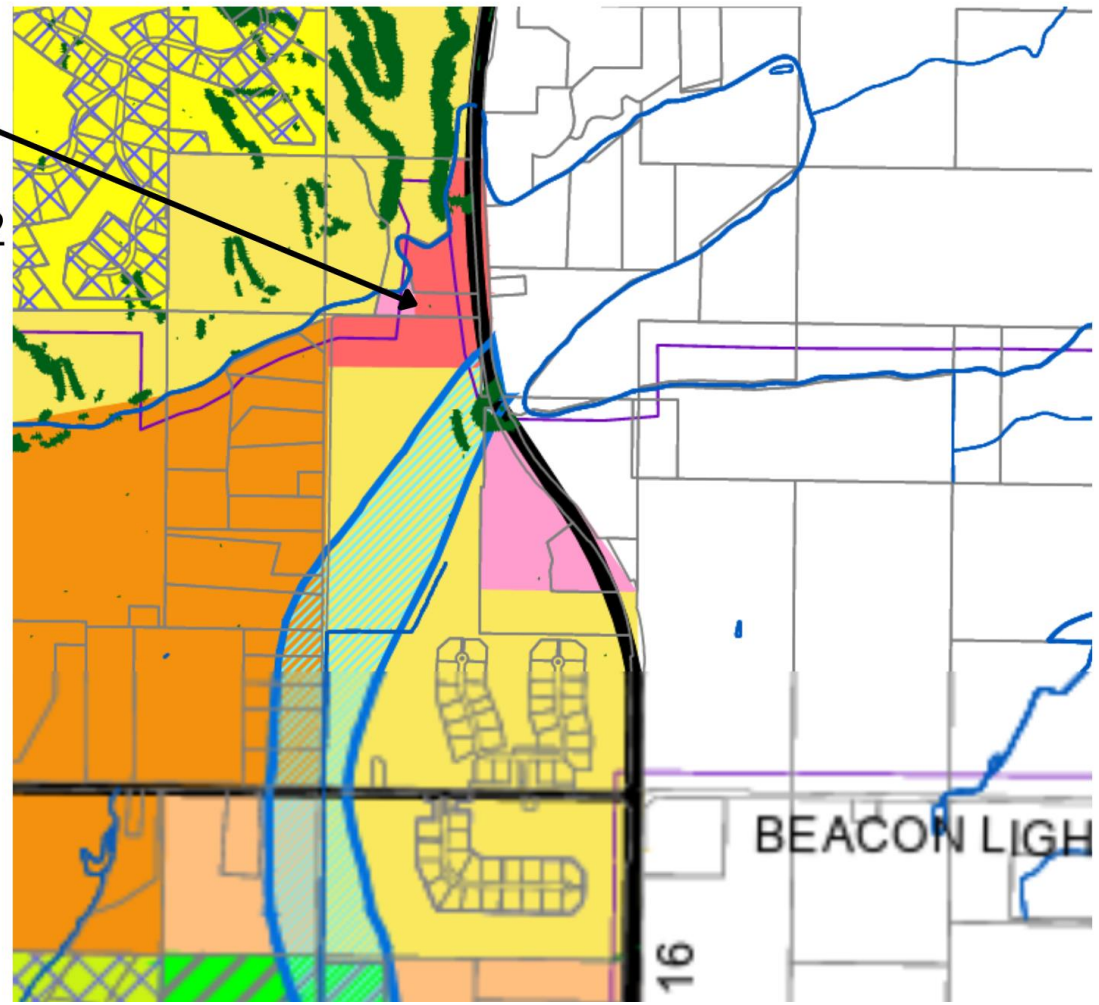
Representative

Green Mountain Resources and Planning LLC

PO Box 730

Star ID 83669

Comp plan map change mixed use/commercial to Rural Estate 2 Units/Acre.



Shawn Nickel

From: Scott Presta <scott@l-3group.com>
Sent: Tuesday, June 16, 2026 8:51 AM
To: Shawn Nickel
Subject: Comp plan for church

Thank you for taking the time to meet with me this morning. Per our discussion we would like to request that you amend the city's comprehensive plan to designate the proposed church property as commercial.

The property I'm speaking of is the one directly north of U-Haul.

Is there is anything else you need from us please don't hesitate to reach out.

We have already submitted application for rezoning and for the CUP and hope to get on the August calendar.

Thank you again
Scott Presta
512-285-0833

August 12, 2025

City of Star
Planning and Zoning Department
10769 W State Street
Star, ID 83669

RE: Chaparral – Comprehensive Plan Update

Dear Planning Staff,

On behalf of Willow Creek Crossings LLC, please accept the following comprehensive plan modification request for 9606 and 9614 W Chaparral Road.

Table of Contents	Page Numbers
Site History and Characteristics	1
Comprehensive Map Request	2
Idaho Transportation Plans	3
Summary	3
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This is a formal request to modify the comprehensive plan located at 9606 and 9614 Chaparral, two parcels located in Ada County from a Rural Residential to a Commercial designation within the City of Star's Comprehensive Plan.

Subject Site History and Site Characteristics

The subject sites are two (2) parcels within unincorporated Ada County. Parcel (1) is located at 9606 W Chaparral and is 12.59 acres. This parcel has an existing single-family residence. Parcel (2) is located 9614 W Chaparral, this parcel 40.98 acres and has been an open field with a single-family residence on the site.

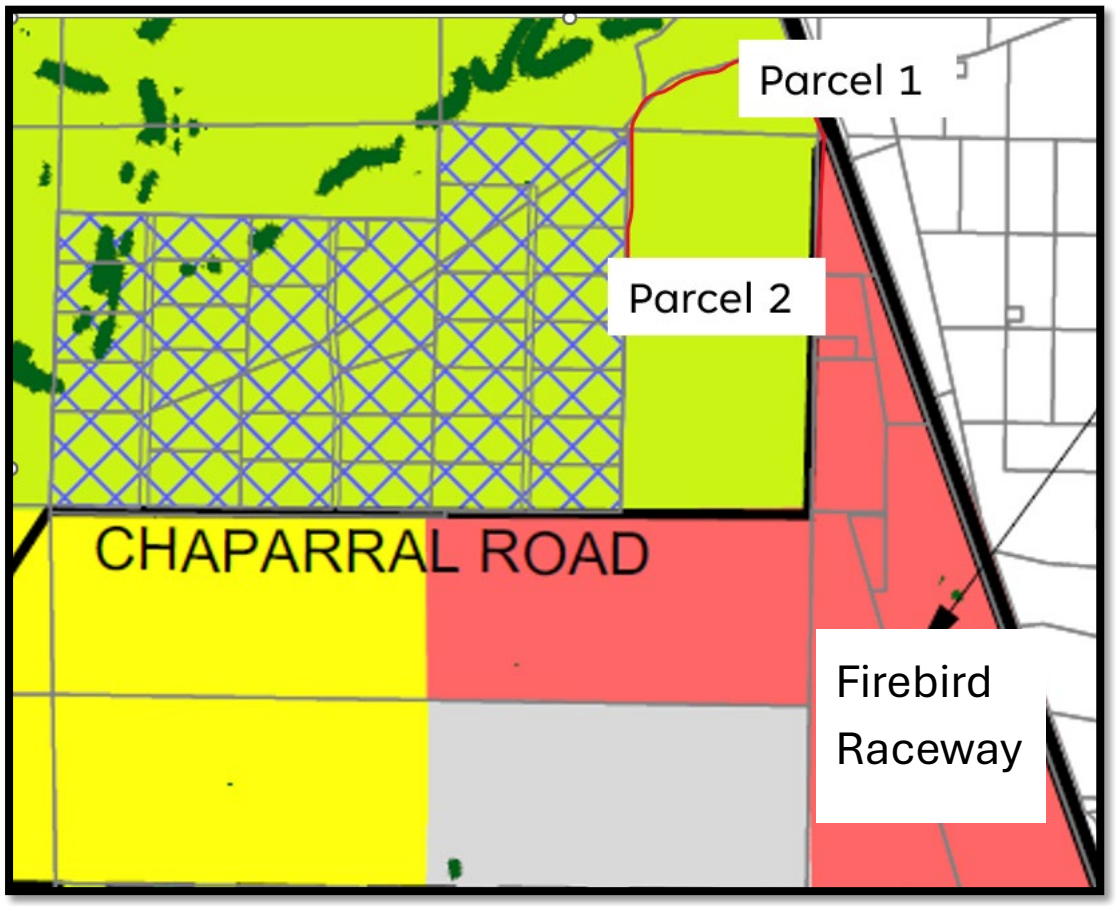
These sites are unique due to its close proximity to Fire Bird Raceway.

Comprehensive Map Request

The site is currently designated for Rural Residential under the City of Star's Comprehensive Plan, a designation that generally aligns with the existing development patterns in the surrounding area.

However, we are requesting a re-designation to Commercial to better reflect the site's strategic location, existing land use trends, and long-term growth potential. A commercial designation is already in place on the property directly adjacent to the site, largely due to the established commercial nature of Firebird Raceway, which attracts significant regional traffic and economic activity. The site's proximity to this existing commercial use creates a natural extension of the commercial corridor, reducing land use conflicts and providing continuity for future development.

Furthermore, recent and planned expansions to Highway 16, including roadway improvements and increased traffic capacity, enhance the site's visibility and accessibility, making both parcels ideally positioned for a range of commercial uses. This change will not only capitalize on the site's unique locational advantages but will also support economic development goals by creating opportunities for new businesses, services, and employment for the City of Star in the future.



Idaho Transportation Long Term Plans for Highway 16

The Idaho Transportation Department is currently moving forward with significant improvements and the expansion of Highway 16. Specifically, for the two subject parcels, the plans include

substantial roadway widening and infrastructure upgrades along their entire street frontage. One of the key features of this project will be the construction of an underpass located directly in front of the parcels, designed to route traffic to Firebird Raceway. This reconfigured traffic flow will channel a consistent stream of vehicles past both properties, dramatically increasing visibility and accessibility.

Given these planned improvements, the site will transition from a lightly traveled rural corridor to a high-traffic commercial gateway. This transformation presents a prime opportunity for development that serves both local and regional travelers. Uses such as a gas station, convenience retail, or other highway-oriented commercial frontage would be ideally suited to meet the needs of future traffic volumes while providing essential services along the new, busy highway corridor.

Summary

The planned expansion of Highway 16, including an underpass directing traffic to Firebird Raceway, will significantly increase visibility and accessibility to the two subject parcels. With a steady flow of vehicles anticipated, the location is ideally suited for highway-oriented commercial uses. Given its adjacency to existing commercial zoning and the surrounding land use patterns, re-designating the site from Rural Residential to Commercial will capitalize on its strategic position, support economic growth, and provide essential services to travelers and the community. This change will also benefit the City of Star by broadening its commercial tax base, attracting new businesses, and creating local employment opportunities that contribute to the city's long-term economic vitality for this important getaway corridor into Star.

We appreciate the opportunity to present this request to the City of Star and look forward with working with Staff on this matter. If you have any questions, please contact me at 208-250-6161 or at sdlandconsulting@outlook.com.

Sincerely,

Sabrina Durtschi

Sabrina Durtschi

Exhibit A
Site Plan



Exhibit B
Star's Comprehensive Plan

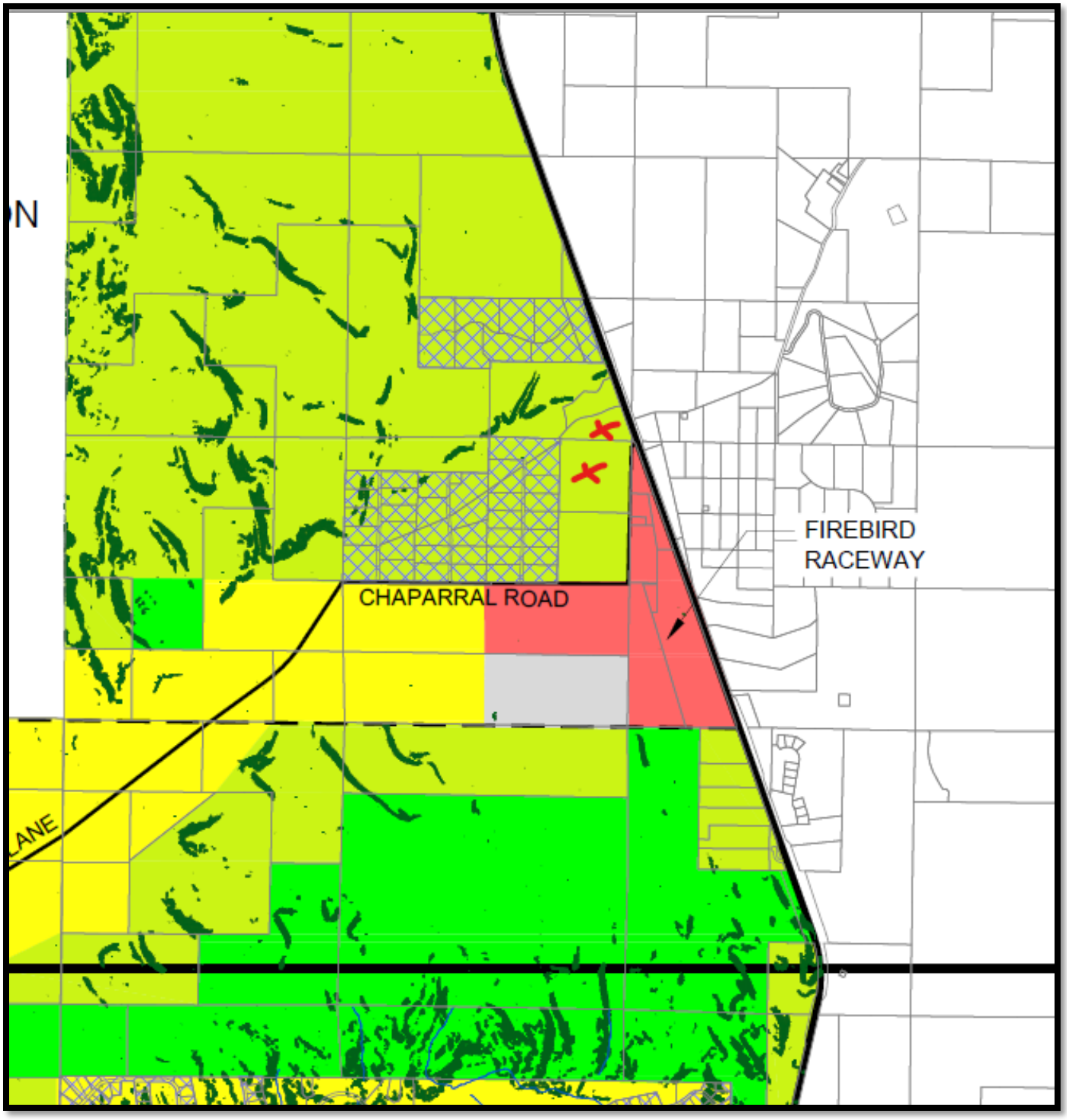
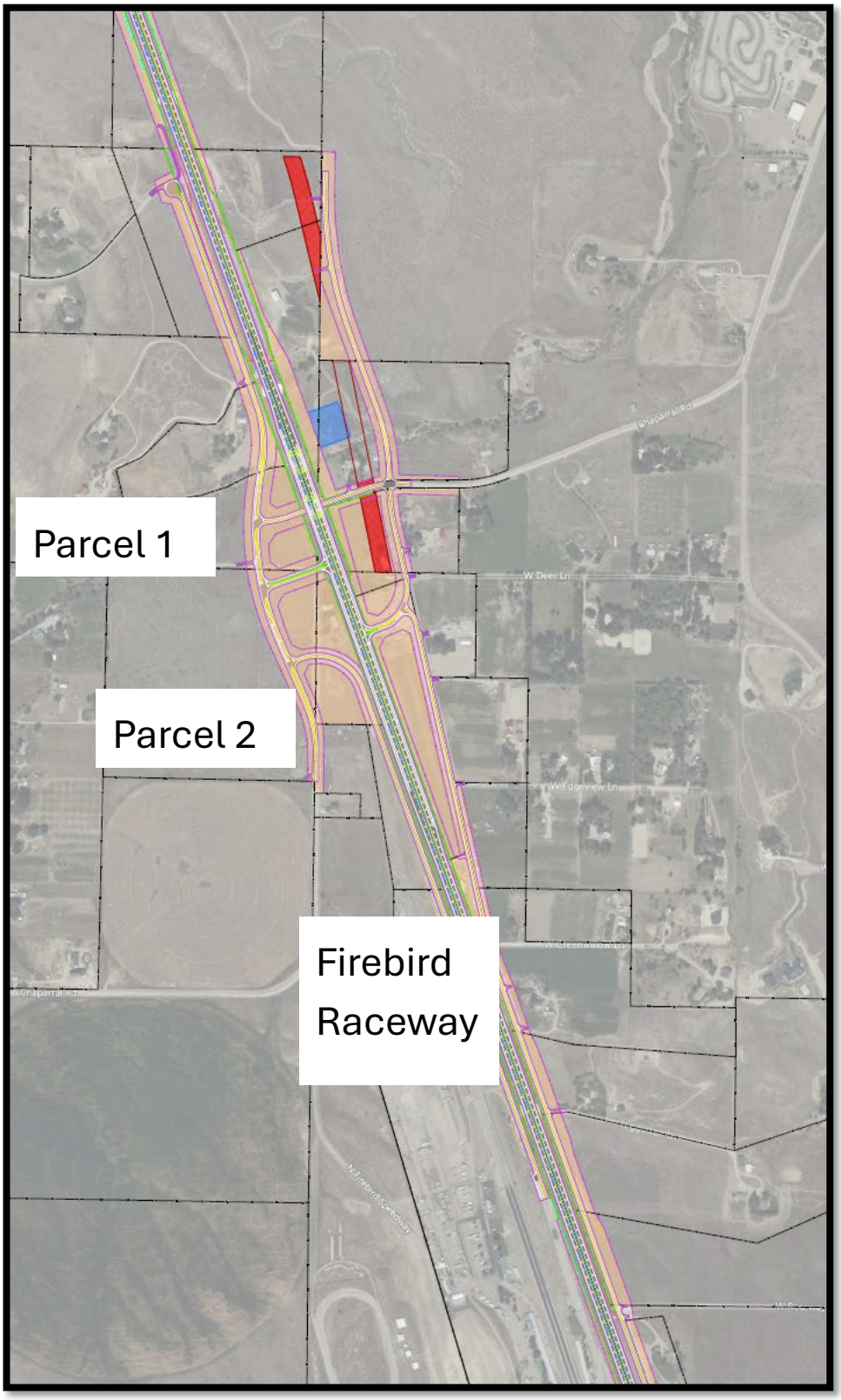


Exhibit C
Idaho Transportation Plans



Shawn Nickel

From: Chad Lorentzen <clorentzen@thelandgroupinc.com>
Sent: Tuesday, February 10, 2026 2:45 PM
To: Shawn Nickel; Barbara Norgrove
Cc: Doug Russell; Alexandra Vega
Subject: Comprehensive Plan Map - Parcels East of HWY 16
Attachments: D 260210 TCS Comp Plan Amendment Map 125132.pdf

Good Afternoon, Shawn and Barbara –

Please find the proposed bubble/land use map for the city's consideration as part of the City of Star's on-going comprehensive plan updates. This exhibit depicts the +/- 301.63 acres described in ROS #15018 as well as two previously annexed parcels (Parcel: S0415325601and Parcel: S0416417550.) These parcels are generally located east of HWY 16, north of the Phyllis Canal, south of the Boise River, and west of the existing Spurwing Golf Course.

The two previously annexed parcels encompass approximately 55 acres at the northeast corner of the map; it is my understanding that these parcels were annexed via project(s) that The Land Group was not involved in north of the Boise River. However, since this land is in the floodway, it seems unlikely to be developed according to what I believe to be its current zoning, MU. As a result, we included those parcels in the exhibit.

Let us know if this provides the information and/or formatting that you need to move forward with this.

Thank you!

Chad

chad lorentzen
THE LAND GROUP

Land Use Legend:

MAP AMENDMENT AREA: +/- 355.82 Ac.
AVERAGE GROSS DENSITY: 4.30 UNITS/AC

RESIDENTIAL LAND USES

- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY

OPEN SPACE LAND USES

- CONSERVATION OPEN SPACE (WITHIN FLOODWAY)

CIRCULATION - ROADWAY

- EXISTING PRINCIPAL ARTERIAL
- EXISTING LOCAL OR COLLECTOR

NATURAL CONSTRAINTS

- FLOODWAY
- EXISTING TOPOGRAPHICAL TERRACE

HIGHWAY 16

W JOPLIN CT.

PHYLLIS CANAL

PHYLLIS SLOUGH

PHYLLIS SLOUGH

BLACK CAT RD.

0 300' 600'

Project No.: 125132
Date of Issuance: 02.10.2026

File Location: J:\2025\125132\Land\125132 zoning basine diagram.dwg
Last Plotted By: Kaitlyn Hamilton
Date Plotted: Tuesday, February 10, 2026 at 2:34 PM

PROPOSED COMPREHENSIVE PLAN AMENDMENT MAP
City of Star, Idaho

THE LAND GROUP



City of Star Comprehensive Plan

Shining Bright into the Future - 2040 and Beyond

















Acknowledgements

Mayor

City Council Members

Trevor A. Chadwick
Steve Day ~~David Hershey~~
Kevin Nielsen
Jennifer Salmonsen
Kevan Wheelock

City Staff

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Cindy Tinker, Planning Technician
Ryan Morgan, City Engineer
Dana Partridge, Public Information Officer

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Michael Keyes, Former City Councilmember
Chad Bell, Former Mayor
~~Cathy Ward, Former City Clerk~~
Mark L. Butler, Land Use Planner
Keller Associates, Inc.
David Szplett, Transportation Engineer/Planner

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~~Mark L. Butler~~
~~Land Use Planner~~

~~Keller Associates, Inc~~

~~RKent Architecture~~
~~Rebecca Kent~~

~~David Szplett, Transportation Engineer/Planner~~
~~Richard Butler, Schools Component~~
~~Dana Partridge, Social Media/Website~~





Special Thanks

Hundreds of Star area residents for their continued community involvement
Mike Olsen Photography for Photo Contributions

Originally Approved April 23, 2019/Updatesd December 08, 2020/December 07, 2021/June 7, 2022/May 5, 2026





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Chapter 1 – **Introduction**

Star is primarily a residential community and currently its economic base is agricultural with a growing service commercial component. Residential development within the city has grown at an extreme rate in the past 20 years with the 2019 population being over 10,000 people. As growth continues to expand west within the Treasure Valley, the community is aware that the Star area is experiencing growing pains. With this in mind, the city desires to prepare for the near- and long-term future, by taking a proactive approach to planning for growth, rather than being reactive.

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

This Comprehensive Plan is to be the guiding document for our community to achieve its goals and objectives.

The Local Land Use Planning Act (LLUPA), Idaho Code 67-6508, which was first adopted in 1975, mandated that all Idaho cities and counties develop a Comprehensive Plan. Other than requiring that certain planning components be placed in the plan the Act did not tell local governments how the plan ought to be developed, where their information and documentation ought to come from, or how the plan ought to be assembled. That would be the responsibility of each jurisdiction.



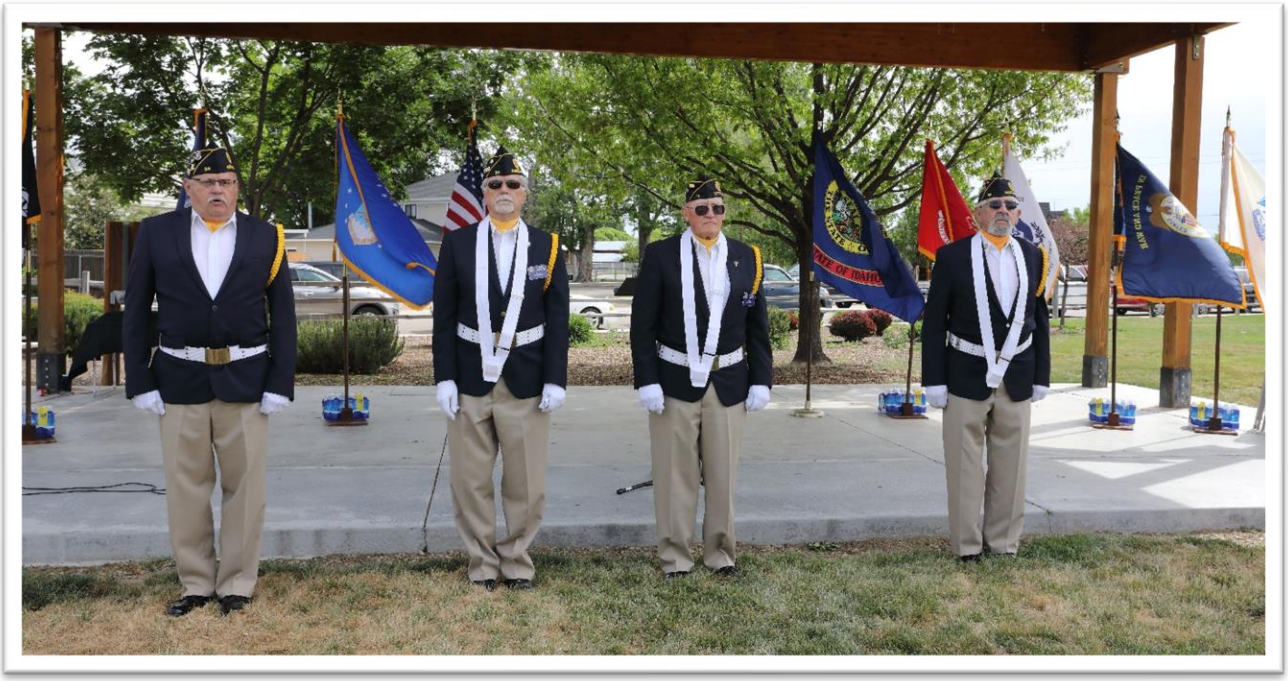
Idaho Code requires that the plan consider previous and existing conditions, trends, compatibility of land uses, desirable goals and objectives, or desirable future situations for each planning component identified within the Idaho Code. The plan, with maps, charts, and reports, shall be based

on the components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

Currently Idaho Code includes seventeen planning components to be considered, all of which are addressed within this plan.

The act of comprehensive planning is an involved process, which is designed to reflect the needs and desires of the community. Local economic development groups have their forums for focusing on economic development, employment, and growth issues. Community leaders have typically held retreats for their organizations to focus on various land use issues. Mayors have State of the City addresses, but the Comprehensive Plan can provide an avenue to take various forms of information and place them in one concise comprehensive document.

A plan should give the public, developers, businesses, and government agencies a strong understanding of the city's intentions and desires regarding its future development, which will help lead to greater cooperation and minimize potential conflicts. The plan is intended to be a set of positive, rather than restrictive, statements concerning what the City of Star wishes to be and to accomplish. The goal of the plan is to introduce long-term consideration into the determination of short-term actions.



Although the year 2040 is used as a planning reference date, this plan is related more to growth principles and circumstances within its entire planning area rather than to a specific horizon year. Because of the incremental, gradual and often unpredictable nature of community development, no fixed date can apply to all the goals, policies, and proposals expressed in the plan and the entire planning area will extend significantly past the 2040 planning date for the plan's ultimate build out. It is estimated that about one half of the undeveloped area identified on the plan will see development within the 2040 planning reference date.

Planning is a continuous process. As conditions change and new information becomes available, objectives and priorities of the city may change and goals, objectives, and policies may be modified. This plan is intended to be the public growth policy of the City of Star and as such, must be responsive to change and forward-thinking. It should be reviewed and revised when necessary, to reflect the community's changing population, attitudes and desires. It is important to remember that the Comprehensive Plan is just that, a plan. Unlike ordinances, which it is subservient to, it is intended to be flexible and responsive to the communities changing conditions.





The Goals, Objectives, and Implementation (Policies) Strategies of the planning components within this plan are generally defined as follows:

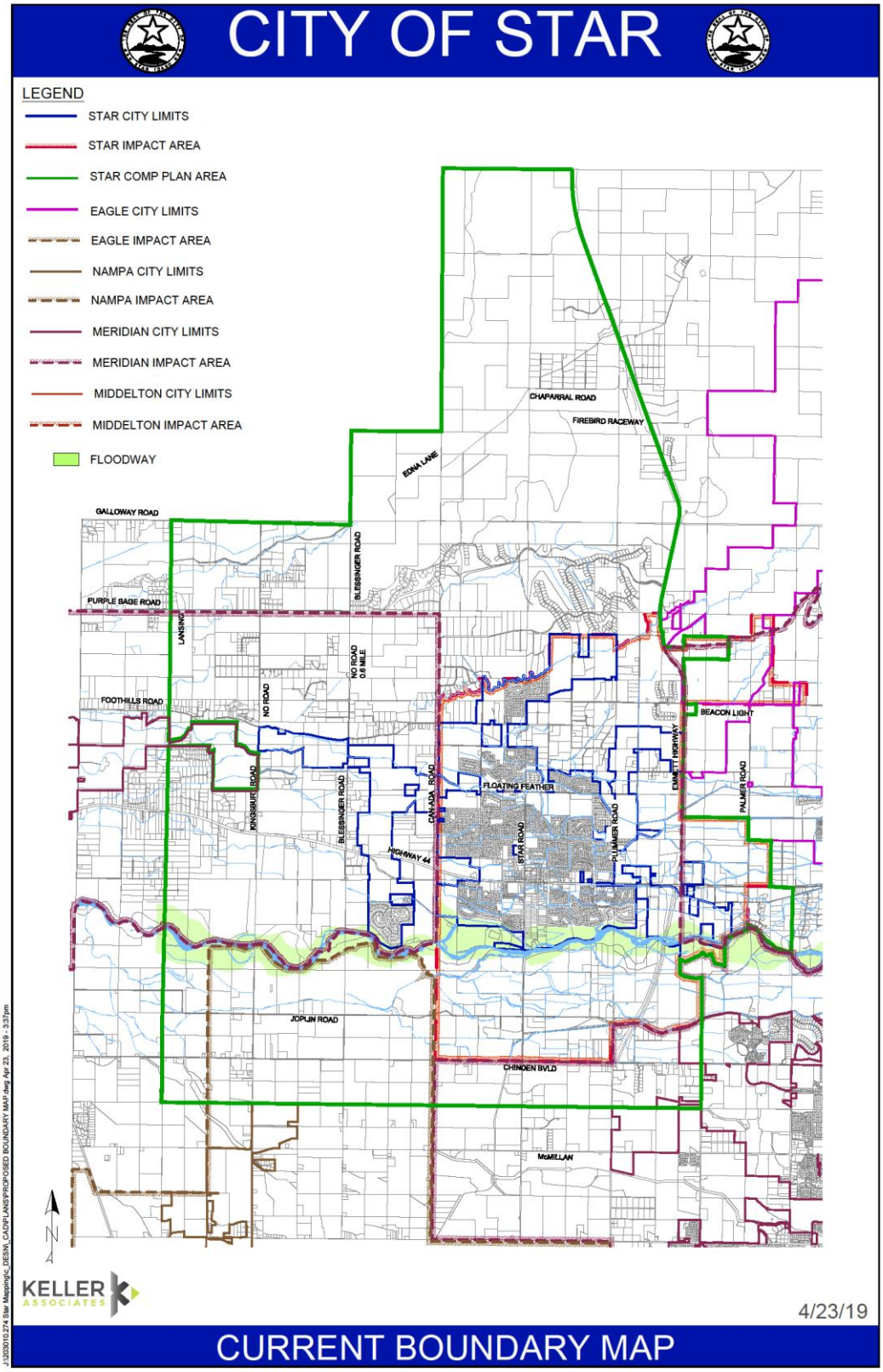
GOAL: Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel, not a location to reach.

OBJECTIVE: The objectives statement defines the meaning of the goal, describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition, or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

IMPLEMENTATION (POLICIES) STRATEGIES: Policies are specific statements that guide actions, imply clear commitment, and express the manner in which future actions should be taken. They are, however, flexible rules that can adapt to different situations and circumstances.



CITY OF STAR



J:\20200\10.274 Star Mapping\C_DESN_CADP\LANS\PROPOSED BOUNDARY MAP.dwg Apr 23, 2019 - 3:37pm

CURRENT BOUNDARY MAP

Chapter 2 – History of Star



The "Village of Star" was located approximately one mile to the east of the present City of Star and halfway between the present downtown and the Star-Emmett junction, Highway 16 and Highway 44. The first schoolhouse was built on that location in the 1870's on land donated by B.F. Swalley. When the settlers finished building the schoolhouse, they could not decide on a name for the building. One of the men carved out a star and nailed it to the front door, pounding the nails all around the edge of the star. This became an important landmark for miles around and was a guide for travelers and miners. When the visitors came to the schoolhouse with the star on the door, they could travel west one mile and find board and lodging for the night. So, in time the town became known as Star.

The schoolhouse was replaced by a brick schoolhouse on River Street in 1903. In 1912, a 4-year high school was started. A new school was built in 1937 from bricks salvaged from the school built in 1903. The Star elementary school was built in 1975, alongside the old school which was later demolished. Star maintained its own school district for a period but is now part of the West Ada Joint School District. West of Star on Highway 44 is the two-story brick Central School built in 1905, which is now a private home and Arabian horse stable.

In 1905, Star incorporated and established city limits reaching four miles in all directions. During the early part of the 20th century the town flourished with rapid growth and with merchants very successful in business. The town had a mayor, marshal, constable, and justice of the peace. The jail was a frame building located just east of the Odd Fellows Lodge Hall. By the time the new interurban arrived, at least twenty new buildings had been erected. Rapid growth came with the confidence of the Boise Interurban Railway. Growth continued in 1909 with at least 30 new buildings erected. In

the early 1900s, Main Street periodically served as a racetrack. Horse races were a big event with most everyone and often followed by a baseball game. Impromptu races down Main Street were not limited to specific holidays but could arise from on-the-spot challenges.

Other activities included a weekly debate society where issues of the day such as railroads, Sunday laws, and women's rights were discussed. Also, there was a literary society, Star School sporting events, and a skating rink. An evening outing for a party of young people included chartering a trolley excursion to Boise and back. Star Trading Days were stock sales held every third Saturday of each month.

The initial growth of Star came with the construction of the Boise Interurban Railway. In 1907, W.E. Pierce completed the electric railroad which ran from Boise to Caldwell, via Eagle, Star, and Middleton, and back through Nampa and Meridian. The introduction of the Interurban also brought electricity to Star.



The Idaho Daily Statesman reported in 1907 that as a result of the completion of the Boise and Interurban line through Star, "This town has taken a wonderful activity and citizens here have awakened to the fact that Star is very liable to become a very important point before long. There's been a great deal of building of late and the population of the town has easily doubled since it was definitely known that the electric line would be built through here."

Completion of the Boise Interurban created radical growth with W.E. Pierce and Co. platting two new areas of land to the east of the original town site. These areas included Interurban Addition and

the Pierce Addition. Lot sales, as reported in the Idaho Daily Statesman at that time, were brisk.

The Star Interurban Depot with a freight office and passenger waiting room was built at Valley and Knox streets in 1907. The building was designed by Boise architects, Tourtellotte and Hummel. Nearby was the transformer house. At the time the stage connected to Emmett. With the introduction of automobiles into the Treasure Valley, the Interurban was used less and less, eventually going out of business in 1928. The loss of this link to the valley meant a decline in activity for Star. The depot was moved to the east side of town in the 1950's.

Star's growth declined with the closure of the Boise Interurban in 1928, while another setback came in 1929 when the town was dis-incorporated. Today the City of Star is going through a transition. The city is located 16-miles northwest of Boise, 6-miles west of Eagle, 7-miles east of Middleton, 9-miles north of Nampa and 16-miles south of Emmett. Star had historically been a small rural community of about 500 residents. The city was re-incorporated in 1998 with a population of 648. As the Treasure Valley has grown over the last 20-years, so has Star's population. Star remains the trading center of a working community which earns its living for the most part from the soil and from work outside the city, but the City of Star is growing and will continue to grow. The ongoing challenge is how the city should manage the growth.







Chapter 3 - **Vision**

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

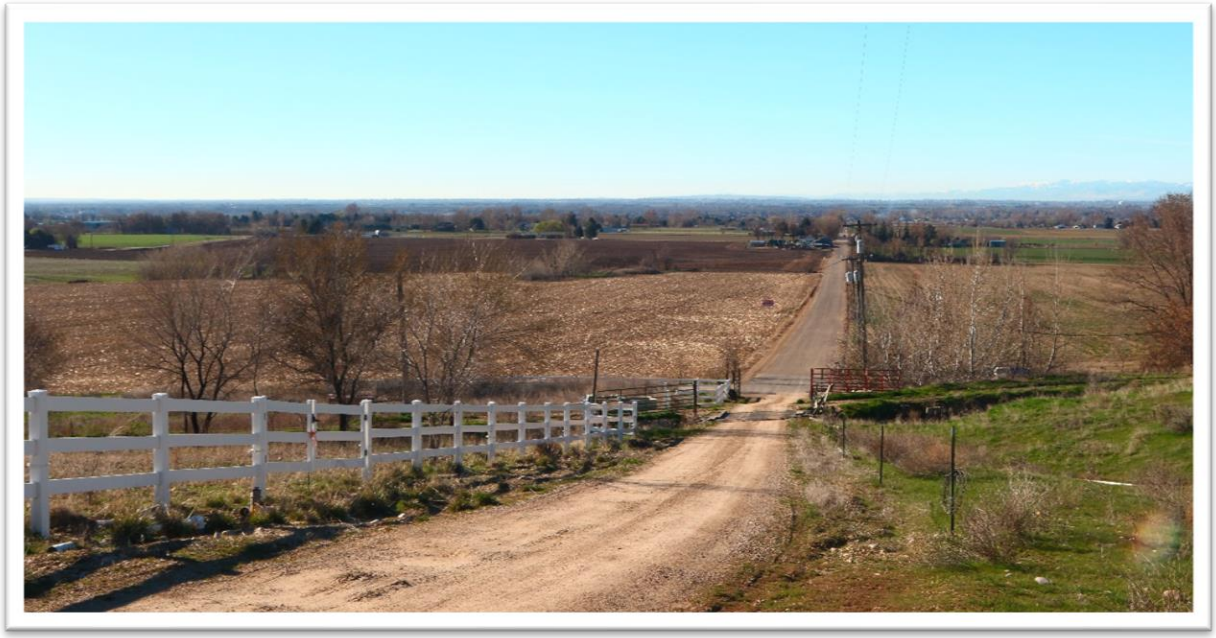
Star acknowledges that it will continue to grow as the Treasure Valley grows, but Star's growth is to be a unique balance of environmentally sensitive urban and rural development. Urban development will be directed to our downtown, activity centers, and on lands with grades compatible for urban development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



Chapter 4 - **Property Rights**

4.1 Idaho Code Regarding the Property Rights Component

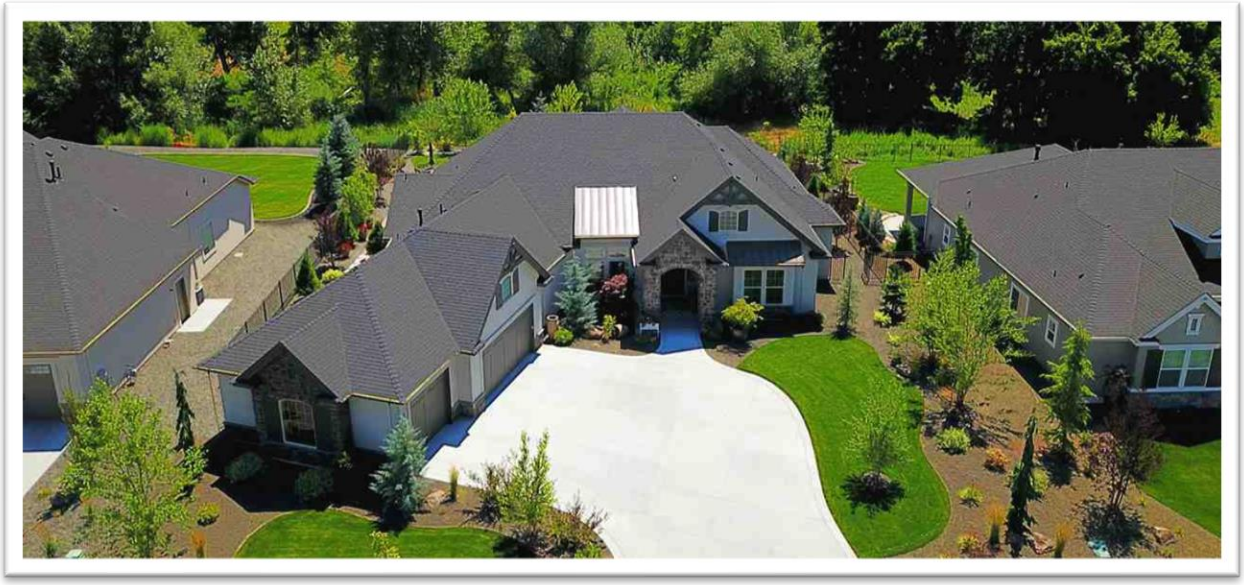
Requires an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.



4.2 Background and Analysis

Private property rights encompass not only the right to develop, invest, achieve, and profit from property, but also the right to hold and enjoy property. As the population increases and a greater number of people live nearer to each other, the opportunities for land use conflicts become greater. Property rights must balance the individual's desire to "do whatever I want with my land" with a respect for the property rights of neighboring owners.





The 5th Amendment of the United States Constitution as well as Article 1§14 of the Idaho Constitution ensure that private property, whether it be land or intangible property rights, shall not be taken by the government absent just compensation. The Idaho State Legislature has also enacted statutory provisions requiring state and local governments to ensure that planning and zoning land use policies do not result in a taking of private property without just compensation. The statutory provisions include, among other things, a takings checklist generated by the Idaho Attorney General. The takings checklist must be used in reviewing the potential impact of regulatory or administrative actions on private property.

Land use policies, restrictions, conditions, and fees of the City of Star are not to violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property as prescribed under the declarations of purpose in Idaho Code §80-67 and its subsequent amendments.





4.3 Goal

All land use decisions made by the City of Star pursuant to this Comprehensive Plan shall protect fundamental private property rights.

4.4 Objectives

A. Private property shall not be taken for public use without just compensation.

B. Property rights of landowners shall be protected from arbitrary and discriminatory actions.

C. No person shall be deprived of private property without due process of law.

4.5 Implementation Policies:

A. Land use development regulations are to be designed to protect the health, safety, and welfare of the community, and to avoid any unnecessary conditions, delays, and costs.

B. The protection and preservation of private property rights are to be a strong consideration in the development of land use policies and implementation standards and regulations and as required by law.

C. The Comprehensive Plan and implementing ordinances are to strive for stable and consistent policies regarding development densities and requirements.

D. Ensure that all applicants, pursuant to Idaho Code §67-8003, have notice of the right to request a regulatory taking analysis.

E. All entitlements are to be reviewed in compliance with this plan.

Chapter 5 – **Population**

5.1 Idaho Code Regarding the Population Component

Requires a population analysis of past, present, and future trends in population, including such characteristics as total population, age, sex, and income.

5.2 Background and Analysis

For decades the City of Star had maintained a population of about 500 residents. When Star was incorporated in 1997 it had a population of 648. Per COMPASS projections, ~~S~~since 1997 the population of Star has increased from 648 to ~~10,310~~ 22,270 as of ~~2018~~ 2025.



The community itself desires a stable population increase with a slow growth factor, but understands that this is the ideal characteristic. In areas of sometimes more rapid growth patterns, such as the Treasure Valley, the most important factor regarding growth is that the city manages the growth pattern.

A managed growth pattern helps to ensure the consistency of the essential city services such as water, sewer, ambulance, police, and fire protection, expanding potential for business and job creation, establishing a balance of housing for homeownership and housing rentals, and preparing for educational needs and the development of quality sport and recreation opportunities.



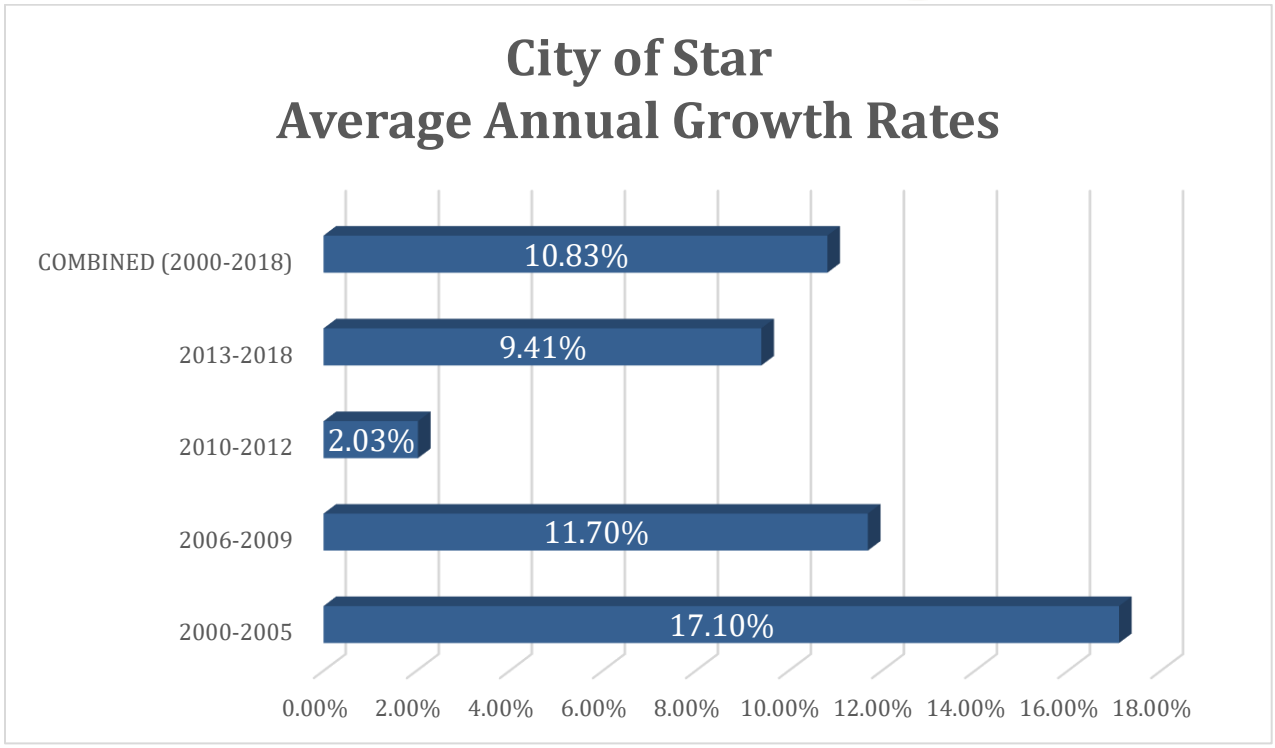
The normal factors which affect populations are births, death, and migration, where migration is defined as a movement of residents into or out of a community. Large changes in population over a short time span (up to five years) can and will create many problems. This is why the land use plan should provide for the possibility of greater changes or fluctuations than would normally be expected.

Population forecasting is not an exact science. Economic conditions influence population levels. It is recommended that the demographic data be updated on an as needed basis. Based on population forecasts, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

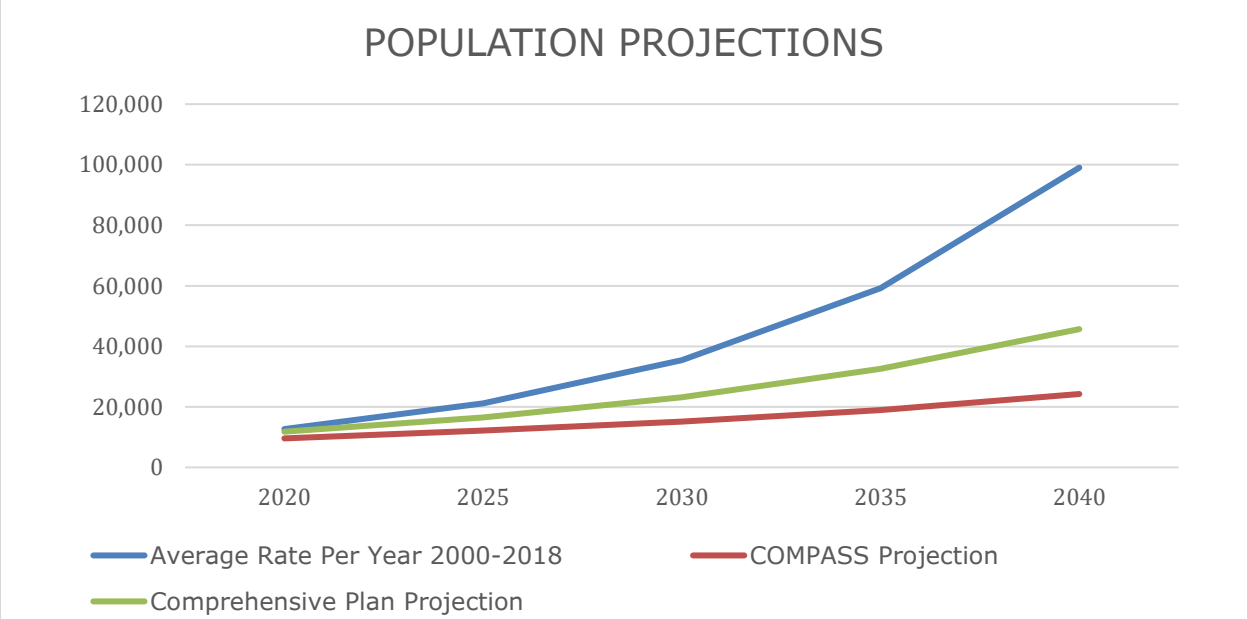
Projections for the future population can be a challenging task. Many factors such as subdivision platting, building lots purchased, homes construction, in and out migration, and births and deaths will all determine the growth of the City of Star. The 2020 pandemic expedited growth substantially, as social and political needs shifted resulting in mass migration from other States. The next federal census will be conducted in ~~April 2020~~ 2030 which would be the appropriate time to review the population estimates. The City should continue to use COMPASS forecasts for yearly updates of the population until the official census numbers are available.

UPDATE ALL DEMOGRAPHICS


STAR
Idaho


City of Star
Average Annual Growth Rates
COMBINED (2000-2018)
2013-2018
2010-2012
2006-2009
2000-2005
10.83%
9.41%
2.03%
11.70%
17.10%
0.00%
2.00%
4.00%
6.00%
8.00%
10.00%
12.00%
14.00%
16.00%
18.00%





Population Analysis			
	Actual Average Rate Per Year 2000-2018 (10.83%)	**COMPASS Projection (4.75%)***	**Comprehensive Plan Projection (7%)**
2020	12,664	9,581	11,804
2025	21,177	12,134	16,556
2030	35,412	15,103	23,220
2035	59,216	18,937	32,567
2040	99,020	24,243	45,677

Note: Prior to the December 2018 adopted Compass CIM2.0 2040 Plan the original CIM 2040 Plan estimated Star 2040 population at 35,644

**Average percent per year in COMPASS CIM 2.0 2040 Plan*



City of Star & Treasure Valley COMPASS Population Forecast					
Note: COMPASS projects 9,581 for 2020, actual for 2018 is 10,310					
	~~2020~~ 2025	~~2025~~ 2030	~~2030~~ 2035	~~2035~~ 2040	~~2040~~ 2045
City of Star	~~9,581~~ 22,270	~~12,134~~ 34,250	~~15,103~~ 45,816	~~18,937~~ 57,382	~~24,243~~ 67,792
Region*	674,974	745,286	830,314	940,579	1,022,000

Source: COMPASS CIM 2040 Plan

Comparison of ~~2010~~ 2023 Age Distribution				
	Star City	**Ada County**	**Canyon County**	**USA**
Median Age	~~32.3~~ 41.9	~~34.8~~ 38.3	~~31.6~~ 34.8	~~37.2~~ 38.7
0 to 24	~~39.9%~~ 33.1%	~~35.7%~~ 31.3%	~~40.9%~~ 36.5%	~~33.9%~~ 31.2%
25 to 44	~~30.7%~~ 20.3%	~~28.8%~~ 28.3%	~~26.8%~~ 27%	~~26.6%~~ 26.8%
45 to 64	~~21.5%~~ 26.4%	~~25.1%~~ 24.8%	~~21.5%~~ 22.2%	~~26.4%~~ 25.1%
65+	~~7.9%~~ 20.1%	~~10.4%~~ 15.8%	~~10.8%~~ 14.4%	~~13.1%~~ 16.8%

Source: US Census~~, 2010~~ 2023 American Community Survey

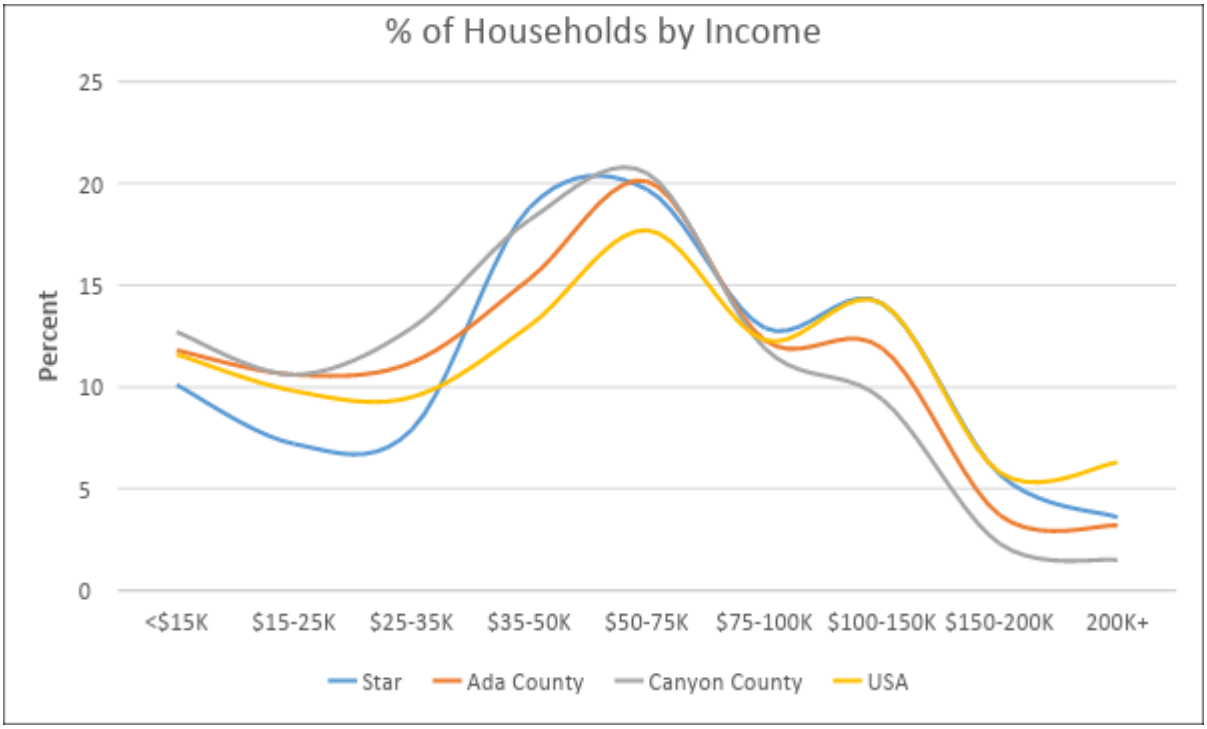


Comparison of 2010 Sex Distribution				
	Star City	**Ada County**	**Canyon County**	**USA**
Female	~~50.8%~~ 49.8%	~~49.9%~~ 49.6%	~~49.5%~~ 50.2%	~~50.8%~~ 50.5%
Male	~~49.2%~~ 50.2%	~~50.1%~~ 50.4%	~~50.5%~~ 49.8%	~~49.2%~~ 49.5%

Source: US Census~~, 2010~~ 2023 American Community Survey

Household Income & Education Distribution				
	Star City	**Ada County**	**Canyon County**	**USA**
Median Household Income	~~$55,674~~ 98,768	~~$60,151~~ 88,907	~~$46,426~~ 72,355	~~$57,652~~ 78,538
Average Household Income	~~$75,716~~ 116,923	~~$80,990~~ 121,034	~~$57,151~~ 88,851	~~$81,283~~ 110,491
Incomes above $150K	~~9.3%~~ 11.2%	~~15.8%~~ 10.3%	~~3.8%~~ 7.0%	~~15.7%~~ 9.3%
Incomes below $25K	~~17.3%~~ 3.9%	~~9.6%~~ 4.9%	~~23.3%~~ 6.2%	~~14.1%~~ 6.6%
Percent with Bachelor's Degree (age 25+)	~~**20.3%**~~ **32.3%**	~~**25.3%**~~ **30.0%**	~~**12.9%**~~ **16.2%**	~~**19.1%**~~ **22.1%**

Source: US Census ~~2017~~ 2023 American Community Survey



Source: US Census 2017 American Community Survey



5.3 Goal:

Manage population growth consistent with community goals and objectives as expressed within the Comprehensive Plan. Enhance the quality and character of the community while providing and improving amenities and services.

5.4 Objectives:

A. The City of Star should coordinate with Ada and Canyon Counties in establishing and revising the Area of City Impact to better plan for future growth patterns on an area wide basis, while supporting the Star Comprehensive Plan.

B. Review growth patterns within the city limits, Area of City Impact, and Comprehensive Plan boundary in order to curtail urban sprawl with low density housing and protect existing agriculture lands from unnecessary encroachment.

5.5 Implementation Policies:

A. Monitor population growth and employment data to detect significant trends that will affect the Comprehensive Plan goals, objectives, and policies.

B. Monitor changes in population demographics by regularly reviewing relevant indicators (building permits, census data) in order to estimate future impact to city services.

C. Work with the Fire District to assure maintenance of adequate fire protection facilities and fire protection services.

D. Provide a variety of housing opportunities for differing population needs ranging from large-lot residential to multi-family apartment uses.



Chapter 6 - School Facilities and Transportation

6.1 Idaho Code Regarding the School Facilities and School Transportation Component

Requires an analysis of public-school capacity and transportation considerations associated with future development.

6.2 Background and Analysis

Students in Star currently attend schools in the West Ada School District. As the city continues to expand into Canyon County, some students will be attending schools within the Middleton School District. The school facilities and transportation element of the Comprehensive Plan is meant to coordinate efforts of cities and school districts when considering school capacities, facilities, and transportation needs.

When new development and subdivisions are reviewed, it is important for the school districts to consider the impact on school areas and provide input to the city. The City of Star and the West Ada Joint School District have worked concurrently for the development of new school construction sites. Continued





partnerships could result in purchasing new park land adjacent to proposed school sites which would enhance additional open space. As additional facilities are planned, the following should be considered:

A. Are there adequate municipal services to accommodate the land use?

B. Are there any special considerations needed for construction at the proposed site?

C. Will the future school site be located in an area that is currently developed or in the direction of the city's natural growth?

D. Where is the best location for the new school to accommodate the most students?

Cities across this nation, especially small communities, have local activities that can take advantage of school sites. Examples are community events, Saturday bazaars and carnivals, and high school sports events. As the city continues to grow, the city should, to the best of their ability, work with the Districts to preserve this tradition. Joint locations for parks and open space are important. Strong communities are built around their education system. The placement of new schools in neighborhoods should create a sense of place within the community through attractive design of public places, however schools should be in locations where city services currently exist and where vehicle and pedestrian access provided is safe and convenient.

The West Ada School district is seeing tremendous growth with an annual student increase of nearly 975 students districtwide each year (for the last 20 years.) A Middleton School District representative stated that in 2017 enrollment for the Middleton High School was 1,236 and in 2018 it is 1,276.

As the city grows, the focus on school facilities should be considered a quality-of-life factor within the city. Representatives with the West Ada Joint School District state that land needed for an elementary school site is 10-acres with a maximum capacity of 650-students. Likewise, a middle school would need 30-acres for a maximum of 1,000-students, while the acreage increases to between 50-60 acres for high school sites with a maximum of 2,000-students.



This acreage could be less based upon combining school sites or partnerships with the city for joint location of recreation facilities.

~~2018-2019~~ 2025-2026 Area Schools Enrollment and Capacity				
School	**Grades Served**	**Enrollment**	**Capacity**	**School Type**
Rocky Mountain High School	9-12	~~2395~~ 1,828	1800	High School
Meridian High School	9-12	~~1890~~ 1,637	2200	High School
Eagle High School	9-12	~~2022~~ 1,749	1800	High School
Owyhee High School	9-12	1,837	2,000	High School
Middleton High School	9-12	~~1281~~ 1,542	1550	High School
Star Middle School	6-8	~~557~~ 1069	1300	Middle School
Star Elementary School	K-5	~~450~~ 867	~~557~~ 800	Elementary School
Independence Elementary School (opens 2026)	K-5	TBD	TBD	Elementary School
Terramore Elementary School (future school)	K-5	TBD	TBD	Elementary School





Transportation related impacts include school buses being driven through neighborhoods to pick up children as well as parents picking up and dropping off children. Traffic at elementary and middle schools are typically similar, being in the morning and the afternoon. West Ada Joint School District allows for open campuses for high schools. This means that students can freely move in and out of the campus without needing permission. Major traffic impacts for high schools are in the mornings, lunchtime, and afternoon. Additional impacts consist of high school students attending or traveling to sporting events, such as football or basketball games, track meets, and other extracurricular activities.

Three major issues confront most school districts. The first is the establishment of safe school routes. This would include the location of safe walking routes (i.e. sidewalks and pathways) to and from school. Other concerns include routes along busy streets and the crossing of these streets. A second issue is the location of lighting at bus stops, and the third are railroad crossings. In the City of Star, public sidewalks are lacking in many of the older neighborhoods. In order to provide safe school routes, adequate sidewalks are needed. The city does not have many streetlights, and bus stops are typically not located at lighted areas. Better coordination is needed with the School District, Ada County Highway District, and Canyon Highway District 4.

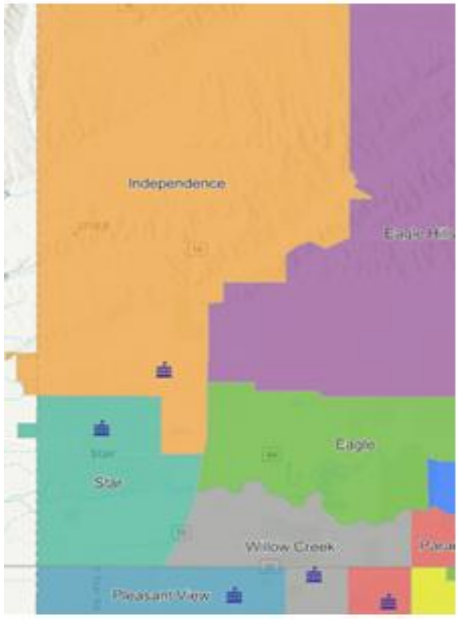
Bus transportation to and from the school sites is provided by the West Ada Joint School District and Middleton School Districts. Based upon District policy, only students who live within 1.5 miles, or have to cross dangerous intersections or rail crossings, may be bussed. Bus routes are reviewed annually, and adjustments are made.

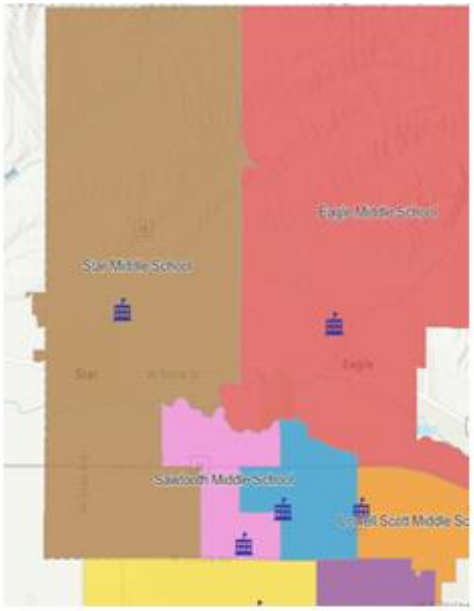


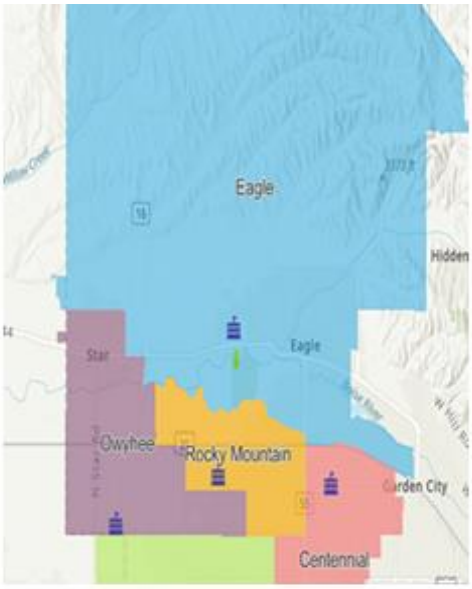
The school facilities and transportation element of the comprehensive plan is meant to coordinate efforts of cities and counties, when considering school capacities, facilities, and transportation needs. When new development and subdivisions are reviewed, it is important for the school district to consider the impact on school areas and plan for adequate facilities.

ADD POLLARD LANE AS PRIORITY FOR IMPROVEMENTS

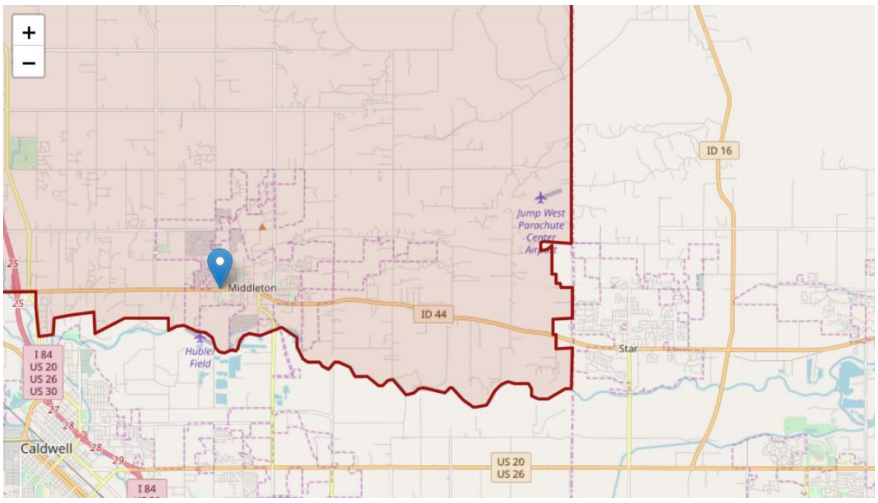
West Ada School District Maps updated







Middleton School District Map updated





6.3 Goal

The Star community is dependent upon the quality of education for its citizens. The learning environment for each student must be safe, functional and one that optimizes and enhances academic, social, emotional, and physical development.

6.4 Objectives

The partnership between the City of Star, West Ada Joint School District No 2, and Middleton School Districts should:

A. Continue with the emphasis of cooperation and communication.

B. Develop a safe route program.

C. Continue to build relationships.



D. Continue to participate in the planning process.

E. Encourage schools to be sited within city limits in order to be cost-effective for city services.

F. Consider public safety issues.

G. locate bus stops near streetlights.

H. Invite school participation in city events.

I. Urge support of local businesses for extracurricular, academic, and sports programs of the school.

J. Develop and expand fiber optics services for a distance learning center at the high school.

K. Develop school signage which meets community and city needs.



6.5 Implementation Policies

A. Encourage regular communication and meetings between city and school district officials.

B. Work with the school districts to coordinate new school locations, which use existing or future city infrastructure.

C. Where appropriate, the city and the school districts should share facilities.

D. Continue to develop and maintain a dialogue with the school districts to arrange joint use of public facilities.

E. Develop a cooperative program to expand the use of schools, land, and parks by the general public as well as students.

F. Develop dual use of school sites for parks.

G. Encourage the joint citing of schools and parks whenever possible.

H. Work with the school districts, ACHD, HD4 ~~CHD4~~, and developers to establish access options for Star Schools via pathways and/or streets.

I. Establish and implement a safe school route program.

J. School districts should meet city signage requirements.

K. City seeks to support a partnership with the school districts to develop adult education and meet training needs for the citizens of Star.

L. Locate elementary and middle schools within residential neighborhoods to facilitate walking and reduce bussing costs for the districts. It should be discouraged to locate elementary and middle schools on collector and arterial roadways as defined by the Regional Functional Classification Map. High schools may be located on arterials.

M. Encourage high schools to reduce traffic impacts by providing limited/reduced student parking, developing alternative transportation, and/or establishing closed campuses.

N. Encourage the school districts to continue to make schools available for civic functions when classes are not in session.

O. Encourage land use development to reduce street hazards by developing access to elementary and secondary schools on local streets and/or pathways.

P. Explore legally suitable opportunities for developers to assist in donating or purchasing school sites identified in the districts' master facilities plans, according to student demand created by future land use development.

Q. Consider density incentives for the location/dedication of public-school sites.

R. Consider allowing the non-building portion of school sites to be counted as required open space when school sites are dedicated.





Chapter 7 - **Economic Development**

7.1 Idaho Code Regarding the Economic Development Component

Requires an analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

7.2 Background and Analysis

When the City of Star was incorporated in 1997, its population was 648. Economic development has changed since then. The city has grown to an estimated population of over 10,000 residents in 2018. The once agriculture-dominated community has slowly been transformed into a community where suburban and rural land uses co-exist. Economic development plays an important role in creating and maintaining the living standards within a community. A strong economy provides economic opportunities to all citizens through job creation and business ventures. Economic opportunities create a tax base that supports schools, police, fire protection, parks, and other community facilities, services, and amenities. Economic development results from a partnership between business and government whereby a nurturing, supportive environment is created that stimulates growth and retention of existing businesses and facilitates the start-up and recruitment of new ones.

In a city the size of Star, a positive impact can best be made by focusing economic development efforts on the enhancement of the business climate for entrepreneurs and small businesses. An additional positive economic impact can be made by increasing the number of home-based businesses and telecommuting opportunities. Thus far, citizens from in and around Star have expressed an aversion to urban sprawl and a desire to maintain rural, small-town charm; yet economic growth and prosperity are universally desired.

Star's growth has created an opportunity to expand the city's economy by mobilizing human, physical, natural, and capital resources to produce marketable goods and services. As the city continues to expand, demands on vital infrastructure components increase, and the sustainability of economic progress becomes more challenging. Specific challenges include:

- Defining future locations for commercial, office, and light industrial or high-tech uses
- Balancing the location and construction of commercial and residential development
- Connecting I-84 to US-20/26 (Chinden Boulevard), SH-44 (State Street), and SH-16 to manage traffic movement
- Considering a highway alternate route for thru-traffic that limits downtown Star pass through vehicles on SH-44 from SH-16 to Kingsbury Road
- Identifying the boundaries of the Central Business District
- Siting and construction of a special events center and a recreation center
- Keeping pace with basic infrastructure technology (e.g. broadband internet technology)



To address these challenges, Star's city ordinances provide for the appointment of a volunteer Economic Development Committee (EDC). The EDC meets monthly to plan for the city's economic development, to identify projects that address the city's economic development needs, and to assign sub-committees and individuals responsible for carrying out those projects. The Star EDC, on an ongoing basis, is identifying a number of projects designed to enhance the economic opportunities for the community. Recently,



the EDC recommended, and the city sponsored, an effort to create Star's first ever Economic Development Plan.

Star has been an active Gem Community. Created in 1988, the Idaho Gem Community Program provides training and technical assistance for rural communities interested in pursuing economic and community development. The program's primary goal is to help communities build local capacity and resources to meet the challenges confronting Idaho's rural communities.

Diversification and strengthening of Star's economic base continues to be a high priority. The city has established a precedent to improve the overall community structure to strengthen its position in the Treasure Valley by embracing cultural diversity in the areas of education, commercial and industrial expansion. Economic development must also be viewed in a broad context to include the creation of opportunities for segments of the population who are disadvantaged or have special interests or needs so that all can benefit from prosperity.

Immediate and long-term prospects for Star's local economy are excellent. Development both inside and outside the city's current corporate limits will provide many opportunities. Star's competitive advantages include a location in close proximity to Boise, quality elementary and charter schools, capacity for additional demographic and economic growth, a balanced, debt-free city budget; and a proven track record of creating enhanced opportunities for its



citizens and businesses. Star's economy will be enhanced by building on the important community assets, such as a highly skilled and educated workforce, entrepreneurial spirit, and abundant investment capital.

7.2.1 Existing Conditions

Historically, farming and other agricultural activities were the basis of the Star economy. However, in 2000, farming-related agricultural activity accounted for only 15 employees, which is only 1.7 percent of the city's entire labor force. The largest job category was identified as management and professional related occupations. While it is both culturally and economically important for Star to continue to support and grow the agriculture-based businesses in its area, a greater emphasis should be placed on the development of high-value professional and technical businesses and occupations that will supply the community's residents with higher paying long-term employment opportunities.

Major Employers (over 20 or more employees)	Approximate Number of Employees
West Ada School District	**80**
Star Merc/ Star Cafe	**50**
Star Sewer and Water	**40**
Bi-Mart	**30**
Sully's	**22**
Star Fire District	**20**
Maverick	**20**
Greyloch	
Albertson's	
Ridley's Market	



2017 Employment Status				
Profile of Selected Economic Characteristics	Star		Ada County	
EMPLOYMENT STATUS	Number	Percent	Number	Percent
Population 16 years and over	5,709		339,996	
In labor force	3,721	65.2%	225,745	66.3%
Civilian labor force	3,721	65.2%	224,627	66.1%
Employed	3,621	63.4%	214,984	63.2%
Unemployed	100	1.8%	9,643	2.8%
Armed Forces	0	0.0%	848	0.2%
Not in labor force	1,988	34.8%	114,521	33.7%
OCCUPATION				
Civilian employed population 16 years and over	3,621		214,984	
Management, business, science, and art occupations	1,269	35.0%	92,454	43.0%
Service occupations	729	20.1%	35,708	16.6%
Sales and office occupations	1,032	28.5%	53,830	25.0%
Natural resources, construction, and maintenance occupations	425	11.7%	14,870	6.9%
Production, transportation, and material moving occupations	166	4.6%	18,122	8.4%
INDUSTRY				
Civilian employed population 16 years and over	3,621		214,984	
Agriculture, forestry, fishing, hunting, and mining	62	1.7%	3,120	1.5%
Construction	416	11.5%	12,501	5.8%
Manufacturing	189	5.2%	18,837	8.8%
Wholesale trade	112	3.1%	5,921	2.8%
Retail trade	344	9.5 %	25,877	12.0%
Transportation, warehousing, and utilities	82	2.3%	9,282	4.3%
Information	15	0.4%	4,883	2.3%
Finance, insurance, real estate, and rental and leasing	503	13.9%	15,327	7.1%
Professional, scientific, management, administrative, and waste management services	333	9.2%	27,026	12.6%
Education, health, and social services	788	21.8%	49,974	23.2%
Arts, entertainment, recreation, accommodation, and food services	159	4.4%	19,104	8.9%
Other service (except public admin.)	269	7.4%	9,283	4.3%
Public administration	349	9.6%	13,849	6.4%

Source: US Census



2023 Employment Status						
Profile of Selected Economic Characteristics	**Star**		**Ada County**		**Canyon County**	
Employment Status	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Population 16 years and over	12,522		407,863		198,354	
In labor force	8,033	64.2%	270,780	66.4%	132,621	66.9%
Civilian labor force	8,033	64.2%	269,755	66.1%	132,201	66.6%
Employed	7,627	60.96%	261.377	64.1%	127,218	64.1%
Unemployed	406	3.2%	8378	2.1%	4,983	2.5%
Armed Forces	0	0.0%	1025	0.3%	420	.02%
Not in labor force	4489	35.8%	137,083	33.6%	65,733	33.1%
Occupation						
Civilian employed population 16 years and over	7,627		261,377		127,218	
Management, business, science, and art occupation	2,815	36.9%	125,469	48.0%	42,358	33.3%
Service occupation	1335	17.5%	36,661	14.0%	22,623	17.8%
Sales and office occupations	1,609	21.1%	53,852	20.6%	25,340	19.1%
Natural resources, construction, and maintenance occupations	1,138	14.9%	22,317	8.5%	19,601	15.4%
Production, transportation, and material moving occupations	730	9.6%	23,078	8.8%	18,296	14.4%
Industry						
Civilian employee population 16 years and over	7,621		261,377		127,218	
Agriculture, forestry, fishing, hunting, and mining	205	2.7%	2,907	1.1%	3,216	2.5%
Construction	989	13.0%	21,835	8.4%	1,508	13.8%
Manufacturing	425	5.6%	23.205	8.9%	13,223	10.4%
Wholesale trade	196	2.6%	7,587	2.9%	2,400	1.9%
Retail trade	912	12.0%	29,732	11.4%	15,500	12.2%
Transportation, warehousing, and utilities	188	2.5%	11,734	4.5%	6,805	5.3%
Information	182	2.4%	6,040	2.3%	1,536	1.2%
Finance, insurance, real estate, rental and leasing	614	8.1%	19,642	7.5%	4,756	3.7%
Professional, scientific, management, administrative and waste management	744	9.8%	21,503	8.2%	14,696	11.6%
Educational, health and social services	1,670	21.9%	59,351	22.7%	25,904	20.4%



Arts, entertainment, recreation, accommodation, and food service	744	9.8%	21,503	8.2%	10,627	8.4%
Other services, except public administration	448	5.9%	10,686	4.1%	6,400	5.0%
Public administration	355	4.7%	13,321	5.1%	4,647	3.7%

Source: US Census

According to the 2017 American Community Survey, 45.8% or 3,591 of Star's residents commuted daily to their place of employment. It is also reported that it took approximately 28.2 minutes for a Star resident to commute to work. 2,684 or 74.7% of those residents drove single occupancy vehicles. In addition, only 418 residents worked at home in 2017. Obviously, with the increase in Star's population, it can be assumed that the sheer number of commuters and vehicles has increased dramatically since 2010. Simultaneously, the cost of transportation fuels has risen significantly without an appreciable improvement in vehicle fuel economy.

2015 Comparison of the Distribution of Jobs		
	Star	USA
Goods-Producing / Non-Service		
Agriculture, Forestry, Fishing, and Hunting	0.6%	0.9%
Mining, Quarrying, and Oil and Gas Extraction	0.1%	0.5%
Utilities	1.6%	0.6%
Construction	11.2%	4.7%
Manufacturing	0.1%	9.0%
Wholesale Trade	6.7%	4.3%
Service Related		
Retail Trade	7.4%	11.2%
Transportation and Warehousing	1.3%	3.6%
Information	0.0%	2.2%
Finance and Insurance	2.7%	4.2%
Real Estate and Rental and Leasing	0.4%	1.5%
Professional, Scientific, and Technical Services	10.7%	6.4%
Management of Companies and Enterprises	0.0%	1.7%
Administration & Support, Waste Management and Remediation	16.5%	6.3%
Educational Services	7.9%	9.4%
Health Care and Social Assistance	14.4%	14.7%
Arts, Entertainment, and Recreation	0.1%	1.7%
Accommodation and Food Services	11.7%	9.3%
Other Services (excluding Public Administration)	3.3%	3.2%
Public Administration	3.1%	4.6%



~~Source: LEHD Date (Longitudinal Employer-Household Dynamic) Census Bureau~~

2021 Comparison of the Distribution of Jobs		
	Star	USA
Goods- Producing / Non-Service		
Agriculture, forestry, fishing and hunting, and mining	2.8%	1.7%
Construction	12.7%	6.8%
Manufacturing	5.9%	10.0%
Wholesale trade	4.6%	2.5%
Service Related		
Transportation and warehousing, and utilities	1.4%	5.7%
Information	1.0%	1.9%
Finance and insurance, and real estate and rental and leasing	11.4%	6.7%
Professional, scientific, management, administrative and waste management services	9.2%	11.9%
Educational services, health care and social assistance	13.5%	23.3%
Arts, entertainment, recreation, accommodation and food services	11.3%	9.1%
Other services, except public administration	8.2%	4.8%
Public administration	8.1%	4.7%

Source: American Community Survey

~~The annual unemployment rate in Ada County was 2.8% in 2017, 3.5% in 2016, 4.3% in 2015, 4.9% in 2014, 5.7% in 2013, and 5.8% in 2012. The total work force in the county in 2017 was 225,475, while the total number of unemployed persons in the county was 9,643.~~

The annual unemployment rate in Ada County was 2.9% in 2023, 2.5% in 2022, 3.3% in 2021, 5.5% in 2020, 2.5% in 2019, and 2.5% in 2018. The total work force in the Ada County in 2023 was 207,780, while the total number of unemployed persons in the Ada County was 8,185. In Canyon County the annual unemployment rate was 3.4% in 2023, 2.9% in 2022, 4% in 2021, 6% in 2020, 3.3% in 2019, and 3.2% in 2018. The total work force in Canyon County in 2023 was 132,621, while the total number of unemployed persons in Canyon County was 4,983.

7.2.2 Star Trade Area

Consumers tend to travel to Boise, Eagle, Meridian, Nampa, and Caldwell for their larger shopping needs. Star shops offer basic amenities such as groceries and smaller goods. The Star Trade Area extends north to Emmett,

east to Eagle, south to Meridian, and west to Middleton, which is an estimated total of 34,600 acres in Ada County alone.

Potential sales are lost (shrinkage) due to customers going outside of the Star Trade Area or to larger metropolitan areas, such as other nearby cities to make purchases. Some residents believe that they save money by buying less expensive products elsewhere. However, they must also drive a minimum of 4 miles to find a major, discount retailer. More upscale retailers and department stores are more distant. As gas prices fluctuate it may or may not be economical to buy essential goods outside of Star. Merchants must encourage Star residents to purchase local products.



7.2.3 Business Retention, Expansion, and Recruitment

The economic development strategy for the City of Star, Idaho, is based on three (3) distinct activities—Business Retention/Expansion, Business Start-up,

and Business Attraction. The successful development of a strong economy in Star will depend on the successful creation of a business environment that:

- Supports the businesses that are already in and around Star
- Encourages entrepreneurship and the start-up of new businesses in and around Star
- Showcase the workforce and the infrastructure that will attract businesses from outside of Star

The city will strive to establish partnerships with various funding institutions and business development agencies, and area banks to develop workshops on funding opportunities and other aspects of business development.

7.2.4 Business Retention/Expansion

The primary economic development activity of the City of Star should be supporting the retention and expansion of companies that currently do business in and around the City of Star. Businesses will never be encouraged to start in or relocate to Star if there is no city support for them once they are here. The EDC and its meetings should be a sounding board where existing business owners and managers can voice their concerns or ideas and participate in establishing business policies for the city which are supportive of sustaining and growing any appropriate business.

Profitability and housetops are the primary determining factors in the success of any business. Efforts which help businesses to maximize revenues and minimize costs, from a global, community-wide perspective, should be undertaken. A focus of business retention is to understand local business needs and continuing market conditions. If deficiencies or needs are identified in which the city can affect positive change, the city is willing to work with partnering agencies to evaluate and affect needed changes.

7.2.5 Business Start-Up



The City of Star is an attractive and rapidly expanding community. The city presents a lucrative opportunity for entrepreneurs to launch new businesses. The City of Star and the Star EDC should develop policies that establish and support an entrepreneurial environment that promotes the creation of start-up businesses in and around Star. Areas of specific focus that will enhance start-up opportunities include: improving access to start-up investment or debt capital; improving availability, reliability, and affordability of broadband communications infrastructure; creating or supporting business incubation facilities and/or the establishment/attraction of a start-up business consulting organization.

7.2.6 Business Attraction

As the overall business climate in Star improves, a simultaneous effort will be made to attract and recruit additional businesses to Star. Priority should be given to businesses that will provide an appropriate selection of products and an appropriate level of service to the citizens of the greater Star community. Incentive policies will be established that make the location of a business in Star an attractive proposition. These incentives should be based on the number of jobs created, employee benefits package, and overall benefit to the community. The City of Star and the EDC will strive to establish and maintain a balanced portfolio of business interests in the community while permitting free market forces to determine the specific composition of the business base.



7.2.7 Central Business District (CBD)

The Central Business District (CBD) is the heart of the city and in many cases the condition of the CBD will set the tone of the economic vitality of the city. The CBD is very poorly defined. Absentee ownership of downtown property may be a concern. ~~It seems that there may be issues regarding identifying~~ Continue to identify and ~~or preserving~~ preserve historic structures in coordination with the Historic Committee.~~The Economic Development Committee and ad hoc committees established by the City Council should look at what can be done to help the CBD. The 2011 Star Downtown Revitalization Plan adopted by the city should be reviewed and updated for implementation of CBD development strategies within the plan~~. City Council recently adopted a new Downtown Visioning Plan to replace the original 2011 plan. This update designates 5 distinct districts within the CBD. The City should continue to nurture this area and establish use restrictions and design standards that will guide future growth in the districts.

Currently, the majority of Star's commercial community is located along State SH-44 (State Street) which serves local resident needs and includes grocery and restaurant facilities, service businesses (such as hair care, auto parts and service), and other small businesses. Other businesses serve travelers using the state highway which intersects the community. Also along the highway are the Star Fire District Station, City Hall, Star Sewer and Water District offices, light industry/manufacturing, building supply, public storage, childcare/education, professional office, medical facilities, and the library. In addition, many of these businesses are small and family operated. Housing is interspersed among the commercial developments; some of these structures are of a historical nature. New commercial hubs are being developed at Stonecrest, Norterra, Inspirado, Moyle Ave/East River Ranch Marketplace, & Tallega Village.

As the community grows, other retail centers may be established, but it is important for the community to remain focused on the vitality of the central core and mixed-use developments with commercial on the lower floor and high density residential on upper floors for a vibrant Central Business District.



7.2.8 Post-Secondary Education

The City of Star recognizes the irrefutable value of post-secondary education opportunities for our children and for our citizens in general. Institutions of higher learning also present a compelling economic development opportunity because they produce a skilled and knowledgeable workforce while simultaneously producing jobs in education, tuition revenues, and residual economy from their specific operations. The city and the EDC will continually strive to improve our citizens' access to post-secondary education up to and including the establishment of a post-secondary educational institution within the Star community.

7.3 Goal

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

7.4 Objectives

A. Recognize the important role played by local institutions of higher education in attracting residents and creating jobs in the city.

B. Support recruitment of environmentally sound and economically viable development that helps to diversify and strengthen the local economy.

C. Provide a climate where businesses, particularly locally-owned ones, can flourish by enhancing the city's natural resources, arts and culture, lively urban core, and vital neighborhoods.

D. Improve regulatory certainty, consistency, and efficiency.

E. Provide appropriate locations for an industrial/high-technical park.

F. Support workforce training that will facilitate desirable economic development that helps to diversify and strengthen the local economy.

G. Work with the Economic Development Committee (EDC) to obtain technical assistance and/or funding for the expansion or establishment of economically viable development.



H. Develop a mixture of commercial, service, and residential developments that encourage walking.

I. Develop a walkable mixed use live, work, play Central Business District (CBD).

J. Develop a WiFi wireless program throughout downtown Star.

K. Support economic development that provides quality employment opportunities to local residents, good wages, benefits, and affordable goods.

L. Promote the development of a hospital facility in the area.

M. Provide on street parking in the CBD.

N. Provide sidewalks throughout the CBD.

O. Support existing community agricultural businesses.

7.5 Implementation Policies

A. Concentrate appropriate commercial and office development onto relatively small amounts of land, in close proximity to housing and consumers for neighborhood commercial centers.

B. Support economic development that employs local workers, provides family-supporting wages and benefits and offers affordable goods and services.

C. Coordinate economic development efforts with other jurisdictions, as well as City and Treasure Valley committees and organizations as the City determines beneficial.

D. Consider lands along Highways 16 and 20/26 as the location for a mix of uses consisting of commercial and an industrial/high-technical park with a minor component of high density residential.

E. Promote mixed use developments with commercial on the lower floor and high density residential on upper floors within the Central Business District.



F. Strengthen the appearance and commercial development with the city's Central Business District/main street area.

G. Develop a Post-Secondary education program within Star's city limits.

H. Continue to streamline the development process.

I. Encourage the procurement of goods and services from local farmers, businesses, and service providers.

J. Create a public market.

K. Work with Idaho Transportation Department regarding the upgrading of SH-44, which divides the CBD in order to determine the locations of sidewalks, trees, planters, and outdoor seating, and minimize negative vehicle impact to the Central Business District.

L. Partner with the local agricultural community to ensure a place for agricultural business in the City of Star.

~~M. Implement, review, and update the 2011 Star Downtown Revitalization Plan for development strategies within the plan.~~

N. Update and ~~I~~ implement the recently adopted 2018 Star Economic Development Plan.

O. The city should consider retaining services of an economic development advisor.

P. Work with the transportation agencies to consider a highway alternate route for thru-traffic that limits downtown Star pass through vehicles on Highway 44 from Highway 16 to Kingsbury Road as referenced in the transportation component of this plan.

Update to include future bridge and improvements to 20/26, 44, Kingsbury



Chapter 8 - **Land Use**

8.1 Idaho Code Regarding the Land Use Component

Requires an analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

8.2 Background and Analysis

Land use issues are intertwined with other Chapters of the plan, such as transportation, economic development and community design. Managing growth and channeling it into an orderly community development pattern is a key element of land use planning. Unplanned growth results in undesirable and incompatible land uses.

The City of Star traditionally served as a community center to the rural surrounding area, serving agricultural uses and rural residents. Commercial uses were found mainly along State Highway 44, which bisected the city. In addition, residential uses were found along the highway interspersed among commercial uses. For several blocks, both north and south of the highway, residential development was found.

Since incorporation in 1997, the City of Star has been transforming from a rural to a small guideline, which provide a framework for making these decisions. It is the Comprehensive Plan that guides this framework.

The Comprehensive Plan represents the future of Star. The land use component is only one of the components to be considered when determining whether a particular proposal is consistent with the Comprehensive Plan. When determining what the Comprehensive Plan is to achieve, each component must be considered before a decision can be made. The components are to function in concert with no component standing in isolation.

It has long been held in Idaho that a Comprehensive Plan is a "guide". It has also been litigated in Idaho that the Land Use Map is only one component to be considered and that the "ENTIRE" plan is to be considered when rendering

a decision, not just the Land Use Map. The Land Use Map is not required to "mirror" zoning designations. A Zoning Compatibility Matrix is therefore incorporated into the plan to help elected officials determine the best zoning for a particular piece of property as it relates to the overall plan. It is the sole discretion of the City Council to determine the best zoning using the Comprehensive Plan as a guide.

Existing zoning classifications may be able to adequately implement some components of the Comprehensive Plan. New zoning classifications may need to be considered in areas where the city's existing zoning is inadequate. The ordinances establish the conditions under which land may be used and future land use development patterns for the City of Star. Existing uses of land and buildings are permitted to continue, even if they are not in conformance with the plan implementation policies and the associated land use ordinances, as long as they were legally approved or have legal non-conforming rights.

Land use designations serve as a planning tool that assist the city in sustaining reasonable growth and development patterns and to identify land use patterns which remain consistent with the goals, objectives, and policies of the City of Star.



As development applications occur, the review of this chapter as well as other chapters of the Comprehensive Plan will create a balance of land use decisions. Incompatible land use will be reduced by reviewing goals, objectives, and implementation policies of the Comprehensive Plan. A community with a balance of land uses has a long-term economic stability. Residents need to have employment opportunities as well as a diverse choice of housing and retail services to maintain the city as a vital community. The City of Star aims to ensure that an adequate inventory of land is available so that the city is able to recruit new businesses and provide space for locally expanding companies.

New residential development has grown to the east, west, south and north of the original town-site. The predominant land uses are residential. Most of this residential land involves single family housing, although some multi-family properties do exist. The actual percentage of land zoned as commercial and industrial land is small when compared to residential land uses. Commercial properties in Star tend to follow the two main city arterials, State Street and Star Road. There are no industrial land uses within the Star city limits, but gravel pits and existing agricultural lands exist in the surrounding areas.

During City Council meetings, development decisions are made concerning annexation, rezoning, subdivision development, conditional use permits, planned unit developments, variances, and other matters. Due to this responsibility, it is necessary for the city to update ordinances, policies, and regulations in accordance with this plan.

8.2.1 Current Land Use Patterns

Existing Residential Land Uses

Rural-Urban Intersection Issues – Citizens of the Treasure Valley and beyond have been moving to the City of Star and the surrounding area. Land is being purchased and entitlements have been received for residential development. There are concerns of the farming and the former farming community that they are losing the quaint small rural city. It is recognized that the City of Star is going through a transition, where the rural community is intersecting with the urban community.

Residential land use patterns in the city limits include existing parcels of 1 to 5 acres and urban density single family subdivisions. Housing types include attached and detached single family dwelling units, patio homes, and multi-family dwelling units.



Existing Rural Residential District (RT)

The city includes a zoning designation of Rural Transitional (RT). Rezones to this designation should be terminated and instead rezones to a new designation of Rural Residential (RR) should be considered. The purpose of the Rural Transitional district has been to provide for the transition of agricultural land (no longer used for extensive agricultural purposes) into low density residential uses that provide a rural lifestyle. The maximum gross density allowed is one residential dwelling unit per two (2) acres.

The concept of having large lots as a "transition to future subdivision to urban lots" has proven ineffective and problematic. That can be the plan for agriculturally zoned properties. This RT zone and resulting development only create serious future conflict. What happens is the city ends up having large RT lots blocking urban infrastructure and then serious conflict arises when some of the large lot owners want to maintain their rural lifestyle and others want to subdivide as this zoning designation calls for. It is considered better to have a "Rural Residential (RR)" zoning designation for lots of 2 to 5 acres and plan them where they are to remain as part of the city and not be subdivided.

Existing Civic Land Uses

The Star City Hall, Star Library managed by Ada Community Libraries, an independent taxing district, the Star Sewer & Water District, and the Star Fire District Station #1 are located in the Central Business District on SH-44. The Star Senior Center is located at 102 Main Street.

Existing Open Spaces

The most important amenities are the Boise River, which is located one mile south of Highway 44, and the hillside areas to the north of the city center. The river is available for fishing, hiking, and viewing of wildlife. Currently, a continuous greenbelt does not exist, but the city is in the process of requiring portions of a future river greenbelt with development proposals. Blake Haven Park is located on Star Road across from Star Elementary School. Some of the new subdivisions have developed open space for their residents, but they are not public facilities.

Existing Commercial

Commercial land uses are generally located along Highway 44 and Star Road. A range of professional offices, retail, restaurant, and other services are located along these corridors. Commercial zoning approvals are occurring at the intersection of Highway 44 and Highway 16. There are a number of home occupations in Star, but the actual numbers have not been identified.

Existing Industrial Land Uses

Industrial uses are very minimal in Star with the closest use to light industrial being mini storage.

Existing Agriculture

The city acknowledges Idaho's Right to Farm Act and the need to protect the role of agriculture in Star with the understanding that the area within its



Comprehensive Plan is transitioning to urban development. Development is not allowed to disrupt or destroy irrigation canals, ditches, laterals, drains, and associated irrigation works and rights-of-way. Existing conditions are such that current agricultural uses will be protected within Idaho's Right to Farm Act and that the



trend is for agricultural uses to transition to urban development within the city's Comprehensive Plan boundary. Compatibility of land uses are to be assured through development proposals. The goals and objectives, or desirable future situations for the agricultural uses within the city, are to protect such uses but to allow development to replace agricultural uses as the city grows.

8.2.2 Area of City Impact

Pursuant to Idaho Code Section 67-6526, Area of City Impact - Negotiation Procedures: "a separate ordinance providing for application of plans and ordinances of the Area of City Impact shall be adopted. Subject to the provisions of Section 50-222, Idaho Code, an Area of City Impact must be established before a city may annex adjacent territory." Annexations outside of the Area of City Impact may be permitted as otherwise provided for within Idaho Code. In defining an Area of City Impact, the following factors should be considered:

A. Trade Areas;

B. Geographic factors;

C. Areas that can reasonably be expected to be annexed into the city in the future.

The City of Star should work toward an agreement with Ada and Canyon Counties for land use decisions in pre-defined impact areas surrounding the city. The boundaries of the Area of City Impact are contingent upon negotiations with Ada and Canyon Counties and the surrounding cities.

In some cases, as requested by a landowner, the city has annexed outside its area of City Impact which is permitted. The City of Star recognizes that growth issues affect the city and both counties. Effective growth management will require a coordinated effort involving city and county land use regulations. Some of the more specific growth-related issues include:

A. Potential for growth in the areas outside of the city and within the Area of City Impact;

B. Modifications to the Area of City Impact and possible annexation;

C. Expansion of city services only in areas within the city limits of Star or its Area of Impact;

D. Based upon the Blaha case, the city recognizes that they can only make recommendations on land use issues in the Area of City Impact for lands not annexed into the city;

E. Impacts of growth can affect the efficiency of existing and future transportation and transportation corridors.



8.2.3 Land Use Map Designations

Rural Residential

Suitable primarily for rural single-family residential use adjacent to agricultural uses, adjacent to other Rural Residential type uses, and adjacent to BLM land areas. Densities typically range from 1 unit per 2 acres to 1 dwelling units per 5 acres.

It is the intent of this land use designation to help to preserve Star's rural feel. Huge manicured "Rural Residential" lots are discouraged and therefore manicured home site areas on these properties should not exceed 1/2 acre. Uses may include active agriculture, viticulture, equestrian, and residential. Uses include native open space and small-scale active farmland. The Rural Residential land use is not amenity based (sewer, water, schools) and will

usually be located away from goods and services. These areas encourage the keeping and raising of crops and/or animals and do not necessarily include manicured yards, sidewalks, bike paths, or planned park and recreation facilities. Density may be further limited due to the limited availability of infrastructure. Modified street sections and a reduction in light pollution (by reducing lighting standards) may be offered for a more rural feel. This land use designation is to be located such that it does not block extension of urban services at reasonable costs. Wells and septic systems should be permitted for lots in this land use designation if approved by the applicable Health Department.

Low Density Residential

Suitable primarily for single family residential use. Densities in this land use area are a maximum of 1 dwelling unit per acre.

It is the intent of this land use designation to provide larger lots and help transition from higher densities to the Rural Residential land uses, typically to the north of the City. Densities may be limited due to the availability of infrastructure however sewer and water may be extended to serve these properties where available, and wells and septic systems may be permitted for lots in this land use designation if approved by the applicable Health Department. Modified street sections and a reduction in light pollution (by reducing lighting standards) may be offered for a more rural feel. Clustering is allowed to preserve open space.

Estate Rural Residential

Suitable primarily for single family residential use. Densities in this land use area are a maximum of 2 dwelling units per acre. Densities not exceeding 1 to 2 units per acre are to be encouraged in areas of the floodplain, ridgeline developable areas, hillside developable areas, and where new residential lots are proposed immediately adjacent to existing residential lots of greater than one acre where those existing larger lots are not likely to be subdivided in the future. Clustering is allowed to preserve open space.



Estate Urban Residential

Suitable primarily for single family residential use. Densities in this land use area are a maximum of 3 dwelling units per acre. Densities not exceeding 1 to 2 units per acre are to be encouraged in areas of the floodplain, ridgeline developable areas, hillside developable areas, and where new residential lots are proposed immediately adjacent to existing residential lots of greater than one acre where those existing larger lots are not likely to be subdivided in the future. Clustering is allowed to preserve open space.

Neighborhood Residential

Suitable primarily for single family residential use. Densities in the majority of this land use area are to range from 3.01 units per acre to 5 dwelling units per acre. Densities not exceeding 1 to 2 units per acre are to be encouraged in areas of the floodplain, ridgeline developable areas, hillside developable areas, and where new residential lots are proposed immediately adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

Compact Residential

Suitable primarily for residential use allowing a mix of housing types such as single family, two family, and multi-family. Densities range from 5.01 units per acre to 10 units per acre.

High Density Residential

Suitable primarily for multi-family. This use should generally be located in close proximity to commercial centers and primary transportation corridors. The use is also suitable within the Central Business District in mixed use buildings with commercial or office uses on the first floor and high density residential on upper floors. Densities range from 10.01 units per acre and up. Density may be limited to ensure compatibility and transition between uses adjacent to the site. Design specifications may include increased setbacks for multi-story buildings, landscape buffers, and transitional densities. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured.



Commercial

Suitable primarily for the development of a wide range of commercial activities including offices, retail, and service establishments. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured. Light industrial uses may be considered at the discretion of the City Council without amending this plan.

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. Create sub-districts with distinctive design standards throughout the new Downtown Visioning Plan area.

South of the River Planning Area:

Planning for the Boise River, including a new riverfront center, focusing on its adjacency to water and the natural environment, creating connected communities, and developing new family-friendly neighborhoods. The South of the River Subarea Plan comprises the area south of the Boise River to Chinden Road and between State Highway 16 (SH 16) and the north extension of Can-Ada Road. The area offers a more market-supportable balance between housing and commercial areas. The plan provides a greater degree of connectivity in both the transportation and pathway systems and integrates open space and amenities throughout the Subarea, identifying potential locations and connectivity.

It builds on the natural assets and other waterway and topographic features within the area of the Boise River and the southern bench as it elevates to Hwy 20/26.

The Riverfront Center is a specific section of the South of the River Subarea Plan and is planned to be a vibrant mixed-use center for the community that builds off River access and connection north to Main Street, the Riverwalk Park, and the River House. Uses encouraged are small-scale retail,

restaurants, offices, and entertainment. High density housing is encouraged on the upper floors of buildings and at the fringes of the land use designation and transitioning into surrounding lower-density neighborhoods. The focus of the center should be a large-scale community civic space and gathering area at the river's edge that can be used for community events, markets, etc. Pedestrian and bicycle access through the Center and into surrounding neighborhoods is important. General character and design have been further clarified in Chapter 21 - South of the River Subarea Plan.

Mixed Use

Generally suitable for a mixture of uses which may, at the sole discretion of the Council, include office, commercial, light industrial, and/or residential depending upon the specific area designated as Mixed Use. See Mixed Use Implementation Policies for specific criteria. Development within this land use designation is to proceed through the PUD and/or development agreement process.

Identifying areas for mixed-use development has two objectives. The first objective is to give the city a better tool to manage the type of developments through the planned unit development and/or the Development Agreement process. The second objective is that this land use designation will allow the development community to be more innovative in design and placement of structures. Development design guidelines should also be established to guide development within mixed-use areas. Rezoning within this land use designation is to be strictly monitored by the city to assure that the Mixed-Use areas are not being used simply to justify high density residential use.

Light Industrial

Suitable primarily for manufacturing, warehousing, mini-storage and open storage, multi-tenant industrial park, and similar uses. Limited office and commercial uses may be permitted as ancillary uses. All development within this land use shall be free of hazardous or objectionable elements such as excessive noise, odor, dust, smoke, or glare.



Commercial/Industrial Corridor

This area is located along the Hwy 44 corridor and is approximately 1,000 feet deep on both sides of the highway. Suitable primarily for the development of a wide range of commercial and light industrial activities including offices, retail, service establishments, manufacturing, warehousing, mini-storage and open storage, multi-tenant industrial park, and similar uses. Rezoning to this designation should not be allowed unless adequate ingress/egress to major transportation corridors are assured. All development within this land use shall be free of hazardous or objectionable elements such as excessive noise, odor, dust, smoke, or glare. Uses on the fringes shall transition to and be compatible with existing and future residential uses.

Agribusiness

Suitable primarily for uses associated with agricultural activities, but due to parcel sizes, does not include large farming operations. The uses may include, but are not limited to, dry flower production, aquaculture, seed and fertilizer labs, agritourism, organic crops and fertilizer, farmers markets and roadside stands, bee keeping, nurseries and tree farms, and hydroponics.

Public Use/Parks/Opens Space

Suitable primarily for the development of such uses as golf courses, parks, recreation facilities, greenways, schools, cemeteries, and public service facilities such as government offices. All development within this land use is encouraged to be designed to accommodate the different needs, interests, and age levels of residents in matters concerning both recreation and civil activities.

Open space should be designed to capitalize on and expand the open space areas around natural features and environmentally sensitive areas. Priorities for preservation include: the most sensitive resources – floodways and floodplains (including riparian and wetland areas), slopes in excess of 25%, locally significant features, and scenic viewpoints. Fragmentation of open space areas should be minimized so that resource areas are able to be managed and viewed as an integrated network. Open space areas along the Boise River should be designed to function as part of a larger regional open space network. Where possible, open space should be located to be contiguous to public lands and existing open space areas.

Floodway



Floodway areas are defined as specifically shown on the newest edition of the Federal Emergency Management Administration Flood Insurance Rate Maps (FIRM) mostly along the Boise River (generally shown as floodway on the Land Use Map). These areas are to remain open space because of the nature of the floodway which can pose significant hazards during a flood event. Floodway areas are excluded from being used for calculating residential and development densities. Any portion of the floodway developed as a substantially improved wildlife habitat and/or wetlands area is open to and usable by the public for open space, such as pathways, ball fields, parks, or similar amenities, as may be credited toward the minimum open space required for a development, if approved by the City Council.

When discrepancies exist between the floodway boundary shown on the Land Use Map and the floodway boundary shown on the FIRM maps so that the floodway area is smaller than that shown on the Land Use Map, the adjacent land use designation shown shall be considered to abut the actual floodway boundary.

Within the Riverfront Center specifically, the floodway area and associated floodplains should be designed to accommodate a large-scale open civic space that can be utilized for community events and markets, etc. This space should be designed and developed in coordination with FEMA requirements and

should only include improvements that do not cause additional hazard risks, but can incorporate access to the Riverfront, hard- and soft-surface pathways, open spaces and fields, interpretation and wayfinding, gardens, and/or amphitheater area.

Steep Slope

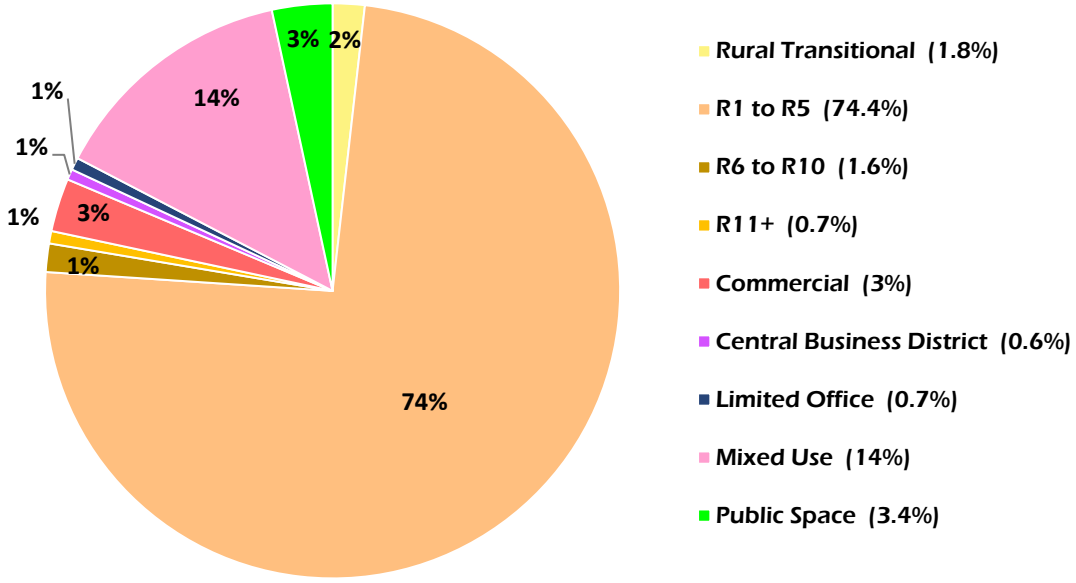
Areas with over 25% slope are to be "no development" areas except for city approved trails and where isolated areas of steep slope are located on property where site grading can easily be modified to buildable area. In those cases where grading can be accomplished to modify the isolated steep slope areas the surrounding land use designation shall apply within the area designated steep slope.

Special Transition Overlay Area

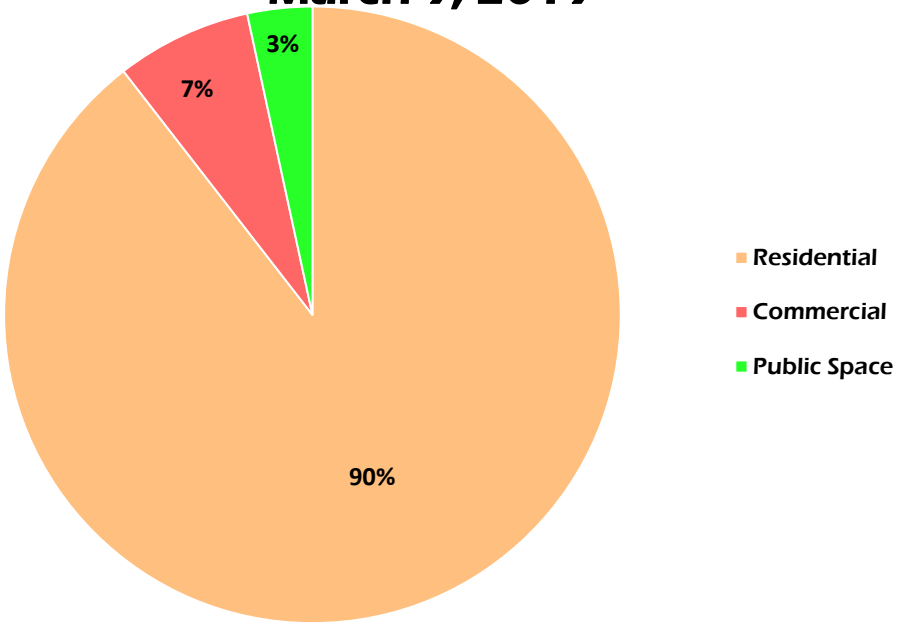
Development adjacent to, and potentially within, this area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past. Site layout is to provide for a transition in density and lot sizing.



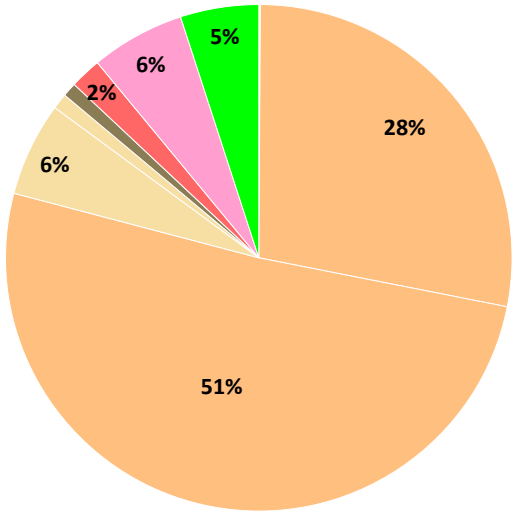
Zoning Map Designations by Land Area March 9, 2019



Zoning Commercial vs. Residential March 9, 2019

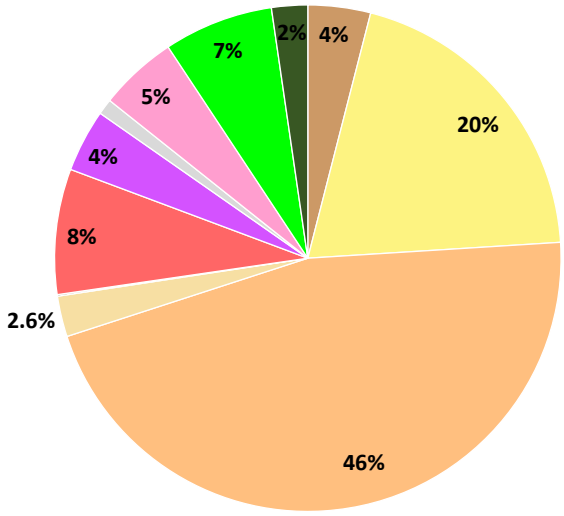


2008 COMPREHENSIVE PLAN LAND USE DESIGNATIONS

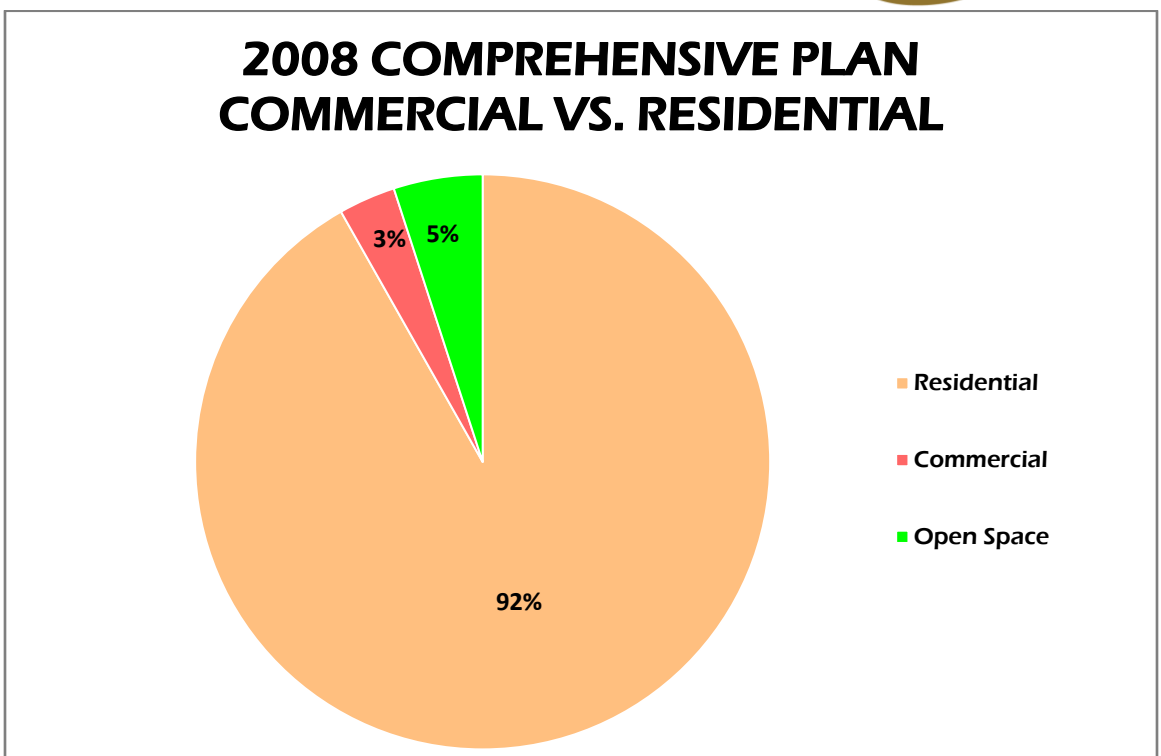


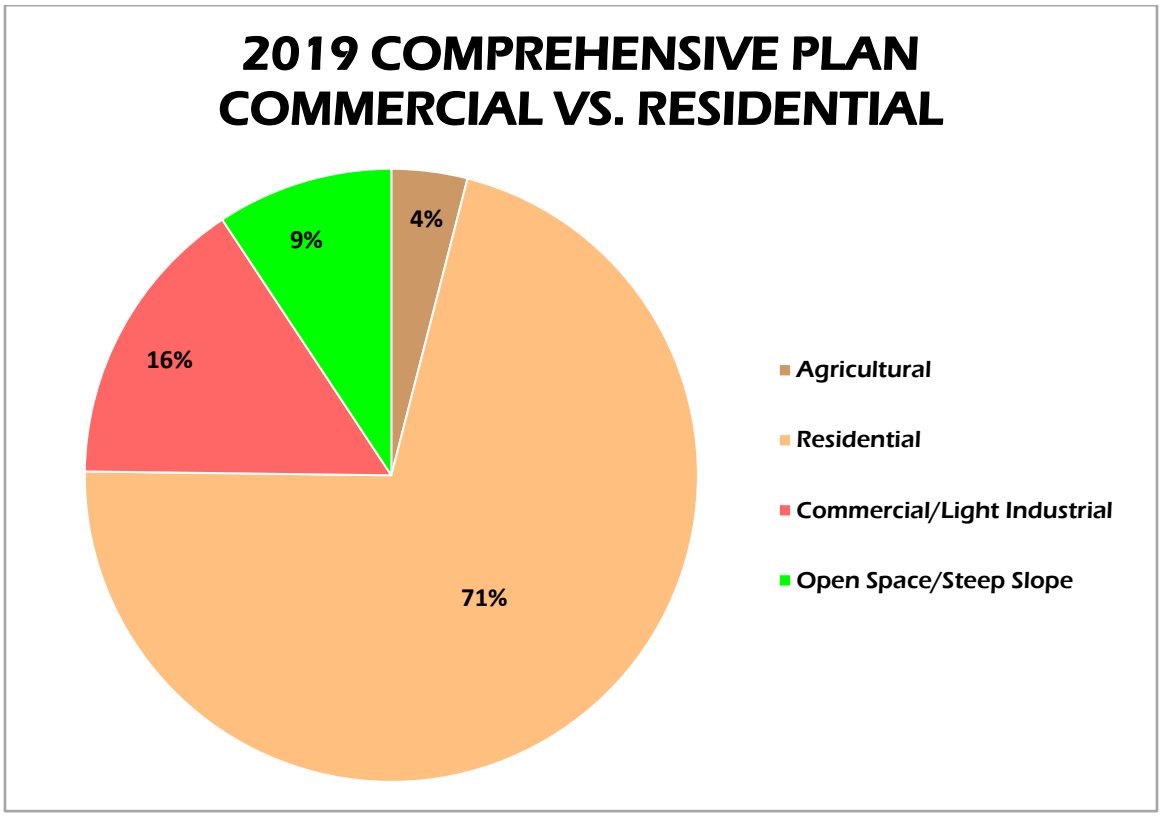
- Rural Transitional 0.1%
- Low Density Residential 28%
- Medium Low Density Residential 51%
- Medium Density Residential 6%
- Medium High Density Residential 1%
- High Density Residential 0.9%
- Commercial 2%
- Mixed Use 6%
- Open Space 5%

2019 COMPREHENSIVE PLAN LAND USE DESIGNATIONS



- Agriculture 4%
- Rural Residential 20%
- Neighborhood Residential 46%
- Compact Residential 2.6%
- High Density Residential 0.1%
- Commercial 8%
- Central Business District 4%
- Light Industrial 1%
- Mixed Use 5%
- Open Space 7%
- Steep Slope 2.3%


2008 COMPREHENSIVE PLAN
COMMERCIAL VS. RESIDENTIAL
3%
5%
92%
Residential
Commercial
Open Space

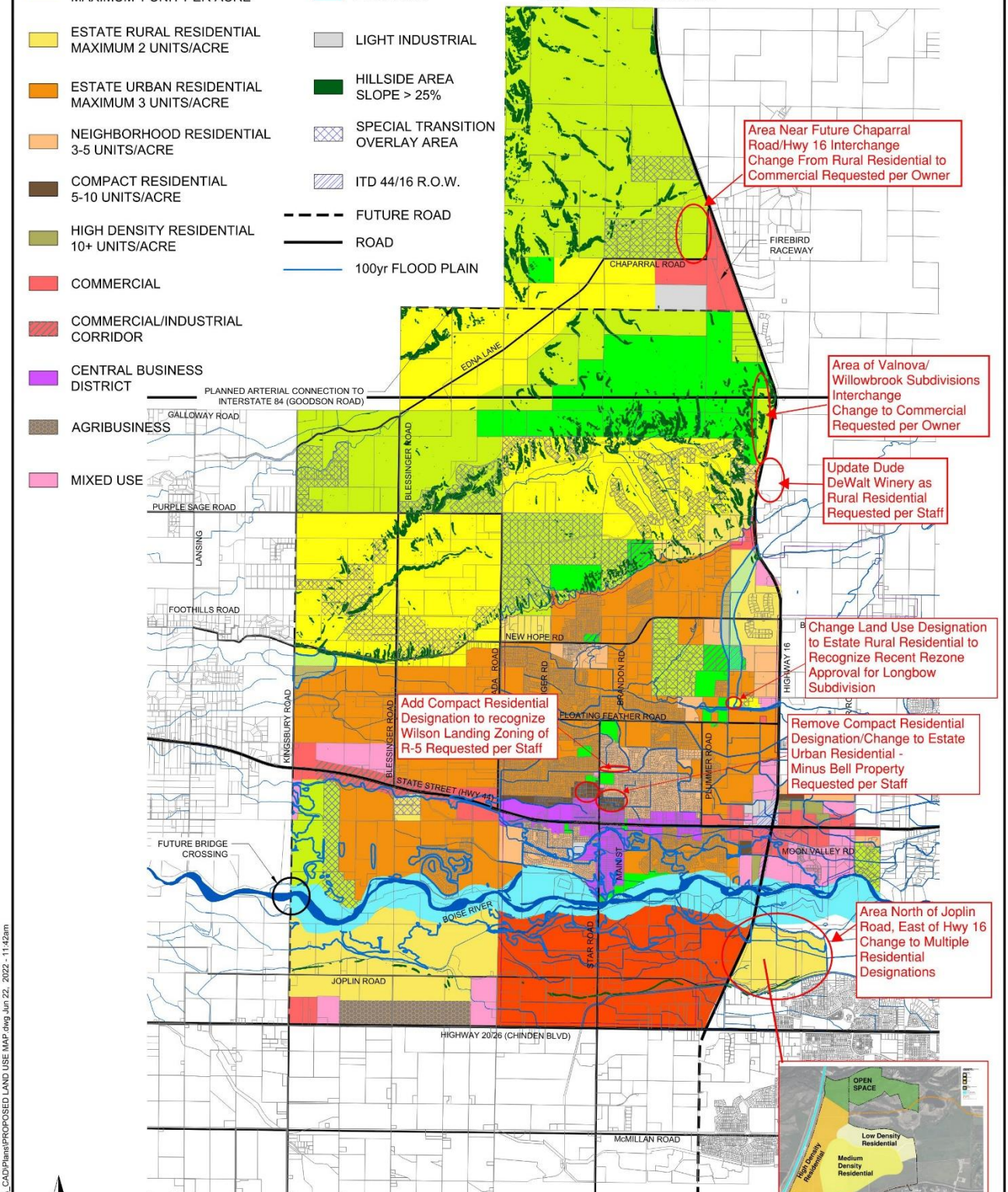

2019 COMPREHENSIVE PLAN
COMMERCIAL VS. RESIDENTIAL
4%
9%
16%
71%
Agricultural
Residential
Commercial/Light Industrial
Open Space/Steep Slope



CITY OF STAR

LEGEND

- RURAL RESIDENTIAL 1 UNIT/2-ACRE TO 1 UNIT/5-ACRE
- LOW DENSITY RESIDENTIAL MAXIMUM 1 UNIT PER ACRE
- ESTATE RURAL RESIDENTIAL MAXIMUM 2 UNITS/ACRE
- ESTATE URBAN RESIDENTIAL MAXIMUM 3 UNITS/ACRE
- NEIGHBORHOOD RESIDENTIAL 3-5 UNITS/ACRE
- COMPACT RESIDENTIAL 5-10 UNITS/ACRE
- HIGH DENSITY RESIDENTIAL 10+ UNITS/ACRE
- COMMERCIAL
- COMMERCIAL/INDUSTRIAL CORRIDOR
- CENTRAL BUSINESS DISTRICT
- AGRIBUSINESS
- MIXED USE
- EXISTING PUBLIC USE / PARKS & OPEN SPACE
- FLOODWAY
- LIGHT INDUSTRIAL
- HILLSIDE AREA SLOPE > 25%
- SPECIAL TRANSITION OVERLAY AREA
- ITD 44/16 R.O.W.
- FUTURE ROAD
- ROAD
- 100yr FLOOD PLAIN
- FUTURE PUBLIC USE / PARKS & OPEN SPACE
- ZONE A FLOODPLAIN
- SOUTH OF THE RIVER PLANNING AREA - SEE ILLUSTRATED VISION PLAN



C:\Users\jmorgan\Documents\GIS\CAD\Plans\PROPOSED LAND USE MAP.dwg Jun 22, 2022 - 11:42am



ZONING COMPATIBILITY MATRIX

FUTURE LAND USE DESIGNATIONS	CITY ZONING DISTRICT CLASSIFICATIONS[1,2]														
	Rural Residential	RESIDENTIAL						Central Business	Neighborhood Business	General Business	Limited Office	Agri-business	Light Industrial	Mixed Use	**Riverfront Center**
	(RR)	(R-1)	(R-2)	(R-3)	(R-3 to R-5)	(R-5 to R-10)	(R-10 and up)	(CBD)	(C-1)	(C-2)	(L-O)	(AGB)	(LI)	(MU)	**(RC)**
Rural Residential	X														
Low Density Residential	**X**	**X**													
Estate Rural Residential	**X**	**X**	**X**												
Estate Urban Residential	**X**	**X**	**X**	X											
Neighborhood Residential	**X**	**X**	**X**	X	X						X				
Compact Residential	**X**	**X**	**X**	X	X	X					X				
High Density Residential	**X**	**X**	**X**	X	X	X	X				X				
Commercial									X	X	X				
Central Business District								X							
South of the River Area[3]	**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**	**X**	**X**			**X**	**X**
Mixed Use				X	X	X	X		X	X	X		X	X	
Public Use/ Parks & Open Space															
Floodway															
Light Industrial									X	X	X		X		
Commercial/ Industrial Corridor									X	X	X		X		
Agribusiness										X	X	X	X		
Steep Slope >25%															
Notes:															

1. See land use policies for further clarification of uses and restrictions.
2. A Development Agreement is required for all annexations or rezones.
3. See Specific Subarea Plan for Details

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

A. Preserve the family friendly feel of Star.

B. Implement the Land Use Map and associated policies as the official guide for development.

C. Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.

D. Retain and encourage rural areas where it will not result in increased costs for urban services.

E. Work to create a vibrant Central Business District.

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

G. Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

H. Require the conservation and preservation of open spaces and public access to the Boise River and BLM lands and interconnected pathways to be open to the public in new developments.

I. Discourage development within the floodplain.

J. 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.

K. Work to create a vibrant Riverfront Center (refer to Chapter 21).



8.5 Implementation Policies

8.5.1. Policies Related Mostly to the Riverfront Center

A. The Riverfront Center should allow for a mix of commercial, office, institutional, civic type and residential use and as shown on the Land Use Map.

B. High-density residential is suitable within the Riverfront Center in mixed use buildings with commercial or office type uses on the first floor and high density residential on upper floors.

C. Main city service facilities should be located at Star Road and the Riverfront Center and clustered into a "City Services Campus", including City Hall, Library, Post Office, Emergency Services, Department of Motor Vehicles, and other related facilities. In addition, a large-scale civic space and gathering area should be adjacent to the campus and could be developed within the floodway and floodplain area along the Boise River.

D. Big Box commercial, generally a single-story single use building over 50,000 square feet, should not be permitted within the Riverfront Center.

E. Single-story use buildings should be discouraged within the Riverfront Center, in favor of two- to three-story mixed use buildings. A new City Civic Center could be accommodated as a single-story building.

F. Building orientation should face both the east-west roadway and Riverfront area, accommodating uses along both roadway and civic space areas.

G. Pedestrian connections should be accommodated every 300' at a minimum between the Riverfront Center Main Street and the Riverfront Park.



H. The floodway lands adjacent to the Riverfront Center designation, as shown in the Comprehensive Plan Land Use Map, should be developed as Civic space and gathering area, along with accessible park space.

I. A pedestrian bridge should be constructed across the Boise River, connecting the Riverfront Center with Main Street, Riverwalk Park, and the River House.



8.5.2 Policies Related Mostly to the Rural and Agricultural Planning Areas

A. Create a "Rural Residential" land use zoning designation for rural lots to permanently remain as a part of the city in strategic locations and terminate rezones to the Rural Transitional (RT).

B. Rural Residential areas help to preserve Star's rural feel and huge manicured "Rural Residential" lots are discouraged in order to preserve land for more rural/agricultural type use. The manicured home site areas on these properties should be minimal and subordinate to open rural ground for pastures, farming, and other rural uses.

C. Modified street sections with dark sky lighting standards should be encouraged in Rural Residential land use areas.

D. When an urban density residential development is planned with lots that directly abut lots within a Rural Residential area an appropriate transition is to be provided for the two abutting residential lot types. A transition must take into consideration site constraints that provide transitional lots and/or open space area avoiding urban lots directly abutting rural residential lots.

E. Larger setbacks should be required for new lots planned to abut existing Rural Residential lots.

F. Lots within a Rural Residential Land Use designation should be designed such that lots on each side of the street are of similar size.

G. Rural Residential developments are to be located so that they do not block extension of urban services at reasonable costs and will require utility easements where necessary to assure urban service extensions.

H. Add an Agricultural (A) zoning designation within the zoning code to allow for large parcels of land to be annexed into the city as either agricultural use or as agricultural use transitioning in the future to city rural residential or urban lots.

I. At the time that the Comprehensive Plan is adopted, the existing legal uses of land will not be impeded.

8.5.3 Policies Related Mostly to the Urban Residential Planning Areas

A. The Estate and Neighborhood Residential Land Use is to encourage urban style development densities to limit urban sprawl.

B. Low densities within the Estate and Neighborhood Residential Land Use are to be designed within the floodplain, ridgeline developable areas, hillside developable areas and where new residential lots are proposed adjacent to existing residential lots of one acre and larger where those existing larger lots are not likely to be subdivided in the future.

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

D. High Density residential uses should be located in close proximity to commercial centers located near highway corridors and on upper floors within the Central Business District land use area. High Density residential uses otherwise should not be dispersed throughout the community and should not be located along the Boise River.

E. High Density residential may be limited to ensure compatibility and transition between uses adjacent to the site.

F. High Density residential design specifications may include increased setbacks for multi-story buildings and increased landscape buffers.



8.5.4 Policies Related to The Special Transition Overlay Areas

A. Development adjacent to and within the Special Transition Overlay Area is to provide for an appropriate transition between existing and new home sites where new urban development is being planned adjacent to previously approved and constructed rural county developments of years past.

B. Site layout is to provide for a transition in density and lot sizing with all policies regarding compatibility herein applying.

C. Modified street sections, such as with no curbs gutters or sidewalks, should be encouraged for adjacent compatibility where determined appropriate.

D. When an urban density residential development is planned with lots that directly abut lots within a Special Transition Overlay Area an appropriate transition is to be provided for the two abutting residential lot types. A transition must take into consideration site constraints that provide transitional lots and/or open space area avoiding urban lots directly abutting Special Transition Overlay Area lots.

E. Larger setbacks should be required for new lots planned to abut existing Special Transition Overlay Area lots.

8.5.5 Policies Related Mostly to The Central Business District Planning Areas

UPDATE TO INCLUDE SUB-DISTRICTS

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.

8.5.6 Policies Related Mostly to The Commercial Planning Areas

A. Assist in the provision of coordinated, efficient, and cost-effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Star's role as the urban core while protecting existing property rights.

B. Encourage commercial facilities to locate on transportation corridors.

C. Locate neighborhood services within walking distance to residential development.

D. Discourage the development of strip commercial areas.

E. Maintain and develop convenient access and opportunities for shopping and employment activities.

F. Commercial areas of five acres or less should be encouraged in residential land use designations with appropriate zoning to allow for commercial services for residential neighborhoods and to limit trip lengths. Such commercial areas should be submitted for approvals with a Conditional Use Permit or Development Agreement to assure that conditions are placed on the use to provide for compatibility with



existing or planned residential uses. These areas should be oriented with the front on a collector or arterial street.

G. Allow for some light industrial uses within the Commercial areas at the sole discretion of the City Council.

8.5.7 Policies Related Mostly to The Mixed Use Planning Areas

A. Council, at their sole discretion, shall determine what mix of uses are appropriate for any mixed use area considering existing property owners rights.

B. Development within the Mixed Use Designation is to proceed through the CUP, PUD, and/or Development Agreement process, and a concept plan must be included with any such proposed use.

C. In general, mixed use areas along state highways should be predominantly commercial with a very minor component of residential unless the residential is placed on upper floors as part of a mixed use building.

D. Mixed use areas along state and U.S. Highways where direct access to the state highway is prohibited, like along State Highway 16 between State Highway 44 and US Highway 20/26, should be predominately residential with a minor component of neighborhood commercial, or light industrial if sufficient roadway access, by means of backage or other roads, to the State Highway is provided.

E. Mixed use areas located between commercial and residential land use designations are to provide a compatible transition between the higher intensity use of commercial and the lower intensity use of Estate and_Neighborhood Residential. Uses for these mixed use areas could include multi-family housing and or office related uses if determined by the Council through the public hearing process, to be appropriate.

8.5.8 Policies Mostly Related to Open Space and Special Areas

A. Projects that hold a residential designation, where the developers would like to provide or dedicate amenities similar to those allowed



in the Public Use/Parks/Open Space designation, may transfer unused density from these areas to other areas within the development, as may be approved by the City Council through the Planned Unit Development or Development Agreement processes.

B. Where possible, open space should be located to be contiguous to public lands and existing open space areas.

C. Open space should be designed to capitalize on and expand the open space areas around natural features and environmentally sensitive areas. Priorities for preservation include: The most sensitive resources – floodways and floodplains (including riparian and wetland areas), slopes in excess of 25%, locally significant features, and scenic viewpoints. Fragmentation of open space areas should be minimized so that resource areas are able to be managed and viewed as an integrated network.

D. Open space areas along the Boise River should be designed to function as part of a larger regional open space network.

E. Require the conservation and preservation of open spaces and public access to the Boise River and BLM lands and interconnected pathways, open to the public, through new developments.

F. The city should work with property owners adjacent to the Boise River to maintain and enhance the river corridor as an amenity for residents and visitors and to obtain public pathway easements and to have pathways constructed. Uses which complement this public access include trails and interpretive signage.

G. Common areas in subdivisions should be centrally located for the residents use and should include micro-path connections where feasible.

H. Discourage development within the floodplain, excluding within the Riverfront Center area, in which development could mitigate floodplain areas and provide for civic space within the floodway and adjacent areas.

I. Floodway areas are to remain "open space" because of the nature of the floodway which can pose significant hazards during a flood event. Within the Riverfront Center, this floodway area should be developed as civic gathering area, open and park space, with the design allowing for floodwaters to inundate the area without contributing to hazard risk.

J. Floodway areas are excluded from being used for calculating residential and development densities.

K. Any portion of the floodway developed as a substantially improved wildlife habitat and/or wetlands area that is open to and usable by the public for open space, such as pathways, ball fields, parks, or similar amenities, as may be credited toward the minimum open space required for a development, if approved by the City Council.

L. Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

M. Areas over 25% slope are to be "no development" areas except for city approved trails and except where isolated areas of steep slope are located on property where site grading can easily modify the steep slope area for buildable area. In those cases where grading can be accomplished to modify the isolated steep slope areas the surrounding land use designation will apply within the area designated "steep slope."

N. Clustering of housing is to be encouraged where needed to preserve hillsides, natural features, and to avoid mass grading of land in areas determined to be preserved.

8.5.9 Additional Land Use Component Policies

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

B. Update the Area of City Impact boundaries.



C. Encourage the city and county(s) to meet on a regular basis to discuss common land use issues within the Areas of City Impact.

D. Developments planned in the area where the Star Comprehensive Plan overlays the Comprehensive Plan of adjacent cities should be planned in a coordinated manner to limit conflicts between city jurisdictions.

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

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

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

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

I. Encourage flexibility in site design and innovative land uses.

J. In the Neighborhood Residential Land Use Designation property of sufficient size may be developed with a mix of housing types such as single family, two family, and multi-family with appropriate transitioning as referenced otherwise herein and with the gross density not being exceeded.

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

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

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

N. Require more open space and trees in subdivisions.



O. Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and Idaho Department of Transportation (ITD) for better coordination of roadway and access needs.

P. Promote "trip capture," in new development.

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

R. Develop an infill development ordinance.

S. Developments will be required to provide groundwater studies where needed to address possible impacts to existing wells or the aquifer.

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

U. Dark sky provision should be adopted within the code to assure down style lighting in all developments and Star should consider joining the International Dark Sky Association.

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



Chapter 9 - **Natural Resources**

9.1 Idaho Code Regarding the Natural Resources Component

Requires an analysis of the uses of rivers and other waters, forests, ranges, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

9.2 Background and Analysis

The natural resources of the Star area include the climate, natural environment of the arid foothills, the Boise River and other waterways, geology and soils of the area, natural vegetation, and the diverse wildlife.

A review of development proposals should consider the purpose for which land is best suited, as defined by a combination of its natural characteristics, location, and the goals of the city. Within this context, environmental conservation and protection serves many purposes. Conservation can protect the natural and urban environment as well as add to the overall quality of life for the community.

One of the most important ongoing planning challenges, however, is to adequately conserve and balance the natural resources of the City of Star with population growth and the protection of the area, which makes the city an attractive place to live. Natural resources are an integral component when a community is approached with new development. The goals and policies stated in this component are intended to establish a balance between development and the conservation of such natural resources. Natural resources exhibit both opportunities and limitations to human use.





9.2.1 Climate, Precipitation, and Temperatures

The City of Star is located approximately 2,467 feet above sea level and enjoys a mild climate. Star has an annual average precipitation of 11.76 inches. Most of the precipitation occurs between the months of November to May. The average annual snowfall is 19.7 inches, with killing frosts as early as December and as late as February. There are approximately 212 frost free days in Star from March to December. This allows for a relatively long growing season.

Winters in Star, though cold, are generally not severe. Summer days are hot, while nights are relatively cool. The average maximum temperature is 62.9 degrees, and the average minimum temperature is 39.5 degrees. Northwesterly winds prevail with intermittent southeasterly winds in winter and spring. The climate is favorable for many agricultural pursuits in the area. The current crops in the area vary widely from wheat, oats, corn, beans, mint, hay, pasture, alfalfa, and clover seed, to sugar beets, potatoes, and many specialty seed crops.

9.2.2 Hydrology

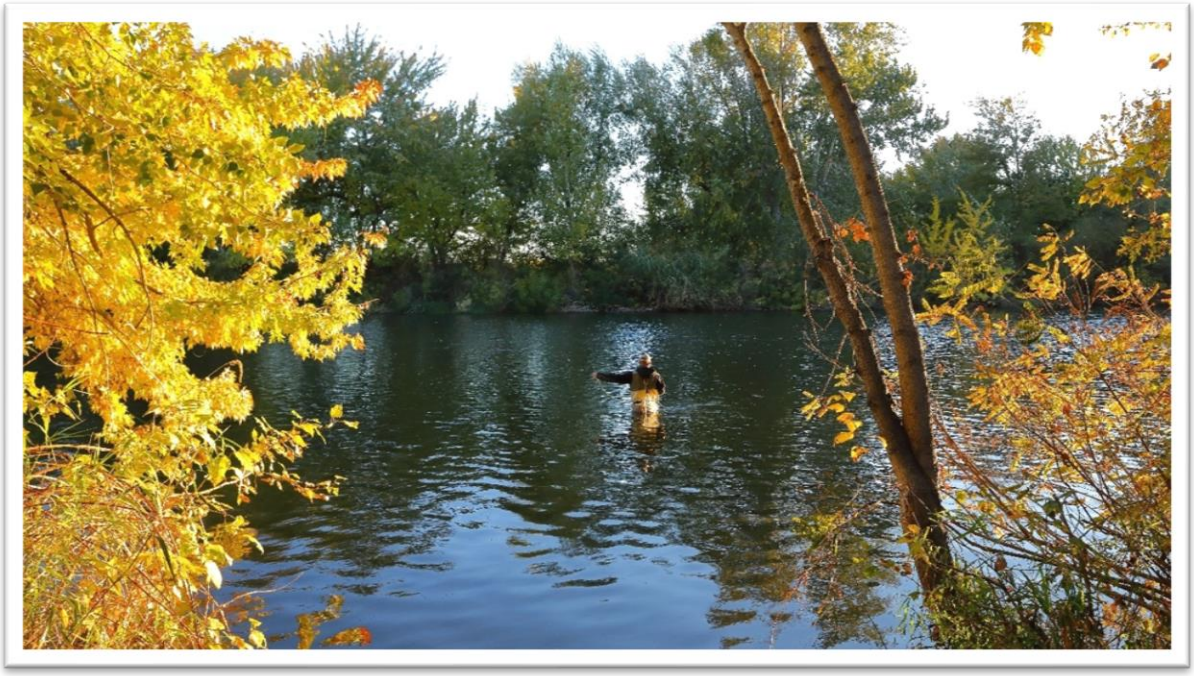
Waterways, including the Boise River, Little Gulch Creek, Big Gulch Creek, and numerous irrigation canals and ditches are the most pronounced features of the area. These waterways provide homes to over 200 species of birds, 50 species of mammals, 7 species of amphibians, and 20 species of fish. The water also provides recreational opportunities for residents, including swimming, fishing, hunting, floating, and bird and wildlife viewing.

Groundwater in the area is generally quite shallow except in the foothills area. The Star Sewer & Water District drinking water is obtained from groundwater wells located north of the city. Residents outside the Star Sewer & Water District rely upon shallow groundwater wells for domestic supply. Many of the domestic wells are artesian (flowing) wells with flow rates that fluctuate with the season and high-water table.

9.2.3 Geology and Soils

The primary geology of the Star area consists of material from the Idaho Batholith. The City of Star is situated within the defined Broadway Terrace, thus making Star a prime location for sand and gravel extraction. The soils of

the region consist of several major soils with numerous subsidiaries of each soil type as defined by the U.S. Soil Conservation Service. While many minerals are lacking, there are deposits of sand and gravel.



9.2.4 Wildlife

Various types of wildlife have been sighted in Star and the area of city impact includes deer, foxes, coyotes, raccoons, skunks, rabbits, squirrels, muskrats, beavers, minks, and many other mammals. The wide variety of songbirds, game birds, eagles, great blue herons, and other waterfowl are notable features of the skyline. Although generally less adored than the furry or feathery creatures, the area is also home to many species of reptiles, amphibians, and fish.

Each individual species has specific habitat needs including the basic requirements of food, cover, shelter, and space. Loss of critical habitats or landscape diversity can lead to relocation to other less desirable habitats or extinction. Key habitats are the product of slope, soil type, physical features, and available water. Often these key habitat areas are also desirable sites for human development and occupation. It is important that the development of the area be conducted in a manner that protects the wildlife while meeting the needs of the human population.



9.2.5 Vegetation

Vegetation in the area consists of cultivated fields, riparian forests, urban forests, and the native shrub-grass-forb complex. Improperly planned developments can result in converting the very diverse plant communities in the area to more simple communities at the expense of the wildlife, soil, water and air quality, and recreational and aesthetic value. Healthy native vegetation communities reduce the potential for wildlife conflict with people and agricultural pursuits.



CITY OF STAR

LEGEND

- STAR COMP PLAN AREA
- 5' MINOR CONTOUR
- 25' MAJOR CONTOUR
- FLOODWAY
- STEEP SLOPE > 25%
- HILLSIDE 10% TO 25%
- ROAD
- FUTURE ROAD
- 100yr FLOOD PLAIN

CHAPARRAL ROAD
FIREBIRD RACEWAY
EDNA LANE
GALLOWAY ROAD
BLESSINGER ROAD
PURPLE SAGE ROAD
LANSING
FOOTHILLS ROAD
BEACON LIGHT
EMMETT HIGHWAY
PALMER ROAD
KINGSBURY ROAD
OAK-ADA ROAD
FLOATING FEATHER
TIAS ROAD
PLUMMER ROAD
HIGHWAY 44
JOPLIN ROAD
CHINDEN BVLD
McMILLAN

N

KELLER ASSOCIATES

4/23/19

NATURAL FEATURES MAP

J:\2020\10274 Star Mapping\c_DESN_CADP_ANS\NATURAL FEATURES MAP.dwg Apr 23, 2019 - 12:25pm



9.3 Goal

Recognize and protect the natural beauty and resources of the city and maintain a harmonious balance between human populations and nature by ensuring that resources are properly respected and protected.

9.4 Objectives

A. Preserve and protect open space, unique natural areas, wetlands, water and woodland resources, scenic views, and areas of natural beauty.

B. Promote Natural Resource areas by creating, preserving, and enhancing parks, hiking trails, active and passive recreation facilities, and by creating useable open space for the betterment of the community. Work with Developers to set aside natural areas and dedicate to the City

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

D. Protect water quality and quantity in the streams and groundwater and consider the potential regional impacts on water supply and wastewater management for all proposed developments, except within the Riverfront Center, to allow civic gathering area, open, and park space within the floodplain.

E. Preserve the natural beauty and habitat of the Boise River and land adjoining the river.

9.5 Implementation Policies

A. Implement appropriate goals and development requirements, including setbacks, densities, development standards, and open space requirements to minimize impact on natural resources.

B. Provide buffers to natural resources with transitional land uses.



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

D. Prohibit new development in floodway areas and limit development in the flood fringe of the flood plain.

E. Provide wildlife habitats and corridors where evidence indicates they are justified.

F. All developments should comply with all applicable water quality, air quality, species protection, and land use regulations and requirements.

G. Conduct a natural resource audit.

H. Encourage the preservation of open space, wildlife habitats, and fish habitats.

I. Locate development away from sensitive wildlife habitat areas.

J. Adopt ordinances, site plan reviews, subdivision regulations, and/or overlays to address land issues in or near wildlife, water resources, scenic views, steep slopes, and unique habitats.

K. Develop mitigating measures to offset or minimize the impact of development.

L. Encourage the development of a buffer which ensures the unique habitat, existing wildlife, and scenic value of the Boise River ecosystem is preserved.

M. Critical and sensitive areas regarding natural resources in the City of Star should be identified. Currently, there is not any documentation regarding the types and locations of critical and sensitive areas. In order to acquire this information, the city may choose to have those in the development community provide this information as part of their land use applications or the city may choose to fund these requests from the general fund.






N. Utilize existing irrigation canals and ditches as open space and potential trail alignments where possible, and to highlight the area's agricultural history."



Chapter 10 - **Hazardous Areas**

10.1 Idaho Code Regarding the Hazardous Areas Component

Requires an analysis of known hazards, as may result from susceptibility to surface ruptures, from faulting, ground shaking, ground failure, landslides or mudslides, avalanche hazards resulting from development in the known or probable path of snow slides and avalanches, and floodplain hazards.

10.2 Background and Analysis



Hazardous areas are those areas with the potential to threaten human health, safety and property. It is important to identify these areas to prevent development in potentially hazardous areas. Hazardous areas can relate to the natural environment such as seismic hazards, slopes, erosion hazards, and floodplains. In addition, landfills, waste disposal areas, railroad crossings and tracks, grain elevators, brownfield sites, transportation of hazardous materials, and airport clear zones can be hazardous. Cities have police and fire departments to protect the health, safety, and welfare and cities have the responsibility to protect their citizens to the best of their ability. The city develops policies to assure that hazardous areas are managed correctly.



10.2.1 Soil Erosion

Exposed surface soil materials are prone to erosion by wind and water. Ground-disturbing activities such as construction, quarrying and tillage increase soil erosion. Soil erosion also occurs from runoff, irrigation, wind, slope instability, and climate. The amount of vegetative cover also affects erosion. Soils in the City of Star are susceptible to both wind and water erosion. Surface irrigation is the largest contributor to erosion.

10.2.2 Soils and Slopes

Slopes in Star vary depending on soil types. Based on the Soil Survey data and definitions of soil types in the Star area, most of the Star planning area is at a 0 to 10 percent grade with slopes between 10 and 25 percent and slopes over 25 percent both identified on the Natural Features Map.

10.2.3 Brownfield Sites

Brownfield sites are defined as abandoned, idled or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination (USEPA, United States Environmental Protection Agency.) The City of Star currently has no brownfield sites on the Idaho DEQ list of brownfields.

10.2.4 Landfills

Commercial and industrial wastes can be transported directly to the landfill located at 10300 N. Seamans Gulch Rd, Boise. The new landfill has an expected life of 100 years.

10.2.5 Hazardous Material Transportation

Hazardous materials incidents present the most likely technological hazard in each county. Hazardous materials, including agricultural chemicals, are commonly produced, stored, and used in Ada and Canyon County. Hazardous chemicals are found in hundreds of facilities in the counties; many facilities have at least one "extremely hazardous substance." Hazardous materials are also routinely transported over the counties' 200 state and 1,500 local roadways, hundreds of railway and pipeline miles, and through the Boise Air

Terminal. Over a dozen facilities in the county have radioactive materials licenses.

In response to the growth and popularity of the collection program, Ada County built a permanent household hazardous material collection facility at Ada County's landfill. The Facility provides to individuals and qualifying businesses an opportunity for proper hazardous material management.

Collection of household hazardous material at a centralized location reduces pollution threats. It also provides an opportunity to inform the public about their environment, hazardous materials, and alternatives to using hazardous products.



10.2.6 Agricultural Uses

The current crops in the area vary widely from wheat, oats, corn, beans, mint, hay, pasture, alfalfa, and clover seed, to sugar beets, potatoes, and many specialty seed crops. Current agricultural practices contribute to potential water contamination. Nitrate infiltration threatens underground aquifers. Agricultural use is on the decline. Single family residential areas are becoming a primary land use in Star.



10.2.7 Snow Loads

Snow can affect buildings, particularly roofs, in many ways. It can cause the collapse of roofs due to heavy snow accumulation; ice and ice dams can result in water leakage under shingles and over flashings; snow can slide from sloped roofs and skylights, endangering pedestrians, drifting around buildings, hindering access by people and vehicles, and wetting inside buildings from infiltration of wind-blown snow. Snow loads on roofs depend on climatic variables such as the amount and type of snowfall, wind, air temperature, amount of sunshine, and on roof variables such as shape, thermal properties, exposure, and surrounding environment. Ground loads are the basis for the estimation of roof loads. The amount of normal snowfall that annually falls in Star does not identify this as a hazard.

10.2.8 Floodplain

The U.S. Army Corps of Engineers and the Federal Emergency Management Agency have classified the Boise River and its tributaries as a One-Hundred (100) Year Floodplain with a defined floodway. For the city and Area of Impact, the Boise River floodplain follows two channels of the Boise River at Linder Road and converges to one channel approximately one mile west of Linder Road. The type of flooding associated with this area is generally gradual and comes with sufficient warning to remove people and animals, however, destruction can be significant.

The last time the Boise River experienced the 100-year flood was 1943. Historically the Boise River reaches flood stage every year on the stream gage located at the Glenwood Bridge. This results in some minor inconvenience and damage each time it happens. Continued encroachment and development in the river floodway aggravates this situation. Future floods above 10,000 cfs will result in substantial additional expense to the community. Sewage movement and processing may be curtailed or completely stopped for sections of Boise and Garden City.

In addition to the Boise River floodplain, the Federal Emergency Management Agency has identified a special flood hazard area that is inundated by a one hundred (100) year flood along Little Gulch Creek, Big Gulch Creek, and a portion of Foothills Ditch. The flooding in this area is associated with flash floods that arrive with little or no warning. The steep slopes and large volumes

of water associated with these floodways make these floods extremely dangerous.

The Boise River floodplain and Gulch Creek flood hazard areas pose important functional wildlife habitats, natural scenic resources, recreational uses, and other beneficial uses recognized under Idaho water laws. These areas require comprehensive and specific planning to ensure that topographical, hydrological, ecological, and environmental concerns have been thoroughly addressed and incorporated into any development and use plans. The latest FEMA map is dated 2003; FEMA is developing modifications to the Star area FEMA map and a completion date has not been established.

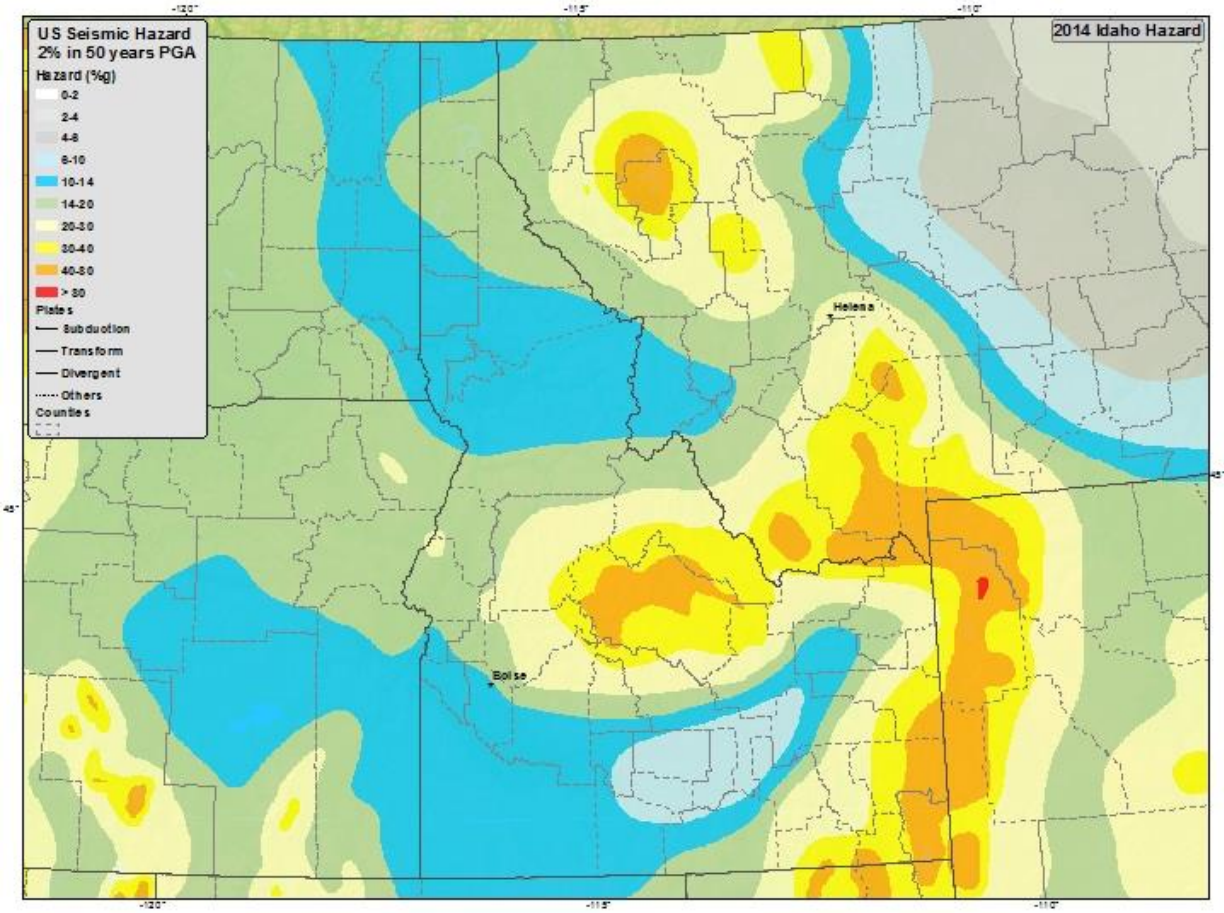
10.2.9 Landslides

The Snake River Plain in southern Idaho is an arid to semiarid plain that separates the Rocky Mountains of central Idaho from the basin and range area of the southern part of the state. Flat lying Quaternary basalt, some only 2,000 years old, and thick loess deposits underlie the major part of the desert in the eastern plain, where landslides are almost unknown. A few landslides have formed along the canyons of the Snake River and its tributaries where down cutting has activated sliding in the tophaceous sedimentary rocks of Tertiary and Quaternary age and slumping in the interbedded basalt. Slides of this type have occurred along the bluffs of Salmon Falls Creek west of Buhl, Idaho (Malde and others, 1968), in the last four decades. Some landslides exist and more can be expected in the tophaceous facies of the rhyolitic Tertiary volcanic rocks that form the southern border of the Snake River Plain (Landslide Overview of the US, 1982.) The City of Star has a low risk of landslides.



10.2.10 Earthquakes/Seismic Activity

The Federal Emergency Management Agency has ranked Idaho as the 5th highest in the nation for earthquake risk after California, Alaska, Nevada, and Utah. Idaho has experienced 2 of the largest earthquakes in the lower 48 states in the last 60 years. In 1959 Hebgen Lake experienced a quake that measured 7.5 on the Richter scale and in 1983 the Borah Peak quake measured 7.3. Since 1988 all buildings in Idaho have been required to conform to the Uniform Building Code (UBC). The UBC designates different earthquake hazard zones (zones 0-4), and within each zone different building design and construction features are required to ensure earthquake resistance.





10.2.11 Storms - Thunderstorms, Electrical Storms, and Tornadoes

Thunderstorms, large quantities of rain, hail, lightning, high winds, and tornadoes are all events that occur in Ada and Canyon County. In addition to their direct effects, these storms may also cause secondary problems such as loss of utilities, automobile accidents due to low visibility, and flash floods. The large amount of water associated with thunderstorms may result in flash flooding along tributaries of the Boise River. Each year an average of two to five incidents of thunderstorm related damage is recorded in Ada and Canyon County.

Power outages and other damage from lightning strikes occur annually. The inconvenience caused by power outages is usually confined to residents of the affected neighborhood.

Along the Snake River Plain, from Idaho Falls to Weiser, an average of one or more tornadoes or funnel shaped clouds are reported each year.

Winter storms will have one or more of the following weather elements: blizzard conditions, heavy snow, accumulations of freezing rain, drizzle, and/or heavy sleet. A blizzard is a storm lasting about three hours or longer with winds of thirty-five miles per hour and considerable falling and/or blowing snow frequently reducing visibility to less than 1/4 mile. The havoc caused by blizzards is generally on a smaller scale since roads are not universally closed, and winds involved usually subside more quickly than snow melts. Blizzards occur at an average of once every ten years in Ada County. Freezing is an expected winter weather event. Freezing is most hazardous when it is associated with a severe snowstorm, blizzard, or power outage. Prolonged freezes occur about once every 12 years.

10.2.12 Wildfires

Ada and Canyon County are subject to range fires every year that destroy forage and ground cover. Most fires are confined to an area of less than 500 acres. Approximately half of these fires are caused by dry lightning storms, with the other half being human actions or undetermined causes. In 1992, five lightning fires combined to blacken 257,000 acres of rangeland in and around Ada County. Vulnerability is steadily increasing as more dwellings are constructed in the foothills adjacent to range lands. On August 26, 1996 a human caused wildfire was ignited in the Boise foothills. The temperature was

104 degrees and the winds reached 30 mph. On September 2nd, the fire was contained after burning 15,300 acres of land.

10.2.13 Irrigation Canals

Irrigation canals are located throughout the city and land use planning area. There have been concerns regarding children playing near ditches and swimming in ditches. These canals can have a potential impact to the community. There are various ways to mitigate this concern, which include tiling, fencing, and using it as an amenity for a proposed development.

10.2.14 Other Potential Risks

In addition to the hazards discussed above, other potential hazards include: crop loss/damage, utility failure, explosions, civil disorder, and transportation accidents. These risks are not considered major threats to the Ada County area. The probability of these events occurring and affecting a large percentage of the population is less than the previously mentioned events. The city participates in the Ada County Emergency Response Plan that provides training for response to both natural and man-made disasters. This plan can be found on file at the Ada County offices.

The city participates in the Ada County Emergency Response Plan that provides training for response to both natural and man-made disasters.

10.3 Goal

Protect the public health, safety, welfare and persons from injuries by minimizing the levels of property damage, economic and social disruption, and interruption of vital services resulting from geologic, seismic and food hazards.

10.4 Objectives

A. Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards.



B. Ensure that flood prevention and floodplain standards minimize financial loss and maximize protection of property in the event of flooding.

C. Control sources of pollutants from entering water resources.

D. Explore cost effective ways of developing a recycle program to reduce impacts on the landfill.

E. Identify transportation routes for the transportation of hazardous materials.

10.5 Implementation Policies

A. Maintain and update public information regarding the nature and location of the flood hazards in the city and impact area.

B. Caution structural development within the floodways that would impede or alter the natural flow of floodwaters. Floodways shall not be altered in any way that would flood surrounding properties, either upstream or downstream.

C. Tributary floodways shall be used for open space and shall not be altered in any way that would increase flood damage of surrounding properties.

D. Setback and/or safety requirements shall be established along the periphery of floodways to protect structures from damage by lateral erosion.

E. The city should study and consider for adoption a River and Stream System Management Ordinance to regulate and control floodway and floodway fringe development, wetland development, wildlife habitat encroachment, and provisions for greenbelt amenities.

F. Developers of any development within the 100-year floodplain are to be required to provide notification to prospective buyers that the property is within a floodplain or alluvial fan by deed restriction or other similar method.



G. To the greatest degree possible the 100-year floodplain should be used for farmland, open space, and wildlife habitat.

H. Schools, hospitals, or other immediate care facilities should not be permitted to build within the floodplain.

I. The manufacture or storage of toxic, flammable, explosive, or radioactive materials should not be allowed in the floodplain. Bulk storage of other materials will be allowed only when in compliance with applicable federal, state, and local standards.

J. Protect the river and creek banks from erosion by enacting programs to plant and maintain streamside vegetation.

K. Industrial uses should not be permitted in any portion of the floodplain.

L. Encourage the prevention of threats of contamination to groundwater through land use planning and development guidelines.

M. Require, when necessary, proper studies to show that an area to be developed is not hazardous as defined in Idaho Code Section 67-6508(g).

N. Development should identify how they will mitigate the hazards of irrigation canals.

O. Contact Ada City-County Emergency Management regarding hazards and risks.

P. Determine if any noise regulations are needed in the City of Star.

Q. Continue the fire inspection program as a means of identifying and remedying the potential fire hazards before fires occur.

R. Educate and inform the public on fire safety and hazardous materials to further protect the community and the environment from unnecessary hazards.



Chapter 11 - **Public Services, Facilities, and Utilities**

11.1 Idaho Code Regarding the Public Services, Facilities, and Utilities Component

Requires an analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire-fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities, and related services. The plan may also show locations of civic centers and public buildings.

11.2 Background and Analysis

The City of Star has been established with a Mayor-Council form of government. The administrative branch is the Mayor, while the City Council serves as the legislative branch. Both the Mayor and City Council serve as the judicial branch in city matters.

Based on population growth projections, it is evident that public services in Star will be expanded to maintain the community's growth. New residents are influencing greater service expectations. People relocating to Star are requesting increased service levels, whether it is the size of library collections, greater police protection, or more recreational facilities. As the city continues to grow, the development of the city's Capital Improvement Plan will take on greater importance.

11.2.1 Public Safety/Police

Demographic and economic conditions will have tremendous influence on the demand for police services. A growing population, additional recreational attractions and promotion, increased traffic volumes, expanded city limits, and new businesses all increase the importance of maintaining and supporting law enforcement services.

The City of Star is a dual county city (Ada and Canyon Counties), with the police department serviced by a contract police model with the Ada County Sheriff's Office. The City of Star does not have detention facilities, when an

arrest is made, the individual will be booked either in the Canyon County or Ada County jail depending on the location of the arrest.

The City of Star Police will operate under a proactive police model versus a reactive police model. The proactive police model allows for officers to get ahead of any criminal activity that may arise in our city which provides for greater safety of the residents and property in our community.

The City of Star Police will maintain a four(4) minute or less response on all Code 3 calls. Code 3 calls are those calls which require an immediate emergency response.

The City of Star Police will also maintain less than 18 crimes per 1,000 residents

To achieve and maintain the three goals as stated above. The City of Star Police will operate at a level of one(1) commissioned officer per 1,000 residents. Based on COMPASS number of an average of 2.7 residents per housing unit in Star; for every 370 new residential units constructed will require a new officer.

The funding of the City of Star's Police is maintained, through good and tough economic times, with property tax in the City of Star's budget. With the State of Idaho's limitations on new construction to be included in property tax as required by recent State of Idaho legislation, it is imperative that the building community come to the table with solutions on how to fund the City of Star's police with future developments to maintain the level of public safety required by the city with future development.

11.2.2 Public Safety/Fire Protection

The Middleton/Star Fire Districts entered into a joint powers agreement to operate in a functional consolidation. Middleton/Star Fire District have combined administration to save both districts overhead costs. Middleton/Star operate as one operation saving both taxpayers in their respective taxing districts money by being more efficient with firefighting staff and coverage. The Middleton/Star Fire District currently operates out of three stations. Station 51 is located at 11665 W State Street in Star Idaho. Station 52 is

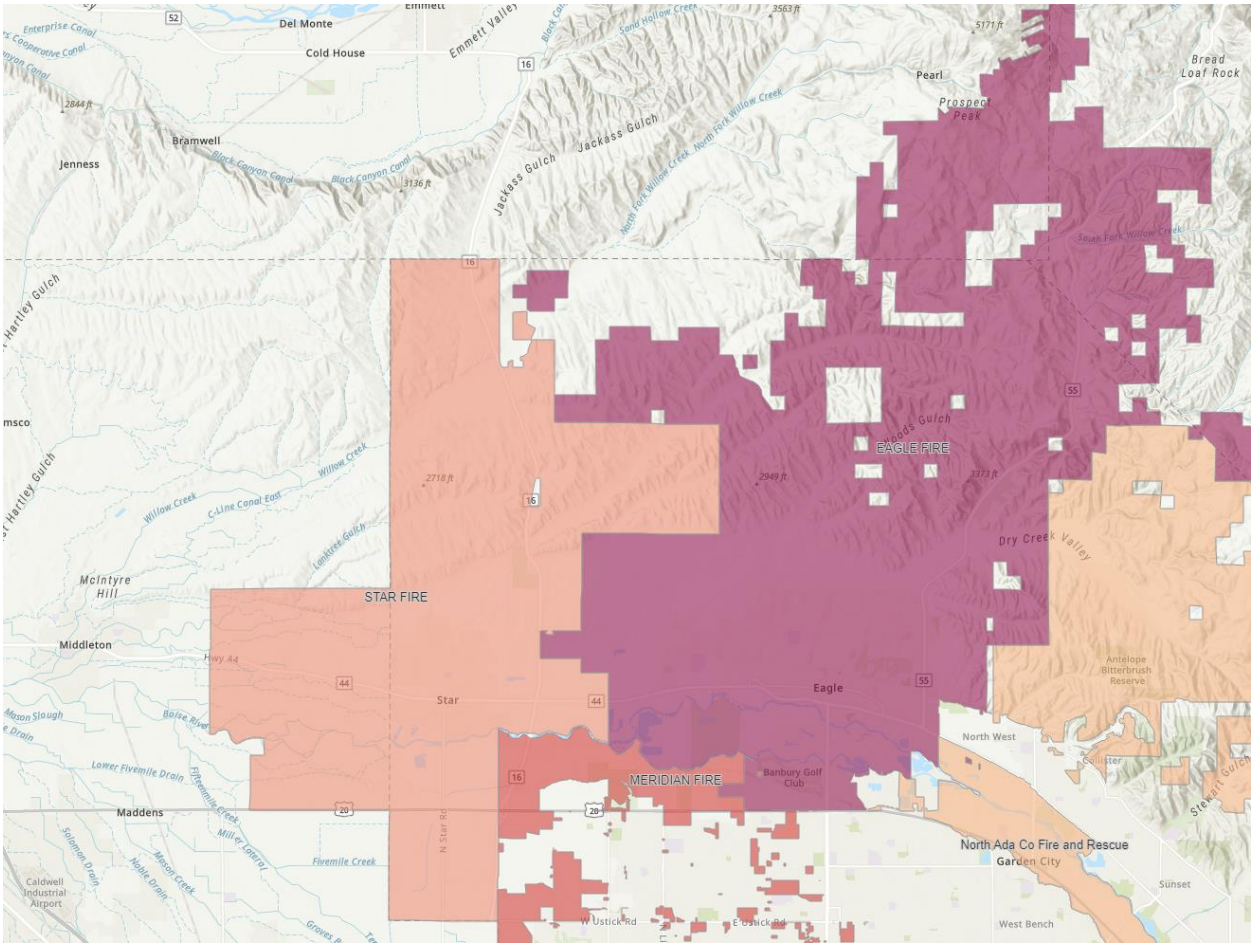
located at 22585 Kingsbury Road in the unicorporated area between Star and Middleton Idaho and Station 53 is located at 302 W Main Street in Middleton Idaho. All three stations are staffed daily with a minimum of a three-man engine company. The Middleton/Star Fire Personell are certified Emergency Medical Technicians (EMT's) and respond on all emergency calls. In 2021, the Middleton/Star Fire Districts sa a 14% increase in call volume and are currently working on building two more fire station locations. New Station 55 will be located on Floating Feather Road, between Plummer and Pollard Roads. Station 56 will be located at 26476 Harvey Road in Middleton. Funding for the station in Star Idaho on Floating Feather Road will be accomplished through impact fees applied to all new housing and commercial units.

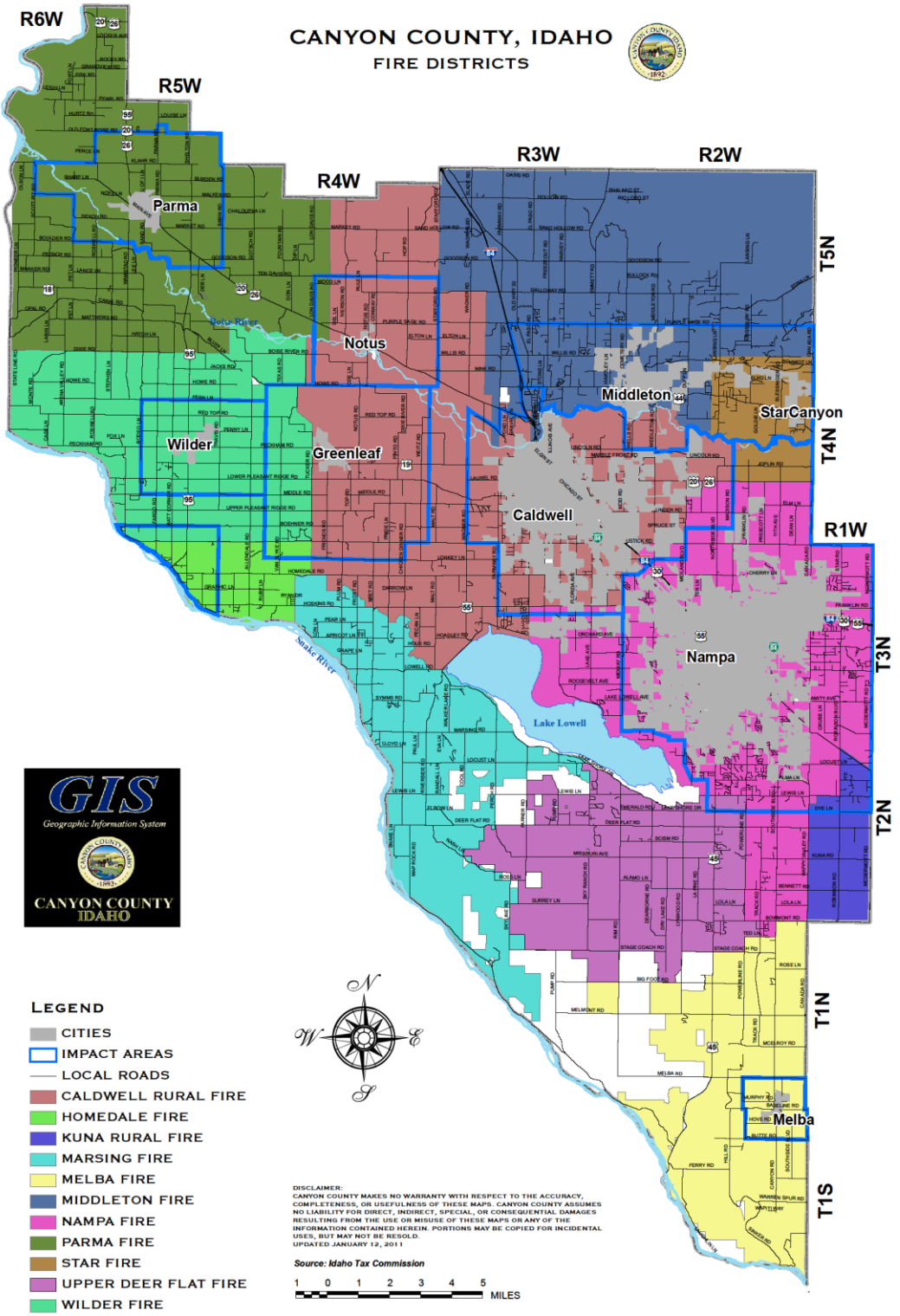
Funding for staffing the new station will be provided through new construction property tax increases. With the State of Idaho's limitations on new construction to be included in property tax as required by recent State of Idaho legislation, it is imperative that the building community come to the table with solutions on how to fund the Middleton/Star Fire District with future developments to maintain the level of public safety required by the city and fire district with future development.

The city has earned an ISO Rating Class 4 (one is best.) The immediate surrounding area has an ISO rating of 8, 9 and 10. ISO is the insurance rating for the city. Rescue, vehicle extraction, and emergency medical services are provided within the district and the department is a participating organization in the Idaho State Homeland Security program. The Star Fire Department supports the North Star Land Use Map expansion. A portion of that land north of Oasis extended and west of Can-Ada Road is in the Middleton Fire District. Any development will be required to obtain approval for the fire district having jurisdiction.



Star Fire District in orange.




CANYON COUNTY, IDAHO
FIRE DISTRICTS
R6W
R5W
R4W
R3W
R2W
T5N
T4N
R1W
T3N
T2N
T1N
T1S
Parma
Notus
Middleton
StarCanyon
Wilder
Greenleaf
Caldwell
Nampa
Melba
Lake Lowell
Snake River
Boise River
GIS
Geographic Information System
CANYON COUNTY
IDAHO
LEGEND
CITIES
IMPACT AREAS
LOCAL ROADS
CALDWELL RURAL FIRE
HOMEDALE FIRE
KUNA RURAL FIRE
MARSING FIRE
MELBA FIRE
MIDDLETON FIRE
NAMPA FIRE
PARMA FIRE
STAR FIRE
UPPER DEER FLAT FIRE
WILDER FIRE
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DISCLAIMER:
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UPDATED JANUARY 12, 2011
Source: Idaho Tax Commission
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MILES



11.2.3 Emergency Medical Service

Four Star Fire District firefighters, who are on shift every day 365 days a year, are certified EMTs and they respond on all emergency calls. When there is a need for advanced life support, the Ada County Ambulance District responds with them. The Ambulance District has a station just east of Moyle Street at State Highway 44. They provide ambulance services everywhere in Ada County except Kuna. Kuna has its own fire-based ambulance service.

11.2.4 Public Works Water and Sewer – Star Sewer & Water District

The Star Sewer & Water District is established as a public entity separate from the City of Star. The District's water and sewer service area generally corresponds to the area within the Star city limits. Extensions of the service area are accomplished by actions of the District Board of Directors, and for the most part match annexations to the city. However, the extensions do not have to match annexations to the city neither in location nor in time.

The District provides domestic water from four city wells. Current capacity for water production is approximately 5.6 million gallons per day; city water from the existing wells is approximately 4,000 cubic feet per minute. The city wastewater treatment plant, located on 1151 Tempe Court, has a capacity to manage and discharge effluent of approximately 2.2 million gallons per day;

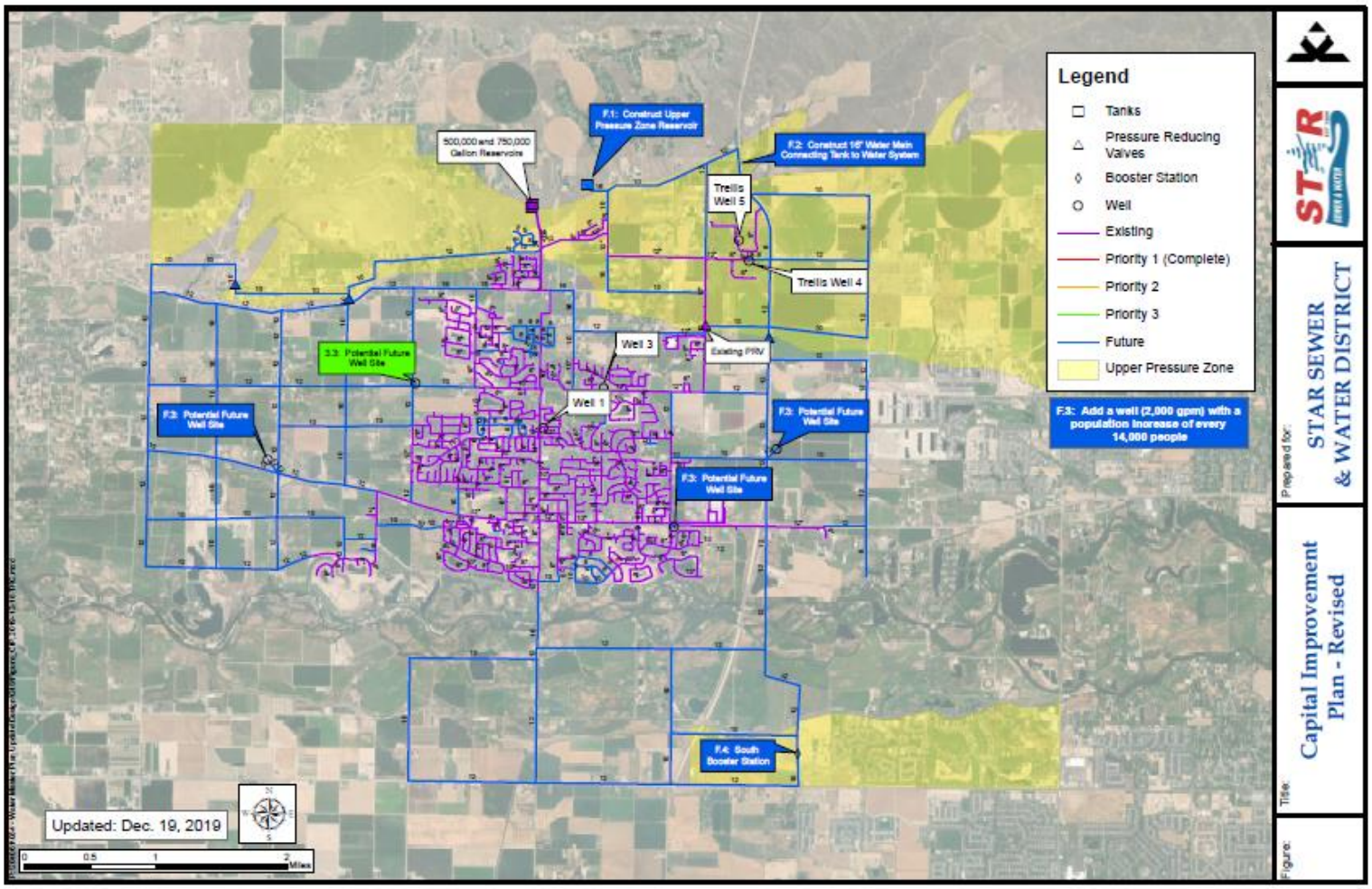
average daily treated discharge is around 400,000 gallons per day to the Lawrence-Kennedy Canal and eventually into the Boise River.

Many outlying areas, including a large portion of the Comprehensive Plan planning area, are not provided with municipal water and sewer services. The District currently has approximately 59 miles of pipeline and includes four lift stations. Star Sewer & Water District has the first of its kind in Idaho–a Membrane Bioreactor Wastewater treatment facility. The facility uses state of the art technology to ensure that the District's wastewater meets or exceeds the standards set by the Environmental Protection Agency, even as the community continues to grow.

The District recently was approved for a grant to expand the water and sewer system and meet the new Environmental Protection Agency (EPA) requirements within the next two years. The sewer plant is planned to be doubled in size and the District is considering options for additional facilities.

The Star Sewer & Water District supports the Comprehensive Plan Planning area and prefers higher densities for efficient sewer service and to assure that urban fringe development pays for itself. A regional lift station is planned for Kingsbury and State Highway 44, and a smaller lift station is being considered at Can-Ada Road near Foothill Road.




Legend
Tanks
Pressure Reducing Valves
Booster Station
Well
Existing
Priority 1 (Complete)
Priority 2
Priority 3
Future
Upper Pressure Zone
F.3: Add a well (2,000 gpm) with a population increase of every 14,000 people
F.1: Construct Upper Pressure Zone Reservoir
500,000 and 750,000 Gallon Reservoirs
F.2: Construct 16" Water Main Connecting Tank to Water System
Trellis Well 5
Trellis Well 4
Well 3
Well 1
Existing PRV
F.3: Potential Future Well Site
F.4: South Booster Station
Updated: Dec. 19, 2019
Prepared for:
STAR SEWER & WATER DISTRICT
Title:
Capital Improvement Plan - Revised
Figure:



11.2.5 Library

The Star Library, part of the Ada Community Library District (ACLD), is located in Ada County within the city limits and serves the citizens of the City of Star, the area of city impact in Ada County, and Eagle. According to the ACLD Standards, Star's library qualifies as a service level of point C. It is currently located in a 6,100 square foot multi-use building at 10706 W. State Street, which is dedicated space for the library. Star should consider options to expand the library service area to include annexed properties within Canyon County that are not currently served by the library district.



11.2.6 Streetlights

The City of Star has decorative street lighting along both State Street and Star Road. Decorative lighting is required for both these roads within city limits. The city lights have been there since October of 2002. In 2002, eight decorative streetlights were put up. Since then, the city has expanded the streetlight collection to sixteen. At this point all city owned streetlights are along State Street in Star, however, new subdivisions that are on either State Street or Star Road are required to put up and maintain the same decorative streetlights as the city grows.

11.2.7 Gas

Natural gas is provided by Intermountain Gas Company for the City of Star. Intermountain Gas Company operates gas fuel distribution lines throughout the city and portions of the county.

11.2.8 Power

Electrical power is available to all city residents through Idaho Power Company. Hydroelectric facilities along the Snake River owned by Idaho Power generate electricity at a much lower cost than the national average–4.7 cents per kilowatt hour compared to over 8 cents nationally. Idaho Power provides electricity throughout the city and Area of Impact. The provision of electrical service by Idaho Power is subject to regulation by the Idaho Public Utilities Commission (IPC) and electric facilities cannot be utilized to separate urban growth areas from rural areas. Star is served by two substations which provide for a high level of power security.

Idaho Power will continue to offer services to all developed portions of the city and county as needed. Despite regional growth trends, consumption of electrical power is actually declining due to enhanced technological efficiency in transmission and distribution. Maps and plans are on the Idaho Power web site and include Idaho Power Existing and Future Transmission Lines and Idaho Power Existing and Proposed Facilities.

11.2.9 Solid Waste and Landfill

Domestic waste is transported by Republic Services under an annual contract with the city. Commercial and industrial waste can be transported directly to the landfill located at 10300 N. Seamans Gulch Rd, Boise. Recycling opportunities are available to all county residents with curbside pickup through the contracted waste removal service. Wood recycling is offered directly through the county landfill. Republic Services provides recycling to Star residents, but it is not mandatory. As described in the Hazardous Areas Chapter of this plan, hazardous household materials should be recycled rather than dumped in the local landfill.

In response to the growth and popularity of the Ada County collection program, Ada County built a permanent household hazardous material collection facility at Ada County's landfill. The facility provides individuals and qualifying businesses an opportunity for proper hazardous material management. It also provides an opportunity to inform the public about their environment, hazardous materials, and alternatives to using hazardous products.

11.2.10 Telephone, Telecommunications, and Cell Towers

Telecommunications services are provided by CenturyLink. Lines generally coincide with major electrical transmission lines. Internet and other telecommunications are provided in the area by private business. Star should encourage the expansion of fiber and consider providing incentives via franchise fees.



11.2.11 Health Facilities

Star Medical Center and Saint Alphonsus Medical Group Star Clinic Urgent Care are the city's family care centers.



Both provide urgent care. Most major injuries are treated by a major hospital in one of the larger, nearby cities.

11.3 Goal

Coordinate with local agencies and providers to develop plans for energy services and public utility facilities for the long-term energy and utility needs of the City of Star.

11.4 Objectives

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

B. Work cooperatively with the Star Sewer & Water District to ensure that the District is equipped to meet the water demands and to provide wastewater collection services, necessary system expansions and upgrades to keep pace with and not impede new and orderly development within the city planning area as development occurs.

C. Promote energy conservation and methods to help recharge the upper aquifer.

D. Work with police and emergency services in order to maintain exceptional levels of service for the community.

11.5 Implementation Policies

A. Assure Star's capability to sustain orderly and appropriate growth by maintaining awareness of Star Sewer & Water District's plans for expansion and schedules for extension and reviewing how they fit with the known plans of the development community in Star.

B. Work with the Star Sewer & Water District to maintain, expand and replace sewer and water lines. Develop an infrastructure capacity plan and upgrade and improve water supply and wastewater facilities to support future growth.



C. Promote groundwater conservation through the use of treated wastewater effluent for irrigation.

D. Promote the utilization and reuse of surface water sources for non-potable uses such as irrigation and water amenities to decrease reliance on groundwater and to preserve the resource.

E. Where appropriate, new development should provide pressurized irrigation water for landscape and water amenities.

F. Assure that adequate levels of police protection, emergency services, and fire protection are maintained for the community as the city grows and encourage improved response time for emergency services.

G. Partner with regional medical and emergency medical organizations to construct a larger medical facility in Star.

H. Protect the Community through a comprehensive fire and life safety program.

I. Support Fire District maintenance of standards necessary to keep an ISRB Class 4 rating or better, including ~~response distance standards~~ a response time of 5 minutes or less, apparatus, staffing levels, training, water delivery systems, and communication/dispatch systems.

J. Promote and require installation of traffic signal control devices.

K. Ensure built-in fire protection standards for all structures and create methods of reducing fire hazards as a means of saving lives and property.

L. Ensure that fire facilities and protective services are provided to the city as growth and development occurs.

M. Provide fire station locations that comply with the 1.5-mile response distance standard and/or 4-minute response standard, as provided in the Star Fire District Master Siting Plan. Building fire sprinklers and other measures may be considered as an option, subject to approval by the Fire District.



N. Encourage land donation for Fire Station sites as part of conditions of approval if a proposed development creates a need for additional fire protection, as determined by the NFPA Standards, ISRB, and any other nationally recognized standard.

O. Utilize existing fire stations and acquire new stations at locations consistent with the Fire District Master Siting Plan.

P. Review the city development fees schedule annually.

Q. Continue to develop and modify the city's Capital Improvement Plan.

R. Promote the development of energy services and public utility facilities to meet public needs.

S. Encourage the enhancement of the capacity and reliability of renewable energy sources.

T. Encourage the multiple use of utility corridors by utility providers.

U. Support conditional use permits to enable utilities to purchase sites well in advance of immediate need.

V. Support siting of utility corridors within identified or designated transportation corridors.

W. Work with service providers to designate locations of future utility corridors and update reference maps as necessary to reflect future National Interest electric Corridor designations.

X. Proposed roads, water supply systems, sewage disposal systems, storm drainage systems, irrigation systems, and other improvements must be approved by the affected agencies before final development approval.



Y. Support the expansion of city facilities and city staff based on projected growth. The city will develop a disabilities community audit to the city facilities. City facilities should be incorporated as part of the Riverfront Center and help to catalyze commercial development as part of the Center.

Z. The city should undertake an evaluation of its programs, conducted in consultation with citizen groups and involving persons with disabilities, to enable them to exist and work with community groups to eliminate barriers to those with disabilities.

AA. All city facilities shall be accessible, and all programs and activities shall be available to all qualified persons with physical disabilities.

BB. Adopt and implement guidelines and standards for energy conservation practices within city facilities.

CC. Distribute available information and materials that promote energy conservation.

DD. Incorporate energy conservation requirements as criteria for planned communities and planned unit developments.

EE. Incorporate energy conservation approaches in planning processes.



FF. Encourage citizens to use the household hazardous material collection facility at Ada County's landfill for hazardous waste materials.

LEVEL OF SERVICE (LOS)

Chapter 11: Public Services, Facilities, and Utilities

Goal 11.1: Ensure the provision of adequate and sustainable public services that protect the health, safety, and welfare of the community.

Objective 11.1.1: Collaborate with all relevant service providers (including fire protection districts, police departments, water and sewer districts, transportation districts, and emergency medical services) to define, adopt, and regularly update Level of Service (LOS) thresholds for essential public services.

Policy 11.1.1.1: The City shall maintain and adopt LOS thresholds that represent the minimum acceptable service capacity for each essential service type. These thresholds shall be based on industry standards and developed in cooperation with service providers.

Policy 11.1.1.2: LOS thresholds shall be reviewed and updated no less than every five years, or as conditions, population growth, or service capabilities change.

Policy 11.1.1.3: The City may deny, condition, or defer development applications that fail to demonstrate the availability of services at or above the adopted LOS thresholds at the time of occupancy.

Policy 11.1.1.4: For fire protection, the City's baseline LOS standard shall be tied to maintaining a community-wide Insurance Services Office (ISO) Public Protection Classification (PPC) rating of Class 4 or better. Applications must include a determination by the fire district that the proposed development will not negatively affect the ISO rating or must propose mitigation measures to maintain compliance.

Policy 11.1.1.5: Development proposals shall include verification from all relevant service providers, indicating whether existing or planned infrastructure and staffing levels meet the current LOS thresholds. If service is not currently available, a plan for service extension or mitigation must be included.



Chapter 12 – **Transportation**

12.1 Idaho Code Regarding the Transportation Component

Requires an analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts, and grade separations. The component may also include port, harbor, and other related transportation facilities.

12.2 Background and Analysis

The initial growth of Star came with the construction of the Boise Interurban Railway. In 1907, W.E. Pierce completed the electric railroad which ran from Boise to Caldwell, via Eagle, Star, and Middleton, and back through Nampa and Meridian. The introduction of the Interurban also brought electricity to Star.

The Idaho Daily Statesman reported in 1907 that as a result of the completion of the Boise and Interurban line through Star, "This town has taken a wonderful activity and citizens here have awakened to the fact that Star is very liable to become a very important point before long. There's been a great deal of building of late and the population of the town has easily doubled since it was definitely known that the electric line would be built through here."

Completion of the Boise Interurban created radical growth with W.E. Pierce and Co. platting two new areas of land to the east of the original town site. These areas included Interurban Addition and the Pierce Addition. Lot sales, as reported in the Idaho Daily Statesman at that time, were brisk.

The Star Interurban Depot with a freight office and passenger waiting room was built at Valley (State Street/Highway 44) and Knox streets in 1907. The building was designed by Boise architects Tourtellotte and Hummel. Nearby was the transformer house.

At the time the stage connected to Emmett. With the introduction of automobiles into the Treasure Valley, the Interurban was used less and less, eventually going out of business in 1928. The loss of this link to the valley meant a decline in activity for Star. The depot was moved to the east side of town in the 1950's.



Interurban car at Star, Idaho.

This transportation component includes data and recommendations from the Traffic Analysis prepared by Steven Lewis, a Licensed Transportation Engineer with Keller and Associates. This component of the plan shows the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof.

Numerous meetings have been held with the local transportation agencies, including Compass, ITD, ACHD, and ~~CHD4~~ HD4. The agencies have been provided the Traffic Analysis and may have opinions different from the City of Star. Star's goal is to estimate more potential impact than Compass for instance because it is better in Star's opinion to be more proactive in roadway planning. Furthermore, the analysis is based upon a "2040" view and not a full build out of the planning area. That full build out will likely be closer to 50 years into the future and transportation projections within the Treasure Valley have historically utilized a 20-year projection, as Star had done.

12.2.1 Existing Conditions

The timing, location, and expansion of the transportation system are important factors affecting urban development. A concern of the City of Star is that the existing transportation system must be expanded with development



to improve the livability of the residential areas in the face of new population growth and transportation requirements.

Increases in population and related commercial and industrial expansion bring about demands for better transportation planning and implementation. Improvements required for the transportation network places a heavy burden on agency budgets as they attempt to meet these demands. Star's major transportation challenge will be to work with the transportation agencies to plan for future growth in a way that will minimize traffic congestion and impacts.

Increasing traffic congestion, for example, may deter potential employers from locating in Star. Meanwhile, much of the transportation infrastructure developed over the past many years will require maintenance and rehabilitation. Ensuring adequate funding for maintenance of roads will be a critical issue.

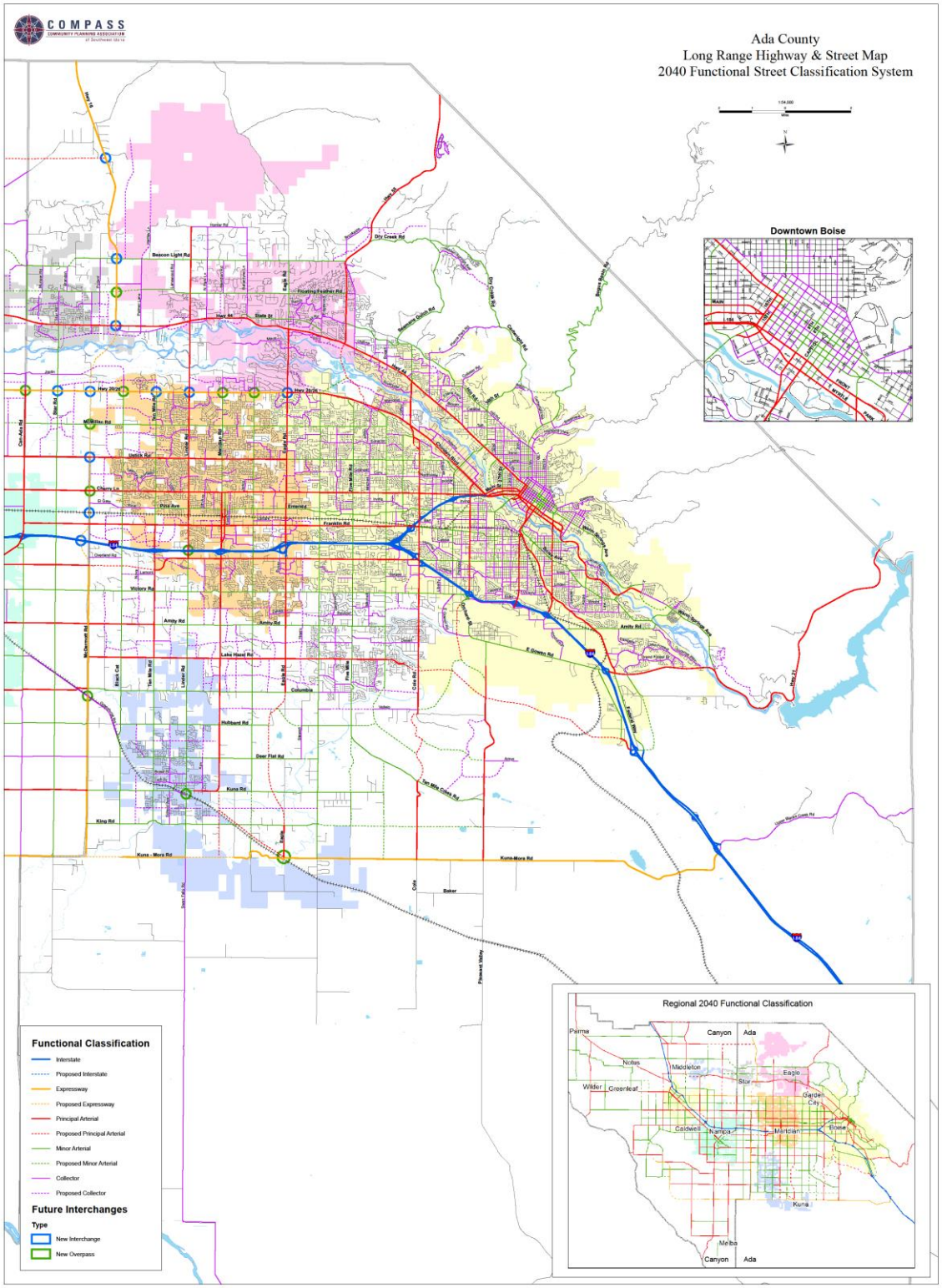
Mobility, or the ease and methods which people and goods are able to carry out daily functions on safe and reliable transportation routes, are paramount to the City of Star. The existing transportation system serves a large area heavily dependent on automobiles and trucks for transportation means.

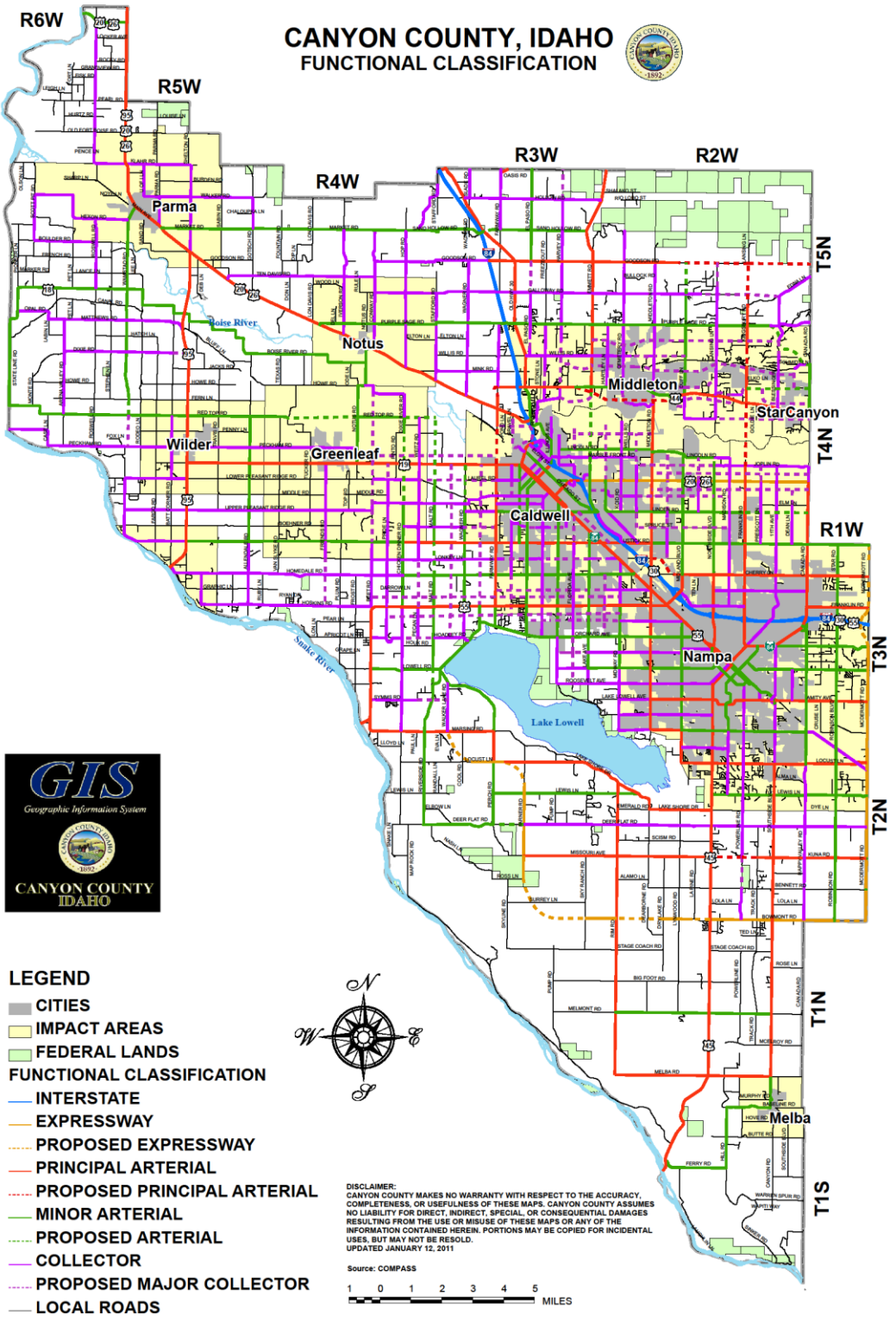
Another concern facing the Star as it develops further into Canyon County is the new and continued maintenance of the roadway system. HD4 has indicated that they can no longer properly maintain the roadways within the City limits.

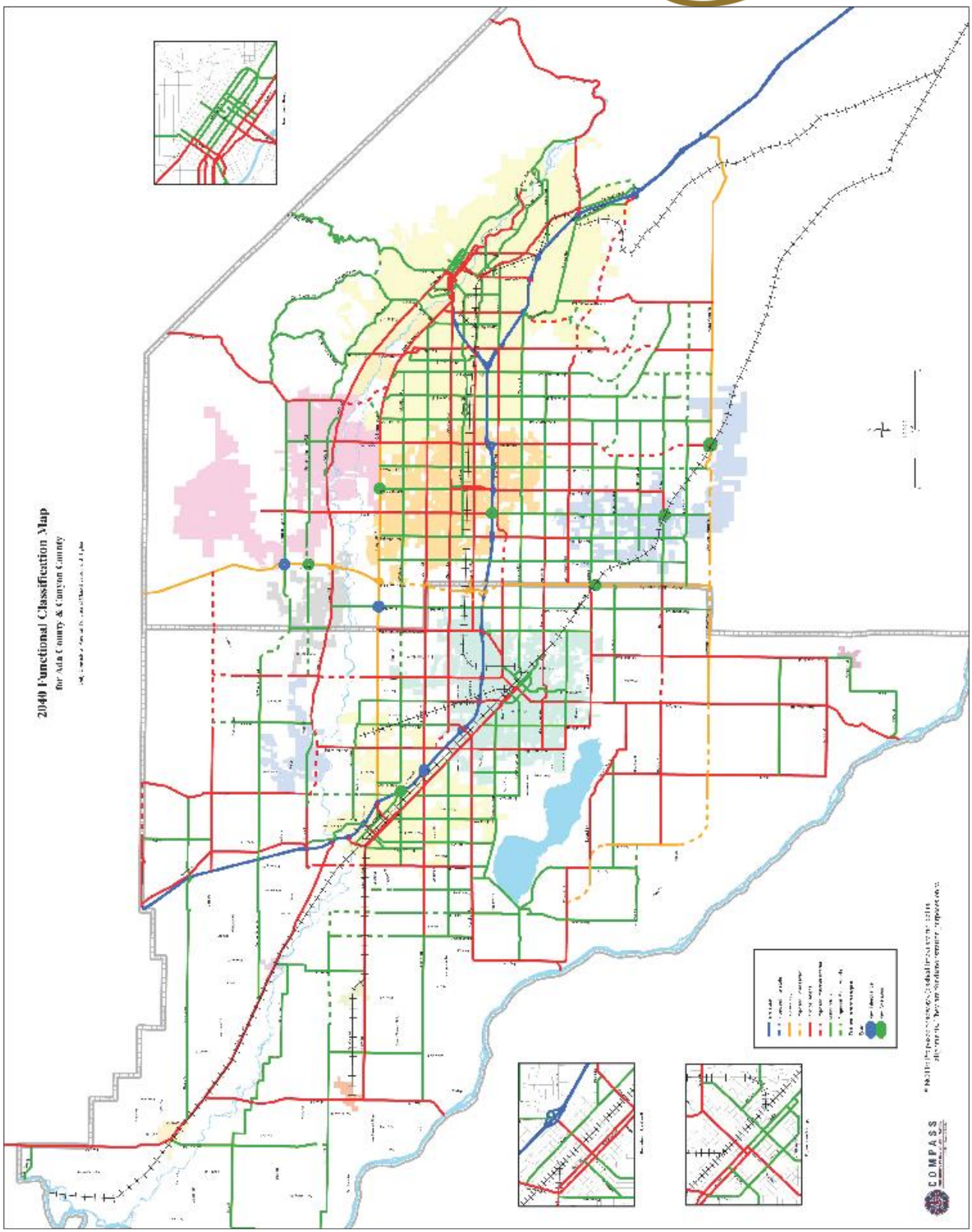
12.2.2 Existing Transportation System

The Ada County and Canyon County area Functional Street Classification Maps are shown below. These maps are best viewed at their respective web sites. They include:

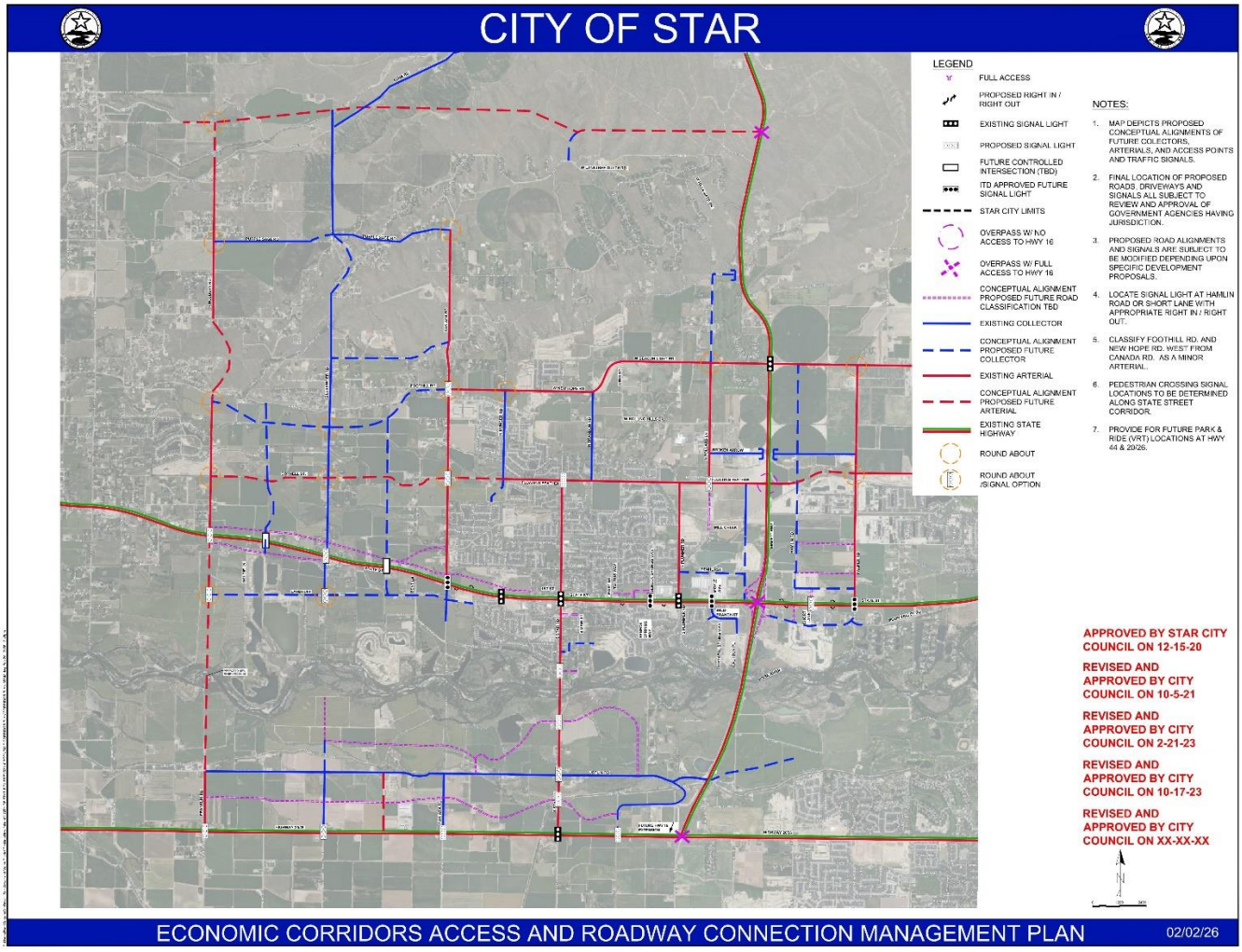
- Ada County Long Range Highway & Street Map 2040 Functional Street Classification System
- Canyon County Idaho Functional Classification Map
- Compass 2040 Functional Classification Map for Ada County & Canyon County


COMPASS
Ada County
Long Range Highway & Street Map
2040 Functional Street Classification System
Downtown Boise
Regional 2040 Functional Classification
Functional Classification
Interstate
Proposed Interstate
Expressway
Proposed Expressway
Principal Arterial
Proposed Principal Arterial
Minor Arterial
Proposed Minor Arterial
Collector
Proposed Collector
Future Interchanges
Type
New Interchange
New Overpass


CANYON COUNTY, IDAHO
FUNCTIONAL CLASSIFICATION
R6W
R5W
R4W
R3W
R2W
T5N
T4N
R1W
T3N
T2N
T1N
T1S
Parma
Notus
Middleton
StarCanyon
Wilder
Greenleaf
Caldwell
Nampa
Melba
Boise River
Snake River
Lake Lowell
GIS
Geographic Information System
CANYON COUNTY IDAHO
LEGEND
CITIES
IMPACT AREAS
FEDERAL LANDS
FUNCTIONAL CLASSIFICATION
INTERSTATE
EXPRESSWAY
PROPOSED EXPRESSWAY
PRINCIPAL ARTERIAL
PROPOSED PRINCIPAL ARTERIAL
MINOR ARTERIAL
PROPOSED ARTERIAL
COLLECTOR
PROPOSED MAJOR COLLECTOR
LOCAL ROADS
N
W
E
S
DISCLAIMER:
CANYON COUNTY MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THESE MAPS. CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THESE MAPS OR ANY OF THE INFORMATION CONTAINED HEREIN. PORTIONS MAY BE COPIED FOR INCIDENTAL USES, BUT MAY NOT BE RESOLD.
UPDATED JANUARY 12, 2011
Source: COMPASS
1 0 1 2 3 4 5
MILES


2040 Functional Classification Map
for Ada County & Canyon County
COMPASS

The City of Star Roadway Management Plan (ECAMP) **updated** Below shows the Star Planning Area street system as planned with the above referenced maps.

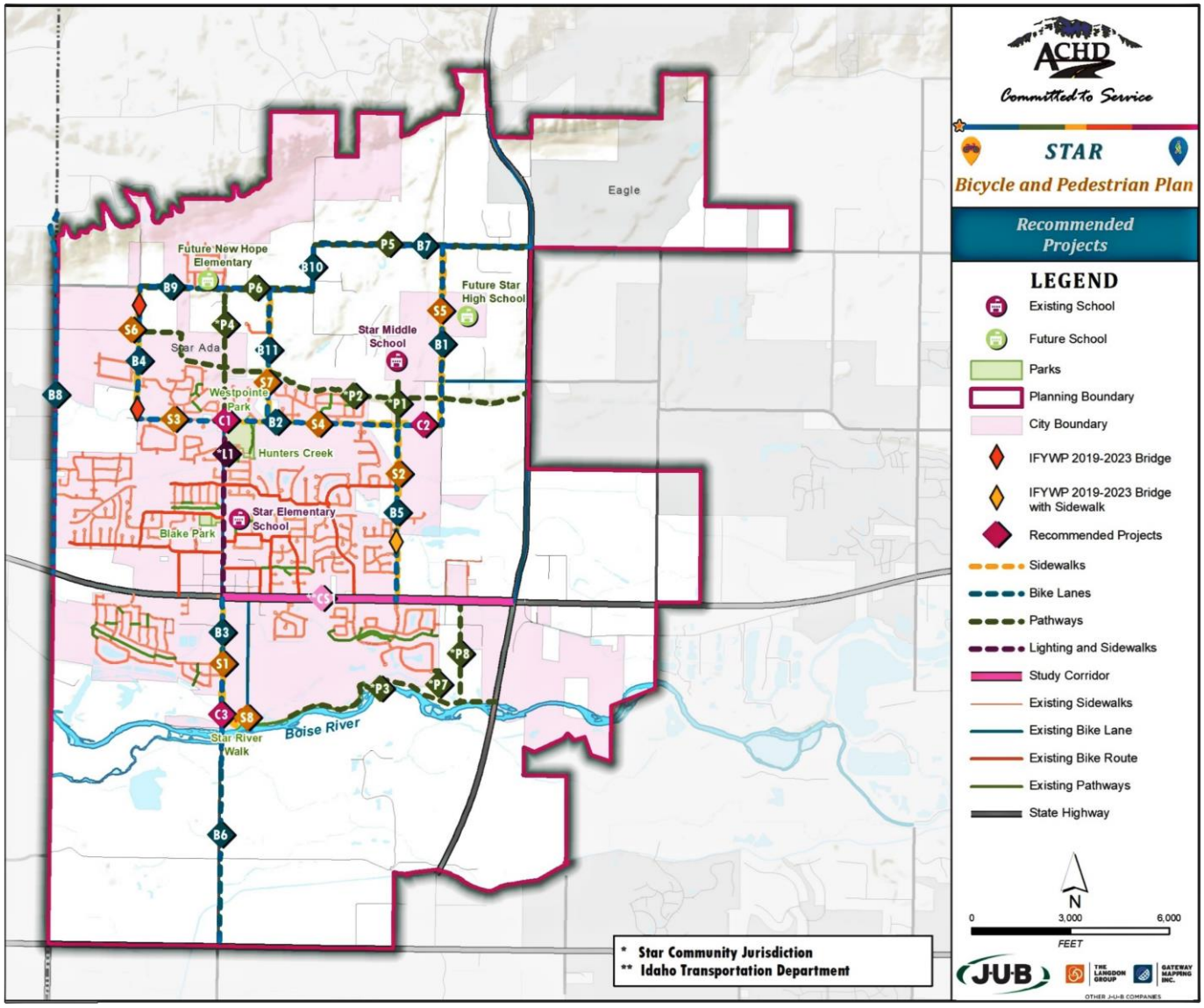


The arterial system basically follows the section line roads, with collectors within the arterial systems. East-west connectivity in Star is generally limited to Beacon Light Road, Purple Sage Road, Floating Feather Road, State Highway 44, Joplin Road, and Chinden Boulevard (US Highway 20/26). The north-south connections to the rest of the Treasure Valley are restricted due to the presence of the Boise River, with crossings at Star Road, State Highway 16, and a planned crossing at the Kingsbury Road alignment.



Public transportation in Star includes fixed-line and paratransit bus service provided by Valley Regional Transit (VRT) and vanpool service provided by ACHD's Commuteride. Fixed-line bus service is limited only to Route 44: Hwy. 44 Express, which provides one trip between Caldwell and Boise in the weekday a.m. peak hour and a single return trip from Boise during the p.m. peak hour. Route 44 stops at the Star park and ride lot on Star Road. There is no midday service along this route, nor is there regular service in the city beyond this commuter route along State Highway 44.

The existing walking and biking network is limited to sidewalks in the residential area and pathways on the major streets. The Ada County Highway District (ACHD), in partnership with the City of Star, has recently completed a major Bicycle and Pedestrian Plan for the City of Star. The map below shows the plan. The key elements of the plan are: sidewalks for all new developments, bike lanes in the major corridors, and a pathway bordering the foothills area.

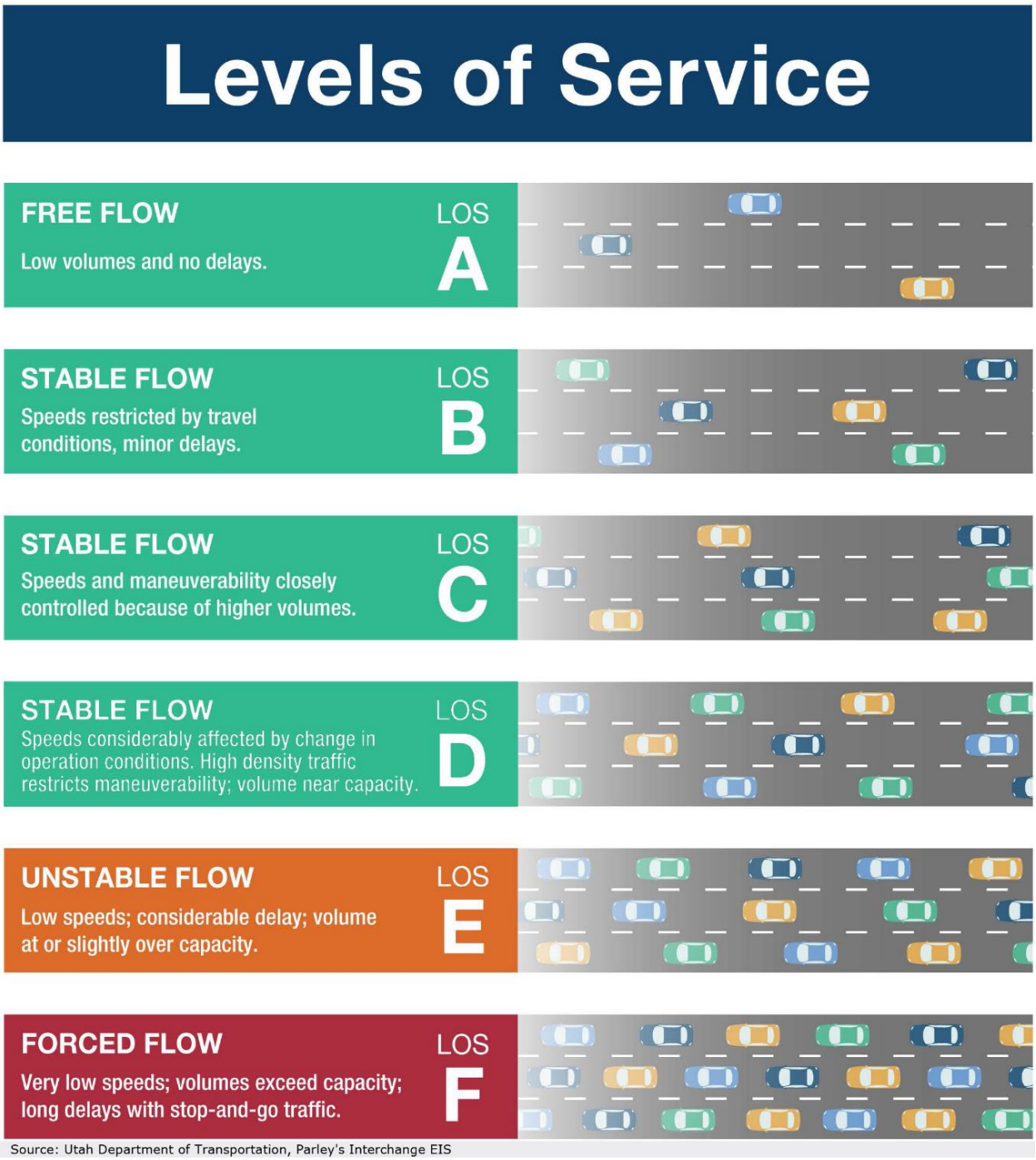


Source: Ada County Highway District

12.2.3 Existing Traffic Volumes

Existing traffic volumes for arterial and collector roadways, shown in Table 12.1, are generally highest along the three highways (SH-16, SH-44 and, US-20/26) and Star Road. These four corridors provide the greatest level of connectivity through Star and to destinations beyond the city. Volumes are highest along Star Road and SH-16, which currently provide the only crossings of the Boise River and connect directly into Star from Meridian and Nampa.

US-20/26 and SH-44 both provide connections from downtown Boise through Star and into Canyon County. SH-16 on the eastern edge of Star links the east-west routes through Star and to the Gem County destinations north of Star also has higher traffic volumes.





12.2.4 Future Traffic Volumes and Levels of Service Analysis

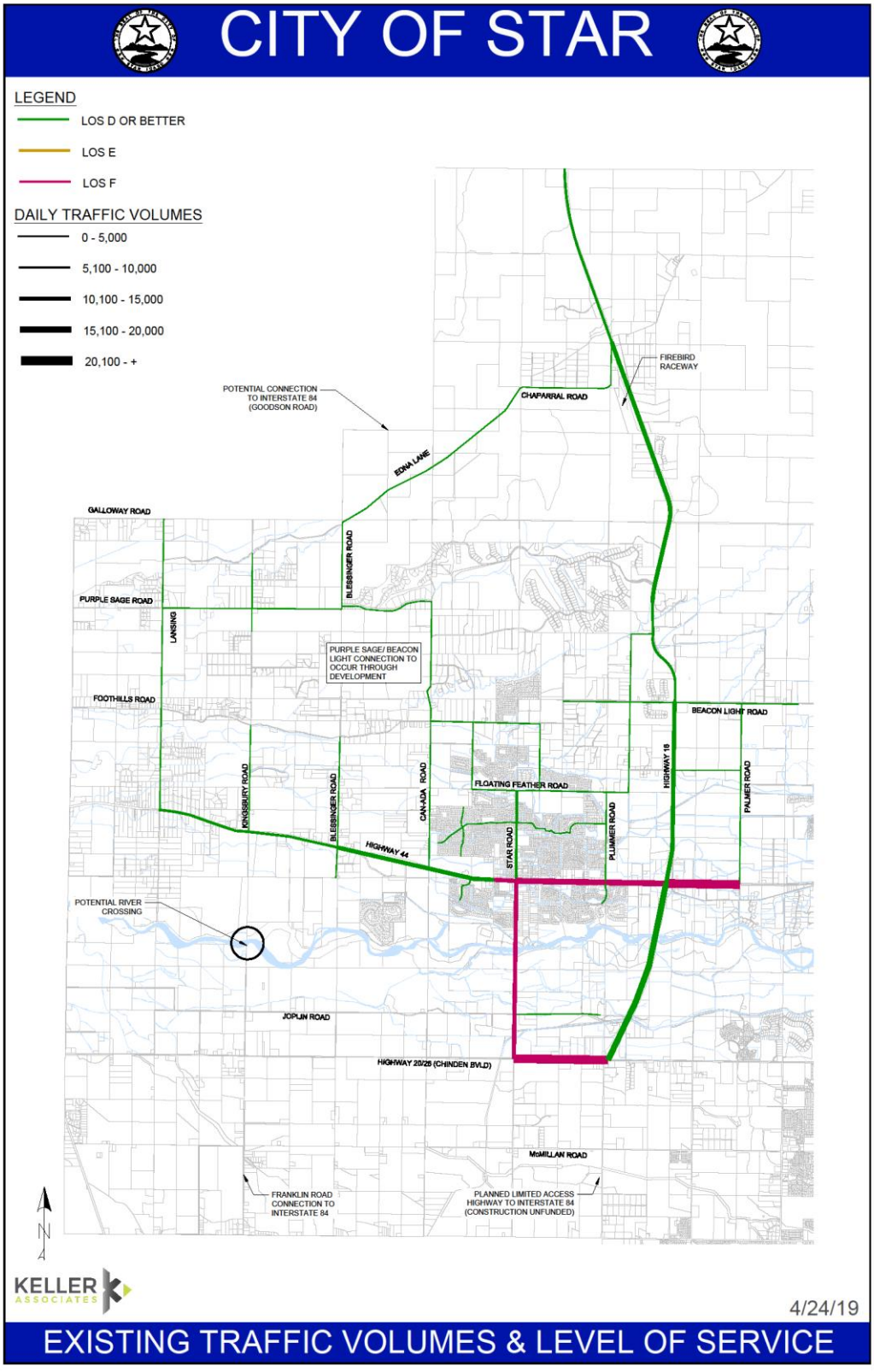
Future traffic volumes were developed from a combination of the city's land use plan and the volumes projected by the Community Planning Association of Southwest Idaho (COMPASS) travel demand model. A specific traffic analysis was developed for the Star Comprehensive Plan by Keller and Associates.

Notably, the data shows that traffic volumes are forecast to increase significantly along three state highways and Star Road. There is limited connectivity within the Star area because of the Boise River and the foothills areas. Both local and regional traffic growth will impact the few roads that connect between the north-south arterials and collectors, especially those that connect to SH-16 and SH-44. Providing additional connections within the city for people that are starting and/or ending their trips within Star could help alleviate some of the projected demand on these major roadway corridors.

Roadway improvements are planned based upon projected traffic volumes and how that traffic relates to levels of service. Levels of service are rated as A through F and the chart below defines each level of service and how it relates to the function, or dysfunction, of our roadways.

The Transportation Analysis provided by Keller and Associates is intended to be a broad overview for Comprehensive Planning purposes and is not intended to be specific in nature for any particular development. The analysis includes map exhibits showing current roadway levels of service based upon the scope of the study.

- Existing Traffic Volumes and Level of Service (Based on existing traffic volumes as of 2019)
- 2040 Traffic Volumes and Level of Service (Based on COMPASS projections prior to the plan – approximately 12,500 households in Star in 2040)
- 2040 Traffic Volumes and Level of Service – Revised Demographics (Based on the new plan projections of 17,200 households in Star rounded up to 18,000 houeholds in 2040)


CITY OF STAR
LEGEND
LOS D OR BETTER
LOS E
LOS F
DAILY TRAFFIC VOLUMES
0 - 5,000
5,100 - 10,000
10,100 - 15,000
15,100 - 20,000
20,100 - +
POTENTIAL CONNECTION TO INTERSTATE 84 (GOODSON ROAD)
FIREBIRD RACEWAY
CHAPARRAL ROAD
EDNA LANE
GALLOWAY ROAD
BLESSINGER ROAD
PURPLE SAGE ROAD
LANSING
PURPLE SAGE/ BEACON LIGHT CONNECTION TO OCCUR THROUGH DEVELOPMENT
FOOTHILLS ROAD
BEACON LIGHT ROAD
KINGSBURY ROAD
BLESSINGER ROAD
CANYON ROAD
FLOATING FEATHER ROAD
HIGHWAY 16
PALMER ROAD
HIGHWAY 44
STAR ROAD
PLUMMER ROAD
POTENTIAL RIVER CROSSING
JOPLIN ROAD
HIGHWAY 20/26 (CHINDEN BVLD)
McMILLAN ROAD
FRANKLIN ROAD CONNECTION TO INTERSTATE 84
PLANNED LIMITED ACCESS HIGHWAY TO INTERSTATE 84 (CONSTRUCTION UNFUNDED)
N
KELLER ASSOCIATES
4/24/19
EXISTING TRAFFIC VOLUMES & LEVEL OF SERVICE

12.2.5 Planned Future Roadway Connections

The City of Star's vision for the future is to improve the roadway system. Community input and the Traffic Analysis has identified the need for capacity enhancements for the major corridors. The basic regional roadway network is in place and only a limited number of new roadways have been identified as being needed.

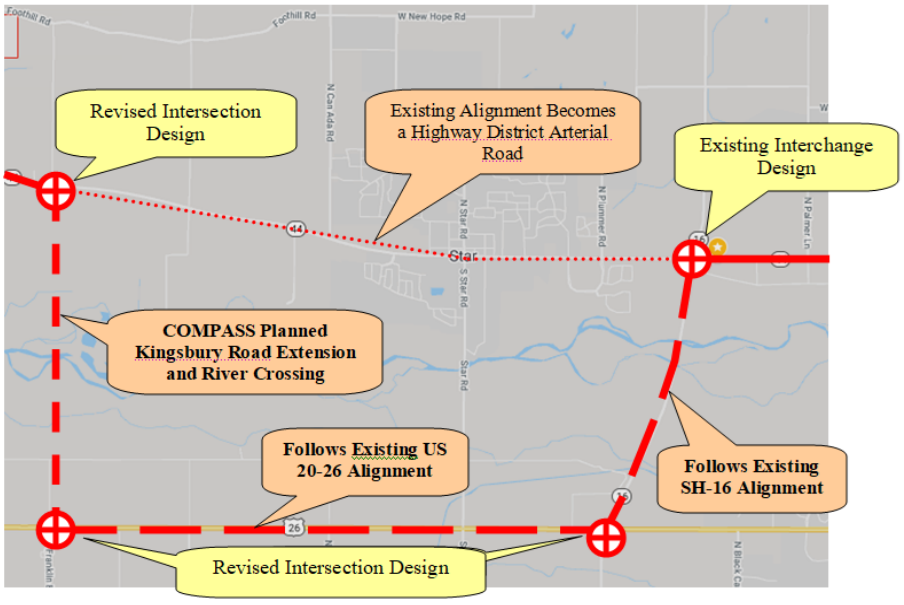
The Functional Street Classification Maps show only three new arterials: the extension of Goodson Road between I-84 and SH-16, the extensions of Floating Feather Road between Can-Ada Road and Pollard Lane, and a new segment of Beacon Light Road for an improved connection to New Hope Road. The maps, as well as Star's adopted Economic Corridor Access Plan, also proposes several new collectors, mostly in the developing areas near the SH-16, SH-44, and US-20/26 corridors.

12.2.6 Special Transportation Issues

Star Alternate Route

This plan includes a proposed alternate route for State Highway 44, a main east-west highway passing through the center of downtown Star. As a regional highway, the current traffic volume is approximately 16,000 ADT. The COMPASS 2040 model forecasts approximately 27,000 ADT by 2040. ITD's recent SH-44 Corridor Plan calls for access control, increased travel speeds and widening the three-lane street to a 4/5 lane cross section.

Proposed Star Alternate Route



These changes are needed to accommodate the forecasted traffic volumes. The ITD Corridor Plan also recognizes that State Street cannot be improved beyond LOS E because further improvements "would have severe impacts to the businesses in the intersection area and would not fit the context of a main street in a small rural town."

The comprehensive planning process and public input confirmed that the ITD Corridor Plan would not fit the Star's context for a desirable downtown. Alternative routes were examined, similar to the ITD construction to alternate downtown Eagle and the ITD concept to alternate downtown Middleton.

The proposed alternate route involves utilization of existing state highways plus one new roadway (Kingsbury Road) already identified in the COMPASS Regional Transportation Plan with a bridge crossing planned for the Boise River. The desired routing is shown on the "Proposed Star Alternate Route" map herein.

SH-44 will remain in its current alignment east of SH-16. No planning changes are needed.



The planned SH-44 / SH-16 interchange design should be adequate for the planned alternate route.

SH-44 Alternate will overlap the SH-16 corridor between State Street and US-20/26. This segment of SH-16 is already constructed as a limited access roadway.

The planned US-20/26 / SH-16 interchange will need reevaluation.

SH-44 Alternate will overlap the US-20/26 corridor west from SH-16 to the planned new regional roadway of Kingsbury Road (approximately six miles). ITD has existing plans to widen this segment of US-20/26. The existing large lots along the Kingsbury Road planned alignment provide an opportunity for partial access control and maintaining the existing higher travel speeds. The

additional alternate traffic may increase the need to widen this segment of US-20/26. The planned US-20/26 / Kingsbury Road intersection will need reevaluation.

Kingsbury Road is an existing corridor planned for a future major roadway and a new river crossing on the COMPASS 2040 Regional Plan. The combination of a new roadway and large existing lots provides an opportunity for full access control and matching the existing higher travel speeds of SH-16.

The planned SH-44 / Kingsbury Road intersection will need reevaluation.

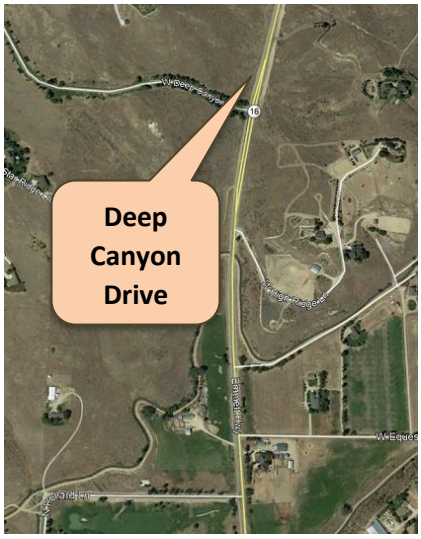
SH-44 will maintain its existing alignment west of the Kingsbury Road intersection. No planning changes are needed.

State Street will remain in its current alignment between SH-16 and Kingsbury Road. It will still be open to through traffic but the narrower three-lane roadway and maintaining the 25 MPH speed limit will divert a significant amount of through traffic to the higher speed alternate route. The decreased traffic volume will better fit the context of main street in a small rural town.

The new alternate route uses all existing or previously approved roadways. Other than possibly some minor intersection or interchange redesigns, no additional right-of-way or roadways are needed.



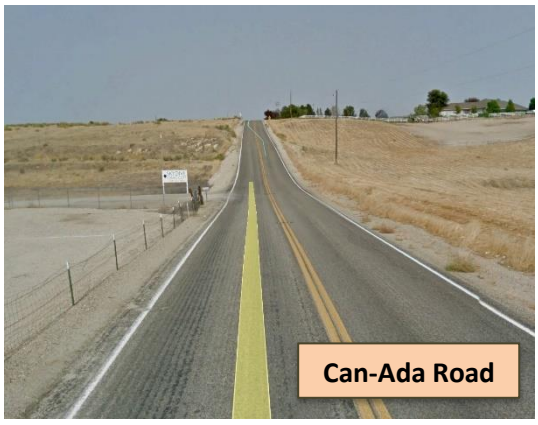
SH-16 / Deep Canyon Drive Intersection



Highway 16 is a major corridor, connecting the Gem County areas to Ada County. Current daily traffic counts often exceed 13,000 vehicles and the roadway is nearing capacity. There is a northbound left turn lane on SH-16 to improve safety and reduce travel delay. The intersection is one-half mile from the future Pollard Road intersection with SH-16.

Although the Deep Canyon Drive daily volumes are currently (2019) below 1,000 vehicles per day, the future traffic volumes on both roads will increase. It will be necessary for the City of Star, the Idaho Transportation Department (ITD), and the Ada County Highway District (ACHD) to monitor the traffic conditions and take corrective action if needed.

Can-Ada Road Between New Hope Road and Purple Sage Road



This roadway is a section line road currently functionally classified as a collector roadway. The roadway will become a future arterial as the area develops and traffic volumes increase.

A 1,000-ft segment of Can-Ada Road has a seven percent slope with areas approaching an unacceptable slope of about 12 percent. ACHD policies (7205.5.10) allow slopes as high as ten percent and CHD4 policy allows six percent with Board approval needed for steeper slopes. Future improvements will require more right of way than normal, or realignment of the right-of-way, to accommodate the anticipated side slopes. The City of Star, CHD4, and ACHD should coordinate the roadway design to ensure that adequate right of way is preserved when any adjacent developments

Downtown Parking and Circulation

The recent SH-44 Corridor Study recommended increasing the number of travel lanes on SH-44 and removing on-street parking. ITD policies limit the number of driveways for site access. A long-term plan is needed to maintain circulation and improve parking opportunities for new and continuing development.



One solution is to develop a common parking lot system for the 1st Street Corridor. 1st Street connects the six block of the downtown area. The current east and western terminus are Center Street and Knox Street. The corridor could be extended farther to the east and west. Although much of the corridor is occupied by small lots, potential changes could provide off-street parking space. A sample of this strategy (Bend, Oregon) is shown on the attached figure.



The character and storefronts of the main street are retained. Properties only one block away were converted to off-street parking. Traffic circulation is provided on a dedicated alley.

The study area of Star has many small lots and is unlikely to redevelop on its own. The city will need to initiate a redevelopment program.

There are several proven options for redevelopment, parking, and circulation improvements:

Create an urban renewal district and use any property tax revenues to purchase property and construct parking lots.

Develop a parking impact fee for new developments. This allows the city to use the funds for assembling parcels and creating joint use parking lots.

Create policies that encourage property owners to pool their funds to provide shared parking facilities. This option has the added benefit of increasing parking utilization.

12.3 Transportation System Vision & Goals



Vision Chapter lays out the overall vision for how the City of Star desires to grow. This following vision statement applying to transportation in Star: The City of Star's vision for its transportation system is a system of well-connected and user friendly roadways and pathways that balance regional transportation needs with livability, sustainability, and the needs of local and non-motorized users. This vision includes the following key tenets that are addressed in this chapter:

Enhancing roadway connectivity within the city.

East-west connectivity is generally limited to two state highways and three regional arterials: Beacon Light Road, Purple Sage Road, Floating Feather Road, SH-44, and Chinden Boulevard (US-20/26). The few remaining east-west connections between parallel arterial or collector roadways are limited.

Complete north-south connections are restricted by the presence of the Boise River to crossings at Star Road, SH-16 and the future Kingsbury Road. There are additional north-south connections north of SH-44 that connect two or more east-west arterials. However, there are also several sections where north-south connections are limited to the bordering arterials only.

Outside of downtown Star, many of the local roads are designed only to provide access to residential subdivisions, forcing traffic onto the arterial network to travel through the city.

These issues are addressed in this chapter through the conceptual future roadway network, as well as strategies aimed to enhance connectivity as new roads are built.

Providing walking and bicycling networks that serve the majority of people and provide transportation options within the city is important. Specific strategies are aimed at ensuring appropriate bicycling and walking facilities are included in roadway projects, considering the context of the surrounding land uses and expected traffic on the roadway. Off-street pathways are also identified as a priority for the city.

Increasing public transportation options to ensure mobility for all people in the city. This issue is addressed through transit-specific goals and strategies aimed at providing more public transportation options. Realizing this vision will require partnerships with the Ada County Highway District (ACHD), Canyon Highway District 4 (CHD4) the Idaho Transportation Department (ITD), the Valley Regional Transit (VRT), and the Community Planning Association of Southwest Idaho (COMPASS). Compass is responsible for regional transportation planning and administers several transportation funding programs. The City of Star will also need to work with Star businesses, residents, and developers.

The realization of this vision will come through the achievement of the following goals and objectives. Implementation policies have been developed to provide direct steps to achieve these goals and objectives and are also presented in this chapter. Finally, this chapter also describes the conceptual layout of the future roadway network within the City of Star.



12.3.1 Roadway System Goals

A. Develop a transportation system to serve the planned land uses within the city's Comprehensive Plan. The transportation system should provide regional connectivity to the neighboring cities and regions.

B. Maintain the functionality and connectivity of the street system for the current local users, emergency response providers and for future generations.

C. Using coordinated land use and transportation relationships, develop alternative travel routes to evaluate the needs of developing areas while minimizing the potential for congestion. This coordination is best implemented through the development review process.

D. Design a street system that considers both the needs of the users and the impacts on the adjacent land uses, the physical environment, noise, and air quality. Additional design considerations include safe routes to school, pedestrian and bicycle needs, recreation, and overall utility.

E. Develop access management standards that support community-wide connectivity, support economic development, consider the needs for bicycles, pedestrians, and public transit consistent with the city's vision.

F. Protect the community's identity and transportation values by adopting specific roadway designs and cross sections.

G. Within the South of the River Subarea, ensure a high level of roadway connectivity through each neighborhood to help mitigate traffic along the limited collectors and arterials within the area.

H. Within the South of the River Subarea, look at a realignment of Can-Ada Road to seamlessly connect east into Star Road.

I. Work on establishing a road department, or other form of review, construction and maintenance of new and existing roadways within the Canyon County portion of the City.



12.3.2 Transit System Goals

A. Participate in the planning and development of a regional public transit system, including the funding support for the Valley Regional Transit System's Long Range Plan. The goal of the system is to provide basic mobility for some, an alternate transportation for others and an option for everyone.

B. Develop efficient and effective transit routes based upon the community-defined land use patterns.

C. Identify and protect future needed bus transit stops.

D. Identify and protect a western Valley Ride Transit hub near the Highway 16/44 intersection, possibly within the ITD right-of-way, at the northwest corner.

E. Provide for bicycle and pedestrian connections to the transit system.

12.3.3 Pathway System Goals

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

B. Work on a regional basis to integrate the pathway system with the ongoing planning efforts for the SH-44, SH-16, and US-20/26 Corridors.

C. Support the concept and goals of transportation demand management strategies such as ride-sharing, telecommuting, and park-and-ride systems to reduce overall transportation travel demand.



D. Within the South of the River Subarea, ensure pathway connectivity throughout the area, utilizing buffers between existing and future neighborhoods; natural resource areas; the extension of the Boise Greenbelt; and existing irrigation canals and ditches.

12.4 Transportation System Objectives

A. Encourage completion of the existing street system and creation of new links, within reasonable constraints and as identified within the land-use subarea plans, as the transportation system develops.

B. Provide adequate setbacks to preserve right-of-way for future grade-separated intersections, where appropriate, along the state highway system.

C. Maintain a land use planning and approval process that is supportive of the operational characteristics identified in the most recent Regional Long-Range Transportation Plan. The Regional Plan is protective of the environment along residential streets. This is accomplished by balancing the regional need for connectivity with the local needs of accessibility.

D. Ensure that corridor planning, roadway route selection, and other transportation system development considers the impact on the development potential of adjacent and under developed lands.

E. Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.

F. Maintain safe and comfortable neighborhoods by minimizing speeding and cut-through traffic through the development review process.

G. Coordinate with the Community Planning Association of Southwest Idaho (COMPASS), Ada County Highway District (ACHD), Canyon Highway District 4 (CHD4), Valley Regional Transit (VRT), and the Idaho Transportation Department (ITD) to ensure that transportation system improvements are consistent with the land use plans and decisions of the City of Star.



H. Monitor development in the North Foothills Area to ensure that the transportation system is constructed in compliance with the Star Comprehensive Plan and the following principles:

   a. Integrate roadway design measures to ensure that the transportation system is compatible with the surrounding terrain and land uses.

   b. Integrate a pathway system for appropriate pedestrian, bicycle, and equestrian access to neighborhoods, activity centers, public facilities, and the existing pathway system.

   c. Provide the opportunity for transportation system design alternatives in the foothills as a means to minimize environmental impacts and foster the unique characteristics of the foothills.

   d. Encourage the development and expansion of transportation forms, such as walking, biking, and carpooling, to minimize travel demand, reduce congestion, maintain accessibility, and promote health and fitness.

   e. Create opportunities for walking and biking between neighborhoods through micro-paths and local road connections. Provide pedestrian and bicycle routes to all schools. Develop and maintain a safe-routes-to-school program.

12.5 Transportation System Implementation Policies

A. Work with partner agencies (e.g., ACHD, CHD4, COMPASS, ITD, VRT) to ensure that transportation and regional transit improvements are constructed or funded in coordination with land developments. This may be accomplished with direct funding from the city, impact fees, extraordinary impact fees, local option sales tax, and other funding arrangements.

B. Require that transportation safety systems be integrated into all school sites and recreation areas, including such items as



signalization, sidewalks, pathways, and alternate traffic patterns for secondary access.

C. Encourage street lighting design and layout that provides for roadway and neighborhood safety while preserving a rural environment free of any unnecessary trespass lighting.

D. ACHD and CHD4 should establish standards for sidewalk location and design and coordinate any differences with ACHD and CHD4 design standards. The city will continue to work with ACHD, CHD4, and ITD to resolve issues concerning sidewalks within the City of Star.

E. The city should budget for, and work with ACHD and CHD4 to identify, opportunities to accelerate projects that enhance connectivity within the city. Funds may also be used for regional projects and transit if a strategic opportunity arises, though this would be a lower priority than projects that enhance local connectivity.

F. Work with the transportation agencies to develop appropriate roadway plans.



12.5.1 Roadway Implementation Strategies

A. Work in conjunction with ACHD, CHD4, ITD, and COMPASS to classify roadways on the Functional Street Classification Maps as recommended within this Comprehensive Plan.

B. Continue to participate in regional transportation planning (through COMPASS and VRT) to develop and update long range transportation plans, including public transportation plans, and provide a foundation for major project selection by ACHD, CHD4, and ITD in the City of Star.

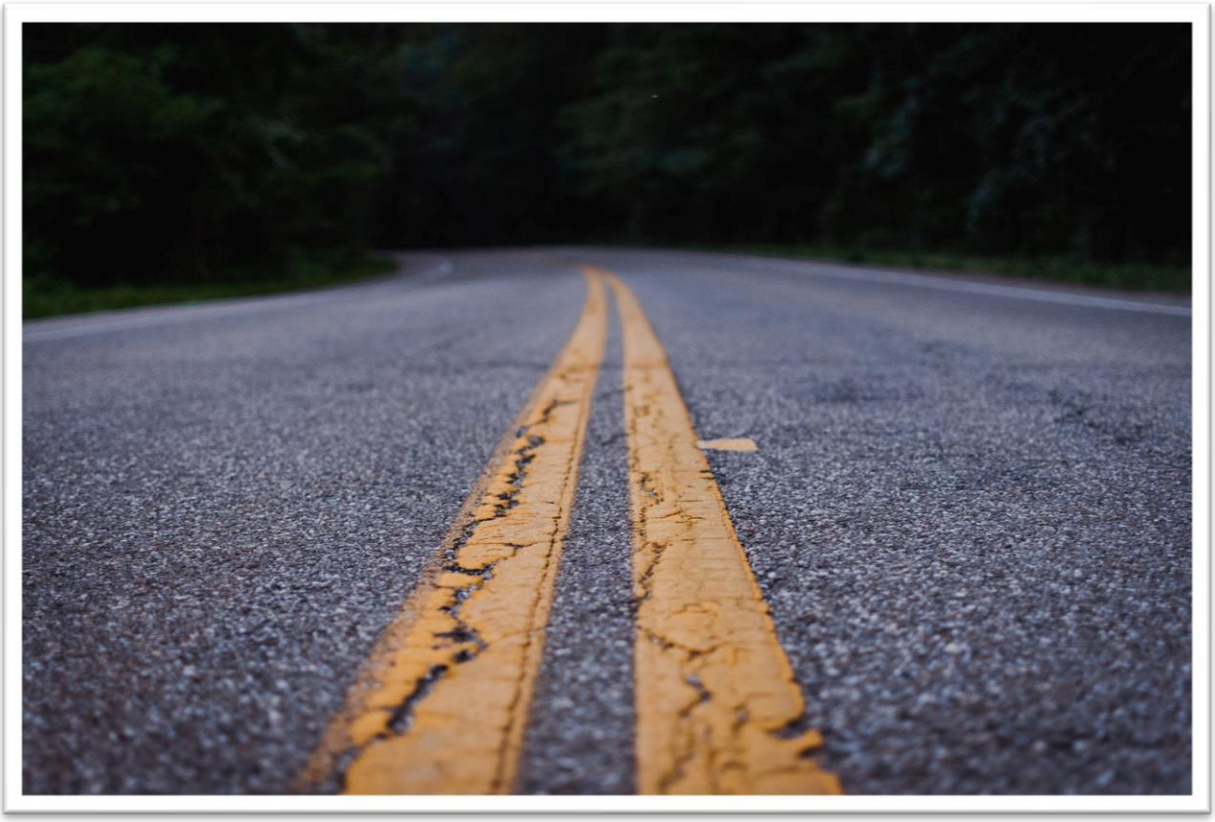
C. Periodically review the street classification and typology systems with ACHD, CHD4, and COMPASS and work to amend them as needed. Any street reclassifications should be contingent upon an analysis of existing street configuration, existing land uses, lot patterns, location of structures, impact on neighborhoods, and area-wide transportation needs.

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

E. Encourage roadway design standards and roadway classifications that are consistent with ITD, ACHD, CHD4, COMPASS, and other agencies that may be responsible for roadway planning and design.

F. Review the city's transportation priorities, including roadway widening, intersection improvements (e.g., roundabouts, signals), and other improvements in concert with the Transportation Improvement Program (TIP), State of Idaho Transportation Improvement Plan (STIP), ACHD's Integrated Five Year Work Plan (IFYWP) and CHD4's plans within the city limits and planning area to ensure alignment of priorities and that context sensitive design principles are included in proposed projects.

G. Evaluate the impact to the city of all roadway improvements and roadway extensions prior to construction.



H. Work with ACHD, CHD4, ITD, COMPASS, and the development community to construct the planned roadway network for the Star planning area, using the Project Priorities Table 12.2 and Proposed Solutions Map herein as guidance for prioritization. The broad goals of these connections are: 1) to provide continuous north-south and east-west connections between adjacent arterials or section-line collectors approximately every ½-mile (i.e., approximately halfway between the major roads that are typically spaced about one-mile apart) and 2) to provide continuity at other locations by making short connections between existing and planned streets.

I. Work regionally to integrate the pathway system with the ongoing planning and design efforts for the SH-44, SH-16, and US-20/26 corridors.

J. All streets should be designed to include a detached sidewalk, unless within the Downtown Star design review overlay district, or physical or other constraints preclude the ability to do so. Street trees should



be provided, except in cases where a buffer strip of sufficient width cannot be provided to meet ACHD's Tree Planting Policy. Root barriers and other measures to prevent negative impacts to the surrounding hardscape are recommended to be used. New and replacement trees should be recorded in the city's street tree inventory. The city should work with adjacent land owners to ensure these features are maintained.

K. Street design should be consistent with the context of the development and the respective land use area designated within the Land Use section of the Comprehensive Plan.

L. Design and/or align roads to preserve significant existing trees wherever practical.

M. Work with ITD, ACHD, and CHD4 to develop access spacing standards in the major roadway corridors. Access decisions may be based on the future function and typology of the roadway. Temporary accesses may be granted with restrictions phased in as development occurs and new shared connections become available or medians are constructed.

N. To the extent possible, new accesses to arterial and collector streets should be limited to public streets serving multiple parcels. Frontage and backage roads should be considered where appropriate in new developments. When direct parcel access is necessary, cross access agreements and shared driveways should be considered to the extent possible to limit the number of access points.

O. Work with ITD, ACHD, CHD4, and adjacent jurisdictions to develop access management plans for arterials and highways of regional transportation importance that consider the impacts to the development potential of the surrounding land uses.

P. Local and collector streets through residential neighborhoods are recommended to provide connectivity while being designed to preserve the character of the surrounding neighborhoods through appropriate design techniques, including street width, traffic calming, and traffic control. The goal of the local street system is to provide for local circulation within Star and not for regional traffic. In order



to provide this connectivity, new developments should be required to stub access to adjacent undeveloped or underdeveloped parcels consistent with ACHD and CHD4 road spacing standards. All new developments should be reviewed for appropriate opportunities to connect to local roads and collectors in adjacent developments.

Q. Work with ACHD, CHD4, local developers, and neighborhoods in the operation of a local traffic calming policy that balances the needs of the roadway, the drivers, pedestrians, bicyclists, and the traveling public and considers effects on adjacent streets.

R. Encourage arterial and collector center turn lanes only at driveways and/or street intersections where determined to be necessary by ACHD, CHD4 or ITD. Encourage landscaping within any portion of a center turn lane that is not used for such a driveway or intersection.

S. Work with ACHD and CHD4 to identify specific features to be included as part of the Master Street Map designations for arterials and collectors within the City of Star. Such features may include requiring adequate buffer space to allow for the planting of street trees and requiring bike lanes and/or separated pathways along Rural roads to ensure that both the confident bicyclist and the everyday bicyclist are both provided for (e.g., confident road bicyclists may prefer an on-street bicycle lane, while recreational users may prefer a separated path away from high-speed rural roads).

T. All proposed roadway projects, including widening and maintenance of existing roadways and the construction of new roadways (including as part of development applications), are recommended to be reviewed to determine the appropriate bicycling facility that could be included. This review should consist of, but not limited to:

    a. Whether any type of bicycle facility is identified in an existing city, ACHD, CHD4 plan on the subject.

    b. Reviewing the recommended bicycle facility included in the ACHD Master Street Map typology of the subject street, or CHD4 plans where applicable.



c. Reviewing the bicycle facility selection process to identify the specific type of bike facility that is appropriate for most people given the speed and volume of motor vehicle traffic expected on the roadway.

d. If a physically separated bike facility is an option, then maintenance and other needs will also need to be considered. If these needs cannot be adequately addressed, then a standard or buffered bike lane may be included instead.

e. Work with ACHD and CHD4 staff for the inclusion of these facilities within proposed projects.

U. To reduce the use of the Deep Canyon Drive and SH-16 intersection, the stub street, North Echo Summit Way, should be connected to Beacon Light Road allowing for a roadway connection from Hillsdale Estates to the signalized intersection of Beacon Light Road and SH-16.

V. The City of Star, ACHD, and CHD4 should coordinate the Can-Ada roadway design between New Hope Road and Purple Sage road to ensure that adequate right of way is preserved when any adjacent developments are proposed.

W. The City of Star and CHD4 should coordinate the Kingsbury roadway design just south of Foothill Road to just south of Purple Sage Road to ensure that adequate right of way is preserved when any adjacent developments are proposed. The roadway in this stretch of land would be better suited shifted east of the section line to connect through the "draw" to the east, versus directly up the hill.

X. Roundabouts should be considered where feasible.

Y. The City of Star and ACHD should coordinate the Can-Ada roadway design between US-20/26 and Star Road to ensure connectivity through the South of the River Subarea, as developments are proposed.



Z. The City of Star and ACHD should coordinate access control (i.e. roundabout or signalized intersection) at Star Road and access to the Riverfront Center to ensure this commercial area is viable.

AA. The City of Star, ACHD, and adjacent property owners, should coordinate access control design at Star Road just north of the Phyllis Canal crossing to ensure both vehicular and pedestrian and bicycle crossings.

BB. The City of Star and ITD should coordinate the reclassification of and access control along US-20/26 to allow access to commercial areas, enhancing viability for commercial areas and increased connectivity along the Corridor.

CC. The City of Star, ACHD, and ITD should coordinate gateway improvements at the Star Road/Boise River Bridge, and at Star Road/US-20/26 intersection.

12.5.2 Transit Implementation Policies

A. Expand access to commuter service by working with the jurisdictional authorities to plan for future updates in plans to include the city's desire for expansion of the public transportation system such as, establishing additional routes, additional park-and-ride lots, and additional bus stops along the state highway system and/or at activity centers.

B. Local circulator routes, or extension of transit service beyond the state highway system, should remain a consideration for when higher densities and additional funding is made available.

C. Consider construction of a regional transit station within the ITD right of way located at Highway 16 and Highway 44.

12.5.3 Pathway Implementation Policies

A. Use development standards to provide for pedestrian, equestrian, and bicycle circulation in accordance with adopted local and regional pathway plans. This is needed for intra-neighborhood connectivity, and to ensure that bike and pedestrian traffic is not diverted onto arterials and collectors.



B. Encourage the provision of equestrian, pedestrian, and bicycle safety and convenience with enhanced pedestrian crossings of SH-44, SH-16, and US-20/26. Grade separated pedestrian/bicycle crossings enhanced landscaping, crosswalk pavers and may be considered.

C. Ensure that pedestrians, bicyclists, and recreational users have safe and efficient access to the Boise River corridor.

D. Plan for separated pedestrian and bicycle crossing facilities on SH-16 at the north and south channel of the Boise River.

E. Plan for grade-separated pedestrian and bicycle crossing facilities at Star Road at the north and south channel of the Boise River to extend the Boise Greenbelt.

F. Coordinate with the irrigation districts to allow for pathway connections along irrigation canals and ditches.

12.5.4 Land Use and Parking Implementation Policies

A. The City of Star may require a traffic study for new developments even if the ACHD, CHD4, or ITD do not. The traffic impact study may include potential impacts to existing traffic patterns, suggested roadway widths, access to existing and proposed roadways, signalization, location and need for intersections, turn lanes, bus stops, on-street parking and pedestrian facilities.

B. The city should work with ACHD, CHD4, and COMPASS to establish reasonable standards relating to traffic impacts of new development on existing residential streets.

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

D. Alley abandonment should be discouraged. Alley expansion and improvement should be encouraged within Downtown Star.

E. When reviewing comprehensive plan amendments, zone changes, master plans, conditional uses, and other significant entitlement



requests, coordinate with ACHD, CHD4, and ITD to evaluate the impact of the project on street levels of service. Service level impacts should be minimized through project modifications, traffic management plans, street improvement plans, or other means.

F. Central Business District streets should be managed in such a manner that the flavor and character of the Central Business District is preserved and enhanced while maintaining the livability of this area and preserving the functionality of the street system. The use of traffic management strategies as described above should be given priority over street widening, land additions, and removal of on street parking as a means of resolving traffic flow problems.

G. Implement, in conjunction with ACHD, CHD4, and the Star Fire District, alternative street standards related to specific design features within the city. Allow use of these standards in conjunction with specific design standards described in other chapters of this plan.

H. Motorized traffic may experience some inconvenience in order to preserve quality neighborhoods.

I. The city should work with CHD4 to develop an impact fee program. Until the program is adopted, developers are to work with the city when properties are within Canyon County, to contribute into a fund to offset development impacts on the Canyon Highway District 4 street system.



12.6 Transportation System Prioritization

Transportation system priorities were based upon three criteria: existing system deficiencies, anticipated future deficiencies, and community identifications. The following table summarizes the key transportation system priorities for Star: **update with current projects from 5-year work plan**

Table 12-2: Transportation System Priorities

Currently Funded System Improvements

planning Year	Location	Description	Responsible Agencies
2018	Beacon Light Rd at SH-16	Intersection improvement / traffic signal	ITD / ACHD
2019	I-16 - Interstate 84 to US-20/26	Preliminary engineering for future roadway	ITD
2019	SH-44 - I 84 to SH 55 North	Sealcoat	ITD
2020	Beacon Light Rd - Ballantyne Ln to SH-16	Pavement rehabilitation	ACHD
2022	Floating Feather - Plummer Rd to Star Rd	Improvements with curb, gutter, sidewalks	ACHD
2022	SH-44 - SH-16 to Glenwood St	Sealcoat	ITD
2023	Pollard Ln - Floating Feather Rd to Beacon Light Rd	Pedestrian / pathway improvements	ACHD
2023	SH-44 - Star Rd to Linder Rd	Major widening (five lanes)	ITD
2023	Munger Rd - New Hope Rd to Floating Feather Rd	Bridge replacements/repairs	ACHD

Existing and Future Deficiencies / Needed Improvements

planning Year	Location	Description	Responsible Agencies
Before 2040	Star Road - SH-44 to US-20/26	Widen to four/five lanes, add bicycle lanes *(Note 2)*	ACHD
Before 2040	Star Road - SH-44 to Floating Feather Road	Widen to three lanes, add bike lanes *(Note 1)*	ACHD
Before 2040	SH-44 - Palmer Ln to Star Rd	Widen to four/five lanes (ITD Corridor Study)	ITD



Before 2040	SH-44 - Star Rd to Can-Ada Rd	Widen to four/five lanes (ITD Corridor Study)	ITD
Before 2040	SH-16 at SH-44	Construct grade-separated interchange	ITD
Before 2040	SH-16 - SH-44 to Chaparral Rd	Widen to four lanes / possible frontage roads	ITD
Before 2040	SH-16 at Floating Feather Rd	Construct Floating Feather Road Overpass	ITD
Before 2040	SH-44 at Hamlin Street	Intersection improvement / traffic signal	ITD
Before 2040	SH-44 at Palmer Ln	Intersection improvement / traffic signal	ITD
Before 2040	SH-44 at Can-Ada Rd	Intersection improvement / traffic signal	ITD
Before 2040	US-20/26 - Star Rd to SH-16	Widen to four/five lanes	ITD
Before 2040	Plummer Rd at Floating Feather Rd	Intersection improvement / traffic signal	ACHD
Before 2040	Plummer Rd - SH-44 to Floating Feather Rd	Widening to three lanes, add bike lanes	ACHD
Before 2040	Can-Ada Rd - SH-44 to Beacon Light Rd	Widening to five lanes, add bike lanes *(Note 1)*	ACHD
Before 2040	Beacon Light Rd - SH-16 to Wing Rd	Widening to five lanes, add bike lanes	ACHD
Before 2040	Beacon Light Rd / New Hope Rd-Wing Rd to Can-Ada Rd	Widening to three lanes, add bike lanes	ACHD
Before 2040	Floating Feather Rd - SH-16 to Star Rd	Widening to three lanes, add bike lanes *(Note 1)*	ACHD
Before 2040	Pollard Lane - South of Beacon Light Rd	Widening to three lanes, add bike lanes	ACHD
Before 2040	Kingsbury Road – from Purple Sage to US-20/26	Widening to five lanes, add bike lanes	CHD4



Before 2040	Blessinger Road	Connect north and south legs	CHD4
Before 2040	Purple Sage Road – Lansing to CanAda	Widen to 5 lanes	
Before 2040	Lansing Lane – SH 44 to Purple Sage	Widen to 5 lanes	
Before 2040	Lansing Lane at SH 44	Improve Intersection	
Before 2040	Kingsbury Road at SH 44	Improve Intersection	
Before 2040	Blessinger Road at SH 44	Improve Intersection	
Before 2040	Purple Sage at Lansing Lane	Improve Intersection	
Before 2040	Purple Sage at CanAda	Improve Intersection	

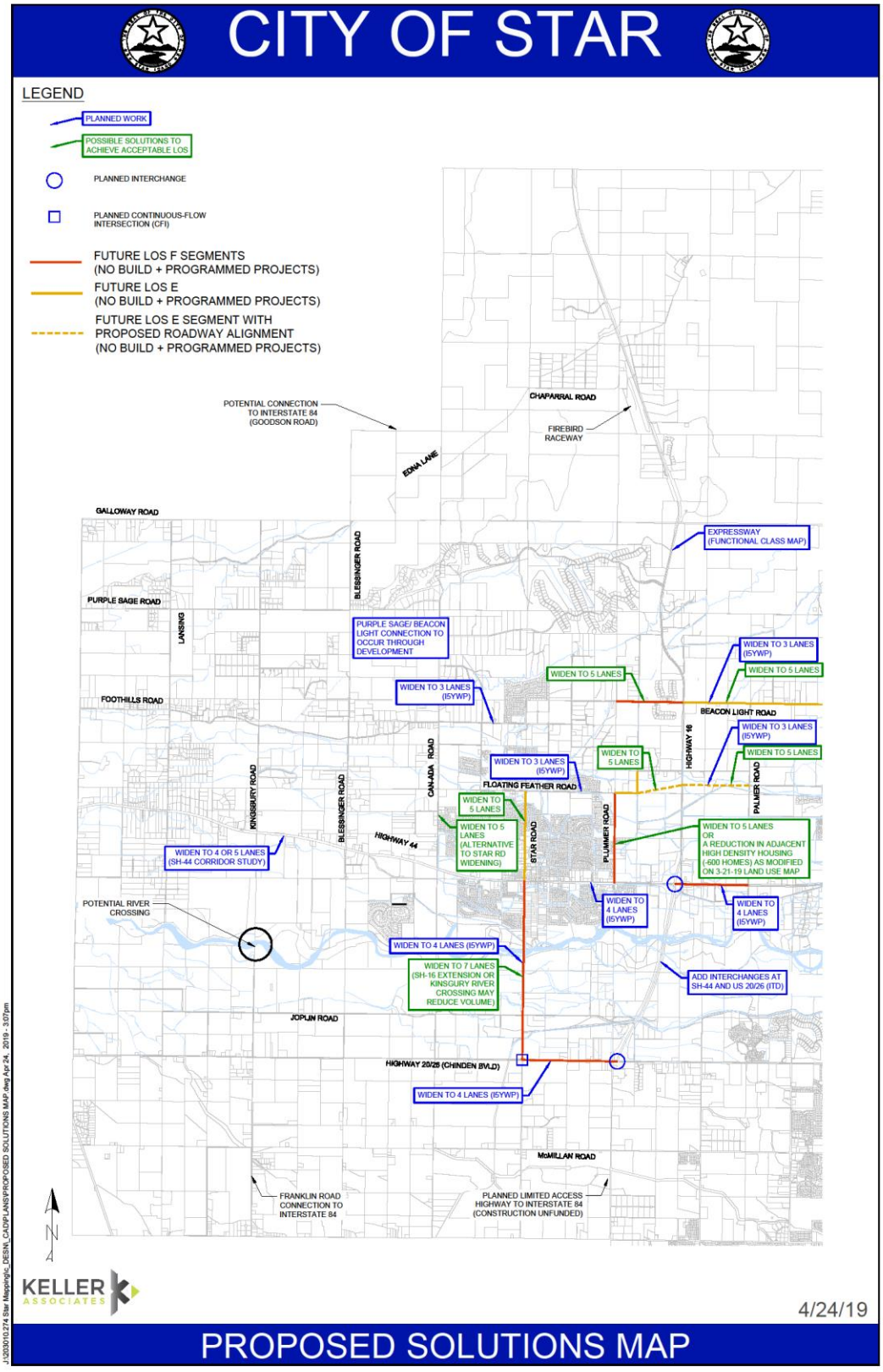
Additional Community Priorities / Needed Improvements

planning Year	Location	Description	Responsible Agencies
Current	SH-16 at Floating Feather Rd	Add turn lanes on all approaches	ITD / ACHD
Current	SH-16 at Floating Feather Rd	Add traffic signal	ITD / ACHD
Current	Can-Ada Rd - SH-44 to New Hope Rd	Add shoulders, add turn lanes at SH-44	ACHD
Current	SH-44 at Plummer Rd	Add traffic signal	ITD / ACHD
Current	SH-44 - SH-16 to Can-Ada Rd	plan for an alternate route	ITD / ACHD / CH4
Before 2040	Boise River Corridor	Provide a pathway system	Star
Before 2040	Foothills Area	Provide a pathway system	Star
Before 2040	Floating Feather Rd	Provide on-street bicycle lanes	ACHD
Before 2040	Deep Canyon Road	Provide on-street bicycle lanes	ACHD

Note 1: The three north-south streets of Plummer, Star and Can-Ada will require widening north of SH-44. Widening Can-Ada to five lanes from Highway 44 to Floating Feather Road may eliminate the need to widen Star Road to five lanes.



Note 2: ITD has not yet funded the construction of the segment of SH-16 between SH-44 and Interstate 84. That project, if funded may eliminate the need to widen Star Rd beyond five lanes


CITY OF STAR
LEGEND
PLANNED WORK
POSSIBLE SOLUTIONS TO ACHIEVE ACCEPTABLE LOS
PLANNED INTERCHANGE
PLANNED CONTINUOUS-FLOW INTERSECTION (CFI)
FUTURE LOS F SEGMENTS (NO BUILD + PROGRAMMED PROJECTS)
FUTURE LOS E (NO BUILD + PROGRAMMED PROJECTS)
FUTURE LOS E SEGMENT WITH PROPOSED ROADWAY ALIGNMENT (NO BUILD + PROGRAMMED PROJECTS)
POTENTIAL CONNECTION TO INTERSTATE 84 (GOODSON ROAD)
CHAPARRAL ROAD
FIREBIRD RACEWAY
EDNA LANE
GALLOWAY ROAD
EXPRESSWAY (FUNCTIONAL CLASS MAP)
BLESSINGER ROAD
PURPLE SAGE ROAD
LANSING
PURPLE SAGE/ BEACON LIGHT CONNECTION TO OCCUR THROUGH DEVELOPMENT
WIDEN TO 3 LANES (I5YWP)
WIDEN TO 5 LANES
WIDEN TO 3 LANES (I5YWP)
WIDEN TO 5 LANES
FOOTHILLS ROAD
BEACON LIGHT ROAD
WIDEN TO 3 LANES (I5YWP)
WIDEN TO 5 LANES
CAN-ADA ROAD
WIDEN TO 3 LANES (I5YWP)
WIDEN TO 5 LANES
HIGHWAY 16
FLOATING FEATHER ROAD
KINGSBURY ROAD
BLESSINGER ROAD
WIDEN TO 5 LANES
WIDEN TO 5 LANES (ALTERNATIVE TO STAR RD WIDENING)
HIGHWAY 44
STAR ROAD
PLUMMER ROAD
PALMER ROAD
WIDEN TO 5 LANES OR A REDUCTION IN ADJACENT HIGH DENSITY HOUSING (-600 HOMES) AS MODIFIED ON 3-21-19 LAND USE MAP
WIDEN TO 4 OR 5 LANES (SH-44 CORRIDOR STUDY)
POTENTIAL RIVER CROSSING
WIDEN TO 4 LANES (I5YWP)
WIDEN TO 4 LANES (I5YWP)
WIDEN TO 4 LANES (I5YWP)
WIDEN TO 7 LANES (SH-16 EXTENSION OR KINSGURY RIVER CROSSING MAY REDUCE VOLUME)
ADD INTERCHANGES AT SH-44 AND US 20/26 (ITD)
JOPLIN ROAD
HIGHWAY 20/26 (CHINDEN BVLD)
WIDEN TO 4 LANES (I5YWP)
McMILLAN ROAD
FRANKLIN ROAD CONNECTION TO INTERSTATE 84
PLANNED LIMITED ACCESS HIGHWAY TO INTERSTATE 84 (CONSTRUCTION UNFUNDED)
N
KELLER ASSOCIATES
4/24/19
PROPOSED SOLUTIONS MAP

Chapter 13 – Parks and Recreation

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13.1 Idaho Code Regarding the Parks and Recreation Component

Requires an analysis showing a system of recreation areas, including parks, parkways, trail-ways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

13.2 Background and Analysis

The development of parks, open spaces, and recreational activities is considered ~~as~~ an important part of the development of a city.~~—~~ National studies have suggested that the youth of our cities spend more time watching TV, playing computer games, or doing other non-recreational activities ~~in~~ instead of taking advantage of outdoor activities.~~——~~ Providing opportunities for recreation, relaxation, and enjoyment of natural features and landscapes, while promoting both ~~and to promote activities either~~ active ~~or~~ and passive activities for ~~the citizens of~~ Star residents, is ~~important~~ essential to supporting ~~for~~ a healthy community.~~—~~The goals, objectives, and policies regarding parks and recreation will greatly affect the character of Star's planning area and will provide insight into the needs of the City of Star both present and future.

Planning for parks, ~~playgrounds~~recreational amenities, pathways, and open space should be guided by ~~based on~~ conservation needs, recreational demands ~~requirements~~, and the desired aesthetic characters~~s~~ of the community. Required parks and recreational amenities should be thoughtfully integrated into designated open space areas. ~~Incorporating required parks and playgrounds into required open spaces.~~ Careful and coordinated planning of these ~~open~~ spaces will enhance the public health, safety, and general welfare of the community.

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13.2.1 Park and Pathway Classifications

Parks and pathways ~~are described in many ways and each has a different function~~serve a variety of functions within the community. ~~-~~The ~~descriptions~~ classifications below ~~will assist the city in determining the types of parks and pathways needed~~provide a framework to guide the planning, development, and management of the City's parks and pathway system. ~~This~~These definitions are intended as general guidelines to assist in identifying and meeting community needs and may be adapted to reflect site-specific conditions ~~list should be used as a guide for park and pathway planning~~.

Mini-Park (Pocket): A mini-park is the smallest park classification, typically serving a limited-service area or specific neighborhood need. Mini-parks are intended to provide convenient, small-scale recreational amenities within walking distance of residential area and may include both active and passive uses. Typical amenities include seating areas, small gathering spaces, picnic areas, landscaping features, and limited play elements. ~~and is used to address limited or isolated recreational needs. Mini-parks include both active and passive uses. Examples include: picnic areas, arbors, and sitting areas.~~ An example of a mini-park is Westpointe Park.

Neighborhood Park: Neighborhood parks ~~remain~~ are the basic unit of the park system and serve as the recreational and social focus of the neighborhood.~~—~~ They ~~should be developed for~~are designed to provide both active and passive recreational opportunities for residents ~~activities geared specifically for those living~~ within ~~the~~ a service area of approximately ¼ - 1 mile radius. Neighborhood parks generally range from 2 to 5 acres in size and may ~~. Typically, a neighborhood park~~ include~~s~~ playground equipment, open play areas, small fields~~playfields~~, picnic facilities, and off-street parking. Larger neighborhood parks may include sport courts and restroom facilities. These parks should a~~A~~ccommodat~~inge~~ a wide variety of age groups and abilities and reflect the character of the surrounding neighborhood.~~,~~ ~~including children, adults, and the elderly, as well as special populations, is important. Creating a sense of place by bringing together the unique character of the site with that of the neighborhood is vital to successful design.~~ An example of a neighborhood park is Blake Haven Park.





Community Park: Community parks are larger ~~in size and serve a broader purpose than neighborhood parks~~parks designed to serve multiple neighborhoods or the community as a whole. ~~Their focus is on meeting~~These parks provide a wide range of recreational ~~needs~~ opportunities, including both active and passive uses, and often function as key community gathering ~~of several neighborhoods or large sections of the community, as well as preserving unique landscapes and open~~ spaces. Community parks typically include amenities such as playfields, sport courts, open lawn areas, trails, event spaces, and support facilities such as parking, restrooms, and shelters. They may also incorporate indoor recreation facilities and host community events and programs ~~They allow for group activities and other recreational opportunities not feasible nor perhaps desirable at the neighborhood level. They should be developed for both passive and active activities~~.

Community parks generally serve a population within a 1- to 2-mile radius and are t~~. T~~ypically 5 to 20 acres or larger. In some cases, community pars may include natural areas or environmental features that provide conservancy functions, provided the overall park continues to serve a broader recreational and community purpose. ~~, community parks include all of the improvements found in a neighborhood park, plus ball diamonds and play fields designed for competitive athletics, sport courts, off-street parking, and shelter and restroom facilities. Community parks may have lighted playfields, spectator areas, and concession areas. Community parks are generally 5 to 20 acres. Larger community parks may include adjacent natural areas. An example~~Examples of ~~of a~~ community park~~s is~~ include ~~Hunters~~Hunter's Creek ~~Park~~Sports Complex and Freedom Park.

Conservancy Park: Conservancy parks are ~~publicly-owned~~publicly owned lands ~~that are~~ managed primarily ~~for their~~to preserve and protect natural resource~~s~~, scenic landscapes, and environmentally sensitive areas such as wetlands, wildlife habitats, and unique vegetation. These parks are typically maintained in a natural or minimally developed state and provide opportunities for passive and low-impact recreation. Amenities may include trails, wildlife viewing areas, water access, interpretive features, and small gathering spaces.

Limited recreational amenities and programming may be incorporated when they are compatible with the natural setting and do not detract from the park's primary conservation purpose. ~~qualities such as wetlands, wildlife habitats, or unique vegetation. Generally, trails and other passive recreational facilities are installed within conservancy parks. Conservancy parks are usually not suitable for active recreation facilities such as playfields or athletic facilities.~~ An example of a ~~natural~~ conservancy park ~~area~~ is the Star River Walk Park~~ Trident Ridge Park~~.

Greenways: Greenways ~~or~~ and drainageways are ~~undeveloped~~ open ~~lands~~ space corridors that are maintained primarily for stormwater management and environmental function~~spurposes~~. These areas often ~~Some of the greenways and drainageways are adjacent to parks and~~ provide open important ~~space~~ linkages between parks and neighborhoods and support safe, uninterrupted pedestrian and bicycle movement throughout ~~. They allow for uninterrupted and safe pedestrian movement between parks throughout~~ the community. ~~They~~ Greenways may offer ~~provide people with a~~ resource~~-~~based ~~outdoor~~ recreational opportuniti~~es~~~~y~~ and ~~experience and can~~ enhance community character and property values.

~~While greenways and drainageways have recreational benefits, they are~~Due to periodic~~ally~~ flood~~inged~~ or ~~have poor~~ drainage limitations, greenways ~~and~~ are generally unsuitable for most types of active recreational ~~improvements~~development. An example of a greenway is the Star River Walk



trail.

Special Use Parks: Special use parks are city-owned recreational ~~and~~ or open space facilities ~~that are~~ designed to serve a specific purpose or user group. These parks typically ~~Special use parks generally~~ fall into one of ~~three~~ the following categories:

1. Historic, ~~/~~Cultural, or ~~/~~Social Sites: ~~s which are~~ Uunique local resources ~~offering~~ that provide historical, educational, ~~and~~ or cultural opportunities.~~;~~
2. Indoor Recreation Facilities: ~~which are~~ Sspecialized or single-purpose indoor facilities~~. Examples include~~ such as ~~an~~ aquatic ~~facility~~centers, gyms, or ~~indoor~~ ice skating facilities.~~, and a hockey facility; and~~
3. Outdoor Recreation Facilities: ~~which are~~ Sspecialized ~~or single purpose facilities.~~outdoor facilities such as ~~Examples include~~ tennis courts, skate parks, or softball complexes.

An example of a special use park is ~~the Star R~~Boot Hill Park.~~iverhouse.~~

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Private Open Space: Private open space, including areas owned and maintained by homeowners' associations (HOAs), serves an important role in providing localized recreation, visual relief, and neighborhood amenities within residential developments. These areas are typically intended for private use and maintenance and, as such, are not considered part of the City's public park system and shall not be counted toward park level of service standards.

Private open space should be designed to complement the City's overall parks and recreation network by incorporating usable amenities, enhancing community character, and, where appropriate, providing connections to public pathways, greenways, and parks. Coordination between private open space design and the City's broader open space is encouraged to support connectivity and long-term community benefits.

Natural Pathways: Natural Pathways are generally non-motorized~~–~~ pathways located within greenways, parks, foothills, and other natural resource areas. The focus is on recreational value and harmony with the natural environment while protecting users from urban development and associated vehicular traffic. Surface material used and width may vary due to the function of the trail and generally 10-feet wide.~~.~~ An example of a natural pathway is the paved pedestrian path on the east side of ~~Hunters~~Hunter's Creek ~~Park~~Sports Complex.

Community Paths: Community Paths are multi-purpose, non-motorized (Class 1 and 2 e~~B~~bikes allowed) paths that emphasize safe travel for pedestrians to and from parks and schools around the community.~~–~~ The focus is as much on transportation as recreation. Community pathways are commonly located along drain ditches and canals. Community Paths are generally 10-feet wide. They are generally an all-weather surface such as compacted gravel, recycled asphalt, and asphalt or concreate.

Highway Paths: Highway Paths are shared hard surface (typically concrete) pathways adjacent to State Highways 44, 20/26 and 16. They are a minimum of 10~~8~~-feet wide. The purpose of the Highway is for pedestrian and bike (including Class 1 and 2 e~~B~~bikes) access to other Community Pathways, greenbelts, schools~~–~~, parks, and businesses and to facilitate pedestrian and bike transportation thru the community along the highway system.

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~~Greenbelt~~ Greenbelt Paths: ~~Greenbelt~~ Greenbelt Paths are shared hard surface (typically concrete) pathways generally located adjacent to the Boise River. They are a minimum of 12~~0~~-feet wide. The purpose of the ~~Greenbelt~~Greenbelt Path is for recreation in a natural setting for pedestrian and bike riding (including Class 1 and 2 eB~~b~~ikes). Greenbelt paths also service as access to other Community Pathways and to facilitate pedestrian and bike transportation through the community along the river to connect to the greenbelt systems other cities such as Eagle and Boise have constructed. Greenbelt Paths are anticipated to be the highest future used trail. Materials should be environmentally sensitive to the river/floodplain environment.~~, access to other Community Pathways and to facilitate pedestrian and bike transportation thru the community along the river to connect to the greenbelt systems other cities such as Eagle and Boise have constructed.~~

~~**Side paths:** Side paths are shared non-motorized hard surface (typically concrete) pathways located adjacent to Collectors and Arterials typically within the right of way. The purpose of the Side path is for pedestrian and bike (including Class 1 and 2 ebikes) access to other Community Pathways, greenbelts, schools , parks and businesses. They are constructed of concrete and a minimum of 7 feet wide and preferably 10 feet wide. Examples of side paths include Main Street north of Highway 44 and Floating Feather Road east of Pollard Lane.~~

On-Street Bikeways: Bikeways are paved segments of roadways that serve to safely separate bicyclists from traffic. They come in the form of bike routes and bike lanes. The distinction between the two is a matter of exclusivity. While bike routes are essentially paved shoulders or segments of the roadway that serve to separate bicyclists from traffic, bike lanes are designated portions of the roadway for the preferential or exclusive use of bicyclists. Ada County Highway Department (ACHD) constructs and maintains on-street bikeways within the City of Star in Ada County.

All-Terrain Bike Trail, Cross-Country Ski Trail, and Equestrian Trails: These trails are similar to park trails in that they emphasize a strong relationship with the natural environment, although for somewhat different reasons. They are single-purpose loop trails usually located in larger parks and lateral resource areas. They are most often located within natural resource areas, greenways, community parks, and special use facilities, such as golf courses.~~—~~ Single-purpose loop trails are usually located in larger parks and lateral resource areas. Loop trails are best with 7-10 miles, the standard for a half day outing and with 10-20 miles, the standard for a full day's outing.



13.2.~~2~~3 Existing Facilities within the City Limits

A. City Facilities

The City of Star has ~~five~~ eight developed parks: Blake Haven Park; Boot Hill Park; Freedom Park; ~~Hunters~~Hunter's Creek ~~Park~~Sports Complex; Pavilion Park; Riverhouse Park; Star River Walk ~~Trail~~Park; ~~Star Riverhouse;~~ and Westpointe Park. Visioning efforts are underway to develop future parks, including Langtree Park, Roseland Park, and ~~Two parks, Pavilion Park and Heron River Park, are currently under construction.~~ Trident Ridge Park, which are anticipated to add over 70 acres of parkland. These future park sites are not included in the City's current park inventory or level of service calculations, as they have not yet been developed or made available for public use. ~~is expected to be deeded to the city in 2022 and visioning efforts are underway to develop this park.~~ As of 2026, The City of Star maintains 122.44 acres of developed parkland, providing a level of service of 4.77 acres per 1,000 residents based on the 2025 population of 25,660.~~total number of acres the city owns is 162.03 acres. The City of Star currently maintains a level~~

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~~of service of 14.57 acres of park land per 1,000 people (2020 census population of 11,117).~~

City of Star Parks

City of Star Park	Address	Acreage	% of Total
Blake Haven Park	11225 W Blake Dr.	~~4.01~~3.66	3%~~2.47%~~
Boot Hill Park	9558 W Floating Feather Rd.	10.07	8%
~~Heron River~~Freedom Park (including ponds)	960 S Main St.	67.57~~68.25~~	55%~~42.12%~~
~~Hunters~~Hunter's Creek ~~Park~~Sports Complex (including Tom Erlebach Skate Park)	1500 N Star Rd.	16.~~98~~12	13%~~10.48%~~
Pavilion Park (including Waggin' Tails Dog Park)	11380 W Hidden Brook Dr.	~~8.50~~7.78	6%~~5.25%~~
Riverhouse Park	960 S Main St.	9.98	8%
~~Star Riverhouse~~	~~960 S Main St.~~	~~5.27~~	~~3.25%~~
Star River Walk ~~Trail~~Park	1000 S Main St.	~~6.02~~4.86	4%~~3.72%~~
~~Trident Ridge Park (under construction)~~	~~W Wing Rd.~~	~~50.6~~	~~31.23%~~
Westpointe Park	11080 W Floating Feather Rd.	2.4	2%~~1.48%~~
~~TOTAL~~	**TOTAL: ~~0~~**	**122.44~~16~~ ~~2.03~~**	**100.00%**

~~Table 13.4.A~~

The characteristics and functions of all Star city parks have been evaluated to identify each park's type based on park classification in Section 13.~~3~~2.1. The land acreage of ~~The majority of Heron~~ Freedom ~~River~~ Park is classified as a Community Park and the water acreage is classified as a ~~acreage is labeled as a~~ Conservancy Park ~~type but this park also includes Community Park acreage~~. ~~Table 13.4.B~~The *Star City Parks by Classifications* table below shows all Star parks and their respective park type.

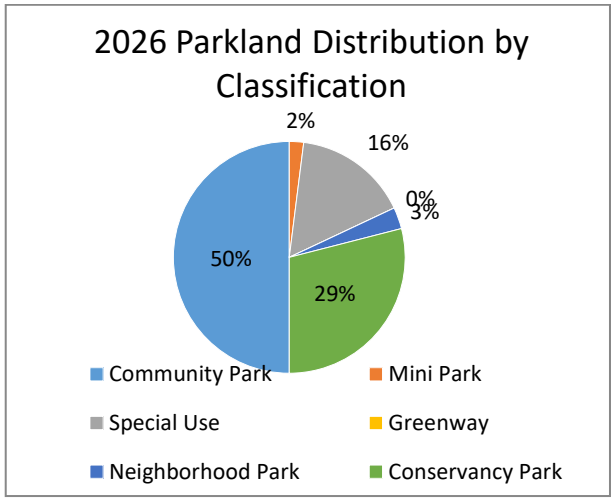
Star City Parks by Classifications

~~PARK Type~~Classification	Park Name~~CITY PARK~~	Total Acres	% of Total
Mini-Park (Pocket)	Westpointe Park	2.40	2~~1.48~~%
Neighborhood Park	Blake Haven Park	~~4.01~~3.66	3%~~2.47%~~
Community Park	Freedom Park (37.57 land acres) ~~Hunters~~Hunter's Creek ~~Park~~Sports Complex (16.12 acres) ~~Heron River Park (8.25 acres)~~ Pavilion Park (7.78 acres)	~~33.7~~61.47~~3~~	50%~~20.82%~~
Conservancy Park	Freedom Park (30.0 pond acres) Star River Walk Park (4.86 acres) ~~Trident Ridge Park~~ ~~Heron River Park (60 acres)~~	34.86~~110.6~~	29%~~68.26%~~
Greenway	~~Star River Walk Trail~~	0~~6.02~~	0%~~3.72%~~
Special Use	~~Star~~ Riverhouse Park (9.98 acres) Boot Hill Park (10.07 acres)	~~5.27~~20.05	16%~~3.25%~~

~~Table 13.4.B~~

~~Conservancy~~ Community parks include the highest number of acreages out of all the park types at ~~68~~50%. The ~~Community Park~~Conservancy park type makes up the second most type of park at 2~~9~~1%. Greenways, Special Use, Neighborhood Parks, and Mini-Parks make up the remaining ~~10~~21% of all park acreage.

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~~Table 13.4.C~~



The City of Star adopted the Star Pathway Master Plan in November 2024 to guide the development and connectivity of the community's pathway system. The City currently maintains three pathways including the Star River Walk Park Trail, which is the longest continuous pathway in the system. Additional connector trails are maintained at Blake Park, Hunter's Creek Sports Complex, and Boot Hill Park. The adopted pathway plan establishes a framework for expanding and integrating pathways throughout the City to enhance connectivity, recreation, and access~~Miles of pathways are maintained by the City. The longest pathway is the Star River Walk Park Trail. Two connector trails are also maintained by the City at Blake Park and Hunters Creek Park. Effort is currently underway to develop a master pathway plan by the City of Star Transportation Committee~~.

The City of Star has a robust sports and recreation program. Over 20 different classes and camps are offered yearly including: Fit and Fall, Yoga, Tai Chi, Pilates, Before and After School Programs, kids camps, and various education classes. ~~Many classes are offered through the recreation department such as: adult fit and fall, yoga, mosaic arts, health and wellness, kids camps, etc.~~ The sports programming includes soccer, baseball, football, lacrosse, cornhole, flag football, cheerleading, and more. Approximately ~~1500~~3000 participated in the sports and recreation program in 2025~~0~~. The City has seen an increase in the number of participants year after year.

Including a variety of city park amenities available to all residents is an important component to increase the quality of life for residents. The *City of Star Park Amenities* table ~~Table 13.4.D~~ lists amenities currently available at city parks.

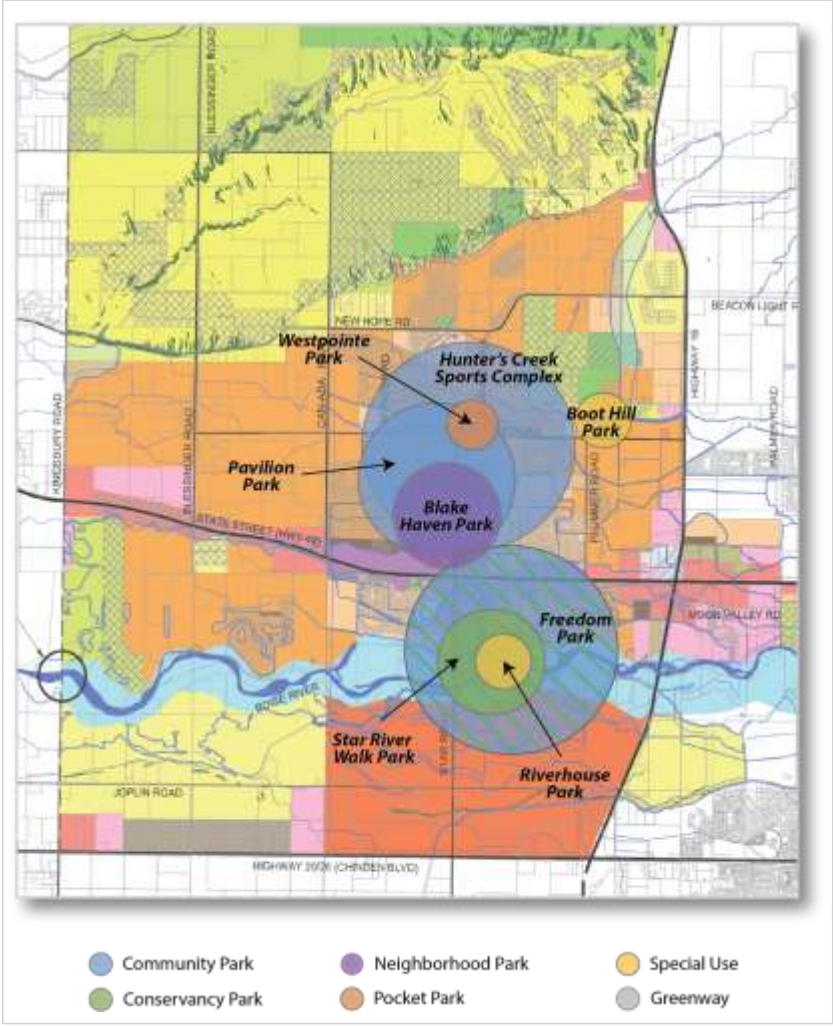
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City of Star Park Amenities

Park	Blake Haven Park	~~Blake Haven~~	~~Freedom Heron~~ River Park	Hunter's Creek ~~Park~~Sports	Pavilion Park	Riverhouse Park Walk Park	Star River ~~House~~Walk	Westpointe Park
Acres	3.664.0	68.10.0	67.570.	16.9812	8.507.7	6.029.9	50.64.8	2.40
Public Parking	•	•	• •	•	• •	•	• •	
Free Wi-fi	• •		•	•	• •	•		
Restrooms/Porta-Potty	•		•	•	• •	•	• •	
Water Fountain	•		•	•	• •	•		
Rental Space	•			•		•	•	
Gazebo	•							
Covered Shelter	•		• •	•	•			
Picnic Tables	•		•	•	• •	•	•	
Benches	•		• •	•	• •	•	• •	•
Barbecue	•							
Horseshoe Pit	•							
Frisbee Golf			• •					
Playground	•			• •	•			
Open Space/Playing Field	•	•	•	•	• •	•		•
Football Field				•				
Soccer Field		•		•				
Softball/Baseball Field				•				
Basketball Court					•			
Batting Cage				• •				
Bleachers				•				
Skateboarding				•				
Swimming			• •			•	•	
Concession Stand			•	•				
Walking Paths/Trails	•		• •	•	• •	•	• •	•
Fishing Access			• •			•	•	
Wildlife Viewing			• •			•	•	
River Access			• •			•	•	
Dog Use			• •		• •	•		•
Equestrian Use						•		
Bike Park/Trails							•	
Little Library	•			•				

• = Installed Amenity ~~• = Planned Amenity To Be Installed~~

~~The Current City of Star Parks map~~Figure 13.1 ~~below~~ illustrates the existing parks system and its area of impact. Parks are represented by scaled bubbles indicating their general location, with each bubble color-coded by park classification, such as neighborhood, community, or conservancy parks. This visualization helps identify the distribution of parks throughout the community and assists in evaluating future park needs and connectivity as growth occurs. ~~shows the location and park~~



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~~classification of parks currently serving the City of Star.~~

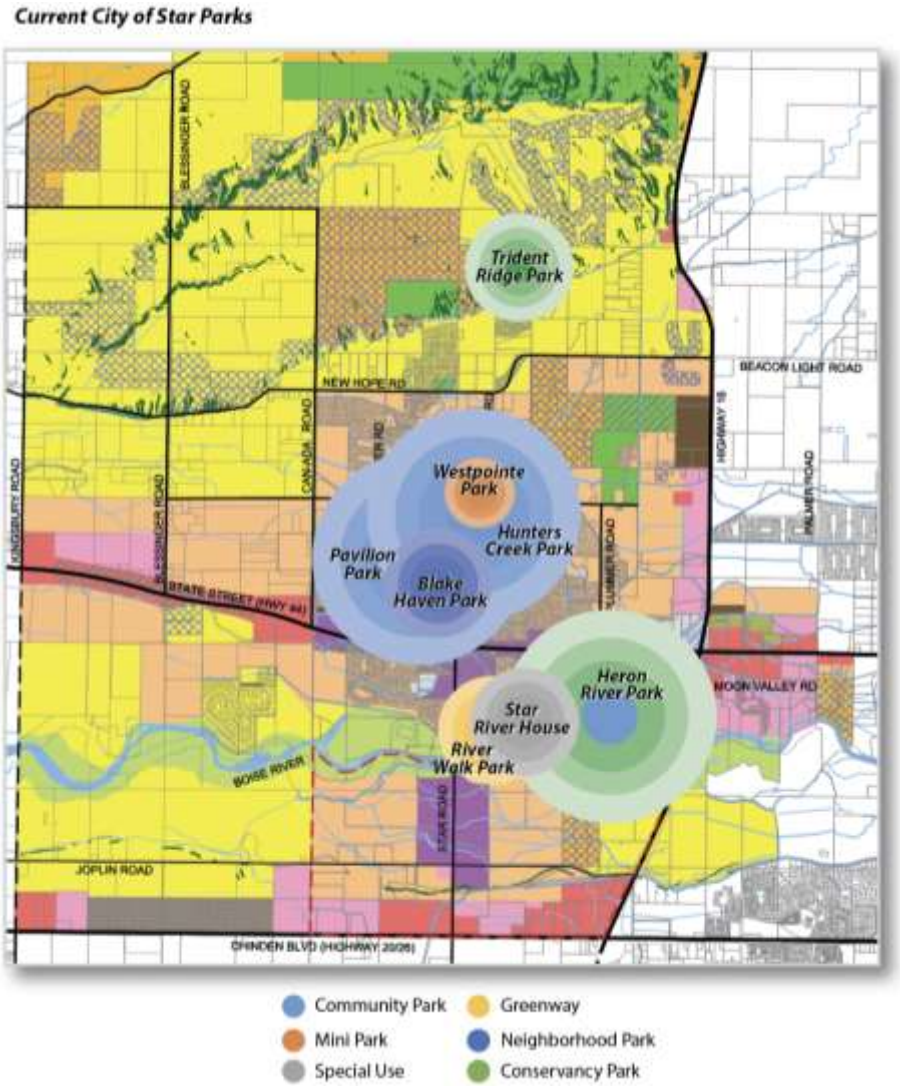


Figure 13.1 – Existing City Parks System

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In addition to outdoor park facilities, the City provides indoor recreational opportunities at the City of Star Recreation Center, Star Elementary School, and Star Middle School. These facilities expands the range of year-round programming and activities available to residents, supporting community health, wellness, and social engagement.

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B. Partner Agency Facilities

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In addition to the City of Star providing recreational areas, open space and conservancy areas, educational institutions, county, state, and federal agencies also provide these opportunities. 209 acres of parks, trails, and open space are available within the Star area through public and private organizations.

Existing Parks, Public Schools, Open Spaces & Conservation Lands (within the city planning area)

Agency	Acreage	% of Total
City of Star	~~162.03~~122.44	68~~77.26~~%
Public Schools	~~47.69~~57.53	32~~22.74~~%
Ada County	TBD	
Canyon County	TBD	
BLM Lands	TBD	
Idaho Department of Lands	TBD	
TOTAL	~~209.72~~179.97	100.00%

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~~Table 13.4.E~~

New residential developments are required to include 10% useable open space of the total gross acreage of the development. This open space is maintained by HOAs and primarily for private use within each subdivision. Open space owned by HOAs is not included in calculating city open space and should not be considered to reduce commitment of city park inventory.

13.2.34 Regional Parks

This section is a list of park facilities within a 25-mile radius. This information is not being shown to reduce the commitment of the City of Star, but to identify regional uses.

Eagle Island State Park

Eagle Island State Park is a ~~545 acre~~545-acre day-use park east of the City of Star. It features a popular swimming are, beach, a grassy picnic area, a waterslide, and more than five miles of equestrian trails. The State of Idaho has developed a Master Plan for the park. The full development of the Eagle Island State Park would provide the north side of Treasure Valley two recreational anchors (Lucky Peak and Eagle Island State Parks.) Plans are to connect these two parks by a 40-mile greenbelt with only a minor portion of land blocking the connection in the Eagle area.

Lucky Peak

Lucky Peak Reservoir ~~is located in~~is in the foothills of southwestern Idaho on the Boise River approximately ten miles southeast of the City of Boise. When full, the lake behind the dam is twelve miles long with 42 miles of shoreline and about 4,200 surface acres of public land. This family-oriented lake provides pleasant day-use outings with ample water fun. Recreational opportunities include swimming, fishing, boating, water skiing, or a relaxing picnic. Lucky Peak State Park, which includes the three units of Sandy Point, Discovery, and Spring Shores, provides for abundant day-use water play and leisure. A marina and other amenities are located at Spring Shores. Nearby Boise provides full amenities with many interesting features and cultural activities to enjoy. State Highway 21, which runs alongside Lucky Peak, is a scenic drive and includes historic towns and other sites along its route. Desert and forested federal public lands close by provide for a semi-primitive or primitive recreation experience. There are limited, overnight camping facilities along the lake.

Black Canyon Reservoir

Black Canyon Reservoir is formed by Black Canyon Diversion Dam, a part of the Boise Project. Managed by the Bureau of Reclamation, this 1,100-acre reservoir offers 12 miles of shoreline. Boating and fishing are the major recreational activities at the reservoir, which is located northeast of Emmett in southwest Idaho. This site offers restrooms, boat

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ramps, camping, parking, picnic tables, swimming, and accessible facilities for fishing.

13.2.~~45~~ Regional Recreational Sites

This section is a list of recreational facilities within a 25-mile radius. This information is not being shown to reduce the commitment of the City of Star, but to identify regional uses.

Firebird Raceway

Located in the foothills northeast of Star, Firebird Raceway offers a wide diversity of events spanning from early April through October. The race facility continues to be one of the busiest in the northwest with over four dozen individual dates and activities.

Boise National Forest

The Boise National Forest is located north and east of the City of Boise. It is about 2,612,000 acres in size, ranging in elevation from 2,600 to 9,800 feet. The major rivers that run through it include the Boise River, the Payette River, and the South and Middle Forks of the Salmon River. Portions of the Frank Church River of No Return Wilderness, the Sawtooth Wilderness, and Sawtooth National Recreation Area are within the forest.

Conifer forest covers most of the Boise National Forest. Tree species include Ponderosa Pine, Douglas fir, Engelmann Spruce, Lodgepole Pine, Grand Fir, Subalpine Fir, Western Larch, and Whitebark Pine. Shrubs and grasses grow in the non-forested areas. Wildflowers splash color in both forests and shrubland.

The forest contains large expanses of summer range for big game species like mule deer and Rocky Mountain elk. Trout are native to most streams and lakes.

Oceangoing salmon and steelhead inhabit tributaries of the Salmon River. Some of the recreational activities available are campgrounds, trails, hunting and fishing, water sports, and winter recreation (such as snowmobiling, cross-country skiing, and ice fishing), and Bogus Basin Ski Area.

Bogus Basin Ski Area

Bogus Basin is a ~~one hour~~one-hour drive from Star.~~—~~ It is open seven days a week offering year-round mountain recreation.~~—~~ It has 9~~2+~~ named ski runs, 3 high speed quads, 11 lifts, 2,600 acres of skiable terrain, 360 degree mountain access, and 37 km of groomed Nordic trails. Summer recreation includes mountain biking and hiking along with a variety of events and activities.



Lake Lowell

Lake Lowell, near the cities of Nampa and Caldwell, is the site of the 11,000-acre Deer Flat Wildlife Refuge. Lake Lowell is a great birding spot with over 200 recorded species. Spectacular concentrations of birds can be seen on the lake during peak migration periods. Shorebirds occur in large numbers in August when low water levels expose mudflats. Waterfowl occur in large numbers in fall and winter. The lake is closed to boating October 1st through April 14th. The Snake River Islands contain about 800 acres between 101 islands from the Canyon-Ada County line in Idaho to Farewell Bend in Oregon. The islands are closed to public access from February through May to protect

nesting habitat. Activities include boating, fishing, bird watching, canoeing, and family activities.

The ~~following~~ Regional Recreational Facilities table below is a list of park and recreation facilities within a 25-mile radius.~~—~~ This table is not being shown to reduce the commitment of the City of Star, but to identify regional uses.

Regional Recreation Facilities			
Facility/Park	**Location**	**Distance from the City of Star**	**Open to the Public**
Firebird Raceway	Gem County	7-miles	Yes, must pay admission
Eagle Island State Park	Ada County	3-miles	Yes, must pay state park fee
Lucky Peak State Park	Ada County	20-miles	Yes, must pay state park fee
Black Canyon Reservoir	Gem County	20-miles	Yes, depending on services
Boise National Forest	Ada County	25-miles	Yes, depending on services
Bogus Basin Ski Resort	Boise County	20-miles	Yes, cost to ski
Lake Lowell	Canyon County	15-miles	Yes

13.2.~~5~~6 Present and Future Needs

The level of service standards (LOS) for a park system can be measured in several ways. Population-based ratios of park ~~land~~ acres per ~~thousand~~ 1,000 ~~people~~ residents are among the most commonly used metrics; however, they provide only a limited evaluation of a park system. A comprehensive approach to LOS should also consider the distribution of parks and facilities, accessibility, the per capita value of the system, availability of programs for all populations, community demographics and the quality and maintenance of facilities.

Establishing LOS standards for parks, recreation, and open space helps a

community plan and budget for the demands of a growing and changing population. These standards can be developed using population ratios, participation models, or community-based approaches. At this time, the City of Star utilizes a population-based ratio methodology and does not yet incorporate participation or community-based LOS models.~~has been one of the most commonly used standards but presents a limited evaluation of a park system. A broader approach to level of service standards should also consider the distribution of land and facilities in the community as well as the per capita value of the system, the availability of programs for all populations, demographics of the users, and the quality of the facilities, including maintenance.~~

~~Determining a level of service standard for park, recreation, and open space land and facilities can help a community plan and budget for the demands of a growing and changing population. This level of service standard can generally be estimated using population ratios, participation models, or a community based approach to develop level of service standards. The City of Star currently does not have models based on participation or a community based approach to develop level of service standards, the model is based solely on population ratios at this time.~~

The National Recreation and Park Association (NRPA) suggests a minimum park system ~~of park lands consisting of~~standard of ~~five~~ 5 acres per 1,000 people. Based on 122.44 acres of developed parkland, the City could support approximately 24,488 residents under this standard. The City's current population of 25,660 slightly exceeds this benchmark; however, additional park properties owned by the City and planned for future development will contribute toward meeting LOS standards as improvements are completed. ~~The City of Star Parks table above shows 162.03 acres of city park land within the March 2019 city limit boundary which would support 32,460 people based on NRPA standards.~~ Strategic capital planning and phased development and phased development of these future park sites will be essential to maintaining and improving the City's level of service as the population continues to grow. ~~The 2020 Star population was 11,117 people and meets the NRPA standard; however, other considerations such as standards for specific park types should be considered when determining the appropriate level of service.~~

Currently the City provides approximately 4.77 acres of parkland per 1,000 residents, which is slightly below the NRPA standard. Looking

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ahead to 2040, the City anticipates a need for approximately 288 acres of parkland to maintain the NRPA LOS standard based on projected population growth.

Star Parkland Needs to Meet NRPA Standard		
	Current (2026)	**2040 Projection**
Population	25,660	45,677
Park Acres	122	288
LOS (acres/1000)	4.77	5.0 (Target)

The most widely used park land and facility ratios have been ~~formulated~~ developed by the NRPA ~~using standards that have been developed over time by~~based on practices from ~~major~~ park and recreation ~~departments~~ agencies across the country. ~~The NRPA published a comprehensive list of ratios in 1985 that have subsequently been updated. Currently, however~~While these ratios provide a useful benchmark, ~~the~~ NRPA recognizes the limitations of ~~this~~ population-based methodologies ~~ratio methodology~~ and recommends ~~a~~ that communities develop tailored, community-based ~~ratio~~ LOS standards ~~be developed to compensate for these limitations and to~~that reflect local conditions and priorities. The ~~the specific conditions and unique nature of each community. The~~ NRPA ratios ~~are~~ presented herein are for informational purposes ~~only~~ and should not be used as the sole determinant of park system standards ~~solely to determine the standards~~ for the City of Star.

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Active and Passive Recreation facilities generally recognized standards:

NRPA Park & Facility Standards	
Type of Park or Facility	**Acres**
Neighborhood Parks	2.0 acres/1,000 population
Mini-Park (Pocket)	0.25 to 0.5 /acre
Playground Site	2.75 acres/1,000 population
School-Park -Site	Variable – depends on function
Community Parks	3.5 acres/1,000 population
Regional Parks (Sports Complex)	15 acres/1,000 population
Linear Parks (Greenbelt)	1.3 acres/1,000 population
Outdoor Swimming	One Pool/25,000 population
Tennis – Outdoor Basketball – Other Court Sports	1.0 acres /1,000 population
Athletic Field	20 acres, 1/5,000-lighted accommodatelighted accommodate 200 people /acre
Basketball Courts	1 acre/5,000 population
Golfing	1-18 Hole Course (120 Acres) per 50,000 population
Football/Soccer Field	2 acres/1,000 population
Indoor Recreation Facility	1 acre/10,000 population
Natural Resource Area (Hiking, Camping or Nature Study)	10 acres/10,000 people
Park Trail:	To be determined
Connector Trail	To be determined
On-Street Bikeways	To be determined

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NRPA Park & Facility Standards	
Type of Park or Facility	**Acres**
Greenways	To be determined
All Terrain Bike Trail, Cross-Country Ski Trail, Equestrian Trails	To be determined
Play Areas (Elementary School Ages)	0.5 acres/1,000 population
Dog Parks	Minimum ~~3~~ 3 acres Desirable - 5 acres Maximum – over 5 aces
~~Skate Board~~Skateboard Park	Plan for- 50% of participates are skateboarders 30% of participates are in-line skaters 20% of participates are bicyclists There are no current national standards or guidelines for ~~Skate Board~~Skateboard Parks
Special Use	Variable – depends on function
Play Fields(Older Children and Young Adults)	1.5 acres/ 1,000 population
Baseball/ Softball Fields	1/3000 population
~~**Type of Park or Facility**~~	~~**Acres**~~
Passive Water Sports - Fishing/ Rowing/ Canoeing	1 Lake or Lagoon per 25,000 population
Picnicking	4 acres/ 1,0000

In addition to evaluating the overall park system level of service, the City has established standards for individual park classifications to better understand specific needs and guide future planning and investment.

The City of Star Community Park standard is 9 acres per 1,000 people.

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This standard has been determined by averaging the NRPA Community Park and Sport Complex standards. Currently the City has ~~33.3~~61.47 Community Park acres; however, ~~per the city~~based on the City-~~-~~defined standard, ~~100~~ 231 acres are needed to serve ~~11,117~~current population of 25,660 people. The City should ~~significantly~~ continue to expand this park ~~type~~ classification through strategic acquisition and development to meet the established ~~to meet the defined~~ Community Park standard over both short and long term.

The City of Star Neighborhood Park City standard is 2 acres per 1,000 people ~~which~~ consistent ~~is the same as~~with the NRPA standard. Currently, ~~there are only 4 acres~~ the City has 3.66 acres of Neighborhood Parks serving ~~the community~~a population of 25,660 ~~of 11,117~~. Based on this standard, approximately 51 acres are needed to meet current demand, resulting in a deficit of about 47 acres. The City should continue to prioritize the acquisition and development of Neighborhood Parks to



meet this standard and provide accessible recreational opportunities throughout the community. ~~An additional 18 acres are needed to meet the current Neighborhood Park standard.~~

The City of Star Conservancy Park standard is 1 acre per 1,000 people. Currently, the City has 34.86 acres of Conservancy Parks serving a population of 25,660. Based on this standard, approximately 26 acres are needed to meet current demand; however, the existing inventory provides approximately 1.36 acres per 1,000 people, exceeding the established standard. As a result, the City should carefully consider future acquisition of Conservancy Parks and prioritize resources toward park classifications that are currently underserved. ~~largest amount of~~

~~park acreage falls in the Conservancy Park classification. Conservancy Parks typically remain in a natural state and have limited recreational opportunities. 9.95 acres currently serve 1,000 people, while the standard is only 1 acre per 1,000 people. Due to the abundant inventory of Conservancy Parks, strategic consideration should occur before acquiring additional land of this type.~~

The City of Star Mini-Park standard is 0.25 acres per 1,000 people. Currently, the City has 2.4 acres of Mini-Parks serving a population of 25,660. Based on this standard, approximately 6.4 acres are needed to meet the current demand, resulting in a deficit of 4.0 acres. The City should continue to prioritize the development of Mini-Parks to address localized recreational needs and provide small-scale amenities within residential neighborhoods. Opportunities for implementation include incorporation into new subdivision design, as well as strategic placement within infill development areas to improve access to neighborhood-scale open space.

Table 13.6.1 ~~lists~~ summarizes each park ~~type~~ classification and ~~the~~ identifies the additional acres needed to meet the City of Star park standards based on the ~~2020~~ current ~~census~~ population ~~number~~ and ~~the~~ projected 2040 population.

202~~1~~5 ~~0~~ Population: 25,660

2040 Population Projection: 45,677

Park Type	~~STANDARD~~ LOS Acres/1000 ~~STANDARD~~	~~Total Current~~Existing Acres	~~Current~~ Existing LOS Acres/1000	~~Additional~~ Acres ~~Needed Currently To Meet LOS Standard~~Needed (2026)	~~Additional~~ Acres ~~Needed in 2040 To Meet LOS Standard~~Needed (2040)
Mini-Park (Pocket)	0.25	2.4	~~0~~0.22	~~0.38~~4	~~9~~11

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Neighborhood Park	2	~~4.01~~3.66	0~~0.36~~.36	~~18~~47	~~87~~91
Community Park	9	~~33.73~~61.47	~~3.03~~2.40	~~66~~170	~~377~~411
Conservancy Park	1	34.86~~110.6~~	~~9.95~~1.40	~~-99~~9 surplus	11~~-65~~
Greenway	-	~~-6.02~~	~~-0.54~~	-	-
Special Use	-	~~5.27~~20.05	~~0.47~~0.81	-	-
TOTAL Acres		~~162.03~~122.44 (Existing)		~~-14.56~~212 (2026)	~~409~~524 (2040)

Table 13.6.1

Overall, the City's park system analysis indicates a need to prioritize the expansion of Community Parks, Neighborhood Parks, and Mini-Parks to meet established level of service standards and address current deficits. While Conservancy Parks exceed the City's standard, this surplus provides an opportunity to balance future investments toward more active and neighborhood serving park types. As the City continues to grow, a coordinated approach to park land acquisition, development, and funding will be essential to ensure a well-balanced, accessible, and sustainable parks system that meets the needs of the residents.~~Table 13.6.2~~

~~As discussed above, NRPA recommends the entire park system meet a standard LOS of 5 acres per 1,000 people. The City of Star far exceeds the park system NRPA standard currently at 14.57 acres per 1000 people and plans to meet the LOS standard in 2040 at 12.50 acres per 1000 people.~~

Future pathway development will play an important role in meeting the City's parks and recreation needs by improving connectivity and access throughout the community. The City will utilize the adopted Star Pathway Master Plan to guide the expansion of the pathway system, ensuring that new connections are coordinated with park development, residential growth, and key destinations. Continued implementation of the Pathway Master Plan will support a more integrated and accessible parks and open space network as the City grows.

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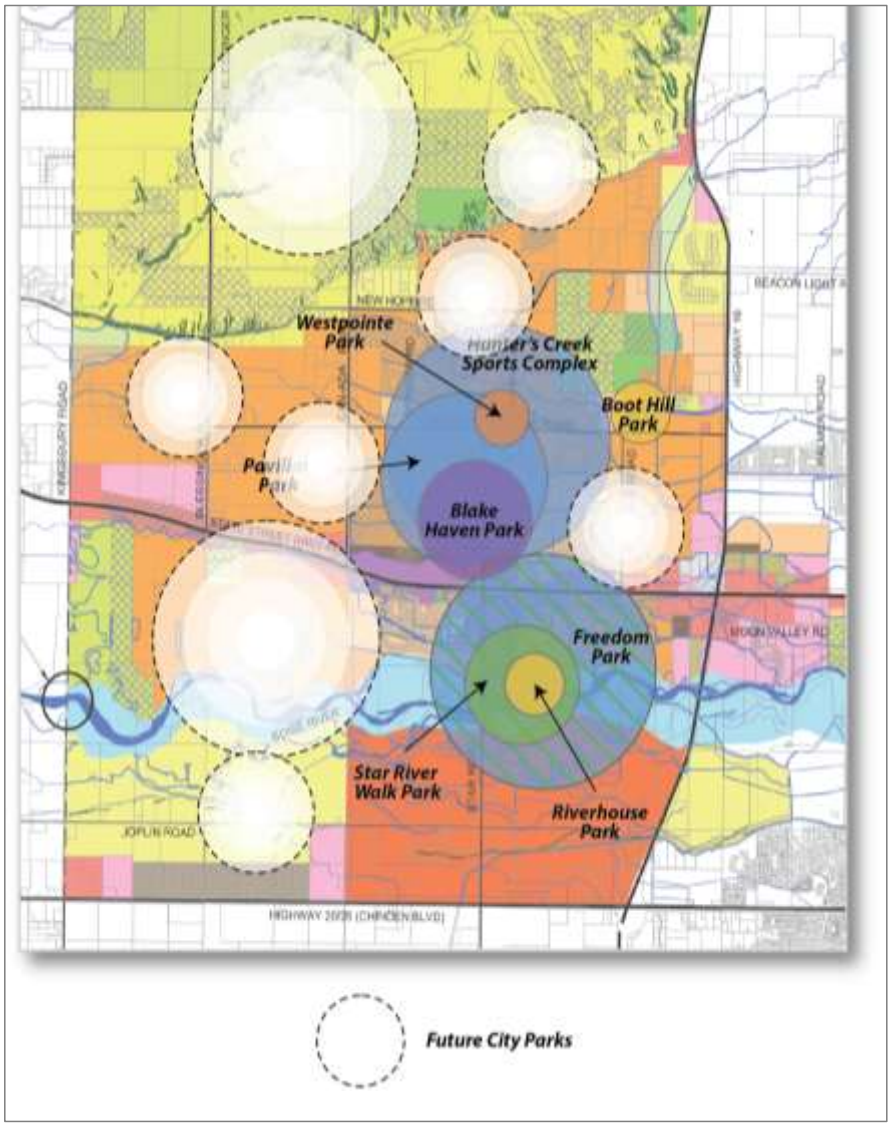
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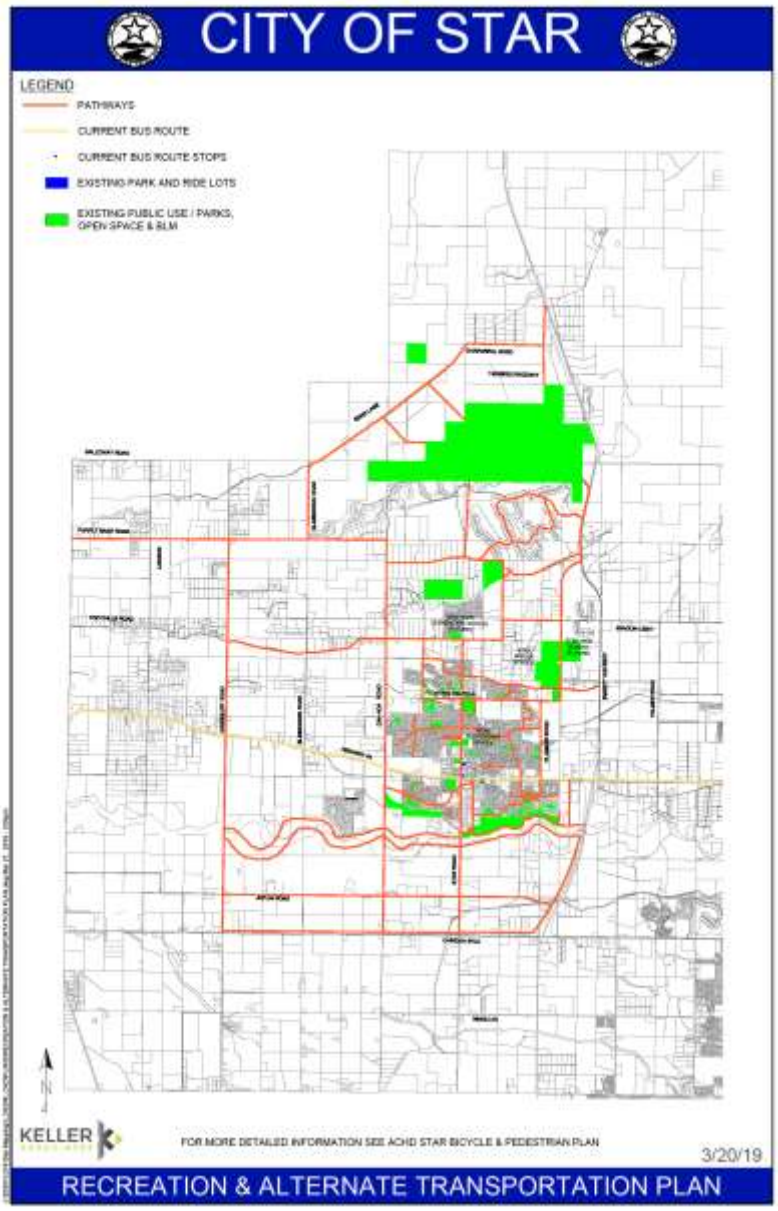
Figure 13.2 depicts the future park system, integrating planned park sites with the existing park network to guide land acquisition, development priorities, and long-term system connectivity as the City continues to grow.

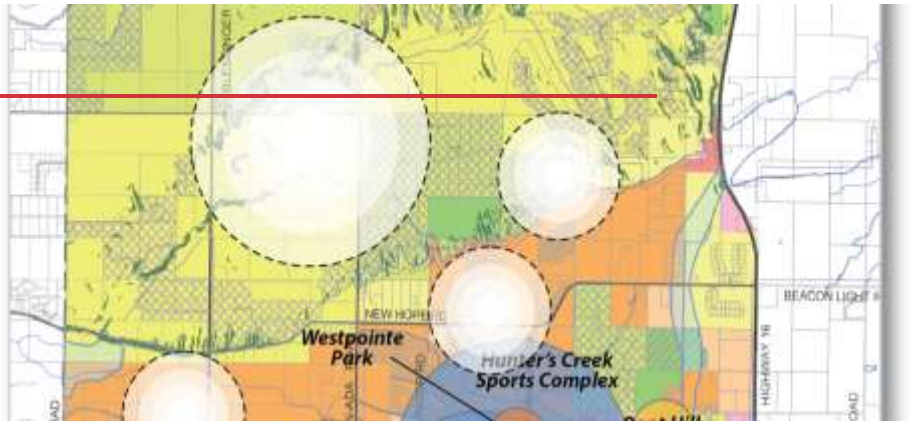
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~~NRPA Park System LOS~~ ~~Current Star Park System LOS~~ ~~2040 Park System LOS~~

	~~5~~	~~14.57~~	~~12.50~~





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Figure 13.2 – Future Park System

13.3 Goal:

The City of Star will strategically plan, develop, and manage a diverse parks and recreation system that meets the needs of current and future residents while enhancing community health, quality of life, and environmental stewardship.



~~and proactively manage and develop its park system to meet the current and future population needs. Attention and effort shall be focused on acquiring, enhancing, and protecting a diverse recreational area for the enjoyment and enrichment by all citizens of Star.~~

13.4 Objectives:

A. ~~Encourage the development of the city~~Provide parks and recreational ~~areas~~ opportunities that serve residents of all ages and abilities. ~~for the enjoyment of all residents.~~

B. ~~Provide~~ Ensure equitable and accessible recreational opportunities, including for ~~the disabled and other segments of the community with~~individuals with disabilities and special needs.

C. ~~Involve~~ Support community involvement, including volunteers and ~~other~~ partner organizations~~support groups~~ in ~~coordinating and implementing~~ recreational programming.

D. Provide a range of ~~Create ample areas and facilities for our citizens' diverse~~ indoor and outdoor recreational ~~interests~~facilities to meet diverse community needs.

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E. ~~Encourage the development~~Develop recreational programs and facilities that respond to changing community demographics and interests. ~~of parks and recreational programs which meet the different community needs.~~

F. Preserve and protect open space, trees, natural vegetation, wetlands, water resources, and scenic view wherever practical.

G. Enhance connectivity between parks, neighborhoods, and community destinations though an integrated pathway system.

~~E.~~H. Support long-term planning and funding strategies to ensure the timely acquisition and development of parks and recreational facilities.

~~F. Encourage the preservation of existing trees and natural vegetation wherever practical.~~

~~Preserve and protect open space, unique natural areas, wetlands, water and woodland resources, and scenic views.~~

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13.5 Implementation Policies:

A. ~~Strategically plan and develop a community recreation, which could be accommodated in the Riverfront Center~~Plan for and develop community recreation facilities, including potential opportunities within the Riverfront Center.

B. Develop and create recreational programs which meet the needs of different interests and age groups.

C. Develop a Parks and Recreation Master Plan, ~~and~~ ~~include~~ coordinate park planning with ~~expected parks within~~ the South of the River Subarea Plan.

D. Acquire and develop a system of recreational areas including parks, pathways, trailways, greenbelts, open spaces, playgrounds and other recreational areas and programs to meet adopted level of service standards and improve system connectivity.

E. All facilities shall comply with the Americans with Disabilities Act (ADA) and/or have an accessible route.

F. Develop a greenbelt along the Boise river ~~and connect to the Greenbelt~~with connections from Eagle Island State Park~~,~~ through the Riverfront Center~~,~~ to ~~a future~~the City of Middleton ~~connection~~.

G. Design parks that provide adequate green spaces and consider conservation of water in the design.

H. Develop a tree ordinance.

I. Encourage coordination between the City and partner agencies for the best utilization of recreation facilities.

J. Establish a community forestry plan in accordance with the recreation open spaces component of this plan.

K. Ensure s~~S~~trategically located neighborhood ~~interconnecting~~ pathways ~~should be~~are publicly accessible to enhance connectivity between parks and residential areas.~~open to the public.~~

L. Incorporate a natural trail system along the south side of the Boise River that incorporates a mix of surface types (i.e. paved, boardwalks, and soft-surface systems that allow for a range of recreational use.

M. Incorporate a wayfinding and interpretation system along the ~~south side of the~~ Boise River to educate on wildlife, wildlife habitat, Boise River hydrology, and cultural history of the area.

N. Work with Pioneer, Nampa-Meridian, and Settlers Irrigation Districts to ~~coordinate~~ develop a regional pathway system along the Phyllis Canal.

O. Work with the Eureka Water Co. and property owners to coordinate a secondary pathway system throughout the South of the River Subarea.

P. Encourage subdivision design that integrates private open space with the City's pathway and park system to improve connectivity and access where appropriate.

Q. Utilize the adopted 2026 Capital Improvement Plan (CIP) to prioritize, fund, and phase the acquisition and development of parks, pathways, and recreational facilities to meet adopted level of service standards.

R. Regularly update the CIP to reflect changing population needs, growth patterns, and priorities identified in the parks and recreation system.

S. Implement the adopted Star Pathway Master Plan to expand and connect the pathway network, supporting access to parks, neighborhoods, schools, and activity centers.

T. Ensure equitable distribution of parks and recreational facilities throughout the City to provide convenient access for all residents.

U. Promote development of parks within walkable service areas of residential neighborhoods, where feasible.

V. Regularly evaluate park level of service, acreage, and facility needs to ensure alignment with population growth and community priorities.

W. Coordinate with local school districts to maximize shared use of recreational and open space facilities where appropriate.

~~O.~~ Ensure long-term maintenance and lifecycle planning for park facilities to preserve quality, safety, and usability.

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Chapter 14 - Special Areas or Sites

14.1 Idaho Code Regarding the Special Areas or Sites Component

Requires an analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

14.2 Background and Analysis

Cultural and historic sites identifies unique areas or sites for identification, conservation and/or protection. The Comprehensive Plan proposes to sustain those elements of the city's heritage and culture, which contribute to the appeal of the city by both residents and visitors. A major task in preserving historic and cultural sites lies in identifying such sites.

Star has a number of buildings that may have some historic value. Three studies have been conducted to identify historic structures. A Star Historic District Feasibility Study was completed by Planmakers in 1991. The Star Historic District Reconnaissance Study was completed by Kate O'Brien Reed in August 1992. This study identifies structures in three categories; 1) Listed Properties; 2) Eligible Properties and; 3) Properties Eligible as part of a District.



Historic Structures in Star		
Listed Properties		
159	7575 Moon Valley Road	Queen Anne
Eligible Properties		
8	11223 State Street	National I House
144	2420 N. Munger Road	National
163	10174 State Street	Queen Anne type



Properties Eligible as Part of a District		
9	11287 State Street	National pyramidal
28	3251 Linder Rd.	National hall and parlor
53	147 Main Street	Prairie pyramidal
56	Main and 1st Street	National
61	174 Knox Street	National
62	84 Knox Street	Craftsman massed plan
63	83 Knox Street	Craftsman bungalow
87	11139 Frost Street	National gable front and wing
88	767 Star Rd.	Prairie four square
89	1050 Star Rd.	National side gable
128	7825 Star Rd.	National massed plan
129	7830 Star Rd.	Craftsman elements, side gable
142	Can-Ada Rd.	Hip on gable barn
147	3133 N. Wing Rd.	National gable front and wing
148	2963 Pollard Lane	National pyramidal
158	Rte. 1, Moon Valley Rd.	National
160	State Street	National Hip
165	10600 State Street	National side gable
167	10717 State Street	National T-plan
171	State Street	Queen Anne
238	South of Star	Canyon Canal Headworks
S2	10415 State Street	Front gable barn
S3	10769 State Street	Queen Anne type
S7	11103 1st Street	Craftsman
S12	11321 1st Street	National hall and parlor
S18	11152 State Street	Commercial
S19	11124 State Street	Craftsman
S27	211 Union Street	National T-plan

Source: Kate O'Brien Reed, Star Historic District Reconnaissance Study, August 1992

The second study was conducted by the Ada County Historic Preservation Council. This study identifies properties as: 1) Eligible; 2) Contributing; and 3) Listed. There are no historic maps to identify the location of historic structures in the City of Star. Some structures are mentioned in both reports, while many are listed in only one source. Looking at the physical structure, it seems some may be historic in nature and these buildings would enhance the historic integrity of the city and help make Star unique, but these structures should be officially designated as historic. These structures once identified would maintain a sense of historic continuity and link the community to the past. Unless historically significant buildings that lend to the character of the City of Star are protected, they may be subject to insensitive restoration or demolition.



Historic Preservation Council Sites in Star				
Site #	**Address**	**City**	**Status**	**Parcel**
002	83 North Knox Street	Star	Eligible	R7073754310
008	North Main Street	Star	Contributing	R7073754785
014	North River Street	Star	Contributing	S0408336050
016	767 Star Road	Star	Contributing	R5481120650
019	11049 Front Street	Star	Eligible	R2941702235



025	11396 First Street	Star	Eligible	R8108000230
025	11396 First Street	Star	Eligible	R8108000230
029	11627 West State Street (Highway 44)	Star	Contributing	S0418121030
033	11070 West State Street (Highway 44)	Star	Contributing	R5579243490
035	2055 West State Street (Highway 44)	Star ACI	Eligible	S0418131204
036	12080 West State Street (Highway 44)	Star ACI	Eligible	S0407347000
037	2204 Munger Road	Star ACI	Contributing	S0406427800
038	2205 Munger Road	Star ACI	Contributing	S0406314810
039	2420 Munger Road	Star ACI	Eligible	S0406131500
040	2800 N Wing Road	Star ACI	Eligible	R8108100100
041	3133 N Wing Road	Star ACI	Contributing	S0405212400
043	2963 Pollard Road	Star ACI	Contributing	S0404223000
045	1050 North Star Road	Star ACI	Contributing	S0408233650
045	1050 North Star Road	Star ACI	Contributing	S0408233650
046	10643 West State Street (Highway 44)	Star ACI	Contributing	S0417212700
048	10600 West State Street (Highway 44)	Star ACI	Contributing	S0408347001
050	10287 West State Street (Highway 44)	Star ACI	Eligible	S0417120700
051	10174 West State Street (Highway 44)	Star ACI	Contributing	S0408438760
061	10717 West State Street (Highway 44)	Star	Eligible	S0417212550
063	7575 Moon Valley Road)	Star ACI	Listed	R5506000100



Additional historic architectural structures have been identified in the Historic Star Walking Tour, published by the Ada County Historic Preservation Council in 2001 and updated in 2005 for the Star Mule Days (now known as Hometown Celebration).

The first inhabitants of the Star area were Native Americans. The Bannock and Nez Perce tribes populated the land. Their way of life helped preserve much of the native beauty and wildlife still enjoyed today. White settlers, in search of new homes, made their way west on the Oregon Trail, which wound its way through the area. Early settlers inhabited the land surrounding the Boise River. The area is still home to many families of the early settlers.

The Star area possesses four non-residential sites deemed of historical significance in historical surveys. An interurban railway depot, a roadhouse/tavern, a grange hall, and a church offer elements worthy of historical preservation. These areas could easily become interpretive learning centers, community gathering places, parks, or other valuable assets to the community, while serving as a reminder of our history.

In addition, the predominantly residential and agricultural history of Star has resulted in several residential structures and outbuildings, which exemplify the Folk and Nation design of the late 19th or early 20th century. Many structures, which exhibit the working class roots of Star, such as the Gable, the Four Square, and the Craftsman styles, are candidates for historic preservation. In addition a small number of homes, which display the High Style, turn of the 20th century, architecture, warrant preservation consideration. A 1998 historical survey identified 64 residential structures that could contribute to a National Register of Historic Places in the Star area; 17 of these sites were eligible for listing on the National Register.

14.2.1 Archeological

In addition to the historical sites identified above, a religious revival meeting area known as the Quaker Revival Grounds are found in the Star area. The grounds exist in a park-like area. Remnants of the grounds indicate the area has potential archeological significance. Additional documentation and investigation may be required to ascertain the level of significance provided by this area.

14.2.2 Cultural Sites

Oregon Trail



One of the later branches of the Oregon Trail that crossed the river near Boise passed through what now is Star just south of present day Highway 44. Ezra Meeker, who spent his last years marking the course of the old Oregon Trail, visited Star on May 5, 1906. Portions of this early Oregon Trail corridor became the Old Valley Road connecting Boise to Caldwell. In the spring, travelers had to take the alternate foothills road to keep from getting stuck in the mud bogs.

Starting in the 1860's, the stage from Boise City followed the Old Valley Road and arrived at Gray's Station east of Star, near the old Balm Mill, on what is now Moon Valley Road. Here the stage left the Valley Road and proceeded northwest through the sage brush to the willow creek stage Station, northwest of Star. The route continued on to the Payette Valley and eventually to Umatilla, Oregon and the Columbia River. Stage routes served the area through the 1880's when the lines with their big six horse coaches were abandoned with the coming of the railroad through the valley. This brought a decline to the area as the branch rail line came from Nampa to Boise bypassing star. Nevertheless, Star grew and boomed with the arrival of the Interurban in 1907.

In 1890, A. Fouch and his brother built the Star ferry south of Star at the Boise River. The crossing was located west of the present Star bridge. In 1904, the ferry was replaced by the Star bridge. In 1929, the state paved Valley Road and it was again expanded in 1964 with Highway 44 connecting to I-84 west of Middleton.





Boise & Interurban Railway

Rapid growth of Star came with the confidence of the Boise Interurban Railway. In 1907, W.E. Pierce completed the electric railroad which ran from Boise to Caldwell, via Eagle, Star, and Middleton, and back through Nampa and Meridian. The fare was 65 cents. The interurban also brought electricity to Star.

The Idaho Daily Statesman reported in 1907 that as a result of the completion of the Boise and Interurban line through Star, "this town has taken a wonderful activity and citizens here have awakened to the fact that Star is very liable to become a very important point before long. There's been a great deal of building of late and the population of the town has easily doubled since it was definitely known that the electric line would be built through here."

Completion of the Boise Interurban created radical growth with W.E. Pierce and Co. platting two new areas of land to the east of the original town site. These areas included Interurban Addition and the Pierce Addition. Lot sales, as reported in the Idaho Daily Statesman at that time, were brisk.

The handsome Star Interurban Depot with a freight office and passenger waiting room was built at Valley and Knox streets in 1907. The building was designed by Boise architects, Tourtellotte and Hummel. Nearby was the transformer house. At the time, the stage connected to Emmett. With the introduction of automobiles into the Treasure Valley, the Interurban was used less and less, eventually going out of business in 1928. The loss of this link to the valley meant a decline in activity for Star. The depot was moved to the east side of town in the 1950's.

14.3 Goal:

Recognize, conserve, and promote historic and cultural resources and to perpetuate their value and benefit to the community.

14.4 Objectives:



A. Promote heritage awareness.

B. Encourage and support plans and programs to conserve historic and cultural resources.

C. Make a continuous effort to identify special areas, which enhance the historical, archeological, ecological, wildlife, and scenic significance of the City of Star.

D. Cooperate with agencies and individuals whose efforts preserve or restore identified special areas.

E. Prevent adverse impact on special areas as a result to future use of the area, including review of proposed development projects to determine impacts, if any, on any unique or special areas. Encourage assistance in developing processes to avoid or minimize negative impacts to the sites.

F. Develop plans to participate in Boise River preservation activities.

14.5 Implementation Policies:

A. Encourage the development of existing, non-residential sites, identified as historic, into parks, museums, or other appropriate public uses.

B. Discourage development or use of non-residential historical sites, which would destroy the unique aspects of the site.

C. Encourage the maintenance and restoration of existing residential structures to provide for national historical registry including information regarding assistance in obtaining registry for identified historical residences.

D. Encourage activities and events which preserve the heritage and historical significance of the Star area.

E. Encourage awareness of the unique historic features of the area through public exhibitions and celebrations.

F. Encourage the conservation and efficient management of all special areas and sites.

G. Encourage and support the establishment of special zoning classifications or overlays as a means to help manage and preserve the qualities, resources and assets of special areas.

H. Determine which historic properties report should be used to determine the historic structures in the City of Star.

I. Determine which structures should be identified as Listed Properties, Eligible Properties, and Properties Eligible as part of a Historic District or designation.

J. Explore cooperative efforts to include incentives for development to preserve the historical or cultural sites in the area.

K. Support participation with the Ada County Historic Preservation Council, Idaho State Historical Certified Local Government Program for preservation of historic sites, structures, and places.





Chapter 15 - **Housing**

15.1 Idaho Code Regarding the Housing Component

Requires an analysis of housing conditions and needs, plans for improvement of housing standards, and plans for the provision of safe, sanitary, and adequate housing, including the provision for low cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

15.2 Background and Analysis

A significant percentage of the City of Star housing stock is owner occupied. Furthermore, the median home value is $229,900 compared to $219,900 in Ada County, $144,000 in Canyon County, and $193,500 in the U.S. on average. Average rents in the city are $1,396 (per rentcafe.com).

There is limited vacancy rate for Star. Ada County has a 2.9% total rental housing vacancy rate as of 2017, whereas the ideal rate for healthy market conditions is 5%. The limited vacancy rate in Star suggests a demand for rental-type housing products. If demand is not met, rental prices for housing will steadily increase. The combination of high home and rental prices with low vacancies will make it difficult for employees in local businesses to live and work in the city. The issue of housing affordability will remain problematic unless addressed through a broadening of housing options within the city.

~~Housing Tenure, Value and Vacancy~~				
	~~Star City~~	~~Ada County~~	~~Canyon County~~	~~USA~~
~~Renter Occupied~~	~~19.2%~~	~~31.7%~~	~~32.4%~~	~~36.2%~~
~~Owner Occupied~~	~~80.8%~~	~~68.3%~~	~~67.6%~~	~~63.8%~~
~~Median Sales Price*~~	~~$376,615~~	~~$334,442~~	~~$234,095~~	~~$193,500~~
~~Overall Percent Vacant~~	~~2.9%~~	~~4.6%~~	~~5.4%~~	~~12.2%~~



Housing Tenure, Value and Vacancy				
	Star City	Ada County	Canyon County	USA
Renter Occupied	18.8%	28.6%	24.9%	35.0%
Owner Occupied	81.2%	71.4%	75.1%	65.0%
Median Sales Price*	$545,000	$522,000	$415,000	$398,400
Overall Percent Vacant	3.8%	4.1%	3.2%	10.4%

*Source: US Census ~~2017~~ 2023 American Community Survey, & *Boise Regional Realtors Feb 2019 Housing and Economic Report*

~~Average Rents & Vacancy in Ada & Canyon Counties~~			
		~~Ada County~~	~~Canyon County~~
Vacancy		~~2.29%~~	~~1.36%~~
Average Rent		~~$1,343~~	~~$948~~
Multi-Family		~~$959~~	~~$828~~
	~~1 bedroom~~	~~$738~~	~~$668~~
	~~2 bedroom~~	~~$1,037~~	~~$780~~
	~~3 bedroom~~	~~$1,103~~	~~$1,035~~
Single Family		~~$1,409~~	~~$1,068~~
	~~2 bedroom~~	~~$1,068~~	~~$600~~
	~~3 bedroom~~	~~$1,388~~	~~$1,192~~
	~~4 bedroom~~	~~$1,772~~	~~$1,413~~
	~~5 bedroom~~	~~$2,298~~	

Average Rents & Vacancy in Ada & Canyon Counties			
		Ada County	Canyon County
Vacancy		2.73%	7.63%
Average Rent		$1,900	$1,571
Mulit- Family		$1,531	$1,220
	1 bedroom	$1,257	$900
	2 bedroom	$1,516	$1,179
	3 bedroom	$1,819	$1,580
Single Family		$2,269	$1,923
	2 bedroom	$1,774	$1,600
	3 bedroom	$2,345	$1,923
	4 bedroom	$2,690	$2,247

Source: SW Idaho NARPM Report, 4th Qtr. ~~2018~~ 2024



Home ownership encourages personal pride and a bond with the local community. The provision of housing is closely related to the local economy. The lack of diverse housing can lead to diminished opportunity in life that would be unacceptable to the community.

The following table provides a view of housing building permits from 2005-~~2019~~ 2025:

~~BUILDING PERMIT COUNTS BY CITY CALENDAR October to September~~	
~~2005-2006~~	~~390~~
~~2006-2007~~	~~124~~
~~2007-2008~~	~~29~~
~~2008-2009~~	~~24~~
~~2009-2010~~	~~52~~
~~2010-2011~~	~~37~~
~~2011-2012~~	~~124~~
~~2012-2013~~	~~228~~
~~2013-2014~~	~~204~~
~~2014-2015~~	~~198~~
~~2015-2016~~	~~208~~
~~2016-2017~~	~~309~~
~~2017-2018~~	~~265~~
~~2018-2019~~	~~296~~
~~2019-2020~~	~~507~~

Building Permit Counts By City Calendar October to September	
2005-2006	390
2006-2007	124
2007-2008	29
2008-2009	24
2009-2010	52
2010-2011	37
2011-2012	124
2012-2013	228
2013-2014	204
2014-2015	198

2015-2016	208
2016-2017	309
2017-2018	265
2018-2019	296
2019-2020	507
2020-2021	716
2021-2022	654
2022-2023	745
2023-2024	1092
2024-2025	994

The City of Star's planned Land Use Component of the Comprehensive Plan land use pattern will include diverse residential options. All housing units will be developed through the city ordinances and subdivision process. The city's ordinances are designed, adopted, and updated to insure public safety and maintain the current livability of the City of Star. The ordinances should also allow flexibility for creative solutions. Code enforcement is an essential tool in establishing specific community standards. Adopted Ordinances will ensure ample provision of fire and police protection, as well as ease of installation and maintenance of utilities.



Subdivision regulations can be used to promote a community's land development pattern that encourages preservation of open space, discourages strip development along roadways, encourages an interconnected street network and support an efficient provision of public services.

Cities may require the location of park sites and school districts may request school sites. Subdivisions may be surrounded with general shopping and/or commercial centers.

Planned Unit Developments (PUD's) are a form of development that may include a mixture of housing types and non-residential uses in one unified site



design. PUD's may include provisions to encourage clustering of buildings, designation of common open space, and incorporation of a variety of building types and land uses.

PUD's can encourage development that is creative in site design and a mix of uses by incorporating flexibility into the zoning and subdivision ordinances, with regard to use, setbacks and minimum lot sizes. PUD's can help developers build projects that would otherwise fail to meet traditional zoning standards, while giving local governments valuable design oversight.

On housing, first, keep in mind that "affordable housing," as a concept, is frequently misunderstood, shrouded in many of the same misconceptions as other social policies aimed at helping low income and vulnerable populations, when it is really just a definition that sets a generally accepted limit on how much a household should spend on housing costs, including utilities, for it to be affordable. Essentially, housing expenses shouldn't be more than 30% of what you earn, leaving 70% of your income for food, clothing, transportation and other necessities. If you spend more than 30% of your income on housing expenses, you are considered "overburdened".

Why 30%? It's a standard that the government has been using since 1981: those who spend more than 30 percent of their income on housing have historically been said to be "cost burdened." Those who spend 50 percent or more are considered "severely cost burdened." However, those rules have changed slightly, and you will find several different scenarios out there:

Affordable housing is not a "type" of housing.

AFFORDABLE HOUSING: Affordable housing (either renting or home-ownership) is defined as the amount an average household can afford, based on 30% of their total income. In the United States, the term affordable housing is used to describe housing, rental or owner-occupied, that is affordable no matter what one's income is.

WORKFORCE HOUSING: Workforce housing refers to housing that is affordable to working households that do not qualify for publicly subsidized housing, yet cannot afford current market rate housing in their community.



SUBSIDIZED HOUSING: Government sponsored housing which provides economic assistance through subsidies. Subsidies include direct housing subsidies, non-profit housing, public housing, rent supplements, and some forms of cooperative and private sector housing. Types of subsidized housing include Section 8 voucher programs and public housing. All subsidized housing is based on verification of low income.

The data provides shows that 29% of the City of Star residents that own a home pay 30% or more of their income for housing, while over 30% of City of Star households pay more than 30% for rental housing units.

One way to provide for diversity and affordability in housing is to engage in regional planning and cooperative agreements. In order to serve the local population, it is important to look at housing needs, especially those residents of low to moderate income, on a broad scale to ensure that a wide array of housing options are available throughout a municipality. Planning is a way to address the potential costs to localities of providing affordable housing and to work toward equitable distribution of the costs of providing necessary services to the residents of a community.

Manufactured housing can be one source for affordable housing in a community. During a development public hearing, some testified that they would not have any concerns regarding the proposed development if the subject development would only have "stick built" housing, in other words: no manufactured housing units.

Idaho Code 67-6502 states the purpose of the Local Planning Act. It states the purpose of this act "shall be to promote the health, safety, and general welfare of the people of the State of Idaho as follows:

(a) To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks."

Idaho Code 67-6509B states that a city or a county shall not adopt or enforce zoning, community development, or subdivision ordinance provisions which disallow the plans and specifications of a manufactured housing community solely because the housing within the community will be manufactured housing. Applications for development of manufactured home communities



shall be treated the same as those for site-built homes. "Manufactured housing community" means any site, lot or tract of land upon which ten (10) or more manufactured homes may be sited. The manufactured housing community may feature either fee simple land sales or land leased or rented by the homeowner.

The city considers manufactured homes that meet certain construction and siting criteria as allowed by the state, to be the same as a single stick built family home and allowed in all areas where single-family housing is allowed. There is one established manufactured home park with 19 homes within the city. Morning Star Mobile Manor has individually owned units. In addition, there are a few single mobile homes scattered throughout the community, mostly within the city core.

In recent years, new design techniques and tools have been developed to address the issue of adding density to neighborhoods composed of single family homes. These techniques strive to maintain the character of a neighborhood while using land efficiently and keeping housing affordable. Communities can enact laws that promote these new housing forms. For instance, owners of existing houses can be encouraged to add a second living space, but only permit a single front entrance to help maintain the appearance of a single family dwelling.

Another strategy for increasing density is to allow accessory apartments, or "granny flats," which can be either attached or detached from the primary residential unit on a single-family plot. Not only does this technique increase housing options, but it potentially makes it more affordable for homeowners to live there, as rental income can serve as a source of supplementary income. The city is to incorporate 67-6508 (l) guidance into land use decisions.

15.3 Goals

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

15.4 Objectives



A. Provide opportunity for a wide diversity of housing types that offer a choice between ownership and rental dwelling units and encourage the development of housing for all income groups.

B. Housing should be affordable and appealing to all residents, regardless of their income or whether they rent or own their homes.

C. Housing will be in compliance with local building codes.

D. Encourage and maintain pride of homeownership

E. Preserve existing housing stock

F. Preserve/maintain existing rural housing/development in the increasing urban environment.

G. Support diversity of housing types to enable citizens from a wide range of economic levels and age groups live in housing of their choice.

H. Enhance the quality of communities by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction and promote public safety.

I. Encourage the development of housing for all income groups.

15.5 Implementation Policies

A. Provide housing for seniors either in existing neighborhoods and/or senior housing projects.

B. Support the development of multi-family housing as a transition between single-family housing and adjacent commercial and limited office districts.

C. Support the development of high-density housing for all income groups that's close to transportation, employment, shopping and recreation areas.



D. Create an environment for housing and its growth that allows for adequate and acceptable shelter to all segments of the population without regard or prejudice to age, handicap, familial status, race, color, religion, sex, national origin, or income level.

E. Encourage infill housing development to reduce urban sprawl.

F. Encourage the development of a wider variety of housing types.

G. Adopt rehabilitation building codes to regulate the renovation of existing structures.

H. Support the development of mixed-use and high-density housing within and adjacent to the Riverfront Center and in support of commercial development in the Center.



Chapter 16 - **Community Design**

16.1 Idaho Code Regarding the Community Design Component

Requires an analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

16.2 Background and Analysis

Community design is used to describe the image and character of a city's natural and built environment. There are two distinct perspectives to the character of community design. Community design encompasses all of the physical elements that make up the city and its natural settings. On this scale community design deals with the visual qualities of the city as a whole, as well as its relationship to the surrounding countryside. Building design, such as height of structures and the type of exterior materials, public and private spaces, such as greenbelts, open spaces, trails and pathways, landscaping such as type and locations of landscaping and the control of noxious weeds, public access, location of sidewalks, and protecting historic structures and public art are some of the issues considered as visual qualities of the city.

One of the greatest concerns of a city is how the pieces of the urban environment fit together. The community design element addresses the "fit" and compatibility of development with the content of its surrounding environment both visually and functionally. The community design element is meant to be a guide in the discussion of such issues as height, bulk, landscape, signage, lighting, points of access, and architectural elements.

Communities should be designed so that housing, jobs, daily needs, and other activities are within easy walking distance of each other. Transit development should be planned so that as many activities as possible are located within easy walking distance of transit stops. The location and character of the community should be consistent with a larger transit network. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

16.2.1 Building Design

The overall size and shape of a new building(s) can have a huge impact on the surrounding neighborhood and on how a development is perceived by the community where it is located. The height of a new building is extremely important–too high and it can overwhelm neighbors; too low and it can create a gap in the physical "fabric" of a neighborhood. The overall scale and massing of a new building should also try to match that of the surrounding neighborhood. The overall form of a new building should incorporate as much variety as possible and avoid large expanses of flat wall or roof. Creating a building whose size and shape generally complement the size and shape of surrounding buildings will go a long way toward making a new development acceptable to its neighbors. At the same time it will reinforce the perception among residents that their housing is "just like everyone else's."

16.2.2 Private Open Space

Private open space (individual outdoor areas where residents can enjoy sun and sky in relative privacy) is essential to quality of life for all of us. An affordable housing development should provide private outdoor space for all dwelling units. Patios, porches, decks, balconies, and yards should also be of adequate size with easy access from each dwelling unit. Fencing should be considered wherever possible to provide added privacy and to indicate clear boundaries. Special care should be taken when designing balconies to successfully balance the need for light and view with safety considerations. Outdoor storage is often overlooked, yet it can be critical in making private open space work for residents–even a small amount can go a long way. Well designed, adequately sized private open space will improve the quality of any affordable housing development and should



be considered a necessity rather than an amenity.

16.2.3 Public Open Space

Public open space, defined as shared outdoor areas intended for use by all residents, should be as thoughtfully designed as any other "space" in a development. It is helpful to think of open spaces as outdoor rooms and to design and furnish them with the same care you would any room in your home. Such rooms should be easy to access from any dwelling unit in a development. And they should have clear boundaries so that residents and visitors understand what is public and what is private. Surveillance is also important; as many units as possible should have visual access to open spaces, especially play areas. Finally, public open areas should be designed for use at night as well as during the day. Well-designed nighttime lighting will help ensure that public spaces are attractive and safe after sundown. Sensitively designed public open space can turn a good development into a great one, providing a lasting amenity for residents and neighbors alike.



A neighborhood is a geographically localized community located within a larger city. Traditionally a neighborhood is small enough that the neighbors are all able to know each other, however in practice, neighbors may not know one another very well at all. In order to manage future growth, the neighborhood structure can be used to determine the need for parks, sidewalks, school locations, and other community amenities.

16.2.4 Landscaping

Landscaping, too often treated as a secondary consideration or eliminated altogether due to cost constraints, is, in fact, a critical component of any successful development project and should be considered an essential part of the design process. A rich variety of plantings should be provided and they should be selected so that they are appropriate for their intended use. Paved areas are necessary and should be designed as part of the landscape. Edges between paved and planted areas should be designed so the two realms work well individually and together. Paths and Outdoor seating should fit the overall landscape plan and take into account how and when residents will use them. As always the more storage (in this case for landscape maintenance equipment and materials) the better.

Landscaping can make or break a project. Done well, it complements and enhances a development and its neighborhood. Done poorly–or not at all–and the quality of a development is diminished, no matter how well the buildings are designed.

16.2.5 Community Design for Residential, Multi-Family, and Commercial

Avoid creating a building that looks strange or out of place in its neighborhood. Consider providing as much visual and architectural complexity as possible to the building's appearance while maintaining a hierarchy of scale and a unified overall form. Consider breaking a large building into smaller units or clusters. Consider variations in height, color, setback, materials, texture, trim, and roof shape. Consider variations in the shape and placement of windows, balconies and other façade elements. Consider using landscape elements to add variety and differentiate units from each other.

Maximize window number and size (within budget constraints) to enhance views and make spaces feel larger and lighter. Use standard size windows, and consider varying where and how they are used. Consider ways to screen and physically separate ground floor windows from walkways–through screens or plantings–to provide privacy.



16.2.6 Commercial Development

Use appropriate building scale. Buildings should not dominate the site. Locate new buildings so they are compatible with the siting and massing of existing adjacent buildings and site development. Considerations should include setbacks, building heights, parking, arrangements and building shape, and massing. Locate building entries so they are easily identifiable from site entries and provide secondary entrances that are easily accessible and convenient to parking and delivery areas that serve buildings without being dominate. In siting, orienting and developing new buildings and facilities, protect and enhance existing views and provide view corridors.

Commercial Design Guidelines Issues:

Richness of surfaces and texture

Use of durable, low maintenance materials

Significant wall articulation (insets, canopies, wing-walls, trellises, porches, balconies).

Pitched roofs and shed roofs

Roof overhangs

Traditional window rhythm

Articulated mass and scale

Significant landscape and hardscape elements

Landscaped and screened parking

Comprehensive and appealing monument signs

Clear visibility of entrances and retail signage

Clustering of buildings to provide pedestrian courtyards and common areas.

Step-down of building scale along pedestrian routes and building entrances.



16.2.7 Central Business District

The Downtown or Central Business District (CBD) is the heart of any community. As the downtown grows, so does the city. Star Downtown has the potential to strengthen its market share of the valley. Star needs to create a compacted city center that functions well commercially and possesses a strong identity through its numerous historic buildings. Access to the downtown from Highway 44 is excellent but will overburden the central business district if pass through traffic is not encouraged to go around the downtown. Additional strengths of the downtown include easy access to buildings, adequate parking for the current population, and decorative street lights that help identify the district. An excellent opportunity exists to turn downtown Star into a viable and appealing shopping, civic, residential, and entertainment area.

16.2.8 Revitalize Historic Buildings in the Downtown Core

The downtown contains a number of buildings and facades worthy of preservation and continued use. Since many of these structures have been unsympathetically remodeled, they could be rehabilitated to recapture the warmth and beauty they once had. In the 1950's, many owners of downtown buildings across the nation wanted to modernize their buildings. To do this, many owners placed false facades on their buildings. In the 1980's and 1990's these false facades were removed and, underneath the original structure, were left, often in good condition. Many buildings like this can be restored. Making old buildings more functional and keeping their historical significance is very important to a community, even though new buildings can be designed to emulate historic structures. There are various options available to meet this task. Some include historic preservation tax credits for buildings as well as facades. One can also contact the Idaho State Library and review their historic photos to see the historic features of the structure. The State of Idaho Historical Preservation Office is an agency which could assist.

16.2.9 Urban Renewal District

The purpose of the Urban Renewal Agency (URA) is to promote economic development opportunities and remedy blighted areas within their defined boundaries. Idaho code allows URA's to use tax increment financing, to engineer, create, and/or redevelop infrastructure. Star may eventually consider a URA to help remedy worn down areas within the city's core.

16.2.10 Civic Center

Public buildings, such as the city library, Senior Citizen Center, City Hall, and other public spaces bring the public downtown. In addition, having an established retail center provides opportunities to strengthen the city center. The City of Star is lacking a civic center, focal point or gathering place. It is important that the city develop a plan to establish gathering places, like a clock tower, fountain, gazebo, public plazas or other amenities that create a sense of place. This Civic Center area could be accommodated within the Riverfront Center on Star Road and the south edge of the Boise River. This Civic Center area could accommodate all of the above, and consolidate City services, while also providing outdoor civic and gathering space within the floodplain and floodway of the Boise River. This allows the Center to capitalize on the Boise River and its character, connect north (through a pedestrian bridge) to Main Street, the Riverwalk Park, and the River House, and serve as a catalyst for commercial development within the Riverfront Center.





16.2.11 Public Art/Mural

The development of public art or murals will give the community the opportunity to create displays which depict scenes or events of natural, social, cultural or historic significance. These graphic displays could provide a means to unite the community. Cultural diversity of the city can be promoted by using murals and other forms of public art to encourage community togetherness, social interaction, and community programs.

16.2.12 Gateways

Gateway corridors are arterial roadways entering the community that introduce both visitors and residents to Star. City entries include Highway 44 (State Street), Highway 20/26 (Chinden Boulevard), Highway 16, Star Road, Can-Ada, Purple Sage and Beacon Light. These entrances would be enhanced by providing the planting of trees, street lights, landscaping, uniform commercial signage, establishing building character through design and location and placing new structures close to the sidewalk in the new urbanism style. These changes would provide the first, and oftentimes the most lasting, impression of the entire community. As part of this gateway plan, the city should consider developing and placing "Welcome to Star" signs at entryways to the city at all appropriate locations.

16.2.13 Landscape Plan/Ordinance

The city has a significant number of tall evergreen and deciduous trees. Many of these trees are more than 60 years old, suggesting that early residents planned for an oasis of greenery throughout the city. To continue as well as expand this process, the city needs to develop a landscape and tree ordinance to guide the future development of landscaping amenities. The landscape ordinance will guide the placement of plant materials on each future commercial and residential development throughout the city. This distinctive natural feature should be maintained through a tree planting program.

16.2.14 Public Sidewalk/Sidewalk Improvement

The City of Star has some established sidewalks. The city should focus on creating more sidewalks in areas that are residential that do not already have sidewalk access. They should also concentrate efforts on making the existing sidewalks more appealing in the style of new urbanism.

16.2.15 Community Festivals

A festival is described as a time or day of feasting, celebration or performances. A festival or festivals can bring unity to a community. Farmers markets, county fairs, and other festivals and events can draw people together of very diverse backgrounds. Civic organizations and businesses should sponsor annual community festivals or events to bring the growing community closer together. The city should continue to have its annual festival "Hometown Celebration" and consider other festivals and a farmers market.

16.2.16 Boise River/Greenbelt

The Boise River runs from end to end of the city. The river is an important asset and should be utilized to create an aesthetically appealing environment for citizens and tourists to enjoy. The river also provides opportunities for recreational activities such as river rafting, hiking, and fishing. Hiking is an activity that almost everyone can enjoy regardless of fitness level. Star should consider creating a greenbelt along the river similar to the one in Boise. River





rafting provides an opportunity for locals and tourists alike to view the local flora and fauna. Fishing from the mouth of the Boise River upstream to Star, low summer flows and poor water quality limit fishery production. This section of river supports a fair fishery for largemouth bass, smallmouth bass, and channel catfish. From Star upstream to Lucky Peak Dam, the river changes from warm water to a cold water fishery. Mountain whitefish make up the bulk of the game fish biomass, with hatchery-reared rainbow trout, wild rainbow trout, and fingerling brown trout plants supporting the bulk of the fishing pressure.

16.2.17 Signage

Signage is important to the success of most businesses. There are various types of signs, such as monument, pole, lighted, animated, temporary, special event signs among others. The location of each new sign, height, and design can be based upon previously approved signage. Animated signs may be distracting to vehicle traffic which becomes a safety issue. The city code and the City Council will determine what types of signage are appropriate for the City of Star.

16.2.18 Dark Skies

The concept of dark skies is based upon light pollution, which is produced by city residents. The concern is the adverse effect of artificial light including sky glow, glare, light trespass, decreased visibility at night and energy waste. Some cities have adopted Dark Skies Ordinances to reduce the amount of light and the number of lumens that exterior lighting produces.

16.3 Goal

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



16.4 Objectives

A. The integration of historic structures should be encouraged within new developments.

B. The city should set forth criteria for building design, landscaping, signage, and other aesthetic standards.

C. Public and private facilities should be accessible to those with disabilities.

D. Encourage the development of an aesthetically pleasing community.

E. Work with traffic engineers to determine impacts on building and street locations.

F. Adopt a dark skies ordinance.

G. Adopt an Architectural Overlay District for the CBD.

16.5 Implementation Policies

A. Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

B. Develop buffer areas to separate incompatible land uses.

C. Develop a landscape ordinance for the city

D. Establish an urban forestry plan.

E. Parking: determine placement, numbers, and impacts of parking to the development of the project area and provide direction regarding modifications to existing ordinances.

F. Develop guidelines for development adjacent to larger lots.



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

H. New residential, commercial and industrial development are required to meet minimum design standards as specified by city ordinances.

I. Review the existing landscape ordinance, assess current impacts, and determine if any modifications need to be made in the ordinance to meet any needs.

J. Determine if certain criteria need to be established to manage the maximum size of a building and its location on the lot.

K. Development should satisfy community design standards.

L. Update the City of Star's Subdivision Ordinance.

M. Update sign ordinance.

N. Refer to Chapter 21 – South of the River Subarea Plan for character guidance on development within that area.

Chapter 17 – **Agriculture**

17.1 Idaho Code Regarding the Agriculture Component

Requires an analysis of the agricultural base of the area including agricultural lands, farming activities, farming related businesses, and the role of agriculture and agricultural uses in the community.



17.2 Background and Analysis

The once agriculture dominated community has slowly been transformed into a community where suburban and rural land uses coexist. As our rural community continues to grow, we begin to take on characteristics of an urban area. Farmable land is purchased, subdivided and developed. In many cases conflict begins with the traditional rural agricultural community, whereby the new residents complain about agricultural sounds after midnight, rural smells,

aerial spraying and other seemingly public nuisances. As more homes are built, traffic and speeds increase. New residents demand that the roadways be improved to meet the need. Agricultural vehicles try to maneuver the road system, while new residents have issues with the farm equipment moving too slowly for the current traffic and speeds. They believe that farmers should use some other road system. As more homes are being developed, the remaining farming community feels pinned in and soon they decide that they are not able to continue to farm because of the encroachment. Those that remain want to see "right to farm" legislation enacted and begin to feel resentment because they are not able to use their properties as they once did where they ride horses, raise livestock and crops and conduct other agricultural activities.

The city acknowledges Idaho's Right to Farm Act, and the need to protect the role of agriculture in Star, with the understanding that the area within its Comprehensive Plan is transitioning to urban development. Existing conditions are such that current Agricultural uses will be protected with Idaho's Right to Farm Act and that the trend is for agricultural uses to be transitioning to urban development within the city's Comprehensive Plan boundary. Compatibility of land uses are to be assured through development proposals. The goals and objectives, or desirable future situations for the Agricultural uses within the city are to protect such uses but to allow development to replace agricultural uses as the city grows.

17.3 Goal

Acknowledge and support the role of agriculture in Star, understanding that agricultural lands annexed into the city limits are mostly planned for urban uses.

17.4 Objectives

Support and encourage the agricultural use of agricultural lands.

Protect agricultural lands from incompatible development.



17.5 Implementation Policies

A. Develop and implement standards and procedures to ensure that development planned for agricultural land is compatible with other agricultural uses in the area.

B. Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development.

C. Development is not to be allowed to disrupt or destroy irrigation canals, ditches, laterals, drains, and associated irrigation works and rights-of-way.

Chapter 18 – **Implementation**

18.1 Idaho Code Regarding the Implementation Component

Requires an analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.



18.2 Background and Analysis

Implementation is the phase of the planning process in which the goals, objectives, and policies that are presented in this Comprehensive Plan are implemented. There are several important planning tools which help implement this Comprehensive Plan such as Zoning and Subdivision Ordinances, the Zoning Map, and review of new development proposals. The following Implementation Policies are in addition to the Implementation Policies within other chapters of this plan.

18.3 Goal

The Star Comprehensive Plan and related ordinances are to be working documents used by citizens and city leaders to shape the future of Star.

18.4 Implementation Policies:

A. Update the Zoning and Subdivision Ordinances to be in conformance with the adopted Comprehensive Plan.

B. Community involvement is very important and the public should be aware and involved in the city's planning decisions.

C. The City Council is responsible to review the status of the implementation actions and critique the relevance of the Comprehensive Plan, including proposing any amendments on an as needed basis.

D. Clustering is useful when trying to protect sensitive natural resources, avoid hazardous areas or preserve natural sites. Clustering involves assessing the natural characteristics of a site and grouping the buildings or lots through the on-site transfer of density rather than distributing them evenly throughout the project as in a conventional subdivision.

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





F. A Planned Unit Development Ordinance (PUD) is one of many devices used to implement a Comprehensive Plan. A developer of a PUD may be allowed variations in development requirements, if it is in the city's interest to encourage such a development. PUD regulations are intended to encourage innovations in land development techniques so that the growing demands of the community may be met with greater flexibility and variety in type, design, and layout of sites and buildings. PUD regulations also encourage the conservation and more efficient use of open spaces and other natural environmental features which enhance the quality of life.

G. Require any person applying for a Comprehensive Plan amendment to submit a justification letter for the amendment which is to include:

   a. A specific description of the change being requested.

   b. Specific information on any property(s) involved.

   c. A description of the condition or situation which warrants a change being made in the plan.

   d. A description of the public benefit(s) that would occur from such a change in the plan and an explanation of why the public would need any such benefit(s).

   e. An explanation of why no other solutions to the condition or situation, which warrants a change in the plan, are possible or reasonable under the current policies of the plan.

   f. A detailed list of all applicable comprehensive plan goals, policies, and objectives that the proposed change would help implement or policies that must also be amended as part of the proposed change.

   g. A proposed development plan for any land involved if a specific development is planned at the time the request for the amendment is being made.

h. An analysis showing the estimated impact that the proposed change is expected to have on existing and planned infrastructure.

i. If the amendment will impact more individuals than the applicant submitting the application a detailed description of the efforts made to inform other parties potentially impacted by the change of the application is to be provided.

j. Any other data and information required by the city for their evaluation of the request.



Chapter 19 - National Interest Electric Transmission Corridors

19.1 Idaho Code Regarding the National Interest Electric Transmission Corridors Component

Requires that, after notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States Department of Energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" mean lines with a capacity of one hundred and fifteen thousand (115,000) volts or more, supported by structures of forty (40) feet or more in height.



19.2 Background and Analysis

The U.S. Department of Energy's 2009 "National Electric Transmission Congestion Study" does not designate any national interest electric transmission corridors within the Star city limits. There are however existing high voltage transmission lines with a capacity of 115,000 volts or more supported by structures of forty (40) feet or more in height within the Star city limits.



Chapter 20 - Public Airport Facilities

20.1 Idaho Code Regarding the Public Airport Facilities Component

Requires an analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

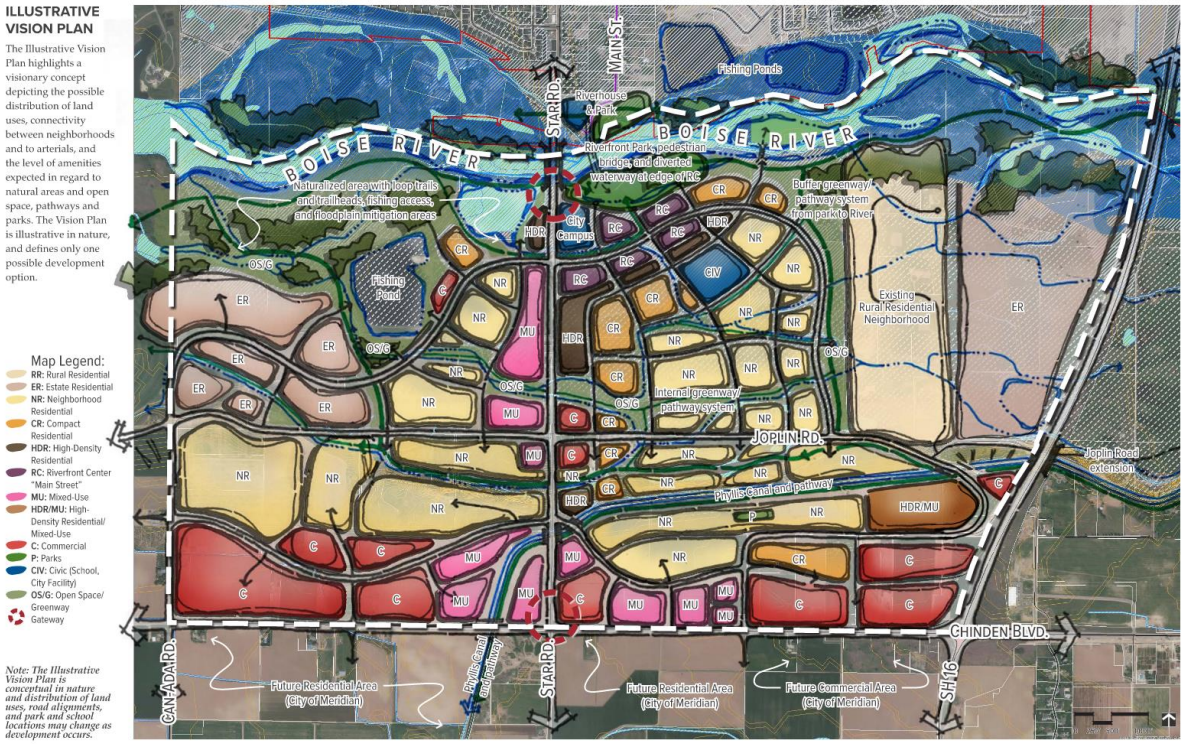
20.2 Background and Analysis

There is no public airport within the Star corporate boundaries. The nearest commercial, freight, and corporate airport is Boise Municipal Airport which is approximately 25 miles east of the City of Star. Other freight and corporate airports are in the cities Nampa and Caldwell, which are 9 and 12 miles to the west. There is no public airport planned within the Star Comprehensive Planning area and none is desired but there is a small private airport to the west of Star. There is a private airport located between Blessinger Road and Can-Ada Road south of Purple Sage.

Chapter 21 – South of the River Planning Area

21.1 South of the River Planning Area Component

Refer to the South of the River Planning Area document.





Glossary

Where conflicts exist between a definition herein and a definition within the uniform Development Code, the Uniform Development Code definition is to apply.

Accommodate - The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Affordable Housing - A general rule for determining housing affordability is that the sum total annual rent and other housing payments (including utilities) should not exceed 30% of gross household income. Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner; that is, the total annual payment (principal, interest, taxes, and insurance) should not exceed 26-28% of the homeowner's gross annual income. Lending institutions also consider the homeowner's total indebtedness, determining that housing costs plus all other indebtedness should not exceed 33-36% of the homeowner's income.

Agricultural Land - Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, or livestock and land that has long-term commercial significance for agricultural production.

Annexation - The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Bikeway - A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District (CBD) - The major shopping center within a city usually containing, in addition to retail uses, governmental offices, service



uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the downtown area of the city.

Circulation - Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

Commercial - The distribution, sale, or rental of goods and the provision of other services.

Community - Used interchangeably to speak of the total planning area (versus the city or urban fringe) or an attitude such as "... a sense of community..." which implies a common identification on an issue by a group of citizens.

Community Parks - Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5 acres per 1,000 people.

Compatible Design – The visual relationship between adjacent and nearby buildings and the immediate streetscape, in term of a consistency of material, colors, building elements, building mass and other constructed elements of urban environments, such that abrupt or severe differences are avoided.

Comprehensive Plan - A general policy statement of the city, including a general land use map which integrates all functions, natural systems and activities relating to the use of land, which is required by Idaho State Statue (§67-6508).

Community Character - The features that define the built and natural environment within the community help to create its character. These include historic buildings, natural stream corridors, woodlands, residential neighborhoods of different types, building density and orientation (auto or pedestrian oriented), and the scale and quantity of signage.



Community of Place – A dynamic, diverse, compact and efficient center that has evolved and maintained at a human scale, with an easily accessible central core of commercial and community services, residential units and recognizable natural and built landmarks and boundaries that provide a sense of place and orientation.

Density – The overall average number of dwelling units located on the gross overall or gross new residential acreage (as applicable in case of mixed-use developments) contained within the development and calculated on a per-acre basis. Density is to be calculated by rounding to the nearest whole number with x.5 being rounded up.

Density (Gross) – Calculated by dividing the total number of units by the total acreage.

Density (Net) – Calculated by dividing the total number of units by the total acreage minus all publicly dedicated land.

Design Standards – The standards that set forth specific improvement requirements.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, or creating or terminating a right of access.

Development Agreement - The Local Land Use Planning Act allows cities and counties to use development agreements, which require an owner or developer to make a written commitment concerning the use or development of the subject parcel as a condition of rezoning. The agreements are binding and recorded so as to bind subsequent owners.

Diversity/Difference - Diversity implies the mixture of land use and/or densities within a given area.

Duplex - A building containing two single-family dwelling units separated from each other by an unpierced wall extending from basement to roof.

Dwelling - A building used exclusively for residential occupancy, including single-family dwellings, two-family dwellings, and multi-family dwellings.

Dwelling, multi-family - A dwelling containing three (3) or more dwelling units, not including hotels, motels, fraternity or sorority houses, and similar group accommodations.



Dwelling, single-family - A building designed exclusively for occupancy by one (1) family, but not including mobile homes, otherwise provided herein.

Dwelling, single-family attached - A residential building containing dwelling units, each of which has primary ground floor access to the outside and which are attached to each other by party walls without openings. The term is intended primarily for such dwelling types as townhouses and duplexes.

Dwelling, single-family detached - A single-family dwelling which is not attached to any other dwelling or building by any means, excluding mobile homes and manufactured housing situated on a permanent foundation.

Dwelling, two-family - A building occupied by two (2) families living independently of each other.

Dwelling unit - One (1) or more rooms and a single kitchen and at least one (1) bathroom, designed, occupied or intended for occupancy as separate quarters for the exclusive use of a single family for living, cooking, and sanitary purposes, located in a single-family, two-family or multi-family dwelling or mixed-use building.

Easement - A right to land generally established in a real estate deed or on a recorded plat to permit the use of land by the public, a corporation or particular persons for specified uses.

Economic Base - The production, distribution and consumption of goods and services within a planning area.

> Comment: Economic base, as used in planning, is commonly thought of as the sum of all activities that result in incomes for the area's inhabitants. The definition, however, is significantly broad to include all geographic and functional elements, which may have an impact on the planning area, although not physically part of the area.

Economic Development - The addition of new economic activity.

Environmental Protection Agency (EPA) - EPA is the federal source agency of air and water quality control regulations affecting a community.

Established Areas - An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period.



Generally, all developed areas within the city limits, which are considered to be established at this point in the planning process.

Exurban - Exurbia or the "exurbs" are a type of spatial pattern of settlement that differ from their suburban counterparts. Exurbs are located at greater distances from urban centers than suburban developments and are comprised of a different mix of land uses and population. Active farms are interspersed with different ages and types of very low-density residential development, including roadside houses, new housing subdivisions, exclusive estates, and mobile homes. In addition, exurbia contains small, rural towns as well as newer edge-of-town retail, commercial, and industrial development. Exurbs are areas that are in transition from their traditional rural setting to something more urban. They are often transformed into suburbs or edge cities within a 20-30 year period.

Farm Animals - Animals commonly raised or kept in an agricultural, rather than an urban, environment, including but not limited to, chickens, pigs, sheep, goats, horses, cattle, llamas, emus, ostriches, donkeys and mules.

Floodplain - Lands which are within the floodway and the floodway fringe.

Floodway - The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood, 100 Year - A flood with a 1% chance of occurring in any given year. This is the flood most commonly used for regulatory purposes.

Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Goals - Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel–not a location to reach.

Greenway/Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.



Group Home - A small homelike facility staffed by qualified professionals and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

Hillside Developable Area - Where, after grading, the slope of land planned for development is 10% or greater.

Home Occupation - An Occupation carried on in a dwelling unit by the resident thereof, provided that the use is limited in extent and incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof.

Housing Units - Where a person lives/dwell.

Incompatible Land Uses - The location of more intensive land uses adjacent to less intensive land uses where negative impacts on property rights would result.

Impact - The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees - A fee levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that development.

Implementation (policies) strategies - Specific statements that guide actions, imply clear commitment and express the manner in which future actions should be taken. They are however, flexible rules that can adapt to different situations and circumstances.

Infill Development - See Odd-Lot Development.

Infrastructure - Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Land Development Regulations - Generally, all ordinances and other tools (policies) used by the city/county to manage land use.

Land Trust - A nonprofit organization whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges,



watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

Land Use - A description of how land is occupied or utilized.

Land Use Map - A map showing location extent and intensity of development of land to be used for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

Livability - Those aspects of the community, perceived by residents, which make the community a nice place to live.

Long Range - Usually refers to a time span of more than five years.

Maintain - Support, keep, or continue in an existing state or condition without decline.

Manufactured Home - A double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

Master Plan - A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

Master Planned Community - Planned, balanced, self-contained communities which include a mixture of residential, commercial, retail, office, and civic development and services.

Mixed Use - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home - A single wide structure which is constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, intended for human occupancy, which was constructed between January 1, 1962 and June 15, 1976.

Multi-Use Building - A building containing two or more distinct uses.



Natural Hazard - A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood - A local area whose residents are generally conscious of its existence as an entity. In planning literature, a "neighborhood unit" is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches, and shopping are within walking distance of each residence. Heavy traffic is to be routed around the neighborhood–not through it.

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately 2 acres per 1,000 residents.

New Urbanism - An urban design movement which promotes environmentally friendly habits by creating walkable neighborhoods containing a wide range of housing and job types.

Objectives - Statement that defines the meaning of the goal; describes how to accomplish the goal and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

Odd-Lot Development - The development of new housing or other buildings on scattered vacant sites in a built-up area.

Pedestrian Walkway (Sidewalk) - A secured path for walking.

Planning Reference Date - The period of time between 2019 and the year 2040 used for development projections.

Planned Unit Development (PUD) - A project of a single owner or a group of owners acting jointly, involving a related group of residences, businesses, or industries, and associated uses. Planned as a single entity, the project is subject to development and regulations as one (1) land-use unit rather than as an aggregation of individual buildings located on separate lots. The planned unit development includes usable, functional open space for the mutual benefit of the entire tract, and is designed to provide variety and diversity through the variation of normal zoning and subdivision standards so that maximum



long-range benefits can be gained, and the unique features of the development or site preserved and enhanced, while still being in harmony with the surrounding neighborhood. Approval of a planned unit development does not eliminate the requirements of subdividing and recording a plat.

Policy - A decision making guideline for actions to be taken in achieving goals. The policy is the official position of the city related to a given land use issue. Policies guide actions in recurring situations.

Public Land - Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare, and other needs of society.

Public Participation -The active and meaningful involvement of the public in the development of the comprehensive plan and approvals of development applications.

Public Facility and Utilities - Refers to key facilities, types, and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy, and other services deemed necessary by the community for the enjoyment of urban life.

Quality of Life - Those aspects of the economic, social, and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

Residential Area - A given area of the community in which the predominant character is residential. Uses which support residential activity such as parks, churches, schools, fire stations, and utility substations, may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

Review - An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the city may involve public hearings, formal approval or denial of development proposals, etc., as provided for in city ordinances.

Ridgeline Development - Ridgeline development means a development on the crest of a hill that has the potential to create a silhouette or other



substantially adverse impact when viewed from a common public viewing area.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

Rural Land and Character - The acknowledgment of the role of agriculture and the responsibility of those who use the land for that purpose. Rural areas include the mixture of agricultural uses, green fields, open spaces, range land, forest, high desert, and other rural land characteristics with minimum residential development, unless it's associated with agricultural land use. County land use ordinances, such as subdivision, planned unit developments, and planned communities, may not threaten rural character; however, ordinances should take in account these attributes. To minimize the impacts to rural character, buffer zones, open space or better landscaping guidelines should be considered.

Scenic Byway Program - Roadways that provide an enjoyable and relaxing experience or that offer cultural or historical enrichment to travelers are legislatively designated as part of a Scenic Byway System. Scenic byways are typically secondary roads having significant cultural, historic, scenic, geological, or natural features. They often include vistas, rest areas, and interpretive sites in harmony with the scenic characteristics of the road. The Federal-Aid Highway Program includes limited funding for such statewide systems.

Sense of Place - The characteristics of an area that make it readily recognizable as being unique and different from its surroundings and having a special character and familiarity.

Sprawl - The process in which the spread of development across the landscape far outpaces population growth. The landscape sprawl created has four dimensions: 1) a population that is widely dispersed in low-density development; 2) rigidly separated homes, shops, and workplaces; 3) a network of roads marked by huge blocks and poor access; and 4) a lack of well-defined, thriving activity centers, such as downtowns and town centers. Most of the other features usually associated with sprawl–the lack of transportation choices, relative uniformity of housing options, or the difficulty of walking–are a result of these conditions.



Strip Commercial and Industrial - A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Subdivision - The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease.

Tax Increment - Additional tax revenues that result from increases in property values due to new development within a redevelopment area.

Telecommuting - An arrangement in which a worker is at home or in a location other than the primary place of work and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Transfer Development of Rights Program - The removal of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such transfer is permitted.

> Comment: Transfer of development rights, or transfer of development credits, is a relatively new land development control tool used to preserve open space and farmland. Presently, the most common use of this method has been for historic preservation in urban areas.

Transit-Oriented Development - The concentration of development at nodes along public transit corridors, either light rail or bus routes.

Transitional Use - A permitted use or structure of an intermediate intensity of activity or scale and located between a more intensive or less intensive use.

Trip Capture - A traffic percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. These internal trips are not made on the major street system but are made by either walking or by vehicles using internal roadways.

Urban - Population and territory within the boundaries of urbanized areas and the urban portion of places outside of the urbanized area that have a decennial census population of 2,500 or more. (U.S Census Bureau)

Urban Area - A highly developed area that includes, or is appurtenant to, a central city or place and contains a variety of industrial, commercial, residential and cultural uses.



Urban Land - Land that is developed at urban densities or that has urban services.

Urban Service Boundary - That area that can be served economically and efficiently by city utilities.

Urbanization - Process of converting land from rural to urban.

Walkway - 1) A right-of-way dedicated to public use that is not within a street right-of-way, to facilitate pedestrian access through a subdivision block by means of a hard surface path; **2)** any portion of a parking area restricted to the exclusive use of pedestrian travel.

Wireless Telecommunications Equipment - Any equipment used to provide wireless telecommunication service, but which is not affixed to or contained within a wireless telecommunication facility but is instead affixed to or mounted on an existing building or structure that is used for some other purpose. Wireless telecommunication equipment also includes a ground mounted base station used as an accessory structure that is connected to an antenna mounted on or affixed to an existing building.

Wireless Telecommunication Facility - Any freestanding facility, building, pole, tower or structure used to provide only wireless telecommunication services, and which consists of, without limitation, antennae, equipment and storage, and other accessory structures used to provide wireless telecommunication services.

Wetlands - Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, however, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the city.

Zero-Lot Line - A detached single-family unit distinguished by the location of one exterior wall on a side property line.



Zone - The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map - The maps which are a part of the zoning ordinance and delineate the boundaries of zone districts.