CITY OF STAR

LAND USE STAFF REPORT

TO: Mayor & Council

FROM: City of Star Planning Department

MEETING DATE: **October 21, 2025 – PUBLIC HEARING**

FILE(S) #: AZ-24-08 – Annexation & Zoning
DA-24-08 – Development Agreement
PP-24-08 – Preliminary Plat – **Trailmark Station Subdivision (formerly Starling Springs Subdivision)**

OWNER/APPLICANT/REPRESENTATIVE

Representative:
Michael O'Reilly
Nicolette Womack
Kimley-Horn
1100 W. Idaho St., Ste. 210

Applicant:
Martin Taylor
Toll Brothers
3103 W. Sheryl Dr. Ste. 100
Meridian, Idaho 83642

Owner:
Greg Dancer
9250 W. Joplin Road
Meridian, Idaho 83646

REQUEST

Request: The Applicant is requesting approval of an Annexation and Zoning (R-3-DA), Development Agreement and a Preliminary Plat for Trailmark Station Subdivision, a proposed residential subdivision consisting of 293 residential lots and 21 common lots. The property is located at 8820, 8900, 9250 & 9326 W. Joplin Road in Star, Idaho, and consists of approximately 129.39 acres with a proposed density of 2.26 dwelling units per acre. This is a revised application based on Council's previous action April 15, 2025. The Applicant originally requested approval that included 345 residential lots and 74 common lots and a density of 2.66 dwelling units per acres, with a request that also included a PUD and Private Streets. Council's initial action was to remand the application back to staff with recommended revisions, including

adding a preliminary plat and removing the private streets. The applicant has also withdrawn the Planned Unit Development.

PROPERTY INFORMATION

Property Location: The subject property is generally located at the northeast corner of N. Can Ada Road and W. Joplin Road. Ada County Parcel Numbers S0419234100, S0419244705, S0419131575, and S0419244630.

Surrounding Land Use/Designations:

	Zoning Designation	Comp Plan Designation	Land Use
Existing	Rural Urban Transition (RUT)	Estate Residential, Neighborhood Residential in South of the River Planning Area	Single Family Residential Agricultural
Proposed	Residential (R-3-DA)	Estate Residential, Neighborhood Residential in South of the River Planning Area	Single Family Residential
North of site	Rural Urban Transition (RUT)	Open Space/Greenway South of the River Planning Area	Vacant Ground/Boise River
South of site	Residential (R-4)/Rural Urban Transition (RUT)	Neighborhood Residential in South of the River Planning Area	Joplin Rim & Naismith Commons Subdivisions
East of site	Rural Urban Transition (RUT)	Neighborhood Residential in South of the River Planning Area	Vacant Ground/Agricultural
West of site	Agricultural (AG) Canyon County	Estate Rural Residential	Agricultural

Existing Site Characteristics: The property currently consists of single family residential with several outbuildings.

Irrigation/Drainage District(s): **Pioneer Ditch Company LTD**
P.O. Box 70
Star, Idaho 83669

Eureka Water Company
6820 W. Rosebriar Lane
Meridian, Idaho 83646

Flood Zone: This property is currently located in a Special Flood Hazzard Area.
FEMA FIRM Panel Number: 16001C0120J & 16001C0140J
Effective Date: 6/19/2020
Flood Zone: AE & X

Special On-Site Features:

- ✪ Areas of Critical Environmental Concern – Yes, wetlands.
- ✪ Evidence of Erosion – No evidence.
- ✪ Fish Habitat – No.
- ✪ Floodplain – Yes (Zone AE).
- ✪ Mature Trees – Yes, along the Lawrence Kennedy Canal.
- ✪ Riparian Vegetation – No.
- ✪ Steep Slopes – Yes.
- ✪ Stream/Creek – Yes (Eureka Drain & Phyllis Slough).
- ✪ Unique Animal Life – No unique animal life has been identified.
- ✪ Unique Plant Life – No unique plant life has been identified.
- ✪ Unstable Soils – No known issues.
- ✪ Historical Assets – No historical assets have been observed.
- ✪ Wildlife Habitat – No known sensitive wildlife habitat observed.

APPLICATION REQUIREMENTS

Pre-Application Meeting Held	April 18, 2024
Neighborhood Meeting Held	July 10, 2024
Application Submitted & Fees Paid	October 10, 2024
Application Accepted	December 26, 2024
Residents within 300' Notified	April 1, 2025; October 2, 2025 (new)
Agencies Notified	November 26, 2024; September 25, 2025 (new)
Legal Notice Published	March 29, 2025; (new)
Property Posted	April 3, 2025; October 9, 2025 (new)

HISTORY

This property does not have any history of land use applications within the City of Star.

ZONING ORDINANCE STANDARDS / COMPREHENSIVE PLAN

UNIFIED DEVELOPMENT CODE:

8-1B-1: ANNEXATION AND ZONING; REZONE:

A. Process:

Annexation, Deannexation, and Zoning or Rezone Initiated By Property Owner: The applicant shall complete a pre-application conference with the administrator prior to submittal of an application for an annexation and zoning and/or rezone. An application and fees shall be submitted to the administrator on forms provided by the city.

B. Standards:

1. The subject property shall meet the minimum dimensional standards and/or density standards of the proper district.

2. The city shall require a development agreement in conjunction with the annexation and zoning, or rezone, pursuant to Idaho Code section 67-6511A, which may include a concept plan. In addition to other processes permitted by city and state code, exceptions or waivers of standards, other than use, may be permitted through execution of a development agreement. A development agreement, building elevations, including front and rear (when backing up to a collector or arterial street), and concept plan shall be required for any annexation or rezone to a commercial, mixed-use or residential zone or use, or land which includes steep slope (land over 25%) or floodway. An application for annexation or rezone shall not be accepted until any required traffic impact study is submitted and accepted by the appropriate transportation authority, or a letter from the transportation authority waiving said study is received by the administrator. A hearing date before the Council shall not be scheduled until any required traffic impact study has been approved and the transportation authority has issued a staff report on the development application. The administrator may waive these requirements in certain circumstances.

3. The termination of a development agreement shall result in the reversal of the official zoning map amendment approval and applicable development approval for any undeveloped portion of property subject to the development agreement. The undeveloped property subject to the development agreement shall be rezoned to the district classification as designated by the development agreement. When no designation is provided, the property shall revert to its original zoning or, if the original designation no longer exists, to the closest current equivalent zoning as determined by the current Comprehensive Plan Land Use Map designation.

4. An amendment or termination of a previously recorded development agreement shall be recorded in the office of the county recorder by the clerk.

5. An approved development agreement must be executed within one hundred eighty (180) days of the issuance of a final written decision approving the development agreement. A one-time administrative extension of maximum thirty (30) days may be granted by the zoning administrator. Additional extensions may be approved by majority vote of the city council. Failure to execute the development agreement within the required timeframe will result in the denial of all related applications.

6. Applicant may be responsible to participate in reimbursement costs associated with traffic

studies, in ITD proportionate share and/or additional mitigation contributions that may be established with transportation authorities, relative to traffic signals, access, or construction improvements associated with State Highways 16, 20/26 & 44, and/or with funding of police and fire protection as it relates to residential growth impacts, through mitigation measures as may be adopted by Council.

C. Required Findings: The council shall review the application at the public hearing. In order to grant an annexation and zoning or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

2. The map amendment complies with the regulations outlined for the proposed district;

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city.

5. The annexation (as applicable) is in the best interest of city.

D. Exclusion or deannexation/disannexation of land(s). Applications to exclude or deannex or disannex land from within the incorporated limits of the city shall be processed in the same manner as applications to annex. The council may choose to grant or deny such applications to deannex, in its sole discretion, as provided in Idaho Code section 50-225. Decisions to grant or deny any application for exclusion, deannexation/disannexation do not require that the council articulate or provide findings justifying its decision.

8-1E-1: TERMS DEFINED:

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

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

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

(R) RESIDENTIAL DISTRICT: To provide regulations and districts for various residential neighborhoods. Gross density in a Residential (R) district shall be determined according to the numeral following the R. The numeral designates the maximum number of dwelling units per acre. In zoning designations of R-1, R-2, R-3, R-4 and R-5, housing shall be single family detached unless approved with a PUD or development agreement. Connection to municipal

water and sewer facilities are required for all subdivision and lot split applications submitted after the effective date hereof in all districts exceeding one dwelling unit per acre. Wells and septic systems may be permitted for larger lots in this land use designation that are not adjacent to municipal services, as determined by the Sewer District, and if approved by the applicable Health Department. Private streets may be approved in this district for access to newly subdivided or split property. This district does allow for some non-residential uses as specified in 8-3A-3.

(DA) DEVELOPMENT AGREEMENT: This designation, following any zoning designation noted on the official zoning map of the city (i.e., C-2-DA), indicates that the zoning was approved by the city with a development agreement, with specific conditions of zoning.

8-3A-3: USES WITHIN ZONING DISTRICTS

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

ZONING DISTRICT USES	**R**
Dwelling:	
Multi-Family	C
Secondary	A
Single Family Attached	P
Single Family Detached	P
Two-Family Duplex	P
Live/Work Multi-Use	N

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

Zoning District	**Maximum Height** **Note Conditions**	**Minimum Yard Setbacks Note Conditions**			
		Front (1)	**Rear**	**Interior Side**	**Street Side**
R-3	35'	15’ to living area/side load garage 20’ to garage face	15'	7.5’ (2)	20'

Notes:

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

8-3B-3: RESIDENTIAL DISTRICTS: ADDITIONAL RESIDENTIAL DISTRICT STANDARDS

J. Additional residential standards applying to all new residential subdivisions:

1. Residential Elevations:

i. Building elevations for all residential uses shall be submitted with any development application and will be included as part of any preliminary plat, development agreement and/or any other condition of approval.

ii. Single-Family Residential Building Front and Side Elevation Minimum Standards. These standards shall be reviewed for compliance with all submitted residential building permits under the Building Zoning Certificate process. Council may adopt these standards as part of a development agreement or preliminary plat approval. The following minimum standards shall be applied to all new residential structure elements in all zones:

1. Exterior finishes shall be primarily horizontal/vertical wood or wood product siding, brick, stucco, stone, or other decorative masonry product. A minimum of three (3) architectural elements shall be provided for all single-family residential structures. These elements shall include, but are not limited to, shingled, horizontal or vertical siding, stone or brick highlights, garage door windows or hardware, colored window frames, or other architectural treatments deemed appropriate by the administrator.

8-3B-3 - FIGURE EXTERIOR ARCHITECTURAL ELEMENTS:



2. Two-story detached structures should provide a minimum of one, second story side window per side elevation, when appropriate.
3. A minimum one (1) foot overhang shall be provided on all roof overhangs. Administrator may approve deviation from this standard.
4. Dwellings backing up to collector or arterial streets shall have rear elevations and/or architectural designs that provide depth and dimension, avoiding the flat-wall appearance. These elements must be functional and may not be minimized or created solely for the purpose of compliance with this provision.
5. Additional landscaping buffers may also be required.

2. Dwelling Unit Design. Building styles shall be spread throughout the entire development (including all contiguously owned and phased properties). Nowhere within the development shall any fewer than 5 different exterior elevation styles and/or floorplans be located adjacent to each other. The number of different dwelling styles within a development shall be as follows:

    a. 1 to 50 units = minimum of 5 architectural styles and/or floorplans
    b. 51 to 100 units = minimum of 7 architectural styles and/or floorplans
    c. 101 and over units = minimum of 10 architectural styles and/or floorplans

3. Homeowners Associations. All subdivisions shall be maintained by a Homeowners Association with appropriate Conditions, Covenants and

Restrictions (CC&R's). CC&R's are not enforceable by the City and are private contracts between the developer and the property owner.

4. Irrigation and drainage ditches shall not be covered, tiled or re-routed as part of any new residential development unless specifically approved by Council and the applicable irrigation and/or drainage district. Perforated piping may be considered as an option if tiling is allowed.

8-4A-21: MAILBOXES:

All mailbox clusters shall be approved by the postmaster prior to installation. All clusters shall be covered with an architecturally designed cover, to be approved by the Administrator prior to final plat signature. All covers shall be provided with lighting and shall be stained/painted and kept in good condition at all times. The administrator may issue a letter of violation to the HOA when any mailbox cluster or cover falls into disrepair. Maintenance shall be included in the CC&R's. A turnout shall be installed adjacent to the mailbox cluster to provide community access, if approved by the transportation authority and postmaster. The design shall be included as part of the preliminary plat submittal.



8-4E-1: COMMON OPEN SPACE AND SITE AMENITY REQUIREMENTS - APPLICABILITY:

The standards for common open space and site amenities shall apply to all residential developments with a density exceeding one dwelling unit per acre.

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

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

1. The total land area of all common open space shall equal or exceed fifteen percent (15%) of the total gross acreage of land area of the development. A minimum of 10% of the total gross acreage of the development shall be for useable area open space. Open space shall be designated as a total of 15% minimum for residential developments in all zones with densities of R-2 or greater.

2. Each development is required to have at least one site amenity.

3. One additional site amenity shall be required for each additional twenty (20) acres of development area, plus one additional amenity per 75 residential units.

4. Developments with a density of 1 dwelling unit per acre or less may request a waiver of open space and amenities to the Council. Developments with a density of 2 dwelling units per acre or less may request a 50% reduction in total required open space and amenities to the Council.

5. For multi-family developments, see Section 8-5-20 for additional standards.

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

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

a. Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area;

b. Qualified natural areas, as determined by the Administrator;

c. Ponds or water features where active fishing, paddle boarding, or other activities are provided (50% qualifies towards total required usable area open space, must be accessible by all residents to qualify. Ponds must be aerated. All ponds shall be provided with safety floatation devices (rings) located at reasonable distances, as determined by the administrator;

d. A plaza.

e. Common lots that include a pathway providing local or regional connectivity that is a minimum of 20’ in width.

f. Irrigation easements/ditches when a pathway is included (to be measured from the center of the ditch to the property line of the common lot).

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

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

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

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

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

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

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

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

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

1. Clubhouse;

2. Fitness facilities, indoors or outdoors;

3. Public art;

4. Picnic area; or

5. Recreation amenities:

a. Swimming pool with an enlarged deck and changing and restroom facility (pools shall count towards 3 required site amenities).

b. Children's play structures.

c. Sports courts.

d. Additional open space in excess of 10% qualified usable space.

e. RV parking for the use of the residents within the development.

f. School and/or Fire station sites if accepted by the district.

g. Pedestrian or bicycle circulation system amenities meeting the following requirements:

(1) The system is not required for sidewalks adjacent to public right of way;

(2) The system connects to existing or planned pedestrian or bicycle routes outside the development; and

(3) The system is designed and constructed in accord with standards set forth by the city of Star;

h. Pond and/or waterway amenities including, but not limited to docks, shade structures, ADA access, and fish stocking.

6. Community Gardens.

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

E. Maintenance:

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

8-6A-3: PRELIMINARY PLAT PROCESS

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

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

C. Application Requirements: A complete subdivision application form and preliminary plat data as required in this title, together with fees shall be submitted to the administrator. At the discretion of the administrator or city engineer, appropriate supplementary information may also be required to sufficiently detail the proposed development within any special development area, including, but not limited to, hillside, planned unit development, floodplain, cemetery, manufactured home parks, and/or hazardous or unique areas of development. Any unresolved

access or traffic generation issues related to ACHD or ITD regulated roadways shall be resolved by the applicant prior to acceptance of any application. A letter from the appropriate transportation agency or servient property owner shall be submitted with the application.

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

1. Two (2) copies of the preliminary plat of the proposed subdivision, drawn in accordance with the requirements hereinafter stated. Each copy of the preliminary plat shall be submitted on good quality paper, be professionally drafted, shall have the dimensions of not less than twenty-four inches by thirty-six inches (24" x 36"), and shall be drawn to a scale of not less than one inch to one hundred feet (1"=100') and contain a drafting date and north arrow.

2. For hillside developments, one (1) bound copy of the preliminary engineering plans (not meant to be cross sections or detailed designs) showing streets, water, sewers, sidewalks, and other required public improvements, together with preliminary site grading, drainage and irrigation plans of the proposed subdivision. Such engineering plans shall contain sufficient information and detail to make a determination as to conformance of the proposed improvements to applicable regulations, ordinances and standards.

3. Two (2) copies of a landscape plan showing all open space, common areas, amenities, street trees and development signage;

4. Additional information on the preliminary plat and separately submitted information to include the following:

    a. The name of the proposed subdivision, as approved in advance by the Ada County Engineering office;
    b. The name, address, telephone and email of the applicant, developer, engineer and surveyor or drafter who prepared the preliminary plat;
    c. The names and addresses of all adjoining property owners and recorded plats within three hundred feet (300') of the external boundaries of the land being considered for subdivision.
    d. The land use and existing and proposed zoning of the proposed subdivision and the adjacent land;
    e. Streets, street names, rights of ways and roadway widths, including adjoining streets or roadways;
    f. Lot lines and blocks showing the dimensions and numbers of each, together with area of each lot in acres and square feet;
    g. Contour lines, shown at five-foot (5') intervals where the land slope is greater

than ten percent (10%) and at two-foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established benchmark, including location and elevation;

h. Any proposed or existing utilities, including, but not limited to, power poles, storm and sanitary sewers, irrigation laterals, ditches, bridges, culverts, water mains and fire hydrants;
i. Any flood zone information including FEMA FIRM panels;
j. The legal description of the boundary of the property being subdivided with the seal of the surveyor of record;
k. Phasing plan showing all proposed phases of the development;
l. Preliminary irrigation analysis showing availability of water rights and distribution of irrigation to the lots within the proposed subdivision, or waiver request;
m. One (1) copy of a site report of the highest seasonal groundwater elevation prepared by a licensed engineer;
n. narrative, signed by the applicant, fully describing the proposed subdivision, including such information as number and type of uses on the lots (residential single, two or multi-family, commercial, etc.), common lots and the proposed uses of those lots (open space, parks, playgrounds, landscaping, or other uses) and any other information deemed necessary to explain the intent of the development including how it relates to other concurrently submitted applications (annexations, rezones, PUD's, CUP's, etc.).
o. Neighborhood meeting information including sign-in sheet, copy of meeting letter, copy of mailing labels, and detailed summary of neighbor questions and concerns and how the development has been designed to address those concerns;
p. A vicinity map showing the relationship of the proposed plat to the surrounding area (1/2-mile radius);
q. Deeds, affidavit of legal interest, address labels, postal service location approval, ACHD traffic study review status, electronic copies, or any other required information deemed necessary by the administrator to allow for proper review of the application;
r. A conceptual site plan shall be submitted for any non-residential developments showing building locations, parking and loading areas, traffic access drives and traffic circulation and trash enclosure locations;
s. Any additional required information for special area of developments including, but not limited to hillsides, wetlands or as further specified in this Title.

5. Additional information in the application as determined by the administrator may include the following:
    a. Building elevations, including multi-family uses, non-residential uses, clubhouses, well houses, or other elevations deemed necessary to assist the Council in their decision regarding a development;
    b. Colored site plan and renderings of a subdivision detailing residential lot

locations, open space and common areas, buffers, roadways, waterways and irrigation ditches, fencing, signs and landscaping.

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

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

COMPREHENSIVE PLAN:

8.2.3 Land Use Map Designations:

Estate 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.

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.

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:

- Preserve the family friendly feel of Star
- Implement the Land Use Map and associated policies as the official guide for development.
- Manage urban sprawl in order to minimize costs of urban services and to protect rural areas.
- Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

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.

8.5.9 Additional Land Use Component Policies:

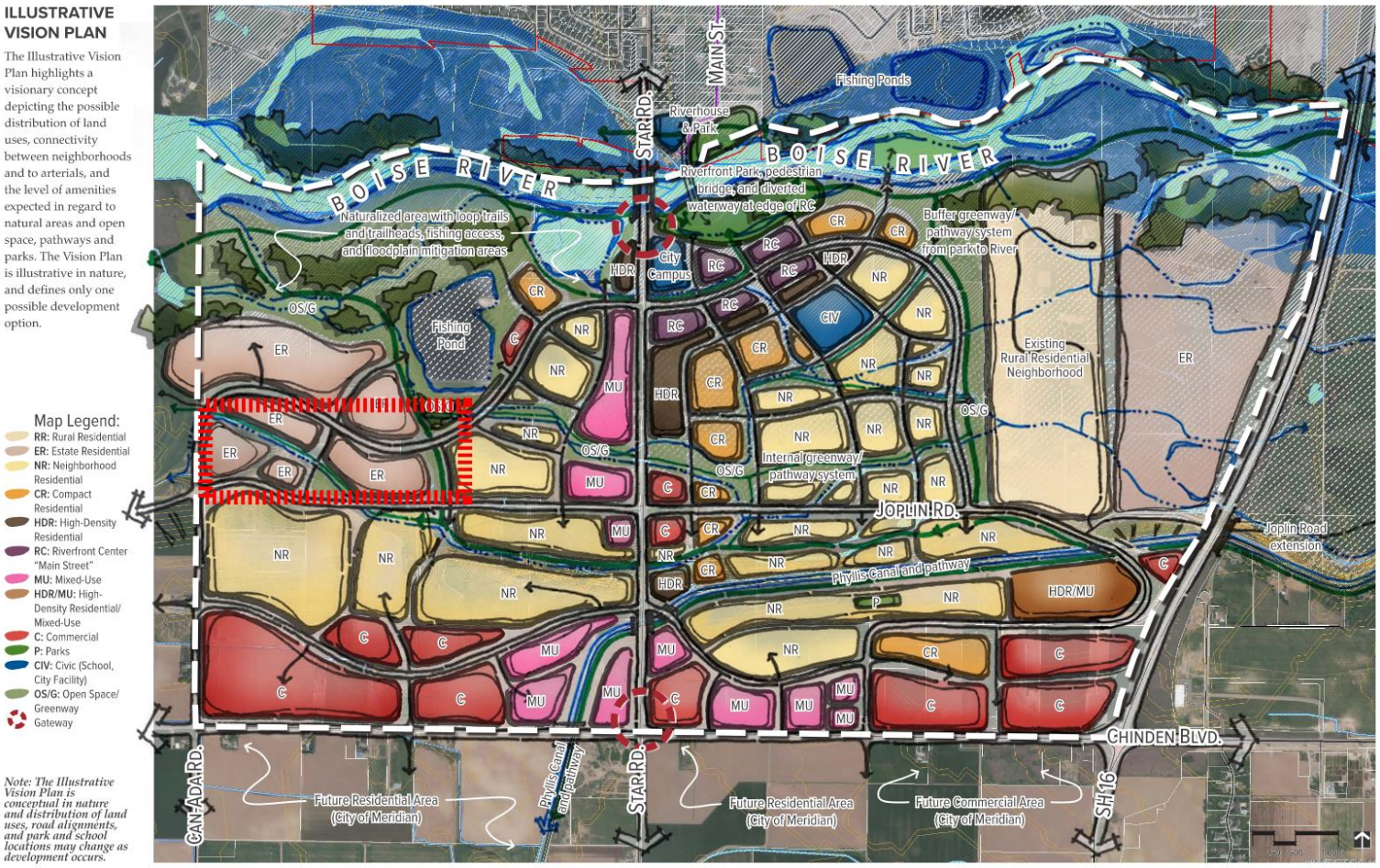
- Encourage flexibility in site design and innovative land uses.
- Encourage landscaping to enhance the appearance of subdivisions, structures, and parking areas.
- Require more open space and trees in subdivisions.
- Work with Ada County Highway District (ACHD), Canyon Highway District #4 (CHD4), and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

18.4 Implementation Policies:

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

21.1 – South of the River Planning Area

Refer to the South of the River Area Document



PROJECT OVERVIEW
COMPREHENSIVE PLAN & DEVELOPMENT CODE COMPLIANCE

ANNEXATION & ZONING:

The Annexation and Zoning request of the 129.39 acres from Rural Urban Transition to Residential (R-3-PUD-DA) with a Planned Unit Development (PUD) on the applicant's property will allow for the development of the property in a manner that will be consistent with the intent of the current Comprehensive Plan Map. The Future Land Use Map designates the property mostly as Estate Urban Residential with a small amount that is in the Neighborhood Residential, within the South of the River Planning Area. The applicant has provided a well-designed master planned development for the entire property that incorporates elements of the listed land use designations. The overall density of the residential portions of the development is 2.26 dwelling units per acre, which is consistent with the Estate Residential (Maximum 3 Units per Acre) land use designation.

> The Comprehensive Plan encourages 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 *(Goal 8.3)*. The Estate and Neighborhood Residential Land Use designation encourages urban style development densities to limit urban sprawl *(Policy 8.3).* The Plan also encourages flexibility in site design and innovative land uses and supports well-planned, pedestrian-friendly developments *(8.5.9).*

Primary access to the development will be from Joplin Road. The development will provide stub streets to the north and connections to the east and west allowing for connectivity should those properties develop.

The Unified Development Code, Section 8-4E-2, requires a development of this size to have a minimum of eleven (11) site amenities. The amenities are grouped within three areas. Area 1 will feature a pool, pool house with conditioned space (flex room), dual pickle ball courts, playground, shade structure with picnic tables, and central pond. Area 2 will feature a tot lot and smaller shade structure with picnic tables. Area 3 will feature community wide additional open space, two regional pedestrian walkways from the draft Star Community Pathway Plan, and open water ways (Eureka & Phyllis Canals).

PRELIMINARY PLAT:

The original application included a Planned Unit Development showing a conceptual development layout consisting of 293 residential lots, with a proposed density of 2.66 dwelling units per acre. The layout included single family detached lots along with denser, cluster, or "Courtyard" housing. There was also a request for private streets in a portion of the development. A small, commercial area was included as part of the PUD.

The newly requested Preliminary Plat submitted contains 293 residential lots and 21 common lots. The PUD, and subsequently, the commercial area, have been withdrawn. The residential will be exclusively single family detached. The density of the proposed development is 2.26 dwelling units/acre. The residential lots range in size, with an average buildable lot area of 7,430 square feet. The applicant has indicated in their Open Space Exhibit that the development will contain a total of 35.6 acres (27.5%) of overall open space, including usable space greater than the minimum 10% required. Streets are proposed to be public throughout the development and will measure 36 ft from back of curb to back of curb and satisfy Section 8-4D-34B(4) of the UDC.

The Unified Development Code, Section 8-4E-2, requires a development of this size to have a minimum of eleven (11) site amenities. The amenities are grouped multiple areas. These areas will feature a community pool with deck, clubhouse and restrooms and changing areas, dual pickle ball courts, children's play structure, and a covered picnic area. This area will be included

as part of phase 1. Community ponds will be constructed in the main amenity area. Ponds will include docks and access to swimming and activities such as paddleboarding. Additional amenities will include multi-use pathways along the Eureka Main Canal that is part of the City's Pathway Masterplan. An additional tot-lot/children's play area with covered picnic area will also be provided. A dog park will also be provided within the development. Finally, 1.25 miles of detached multi-purpose pathways in addition to the tree-lined detached sidewalks will provide additional pedestrian amenities.

ADDITIONAL DEVELOPMENT FEATURES:

- **Sidewalks:** - Sidewalks are proposed at five-foot (5') widths and will be detached throughout the overall subdivision.

- **Lighting**: - Streetlights shall reflect the "Dark Sky" criteria with all lighting. The same streetlight design shall continue throughout the entire development. The City shall approve the streetlight plan prior to submittal of final plat.

- **Landscaping**: - As required by the Unified Development Code, Chapter 8, Section 8-8C-2-M (2) Street Trees; A minimum of one street tree shall be planted for every thirty-five (35) linear feet of street frontage. The applicant shall use "Treasure Valley Tree Selection Guide", as adopted by the Unified Development Code. The landscape plan submitted with the Preliminary Plat shows street trees throughout the large common area and dog park as required per code. The City shall approve the landscape plan prior to submittal of final plat.

- **Setbacks:** – The applicant has not requested waivers to setbacks as part of this development.

- **Block Length:** - There are blocks that exceed the maximum 750' in length. Therefore, Council must approve the waiver to the block length for these areas.

- **Mailbox Cluster:** - Applicant has provided communication to the Star Postmaster and they are awaiting his response on cluster location.

- **Subdivision Name:** - Applicant has provided documentation showing approval for the subdivision name.

- **Street Names:** - Applicant has provided documentation showing approval for the street names and they are showing accurately on the submitted preliminary plat.

- **Phasing:** - Applicant is proposing the development will be built out in eight phases, which could change, based on market conditions.

DEVELOPMENT AGREEMENT:

Through the Development Agreement process, the applicant is proposing to work with the City and neighboring property owners to provide further insurances that the development will be built as presented and/or modified by the Council through the review process. Items that should be considered by the applicant and Council and included in the Development Agreement are as follows:

- ITD Proportionate Share Fees;
- Emergency Mitigation Fees;
- Future Residential Building Elevations;
- Block Length Waiver
- Exterior Fencing Plan

AGENCY/DEPARTMENT RESPONSES

City Engineer	April 1, 2025
Central Dist. Health	October 14, 2025
DEQ	September 29, 2025
ITD	December 16, 2024
Star Police Chief	April 9, 2025
Star Fire District	Pending
ACHD	October 10, 2025

PUBLIC RESPONSES

Michael Clayton	September 10, 2025

STAFF ANALYSIS & RECOMMENDATIONS

Based upon the information provided to staff in in the applications and agency comments received to date, the proposed annexation and zoning request and associated applications including the preliminary plat meets the requirements, standards and intent for development as they relate to the Comprehensive Plan and Unified Development Code. The proposed maximum allowed density of 2.26 dwelling units per acre is within the range of Estate Rural Residential and Estate Urban Residential Comprehensive Plan Land Use Map. Staff is supportive of proposed diversity in lot sizes, housing sizes and density that the (R-3) zoning

designation will provide.

The Council should consider the entire record and testimony presented at their scheduled public hearing prior to rendering its decision on the matter. Should the Council vote to approve the applications, either as presented or with added or revised conditions of approval, Council shall direct staff to draft findings of fact and conclusions of law for the Council to consider at a future date. A development agreement will also be brought back to the Council for review of proposed Conditions of Approval for the rezone.

FINDINGS

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

ANNEXATION/REZONE FINDINGS:

1. The map amendment complies with the applicable provisions of the Comprehensive Plan.

   The purpose of the Star Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Star and its Impact Area. Some of the prime objectives of the Comprehensive Plan include:

   - ✓ *Protection of property rights.*
   - ✓ *Adequate public facilities and services are provided to the people at reasonable cost.*
   - ✓ *Ensure the local economy is protected.*
   - ✓ *Encourage urban and urban-type development and overcrowding of land.*
   - ✓ *Ensure development is commensurate with the physical characteristics of the land.*

   The goal of the Comprehensive Plan for Land Use is to encourage the development of a diverse community that provides a mixture of land uses, housing types, and a variety of employment options, social and recreational opportunities, and where possible provides an assortment of amenities within walking distance of a residential development. The Council must find compliance with the Comprehensive Plan.

2. The map amendment complies with the regulations outlined for the proposed district, specifically, the purposes statement.

   The Council must find that the proposal complies with the proposed district and purpose statement. The purpose of the residential districts is to provide regulations and districts for various residential neighborhoods with gross densities in compliance with the intent of the Comprehensive Plan designation. Housing shall be single family detached unless approved with a PUD or development agreement. Connection to municipal water and sewer facilities are required for all subdivision and lot split applications in all districts exceeding one dwelling unit per acre. Private streets may be approved in this district for

access to newly subdivided or split property.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare; and

   The Council must find that there is no indication from the material submitted by any political agency stating that this annexation and zoning of this property will be materially detrimental to the public health, safety or welfare.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts.

   The Council must find that it has not been presented with any information from agencies having jurisdiction that public services will be adversely impacted other than traffic, which will continue to be impacted as the City grows.

5. The annexation is in the best interest of the city.

The Council must find that this annexation is reasonably necessary for the orderly development of the City.

PRELIMINARY PLAT FINDINGS:

1. The plat is in compliance with the Comprehensive Plan.

   The City must find that this Plat follows designations, spirit and intent of the Comprehensive Plan regarding residential development and meets several of the objectives of the Comprehensive Plan such as:

   1. *Designing development projects that minimize impacts on existing adjacent properties, and*
   2. *Managing urban sprawl to protect outlying rural areas.*

2. Public Services are available or can be made available and are adequate to accommodate the proposed development.

   The City must find that Agencies having jurisdiction on this parcel were notified of this action, and that it has not received notice that public services are not available or cannot be made available for this development.

3. There is public financial capability of supporting services for the proposed development;

   The City must find that they have not been notified of any deficiencies in public financial capabilities to support this development.

4. The development will not be detrimental to the public health, safety or general welfare; *The City must find that it has not been presented with any facts stating this Preliminary Plat will be materially detrimental to the public health, safety and welfare. Residential uses are a permitted use.*

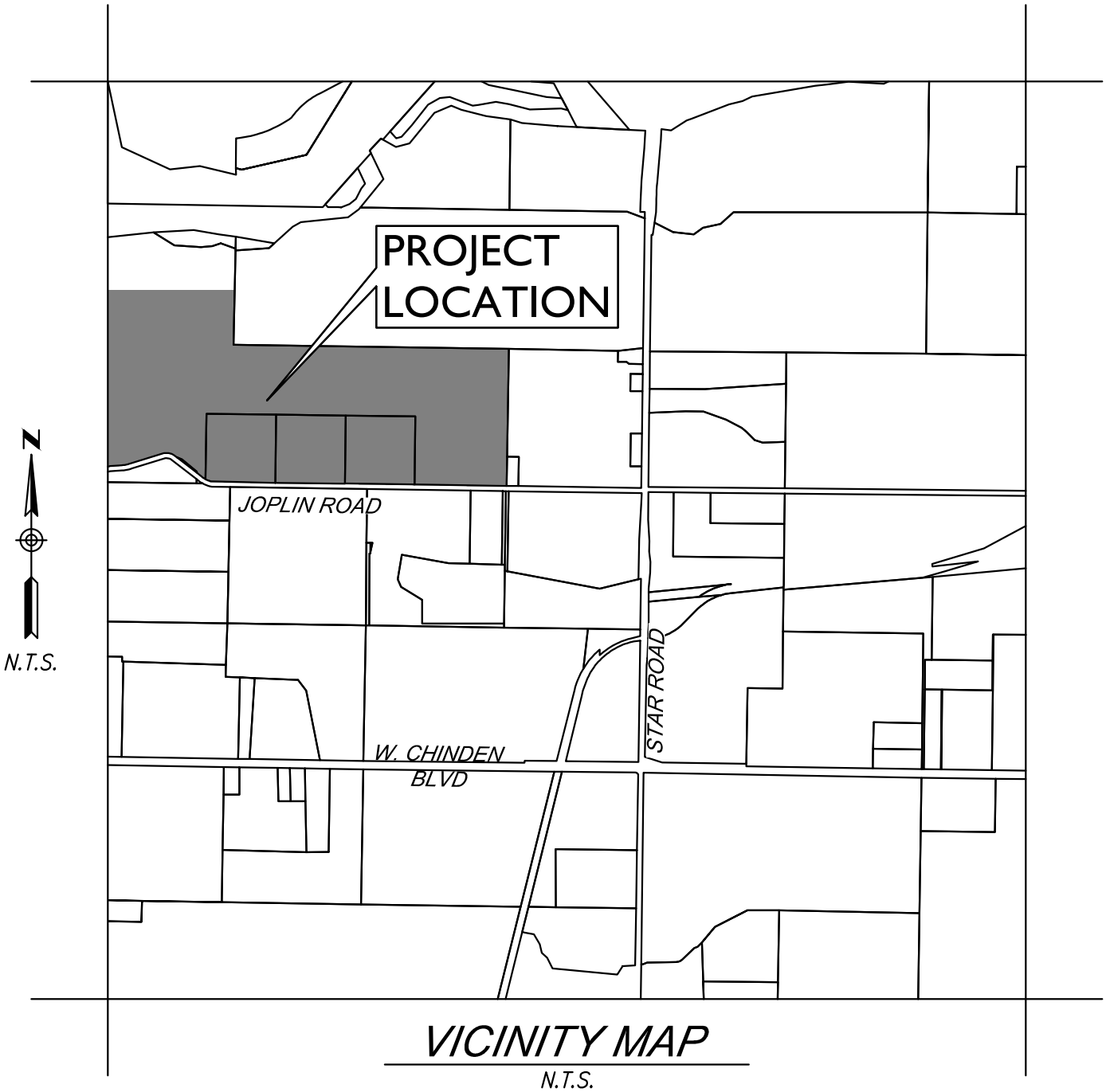
5. The development preserves significant natural, scenic or historic features;
   The City must find that there are no known natural, scenic, or historic features that have been identified within this Preliminary Plat.

COUNCIL DECISION

The Star City Council _____ File Numbers AZ-24-08, DA-24-08, PP-24-08 for Subdivision on _____ _ _____, 2025.

CONDITIONS OF APPROVAL

1. The approved Preliminary Plat for the Trailmark Station Subdivision shall comply with all statutory requirements of applicable agencies and districts having jurisdiction in the City of Star.
2. **The applicant shall receive approval of all Floodplain applications and meet all FEMA requirements, if applicable, prior to approval of the final plat. The applicant shall also submit a Permit to Develop in an Area of Special Flood Hazard to the Floodplain Manager for review and approval prior to <u>any</u> development work on the property.**
3. **The applicant shall enter into a Development Agreement with the City, agreeing to proportionate share assessment by ITD regarding impacts to the State Highway System. These fees are currently being calculated at $1,000.00 per residential lot. These fees will be collected by the City of Star, by phase, prior to final plat signature.**
4. **The development shall be subject to additional Fire and Police emergency mitigation fees collected at the time of building permit for each residential dwelling. The fee shall be determined by City Council.**
5. **All sidewalks and planter strips shall be built to UDC standards, unless otherwise approved by Council.**
6. **The applicant shall comply with the Residential Standards for all new houses, as required in Section 8-3B-3 of the UDC.**
7. **A letter from the US Postal Service shall be given to the City at Final Plat stating the subdivision is in compliance with the Postal Service and the location of the mailbox cluster. The mailbox cluster must be covered and reasonably lit.**
8. **The Applicant shall work with Staff for approval of subdivision name and street names. Names shall be reflected correctly on the final plat prior to signature.**
9. Streetlights shall comply with the Star City Code and shall be of the same design throughout the entire subdivision. Streetlights shall be continuous throughout the subdivision and shall be maintained by the Homeowners Association. **Streetlights shall be installed and energized prior to issuing of building permits.** Design shall follow Code with requirements for light trespass and "Dark Skies" lighting. **Applicant/Owner shall submit a streetlight plan prior to Final Plat approval. Streetlights shall comply with the Star City Code regarding light trespass and "Dark Sky" initiative.**



VICINITY MAP

N.T.S.

T4N, R1W, SEC. 19

Kimley»Horn

Starling Springs Vicinity Map

June 25, 2024

NORTH

September 12, 2025

City of Star
Planning & Zoning Department
10769 W. State St.
Star, ID 83669

RE: Supplemental Narrative in Support of Trailmark Station (formerly Starling Springs)

Dear Planning Staff, Mayor, and City Council:

Toll Brothers is pleased to present this supplemental narrative in support of the pending annexation, zoning, and preliminary plat applications for the Trailmark Station community ("**Trailmark Station** " or "**Project**"). After meeting with the Council in April of 2025, we have made revisions to the Project, including a name change from Starling Springs, to incorporate the Council's feedback and to ensure the Project is in conformity with the South of the River Subarea Plan. This narrative provides a comprehensive overview of the Project and highlights the updates to the Project. A second neighborhood meeting was held by Toll Brothers on August 4th to discuss the project revisions with area land owners.

Trailmark Station will be a multi-phase single-family residential community with best in class amenities, more than 35 acres of open space, and approximately 1.25 miles of new detached multi-purpose pathways. The Project is expected to be constructed over a five year period in eight phases, and will provide an estimated 293 new homes for the Star community. Trailmark Station will help meet the City's need for housing with a first-class community that offers quality architecture, which honors the rural history of the Property and expansive and thoughtful open space amenities.

Property Overview

Trailmark Station will be located on 129.5 acres northeast of the intersection of Can Ada and Joplin (the "**Property**"). *Figure 1* below is an aerial map of the Property. The Property is made up of four contiguous Ada County tax parcels.[1] The Property is currently zoned Rural Urban Transition in unincorporated Ada County, Idaho. The City's Future Land Use Map places the Property within the South of the River Planning Area and the Property is within the City's Area of Impact. City limits are currently contiguous on the south boundary of the Property. The Property is mostly vacant but has several residential structures and outbuildings that will all be removed as part of the Project. There are several large developments currently underway near the Property, these include Inspirado, Starpoint, Naismith, and Joplin Rim. The Property is in the Eureka Water Company irrigation district. The Eureka Main Canal runs through the northeast corner of the Property and the Eureka South Lateral runs through the southwest portion of the Property as shown on *Figure 1*. The Property has frontage and access on W Joplin Road. A future east/west collector will be constructed along the northern boundary of the Property by Toll Brothers as part of

[1] Parcel Nos. S0419244630, S0419234100, S0419244705 and S041913157.

Trailmark Station, which will increase regional connectivity and improve access throughout the South of the River Planning Area.

Annexation and Zoning

A. Annexation of the Property.

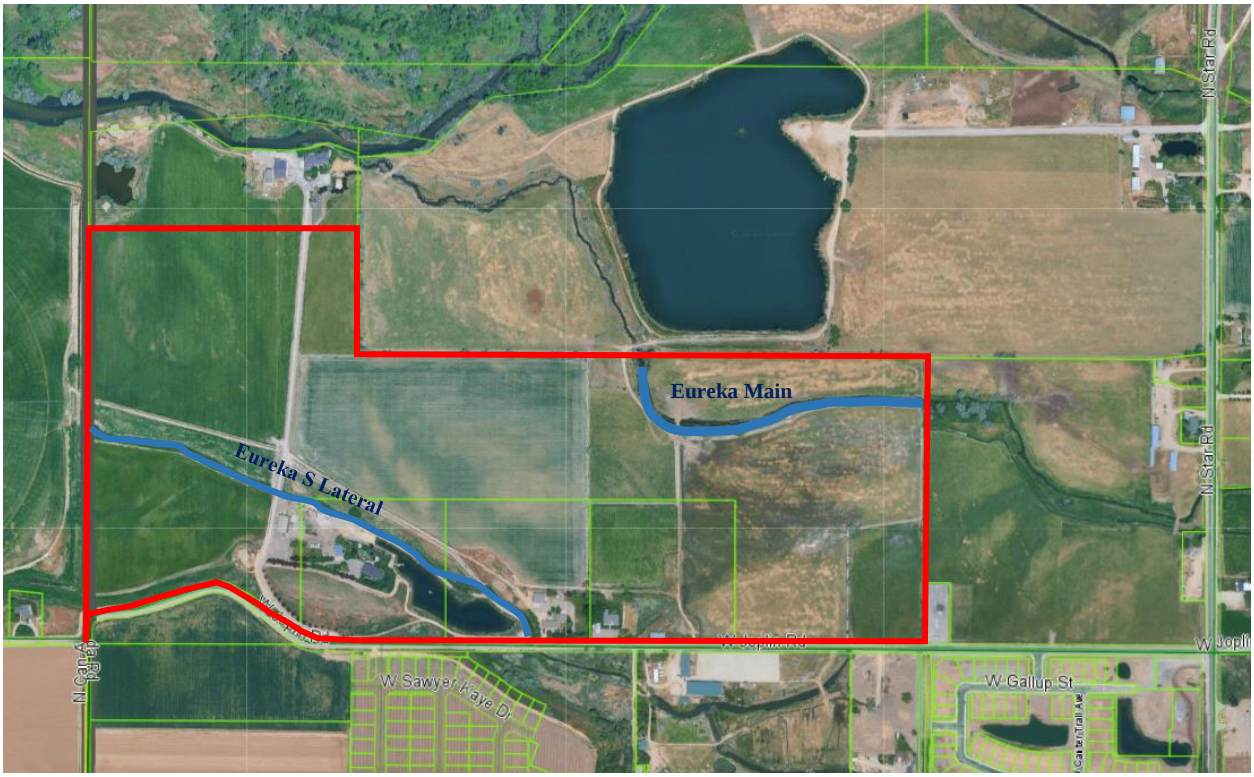


Figure 1

Toll Brothers requests annexation of the Property into the City. The requested annexation meets all applicable annexation criteria and the Property is annexable because: (i) the owner of the Property has consented to annexation; (ii) the Property is contiguous to City limits; and (iii) the Property is within the City's Area of City Impact and Comprehensive Planning Area.[2] Annexation in this case is also in the City's best interest for a multitude of reasons. First, the annexation and related Project constitute orderly and cost effective development because: (i) the Property is within the City's area of impact and comprehensive planning area, and (ii) water and sewer services are extended to the Property and there is current capacity to serve the Project. Second, annexation of the Property allows the City to further its vision of the South of the River Planning Area. Third, the annexation will provide housing to meet existing demand in an area with ongoing development and ready access to the State Highway system.

[2] Idaho Code § 50-222; Star City Code § 8-1B-1.

B. Property Zoning.

Upon annexation, we are requesting the Property be given an R-3 zoning designation. The prior submission of this Project included a Planned Unit Development (PUD) application, which has been removed. ***All of the lots and homes at Trailmark Station will fully comply with the City's R-3 zoning standards***.

The requested R-3 zoning designation is appropriate because it is supported by the FLUM and the South of the River Subarea Plan. Under the South of the River Subarea Plan land use map, the west side of the Property has an Estate Residential designation and the east side has a Neighborhood Residential designation.[3] Both of these land use designations support R-3 zoning.[4] Under the South of the River Subarea Plan, the Property is also within a sub-neighborhood called the River Valley West Neighborhood. The vision for the River Valley West Neighborhood is to transition from more dense neighborhood residential on the east to a more rural feel on the west.[5] We designed Trailmark Station to conform to the specific goals of the River Valley West Neighborhood by having the Project transition from typical neighborhood residential density of 2.9 units per acre on the east side of the Property to more typical rural density of 1.9 units per acre on the west side of the Property. *Figure 2* below shows the density transition of the Project. To capture the density transition and the rural character desired in this area, Phase 8 of the Project,

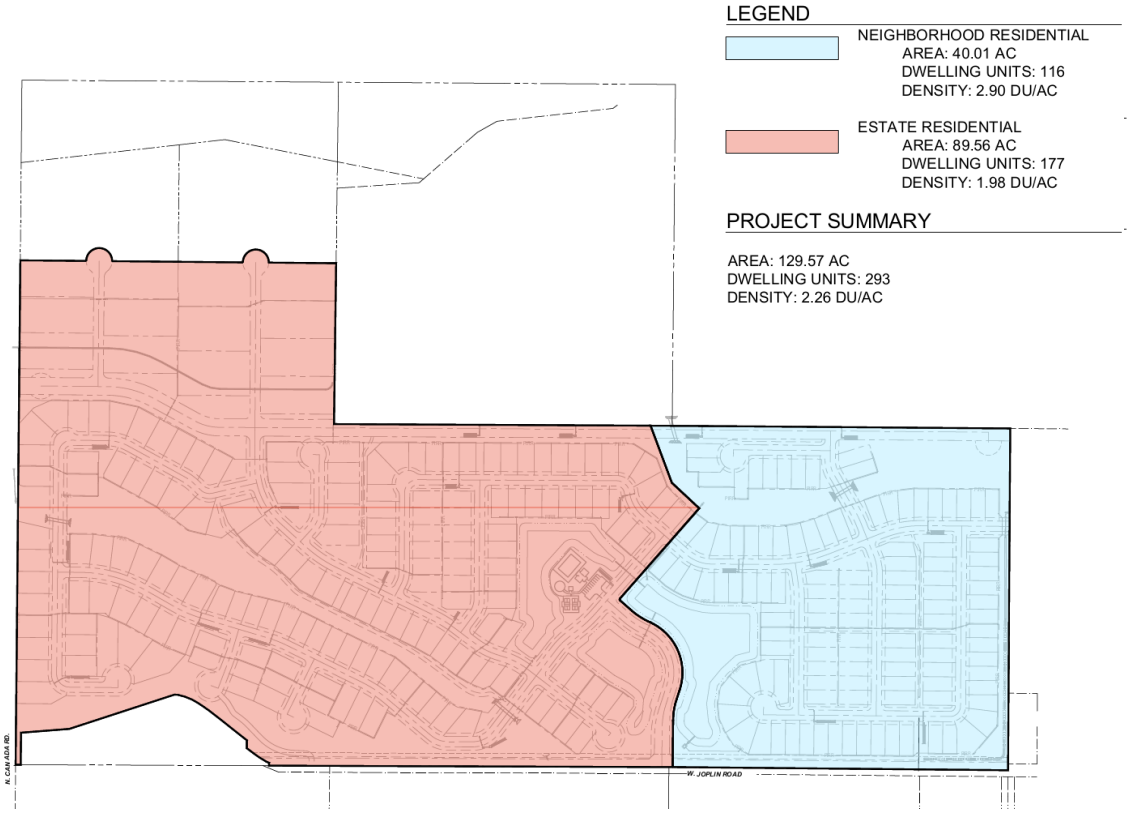


Figure 2

[3] South of the River Subarea Plan, Chapter 2.

[4] City of Star Comprehensive Plan, at p. 41.

[5] South of the River Subarea Plan at p. 3-10.

located in the northwest corner of the Property, includes 13 buildable ranchette style lots that are approximately 1 acre each.

In addition to conforming to the City's Comprehensive Plan and South of the River Subarea Plan, the single-family residential R-3 zoning will also be compatible with the surrounding zoning and uses. The existing residential communities to the south are zoned with a mix of R-3 and R-4 and have densities that will be compatible with Trailmark Station. Adjacent land to the west has a Estate Residential designation on the FLUM and should be developed with residential uses at densities similar to and compatible with Trailmark Station. Overall, by conforming to the goals and requirements of the South of the River Subarea Plan, the Project's compatibility with the surroundings is ensured.

The R-3 zoning and the Project overall will not be materially detrimental to the public health, safety, and welfare. Similarly, the Project will not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the City. This is because there are utilities (e.g. sewer, water, power) in the area available to serve the Project with capacity to serve the Project. Likewise, area roadways have capacity to accommodate the Project as detailed in the Traffic Impact Study from Kittleson & Associates. In sum, the R-3 zoning for the Project is consistent with and furthers the goals, policies, and intent of the Comprehensive Plan and the South of the River Subarea Plan and meets all of the City's criteria for approval.

Preliminary Plat Application

The preliminary plat for Trailmark Station proposes dividing the Property into 314 lots with 21 common lots and 293 buildable single-family residential lots. The overall gross density of the Project is 2.26 units per acre. The overall density of the project has been reduced by 0.5 units per acre as requested by the Council. *Table 1* below summarizes the proposed plat information.

Table 1

Total Project	
Total site area (acres)	129.4 acres
Area devoted to residential development	68.58 acres
Open space area (percentage)	35.6 acres (27.5%)
Total Single-family residential lots	293 lots
Total Common lots	21 lots
Neighborhood Community	
Total Single-family residential lots	116 lots
Total Common lots	8
Average lot size (SF)	7,430 SF
Gross Density	2.9 units/acre
Estate Community	
Total Single-family residential lots	177 lots
Total Common lots	13
Average lot size (SF)	11,834 SF
Gross Density	1.9 units/acre

Trailmark Station is expected to be constructed in eight phases. A phasing plan is attached as Exhibit A. If market conditions remain steady, the build out is expected to be approximately five years. The first final plat phase of the Project is anticipated to record in Spring 2027. Phase 8 of the Project will be retained by the current owner of the Property, the Dancers, who will develop or market the 13 ranchette lots.

Access and Transportation

The Project's primary access will be from the south side off of W. Joplin Road. A new east/west collector, Bushwren Drive, will be constructed along the north side of the Property that will provide improved connectivity for the South of the River Subarea. Bushwren Drive will be stubbed at the east and west boundary of the Property and extended as property in the area develops. An emergency access will also be constructed to provide secondary access to W. Joplin Road on the east side of the Project. No private roads are proposed within Trailmark Station.

Kittelson & Associates prepared a traffic impact study ("**TIS**") to analyze access to Trailmark Station and the impact of the project on area roads and intersections. The TIS concludes that with the recommended mitigation measures, the impact of the Project will be fully offset and all of the area roadways and intersections will function in line with the City's acceptable levels of service.

Transportation agencies, ACHD and ITD, are making significant improvements to area roadways that further support approval of the Trailmark Station. These projects include: (i) widening of SH 20/26 from Middleton Road to SH 16 with signalization at the intersection of Can Ada and SH 20/26; and (ii) widening of Star Road between SH 20/26 and SH 44 with improved and expanded signalization at the intersection of Star Road and SH 20/26.

Finally, Toll Brothers will pay traffic impact fees to Ada County Highway District as well as a proportionate share mitigation fee to the Idaho Transportation Department to further mitigate the impacts of the development on the transportation system.

Services

Toll Brothers has worked with the City and the Star Sewer and Water District to ensure the Project is served with all public services and utilities.

1. **Sewer**: Sewer service from SSWD is currently available to the Property and will be extended as part of the Project. A 8" sanitary sewer service will be installed throughout the Project, and will connect to a 10" sanitary sewer main in W Joplin Road.

2. **Domestic Water**: Water service is also available to the Property and will be extended from an existing 12" main located in W Joplin Road and 8" water service lines will be installed throughout the Project.

3. **Irrigation:** Surface water for irrigation for the Project is provided by the Eureka Water Company. The Eureka Main Canal and Eureka South Lateral cross the Project site, and will remain open-air. A new headgate and weir box for irrigation delivery

to the Project will be installed in the Eureka Main Canal. Three equalized, unlined groundwater and irrigation ponds will be constructed. The ponds will feature bubbler aerators in order to maintain proper aeration. The ponds will also feature a highwater weir and overflow structure, which will deliver overflow outfall to the Eureka South Lateral.

Open Space and Amenities

Trailmark Station includes 35.6 acres of qualified open space–27.5% of the Property. This far exceeds the applicable 15% open space requirement.[6] *Figure 3* below is the Project's open space plan, which is also attached as Exhibit B.

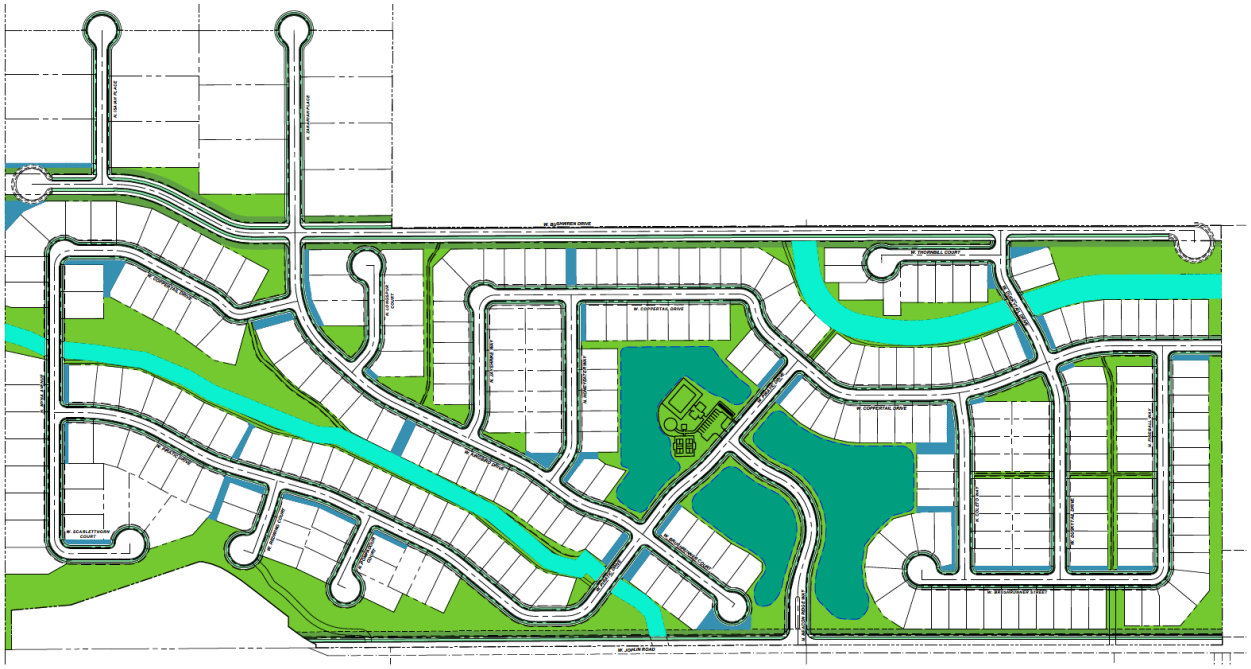


Figure 3

Trailmark Station will also have many community amenities for future residents to enjoy, including:

1. **Main Amenity Area**. The main amenity is centrally located near the entrance of the community and will include a community pool, a pool deck area, and a clubhouse with restrooms and changing areas. The pool will be surrounded by: (i) a large grassy open space area; (ii) children's play structures; (iii) a covered picnic area; and (iv) two pickleball courts. The central amenity will be constructed as part of Phase 1 of the Project to ensure amenities are available to our first residents.

2. **Community Ponds**. A group of recreational ponds will also be constructed as part of the main amenity area. These ponds will include two dock areas for access to swimming and activities like paddleboarding.

[6] Star City Code § 8-4E-2(A)(1).

3. **Multiuse Pathway**. To highlight the natural and historic irrigation facilities on the Property, landscaped multi-use pathways will be constructed along the Eureka Main Canal and the Eureka South Lateral. The pathway along the Eureka Main Canal is part of the City's Pathway Masterplan and will eventually provide connectivity from the Joplin Road bench area down to the Boise River greenbelt. The pathway along the Eureka South Lateral will have extensive landscaping and grassy open spaces on both sides of the lateral. To honor the rural and agricultural history of the area, the Eureka irrigation facilities will be left open and unpiped and wayfinding signs will be added along the pathways to document the settlement of the area, native plants and animals, and the agricultural use of the Property.

4. **Tot Lot**. On the East side of Phase 1 (Lot 1, Block 3) a second children's play area and covered picnic area will be added to serve residents in that area of the community.

5. **Dog Park**. In the northeast corner on the Property (Lot 1, Block 4) a roughly 2.5 acre fenced in dog park will be constructed to serve residents and their pets. This will include sitting areas and pet waste facilities.

As part of Trailmark Station, Toll Brothers will construct approximately 1.25 miles of new detached multi-purpose pathways. In addition to the multi-use pathways, the Toll Brothers will also be constructing over 7 miles of detached tree-lined sidewalks. A pathway plan is attached as Exhibit C.

Housing Elevations; Rural Architecture and Design

The architecture and open space area at Trailmark Station has been refined to pay homage to the rural history of the area. For instance, open three-rail fencing will be used extensively in the community adjacent to common areas. The entry monuments will also carry forward rustic rural elements. Homes will be styled with architecture common to the mountain west. Each distinct home style offers a unique selection of floor plans and elevation styles for residents to choose from. All homes will comply with the City's finish and architectural standards for single-family homes. The conceptual renderings below show anticipated residential facades for homes in Trailmark Station. The rural motif will be carried throughout the community's open spaces and common areas through the use of traditional western gate arches and rustic barn-style pool house. Renderings and elevations of the community architecture and theme are below.





Entry Monument: Elevation

inspiration imagery


stone wall cladding

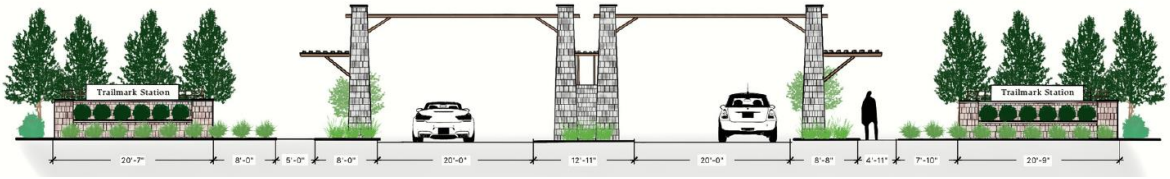

over-head gate


fencing detail behind signage


terracing planting



conc. wall signage



Conclusion

Toll Brothers has a track record of planning and constructing high-quality residential communities. We have designed Trailmark Station in compliance with Star City Code and to complement and transition with the surrounding property. Trailmark Station's best-in-class amenities and open spaces, together with the attractive mix of first-class homes, will provide excellent housing opportunities for both current and future residents of the City of Star.

Thank you for your time in considering the Trailmark Station applications. Please do not hesitate to contact us regarding any questions you may have.

Sincerely,

Martin Taylor

Exhibit A – Phasing Plan

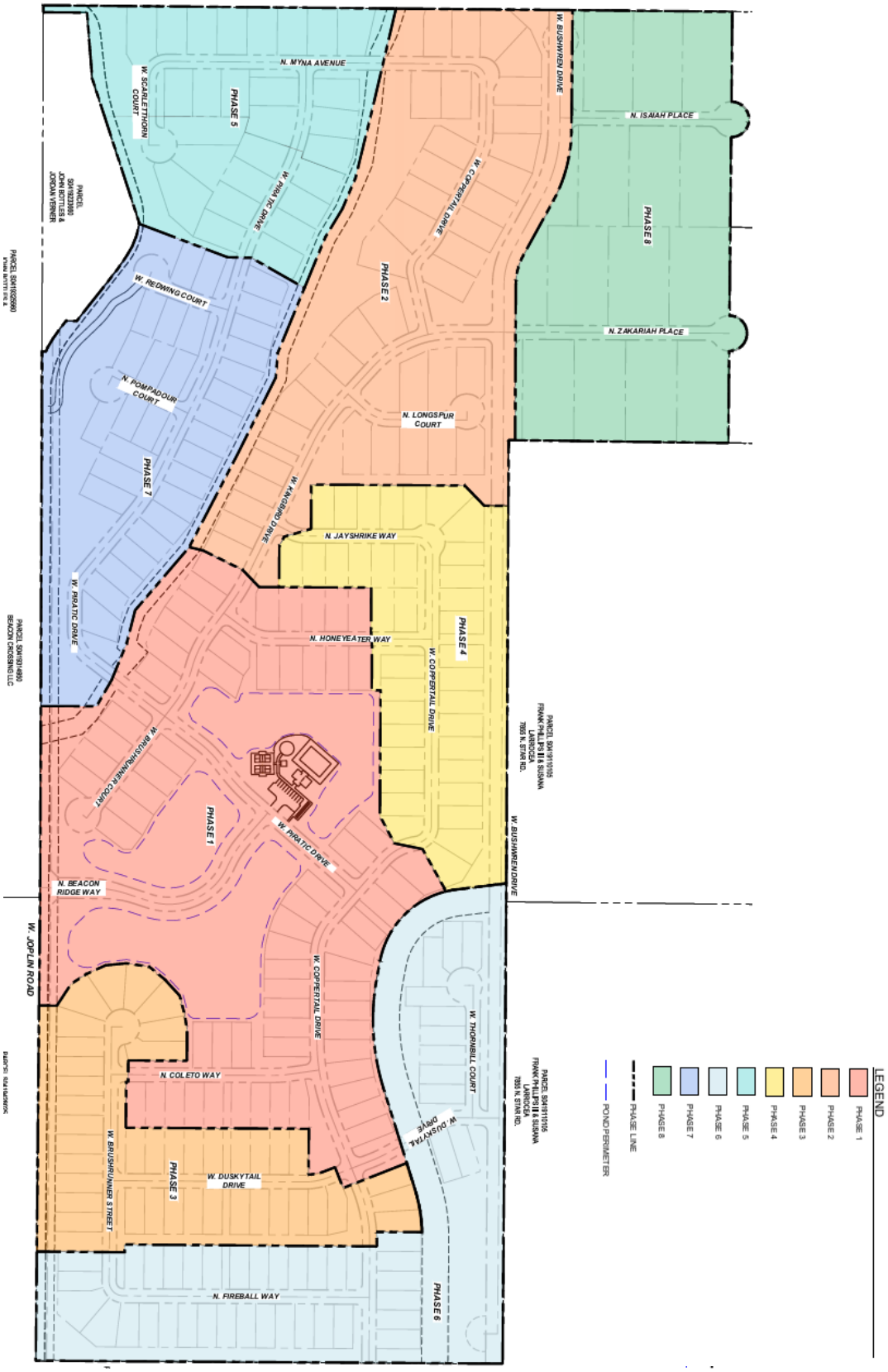


Exhibit B – Open Space Plan

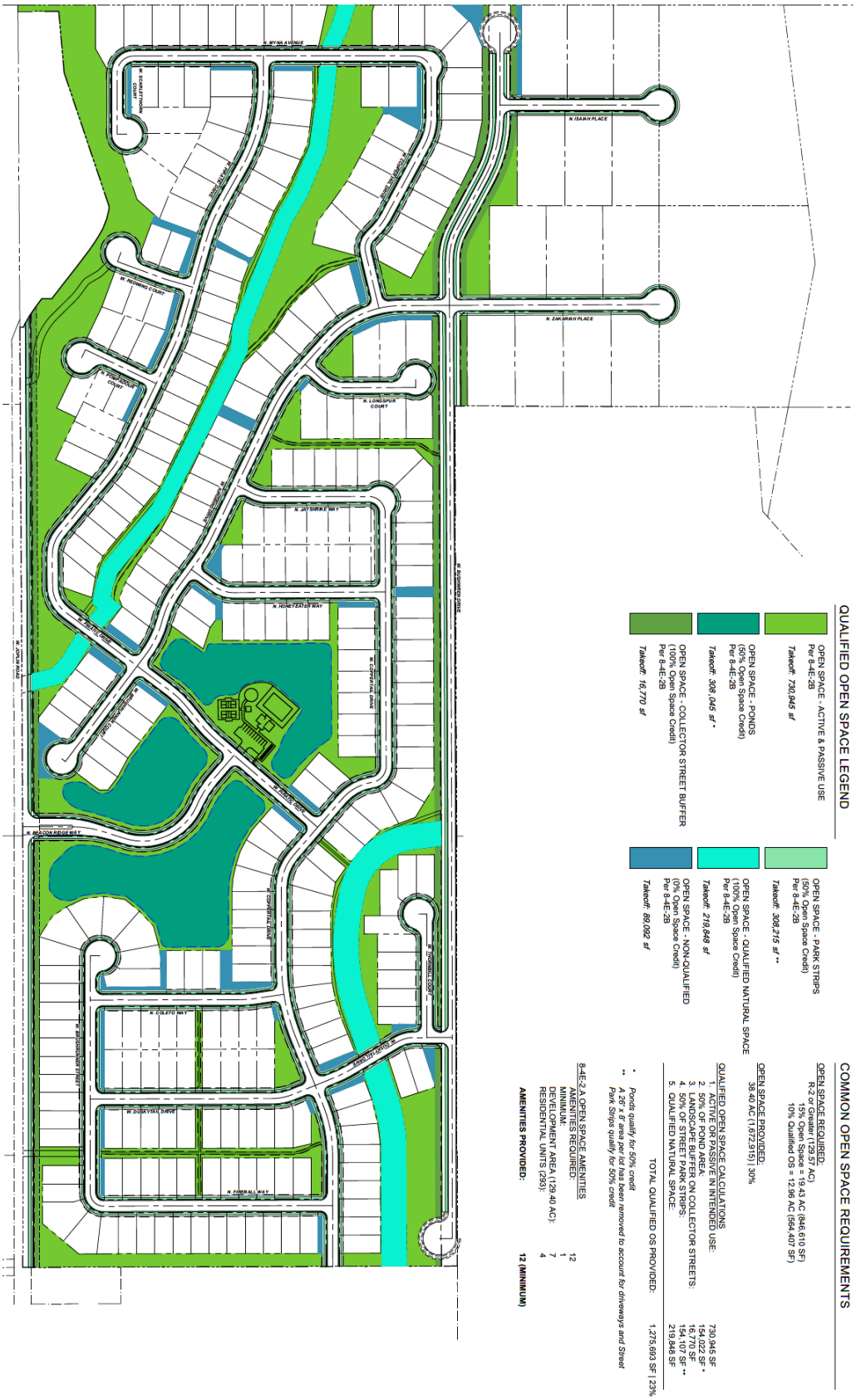
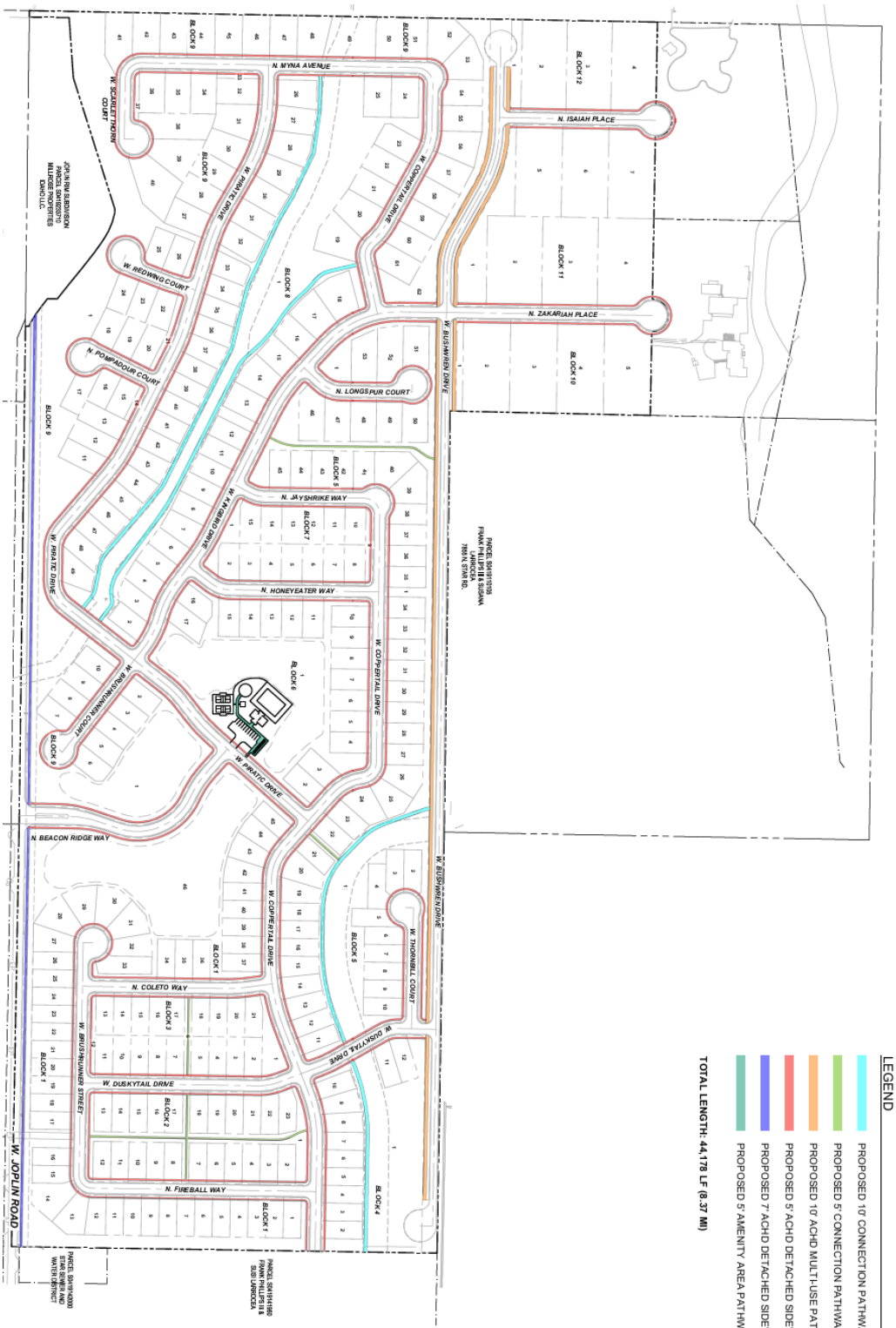


Exhibit C – Pathway Plan



TRAILMARK STATION SUBDIVISION
PRELIMINARY PLAT

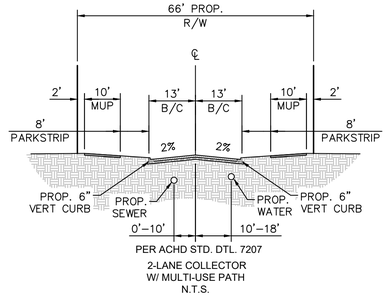
A PORTION OF THE THE NORTH $\frac{1}{2}$ OF SECTION 19
TOWNSHIP 4 NORTH, RANGE 1 WEST, B.M.,
ADA COUNTY, IDAHO

LEGAL DESCRIPTION

BEGINNING AT A 2" ALUMINUM CAP MONUMENT, CP&F NO. 2022-066656, MARKING THE W 1/4 CORNER OF SAID SECTION 19, WHICH BEARS S01°02'38"W, A DISTANCE OF 2640.35 FEET FROM A 3 1/2" BRASS CAP, CP&F 9396299, MARKING THE NW CORNER OF SAID SECTION 19;
THENCE N01°02'38"E, ALONG THE WEST LINE OF SAID SECTION 19, A DISTANCE OF 1945.48 FEET;
THENCE LEAVING SAID WEST LINE, S88°57'22"E, A DISTANCE OF 254.41 FEET TO A POINT OF NON-TANGENCY WITH A 50.00 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CHORD BEARING OF S88°57'22"E AND A CHORD LENGTH OF 100.00 FEET;
THENCE, NORTHERLY, ALONG SAID CURVE, A DISTANCE OF 157.08 FEET;
THENCE S88°57'22"E, A DISTANCE OF 504.56 FEET TO A POINT OF NON-TANGENCY WITH A 50.00 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CHORD BEARING OF S88°57'22"E AND A CHORD LENGTH OF 100.00 FEET;
THENCE, NORTHERLY, ALONG SAID CURVE, A DISTANCE OF 157.08 FEET;
THENCE S88°57'22"E, A DISTANCE OF 259.85 FEET TO THE EAST LINE OF GOVERNMENT LOT 4 OF SAID SECTION 19;
THENCE S01°14'59"W ALONG SAID EAST LINE, A DISTANCE OF 620.18 FEET TO A 5/8" REBAR WITH AN ILLEGIBLE CAP MARKING THE NW 1/16 CORNER OF SAID SECTION 19;
THENCE S89°11'51"E, ALONG THE NORTH LINE OF THE SE 1/4 OF THE NW 1/4 OF SAID SECTION 19, A DISTANCE OF 1304.96 FEET TO A 2" ALUMINUM CAP MARKING THE CN 1/16 OF SAID SECTION 19;
THENCE CONTINUING ALONG SAID NORTH LINE, S89°01'48"E, A DISTANCE OF 1304.76 FEET TO A 5/8" REBAR WITH NO CAP MARKING THE NE 1/16 CORNER OF SAID SECTION 19;
THENCE S00°52'35"W, ALONG THE EAST LINE OF SAID SW 1/4 OF THE NE 1/4 OF SAID SECTION 19, A DISTANCE OF 1317.99 FEET TO A 2" ALUMINUM CAP CP&F 2023-047553, MARKING THE CE 1/16 CORNER OF SAID SECTION 19;
THENCE THE FOLLOWING TWO COURSES AND DISTANCES ALONG THE SOUTH LINE OF THE NORTH 1/2 OF SECTION 19;
THENCE N88°57'17"W, A DISTANCE OF 1309.07 FEET TO A 2" ALUMINUM CAP CP&F 2022-066656 MARKING THE CENTER OF SAID SECTION 19;
THENCE N89°17'11"W, A DISTANCE OF 1543.13 FEET
THENCE LEAVING SAID SOUTH LINE, N00°38'22"E, A DISTANCE OF 11.04 FEET;
THENCE N66°35'36"W, A DISTANCE OF 10.69 FEET;
THENCE N58°43'26"W, A DISTANCE OF 30.79 FEET;
THENCE N54°17'49"W, A DISTANCE OF 27.28 FEET;
THENCE N52°19'23"W, A DISTANCE OF 34.33 FEET;
THENCE N00°51'10"E, A DISTANCE OF 30.65 FEET;
THENCE N51°58'58"W, A DISTANCE OF 10.01 FEET;
THENCE N51°21'24"W, A DISTANCE OF 52.82 FEET;
THENCE N50°53'10"W, A DISTANCE OF 59.47 FEET;
THENCE N51°43'44"W, A DISTANCE OF 65.38 FEET;
THENCE N55°21'36"W, A DISTANCE OF 11.15 FEET;
THENCE N53°48'27"W, A DISTANCE OF 14.09 FEET;
THENCE N56°07'27"W, A DISTANCE OF 22.11 FEET;
THENCE N59°20'23"W, A DISTANCE OF 28.01 FEET;
THENCE N67°31'15"W, A DISTANCE OF 30.56 FEET;
THENCE N74°52'41"W, A DISTANCE OF 28.68 FEET;
THENCE N86°25'51"W, A DISTANCE OF 11.89 FEET;
THENCE S72°28'10"W, A DISTANCE OF 427.04 FEET;
THENCE S86°01'02"W, A DISTANCE OF 187.14 FEET;
THENCE S00°54'10"W, A DISTANCE OF 123.61 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP "CSC 18780" AND SAID SOUTH LINE OF THE NORTH 1/2 OF SAID SECTION 19;
THENCE N89°17'11"W ALONG SAID SOUTH LINE, A DISTANCE OF 19.80 FEET TO THE POINT OF BEGINNING.

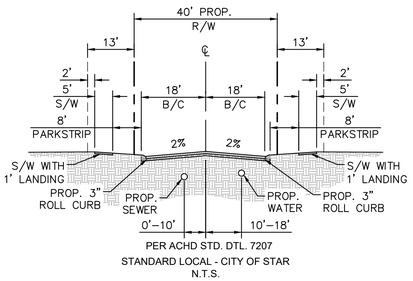
PRELIMINARY PLAT NOTES

1. CONTOUR AND SPOT ELEVATION DATA IS REFERENCE TO NAVD '88 DATUM.
2. ALL PUBLIC STREETS PROPOSED IN THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH ACHD STANDARDS FOR PUBLIC STREETS. ALL PRIVATE STREETS PROPOSED IN THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF STAR STANDARDS FOR PRIVATE STREETS.
3. BLOCK 1 LOT 46, BLOCK 2 LOT 1, BLOCK 3 LOT 1, BLOCK 3 LOT 6, BLOCK 3 LOT 12, BLOCK 4 LOT 1, BLOCK 5 LOT 1, BLOCK 6 LOT 1, BLOCK 7 LOT 1, BLOCK 7 LOT 9, BLOCK 8 LOT 1, BLOCK 9 LOT 1, BLOCK 9 LOT 14, BLOCK 9 LOT 21, BLOCK 9 LOT 33, BLOCK 9 LOT 37, BLOCK 9 LOT 49, BLOCK 9 LOT 62, BLOCK 10 LOT 1, BLOCK 11 LOT 9, AND BLOCK 12 LOT 13 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE TRAILMARK STATION SUBDIVISION HOMEOWNERS ASSOCIATION. THESE LOTS SHALL BE USED FOR HOMEOWNER PEDESTRIAN ACCESS AND LANDSCAPING AND ARE SUBJECT TO A BLANKET EASEMENT ACROSS SAID LOTS FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE.
4. STORMWATER RUNOFF GENERATED ON THIS SITE SHALL HAVE A QUALITY CONTROL TREATMENT PRIOR TO BEING CONVEYED TO ONSITE STORAGE FACILITIES.
5. PUBLIC UTILITIES SHALL INCLUDE WATER, SEWER, ELECTRIC POWER, NATURAL GAS, TELEPHONE, AND CABLE TELEVISION.
6. THIS SUBDIVISION WILL RECEIVED PRESSURE IRRIGATION FROM A PRESSURE IRRIGATION SYSTEM OWNED AND MAINTAINED BY THE HOA.
7. DOMESTIC WATER SERVICE AND FIRE PROTECTION SHALL BE PROVIDED BY THE STAR WATER AND SEWER DISTRICT.
8. SANITARY SEWER COLLECTION SHALL BE PROVIDED BY THE STAR SEWER AND WATER DISTRICT.
9. THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
10. THE OWNER SHALL COMPLY WITH IDAHO CODE, SECTION 31-3805 OR ITS PROVISIONS THAT MAY APPLY TO IRRIGATION RIGHTS.
11. BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH CITY OF STAR CODE UNLESS OTHERWISE MODIFIED BY A DEVELOPMENT AGREEMENT.
12. THE BOTTOM ELEVATION OF BUILDING FOOTINGS SHALL BE SET A MINIMUM OF 18 INCHES ABOVE THE HIGHEST ESTABLISHED NORMAL GROUNDWATER ELEVATION.
13. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE MOST RECENTLY APPROVED SUBDIVISION STANDARDS OF THE CITY OF STAR AT THE TIME OF THE RE-SUBDIVISION.
14. ALL LOT LINES COMMON TO PUBLIC STREETS ARE HEREBY DESIGNATED TO HAVE A TEN (10) FOOT PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE, UNLESS OTHERWISE DIMENSIONED.
15. UNLESS OTHERWISE SHOWN AND DIMENSIONED, EACH LOT WILL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE FIVE (5) FEET ADJACENT TO ANY INTERIOR SIDE LOT LINE, AND OVER THE TEN (10) FEET ADJACENT TO ANY REAR LOT LINE OR SUBDIVISION BOUNDARY.MAINTENANCE OF ANY IRRIGATION AND DRAINAGE PIPES OR DITCHES CROSSING A LOT IS THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE ENTITY.
16. MAINTENANCE OF ANY IRRIGATION AND DRAINAGE PIPES OR DITCHES CROSSING A LOT IS THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE ENTITY.
17. RESTRICTIVE COVENANTS WILL BE IN EFFECT FOR THIS SUBDIVISION.



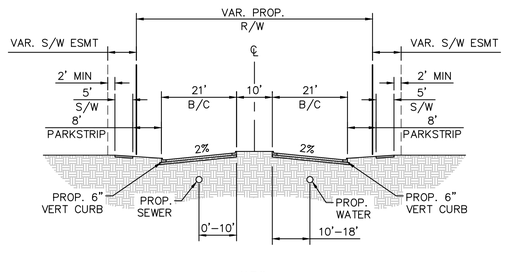
PER ACHD STD. DTL. 7207
2-LANE COLLECTOR
W/ MULTI-USE PATH
N.T.S.

SECTION A - REDUCED SECTION COLLECTOR ROAD



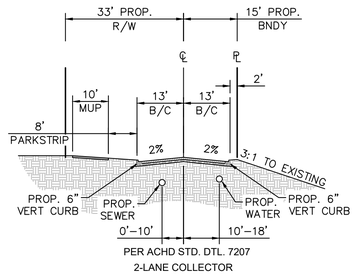
PER ACHD STD. DTL. 7207
STANDARD LOCAL - CITY OF STAR
N.T.S.

SECTION B - LOCAL ROAD



N.T.S.

SECTION C - ENTRY ROAD



PER ACHD STD. DTL. 7207
2-LANE COLLECTOR
W/ MULTI-USE PATH
N.T.S.

SECTION D - REDUCED SECTION COLLECTOR ROAD

OWNER/DEVELOPER

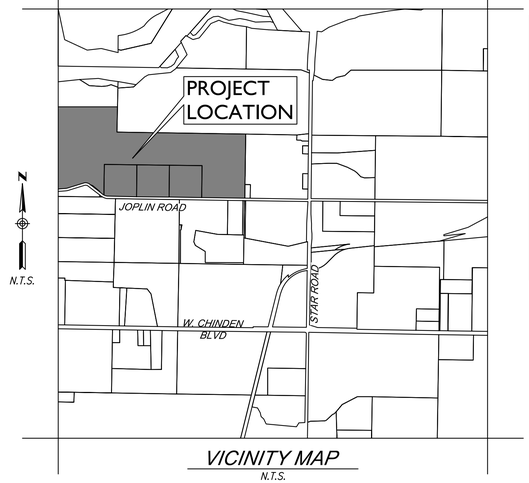
TOLL BROTHERS
3103 W. SHERYL DR., SUITE 100
MERIDIAN, IDAHO 83642
PHONE: (208) 722-2431
CONTACT: MARTIN TAYLOR
EMAIL: MTAYLOR1@TOLLBROTHERS.COM

CIVIL ENGINEER

KIMLEY-HORN AND ASSOCIATES, INC.
1100 W IDAHO STREET, SUITE 210
BOISE, IDAHO 83702
PHONE: (208) 906-3871
CONTACT: TELLER BARD, P.E.
EMAIL: TELLER.BARD@KIMLEY-HORN.COM

LAND SURVEYOR

ESE CONSULTANTS, INC.
3103 W. SHERYL DR., SUITE 100
MERIDIAN, ID 83642
PHONE: (208) 939-9217
CONTACT: JOHN CAYTON
EMAIL: JCAYTON@ESECONSULTANTS.COM



VICINITY MAP
N.T.S.

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
PP-01	COVER SHEET
PP-02	EXISTING CONDITIONS PLAN
PP-03	EXISTING CONDITIONS PLAN
PP-04	PHASING PLAN
PP-05	PROPOSED CONDITIONS PLAN
PP-06	PROPOSED CONDITIONS PLAN
PP-07	PRELIMINARY GRADING PLAN
PP-08	PRELIMINARY GRADING PLAN
PP-09	HORIZONTAL CONTROL
PP-10	HORIZONTAL CONTROL
PP-11	LOT DATA
PP-12	LOT DATA

LEGEND

- PROPOSED CL/SECTION LINE
- PROPERTY BOUNDARY
- PROPOSED EASEMENT
- PROPOSED LOT LINES
- PROPOSED PHASE LINE
- PROPOSED ROAD CENTER
- PROPOSED SURVEY MARKER
- EXISTING CONTOURS
- PROPOSED ROADSIDE DRAINAGE SWALE AND SAND LENS
- PROPOSED EDGE OF PAVEMENT
- PROPOSED ROAD SHOULDER
- EXISTING SURVEY MARKERS
- EXISTING ADJACENT PROPERTY BOUNDARY
- EXISTING EDGE OF GRAVEL
- EXISTING EDGE OF PAVEMENT
- EXISTING TOP OF BANK
- EXISTING EDGE OF WATER SURFACE
- EXISTING FENCE LINE
- EXISTING IRRIGATION PIPE
- EXISTING OVERHEAD POWER
- EXISTING TELECOM
- EXISTING POWER POLE
- EXISTING WELL CASING
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING TELEPHONE RISER
- EXISTING ELECTRIC METER
- EXISTING CLEANOUT
- EXISTING SPIGOT
- EXISTING GUY ANCHOR
- EXISTING CONCRETE STRUCTURE
- EXISTING DECIDUOUS TREE
- EXISTING CONIFER TREE

PRELIMINARY PLAT DATA

EXISTING ZONING: RUT
PROPOSED ZONING: R-3

GROSS ACREAGE: 129.57 AC
TOTAL LOTS: 314
COMMON LOTS: 21
RESIDENTIAL LOTS: 293
GROSS RESIDENTIAL DENSITY: 2.26 DU/AC

COMMON OPEN SPACE: 38.40 ACRES
QUALIFIED OPEN SPACE: 29.29 ACRES

BUILDABLE LOT DATA
MINIMUM STANDARD LOT WIDTH: 55-FT
MINIMUM STANDARD LOT AREA: 6,325 SF
MINIMUM STANDARD LOT WIDTH: 85-FT
MINIMUM STANDARD LOT AREA: 9,775 SF
AVERAGE LOT AREA: 9,483 SF

PHASE DATA

PHASE 1 TOTAL NUMBER OF LOTS: 72
RESIDENTIAL LOTS: 64
COMMON LOTS: 8

PHASE 2 TOTAL NUMBER OF LOTS: 43
RESIDENTIAL LOTS: 38
COMMON LOTS: 5

PHASE 3 TOTAL NUMBER OF LOTS: 45
RESIDENTIAL LOTS: 40
COMMON LOTS: 5

PHASE 4 TOTAL NUMBER OF LOTS: 40
RESIDENTIAL LOTS: 36
COMMON LOTS: 4

PHASE 5 TOTAL NUMBER OF LOTS: 32
RESIDENTIAL LOTS: 27
COMMON LOTS: 5

PHASE 6 TOTAL NUMBER OF LOTS: 50
RESIDENTIAL LOTS: 44
COMMON LOTS: 6

PHASE 7 TOTAL NUMBER OF LOTS: 37
RESIDENTIAL LOTS: 31
COMMON LOTS: 6

PHASE 8 TOTAL NUMBER OF LOTS: 16
RESIDENTIAL LOTS: 13
COMMON LOTS: 3

CAUTION: NOTICE TO CONTRACTOR

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811 Know what's below. Call before you dig.

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Date: 9/11/2025 5:08 PM
Path: K:\BOI_CIVIL\093685007 DANCER - TOLL BROS\CAD\PLAN SHEETS\PRE-PLAT\GN-PP.DWG
User: SMITH, REINA

DATE	DESCRIPTION

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
COVER SHEET
STAR, ID

DRAWING NAME: GN-PP.DWG	DRAWN BY: RGS	CHECKED BY: TRB	DESIGNED BY: HES
PROJECT No.: 093685007	SCALE (H): N/A	SCALE (V): N/A	

SEAL

PROFESSIONAL ENGINEER
LICENSED
19949
9/11/25
STATE OF IDAHO
TELLER BARD

EXPIRES 10/31/25

SHEET NO.
PP-01
01 OF 12

MATCHLINE - SEE SHEET PP-03

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

PARCEL S0419110105
FRANK PHILLIPS III & SUSANA LARROCEA
7655 N. STAR RD.

EXISTING UNDERGROUND POWER LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

5" IRON PIN FOUND

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

PARCEL R3420201200
WILLIAM CLAYTON LLC

EXISTING UNDERGROUND COMMUNICATION LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING DITCH TO REMAIN

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING EUREKA DRAIN TO REMAIN

FLOOD ZONE X

PARCEL 1
NORRIS AND JANA DANCER
AREA=95.62 ACRES

EXISTING FENCE TO BE REMOVED

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING UNDERGROUND POWER LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

EXISTING UNDERGROUND COMMUNICATION LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

EUREKA SOUTH LATERAL

EXISTING POND TO BE DEWATERED AND BACKFILLED WITH SUITABLE SOILS

EXISTING RESIDENCE, ANCILLARY STRUCTURES, AND OTHER PERMANENT IMPROVEMENTS TO BE REMOVED

EXISTING JOPLIN ROAD REALIGNED WITH JOPLIN RIM SUBDIVISION

EXISTING IRRIGATION PIPE TO BE REMOVED

EXISTING WATER WELL TO BE REMOVED AND ABANDONED PER IDAPA STANDARDS AND SPECIFICATIONS

EXISTING IRRIGATION STRUCTURE TO BE REMOVED

EXISTING RESIDENCE, ANCILLARY STRUCTURES, AND OTHER PERMANENT IMPROVEMENTS TO BE REMOVED

EXISTING ACHD PRESCRIPTIVE ROW TO BE VACATED PER JOPLIN RIM SUBDIVISION

EXISTING FENCE TO BE REMOVED

EXISTING EUREKA DRAIN TO REMAIN

SAWCUT, REMOVE, AND REPLACE ASPHALT PAVING TO CENTERLINE

EXISTING POND TO BE DEWATERED AND BACKFILLED WITH SUITABLE SOILS

ALUMINUM CAP MONUMENT FOUND AT SW CORNER OF NW ¼ OF SEC 19, T4N, R1W.

JOPLIN RIM SUBDIVISION
PARCEL S0419233710
MILLROSE PROPERTIES
IDAHO LLC.

EXISTING IRRIGATION PIPE TO BE REMOVED

EXISTING IRRIGATION STRUCTURE TO BE REMOVED

5/8" IRON PIN FOUND

25' EX. R/W

12" EX. OHE

JOPLIN RIM SUBDIVISION
PARCEL S0419325565
MILLROSE PROPERTIES
IDAHO LLC.

5/8" IRON PIN FOUND

W. JOPLIN RD.

EXISTING ROAD IMPROVEMENTS PER BEACON CROSSING SUBDIVISION

EXISTING EUREKA DRAIN CROSSING TO REMAIN

MATCHLINE - SEE SHEET PP-03

LEGEND

- JURISDICTIONAL WATERWAY, WETLAND, OR FEATURE
- FLOOD ZONE X
- FLOOD ZONE AE

PP-03
PP-02
PP-03

KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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	DATE	DESCRIPTION
1		

Kimley»Horn

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1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
EXISTING CONDITIONS MAP
STAR, ID

DRAWING NAME: EX-PP.DWG
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES

SEAL
PROFESSIONAL ENGINEER
I LICENSED
13945
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-02
02 OF 12

Date: 9/11/2025 5:08 PM User: SMITH, REINA
Path: K:\BOI_CIVIL\093685007 DANCER - TOLL BROS\CADD\PLAN SHEETS\PRE-PLAT\EX-PP.DWG
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LEGEND

- JURISDICTIONAL WATERWAY, WETLAND, OR FEATURE
- FLOOD ZONE X
- FLOOD ZONE AE

EXISTING RESIDENCE, ANCILLARY STRUCTURES, AND OTHER PERMANENT IMPROVEMENTS TO REMAIN

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

ACCESS ROAD TO REMAIN NORTH OF THIS POINT

FLOOD ZONE AE

FLOOD ZONE X

EXISTING UNDERGROUND POWER LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

EXISTING UNDERGROUND COMMUNICATION LINE TO BE REMOVED AND REPLACED PER UTILITY COMPANY DESIGN

MATCHLINE - SEE SHEET PP-02

MATCHLINE - SEE SHEET PP-02

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

EXISTING CONCRETE DITCH TO REMAIN

⅝" IRON PIN FOUND

FLOOD ZONE X

EXISTING EUREKA MAIN CANAL TO REMAIN

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING CONCRETE DITCH TO BE REMOVED

EUREKA MAIN CANAL

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING CONCRETE DITCH LINER TO BE REMOVED. LATERAL TO REMAIN AS UNLINED FACILITY.

PARCEL S0419141960
FRANK PHILLIPS III &
SUSI LARROCEA

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING RESIDENCE, ANCILLARY STRUCTURES, AND OTHER PERMANENT IMPROVEMENTS TO BE REMOVED

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

EXISTING IRRIGATION DITCH TO BE REMOVED

ALUMINUM CAP MONUMENT FOUND

25' EX. R/W

⅝" IRON PIN FOUND

¼ SECTION LINE

EXISTING CONCRETE DITCH TO BE REMOVED

EXISTING FENCE TO BE REMOVED

SAWCUT, REMOVE, AND REPLACE ASPHALT PAVING TO CENTERLINE

EXISTING OVERHEAD POWER TO BE RELOCATED PER UTILITY COMPANY DESIGN

EXISTING FENCE TO BE REMOVED. NEW FENCE TO BE INSTALLED PER LANDSCAPE PLAN.

ALUMINUM CAP MONUMENT FOUND

22' EX. 10' EX. EOP?

PARCEL S0419142000
STAR SEWER AND
WATER DISTRICT

W. JOPLIN ROAD

PARCEL S0419428025
JERRY & CARLEEN GAGE

PARCEL S0419427951
JERALD & DIANE ALDRICH

PP-03

PP-02 PP-03

KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

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Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
EXISTING CONDITIONS MAP
STAR, ID

DRAWING NAME: EX-PP.DWG
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A

SEAL

PROFESSIONAL ENGINEER LICENSED 9345 9/11/25 STATE OF IDAHO TELLER BARD

EXPIRES 10/31/25

SHEET NO.
PP-03
03 OF 12

Date: 9/11/2025 5:08 PM User: SMITH, REINA
Path: K:\BOI_CIVIL\093685007 DANCER - TOLL BROS\CADD\PLAN SHEETS\PRE-PLAT\EX-PP.DWG
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LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- PHASE LINE
- POND PERIMETER

PARCEL S0419244630
DANCER NORRIS R

PARCEL S0419244630
DANCER NORRIS R

PARCEL R3420201200
WILLIAM CLAYTON LLC

PARCEL S0419110105
FRANK PHILLIPS III & SUSANA
LARROCEA
7855 N. STAR RD.

PARCEL S0419110105
FRANK PHILLIPS III & SUSANA
LARROCEA
7855 N. STAR RD.

PARCEL S0419141960
FRANK PHILLIPS III &
SUSI LARROCEA

PARCEL S0419142000
STAR SEWER AND
WATER DISTRICT

PARCEL
S0419233660
JOHN BOTTLES &
JORDAN VERNER

PARCEL S0419325560
JOHN BOTTLES &
JORDAN VERNER

PARCEL S0419314950
BEACON CROSSING LLC

PARCEL S0419428025
JERRY & CARLEEN GAGE

PARCEL S0419427951
JERALD & DIANE ALDRICH

PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8

N. ISAIAH PLACE
N. ZAKARIAH PLACE
W. BUSHWREN DRIVE
W. COPPERTAIL DRIVE
N. LONGSPUR COURT
N. JAYSHRIKE WAY
N. HONEYEATER WAY
W. KINGBIRD DRIVE
W. PIRATIC DRIVE
W. THORNBILL COURT
W. DUSKYTAIL DRIVE
N. MYNA AVENUE
W. SCARLETTHORN COURT
W. REDWING COURT
N. POMPADOUR COURT
W. BRUSHRUNNER COURT
N. BEACON RIDGE WAY
N. COLETO WAY
N. FIREBALL WAY
W. BRUSHRUNNER STREET
N. CAN ADA RD.
W. JOPLIN ROAD

GRAPHIC SCALE IN FEET
0 75 150 300

NORTH

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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DATE	DESCRIPTION

Kimley»Horn

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1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
PHASING PLAN
STAR, ID

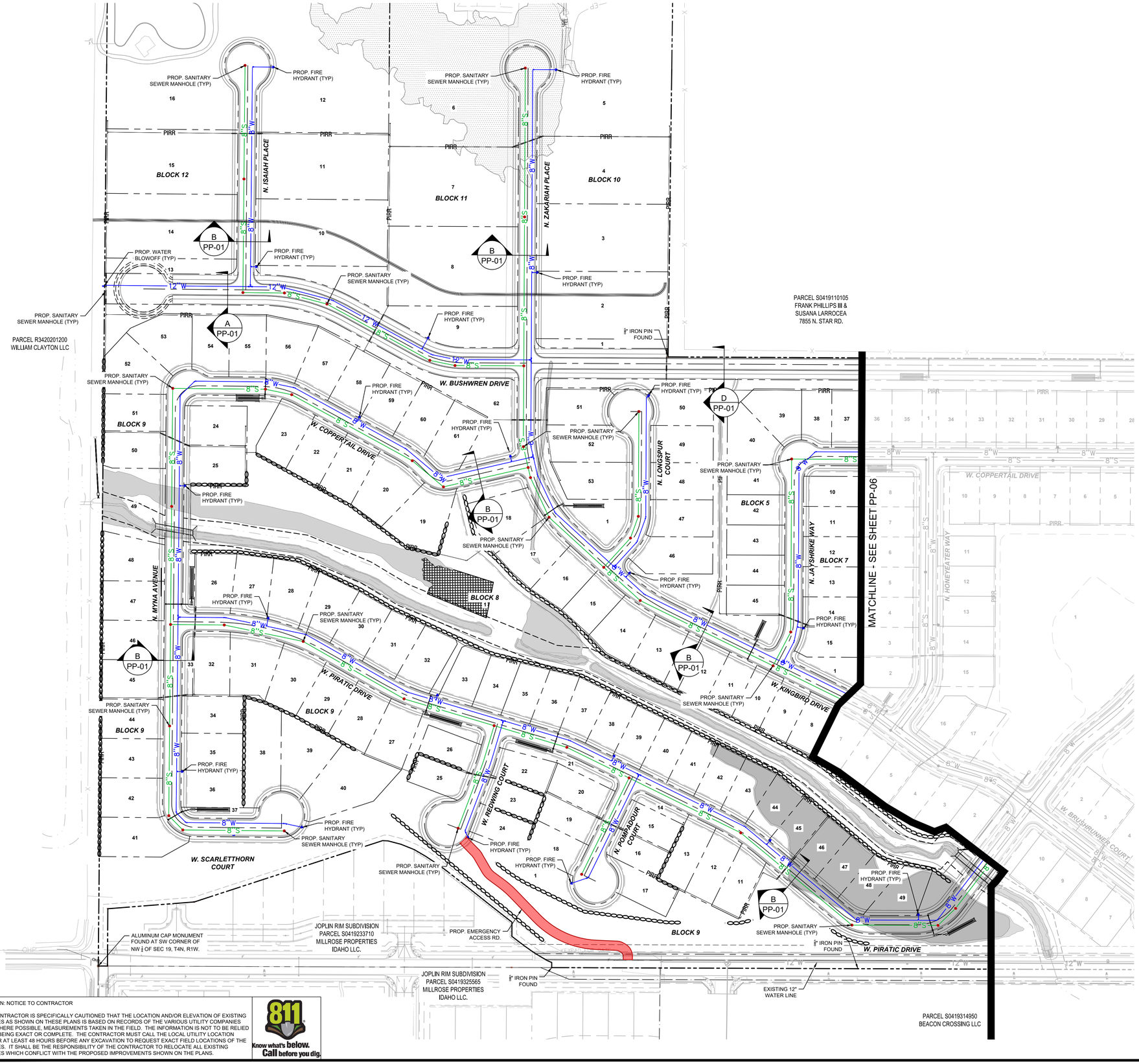
DRAWING NAME: PHASE-PP.DWG	DRAWN BY: RGS	CHECKED BY: TRB	DESIGNED BY: HES
PROJECT No.: 093685007	SCALE (H): 1"=150'	SCALE (V): N/A	

SEAL

PROFESSIONAL ENGINEER
LICENSED
19949
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

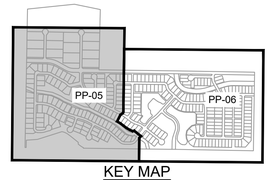
SHEET NO.
PP-04
04 OF 12

Date: 9/11/2025 5:08 PM User: SMITH, REINA
Path: K:\BO_CIVIL\093685007 DANCER - TOLL BROS\CADD\PLAN SHEETS\PRE-PLAT\PHASE-PP.DWG
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LEGEND

- PROP. 8" WATER LINE
- PROP. 12" WATER LINE
- PROP. FIRE HYDRANT
- PROP. BLOWOFF
- PROP. WATER VALVE
- PROP. WATER TEE
- PROP. WATER BEND
- PROP. 8" SEWER LINE
- PROP. 10" SEWER LINE
- PROP. SEWER MANHOLE
- PROP. BOULDER RETAINING WALL
- PROP. PRESSURE IRRIGATION LINE
- PROP. CONCRETE DITCH
- PROP. GRAVITY IRRIGATION PIPE
- PROP. IRRIGATION STRUCTURE
- PROP. ACHD SEEPAGE BED
- PROP. CULVERT
- PROP. EMERGENCY ACCESS ROAD
- JURISDICTIONAL WATERWAY, WETLAND, OR FEATURE
- WETLAND MITIGATION



KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

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Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
PROPOSED CONDITIONS PLAN
STAR, ID

DRAWING NAME: PC-PP.DWG
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A

SEAL
PROFESSIONAL ENGINEER
LICENSED
19849
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-05
05 OF 12

User: SMITH, REINA
Date: 9/11/2025 5:09 PM
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LEGEND

- PROP. 8" WATER LINE
- PROP. 12" WATER LINE
- PROP. FIRE HYDRANT
- PROP. BLOWOFF
- PROP. WATER VALVE
- PROP. WATER TEE
- PROP. WATER BEND
- PROP. 8" SEWER LINE
- PROP. 10" SEWER LINE
- PROP. SEWER MANHOLE
- PROP. BOULDER RETAINING WALL
- PROP. PRESSURE IRRIGATION LINE
- PROP. CONCRETE DITCH
- PROP. GRAVITY IRRIGATION PIPE
- PROP. IRRIGATION STRUCTURE
- PROP. ACHD SEEPAGE BED
- PROP. CULVERT
- PROP. EMERGENCY ACCESS ROAD
- JURISDICTIONAL WATERWAY, WETLAND, OR FEATURE
- WETLAND MITIGATION

MATCHLINE - SEE SHEET PP-05

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

PARCEL S0419141960
FRANK PHILLIPS III &
SUSI LARROCEA

PARCEL S0419142000
STAR SEWER AND
WATER DISTRICT

PARCEL S0419428025
JERRY & CARLEEN GAGE

PARCEL S0419427951
JERALD & DIANE ALDRICH

W. BUSHWREN DRIVE
W. THORNBILL COURT
W. DUSKYTAIL DRIVE
W. COPPERTAIL DRIVE
W. PIRATIC DRIVE
W. BRUSHRUNNER COURT
W. BRUSHRUNNER STREET
N. JAYSHRIKE WAY
N. HONEYEATER WAY
W. KINGBIRD DRIVE
N. BEACON RIDGE WAY
N. COLETO WAY
W. DUSKYTAIL DRIVE
N. FIREBALL WAY

BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 9

PROP. FIRE HYDRANT (TYP)
PROP. SANITARY SEWER MANHOLE (TYP)
PROP. WATER BLOWOFF (TYP)
PROP. EQUALIZER PIPE
PROP. EMERGENCY ACCESS RD.
5/8" IRON PIN FOUND
1/4 SECTION LINE
CONNECT TO EX. 12" WATERLINE
CONNECT TO EXISTING SSMH
ALUMINUM CAP MONUMENT FOUND
CONNECT TO EXISTING 12" WATER LINE

PIRR
8"W
8"S
12"W
10"SS
QHE
EP

B PP-01
C PP-01
D PP-01

PP-05
PP-06

KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

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Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
PROPOSED CONDITIONS PLAN
STAR, ID

DRAWING NAME: PC-PP.DWG
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A

SEAL

PROFESSIONAL ENGINEER
LICENSED
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-06
06 OF 12

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LEGEND

- PROP. BOULDER RETAINING WALL
- PROP. ACHD VERTICAL SAND FILTER
- PROP. CULVERT
- POTENTIAL WETLAND MITIGATION AREA
- WETLAND AREA

PARCEL R3420201200
WILLIAM CLAYTON LLC

W. BUSHWREN DRIVE
N. ISAIAH PLACE
N. ZAKARIAH PLACE
W. COPPERTAIL DRIVE
N. LONGSPUR COURT
N. JAYSHRIKE WAY
W. KINGBIRD DRIVE
W. PIRATIC DRIVE
N. MYNA AVENUE
W. REDWING COURT
N. POMPADOUR COURT
W. SCARLETTHORN COURT
W. BRUSHRUNNER COURT
N. HONEYEATER WAY

BLOCK 12
BLOCK 11
BLOCK 10
BLOCK 9
BLOCK 8
BLOCK 5
BLOCK 7

PROP. ROADSIDE SWALES
PROP. VERTICAL SAND FILTER
PROP. CULVERT CROSSING
PROP. CATCH BASIN
⅝" IRON PIN FOUND

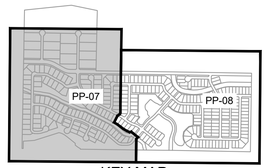
MATCHLINE - SEE SHEET PP-08

PARCEL S0419233660
JOHN BOTTLES &
JORDAN VERNER

ALUMINUM CAP MONUMENT FOUND AT SW CORNER OF NW ¼ OF SEC 19, T4N, R1W.

PARCEL S0419325560
JOHN BOTTLES &
JORDAN VERNER

PARCEL S0419314950
BEACON CROSSING LLC



KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

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	DATE	DESCRIPTION
1		

Kimley»Horn

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Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
PRELIMINARY GRADING PLAN
STAR, ID

DRAWING NAME: GD-PP.DWG
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES

SEAL

PROFESSIONAL ENGINEER LICENSED 19546 9/11/25 STATE OF IDAHO TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-07
07 OF 12

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Path: K:\BOI_CIVIL\093685007 DANGER - TOLL BROS\CAD\PLAN SHEETS\PRE-PLAT\GD-PP.DWG

LEGEND

- PROP. BOULDER RETAINING WALL
- PROP. ACHD VERTICAL SAND FILTER
- PROP. CULVERT
- POTENTIAL WETLAND MITIGATION AREA
- WETLAND AREA

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

PROP. CULVERT CROSSING

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

5/8" IRON PIN FOUND

W. BUSHWREN DRIVE

PROP. CATCH BASIN

W. THORNBILL COURT

W. COPPERTAIL DRIVE

W. DUSKYTAIL DRIVE

BLOCK 4

BLOCK 5

PROP. CATCH BASIN

PROP. CULVERT CROSSING

MATCHLINE - SEE SHEET PP-07

N. JAYSHRIKE WAY

N. HONEYEATER WAY

PROPOSED POND
TOP: 2462.00
BOT: 2437.00

BLOCK 6

W. PIRATIC DRIVE

PROP. VERTICAL SAND FILTER

PROP. VERTICAL SAND FILTER

PROP. VERTICAL SAND FILTER

PARCEL S0419141960
FRANK PHILLIPS III &
SUSI LARROCEA

BLOCK 1

BLOCK 1

BLOCK 3

BLOCK 2

N. COLETO WAY

W. DUSKYTAIL DRIVE

N. FIREBALL WAY

PROP. CATCH BASIN

W. KINGSBIRD DRIVE

PROP. ROADSIDE SWALES

PROPOSED POND
TOP: 2462.00
BOT: 2437.00

PROPOSED POND
TOP: 2462.00
BOT: 2437.00

PROP. ROADSIDE SWALES

W. BRUSHRUNNER COURT

W. BRUSHRUNNER STREET

PROP. VERTICAL SAND FILTER

PROP. VERTICAL SAND FILTER

PARCEL S0419142000
STAR SEWER AND
WATER DISTRICT

W. PIRATIC DRIVE

BLOCK 9

N. BEACON RIDGE WAY

5/8" IRON PIN FOUND

1/4 SECTION LINE

BLOCK 1

ALUMINUM CAP MONUMENT FOUND

PARCEL S0419428025
JERRY & CARLEEN GAGE

PARCEL S0419427951
JERALD & DIANE ALDRICH

PP-07

PP-08

KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
PRELIMINARY GRADING PLAN
STAR, ID

DRAWING NAME: GD-PP.DWG
PROJECT No.: 093685007
SCALE (H):1"=100'
SCALE (V): N/A
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES

SEAL
PROFESSIONAL ENGINEER
LICENSED
13945
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-08
08 OF 12

Date: 9/11/2025 5:10 PM User: SMITH, REINA
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xWetlands|C—POTENTIAL—WETLANDS

LINE TABLE		
LINE	LENGTH	BEARING
L1	11.04	N0°38'22"E
L2	10.69	N66°35'36"W
L3	30.79	N58°43'26"W
L4	27.28	N54°17'49"W
L5	34.33	N52°19'23"W
L6	30.65	N0°51'10"E
L7	10.01	N51°58'58"W
L8	52.82	N51°21'24"W
L9	59.47	N50°53'10"W
L10	65.38	N51°43'44"W
L11	11.15	N55°21'36"W

LINE TABLE		
LINE	LENGTH	BEARING
L12	14.09	N53°48'27"W
L13	22.11	N56°07'27"W
L14	28.01	N59°20'23"W
L15	30.56	N67°31'15"W
L16	28.68	N74°52'41"W
L17	11.89	N86°25'51"W
L18	427.04	S72°28'10"W
L19	187.14	S86°01'02"W
L20	123.61	S0°54'10"W
L21	19.80	N89°17'11"W

PARCEL R3420201200
WILLIAM CLAYTON LLC

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

5/8" IRON PIN FOUND

MATCHLINE - SEE SHEET PP-10

ALUMINUM CAP MONUMENT FOUND AT SW CORNER OF NW ¼ OF SEC 19, T4N, R1W.

JOPLIN RIM SUBDIVISION
PARCEL S0419233710
MILLROSE PROPERTIES
IDAHO LLC.

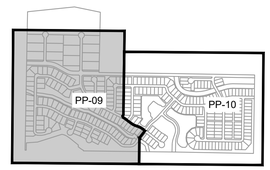
JOPLIN RIM SUBDIVISION
PARCEL S0419325565
MILLROSE PROPERTIES
IDAHO LLC.

5/8" IRON PIN FOUND

5/8" IRON PIN FOUND

1543.14'
N89°17'11"W

PARCEL S0419314950
BEACON CROSSING LLC



KEY MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

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DATE	DESCRIPTION
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Kimley»Horn

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1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
HORIZONTAL CONTROL
STAR, ID

DRAWING NAME: HC-PP.DWG
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES

SEAL

PROFESSIONAL ENGINEER
LICENSED
13545
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-09
09 OF 12

Date: 9/11/2025 5:10 PM User: SMITH, REINA
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MATCHLINE - SEE SHEET PP-09

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

PARCEL S0419110105
FRANK PHILLIPS III &
SUSANA LARROCEA
7855 N. STAR RD.

5/8" IRON PIN FOUND

S89°11'51"E
1304.96'

S89°01'48"E
1304.76'

W. BUSHWREN DRIVE

W. THORNBILL COURT

W. DUSKYTAIL DRIVE

W. COPPERTAIL DRIVE

W. PIRATIC DRIVE

N. HONEYEATER WAY

N. COLETO WAY

W. DUSKYTAIL DRIVE

N. FIREBALL WAY

W. BRUSHRUNNER COURT

W. BRUSHRUNNER STREET

N. BEACON RIDGE WAY

W. JOPLIN RD.

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

BLOCK 5

BLOCK 6

BLOCK 9

1309.07'
N88°57'17"W

1317.99'
S0°52'35"W

PARCEL S0419141960
FRANK PHILLIPS III &
SUSI LARROCEA

PARCEL S0419142000
STAR SEWER AND
WATER DISTRICT

5/8" IRON PIN FOUND

1/4 SECTION LINE

ALUMINUM CAP MONUMENT FOUND

PARCEL S0419428025
JERRY & CARLEEN GAGE

PARCEL S0419427951
JERALD & DIANE ALDRICH

KEY MAP
NOT TO SCALE

PP-09

PP-10

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

811 Know what's below. Call before you dig.

DATE	DESCRIPTION

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
HORIZONTAL CONTROL
STAR, ID

DRAWING NAME: HC-PP.DWG
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES
PROJECT No.: 093685007
SCALE (H): 1"=100'
SCALE (V): N/A

SEAL

PROFESSIONAL ENGINEER
LICENSED
13945
9/11/25
STATE OF IDAHO
TELLER BARD

EXPIRES 10/31/25

SHEET NO.
PP-10
10 OF 12

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	60.00'	6.71'	N4°04'55"E	6.71'	6°24'41"	3.36'
C2	60.00'	35.15'	N24°04'09"E	34.65'	33°33'46"	18.09'
C3	60.00'	35.13'	N57°37'19"E	34.63'	33°32'34"	18.08'
C4	60.00'	17.44'	N82°43'10"E	17.38'	16°39'07"	8.78'
C5	50.00'	15.15'	S80°16'23"E	15.09'	17°21'48"	7.63'
C6	50.00'	33.29'	S52°31'02"E	32.68'	38°08'54"	17.29'
C7	50.00'	33.07'	S14°29'46"E	32.47'	37°53'37"	17.16'
C8	50.00'	33.13'	S23°25'55"W	32.53'	37°57'47"	17.20'
C9	50.00'	33.14'	S61°24'07"W	32.54'	37°58'37"	17.21'
C10	50.00'	39.32'	N77°04'43"W	38.32'	45°03'44"	20.74'
C11	50.00'	41.35'	N30°51'28"W	40.18'	47°22'46"	21.94'
C12	20.00'	28.55'	N48°03'41"W	26.19'	81°47'12"	17.32'
C13	18.00'	28.33'	S45°57'39"W	25.49'	90°10'08"	18.05'
C14	380.00'	56.02'	S3°20'48"E	55.97'	8°26'47"	28.06'
C15	18.00'	27.27'	S50°58'27"E	24.74'	86°48'31"	17.02'
C16	620.00'	3.26'	N85°46'20"E	3.26'	0°18'05"	1.63'
C17	620.00'	53.60'	N88°23'59"E	53.59'	4°57'13"	26.82'
C18	170.00'	34.62'	S83°17'24"E	34.56'	11°40'03"	17.37'
C19	170.00'	48.10'	S69°21'01"E	47.94'	16°12'42"	24.21'
C20	170.00'	38.65'	S54°43'53"E	38.57'	13°01'33"	19.41'
C21	18.00'	28.27'	N86°46'53"E	25.46'	90°00'00"	18.00'
C22	18.00'	28.27'	N3°13'07"W	25.46'	90°00'00"	18.00'
C23	280.00'	78.17'	N56°12'58"W	77.91'	15°59'43"	39.34'
C24	200.00'	288.99'	N22°49'06"W	264.50'	82°47'26"	176.29'
C25	275.00'	84.15'	N9°48'40"E	83.82'	17°31'54"	42.40'
C26	18.00'	28.30'	N45°55'23"E	25.48'	90°05'37"	18.03'
C27	18.00'	28.27'	N24°04'11"E	25.46'	90°00'00"	18.00'
C28	200.00'	16.74'	N18°31'59"W	16.73'	4°47'39"	8.37'
C29	200.00'	48.53'	N9°11'06"W	48.41'	13°54'06"	24.38'
C30	200.00'	10.86'	N0°40'44"W	10.86'	3°06'38"	5.43'
C31	18.00'	28.22'	N44°02'21"W	25.42'	89°49'52"	17.95'
C32	20.00'	31.47'	S45°57'39"W	28.33'	90°10'08"	20.06'
C33	18.00'	28.24'	S44°04'37"E	25.44'	89°54'23"	17.97'
C34	380.00'	145.25'	N80°01'11"E	144.36'	21°54'00"	73.52'
C35	18.00'	27.13'	S35°36'40"W	24.64'	86°21'44"	16.89'
C36	420.00'	4.47'	S7°15'54"E	4.47'	0°36'35"	2.24'
C37	420.00'	55.19'	S3°11'44"E	55.15'	7°31'45"	27.64'
C38	420.00'	2.25'	S0°43'22"W	2.25'	0°18'27"	1.13'
C39	18.00'	28.22'	S44°02'21"E	25.42'	89°49'52"	17.95'
C40	18.00'	28.33'	N45°57'39"E	25.49'	90°10'08"	18.05'
C41	160.00'	10.98'	N1°05'22"W	10.98'	3°55'55"	5.49'
C42	160.00'	49.92'	N11°59'34"W	49.71'	17°52'29"	25.16'
C43	18.00'	28.27'	N65°55'49"W	25.46'	90°00'00"	18.00'
C44	620.00'	105.21'	S73°55'52"W	105.08'	9°43'21"	52.73'
C45	20.00'	31.42'	N45°58'12"E	28.28'	90°00'00"	20.00'
C46	80.00'	32.78'	N10°46'12"W	32.55'	23°28'46"	16.63'
C47	80.00'	9.95'	N26°04'17"W	9.94'	7°07'24"	4.98'
C48	420.00'	63.79'	N25°16'54"W	63.73'	8°42'10"	31.96'
C49	18.00'	28.27'	N65°55'49"W	25.46'	90°00'00"	18.00'
C50	420.00'	31.22'	S71°11'58"W	31.21'	4°15'33"	15.62'
C51	420.00'	44.99'	S76°23'51"W	44.97'	6°08'14"	22.52'
C52	420.00'	55.53'	S83°15'14"W	55.49'	7°34'32"	27.81'

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C53	420.00'	28.80'	S89°00'21"W	28.79'	3°55'42"	14.40'
C54	20.00'	31.42'	S45°58'12"W	28.28'	90°00'00"	20.00'
C55	30.00'	10.66'	N78°50'53"W	10.61'	20°21'51"	5.39'
C56	50.00'	58.06'	S78°04'02"W	54.85'	66°32'00"	32.80'
C57	50.00'	45.27'	S18°51'41"W	43.74'	51°52'43"	24.32'
C58	50.00'	37.58'	S28°36'43"E	36.71'	43°04'04"	19.73'
C59	50.00'	38.94'	S72°27'27"E	37.96'	44°37'25"	20.52'
C60	50.00'	57.64'	N52°12'19"E	54.50'	66°03'03"	32.50'
C61	30.00'	20.72'	N38°58'00"E	20.31'	39°34'26"	10.79'
C62	30.00'	16.87'	N74°51'43"E	16.65'	32°12'58"	8.66'
C63	20.00'	0.31'	S88°34'53"E	0.31'	0°53'51"	0.16'
C64	20.00'	31.09'	S43°35'35"E	28.06'	89°04'46"	19.68'
C65	120.00'	64.05'	S14°20'35"E	63.29'	30°34'47"	32.81'
C66	380.00'	57.72'	S25°16'54"E	57.66'	8°42'10"	28.92'
C67	20.00'	31.42'	S24°04'11"W	28.28'	90°00'00"	20.00'
C68	580.00'	8.71'	S69°30'00"W	8.71'	0°51'38"	4.36'
C69	580.00'	71.07'	S73°26'26"W	71.02'	7°01'13"	35.58'
C70	580.00'	68.98'	S80°21'29"W	68.94'	6°48'53"	34.53'
C71	580.00'	68.29'	S87°08'18"W	68.25'	6°44'45"	34.18'
C72	580.00'	3.70'	N89°18'22"W	3.70'	0°21'54"	1.85'
C73	130.00'	11.50'	N86°35'23"W	11.49'	5°04'03"	5.75'
C74	130.00'	81.31'	N66°08'14"W	79.99'	35°50'15"	42.04'
C75	130.00'	3.25'	N47°30'12"W	3.25'	1°25'49"	1.62'
C76	130.00'	89.30'	N27°06'33"W	87.56'	39°21'30"	46.49'
C77	70.00'	16.30'	N14°06'09"W	16.27'	13°20'42"	8.19'
C78	70.00'	37.80'	N36°14'35"W	37.34'	30°56'10"	19.37'
C79	70.00'	38.80'	N67°35'29"W	38.31'	31°45'38"	19.91'
C80	70.00'	7.00'	N86°20'05"W	6.99'	5°43'33"	3.50'
C81	30.00'	18.90'	N71°09'03"W	18.59'	36°05'36"	9.77'
C82	50.00'	31.14'	N70°56'50"W	30.64'	35°41'10"	16.09'
C83	50.00'	41.41'	S67°29'06"W	40.23'	47°26'58"	21.97'
C84	50.00'	41.41'	S20°02'08"W	40.23'	47°26'58"	21.97'
C85	50.00'	27.58'	S19°29'24"E	27.23'	31°36'06"	14.15'
C86	30.00'	18.90'	S17°14'39"E	18.59'	36°05'36"	9.77'
C87	80.00'	38.21'	S14°29'10"W	37.85'	27°22'01"	19.48'
C88	80.00'	38.21'	S14°29'10"W	37.85'	27°22'01"	19.48'
C89	20.00'	30.90'	S72°25'40"W	27.92'	88°31'00"	19.49'
C90	480.00'	123.65'	N55°56'03"W	123.31'	14°45'34"	62.17'
C91	20.00'	31.93'	N2°49'20"W	28.64'	91°27'51"	20.52'
C92	120.00'	39.57'	N33°27'49"E	39.39'	18°53'33"	19.97'
C93	120.00'	48.62'	N12°24'36"E	48.29'	23°12'53"	24.65'
C94	30.00'	1.42'	N2°09'28"E	1.42'	2°42'38"	0.71'
C95	30.00'	10.58'	N13°37'02"E	10.53'	20°12'32"	5.35'
C96	50.00'	59.40'	N10°18'48"W	55.97'	68°04'12"	33.77'
C97	50.00'	78.28'	N89°11'51"W	70.52'	89°41'54"	49.74'
C98	50.00'	71.25'	S5°07'54"W	65.37'	81°38'37"	43.19'
C99	50.00'	29.93'	S52°50'29"E	29.49'	34°18'09"	15.43'
C100	30.00'	37.07'	S34°35'43"E	34.75'	70°47'43"	21.32'
C101	80.00'	58.79'	S21°51'22"W	57.48'	42°06'27"	30.80'
C102	20.00'	31.42'	S87°54'36"W	28.28'	90°00'00"	20.00'
C103	280.00'	234.05'	N23°08'38"W	227.29'	47°53'33"	124.35'
C104	20.00'	31.42'	N45°48'09"E	28.28'	90°00'00"	20.00'

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C105	18.00'	28.27'	N45°48'09"E	25.46'	90°00'00"	18.00'
C106	120.00'	34.31'	N8°59'40"E	34.20'	16°23'02"	17.28'
C107	120.00'	42.12'	N27°14'32"E	41.91'	20°06'41"	21.28'
C108	18.00'	28.27'	N7°42'08"W	25.46'	90°00'00"	18.00'
C109	280.00'	40.45'	N56°50'26"W	40.41'	8°16'36"	20.26'
C110	280.00'	64.57'	N67°35'07"W	64.43'	13°12'46"	32.43'
C111	320.00'	2.93'	N73°55'44"W	2.93'	0°31'31"	1.47'
C112	320.00'	125.01'	N62°28'29"W	124.22'	22°22'59"	63.31'
C113	18.00'	28.50'	S83°21'02"W	25.62'	90°43'57"	18.23'
C114	320.00'	78.81'	S45°02'23"W	78.61'	14°06'39"	39.61'
C115	480.00'	86.41'	S46°56'17"W	86.29'	10°18'52"	43.32'
C116	18.00'	28.27'	S3°13'07"E	25.46'	90°00'00"	18.00'
C117	170.00'	59.47'	S38°11'47"E	59.17'	20°02'38"	30.04'
C118	170.00'	61.55'	S17°48'08"E	61.21'	20°44'40"	31.12'
C119	30.00'	42.81'	S48°18'49"E	39.27'	81°46'03"	25.97'
C120	30.00'	40.06'	N52°32'57"E	37.15'	76°30'24"	23.65'
C121	30.00'	7.07'	N7°32'57"E	7.05'	13°29'36"	3.55'
C122	120.00'	11.77'	N3°37'17"E	11.77'	5°37'16"	5.89'
C123	120.00'	45.53'	N17°18'03"E	45.25'	21°44'15"	23.04'
C124	18.00'	28.74'	N17°34'20"W	25.78'	91°29'00"	18.47'
C125	520.00'	88.47'	N58°26'23"W	88.37'	9°44'54"	44.34'
C126	18.00'	28.00'	S81°51'58"W	25.26'	89°08'13"	17.73'
C127	80.00'	11.23'	S33°16'39"W	11.22'	8°02'27"	5.62'
C128	80.00'	39.73'	S15°01'47"W	39.32'	28°27'16"	20.28'
C129	18.00'	28.27'	S44°11'51"E	25.46'	90°00'00"	18.00'
C130	520.00'	93.60'	N46°56'18"E	93.48'	10°18'49"	46.93'
C131	18.00'	28.27'	N86°46'53"E	25.46'	90°00'00"	18.00'
C132	160.00'	231.20'	S22°49'06"E	211.60'	82°47'26"	141.04'
C133	325.00'	99.44'	S9°48'40"W	99.06'	17°31'54"	50.11'
C134	352.00'	173.11'	S74°52'02"E	171.37'	28°10'40"	88.34'
C135	233.00'	115.57'	S74°59'16"E	114.39'	28°25'10"	59.00'
C136	20.00'	31.42'	S44°11'51"E	28.28'	90°00'00"	20.00'
C137	320.00'	37.47'	S2°33'08"E	37.45'	6°42'35"	18.76'
C138	18.00'	26.25'	S35°51'55"W	23.98'	83°32'41"	16.08'
C139	30.00'	30.03'	N73°41'20"W	28.79'	57°20'49"	16.41'
C140	220.00'	8.87'	N46°10'12"W	8.87'	2°18'34"	4.43'
C141	220.00'	51.66'	N54°03'05"W	51.54'	13°27'13"	25.95'
C142	197.00'	25.40'	N64°28'17"W	25.38'	7°23'10"	12.72'
C143	197.00'	63.46'	N77°23'32"W	63.18'	18°27'21"	32.01'
C144	197.00'	8.03'	N87°47'17"W	8.03'	2°20'10"	4.02'
C145	30.00'	19.23'	N70°35'20"W	18.91'	36°44'05"	9.96'
C146	50.00'	27.32'	N67°52'35"W	26.98'	31°18'36"	14.01'
C147	50.00'	44.41'	S71°01'26"W	42.96'	50°53'22"	23.79'
C152	50.00'	65.78'	S53°21'08"W	61.14'	75°23'00"	38.63'
C153	50.00'	47.43'	S11°31'04"E	45.68'	54°21'23"	25.67'
C154	50.00'	46.28'	S65°12'39"E	44.64'	53°01'48"	24.95'
C155	50.00'	62.97'	N52°11'39"E	58.89'	72°09'37"	36.43'
C156	16.00'	23.68'	N48°39'07"E	21.57'	84°47'03"	14.61'
C157	30.00'	40.06'	N50°42'10"W	37.15'	76°30'24"	23.65'
C158	30.00'	7.07'	N5°42'10"W	7.05'	13°29'36"	3.55'
C159	18.00'	28.27'	N46°02'38"E	25.46'	90°00'00"	18.00'
C160	480.00'	31.84'	S87°03'20"E	31.84'	3°48'04"	15.93'

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C161	480.00'	119.08'	S78°02'53"E	118.77'	14°12'50"	59.85'
C162	480.00'	92.93'	S65°23'42"E	92.78'	11°05'32"	46.61'
C163	520.00'	33.62'	S61°42'05"E	33.62'	3°42'18"	16.82'
C164	520.00'	75.08'	S67°41'25"E	75.02'	8°16'23"	37.61'
C165	520.00'	9.66'	S72°21'34"E	9.66'	1°03'54"	4.83'
C166	18.00'	28.27'	S27°53'30"E	25.46'	90°00'00"	18.00'
C167	280.00'	20.35'	S19°11'26"W	20.35'	4°09'52"	10.18'
C168	30.00'	23.77'	S43°58'21"W	23.15'	45°23'59"	12.55'
C169	30.00'	15.77'	S81°44'02"W	15.59'	30°07'22"	8.07'
C170	50.00'	222.99'	S30°57'58"E	79.06'	255°31'21"	-64.55'
C171	320.00'	23.26'	N19°11'26"E	23.25'	4°09'52"	11.63'
C172	18.00'	28.27'	N62°06'30"E	25.46'	90°00'00"	18.00'
C173	480.00'	80.24'	S68°06'10"E	80.15'	9°34'41"	40.21'
C174	18.00'	28.27'	S18°18'50"E	25.46'	90°00'00"	18.00'
C175	30.00'	7.63'	S33°58'05"W	7.61'	14°33'50"	3.83'
C176	50.00'	24.37'	S27°17'22"W	24.13'	27°55'16"	12.43'
C177	50.00'	143.12'	S68°40'27"E	99.03'	164°00'24"	355.92'
C178	50.00'	66.54'	N8°48'07"W	61.74'	76°14'56"	39.24'
C179	30.00'	23.92'	N24°04'59"W	23.29'	45°41'12"	12.64'
C180	30.00'	14.62'	N12°43'24"E	14.48'	27°55'33"	7.46'
C181	18.00'	28.27'	N71°41'10"E	25.46'	90°00'00"	18.00'
C182	480.00'	7.06'	S62°53'33"E	7.06'	0°50'34"	3.53'
C183	480.00'	65.27'	S58°34'31"E	65.22'	7°47'29"	32.69'
C184	480.00'	43.09'	S52°06'28"E	43.08'	5°08'37"	21.56'
C185	120.00'	83.25'	S69°24'41"E	81.59'	39°45'02"	43.38'
C186	120.00'	110.44'	N64°20'56"E	106.58'	52°43'45"	59.48'
C187	18.00'	28.27'	N82°59'04"E	25.46'	90°00'00"	18.00'
C188	30.00'	27.18'	S26°03'42"E	26.26'	51°54'29"	14.60'
C189	30.00'	5.63'	S5°15'50"W	5.62'	10°44'36"	2.82'
C190	50.00'	204.17'	N73°39'14"E	89.12'	233°57'48"	-98.21'
C191	50.00'	40.53'	N66°33'04"W	39.43'	46°26'48"	21.45'
C192	30.00'	19.77'	N70°53'42"W	19.41'	37°45'32"	10.26'
C193	18.00'	28.27'	N7°00'56"W	25.46'	90°00'00"	18.00'
C194	280.00'	68.96'	N45°02'23"E	68.78'	14°06'39"	34.65'
C195	80.00'	17.71'	S82°56'46"E	17.67'	12°40'51"	8.89'
C196	80.00'	73.62'	N64°20'56"E	71.05'	52°43'45"	39.65'
C197	18.00'	27.98'	N6°32'35"W	25.25'	89°03'18"	17.71'
C198	280.00'	14.30'	N52°32'01"W	14.30'	2°55'33"	7.15'
C199	280.00'	65.91'	N60°44'26"W	65.76'	13°29'16"	33.11'
C200	280.00'	32.78'	N70°50'17"W	32.76'	6°42'26"	16.41'
C201	320.00'	35.96'	N70°58'20"W	35.94'	6°26'20"	18.00'
C202	320.00'	66.08'	N61°50'12"W	65.97'	11°49'56"	33.16'
C203	320.00'	17.97'	N54°18'41"W	17.97'	3°13'06"	8.99'
C204	480.00'	16.07'	N53°39'42"W	16.07'	1°55'07"	8.04'
C205	480.00'	72.83'	N58°58'02"W	72.76'	8°41'35"	36.48'
C206	520.00'	28.30'	N61°45'18"W	28.29'	3°07'04"	14.15'
C207	520.00'	78.20'	N55°53'16"W	78.13'	8°36'59"	39.17'
C208	520.00'	40.75'	N49°20'05"W	40.73'	4°29'22"	20.38'
C209	320.00'	66.23'	N41°09'39"W	66.11'	11°51'30"	33.23'
C210	320.00'	75.53'	N28°28'11"W	75.36'	13°31'27"	37.94'
C211	320.00'	16.14'	N20°15'45"W	16.14'	2°53'24"	8.07'
C212	18.00'	26.25'	N60°35'24"W	23.98'	83°32'41"	16.08'

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C213	70.00'	64.53'	N75°57'09"W	62.27'	52°49'11"	34.76'
C214	70.00'	5.53'	N47°16'44"W	5.53'	4°31'39"	2.77'
C215	180.00'	49.52'	N52°53'48"W	49.36'	15°45'47"	24.92'
C216	157.00'	33.71'	N66°55'44"W	33.64'	12°18'04"	16.92'
C217	157.00'	43.50'	N81°01'04"W	43.37'	15°52'36"	21.89'
C218	30.00'	40.06'	S52°47'26"W	37.15'	76°30'24"	23.65'
C219	30.00'	7.07'	S7°47'26"W	7.05'	13°29'36"	3.55'
C220	18.00'	28.27'	S43°57'22"E	25.46'	90°00'00"	18.00'
C221	520.00'	30.96'	S87°15'02"E	30.95'	3°24'40"	15.48'
C222	520.00'	80.11'	S81°07'53"E	80.04'	8°49'38"	40.14'
C223	520.00'	70.87'	S72°48'47"E	70.82'	7°48'33"	35.49'
C224	520.00'	75.50'	S64°44'57"E	75.43'	8°19'07"	37.82'
C225	520.00'	6.72'	S60°13'10"E	6.72'	0°44'27"	3.36'
C226	480.00'	19.30'	S61°00'03"E	19.30'	2°18'13"	9.65'
C227	480.00'	80.72'	S66°58'13"E	80.62'	9°38'06"	40.45'
C228	480.00'	9.25'	S72°20'23"E	9.25'	1°06'15"	4.63'
C229	520.00'	15.14'	S72°03'27"E	15.14'	1°40'06"	7.57'
C230	520.00'	62.25'	S67°47'38"E	62.21'	6°51'33"	31.16'
C231	520.00'	9.53'	S63°50'21"E	9.53'	1°03'02"	4.77'
C232	520.00'	59.67'	S60°01'35"E	59.64'	6°34'30"	29.87'
C233	520.00'	61.60'	S53°20'43"E	61.56'	6°47'13"	30.83'
C234	520.00'	3.77'	S49°44'38"E	3.77'	0°24'56"	1.89'
C235	80.00'	37.80'	S63°04'15"E	37.45'	27°04'11"	19.26'
C236	20.00'	31.42'	S46°02'38"W	28.28'	90°00'00"	20.00'
C237	30.00'	26.87'	S24°36'54"E	25.98'	51°19'04"	14.41'
C238	50.00'	44.78'	S24°36'55"E	43.30'	51°19'02"	24.02'
C239	50.00'	157.08'	N88°57'22"W	100.00'	180°00'04"	-5641230.21'
C240	50.00'	44.78'	N26°42'11"E	43.30'	51°19'02"	24.02'
C241	30.00'	26.87'	N26°42'10"E	25.98'	51°19'04"	14.41'
C242	20.00'	31.29'	N43°46'47"W	28.20'	89°38'34"	19.88'
C243	418.00'	202.98'	N74°41'23"W	200.99'	27°49'22"	103.53'
C244	167.00'	82.83'	N74°59'16"W	81.99'	28°25'10"	42.29'
C245	20.00'	31.42'	S45°48'09"W	28.28'	90°00'00"	20.00'
C246	30.00'	26.87'	S24°51'23"E	25.98'	51°19'04"	14.41'
C247	50.00'	44.99'	S24°44'08"E	43.49'	51°33'34"	24.15'
C248	50.00'	157.08'	N88°57'22"W	100.00'	179°59'59"	19879261.77'
C249	50.00'	44.57'	N26°34'55"E	43.11'	51°04'35"	23.89'
C250	30.00'	26.87'	N26°27'41"E	25.98'	51°19'04"	14.41'
C251	20.00'	31.42'	N44°11'51"W	28.28'	90°00'00"	20.00'

CAUTION: NOTICE TO CONTRACTOR

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811 Know what's below. Call before you dig.

Date: 9/11/2025 5:10 PM User: SMITH, REINA
Path: K:\BO_CIVIL\093685007 DANCER - TOLL BROS\CADD\PLAN SHEETS\PRE-PLAT\HC-PP.DWG
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance of this document without written authorization by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

NO.	DATE	DESCRIPTION
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Kimley»Horn

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1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
LOT DATA
STAR, ID

DRAWING NAME: HC-PP.DWG
PROJECT No.: 093685007
SCALE (H): N/A
SCALE (V): N/A
DRAWN BY: RGS
CHECKED BY: TRB
DESIGNED BY: HES

SEAL

PROFESSIONAL ENGINEER
LICENSED
19949
9/11/25
STATE OF IDAHO
TELLER BARD
EXPIRES 10/31/25

SHEET NO.
PP-11
11 OF 12

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 1	6,887	0.16
2	BLOCK 1	6,885	0.16
3	BLOCK 1	6,883	0.16
4	BLOCK 1	6,881	0.16
5	BLOCK 1	6,879	0.16
6	BLOCK 1	6,876	0.16
7	BLOCK 1	6,874	0.16
8	BLOCK 1	6,872	0.16
9	BLOCK 1	6,870	0.16
10	BLOCK 1	6,867	0.16
11	BLOCK 1	6,865	0.16
12	BLOCK 1	7,297	0.17
13	BLOCK 1	9,778	0.22
14	BLOCK 1	11,602	0.27
15	BLOCK 1	6,747	0.15
16	BLOCK 1	6,875	0.16
17	BLOCK 1	7,425	0.17
18	BLOCK 1	7,425	0.17
19	BLOCK 1	7,425	0.17
20	BLOCK 1	7,425	0.17
21	BLOCK 1	7,425	0.17
22	BLOCK 1	7,425	0.17
23	BLOCK 1	7,425	0.17
24	BLOCK 1	7,425	0.17
25	BLOCK 1	7,425	0.17
26	BLOCK 1	7,425	0.17
27	BLOCK 1	9,046	0.21
28	BLOCK 1	10,724	0.25
29	BLOCK 1	9,693	0.22
30	BLOCK 1	10,078	0.23
31	BLOCK 1	9,995	0.23
32	BLOCK 1	8,162	0.19
33	BLOCK 1	9,475	0.22
34	BLOCK 1	7,153	0.16
35	BLOCK 1	7,153	0.16
36	BLOCK 1	7,153	0.16
37	BLOCK 1	7,191	0.17
38	BLOCK 1	7,150	0.16
39	BLOCK 1	7,150	0.16
40	BLOCK 1	7,150	0.16
41	BLOCK 1	7,150	0.16
42	BLOCK 1	8,133	0.19
43	BLOCK 1	8,169	0.19
44	BLOCK 1	7,643	0.18
45	BLOCK 1	6,875	0.16
46	BLOCK 1	284,468	6.53

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 11	34,416	0.79
2	BLOCK 11	48,347	1.11
3	BLOCK 11	48,222	1.11
4	BLOCK 11	46,913	1.08
5	BLOCK 11	39,922	0.92
6	BLOCK 11	40,946	0.94
7	BLOCK 11	40,946	0.94

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 2	43,160	0.99
2	BLOCK 2	6,875	0.16
3	BLOCK 2	6,875	0.16
4	BLOCK 2	6,875	0.16
5	BLOCK 2	6,875	0.16
6	BLOCK 2	6,875	0.16
7	BLOCK 2	6,875	0.16
8	BLOCK 2	6,875	0.16
9	BLOCK 2	6,875	0.16
10	BLOCK 2	6,875	0.16
11	BLOCK 2	6,875	0.16
12	BLOCK 2	6,875	0.16
13	BLOCK 2	7,150	0.16
14	BLOCK 2	7,150	0.16
15	BLOCK 2	7,150	0.16
16	BLOCK 2	7,150	0.16
17	BLOCK 2	7,150	0.16
18	BLOCK 2	7,150	0.16
19	BLOCK 2	7,150	0.16
20	BLOCK 2	7,150	0.16
21	BLOCK 2	7,151	0.16
22	BLOCK 2	7,294	0.17
23	BLOCK 2	7,511	0.17

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 7	11,191	0.26
2	BLOCK 7	7,930	0.18
3	BLOCK 7	8,125	0.19
4	BLOCK 7	8,125	0.19
5	BLOCK 7	8,125	0.19
6	BLOCK 7	8,125	0.19
7	BLOCK 7	8,125	0.19
8	BLOCK 7	8,125	0.19
9	BLOCK 7	5,489	0.13
10	BLOCK 7	8,123	0.19
11	BLOCK 7	8,125	0.19
12	BLOCK 7	8,125	0.19
13	BLOCK 7	8,125	0.19
14	BLOCK 7	8,127	0.19
15	BLOCK 7	8,548	0.20

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 10	5,619	0.13
2	BLOCK 10	41,609	0.96
3	BLOCK 10	41,774	0.96
4	BLOCK 10	41,940	0.96
5	BLOCK 10	41,247	0.95

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 12	9,300	0.21
2	BLOCK 12	39,627	0.91
3	BLOCK 12	39,627	0.91
4	BLOCK 12	38,606	0.89

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 4	120,814	2.77
2	BLOCK 4	6,875	0.16
3	BLOCK 4	6,875	0.16
4	BLOCK 4	6,875	0.16
5	BLOCK 4	6,875	0.16
6	BLOCK 4	6,875	0.16
7	BLOCK 4	6,884	0.16
8	BLOCK 4	7,472	0.17
9	BLOCK 4	7,407	0.17
10	BLOCK 4	7,006	0.16
11	BLOCK 4	7,843	0.18
12	BLOCK 4	7,944	0.18

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 6	195,865	4.50
2	BLOCK 6	8,125	0.19
3	BLOCK 6	8,342	0.19
4	BLOCK 6	8,125	0.19
5	BLOCK 6	8,125	0.19
6	BLOCK 6	8,125	0.19
7	BLOCK 6	8,125	0.19
8	BLOCK 6	8,125	0.19
9	BLOCK 6	8,125	0.19
10	BLOCK 6	8,125	0.19
11	BLOCK 6	8,125	0.19
12	BLOCK 6	8,125	0.19
13	BLOCK 6	8,125	0.19
14	BLOCK 6	8,125	0.19
15	BLOCK 6	8,183	0.19
16	BLOCK 6	7,949	0.18
17	BLOCK 6	8,495	0.20

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 3	13,842	0.32
2	BLOCK 3	7,149	0.16
3	BLOCK 3	7,150	0.16
4	BLOCK 3	7,150	0.16
5	BLOCK 3	7,150	0.16
6	BLOCK 3	5,720	0.13
7	BLOCK 3	7,150	0.16
8	BLOCK 3	7,150	0.16
9	BLOCK 3	7,150	0.16
10	BLOCK 3	7,150	0.16
11	BLOCK 3	7,150	0.16
12	BLOCK 3	5,841	0.13
13	BLOCK 3	7,150	0.16
14	BLOCK 3	7,150	0.16
15	BLOCK 3	7,150	0.16
16	BLOCK 3	7,150	0.16
17	BLOCK 3	7,150	0.16
18	BLOCK 3	7,150	0.16
19	BLOCK 3	7,150	0.16
20	BLOCK 3	7,225	0.17
21	BLOCK 3	7,243	0.17

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 5	209,265	4.80
2	BLOCK 5	7,395	0.17
3	BLOCK 5	7,584	0.17
4	BLOCK 5	8,468	0.19
5	BLOCK 5	7,357	0.17
6	BLOCK 5	7,126	0.16
7	BLOCK 5	7,150	0.16
8	BLOCK 5	7,150	0.16
9	BLOCK 5	7,150	0.16
10	BLOCK 5	7,129	0.16
11	BLOCK 5	7,150	0.16
12	BLOCK 5	7,277	0.17
13	BLOCK 5	8,233	0.19
14	BLOCK 5	7,946	0.18
15	BLOCK 5	7,884	0.18
16	BLOCK 5	7,150	0.16
17	BLOCK 5	7,150	0.16
18	BLOCK 5	7,150	0.16
19	BLOCK 5	8,452	0.19
20	BLOCK 5	9,984	0.23
21	BLOCK 5	7,012	0.16
22	BLOCK 5	8,125	0.19
23	BLOCK 5	8,321	0.19
24	BLOCK 5	10,573	0.24
25	BLOCK 5	9,356	0.21
26	BLOCK 5	9,671	0.22
27	BLOCK 5	8,126	0.19
28	BLOCK 5	8,125	0.19
29	BLOCK 5	8,125	0.19
30	BLOCK 5	8,125	0.19
31	BLOCK 5	8,125	0.19
32	BLOCK 5	8,125	0.19
33	BLOCK 5	8,125	0.19
34	BLOCK 5	8,125	0.19
35	BLOCK 5	8,125	0.19
36	BLOCK 5	8,125	0.19
37	BLOCK 5	8,125	0.19
38	BLOCK 5	7,736	0.18
39	BLOCK 5	11,086	0.25
40	BLOCK 5	11,324	0.26
41	BLOCK 5	7,790	0.18
42	BLOCK 5	8,125	0.19
43	BLOCK 5	8,125	0.19
44	BLOCK 5	8,125	0.19
45	BLOCK 5	8,125	0.19
46	BLOCK 5	13,018	0.30
47	BLOCK 5	10,971	0.25
48	BLOCK 5	10,800	0.25
49	BLOCK 5	10,800	0.25
50	BLOCK 5	10,647	0.24
51	BLOCK 5	10,925	0.25
52	BLOCK 5	13,817	0.32
53	BLOCK 5	12,643	0.29

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 9	373,426	8.57
2	BLOCK 9	8,131	0.19
3	BLOCK 9	8,131	0.19
4	BLOCK 9	8,131	0.19
5	BLOCK 9	8,456	0.19
6	BLOCK 9	8,059	0.19
7	BLOCK 9	7,998	0.18
8	BLOCK 9	8,119	0.19
9	BLOCK 9	8,119	0.19
10	BLOCK 9	8,119	0.19
11	BLOCK 9	9,305	0.21
12	BLOCK 9	9,945	0.23
13	BLOCK 9	10,075	0.23
14	BLOCK 9	3,055	0.07
15	BLOCK 9	8,125	0.19
16	BLOCK 9	8,109	0.19
17	BLOCK 9	8,949	0.21
18	BLOCK 9	9,035	0.21
19	BLOCK 9	8,384	0.19
20	BLOCK 9	8,784	0.20
21	BLOCK 9	6,651	0.15
22	BLOCK 9	8,654	0.20
23	BLOCK 9	8,125	0.19
24	BLOCK 9	8,125	0.19
25	BLOCK 9	8,066	0.19
26	BLOCK 9	8,084	0.19
27	BLOCK 9	10,874	0.25
28	BLOCK 9	11,436	0.26
29	BLOCK 9	10,800	0.25
30	BLOCK 9	11,814	0.27
31	BLOCK 9	13,259	0.30
32	BLOCK 9	11,188	0.26
33	BLOCK 9	3,150	0.07
34	BLOCK 9	10,800	0.25
35	BLOCK 9	10,800	0.25
36	BLOCK 9	10,798	0.25
37	BLOCK 9	3,616	0.08
38	BLOCK 9	16,962	0.39
39	BLOCK 9	14,994	0.34
40	BLOCK 9	19,385	0.45
41	BLOCK 9	14,149	0.32
42	BLOCK 9	11,508	0.26
43	BLOCK 9	11,475	0.26
44	BLOCK 9	11,475	0.26
45	BLOCK 9	11,475	0.26
46	BLOCK 9	11,475	0.26
47	BLOCK 9	11,475	0.26
48	BLOCK 9	12,582	0.29
49	BLOCK 9	20,313	0.47
50	BLOCK 9	10,740	0.25
51	BLOCK 9	10,800	0.25
52	BLOCK 9	13,422	0.31
53	BLOCK 9	12,443	0.29
54	BLOCK 9	10,460	0.24
55	BLOCK 9	10,800	0.25
56	BLOCK 9	11,687	0.27
57	BLOCK 9	11,751	0.27
58	BLOCK 9	10,800	0.25
59	BLOCK 9	10,800	0.25
60	BLOCK 9	10,902	0.25
61	BLOCK 9	11,590	0.27
62	BLOCK 9	40,388	0.93

LOT AREA TABLE			
LOT NUMBER	BLOCK NUMBER	LOT AREA (SF)	LOT AREA (AC)
1	BLOCK 8	257,148	5.90
2	BLOCK 8	7,881	0.18
3	BLOCK 8	8,390	0.19
4	BLOCK 8	8,169	0.19
5	BLOCK 8	8,212	0.19
6	BLOCK 8	7,884	0.18
7	BLOCK 8	9,396	0.22
8	BLOCK 8	8,125	0.19
9	BLOCK 8	8,125	0.19
10	BLOCK 8	8,125	0.19
11	BLOCK 8	8,125	0.19
12	BLOCK 8	8,125	0.19
13	BLOCK 8	10,260	0.24
14	BLOCK 8	11,690	0.27
15	BLOCK 8	9,427	0.22
16	BLOCK 8	9,892	0.23
17	BLOCK 8	12,426	0.29
18	BLOCK 8	13,639	0.31
19	BLOCK 8	14,640	0.34
20	BLOCK 8	13,712	0.31
21	BLOCK 8	10,800	0.25
22	BLOCK 8	10,800	0.25
23	BLOCK 8	10,694	0.25
24	BLOCK 8	11,473	0.26
25	BLOCK 8	11,475	0.26
26	BLOCK 8	10,955	0.25
27	BLOCK 8	10,536	0.24
28	BLOCK 8	11,763	0.27
29	BLOCK 8	11,212	0.26
30	BLOCK 8	10,421	0.24
31	BLOCK 8	10,668	0.24
32	BLOCK 8	10,821	0.25
33	BLOCK 8	8,513	0.20
34	BLOCK 8	7,903	0.18
35	BLOCK 8	8,130	0.19
36	BLOCK 8	8,358	0.19
37	BLOCK 8	8,671	0.20
38	BLOCK 8	8,125	0.19
39	BLOCK 8	8,125	0.19
40	BLOCK 8	8,125	0.19
41	BLOCK 8	8,125	0.19
42	BLOCK 8	8,125	0.19
43	BLOCK 8	8,662	0.20
44	BLOCK 8	8,731	0.20
45	BLOCK 8	8,154	0.19
46	BLOCK 8	8,125	0.19
47	BLOCK 8	8,125	0.19
48	BLOCK 8	8,610	0.20
49	BLOCK 8	9,511	0.22

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NO.	DATE	DESCRIPTION
1		

Kimley»Horn

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1100 W. Idaho Street, Suite 210
Boise, Idaho 83702 (208) 297-2885

TRAILMARK STATION SUBDIVISION
LOT DATA
STAR, ID

DRAWING NAME: HC-PP.DWG
PROJECT No.: 093685007
SCALE (H): N/A
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CHECKED BY: TRB
DESIGNED BY: HES

SEAL

PROFESSIONAL ENGINEER LICENSED 19949 9/11/25 STATE OF IDAHO TELLER BARD

EXPIRES 10/31/25

SHEET NO.

PP-12

12 OF 12

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QUALIFIED OPEN SPACE LEGEND

OPEN SPACE - ACTIVE & PASSIVE USE
Per 8-4E-2B

Takeoff: 730,945 sf

OPEN SPACE - PONDS
(50% Open Space Credit)
Per 8-4E-2B

*Takeoff: 308,045 sf **

OPEN SPACE - COLLECTOR STREET BUFFER
(100% Open Space Credit)
Per 8-4E-2B

Takeoff: 16,770 sf

OPEN SPACE - PARK STRIPS
(50% Open Space Credit)
Per 8-4E-2B

*Takeoff: 308,215 sf ***

OPEN SPACE - QUALIFIED NATURAL SPACE
(100% Open Space Credit)
Per 8-4E-2B

Takeoff: 219,848 sf

OPEN SPACE - NON-QUALIFIED
(0% Open Space Credit)
Per 8-4E-2B

Takeoff: 89,092 sf

COMMON OPEN SPACE REQUIREMENTS

OPEN SPACE REQUIRED:
R-2 or Greater (129.57 AC)
15% Open Space = 19.43 AC (846,610 SF)
10% Qualified OS = 12.96 AC (564,407 SF)

OPEN SPACE PROVIDED:
38.40 AC (1,672,915) | 30%

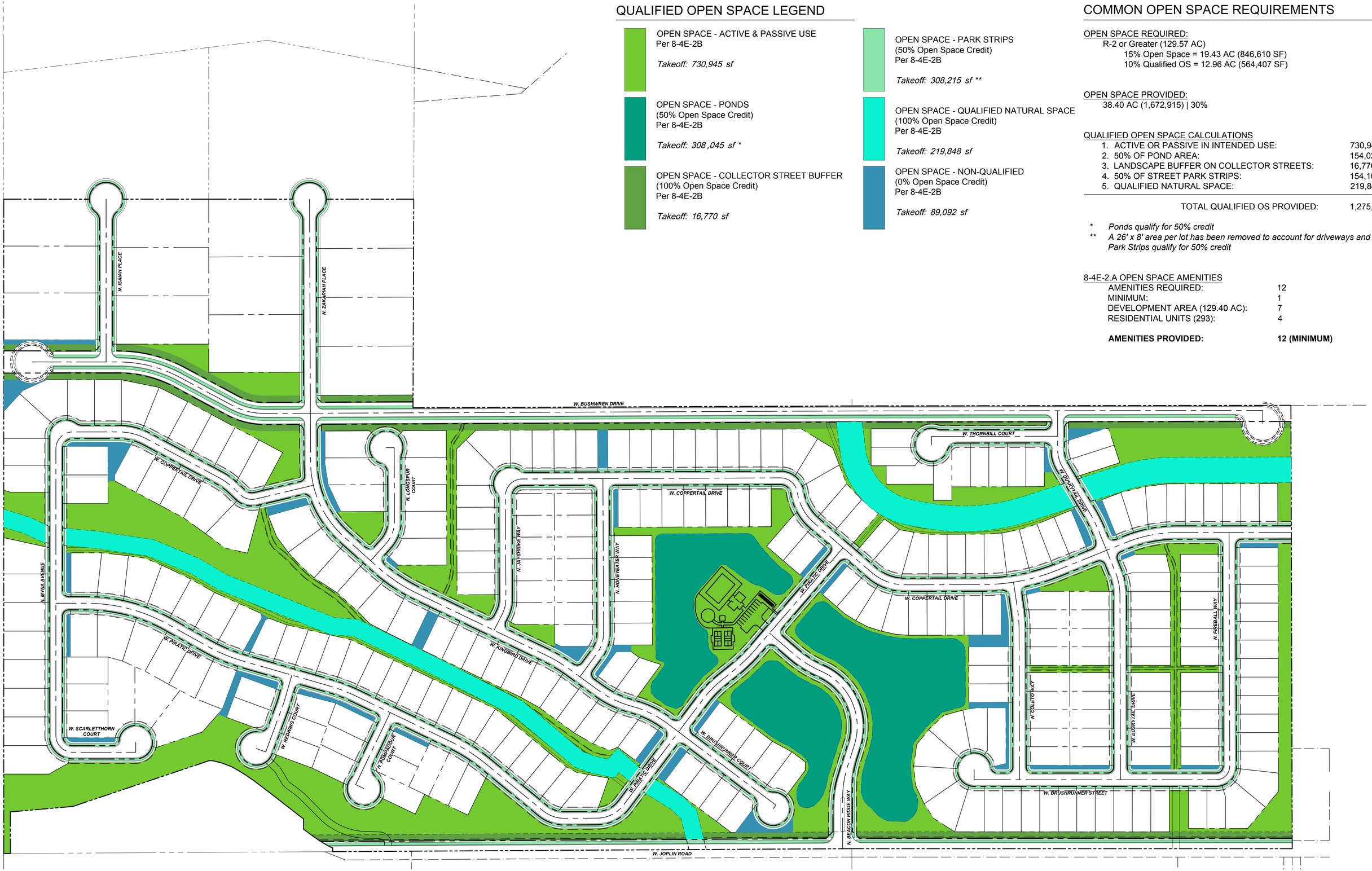
QUALIFIED OPEN SPACE CALCULATIONS

1.	ACTIVE OR PASSIVE IN INTENDED USE:	730,945 SF
2.	50% OF POND AREA:	154,022 SF *
3.	LANDSCAPE BUFFER ON COLLECTOR STREETS:	16,770 SF
4.	50% OF STREET PARK STRIPS:	154,107 SF **
5.	QUALIFIED NATURAL SPACE:	219,848 SF
	TOTAL QUALIFIED OS PROVIDED:	1,275,693 SF | 23%

* *Ponds qualify for 50% credit*
** *A 26' x 8' area per lot has been removed to account for driveways and Street Park Strips qualify for 50% credit*

8-4E-2.A OPEN SPACE AMENITIES

AMENITIES REQUIRED:	12
MINIMUM:	1
DEVELOPMENT AREA (129.40 AC):	7
RESIDENTIAL UNITS (293):	4
AMENITIES PROVIDED:	**12 (MINIMUM)**



Kimley»Horn

TRAILMARK STATION SUBDIVISION

PRELIMINARY PLAT OPEN SPACE EXHIBIT
September 11, 2025

0 60 120 240 360
NORTH

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:

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

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat PP-24-08

Development Name/Section Trailmark Station CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water

☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water

☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☐ 13. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store

☐ 14. _____

_____

_____

_____ Reviewed By: Rob Bozly Date: 10/14/25

3/22 lb

Review Sheet

Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

December 16, 2024

Shawn Nickel
Planning Director & Zoning Administrator
City of Star
10769 West State Street
Star, Idaho 83669

VIA EMAIL

Development Application	**AZ-24-08; DA-24-08; PUD-24-03; PP-24-08; PR-24-06**
Project Name	**Starling Springs Subdivision**
Project Location	Approx ½ mile north of US-20/26 MP 33.26
Project Description	353 Residential Lots & 74 common Lots.
Applicant	Kimley-Horn representing Toll Brothers

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

1. This project does not abut the state highway system.
2. Traffic generation numbers were not provided with this application. Based on the size of this proposed subdivision and its proximity to US-20/26, ITD is requesting that the applicant provide a Traffic Impact Study (TIS) reflecting full build-out of the development. ITD needs more information on the trip generations to determine what mitigations, if any, that the applicant may be required to construct on the State Highway system.
3. Any necessary mitigation for traffic impacts identified by the Traffic Impact Study shall be the responsibility of the applicant to install.
4. Please contact me at your earliest convenience so I may assist you in the scope of the study.
5. ITD reserves the right to make further comments upon review of any submitted traffic generation data or other documents.

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

Sincerely,

Niki Benyakhlef

Niki Benyakhlef
Development Services Coordinator
ITD District 3
Niki.Benyakhlef@itd.idaho.gov

Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: October 10, 2025

To: Martin Taylor

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Trailmark Subdivision

Trip Generation: This development is estimated to generate 2,713 vehicle trips per day, 273 vehicle trips per hour in the PM peak hour based on the traffic impact study.

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

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

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

ACHD Planned Improvements	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X

Project/File: **Trailmark Subdivision/ SPP24-0003 / AZ-24-08, DA-24-08, PP-24-08**
This is an annexation, rezone, and preliminary plat application for the development of 293 residential lots and 21 common lots on 129.39-acres. This application includes a development agreement with the City of Star.

Lead Agency: City of Star

Site address: 8820, 8900, 9250, & 9326 W Joplin Road

Staff Approval: October 10, 2025

Applicant: Martin Taylor – via email
Toll Brothers
3103 W Sheryl Drive, #100
Meridian, ID 83642

Representative: Jeff Bower – via email
Givens Pursley LLP
601 W Bannock Street
Boise, ID 83702

Staff Contact: KaraLeigh Troyer, Planner
Phone: 208-387-6391
E-mail: ktroyer@achdidaho.org

Report Summary:

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ACHD Planned Improvements

1. **Capital Improvements Plan (CIP)/ Five Year Plan (FYP):**
   - Star Road is scheduled in the FYP to be widened to 5-lanes with enhanced pedestrian and bike facilities constructed on both sides of the roadway and Bridge #2030 widened from Chinden Boulevard (US 20-26) to State Street (SH-44) with a design and construction year yet to be determined.
   - Star Road is scheduled in the FYP to receive a community improvement project including constructing enhanced pedestrian facilities on the west side of the roadway and installing a pedestrian bridge over the Lawrence Kennedy Canal (Bridge #1007) from Main Street to State Street (SH-44) in 2026.
   - Star Road and Bridge #1092 is scheduled in the FYP to be replaced in 2028.
   - Star Road is listed in the CIP to be widened to 5-lanes from Chinden Boulevard (US 20/26) to State Street (SH-44) between 2031 and 2035.
   - Star Road is listed in the CIP to be widened to 5-lanes from McMillan Road to Chinden Boulevard (US 20/26) between 2031 and 2035.
   - The intersection of Chinden Boulevard (US 20-26) and Star Road is listed in the CIP to be widened to 5-lanes on the north leg, 5-lanes on the south, 7-lanes east, and 7-lanes on the west leg, and signalized between 2031 and 2035.
   - The intersection of State Street (SH-44) and Star Road is listed in the CIP to be widened to 4-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 6-lanes on the west leg, and signalized between 2026 and 2030.

Level of Service Planning Thresholds

1. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Star Road	0-feet	Minor Arterial	662	"F"
Chinden Boulevard (US 20/26)	0-feet	Expressway	1,045	**N/A
Can Ada Road	0-feet	Collector	19	Better than "D"
Joplin Road	3,939-feet	Collector	39	Better than "D"

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).
* Acceptable level of service for a two-lane collector is "D" (425 VPH).
** ACHD does not set level of service thresholds for State Highways.

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

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

- The average daily traffic count for Star Road from Joplin Road to Chinden Boulevard was 12,863 in March 2024.
- The average daily traffic count for Chinden Boulevard (US 20-26) east of Can Ada Road was 23,000 on May 23, 2024.
- There are no current average daily traffic counts for Can Ada Road from Joplin Road to Chinden Boulevard (US 20-26).
- The average daily traffic count for Joplin Road from Can Ada Road to Star Road was 612 in March 2024.

A. Site Specific Conditions of Approval

1. Prior to plan submittal, submit a revised preliminary plat showing the redesigned roadways to reduce the length of the roadways or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff. The roadways greater than 750-feet in length are as follows:

- Bushwren Drive
- Beacon Ridge Way
- Kingbird Drive
- Coppertail Drive
- Piratic Drive
- Myna Avenue
- Duskytail Drive
- Brushrunner Street

Stop signs, speed humps/bumps, and valley gutters will not be accepted as traffic calming.

2. Prior to plan submittal, submit a revised preliminary plat showing the redesign of roadways to reduce the cul-de-sac turnarounds.

3. If this project, Trailmark Subdivision, moves forward prior to Rivermoor Subdivision, construct a northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane at the Star Road and Joplin Road intersection. Turn lanes should be constructed with the first phase of development.

4. If the right-of-way vacation is to realign Joplin Road is approved then, construct Joplin Road abutting the site outside of the right-of-way vacation area as ½ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk.

If the right-of-way vacation is not approved, construct Joplin Road as ½ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached sidewalk abutting the site for the entirety of the site.

Or as an alternative to on-street bike lanes and standard sidewalks, the street section may be reduced to 26-feet in width with 10-foot wide multi-use pathways with a minimum 8-foot wide planter strips.

5. Construct Bushwren Drive as a 26-foot wide collector street section with vertical curb and gutter on both sides of the roadway and a 10-foot wide multi-use pathway with an 8-foot wide planter strip on the south side of the roadway for its entire length (east/west) and a 10-foot wide multi-use pathway on the north side of the roadway for the portion of the roadway which is fully internal to the site.

Provide a crossing at the terminus of the northern multi-use pathway to connect to the southern multi-use pathway.

Provide written fire department approval for use of the reduced street section.

6. Construct Beacon Ridge Way as a 36-foot wide collector street section within 40-feet of right-of-way with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.

7. Construct the entry portion of Beacon Ridge Way as a 52-foot wide collector street section with two 21-foot wide travel lanes, a 10-foot wide center landscape median, vertical curb, gutter, 8-foot wide planter strips, and 5-foot wide detached concrete sidewalk.

Plat the landscape median as right-of-way owned by ACHD. The applicant or future home-owners association should enter into a license agreement with ACHD if landscaping is desired within the island.

Provide written fire department approval for use of the reduced street section.

8. Coordinate a signage program with District Development Review staff to install "NO PARKING" signs on Joplin Road, Bushwren Drive, and Beacon Ridge Way.

9. Construct the internal local roadways as 36-foot wide local streets with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.

10. Construct cul-de-sac turnarounds at the terminus of Isaiah Place, Zakariah Place, and Thornbill Court with a minimum 50-foot wide turning radii.

11. Construct Beacon Ridge Way to intersect Joplin Road in alignment with the proposed Beacon Ridge Way on the south side of Joplin Road across from the site.

12. Construct all internal local roadways intersecting Bushwren Drive or Beacon Ridge Way either in alignment or 330-feet or more from any other streets intersecting Bushwren Drive or Beacon Ridge Way.

13. Construct internal local roadways to either align or offset 125-feet or more from any other local roadways.

14. Construct Bushwren Drive to stub to the site's east property. Construct a paved temporary turnaround at the terminus of the roadway and install a sign which states, "THIS IS A COLLECTOR ROADWAY. THIS STREET WILL BE EXTEND AND WIDENED IN THE FUTURE."

15. Construct Bushwren Drive to terminate at the site's west property line in either a standard or offset permanent cul-de-sac turnaround complete with curb, gutter, and sidewalk with a minimum turning radius of 50-feet.

16. Install signage at the west terminus of Bushwren Drive that identifies the end of Ada County/ACHD Jurisdiction.

17. Construct Coppertail Drive to stub to the site's east property line located 940-feet north of Joplin Road. Construct a paved temporary cul-de-sac turnaround with a minimum radius of 50-feet at the terminus of the stub street. Install a sign at the terminus of the roadway which states, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

18. Close the 8 existing driveways on Joplin Road with curb, gutter, and sidewalk.

19. Construct two 20-foot wide emergency-access only driveway onto Joplin Road located 345-feet west of the site's east property line and 1,142-feet east of Can Ada Road to tie into internal local streets. Install bollards or gates to restrict the driveways to emergency access only as determined by the Star Fire District. The bollards or gates shall be located outside of the dedicated right-of-way.

20. Provide ACHD approved plans for the crossings of the crossing of the Phyllis Slough, the Eureka Main Canal, and the Eureka South Lateral prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of

projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met

21. For all public streets dedicate right-of-way to extend 2-feet behind the back of sidewalk for attached sidewalks. For detached sidewalks, the right-of-way may extend 2-feet behind the back of curb and a permanent right-of-way easement may be provided.

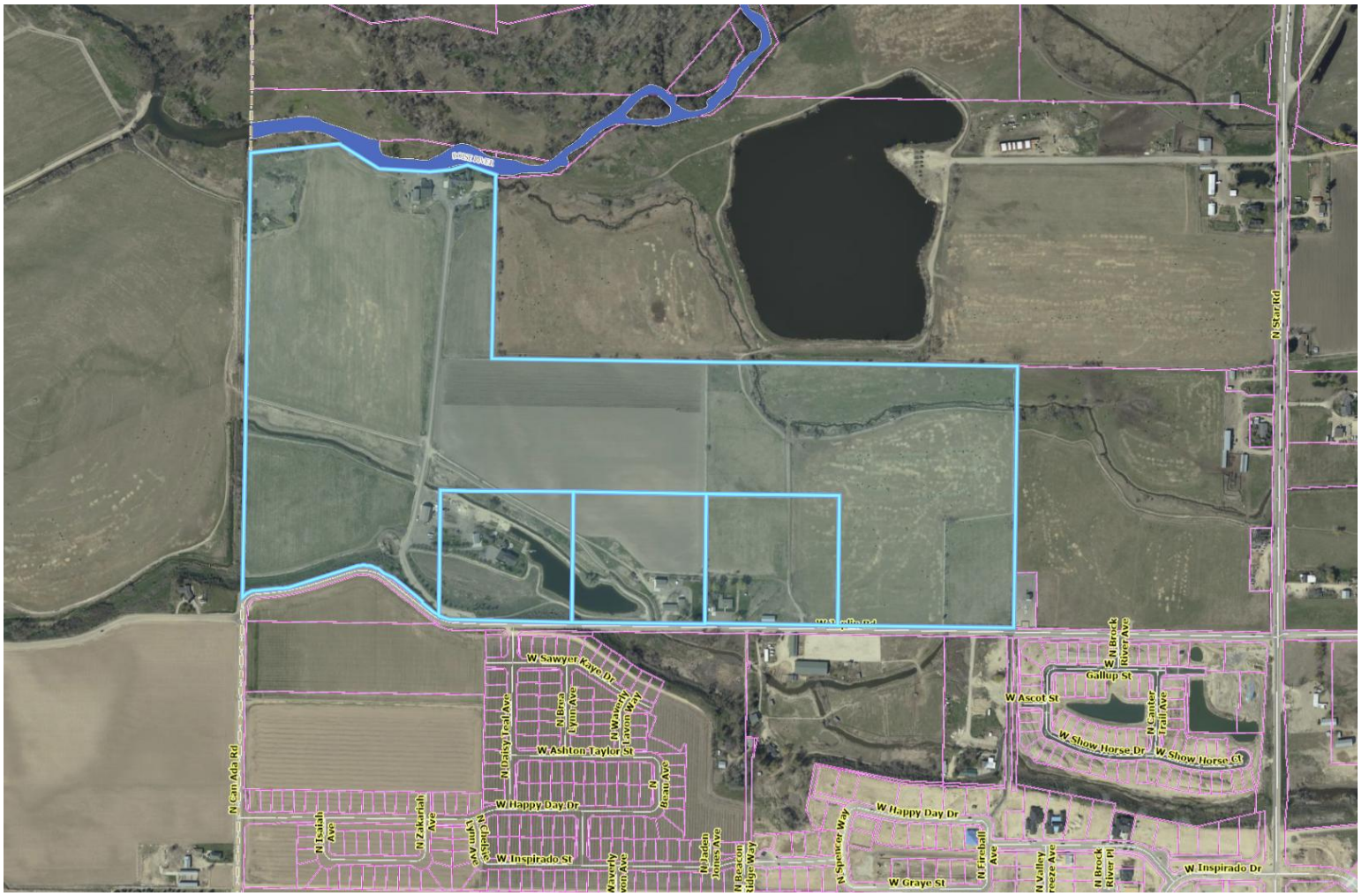
22. Other than the access specifically approved with this application, direct lot access is prohibited to Joplin Road, Bushwren Drive, and Beacon Ridge Way and should be noted on the final plat.

23. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.

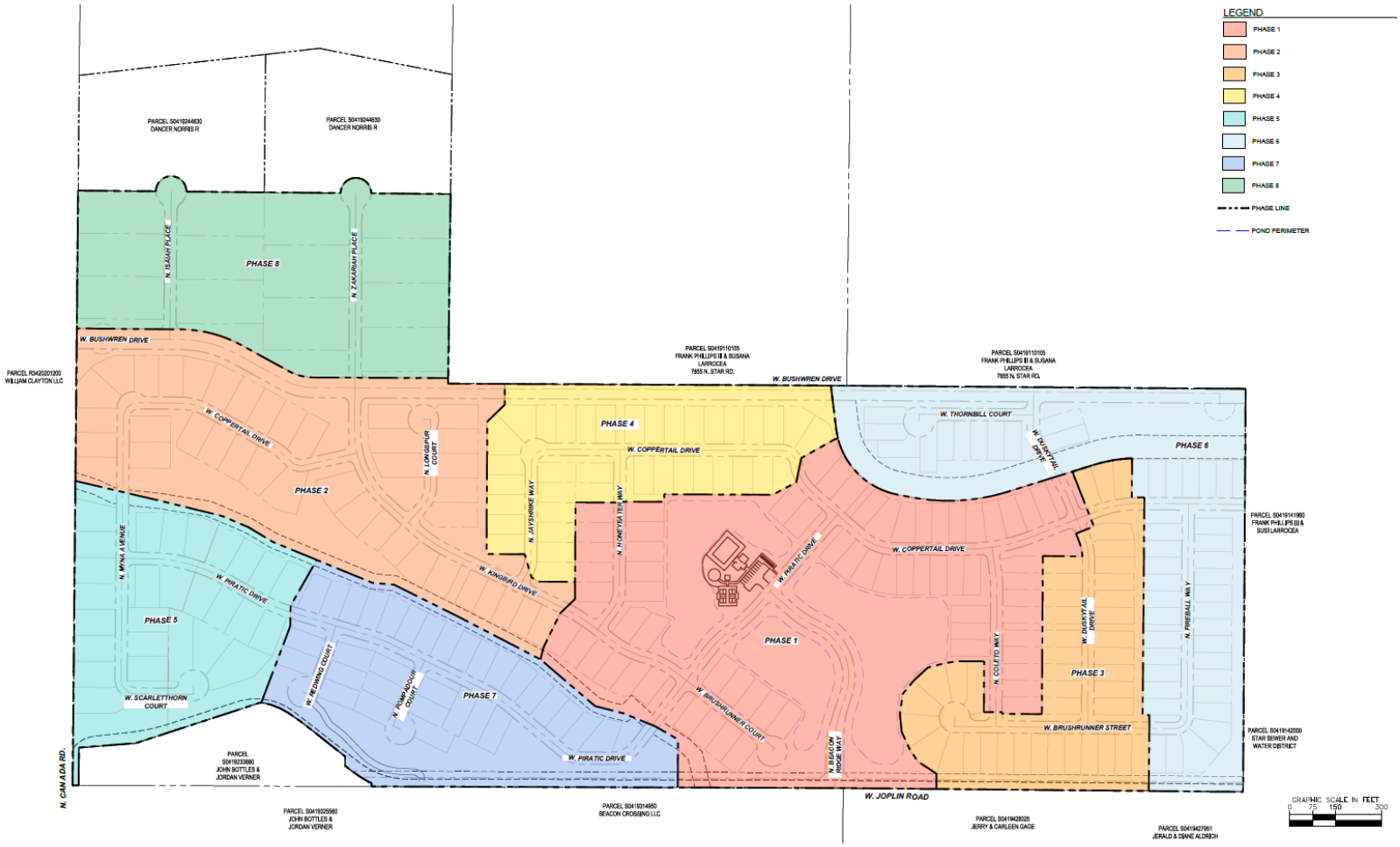
24. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

25. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan


LEGEND
PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5
PHASE 6
PHASE 7
PHASE 8
PHASE LINE
POND PERIMETER
PHASE 8
PHASE 4
PHASE 2
PHASE 1
PHASE 6
PHASE 3
PHASE 5
PHASE 7
W. BUSHWREN DRIVE
W. COPPERTAIL DRIVE
W. PIRATIC DRIVE
W. KINGBIRD DRIVE
W. THORNBILL COURT
W. BRUSHRUNNER COURT
W. BRUSHRUNNER STREET
W. SCARLETTHORN COURT
W. JOPLIN ROAD
N. CANADA RD.
N. ISAIAH PLACE
N. ZAKARIAH PLACE
N. LONGSPUR COURT
N. JAYSHRIKE WAY
N. HONEYEATER WAY
N. MYNA AVENUE
W. BLOWING COURT
N. POORWILL COURT
N. COLETO WAY
W. TAWNY OWL DRIVE
N. PEREGRINE WAY
N. ROBIN RIDGE WAY
PARCEL S0419244830 DANCER NORRIS R
PARCEL S0419244830 DANCER NORRIS R
PARCEL S0419110105 FRANK PHILLIPS III & SUSANA LARROCEA 7855 N. STAR RD.
PARCEL S0419110105 FRANK PHILLIPS III & SUSANA LARROCEA 7855 N. STAR RD.
PARCEL R3420201200 WILLIAM CLAYTON LLC
PARCEL S0419141960 FRANK PHILLIPS III & SUSI LARROCEA
PARCEL S0419142000 STAR SEWER AND WATER DISTRICT
PARCEL S0419233660 JOHN BOTTLES & JORDAN VERNER
PARCEL S0419235560 JOHN BOTTLES & JORDAN VERNER
PARCEL S0419214850 BEACON CROSSING LLC
PARCEL S0419428025 JERRY & CARLEEN GAGE
PARCEL S0419427961 JERALD & DIANE ALDRICH
GRAPHIC SCALE IN FEET
0 75 150 300

D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

Kittelson & Associates prepared a traffic impact study (TIS) for the proposed Starling Springs/Trailmark Subdivision. An executive summary of the findings **as presented by Kittelson & Associates** can be found as attachment 1 and an updated memo can be found as attachment 2. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.

a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Five Year Plan (FYP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the FYP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
    - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
    - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
    - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
    - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic

shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

b. TIS Findings: Staff has reviewed the submitted traffic impact study (TIS)

Can Ada Road/Chinden Boulevard (US 20-26) Intersection

- 2024 Existing Conditions

  Northbound and southbound approaches exceed ACHD's acceptable level of service planning thresholds during weekday AM and PM peak hours under 2024 existing conditions. ITD's planned and funded ChindenWest corridor improvements will mitigate the intersection to be within ACHD and ITD standards through the installation of a traffic signal and two eastbound and westbound through lanes with no additional mitigations recommended under 2029 background traffic conditions and 2029 total traffic conditions.

- 2029 Background & Total Traffic Conditions

  No additional mitigation is recommended beyond those identified in ITD's ChindenWest corridor improvement plan.

Star Road/Chinden Boulevard (US 20-26) Intersection

- 2024 Existing Conditions

  Overall intersection operates under capacity but exceeds ACHD's acceptable level of service planning thresholds during the weekday PM peak hour. Westbound through, northbound through, and eastbound left turn movements operate under capacity but exceed ITD's thresholds during weekday PM peak hour. ITD's planned and funded ChindenWest corridor improvements will mitigate the intersection to be within ACHD and ITD standards through the widening of Chinden Boulevard (US 20-26) to four lanes.

- 2029 Background Traffic Conditions

  Intersection exceeds ACHD's acceptable level of service planning thresholds during weekday PM peak hour and the westbound through, northbound through, and eastbound left turn movements operate overcapacity and exceed ACHD's and ITD's v/c threshold. The TIS recommends adding an additional eastbound left-turn lane and associated northbound receiving lane on Star Road to mitigate conditions at this intersection to be within ACHD and ITD standards. This is consistent with ACHD's CIP improvement programmed in 2031-2035.

- 2029 Total Traffic Conditions

  No additional mitigations recommended beyond those identified under 2029 background traffic conditions.

Star Road/Joplin Road Intersection

- 2029 Background Traffic Conditions

  Critical eastbound approach operates under capacity during both weekday AM and PM peak hours. Signal warrants evaluated show that all three volume based MUTCD signal warrants are met. However, the TIS does not recommend a traffic signal as all movements operate within ACHD LOS standards and under capacity.

- 2029 Total Traffic Conditions

  Critical eastbound approach operates overcapacity during weekday AM and PM peak hours. In-process developments identified in this analysis have been conditioned to

construct a dedicated northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane by ACHD. Assuming the left-turn lanes function as a two-way center left-turn lane, the conditioned improvements will mitigate the intersection to be within ACHD standards and widening Star Road will further mitigate operations.

Star Road (Joplin Road to Chinden Boulevard (US 20-26))

- 2024 Existing Conditions

  Southbound directional volume during weekday AM peak hour and northbound directional volume during the weekday PM peak hour exceed ACHD's 2-lane minor arterial standard. Roadway is forecast to meet ACHD volume thresholds for a five-lane minor arterial volume threshold. ACHD's CIP identifies this improvement is programmed for 2031-2035.

  Star Road from Chinden Boulevard (US 20-26) to State Street (SH-44) is programed in the FYP with a design and construction year yet to be determined for the widening of Star Road to five lanes (2 thru-lanes in each direction with a center median and turn pockets where appropriate). As the appropriate mitigation is programmed in the FYP, ACHD will not be requiring the widening of Star Road through this project.

- 2029 Background & Total Traffic Conditions

  No additional mitigations recommended beyond those identified under 2024 existing conditions

Site Accesses

The turn lane analysis resulted in no turn lane warrants being met at the site access location and intersection sight distance was determined to be adequate at the proposed site access.

c. Staff Comments/Recommendations: Staff comments are provided by District Traffic Services and Development Review staff.

Star Road/Chinden Boulevard (US 20-26)

The TIS recommends the construction of an additional eastbound left-turn lane, and the construction of an associated northbound receiving lane on Star Road as identified in the ACHD CIP and Master Street Map.

Chinden Boulevard (US 20-26) is a state highway under the jurisdiction of ITD. Because of this ACHD is unable to require the construction of an additional eastbound left-turn lane. If ITD requires the construction of an additional eastbound left-turn lane then the applicant should be required to construct the associated northbound receiving lane on Star Road at the Star Road and Chinden Boulevard (US 20-26) intersection.

Star Road/Joplin Road

The TIS recommends the construction of a northbound left-turn, southbound left-turn, and southbound right-turn lane with at least 125 feet of storage. These turn lanes have been required through the construction of SPP21-0008 Rivermoor Subdivision. If Rivermoor Subdivision moves forward before this project, the applicant should not be required to construct these turn lanes as they will be constructed prior. If this project, Trailmark Subdivision, moves forward prior to Rivermoor Subdivision, the applicant should be required to construct the recommended improvements including a northbound left-turn lane, southbound left-turn lane, and southbound right-turn lane at the Star Road and Joplin Road intersection. These turn lanes should be constructed with the first phase of development.

E. Findings for Consideration

1. History/Prior Actions

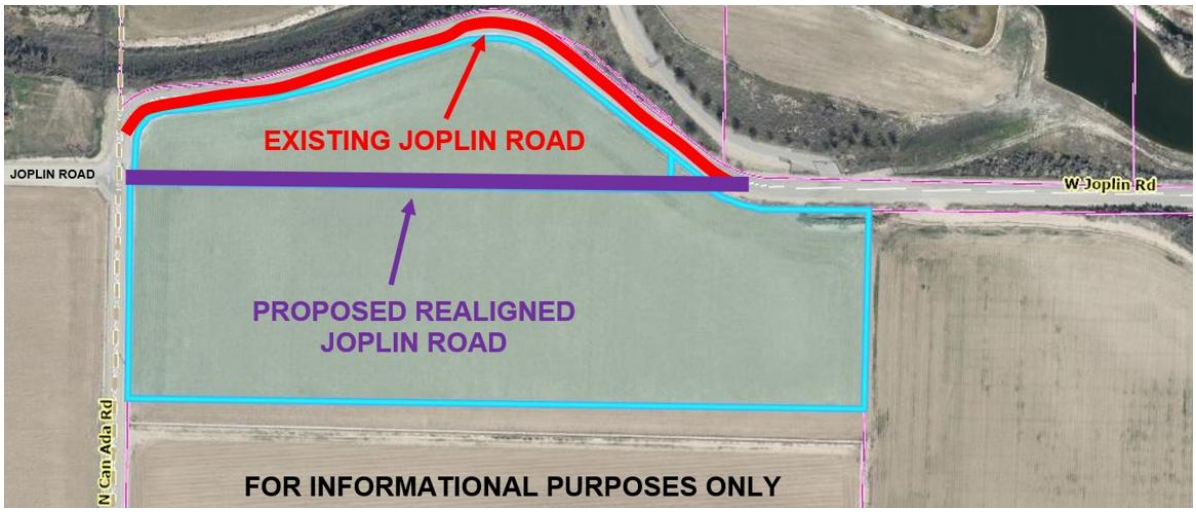
ACHD previously reviewed this site in March of 2025 for an annexation, rezone, planned unit development, preliminary plat, and private road application which included a development agreement with the City of Star. The previous application was for the development of 353 residential lots and 74 common lots on 129.39-acres. The traffic impact study and its recommendations were based on the previous application. However, staff has determined that a new traffic impact study (TIS) is not necessary for this application as the previous recommendations still apply.

2. Joplin Road

a. Existing Conditions: Joplin Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 49-52 feet of right-of-way for Joplin Road (12-25 feet from centerline).

b. Applicant Proposal: The applicant is proposing to construct Joplin Road as ½ of a 36-foot wide collector roadway with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk abutting the site from the site's east property line until Joplin Road curves to the north. The applicant is not proposing any improvements abutting the remainder of the site on Joplin Road.

c. Staff Comments/Recommendations: As a part of SPP24-0001 Joplin Rim, Joplin Road has been proposed to be realigned and straightened (as shown below). The remainder of the existing Joplin Road is proposed to be vacated and incorporated into Joplin Rim.



A right-of-way vacation is a separate process with its own application and approvals.

If the right-of-way vacation is approved, allowing the realignment of Joplin Road, the applicant's proposal should be approved, as proposed, and the applicant should be required to tie improvements into improvements constructed as a part of Joplin Rim if Joplin Rim moves forward prior to this application.

If the right-of-way vacation is not approved, the applicant should be required to construct Joplin Road as ½ of a 36-foot wide collector roadway with vertical curb, gutter, and either 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip and 5-foot wide detached sidewalk abutting the site for the entirety of the site from the site's east property line to the site's west property line.

Or as an alternative to on-street bike lanes and standard sidewalks, 10-foot wide multi-use pathways may be constructed with a minimum 8-foot wide planter strips.

Parking on collector roadways in residential areas is typically prohibited, the applicant should be required to coordinate a signage program with District Development Review staff to install “NO PARKING” signs on the roadway.

For attached sidewalk, the applicant should be required to dedicate right-of-way to extend 2-feet behind back of sidewalk. For detached sidewalk, the applicant may reduce right-of-way to 2-feet behind back of curb and should provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk. Sidewalk should be located either wholly within right-of-way or wholly within an easement.

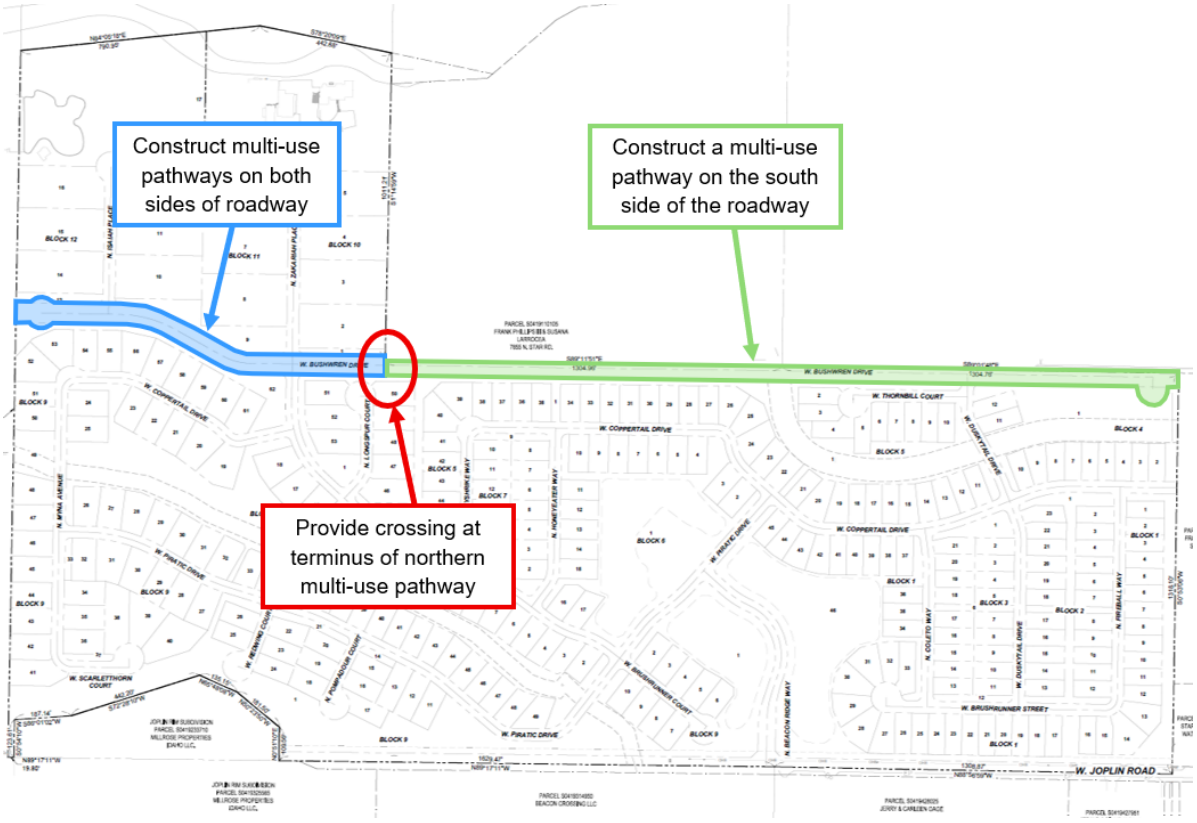
3. Bushwren Drive

a. Existing Conditions: Bushwren Drive does not exist within or abutting the site.

b. Applicant Proposal: The applicant is proposing to construct Bushwren Drive as a 26-foot wide collector street section with vertical curb and gutter on both sides of the roadway and a 10-foot wide multi-use pathway with an 8-foot wide planter strip on the south side of the roadway for its entire length. The applicant is proposing to construct a 10-foot wide multi-use pathway on the north side of the roadway for only the portion of the roadway which is fully internal to the site.

c. Staff Comments/Recommendations: Bushwren Drive has not been identified in the Master Street Map as a collector; however, the City of Star has requested the applicant construct a collector east/west through their site. The City of Star had indicated that the proposed collector is consistent with the city’s South of the River Subarea Plan.

The applicant’s proposal to construct Bushwren Drive as a 26-foot wide collector roadway with multi-use pathways meets District policy and should be approved, as proposed. The applicant should be required to provide a crossing at the terminus of the northern multi-use pathway to connect to the southern multi-use pathway to create an adequate transition for greater safety and connectivity.



The applicant should provide written fire department approval for use of the reduced street section. The applicant should be required to coordinate a signage program with District Development Review staff to install “NO PARKING” signs on the roadway.

For multi-use pathways, right-of-way may be reduced to 2-feet behind back of curb with a right-of-way easement provided from 2-feet behind back of curb to extend to 2-feet behind back of multi-use pathway.

4. Beacon Ridge Way

a. Existing Conditions: Beacon Ridge Way does not exist within or abutting the site.

b. Applicant’s Proposal: The applicant is proposing to construct Beacon Ridge Way as a 36-foot wide local street section within 40-feet of right-of-way with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk.

The applicant is proposing to construct the entry portion of Beacon Ridge Way as a 52-foot wide local street section with two 21-foot wide travel lanes, a 10-foot wide center landscape median, curb, gutter, 8-foot wide planter strips, and 5-foot wide detached concrete sidewalk.

c. Staff Comments/Recommendations: The applicant’s proposal for Beacon Ridge Way does not meet District policy and should not be approved, as proposed. District policy 7207.1 requires the average daily traffic (ADT) to be less than 2,000 on new local street and District policy 7207.3.3 limits the maximum forecast ADT to 1,000 on local streets that provide sole access to a development. Beacon Ridge Way is proposed as a local roadway providing the site’s only access to any existing or proposed public roadway. According to the forecast ADT provided by the TIA memorandum, the site is expected to generate 2,713 ADT exceeding both policies listed above. Therefore, the applicant should be required to construct Beacon Ridge Way as a collector roadway with vertical curb.

The applicant should be required to coordinate a signage program with District Development Review staff to install “NO PARKING” signs on the roadway.

The applicant should be required to plat the center landscape median as right-of-way owned by ACHD. The applicant or future home-owners association should enter into a license agreement with ACHD if landscaping is desired within the island. The applicant should provide written fire department approval for use of the reduced street section.

For detached sidewalk, right-of-way may be reduced to 2-feet behind back of curb and the applicant should be required to provide a permanent right-of-way easement from 2-feet behind back of curb to extend 2-feet behind back of sidewalk.

5. Internal Local Streets

a. Existing Conditions: There are no existing local streets within or abutting the site.

b. Applicant’s Proposal: The applicant is proposing to construct all internal local roadways as 36-foot wide street sections with curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk. The applicant is proposing to dedicate right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.

The applicant is proposing to terminate Isaiah Place, Zakariah Place, Scarletthorn Court, Redwing Court, Pompadour Court, Longspur Court, Brushrunner Court, Brushrunner Street, and Thornbill Court in cul-de-sac turnarounds with 48-foot wide turning radii.

c. Staff Comments/Recommendations: The applicant’s proposal to construct all internal local streets as 36-foot wide street sections meets District policy and should be approved as proposed.

Staff has concerns with the number of cul-de-sacs proposed within the site as District policy promotes street connectivity. To address this the applicant should be required to redesign the following streets to reduce the number of cul-de-sac turnarounds: Scarletthorn Court, Redwing Court, Pompadour Court, Longspur Court, Brushrunner Court, and Brushrunner Street.

Additionally, the applicant's proposal to terminate the cul-de-sac turnarounds with 48-foot wide turning radii does not meet District Cul-de-sac Streets Policy and should not be approved, as proposed. The applicant should be required to terminate Isaiah Place, Zakariah Place, and Thornbill Court in cul-de-sac turnarounds with minimum 50-feet turning radii.

6. Roadway Offsets

a. Existing Conditions: There are no roadways internal to the site.

b. Applicant's Proposal: The applicant is proposing to construct Beacon Ridge Way to intersect Joplin Road, a collector roadway, 1,856-feet west of Brock River Avenue.

The applicant is proposing to construct Thornbill Court to intersect Duskytail Drive 76-feet south of Bushwren Drive, a collector roadway.

The applicant is proposing to construct all other internal local roadways intersecting Bushwren Drive, a collector roadway, 330-feet or more from any other roadways and is proposing to construct all internal local roadways to intersect 125-feet or more from any other local roadways.

c. Staff Comments/Recommendations: The applicant should be required to construct Beacon Ridge Way to intersect Joplin Road in alignment with the proposed Beacon Ridge Way on the south side of Joplin Road across from the site. The location of Beacon Ridge Way was approved as part of ACHD's 2022 action on Beacon Crossing/Naismith Commons Subdivision.

The applicant's proposal for Thornbill Court does not meet District Local Roadway Offset Policy which requires local roadways to align or offset 125-feet from any other roadway and should not be approved, as proposed. Per policy, the applicant should be required to construct Thornbill Court to align or offset by 125-feet.

The applicant's proposal for all other internal local roadways meets District policy and should be approved, as proposed. If desired, the applicant should also be required to construct any roadways to intersect Beacon Ridge Way 330-feet from any other roadways.

7. Stub Streets

a. Existing Conditions: There are no stub streets to or from the site.

b. Applicant Proposal: The applicant is proposing to construct Bushwren Drive to stub to the site's east property line adjacent to the site's north property line and to stub to the site's west property line located 862-feet south of the site's north property line. The applicant is proposing to construct cul-de-sac turnarounds at the eastern and western terminus of Bushwren Drive with 50-foot wide turning radii.

The applicant is proposing to construct Coppertail Drive to stub to the site's east property line located 940-feet north of Joplin Road (measured centerline to centerline).

c. Staff Comments/Recommendations: The applicant's proposal for Bushwren Drive meets District policy and should be approved, as proposed. The cul-de-sac turnaround located at the eastern terminus of Bushwren Drive should be constructed as a temporary cul-de-sac turnaround which may be removed in the future when Bushwren Drive is continued into the adjacent parcel. The applicant should be required to install a sign at the eastern terminus of Bushwren Drive stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

The site's west property line aligns with the western boundary of Ada County. Parcels to the west of the site lie within the jurisdiction of Canyon County. Therefore, the cul-de-sac turnaround located at the western terminus of Bushwren Drive should be constructed as a permanent cul-de-sac turnaround complete with curb, gutter, and sidewalk.

Additionally, the applicant should be required to install signage at the western terminus of Bushwren Drive that identifies the end of Ada County/ACHD's jurisdiction.

The applicant's proposal to stub Coppertail Drive meets District policy and should be approved, as proposed. As Coppertail Drive extends to a length greater than 150-feet from the nearest street intersection then the applicant should be required to construct a temporary cul-de-sac turnaround with a minimum 50-feet with turning radius.

The applicant should be required to install a sign at the terminus of Coppertail Drive stating, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

8. Driveways

8.1 Joplin Road

a. Existing Conditions: There are 8 existing driveways onto Joplin Road located as follows:

- A 33-foot wide paved driveway located 1,147-feet east of Can Ada Road.
- An 18-foot wide unimproved driveway located 1,816-feet west of the site's east property line.
- A 32-foot wide unimproved driveway located 1,719-feet west of the site's east property line.
- A 24-foot wide unimproved driveway located 1,605-feet est of the site's east property line.
- A 121-foot wide paved driveway located 1,467-feet west of the site's east property line.
- An 18-foot wide unimproved driveway located 1,276-feet west of the site's east property line.
- A 21-foot wide unimproved driveway located 1,051-feet west of the site's east property line.
- An 18-foot wide unimproved driveway located 328-feet west of the site's east property line.

b. Applicant's Proposal: The applicant is proposing to close the existing driveways with curb, gutter, and sidewalk.

The applicant is proposing to construct two 20-foot wide emergency-access only driveways from the site onto Joplin Road located 345-feet west of the site's east property line and 1,142-feet east of Can Ada Road (measured centerline to centerline).

c. Staff Comments/Recommendations: The applicant's proposal to close the existing driveways on Joplin Road with curb, gutter, and sidewalk meets District policy and should be approved, as proposed.

The applicant's proposal to construct two emergency-access only driveways from the site onto Joplin Road to tie into internal local streets meets District policy and should be approved, as proposed. The applicant should be required to install bollards or gates to restrict the driveways to emergency access only as determined by the Star Fire District. The bollards or gates shall be located outside of the dedicated right-of-way.

9. Traffic Calming

a. Applicant's Proposal: The applicant is proposing to construct the following roadways to extend to a length greater than 750-feet:

- Bushwren Drive
- Beacon Ridge Way
- Kingbird Drive
- Coppertail Drive
- Piratic Drive
- Myna Avenue
- Duskytail Drive
- Brushrunner Street

b. Staff Comments/Recommendations: The applicant's proposal does not meet District Speed Control and Traffic Calming Policy for local and collector roadways and should not be approved, as proposed. Staff has concerns over Bushwren Drive and Beacon Ridge Way due to its length and believes the design of the roadway will necessitate future traffic calming implementation by ACHD. Per District policy 7206.3.8, staff recommends the applicant be required to provide traffic calming for Bushwren Drive, a collector roadway, to discourage excessive speeds through the use of passive design elements approved by ACHD Traffic Services.

The applicant should be required to redesign internal local roadways- Kingbird Drive, Coppertail Drive, Piratic Drive, Myna Avenue, Duskytail Drive, and Brushrunner Street- to be less than 750-feet in length or provide traffic calming including the use of passive design elements approved by ACHD Traffic Services.

Stop signs, speed humps/bumps, and valley gutters will not be accepted as traffic calming.

The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat.

10. Bridge for Phyllis Slough Crossing, Eureka Main Canal, & Eureka South Lateral

The District will require that the applicant have ACHD approved plans for the crossing of the Phyllis Slough, the Eureka Main Canal, and the Eureka South Lateral prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.

11. Other Access

Joplin Road, Bushwren Drive, and Beacon Ridge Way are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

F. Policy

1. Federal Accessibility Design Guidelines and Standards

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

2. Minor Improvements

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

3. Livable Street Performance Measures

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

4. Joplin Road, Bushwren Drive, & Beacon Ridge Way

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the top back of curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian Facilities: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Joplin Road ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Joplin Road is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 50-70 feet of right-of-way.

5. Internal Local Roadways

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Average Daily Traffic (ADT): District Policy 7207.3.1 states that ADT on new and existing local streets should typically be less than 2,000. For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and size of the adjacent undeveloped land. When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT.

Maximum Traffic on One Access: District Policy 7207.3.3 states that if a proposed development only has one access to a public street that is a local street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point on the local street access is 1,000 and is subject to fire department requirements for the provision of a secondary access. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, topography (foothills vs. flat land), pedestrian connectivity, location of schools, etc.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way

line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

Landscape Medians Policy: District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

6. Roadway Offsets

Collector Offset Policy: District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

District policy 7206.4.5, states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).

Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

7. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 (collector)/ 7207.2.4.3 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 (collector)/ 7207.2.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE

EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENDED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 (collector)/ 7207.2.4.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

8. Driveways

8.1 Joplin Road & Bushwren Drive

Access Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Location Policy (Stop Controlled Intersection): District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Joplin Road Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 35 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 285-feet from any existing or proposed driveway.

Bushwren Drive & Beacon Ridge Way Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 25 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet

into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

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

8.2 Internal Local Roadways

Driveway Location Policy: District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

9. Traffic Calming

Speed Control and Traffic Calming Policy (Local): District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

Speed Control and Traffic Calming Policy (Collectors)**:** District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

10. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be

allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

11. Landscaping

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

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

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

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

G. Attachment 1- Traffic Impact Study

EXECUTIVE SUMMARY

Kittelson & Associates, Inc (Kittelson) has prepared a Transportation Impact Study (TIS) for the Dancer Subdivision in Star, Idaho. The Dancer Subdivision is located in the northeast corner of the Can Ada Road and Joplin Road intersection, north of Chinden Boulevard (US 20-26). The proposed site consists of approximately 115 acres and is currently open land with some rural single-family housing and farmland. The site is currently not zoned in the City of Star but will be annexed into the city with development. The development plan proposes to build approximately 346 single-family homes on the site. Access to the site is proposed via one full-movement access to Joplin Road. The development is planned to be fully built-out by the year 2029. This TIS addresses the existing conditions (2024), background conditions (2029), and the development's impacts in the build-out year 2029 (total conditions). The TIS resulted in the following findings and recommendations.

FINDINGS

YEAR 2024 EXISTING CONDITIONS

- All study intersections were found to operate acceptably during the 2024 existing weekday AM and PM peak hours, except for:
    - **Can Ada Road / Chinden Boulevard (US 20-26)**
        - The northbound and southbound approaches operate at LOS F during both the weekday AM and PM peak hours, and overcapacity during the weekday PM peak hour.
        - ITD has planned and funded the ChindenWest corridor improvements, which include reconstructing the intersection of Can Ada Road / Chinden Boulevard (US 20-26) to be traffic signal controlled and include two eastbound and westbound through lanes, left-turn lanes on all approaches, and right-turn lanes on the eastbound, westbound, and northbound approaches. This will mitigate the intersection to within ACHD and ITD standards under existing 2024 conditions.
    - **Star Road / Chinden Boulevard (US 20-26)**
        - The overall intersection operates at LOS E, under capacity but exceeding v/c of 0.90 during the weekday PM peak hour, exceeding ACHD and ITD standards. Additionally, during the weekday PM peak hour, the westbound and northbound through movements, and the eastbound left turn movement operate under capacity but exceeding ITD's v/c threshold.
        - ITD has planned and funded the ChindenWest corridor improvements, which include widening Chinden Boulevard (US 20-26) to the west of Star Road to four lanes, which will improve westbound lane utilization through this intersection and subsequently will mitigate operations at this intersection to within ACHD and ITD standards under existing 2024 conditions.
- All study roadway segments were found to meet the ACHD volume thresholds under 2024 existing conditions, except for:
    - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**

- The southbound directional volume during the weekday AM peak hour and the northbound directional volume during the weekday PM peak hour exceed ACHD's 2-lane minor arterial standard.
- This roadway segment is forecast to meet the ACHD volume thresholds for a five-lane minor arterial volume threshold. ACHD's CIP identifies this improvement is programmed for 2031-2035.

YEAR 2029 BACKGROUND TRAFFIC CONDITIONS

- All study intersections were found to operate acceptably during the 2029 background weekday AM and PM peak hours, except for:
  - **Can Ada Road / Chinden Boulevard (US 20-26)**
    - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD and ITD standards.
  - **Star Road / Chinden Boulevard (US 20-26)**
    - Similar to existing 2024 conditions, under 2029 background conditions the intersection of operates overcapacity and LOS F during the weekday PM peak hour. Additionally, during the weekday PM peak hour, the westbound and northbound through movements, and the eastbound left turn movement operate overcapacity, exceeding ITD's v/c threshold.
    - Adding an additional eastbound left-turn lane and the associated northbound receiving lane on Star Road, will mitigate operations at this intersection to within ACHD and ITD standards under 2029 background conditions. This is consistent with ACHD's CIP improvement programmed in 2031-2035.
  - **Star Road / Joplin Road**
    - The critical eastbound approach at the Star Road / Joplin Road intersection operates under capacity but at LOS F during the weekday AM and PM peak hours.
    - Signal warrants were evaluated using 48-hour tube count data collected in March 2024, which show that all three (peak hour, four-hour, eight-hour) volume based MUTCD signal warrants are met under background 2029 conditions.
    - However, given that all movements operate within ACHD LOS standards and under capacity a traffic signal is not needed for acceptable operations at this intersection.
- All study roadway segments were found to meet the ACHD volume thresholds under 2029 background conditions, except for:
  - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
    - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD standards.

TRIP GENERATION & DISTRIBUTION

- The proposed Dancer Subdivision development, consisting of 346 single-family homes, is estimated to generate approximately 3,161 daily trip ends. Of those, approximately 231 are estimated to occur during the weekday AM peak hour (58 inbound / 173 outbound), and approximately 319 are estimated to occur during the weekday PM peak hour (201 inbound / 118 outbound).

YEAR 2029 TOTAL TRAFFIC CONDITIONS

- All study intersections were found to operate acceptably during the 2029 total weekday AM and PM peak hours, except for:
    - **Can Ada Road / Chinden Boulevard (US 20-26)**
        - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD and ITD standards.
    - **Star Road / Chinden Boulevard (US 20-26)**
        - No additional mitigation needs beyond those identified under 2029 background conditions are required to mitigate intersection operations to within ACHD and ITD standards.
    - **Star Road / Joplin Road**
        - The critical eastbound approach at the Star Road / Joplin Road intersection operates overcapacity but at LOS F during the weekday AM and PM peak hours.
        - ACHD has conditioned the in-process developments identified in this analysis with constructing a dedicated northbound left-turn, southbound left-turn, and southbound right-turn lane.
        - Constructing a dedicated northbound left-turn, southbound left-turn, and southbound right-turn lane assuming the left-turn lanes function as a two-way center left-turn lane will mitigate intersection operations to within ACHD standards under 2029 total traffic conditions.
        - Widening Star Road to five lanes will further mitigate operations at this intersection to within ACHD and ITD standards under 2029 total traffic conditions. This is consistent with ACHD's CIP improvement programmed in 2031-2035.
- All study roadway segments were found to meet the ACHD volume thresholds under 2029 background conditions, except for:
    - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
        - No additional mitigation needs beyond those identified under existing 2024 conditions are required to mitigate intersection operations to within ACHD standards.

SITE ACCESS EVALUATION

- The proposed site access meets ACHD Policy for access spacing.
- The turn lane analysis using ACHD procedures resulted in no turn lane warrants being met at the site access location.
- Intersection sight distance is adequate at the proposed site access.

RECOMMENDATIONS

Based on the report's analyses and evaluation of findings the following recommendations were developed:

YEAR 2024 EXISTING CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2024 existing traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
  - **Can Ada Road / Chinden Boulevard (US 20-26)**
    - Construct a traffic signal as identified in ITD's ChindenWest project.
  - **Star Road / Chinden Boulevard (US 20-26)**
    - Construct Chinden Boulevard (US 20-26) widening west of Star Road as identified in ITD's ChindenWest project.
- **Study Roadway Segments**
  - **Star Road (Joplin Road to Chinden Boulevard (US 20-26))**
    - Widen to five lanes (continuous left-turn lane).

YEAR 2029 BACKGROUND CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2029 background traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
  - **Star Road / Chinden Boulevard (US 20-26)**
    - Restripe additional eastbound left-turn lane.
    - Construct associated northbound receiving lane on Star Road as identified in ACHD CIP and Master Street Map.

YEAR 2029 TOTAL CONDITIONS MITIGATIONS

The following mitigations are recommended to accommodate the year 2029 total traffic volumes and meet ACHD and ITD standards:

- **Study Intersections**
  - **Star Road / Joplin Road**
    - Construct a northbound left-turn, southbound left-turn, and southbound right-turn lane with at least 125 feet of storage.

- **Site Accesses**
  - Remove miscellaneous vegetation and shrubbery, and potential obstructions along Joplin Road as necessary to obtain and maintain adequate intersection sight distance.
  - Site access should match the existing grade of Joplin Road at the intersection and back at least one car length.
  - All access points for the development should be approved given the safety considerations, site operations, and circulation needs of the development, and consistency with the intent of the ACHD access management policy as described in the Site Access Evaluation section of this report.

MITIGATION TIMING & THRESHOLD EVALUATION

For each of the mitigations identified, the number of site development units and approximate year of need for the mitigation was evaluated. It should be noted that most mitigations are needed to address total conditions, so the site development may only trigger the need for the mitigation earlier. Table A shows the recommended mitigations and thresholds.

H. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements . The applicant's engineer should provide documentation of compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards

unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

I. Conclusions of Law

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

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

Request for Appeal of Staff Decision

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

Request for Reconsideration of Commission Action

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

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IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

September 3, 2024

Lauren Nuxoll, PE, PTOE
Becca Hoffman, EIT
Kittelson & Associates, Inc.
101 South Capitol Boulevard, Suite 600
Boise, Idaho 83702

RE: Dancer Subdivison - ITD Development Staff Report

Dear Lauren,

The Idaho Transportation Department (ITD) has completed our review of Dancer Subdivision Traffic Impact Study (TIS). The proposed development will be located on the northeast corner of the Can Ada Road and Joplin Road intersection, approximately 0.5 miles north of US-20/26 MP 32.28.

Development Summary
The development is proposed to build 346 single-family homes and is not requesting direct access to US-20/26. Access to the site is proposed via Joplin Road.

ITD Staff Requirements
ITD has reviewed the submitted TIS and has no further recommendations or requirements for mitigation.

Notices

- This report does not supersede or nullify any local land use requirements or legal property restrictions. Legal property restrictions include but are not limited to easements, access agreements, deed restrictions, plat restrictions, liens or other encumbrances. Removing, modifying, or establishing legal property restrictions is the responsibility of the developer.
- This report does not constitute a permit approval, or denial issued pursuant to IDAPA 29.03.42.

ITD Staff recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Eagle, Idaho as we want all residents to travel safely and efficiently on the highway system.

If you have any questions, feel free to contact me at Brian.Duran@itd.idaho.gov or Niki Benyakhlef, Development Services Coordinator at (208)334-8337 or email Niki.Benyakhlef@itd.idaho.gov.

Sincerely,

Brian Duran
Development Services Manager
Idaho Transportation Department | District 3

Cc: Shawn Nickel; City of Star, Planning Director & Zoning Administrator
Mindy Wallace, AICP; ACHD, Planning Review Supervisor

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

Brad Little, Governor
Jess Byrne, Director

September 29, 2025

Shawn L. Nickel
Planning Director and Zoning Administrator
Star City Hall
P.O. Box 130
Star, Idaho 83669
snickel@staridaho.org

Subject: Agency Transmittal - Trailmark Station Subdivision

Dear Mr. Nickel,

Thank you for the opportunity to respond to your request for comment. While DEQ does not review every project on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15083.

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

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractors must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.
- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractors are responsible for ensuring no prohibited open burning occurs during construction.

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

2. WASTEWATER AND RECYCLED WATER

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

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

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system. A drinking water system is a Public Water System (PWS) if it has at least 15 service connections or regularly serves an average of 25 or more people per day for at least 60 days per year (refer to the DEQ website at: https://www.deq.idaho.gov/water-quality/drinking-water/). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of groundwater resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

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

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity. For questions, contact Emily Montague, IPDES Compliance Supervisor, at (208) 373-0433.

- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.

- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html

- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

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

5. SOLID WASTE, HAZARDOUS WASTE AND GROUNDWATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards.

- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.

- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.24.060 and 58.01.24.061). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.24.060.01 and 58.01.24.061.04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

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

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

6. ADDITIONAL NOTES

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

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

Sincerely,



Troy Smith
Regional Administrator

September 10, 2025

P.O. Box 10
Star, ID 83669

Martin Taylor
Toll Brothers
3103 W. Sheryl Dr., Ste. 100
Meridian, ID 83642

By email: mtaylor1@tollbrothers.com

cc by email: Shawn Nickel, City of Star (snickel@staridaho.org)

RE: STARLING SPRINGS SUBDIVISION (FILE #: AZ-24-08/ DA-24-08/PUD-24-03/ PR-24-06)

Dear Mr. Taylor:

We own the property immediately west of the proposed Starling Springs development. For over 50 years, our family has been fortunate to have great neighbors. Stan and Gladys Records were trustworthy neighbors and hard-working farmers. Our friends, Norris and Jana Dancer, purchased the property in the 1990s, and our two families have supported each other for decades. We respect the Dancer's decision to sell the property to Toll Brothers.

We are tracking the development process. We attended the April 15, 2025, public hearing at Star City Hall as well as the August 4 open house hosted by Toll Brothers at Star Fire Department. After that discussion, in response to our request, Toll Brothers emailed us current design plans and other information (such as the perimeter fence materials and style). We appreciate Toll Brothers doing so.

We wanted to follow-up by sharing some observations about the proposed project's impact on our property. We expect the development to increase the population on our eastern border by 700 to 800 people (assuming an average of 2.5-2.75 residents in each of the 293 proposed units). As such, we ask Toll Brothers to take the following concerns and requests into consideration:

- We are concerned that the development's residents, guests and their pets will trespass on our property. We request Toll Brothers install fencing and implement other measures to ensure no trespassing onto our property from Starling Springs.
- We are concerned that the current design, as we understand it, has no space (zero-lot lines) between our property line and the fourteen individual residences on the western side of the development. In other words, there is no buffer zone between our property and the residences' backyards. Residents could easily dump yard waste, for example, over their six-foot fence onto our property or "adapt" the fence in their backyard to access our property. We request Toll Brothers add a buffer zone between the backyards of individual residences on the western side of the development and our property line.

- We are concerned our property will be impacted by residents' activities (e.g., sparks from fireworks, trash from residences blowing onto our property). We request Toll Brothers place a locked gate (that we approve and can unlock) along the property fenceline to ensure we and city / county emergency services continue to have access to our property from our eastern border.
- We are concerned public access along the Eureka South Lateral irrigation ditch could impact water quality (e.g., pet waste) and delivery (e.g., structures placed in the ditch) and quantity (i.e., potential effects of the large pond, which could collect/divert subsurface flow from the irrigation ditch, especially during summer when evaporation rates are high). We request Toll Brothers ensure continued delivery of our irrigation water, specifically its volume, timing, and quality.
- We are concerned construction activities and homeowners will negatively impact existing mature riparian trees and shrubs growing on our property, close to the property boundary. Specific negative impacts might include changes in the water supply to the trees, earthwork that compacts and/or tears roots and use of herbicides in the vicinity of the vegetation. We request Toll Brothers ensure construction activities and new homeowners do not negatively impact these natural features on our property.
- We are concerned construction and housing will increase air, noise, and light pollution. This rural area experiences quiet days, stunning sunsets, and dark starry nights. We trust these attributes will be protected for the benefit of existing property owners and new homeowners. We request Toll Brothers install systems and rules that minimize air, noise, and light pollution during and after construction. During the several years of construction (including any on-site gravel extraction), we request limiting all construction-related activities and traffic, including gravel deliveries, to occur 8 am to 5 pm, Monday to Friday.
- Finally, we are concerned about two particular aspects related to traffic created by the new development:

    (1) We are concerned about road safety on Joplin Road west of Can-Ada Road (during and after construction) as a result of the new development. The Starling Springs Traffic Impact Study submitted to the Star City Council at the April 15 public hearings did not consider the impact of the development on this segment of Joplin Road (which starts approximately 2,700 feet from the proposed entrance to the development). The study estimates an increase of 3,161 daily trips coming from the development, and we expect the amount and average speed of traffic will increase significantly on Joplin Road west of Can-Ada Road. We are particularly concerned because of the limited sight distance (due to the curvature and grade) on this stretch of the road and the increased risk of accidents at existing access points to local farms, businesses, and homes. We request Toll Brothers provide Star City Council, Highway District No. 4 (Canyon County) and local landowners with analysis of the traffic impact of the development to the stretch of Joplin Road west of Can-Ada Road. We also request Toll Brothers implement measures to minimize safety risks caused by the change in traffic patterns. For example, during construction, we request Toll

Brothers prohibit all construction vehicles and gravel trucks from travelling on Joplin Road west of Can-Ada Road.

(2) We are concerned about the road safety at the intersection of Chinden Boulevard and Can-Ada Road prior to the installation of the planned lane improvements and stoplight there. The Starling Springs Traffic Impact Study notes that, at this intersection, the Idaho Transportation Department planned to install a traffic light in 2024 (on Page 28) and to construct lane improvements in 2025 (on Page 33). Neither of these improvements has yet been started. The Study projects overcapacity at this intersection by 2029 without these improvements (Page 30). We believe the intersection is already at overcapacity. We request that Toll Brothers require all construction traffic to access the new development from the east (coming through the Star Road / Joplin Road intersection) until the new traffic light and lane improvements have been completed at the intersection of Chinden Boulevard and Can-Ada Road.

In addition to sharing the above concerns about the development's impact on our specific property, we would like to commend the Star City Council and Toll Brothers for thinking critically about how this development advances the goals of the South of River Plan (SORP) and the vision of the City of Star's 2020 Comprehensive Plan to ensure "Star's growth is … a unique balance of environmentally sensitive urban and rural development." We believe the property to be developed is unique and can create an asset for Star and our greater community. We submit the following suggestions to Toll Brothers as it continues to align the development of Starling Springs with the City Council's vision:

- The SORP map clearly labels this zone as a "naturalized area with loop trails and trailheads, fishing access, and floodplain mitigation areas." The plans shared by Toll Brothers at the August 4 open house suggest the SORP goals will be achieved with three elements: a pond, a pool building that looks rustic, and a walking trail (with wooden rail fences and interpretive signs) along the irrigation ditch. To align more fully with the definition of this SORP zone, Toll Brothers could also:
    - Expand the amount of dedicated open land, buffer zones and trails in the development (instead of relying on the pond and irrigation ditch to meet open space requirements).
    - Include trails that align with the concept proposed in the SORP, specifically, a "(r)egional Boise Greenbelt and Phyllis Canal trail system connecting to other communities.
    - Incorporate the cultural history of the property into elements of the development. This area along the Boise River has a rich history, extending back to Native American use, the nearby Oregon Trail, and early farming and ranching.

In closing, we agree with the opening statement in Star's SORP, "This is a chance to do it right—to create a sustainable community that respects the natural environment and promotes quality development, housing choices, amenities, and transportation options—a chance to create a truly unique community in the Treasure Valley of which residents and visitors can be proud of."

Thank you for considering our concerns and suggestions.

Sincerely,



Michael Clayton
on behalf of William C. Clayton, LLC