



PLANNING & ZONING DEPARTMENT

**Before the Planning & Zoning Commission
Meeting of 12 January 2016**

PUBLIC HEARING ITEM NOS. 1 & 2 STAFF REPORT

Applicant(s)/Engineer(s), Representative(s):

Star Development Inc. as Applicant (alternatively "Developer") with Engineering Solutions as representative and engineer

File(s): ANN 2065-15 & SUB 660-15

Analyst: Robert Hobbs

Requested Action Approval(s)/Recommendation(s) and Involved Property:

- 1. Annexation and Zoning assignment** of 190.36 acres of land located at 8142 W. Ustick Road, 17535 Star Road, 17547 Star Road and three (3) parcels addressed mutually as 0 Star Road (hereinafter, collectively, the "Property") from Canyon County to City RS 7 (Single-Family Residential 7,000 sq. ft. min. bldg. lot size); and,
- 2. Preliminary Plat Approval for Silver Star Subdivision** (240 single-family residential lots and 23 common lots – hereinafter, variously, the "Project", "Plat", "Silver Star Subdivision", the "Subdivision" or the "Development") on an 85.07 acre portion (east side of Star Road) of the Property listed above...

History:

Applicant's representative's project narrative correctly notes the history of the Property. "The [A]pplicant previously submitted requests for a comprehensive plan amendment, rezone and preliminary plat to Canyon County, which were approved on May 11, 2015. Canyon County Resolution No. 15-096 changed the designation from Agricultural to Residential, with a rezoning to R-1 approved as Canyon County Ordinance No. 15-012. The [A]pplicant has since determined it would be more desirable to be within the city limits of Nampa for the development. As the preliminary plat portion of the property is not currently adjacent to the city limits of Nampa, the annexation application includes the adjacent Van Beek properties to provide contiguity. A conceptual site plan consisting of 300 single-family lots has been provided for the 105.29 acre Van Beek property."

ANNEXATION/[RE]ZONING CONCLUSIONS OF LAW

10-2-3 (C) Annexations and/or Rezones/Zoning assignments must be reasonably necessary, in the interest of the public, further promote the purposes of zoning, and be in agreement with the adopted Comprehensive Plan for the neighborhood.

ANNEXATION/[RE]ZONING FINDINGS OF FACT

PERTAINING TO THE 190.36 ACRES OF LAND REQUESTED TO BE ZONED RS 7, Staff finds:

1. **Surrounding Zoning:**
That City RS 8.5 zoned properties and County parcels most immediately adjoin and/or surround the Property (see attached Vicinity Map); and,
2. **Surrounding Land Uses:**
That single-family detached residences and open land surround the Property; and,
3. **Reasonable:**
That it may be variously argued that annexation of the Property is reasonable given that the Property is already located within the City of Nampa Impact Area in an area expanding with or expected to contain residential subdivisions; that City utility and emergency services are, or may be made, available to the Property; that the Property is a large section of relatively flat open ground located in such a way as to be readily developed into a housing development and given other factors bearing on the Property, not easily made marketable for commercial or industrial uses; and,
4. **Public Interest:**
That Nampa has determined that it is in the public interest to provide a variety of housing products for its citizens and acknowledges the marketing attempts and studies conducted by developers of housing suggesting demand for the same as well as suitable locations for such development – in accordance with City endorsed locations and densities. Expressions of that policy are made in Nampa's adopted Comprehensive/Master Plan as well as embodied in its decisions to date regarding similar applications; and,
5. **Promotion of Zoning Purpose(s):**
That one of the multiple purposes of zoning strives to preserve and protect single-family home property values. Another aims to ensure orderly, systematic development and patterns thereof which promote public health, safety and welfare. Included in the regulations therefore governing subdivision development are standards appertaining to housing density, building setbacks, building heights, provision of parking for housing, yard landscaping maintenance, street dimensions and composition standards, street lighting regulations, etc. We find that the Project proposes an orderly development plan – some details of the same to be iterated hereafter; and,

6. Comprehensive Plan:

That the currently adopted (Feb. 2012) Comprehensive Plan Future Land Use Map designates the Property as being within, and suitable for, "Medium Density Residential" (4-9 du/a) development. An area of "High Density Residential" is overlaid on land west of, and abutting to, the Property. The "Medium Density Residential" setting has been deemed as supporting of, and harmonious with, single-family residential zones' allowed land uses and directly with City RS 6, RS 7 and RS 8.5 Zones' allowed densities (i.e., dwelling units per acre [du/a]); The Project proposes detached single-family houses, one per lot, in a multi-lot subdivision arrangement at a density of approximately 2.82 du/a (gross density) or 3.68 du/a (net density – excludes area devoted to rights-of-way); and,

In summary, the Property may be zoned RS 7, but nothing will [ultimately] force the Council to do as it acts in its quasi-judicial capacity to decide on the proper land use zone/district to assign to the Property. Given the findings noted above, however, RS 7 zoning is certainly an "entertainable" zone...

Public/Agency/City Department Comments:

Any correspondence from agencies or the citizenry regarding this application package [received by noon January 06, 2016] is hereafter attached to this report. Staff has not received commentary from any surrounding property owners or neighbors either supporting or opposing this request. Synopsis of principal comments from agencies or departments that responded to this application and the public hearing notice(s) associated therewith are as follows:

- a. (City Engineering will have comments concerning the proposal to be distributed in conjunction with the packets); and,
- b. The City Forester has no objection(s) to the Project and has provided recommended requirements in the event Silver Star is approved; and,
- c. The City Parks and Recreation Department has no objection(s) to the Project; and,
- d. The Planning and Zoning Department, long term planning section, has no objection(s) to the requested Project; and,
- e. The Community Planning Association of Southwest Idaho has provided comments appertaining to the Project; and,
- f. No written correspondence either supporting or opposing the Project has been received by the citizenry, including neighbors surrounding the Property...

Note: The recommended requirements alluded to above will be manifest in the recommended Conditions of Approval presented by Staff in this report hereafter...

SILVER STAR SUBDIVISION STATISTICS AT A GLANCE

Overall Platted Site Area-	85.07 acres
Total, Project Lot Count-	263
Total, Res. Bldg., Lot Count-	240
Total Common Lot Count-	23
Project Density-	~ 2.82 du/a gross; 3.68 du/a net

Regarding "RS 7 Residential Building Lots" *:

Min. Allowed RS 7 Bldg. Lot Size-

7,000 sq. ft. (N.C.C. § 10-8-6)

Min. Proposed RS 7 Bldg. Lot Size-

7,644 sq. ft.

Min. Allowed Avg. RS 7 Bldg. Lot Size-

8,000 sq. ft. (N.C.C. § 10-27-6.F(2))

Proposed Avg. RS 7 Bldg. Lot Size-

10,361 sq. ft. per plat

Periphery Compatibility Applicability-

Applicable at southwest corner of the Plat where a portion of the same is juxtaposed against Silver Spur Ranch Subdivision (N.C.C. § 10-27-6.F(2))

Periphery Compatibility Compliance-

Achieved; according to the subdivision code section that appertains to "RS6 And RS7 Zones; Residential Lot Compatibility"

Min. Req. St. Frontage RS 7 Zone-

22' (N.C.C. § 10-8-6)

Min. Allowed RS 7 Bldg. Lot Widths-

50' @ 20' front setback line (N.C.C. § 10-8-6)

Min. Allowed RS 7 Bldg. Lot Depths-

70' (N.C.C. § 10-8-6)

Plat Development Data/Notes: See plat sheets

* Note that per 10-27-4.A.3. the above standards may be deemed non-applicable to 20% of the Subdivision's building lots upon Developer request and proper plat labeling (during preliminary plat design and entitlement phase). It appears the Applicant is not using the allowance in their Plat's design.

FINDINGS OF FACT & NOTES REGARDING PLAT

Platting of this Project will serve to divide the land. It must be done in accordance with state law, Nampa City Code § 10-27, Nampa City Code § 10-8, Nampa City Code § 10-33, and, in cooperation with the City's currently adopted Engineering design and specification manuals.

Accordingly, Plat review was done to analyze the Project's compliance to code in the context of this Project having already been annexed and zoned.

Regarding the [new] Plat proposal, Zoning Staff finds:

1. **Minimum Lot Areas:**
No issues; All building lots appear to meet or exceed minimum sizing required...therefore, the Plat is deemed compliant in this regard; and,
2. **Average Lot Size:**
No issues; According to the Project engineer, the Subdivision appears to meet or exceed minimum lot average sizing required...therefore, the Plat is deemed compliant in this regard; and,
3. **Lot Compatibility:**
No issues; The Subdivision appears to meet or exceed cross subdivision boundary minimum lot sizing required (10,000 sq. ft.) which applies to Lots 2-11 of Block 6...therefore, the Plat is deemed compliant in this regard; and,
4. **Landscaping:**
A landscape plan was submitted for the Project. Per the plan, internal streets and common areas (including along Star Road and N. Griffon Avenue are proposed to be landscaped. Landscaping layout, material(s), and quantity of elements appear to substantially meet code requirements. Landscape plan revisions are/will be required based on City Forester comments. Playground equipment is proposed within the main common area lot (Lot 20, Block 2); and,
6. **Internal Street Design:**
City Engineering has deemed the proposed street sections and design acceptable; and,
7. **Path/Trailway(s):**
Neither the Parks Department nor our long range planning Staff has noted the need for a pathway in association with Project build-out. The Applicant is proposing an internal pathway set (Lot 6, Block 6 & Lot 6, Block 10). The ground along the Safford Lateral will be fenced off from public access; and,
8. **Misc./Correspondence:**
Any correspondence from agencies or the citizenry regarding the Project is hereafter attached to this report as already noted above. Agency comments are primarily geared towards recommending conditions for the Project should it be approved.

RECOMMENDED CONDITION(S) OF APPROVAL

Should the Commission vote to recommend to the City Council that they approve the requested Annexation and Zoning Assignment to RS 7 for/on the Property, as desired by the Applicant, as well as approve the Preliminary Plat Approval request for a portion thereof, then Staff would recommend that the Commission consider imposing the following Conditions of Approval against their plat approval:

Generally:

1. Applicant(s) shall comply with all applicable requirements [including obtaining proper permits – like a Building Permit, etc.] as may be imposed by City agencies appropriately involved in the review of this request (e.g., Nampa Fire, Building, Planning and Zoning and Engineering Departments/Divisions) as the entitlements granted by virtue of the City's approvals of the requested Annexation, Zoning and Preliminary Plat do not, and shall not have, the affect of abrogating requirements from those agencies in connection with entitlement of the Property; and,

Specifically:

2. The Developer/Development shall comply with all requirements imposed by City agencies involved in the review of this matter including, specifically the following:
 - a. The Developer/Development shall comply with requirements listed in the <January 2016> memorandum from the Nampa Engineering Division authored by Daniel Badger (copy hereto attached); and,
 - b. The Developer/Development shall comply with requirements listed in the December 02, 2015 email printout from the Nampa Forestry Department authored by Tanya Gaona (1 page, copy hereto attached); and,
3. The water system for the development shall be completely installed and able to deliver water prior to any Building Permits being issued within the development. The water shall be sufficient in volume and pressure to provide sufficient adequate fire suppression for the development in accordance with Fire Department policy or International Fire Code requirements as applicable; and,
4. Developer's engineer shall correct any spelling, grammar, punctuation and/or and numbering errors that may be evident on the plat face and/or in the proposed plat development notes and include said corrections in a revised preliminary plat; and,
5. Any exceptions to City adopted subdivision design standards shall/will require separate design [exception] approval from the City Council...

ATTACHMENTS

- Copy of Applicant's representative's Project narrative [letter] (pages/Exhibits 8-9)
- Copy of Annexation Vicinity Map (page/Exhibit 10)
- Copy of Annexation/Zoning Application (page/Exhibit 11)
- Copy of Preliminary Plat Vicinity Map (page/Exhibit 12)
- Copy of Applicant's Vicinity Map (page/Exhibit 13)
- Copy of subdivision application form (pages/Exhibits 14-15)
- Copy(ies) of plat pages (pages/Exhibits 16-17)
- Copy of [responding] agency correspondence (page/Exhibits 18+)

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**SILVER STAR SUBDIVISION
ANNEXATION AND ZONING AND
PRELIMINARY PLAT APPLICATIONS**

WRITTEN NARRATIVE

Star Development, Inc., hereby applies for annexation and zoning of 190.36 acres from Agricultural and R-1 to RS-7 with a preliminary plat for 240 single-family residential lots and 23 open space/common lots on 85.07 acres. The parcels are located east and west of Star Road south of Ustick Road. The Safford Lateral bisects the eastern half of the property comprising the Silver Star Subdivision, then runs north and then west along the northern boundary of the property.

The applicant previously submitted requests for a comprehensive plan amendment, rezone and preliminary plat to Canyon County, which were approved on May 11, 2015. Canyon County Resolution No. 15-096 changed the designation from Agricultural to Residential, with a rezoning to R-1 approved as Canyon County Ordinance No. 15-012. The applicant has since determined it would be more desirable to be within the city limits of Nampa for the development. As the preliminary plat portion of the property is not currently adjacent to the city limits of Nampa, the annexation application includes the adjacent Van Beek properties to provide contiguity. A conceptual site plan consisting of 300 single family lots has been provided for the 105.29 acre Van Beek property.

The City of Nampa's Future Land Use Map designates the area as predominately Medium Density Residential and a small portion of Community Mixed Use. The surrounding area is a mixture of agricultural and residential uses. Silver Spur Ranch Subdivision adjoins the proposed preliminary plan along the south boundary. The proposed Silver Star Subdivision has lots ranging in size from 7,644 square feet to 18,853 square feet, with an average lot size of 10,568 square feet. The gross density of the project is 2.82 units per acre with a net density of 3.68 units per acre. The project will be constructed in seven phases. The number and size of phases may vary due to changing market conditions.

The preliminary plat is currently serviceable with City of Nampa central sewer and water. The parcel is located within the Birch/Purdam Sewer Service Area. The property is subject to a "Sewer Improvement Reimbursement Agreement" dated June 23, 2006. The City of Nampa agreed to provide sewer service to the property in accordance with conditions of financial participation in downstream infrastructure costs as outlined in the agreement. An interim sewer lift station and pressure sewer line will be installed to serve the property along Star Road. The development will pressure into the existing gravity sewer mains feeding to the existing Birch Lift Station. At such time as a gravity sewer main is available, allowing service by the Purdam Regional lift station, the interim lift station will be taken off-line.

Municipal water service to the subject property will be provided by extension of a 12-inch water main lines in both Star and Cherry Lane Roads. It is my understanding that a Water Service Agreement will be required prior to installation of the main lines.

The roads within the development will be public roads and will be designed to City of Nampa and Nampa Highway District Standards. The streets will include a 34-foot section with curb,

gutter and 4-foot detached sidewalk. A 6-foot landscaped parkway will separate the roadway and the sidewalk. Storm drainage will be retained on site, and the discharge will not exceed the pre-development flows. Local streets will utilize a combination of above-ground retention and detention facilities in common areas and subsurface seepage bed facilities. All storm drainage facilities will be designed in accordance with City of Nampa and Department of Environmental Quality standards. A Traffic Study has been submitted with the application which includes a requirement for left- and right-hand turn lanes on Star Road for access to the site. The required turn lanes will be constructed in conjunction with the entrances. The proposed project will generate 2,285 vehicle trips per day at build out.

The project includes a 30-foot wide landscape buffer along Star Road, collector buffers of 20 feet in width with detached sidewalks. The amenities include 8.09 acres common area with central open space lot consisting of 34,194 square feet. The applicant will install play equipment within the common lot. A landscape plan has been submitted with the application.

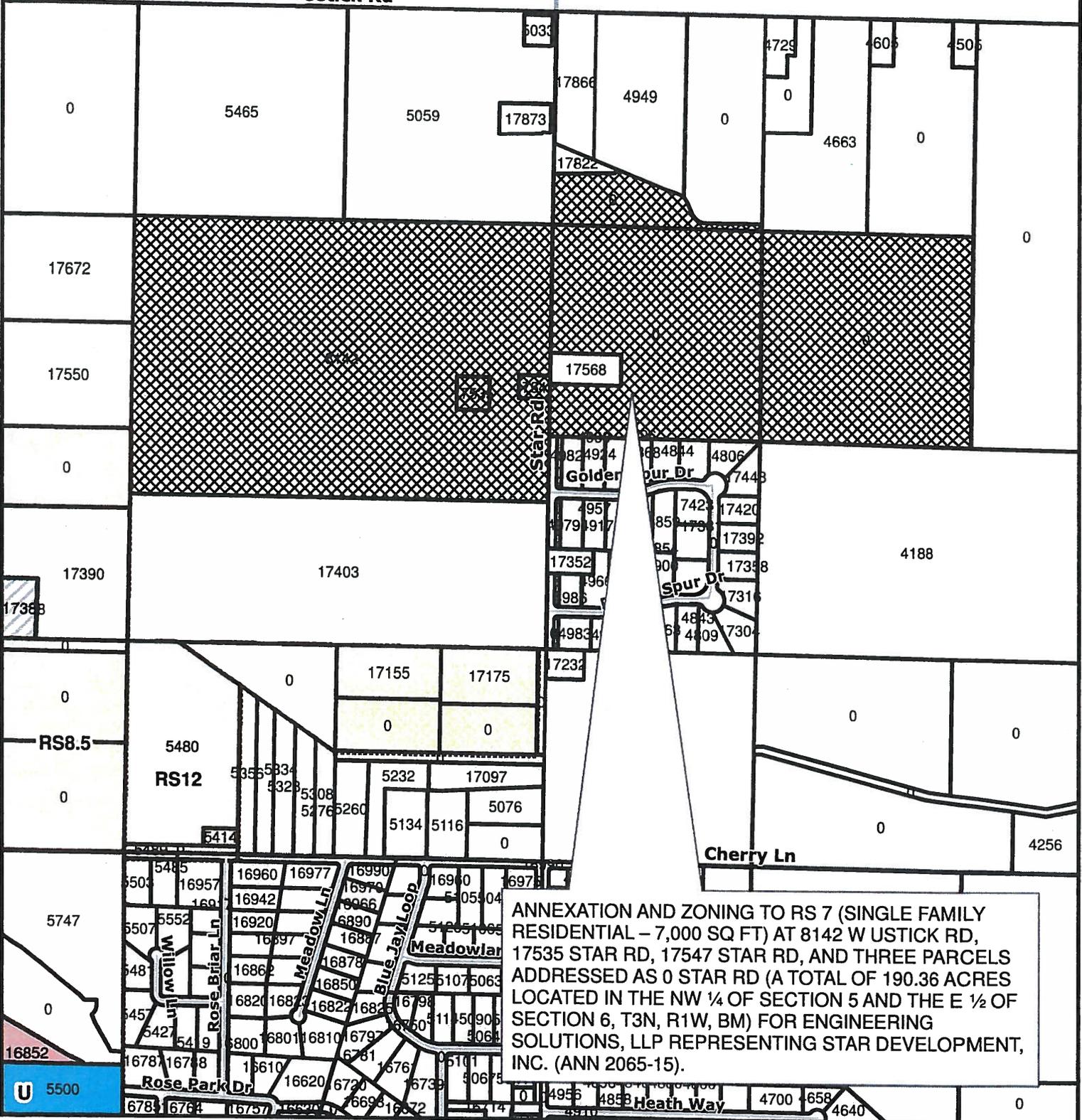
Irrigation will be provided via a pressurized irrigation system utilizing surface water right from the Safford Lateral. Any existing irrigation or drainage facilities that provide service to adjacent properties will be protected and piped accordingly. The Safford Lateral is under jurisdiction of Nampa-Meridian Irrigation District. The applicant's representative met with District and discussed protection of the easements, access and maintenance of the facility. Six-foot-high chain-link fence along the lateral will be provided. The property contains best and moderately suited soils and is prime agricultural land if irrigated. A portion of the original tract has been developed as Silver Spur Ranch Subdivision. The property lies within Nampa's Area of City Impact, within 1,400 feet of existing city limits and can reasonably be served with central services.

The properties are within an area designated for residential development on the City's future land use map. The Medium Density Residential designation allows for 4-9 dwelling units per acre. The proposed use of low- and medium-density residential (2.82 dwelling units per acre) is consistent with the existing residential uses. With the extension of public services into this area, the character is transitioning from agricultural to urban.

The Silver Star development complies with the Comprehensive Plan by promoting various types of housing to meet the needs and preferences of citizens regardless of age, race, income or family size. The Comprehensive Plan encourages an emphasis on high-quality residential development and variety of housing.

N Star Rd

Ustick Rd



ANNEXATION AND ZONING TO RS 7 (SINGLE FAMILY RESIDENTIAL – 7,000 SQ FT) AT 8142 W USTICK RD, 17535 STAR RD, 17547 STAR RD, AND THREE PARCELS ADDRESSED AS 0 STAR RD (A TOTAL OF 190.36 ACRES LOCATED IN THE NW ¼ OF SECTION 5 AND THE E ½ OF SECTION 6, T3N, R1W, BM) FOR ENGINEERING SOLUTIONS, LLP REPRESENTING STAR DEVELOPMENT, INC. (ANN 2065-15).

U 5500

Rose Park Dr

Heath Way



VW/10 PE
ROBERT

APPLICATION FOR ANNEXATION/ZONING

City of Nampa, Idaho

This application must be filled out in detail and submitted to the office of the Planning Director for the City of Nampa, Idaho, accompanied by a nonrefundable fee of **\$452.00** (for 1 acre or less), and **\$910.00** (for more than 1 acre).

Applicant Information

Name of Applicant/Representative: Star Development, Inc./Engineering Solutions, LLP Phone: 208-888-1852/208-938-0980
Address: P. O. Box 518/1029 N. Rosario Street, Suite 100 City: Meridian State: ID Zip Code: 83680/83642
Applicant's interest in property: (circle one) Own Rent Other Development Company
Owner Name: Star Farm LLC et al (see attached list) Phone: 208-888-1852
Address: P. O. Box 518 City: Meridian State: ID Zip Code: 83680

Address of subject property: 8142 W. Ustick Road, 17535 Star Road, 17547 Star Road, Unassigned Star Road property.

Is a copy of one of the following attached? (circle one) Warranty Deed Proof Of Option Earnest Money Agreement.

Subject Property Information

(Please provide one form of the following REQUIRED DOCUMENTATION to complete the legal annexation):

Original Legal description of property AND a legible WORD formatted document. (Must have for final recording)
Old or illegible title documents will need to be retyped in a WORD formatted document

Subdivision _____ Lot _____ Block _____ Book _____ Page _____

Project Description

State the zoning desired for the subject property: RS-7

State (or attach a letter stating) the reason for the proposed annexation and any proposed plans for the use of the subject property: The applicant is requesting annexation of 190.36 acres with a zoning of R-7 for the Silver Star Subdivision on 85.07 acres (see attached narrative).

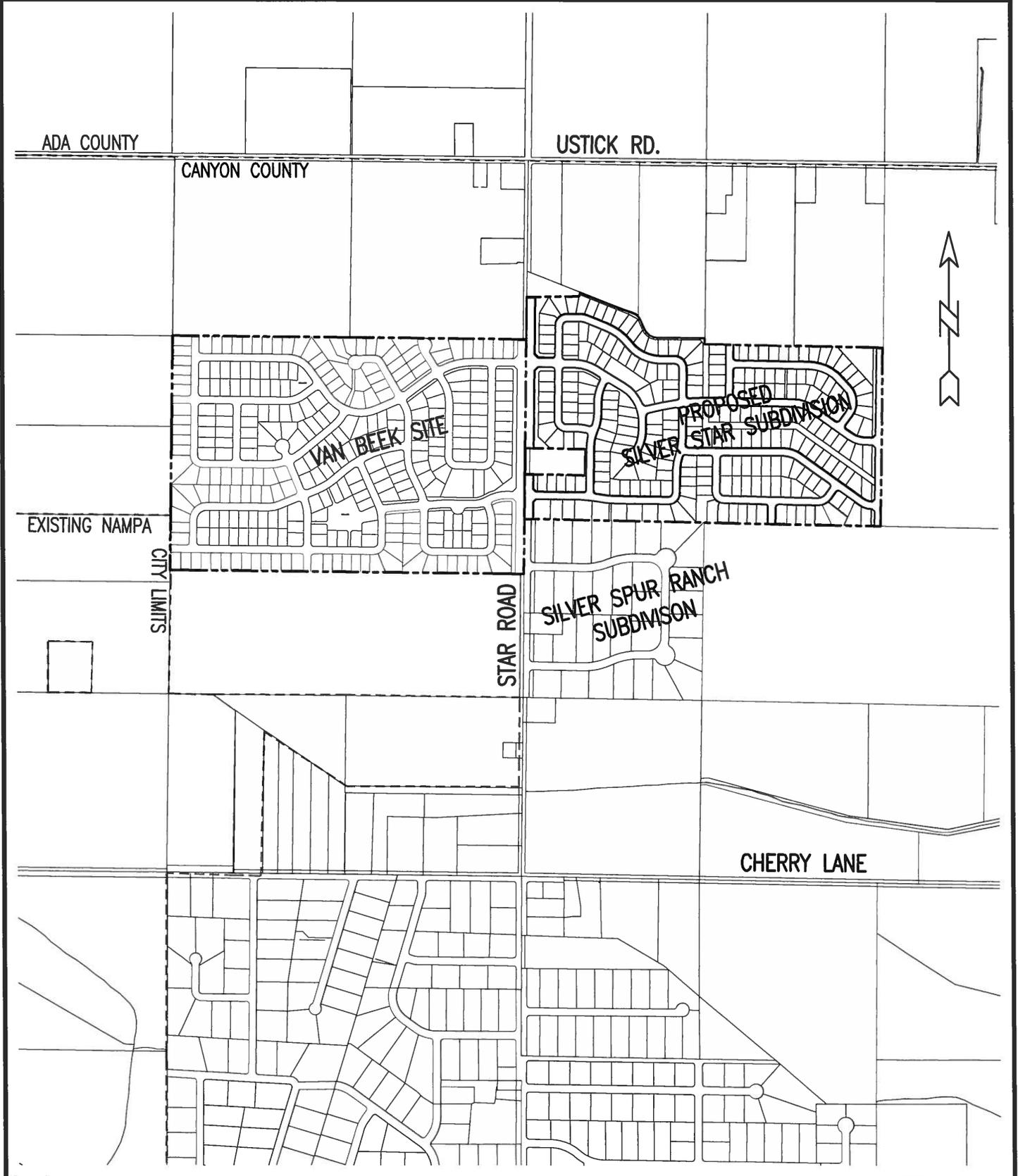
Dated this 29th day of October, 20 15


Applicant Signature

NOTICE TO APPLICANT

This application will be referred to the Nampa Planning Commission for a recommendation on the requested zoning. The Planning Commission shall hold a public hearing and will then make its recommendation to the City Council. The City Council will then hold a second public hearing. Notice of the public hearings must be published in the Idaho Press-Tribune 15 days prior to said hearings. Notice shall also be posted on the premises of the subject property not less than 1 week prior to the hearings. Notices will also be mailed to property owners or purchasers of record within 300 feet of the subject property. You will be given notice of the public hearings and should be present to answer any questions.

For Office Use Only:
File Number: ANN 2065 - 2015 Project Name: Silver Star Ann



SILVER STAR SUBDIVISION

LOCATED IN THE NW 1/4 OF SECTION 5, TOWNSHIP 3 NORTH, RANGE 1 WEST, B.M.
 CANYON COUNTY, IDAHO
 SCALE: 1" = 1000'

A. GENERAL INFORMATION

Subdivision Name _____ Silver Star Subdivision _____
 Total Acres 85.07
 Intended Land Uses Circle (residential, single-family, multi-family, commercial, industrial)
 Property Address(es) See attached list
 Legal Description See attached
 Canyon County Parcel Account Number(s) R303600000, R3036200000, R3036301300, R3037301100, R3037301000 and R3037300000
 Existing Zoning. (Circle one) RA RS RSM RD RML RMH RP BN CB BC BF IP IL IH AG
 (County Zoning) R-1

B. OWNER/ APPLICANT INFORMATION

Owner of Record

Name	Star Farm LLC et al - See attached list
Address	P. O. Box 518
City	Meridian
State	Idaho
Telephone	208-888-1852
Email	8881852@gmail.com
Fax	N/A

Applicant

Name	Star Development, Inc.
Address	P. O. Box 518
City	Meridian
State	Idaho
Telephone	208-888-1852
Email	8881852@gmail.com
Fax	N/A

Engineer/Surveyor/Planner

Name	Engineering Solutions, LLP/Land Solutions, LLP/Becky McKay
Address	1029 N. Rosario Street, Suite 100
City	Meridian
State	ID
Telephone	208-938-0980
Email	es-beckym@qwestoffice.net
Fax	208-938-0941

C. SUBDIVISION INFORMATION		
Lot Types	Number of Lots	Acres
Residential	240	57.09
Dwelling units per acre (gross /net)	2.82/3.68	
Commercial	0	
Industrial	0	
Common (Landscape, Utility, Other)	23	8.09
Open Space	Right-of-way	19.89
Total	263	85.07

DEADLINES FOR SUBMITTALS
 The completed application and plat documents must be submitted to the Planning Department not later than _____. The Planning Commission meets on _____; applications are due approximately ___ weeks prior to that date.

All supplemental information to be added to the application file must be received by the Planning Department no later than 15 days prior to the public hearing date.

*****Please do not submit a subdivision application until all items are completed. Incomplete applications will not be accepted or reviewed.*****

I understand:

1. This application is subject to acceptance by the City of Nampa upon determination that the application is complete.
2. The hearing date is tentative and subject to change with notice.
3. This application is subject to a public hearing before the Nampa Planning and Zoning Commission.
4. The application fee is non-refundable.

All information, statements, attachments, and exhibits included with this application submittal are true to the best of my knowledge.

Signature *Becky McKay* Date 10/29/15

For City Office Use Only

FEE \$: _____ CASH: _____ CHECK: _____ RECEIPT NO.: _____

DATE RECEIVED: _____ RECEIVED BY: _____ HEARING DATE: _____

SITE AREA	85.00 ACRES
SINGLE-FAMILY RESIDENTIAL (SFR)	56.27 ACRES
MINIMUM RESIDENTIAL LOT SIZE	18,000 SQ. FT.
COMMON AREA (SFR)	18.00 ACRES
MINIMUM RESIDENTIAL LOT SIZE	7,644 SF
AVERAGE RESIDENTIAL LOT SIZE	16,508 SF
EXISTING ZONING	R-1 (CANTON COUNTY)
PROPOSED ZONING	R-1 (CANTON COUNTY)
PROPOSED RESIDENTIAL LOTS	70
OPEN SPACE/COMMON LOTS	20
TOTAL LOTS	90
CRS DENSITY	2.82 DENSITY
NET DENSITY (EXCLUDES P.O.M.)	3.22 DENSITY



Development Features

Project Location Map



STAR ROAD

STAR ROAD

N GRIFFON AVENUE



ENGINEERING SOLUTIONS
 1000 N. GRIFFON ST., SUITE 100
 MERIDIAN, IDAHO 83680
 Phone: 208.333.3333 Fax: 208.333.3334

OWNERS OF RECORD
 STAR DEVELOPMENT, LLC
 P.O. BOX 614
 MERIDIAN, IDAHO 83680

DEVELOPER
 STAR DEVELOPMENT, INC.
 P.O. BOX 614
 MERIDIAN, IDAHO 83680

Silver Star Subdivision

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Sylvia Mackrill

From: Tanya Gaona
Sent: Wednesday, December 02, 2015 10:01 AM
To: Sylvia Mackrill
Subject: Project SUB 660-15; Silver Star Subdivision

Sylvia,

In regards to the preliminary plat for Silver Star Subdivision, the following conditions must be met before Earl Moran, City Forester, can approve:

1. Select an alternate variety of tree than Red Sunset Maple. Soil PH does not allow the tree to survive.
2. No evergreens shall be planted on the public right of way.
3. Powerline restrictions within 20 feet on either side of the center of the right of way. Class II & III only permitted to be planted under powerlines.

Tanya Gaona
Administrative Assistant II
City of Nampa, Forestry Department
468-5748

Notice: All communication transmitted within the City of Nampa Email system may be a public record and may be subject to disclosure under the Idaho Public Records Act (Idaho Code 74-101 et seq.) and as such may be copied and reproduced by members of the public. In addition, archives of all City emails are generally kept for a period of two years and are also subject to monitoring and review.

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Sylvia Mackrill

From: Cody Swander
Sent: Friday, November 20, 2015 3:28 PM
To: Sylvia Mackrill
Cc: Darrin Johnson
Subject: Silver Star Subdivision Project: SUB 660-15

Hi Sylvia,
Nampa Parks has reviewed the preliminary plat for Silver Star Subdivision Project SUB 660-15 and have no requests.

Thank you,

Cody Swander
Nampa Parks Superintendent



Nampa Parks Department
312 1st Street South
Nampa, ID 83651
208.468.5890

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Memo

To: Planning and Zoning Commission
 From: Karla Nelson, Community Planner
 Date: November 25, 2015
 Re: Silver Star Subdivision Preliminary Plat

Future Silver Star Subdivision children will attend school in West Ada School District. None of the associated schools are within walking distance.

Associated Schools:

Ponderosa Elementary School – The subdivision is 2.8 miles from the Elementary School.

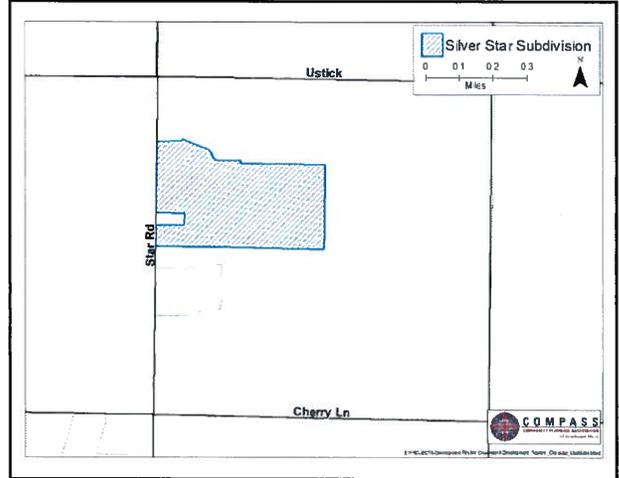
Meridian Middle School – The subdivision is 5.4 miles from the Middle School.

Meridian High School – The subdivision is 5.2 miles from the High School.

Communities in Motion 2040 Development Checklist

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The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.



[Click here for detailed map.](#)

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).

Name of Development: **Silver Star Subdivision** - 240 residential lots on 57.09 acres

Summary: Located east of Star Rd between Ustick Rd and Cherry Ln, the proposed development is not within a mile of any other current developments. The proposal supports 5 CIM 2040 checklist items, and does not support 17 checklist items.

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? **(Goal 2.1)?**

- Downtown
- Employment Center
- Existing Neighborhood
- Foothills
- Future Neighborhood
- Mixed Use
- Prime Farmland
- Rural
- Small Town
- Transit Oriented Development

Yes No N/A The proposal is within a CIM 2040 Major Activity Center. **(Goal 2.3)**

Neighborhood (Transportation Analysis Zone) Demographics

TAZ: 2398

Existing		Existi			
Households	Jobs	Households	Jobs	Households	Jobs
15	68	255	68	273	540

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. **(Goal 2.1)**

Area (Adjacent Transportation Analysis Zone) Demographics

TAZs: 857, 860, 868, 875, 911, 913, 2397, 2404

Existing		Existi			
Households	Jobs	Households	Jobs	Households	Jobs
119	153	359	153	2,755	1,602

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. **(Goal 2.1)**



More information on COMPASS and *Communities in Motion 2040* can be found at:

www.compassidaho.org

Email: info@compassidaho.org

Telephone: (208) 475-2239



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

- Attached N/A An Area of Influence Travel Demand Model Run is attached.
- Yes No N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments: _____

- Yes No N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: _____

- Yes No N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: A future employer express route (along Ustick) with limited stops is proposed near the development.

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- Attached N/A Complete Streets LOS scorecard is attached.
- Yes No N/A The proposal maintains or improves current automobile LOS.
- Yes No N/A The proposal maintains or improves current bicycle LOS.
- Yes No N/A The proposal maintains or improves current pedestrian LOS.
- Yes No N/A The proposal maintains or improves current transit LOS.
- Yes No N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- Yes No N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)
- Yes No N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)
- Yes No N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)
- Yes No N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

Community Infrastructure

- Yes No N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)
- Yes No N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)
- Yes No N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

Health

- Yes No N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)
- Yes No N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)
- Yes No N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)
- Yes No N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

Economic Development

- Yes No N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)
- Yes No N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

Open Space

- Yes No N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)
- Yes No N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

Farmland

- Yes No N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)
- Yes No N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

Communities in Motion 2040 Checklist User Guide

Community Planning Association of Southwest Idaho (COMPASS) is a forum for regional collaboration that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel. COMPASS serves as the metropolitan planning organization (MPO) for Ada and Canyon Counties, Idaho. More information about COMPASS can be found [here](#).

CIM 2040 describes the current transportation system, outlines what is needed to accommodate future growth, explores how to fund future transportation needs, discusses how to maintain a safe and secure transportation system, and examines the environmental issues that have the potential to impact, or be impacted by, transportation investments. More information about the CIM 2040 can be found [here](#).

Highlighted text indicates that there is a hyperlink to a document on the internet that further explains the background, topic, or methodology used to develop the information.

Yes and no answers to each of the 8 CIM 2040 elements have been developed to indicate how well a development aligns with the goals and vision of CIM. More information about the eight CIM 2040 goals, objectives, and tasks can be found [here](#)

QR Codes (or Quick Response Codes) can be scanned with a personal electronic device, such as a cell phone or tablet, top open a web page. The QR code on the CIM 2040 land development checklist will take the user to the COMPASS home page (www.compassidaho.org).

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is a metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040*. The regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on July 21, 2014.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#), and more information about the CIM 2040 goals can be found [here](#) and information on the CIM 2040 vision can be found [here](#).

Names of Developments: _____

Summary: _____

Land Use
 In which of the following categories is the development? (Goal 2.1.1)
 Downtown Employment Center Existing Neighborhood Foothills
 Future Neighborhood Mixed Use Prime Farmland Rural
 Small Town Transit Oriented Development

Yes No N/A The proposal is within a CIM 2040 Major Activity Center. (Goal 2.1)

Neighborhood (Transportation Analysis Zone) Demographics

Existing	Existing + Proposed	2040 Forecast
Households	Households	Households
Jobs	Jobs	Jobs

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal 2.1.1)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing	Existing + Proposed	2040 Forecast
Households	Households	Households
Jobs	Jobs	Jobs

Yes No N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal 2.1.1)

More information on COMPASS and Communities in Motion 2040 can be found at:
www.compassidaho.org
 Email: info@compassidaho.org
 Telephone: (208) 475-2239




Location map highlights the location of the proposed development and the nearby 2040 functionally classified roadways. Functional street classification groups roads into classes according to the character of service they are intended to provide. More information on functional classification can be found [here](#).

CIM 2040 Vision Areas highlight the general vision for how the region will grow. Each typology describes different uses and densities as well as approaches to promoting housing, economic development, open space, farmland, health, and community infrastructure. More information about the CIM 2040 Vision is found [here](#).

Major Activity Centers (MACs) are important trip generators and are logical destinations for public transit service. MACs tend to increase productivity and support economic development, reduce land consumption and sprawl, and provide options for those that are carless. More information about Major Activity Centers can be found [here](#).

Traffic Analysis Zones (or TAZs) are designated areas used for travel demand modeling. CIM 2040 was developed using TAZs at the core unit of geography. "Neighborhood demographics" to the exact TAZs where the development will occur, while "area demographics" refer to the neighborhood TAZs plus TAZs adjacent to the development area to provide an overview of the impact on the broader area. More information about the regional travel demand model can be found [here](#).

COMPASS staff welcome the opportunity to discuss *Communities in Motion*, the checklist, or specific developments proposals with stakeholders. Please feel free to contact us to schedule an appointment using the phone number/email address to the left. More information on the COMPASS member service can be found [here](#).

Communities in Motion 2040 Checklist User Guide

Area of Influence travel demand model runs summarize the impact of the proposed development on the transportation network. More information on the travel demand model can be found [here](#).

Complete Streets Level of Service (CSLOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades roadway (A-F) according to those modes. COMPASS conducts CSLOS analysis for developments on arterial roads when a traffic impact study is provided. A separate CSLOS worksheet will be provided as applicable. More information on the Complete Streets can be found [here](#).

A"location affordability portal" has been developed to determine housing and transportation costs. On average, in Ada and Canyon Counties, 26% of household income is spent on transportation. Developing in areas with existing employment and services will enable households to save on transportation costs." Developing in areas with employment and services will enable households to save. More information on the location affordability portal is available [here](#).

Infill development is using land within already developed areas and meets the following criteria:

- At least 1 job/per acre within 1 mile of the development
- Within city limits (or enclave)
- Following: public school, public park, transit stop, or retail center.

More information on infill can be found [here](#).

Prime Farmland areas were designated in the CIM 2040 Vision as areas to preserve to enable agricultural production. While not all farmland will be able to be preserved over the next three decades, areas with prime soils and without urban infrastructure are key candidates for preservation. More information about the CIM 2040

Communities in Motion 2040 Development Checklist

Transportation	Area of Influence Travel Demand Model Worksheet	Comments
Attached	N/A	Area of Influence Travel Demand Model Worksheet. These are relevant projects in the current Local Transportation Improvement Program (TIP) within one mile of the development.
Yes	No	N/A
No	No	N/A
Comments:		The proposal uses appropriate access management techniques as described in the COMPASS Access Management Toolkit .
Yes	No	N/A
No	No	N/A
Comments:		This proposal supports Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines .
Yes	No	N/A
No	No	N/A
Comments:		This proposal is based on the proposed development will be provided on an separate worksheet (Goals 1.1, 1.2, 1.3, 1.4, 1.5, 2.4):
Attached	N/A	Complete Streets LOS scorecard is attached.
Yes	No	N/A
No	No	N/A
Comments:		The proposal maintains or improves current automobile LOS.
Yes	No	N/A
No	No	N/A
Comments:		The proposal maintains or improves current bicycle LOS.
Yes	No	N/A
No	No	N/A
Comments:		The proposal maintains or improves current pedestrian LOS.
Yes	No	N/A
No	No	N/A
Comments:		The proposal is in an area with a Walkscore over 50.
Yes	No	N/A
No	No	N/A
Comments:		The proposal adds compact housing over medium residential units per acre. (Goal 2.3)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is a mixed-use development or in a mixed-use area. (Goal 3.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is an area with lower transportation costs than the regional Walkable while scores less than 50 are "Car-Dependent." More information on the Walkscore can be found here .
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within a city area of impact. (Goals 4.1, 4.2)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within 1/4 mile of a transit stop. (Goal 5.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within 1/4 mile of a public school. (Goal 5.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within 1/4 mile of a grocery store. (Goal 5.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within 1/4 mile of a park and ride location. (Goal 5.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (Goal 3.3)
Yes	No	N/A
No	No	N/A
Comments:		The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (Goal 6.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is within a 1/4 mile of a public park. (Goal 7.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal provides at least 1 acre of parks for every 35 housing units. (Goal 7.1)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is outside the "Prime Farmland" in the CIM 2040 Vision. (Goals 8.1, 8.2)
Yes	No	N/A
No	No	N/A
Comments:		The proposal is outside prime farmland. (Goal 8.2)

The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law. Relevant projects include those that improve capacity or function of road; studies are not included. More information on the TIP can be found [here](#).

Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines help in designing and placing transit facilities/amenities. These guidelines are to be considered in within the context of the overall location and project. More information about the guidelines can be found [here](#).

Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent." More information on the Walkscore can be found [here](#).

Compact housing, in certain locations, can be an effective way to reduce housing burdens; promote walking, biking, and transit use; reduce infrastructure costs; and preserve valuable prime farmland. Examples of successful compact housing projects in the region can be found [here](#).

While individuals differ, most studies indicate that people are willing to walk up to 1/4 mile for transit, parks, schools, and grocery stores. After that walk distance, most travel is made by motorized vehicles. A map highlighting walkability to key landmarks is found [here](#).

Prime farmland is defined as having irrigable soils and water rights. More information on the farmland preservation can be found [here](#).

Communities in Motion is the regional long-range transportation plan for Ada and Canyon Counties.

It offers a vision that addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system is supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

It is based on:

- **Connections:** Providing options for safe access and expanded mobility choices in a cost-effective manner in the region.
- **Coordination:** Achieving better inter-jurisdictional coordination of transportation and land use planning
- **Environment:** Minimizing transportation impacts to people, cultural resources, and the environment.
- **Information:** Coordinating data gathering and dispensing better information.

The complete Communities in Motion 2040 plan is available online at www.compassidaho.org.

Vision Benefits

Economic Development: A 6% increase in composite population near downtowns and other activity centers. Growth in these areas is typically more sustainable than other locations due to the proximity of features.

Housing: Growth in areas with transportation and other infrastructure improve overall affordability by locating housing near transit routes, employment centers, and basic services.

Land Use: Better job-housing balance reduces traffic, improves air quality, and increases discretionary time.

Transportation: Strong transportation infrastructure and services promote economic development and quality of life.

Open Space: Access to parks and open space enables citizens to enjoy the natural beauty of the region.

Health: More transportation options and development near services enables physical activity and improves air quality.

Farm/land: Almost 80% of farmland can be preserved by developing infill sites and other non-farm areas. This will increase agricultural economic value in the area and preserve food security.

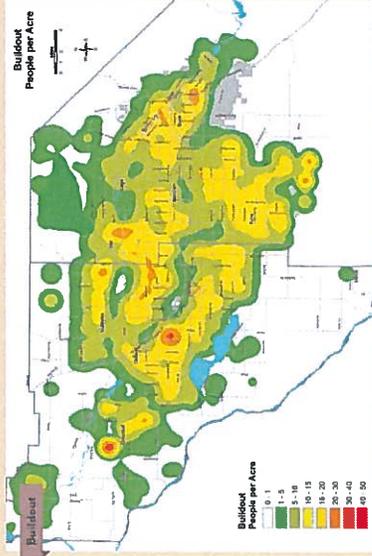
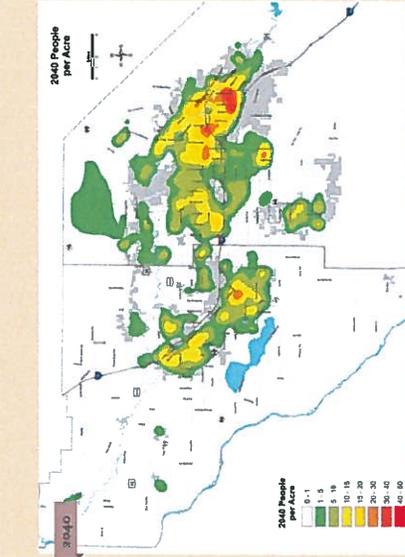
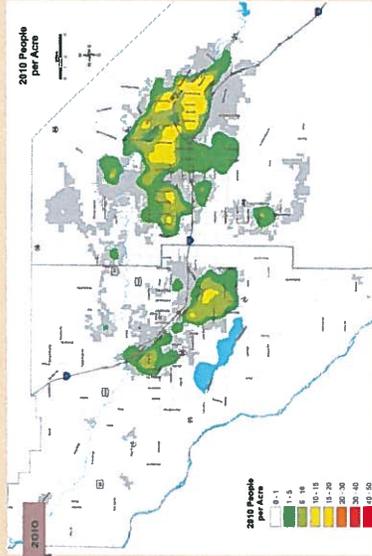
Community Infrastructure: Development in or nearby areas served by infrastructure reduces infrastructure costs and can save municipalities millions of maintenance and operations costs.

Vision Demographics

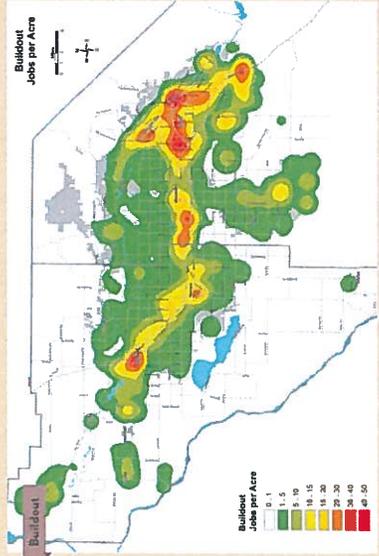
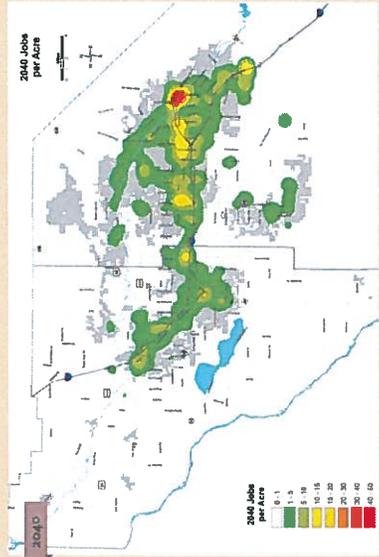
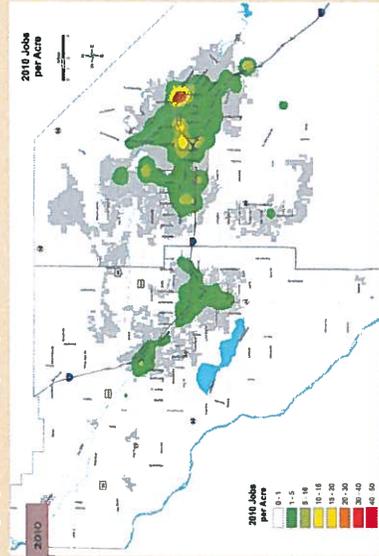
City/Area of Impact	2010 Population	2010 Households	2010 Jobs	2040 Population	2040 Households	2040 Jobs	Buildout Population	Buildout Households	Buildout Jobs
Baree	33,241	9,654	14,658	37,192	140,248	214,520	439,462	174,265	696,292
Engle	23,222	8,197	5,248	51,248	18,853	15,498	106,603	37,876	47,685
Garden City	13,101	4,949	7,049	18,311	8,911	13,784	40,766	18,217	57,839
Kuna	13,319	4,283	4,866	26,991	10,270	4,990	344,205	124,216	119,270
Meredith	8,286	28,296	39,772	15,286	51,629	65,642	355,201	152,516	199,477
Star	6,172	2,177	954	35,844	72,135	79,234	79,234	28,865	30,079
Ada County (outside areas of impact)	174,126	5,925	7,628	70,153	23,666	13,468	81,941	28,669	21,395
Ada County Total	392,285	141,448	196,324	674,377	272,044	350,679	1,449,662	535,214	195,328
Calwell	50,672	16,510	13,444	109,111	40,098	37,950	271,204	105,292	185,349
Greenleaf	2,248	929	440	5,947	2,145	977	13,984	44,981	31,418
Jellico	845	279	205	2,258	801	539	3,009	968	2,295
Madison	10,248	3,524	4,282	18,475	6,656	1,937	151,666	52,766	25,635
Nampa	96,733	32,819	39,278	160,886	59,886	66,973	479,953	150,131	233,439
Norris	984	322	324	2,452	822	482	12,825	4,240	5,483
Primo	2,268	995	687	6,888	2,195	1,118	59,471	16,971	35,918
Wilder	1,991	612	283	6,766	2,371	729	11,479	3,720	16,160
Canyon County (outside areas of impact)	22,624	7,624	4,729	34,813	12,224	5,693	216,485	71,224	90,777
Canyon County Total	188,923	65,604	59,182	347,683	127,275	110,978	1,174,406	412,853	585,783
Total Region	581,283	212,049	240,506	1,022,000	399,419	461,657	2,624,068	948,067	1,277,081

Note: Totals may not sum due to overlapping areas of impact.

Population Density Maps



Employment Density Maps



The 2010 maps above were the baseline conditions used in developing the Communities in Motion 2040 Vision. These maps are based on the 2010 census counts and 2010 Idaho Department of Labor employment data.

The above maps show the generalized densities when the Communities in Motion 2040 Vision is implemented.

Buildout is the quantification of local land use (comprehensive) plans. It enables COMPASS to consider long range corridor preservation and is not constrained by the 2040 population forecast adopted by the COMPASS Board. It is not an official forecast for air quality conformity.

Norm Holm

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Monday, January 04, 2016 12:44 PM
To: Norm Holm
Subject: ANN 2065-15

Good Afternoon Norman,

The Nampa Highway District #1 has no objection to the Annexation and Zoning to RS 7 for 8142 W. Ustick Rd, 17535 Star Rd, 17547 Star Rd, and three parcels addressed as 0 Star Rd for Engineering Solutions, LLP representing Star Development, Inc. as long as the full width of Star Road right-of-way is annexed.

If you have any questions or comments feel free to contact us.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 Highway 45. • Nampa, id 83686
TEL 208.467.6576 • FAX 208.467.9916

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29

Norm Holm

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Monday, January 04, 2016 12:48 PM
To: Norm Holm
Subject: SUB 660-15

Good Afternoon Norman,

The Nampa Highway District #1 has no objection to the Preliminary Plat Approval for Silver Star Sub. in a proposed RS 7 zoned area east of Star Rd. for Engineering Solutions, LLP representing Star Development, Inc. as long as the full width of Star Road right-of-way is annexed.

If you have any questions or comments feel free to contact us.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 Highway 45. • Nampa, id 83686
TEL 208.467.6576 • FAX 208.467.9916

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation