



Planning & Development Services

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Subdivision Staff Report

| | | | |
|----------------------------|-----------------------------|--------------------|---|
| Subdivision Name | Emerald Station Subdivision | File Number | SUB08-00047 |
| Approval | Preliminary Plat | Lead Agency | Boise City |
| Annexation Date | December 30, 1964 | Comp. Plan | Complies |
| Public Hearing Date | February 9, 2009 | Heard by | Boise City Planning and Zoning Commission |
| Analyst | Todd Tucker | Reviewed By | David Abo, AICP |

Description:

This is a Preliminary Plat for a proposed commercial subdivision with eight buildable lots and two common lots on 16.87 acres. The subject property is currently zoned A-1; however, the applicant is also requesting a rezone (CAR08-00025) from A-1 to C-1 (Neighborhood Commercial), L-OD (Limited Office with Design Review Overlay) and PC (Pedestrian Commercial). In addition, the applicant is requesting approval of a text amendment to Chapter 8 of the Comprehensive Plan (CAR08-00026) to specifically address property located at the southwest corner of Curtis Road and Emerald Road. The subject property is currently the site of the old West Junior High which is intended to be removed in the future.

Location:

The subject property is located west of N. Curtis Road between W. Emerald Street and W. Denton Street.

Traffic:

This development is estimated to generate 1,053 additional vehicle trips per day based on the submitted traffic impact study.

Contents:

Staff Report:

- Basis for Recommendation
- Technical Review and Agency Comments
- Recommended Conditions of Approval

Attachments:

- Vicinity Map
- Preliminary Plat
- Aerial Photograph

Basis for Recommendation

The plat design and layout is in conformance with the Comprehensive Plan and complies with the basic requirements of the Boise City Subdivision and Zoning Ordinances.

- | | |
|-------------|---|
| Condition 1 | This condition requires that the associated Rezone (CAR08-00025) pass the required three readings at City Council prior to the submittal of the Final Plat. |
| Condition 2 | This condition requires that the associated text amendment to Chapter 8 of the Comprehensive Plan (CAR08-00026) is approved by the City Council prior to submittal of the Final Plat. |
| Condition 3 | This condition requires that a Design Review Permit be approved prior to approval of any Building Permit within any portion of the subdivision zoned L-OD. |
| Condition 4 | This condition requires that W. Emerald Street and N. Curtis Road as they abut the subject property be improved with a minimum five foot wide detached sidewalk. |
| Condition 5 | This condition addresses the proposed common lots. |
| Condition 6 | This condition requires the removal/demolition of any existing buildings located on the subject property. |
| Condition 7 | This condition addresses on-street parking as per the International Fire Code. |
| Condition 8 | This condition requires compliance with all conditions of approval of the Nampa & Meridian Irrigation District. |

Staff Perspective – General

The recommended conditions of approval are required to bring the proposed Preliminary Plat into compliance with City and State Codes and have been confirmed by the Planning and Development Services Department.

Staff has reviewed the agency comments and Staff recommends approval based upon Staff's finding that all concerns of the commenting agencies have been addressed. To avoid potential problems the developer is directed to review the concerns identified in the technical reviews to verify that this statement is correct.

Street Connectivity:

The proposed subdivision is bordered on the north, east and south by public streets. The parcel located west of the subject property is developed with no opportunity for cross connection. The applicant is proposing a network of service drives that connect the abutting streets. However, no new public streets are proposed to be dedicated with this subdivision.

Sidewalk Design:

Currently N. Curtis Road, W. Emerald Street and W. Denton Street are all improved with a five foot wide attached sidewalk. The applicant is proposing to improve N. Curtis Road and W. Emerald Street with a five foot wide detached sidewalk. The applicant is not proposing any improvements to the sidewalk along W. Denton Street.

Impacted Roadways:

| Roadway | Frontage | Functional Classification | Traffic Count | Level of Service* | Speed Limit |
|---------------|----------|---------------------------|-----------------------------------|-------------------|-------------|
| Curtis Road | 556' | Minor Arterial | 22,905 north of Emerald 2/26/2008 | Better than "C" | 30 MPH |
| Emerald Road | 1,280' | Minor Arterial | 15,402 west of Curtis 3/18/2008 | Better than "D" | 30 MPH |
| Denton Street | 1,280' | Local | N/A | N/A | 20 MPH |

*Acceptable level of service for a four lane minor arterial is "D" (28,000 ADT).

*Acceptable level of service for a three lane minor arterial is "D" (17,000 ADT).

Conditions in Dispute

None known.

Technical Review and Agency Comments

Boise City Planning and Development Services:

Subdivision Section – Todd Tucker

- Staff has reviewed the Preliminary and Final Plats and noted that all of the proposed lots conform to the minimum dimensional standards of the C-1, L-OD and PC Zoning Districts requested. However, due to limited access from public rights-of-way several of the lots will not be accessed via their street frontage. As such, an ingress/egress cross access easement shall be dedicated for all buildable lots and a note on the face of the Final Plat is required addressing the required easement.
- As previously noted, the applicant is proposing that several lots be zoned L-OD which would require that Design Review approval be obtained, prior to the issuance of any Building Permits within the L-OD portion of the subdivision.

Comprehensive Planning and Zoning Section – Josh Johnson

- This project is located in the **Central Bench Planning Area** of the *Boise City Comprehensive Plan*. There are no site specific goals, objectives or policies for this planning area that apply to this application.

Additional Boise City Comprehensive Plan Goals, Objectives and Policies

CHAPTER 6 TRANSPORTATION

Goal 6.1

Maintain the function of the street system for current users, emergency response efforts and for use by future generations.

Objective 6.1.1

Coordinate with the Community Planning Association (COMPASS), Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) to ensure consistency between street improvements and the landuse plans and decisions of Boise City and surrounding city and county governments.

Objective 6.1.2

Maintain a land use decision-making process that is supportive of the service level standards identified in the most recent Regional Transportation Plan for Ada County of record, and which is protective of living environments along streets.

Policy 6.1.2.1

When reviewing land use amendments, zone changes, master plans, conditional uses and other significant entitlement requests, the City shall take into consideration the impact of

the project on street levels of service. The City's preferred standards shall be those identified for new streets in ACHD's Development Policy manual, or its successor. Service level impacts shall be minimized through project modifications, traffic management plans, street improvement plans or other means.

CHAPTER 7 COMMUNITY QUALITY

Goal 7.2

Create a community composed of neighborhoods in which services and amenities are convenient, visually pleasing and properly integrated and designed to encourage walking and cycling.

Objective 7.2.1

Promote and establish a physical framework of development in the City which encourages the development of form and character of its districts, the preservation of its neighborhoods and the conservation of its historical identity.

Objective 7.2.5

Achieve an environment through urban design that maintains and enhances the City's visual qualities within neighborhood, community and regional commercial areas.

CHAPTER 8 LAND USE

Goal 8.1

Achieve a city that minimizes suburban sprawl, that provides for a diverse mixture of life-styles and atmospheres and a sense of place that varies through-out the different areas of the City, and that efficiently provides basic services and facilities in close proximity to where people live.

Objective 8.1.1

The land use map and attendant policies shall be the official guide for development of the planning area and shall be implemented through zoning and development review.

Policy 8.1.1.1

The Land Use/Zoning Consistency Matrix shall identify the zoning districts that are permissible within each land use designation. Conformance with the Land Use/Zoning Consistency Matrix shall be a necessary finding of approval for all zone changes and conditional uses, unless one or more of the forms of flexibility identified in the policies under Objective 2 are implemented.

Objective 8.1.4

New commercial and office developments shall be located to be convenient to shoppers and employees and to minimize adverse impacts on the street system and adjacent uses.

Policy 8.1.12.7

The southwest corner of Curtis and Emerald (old West Jr. High School site) is identified as a redevelopment area and shall be encouraged to implement harmonious and compatible redevelopment of the site in order to help achieve continued economic revitalization of the area.

Policy 8.1.12.10

Uses at the southwest corner of Curtis and Emerald shall be harmonious and/or compatible with each other as well as with other uses in the immediate area. An example of such uses may include high density residential, live/work uses, hotels, convalescent homes, restaurants, entertainment, tech support, convenience, neighborhood and community shopping centers, bio-med labs, pharmacies, and limited in/out patient medical uses (if ancillary and/or compatible with surrounding uses).

- **Boise City Zoning Ordinance**

Section 11-04-06.2 Regulations for Limited Office (L-O) Districts

CHAPTER 11-17 PEDESTRIAN COMMERCIAL (PC) ZONING DISTRICT

Section 11-04-06.02 Purpose of Neighborhood Commercial or C-1 District

Section 11-04-09.02.01 Purpose A-1 District

Section 11-06-01 AMMENDMENT; RECLASSIFICATION

Section 11-06-02 AMENDMENT OF THE COMPREHENSIVE PLAN

Section 11-08-09 DEVELOPMENT AGREEMENTS

Building Section – Sam Zahorka

- Existing structures must be removed and/or demolished prior to the City Engineer signing the Final Plat. Demolition Permits are required and may be obtained through the Planning and Development Services Department – Permit Desk.

Sediment and Erosion Control – Steve Webb

- An erosion and sediment control plan (ESC) conforming to the requirements B.C.C. Title 8 Chapter 17 is to be submitted to the Director of Planning and Development Services for review. No grading or earth disturbing activities may start until approval of the ESC plan has been received and an ESC permit issued.
- An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for

this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City.

Boise City Public Works:

Drainage/Engineering – Rob Bousfield

- Standard drainage conditions.

Pressure Irrigation – Kent Johnson

- Standard irrigation conditions.

Sewer – Mike Sheppard

- Property is located within the Bench Sewer District.

Street Lights – Henry Alarcon

- Standard street light conditions.
- 14 new street lights are required.

Solid Waste – Peter McCullough

- Comply with Section 8-10-03 (Commercial Solid Waste Collection Service) of the Boise Municipal Code Solid Waste Ordinance.

Boise City Fire Department – Mark Senteno

- The Boise Fire Department has reviewed and can approve the application subject to compliance with all following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise this memo represents requirements of the International Fire Code as adopted and amended by Ordinance 6308.

Code Requirement:

Fire Department vehicular access shall be provided to within 150' of all portions of non-sprinklered buildings. Any dead-end road in excess of 150' needs a Fire Department approved turnaround. Single access roads are prohibited from exceeding 750 feet without special approval. These distances can be increased somewhat for sprinklered buildings but exact distances are on a case-by-case basis. All Fire Department access roads, fire lanes, bridges, and gates are to be a minimum of 20' wide with 13' 6" overhead clearance, shall be capable of supporting 70,000 lbs GVW (24,000 lbs per axle), and shall be paved. Fire Department access roads and fire lanes shall have a minimum outside turning radius of 48' with an inside radius of 28'. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height, and at least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. No grade may exceed 10% (please note that fire apparatus are designed

for a maximum 6% grade). Width and turning radius measurements specified by this paragraph can include those surfaces vehicles generally drive upon. Specifically, gutter and rolled curb are generally considered useable, while vertical curb or sidewalks are not.

Code Requirement:

For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on (1) one side; for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides; and for standard ACHD cul-de-sacs parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat by the Boise City Engineer. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC.

Code Requirement:

Fire hydrant number and distribution is dependant on the International Fire Code Appendix C, Table C105.1.

Comments:

No fire hydrants have been noted on plat. In the absence of information on existing hydrants it appears that one or more new hydrants may/will be needed. However, we reserve the right to modify requirements as more information comes to light. Variables affecting hydrant numbers and location include, but are not limited to, area, construction type, existing hydrants, accuracy of information provided in the application, strategic location for fire fighting forces, and required fire flow. New hydrants must be "non-private" installations.

General Requirement:

Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

Specific building construction requirements of the International Building Code, International Fire Code, and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at building permit application.

Boise City Parks Department – Cheyne Weston

- No comments received.

Boise Airport – Matt Petaja

- No comments received.

Ada County Highway District – Mindy Wallace

A. Findings of Fact
Existing Conditions

1. **Site Information:** This site consists of the old West Junior High School.

2. **Description of Adjacent Surrounding Area:**

| Direction | Land Use | Zoning |
|-----------|--|-----------|
| North | Hospital, Medical Offices | H-SD |
| South | Residential, Church | R-2, L-OD |
| East | Industrial (Tank Farm), Neighborhood Office | M-1D |
| West | Juvenile Facility, Medical Office, City Park | L-OD, R-2 |

3. **Existing Roadway Improvements and Right-of-Way Adjacent To and Near the Site:**

- Curtis Road is improved with four travel lanes (between 50 and 63-feet of pavement), and curb, gutter, and 5-foot attached sidewalk within 80-feet of right-of-way (40-feet from centerline) abutting the site.
- Emerald Street is improved with three travel lanes, bike lanes (between 48 and 64-feet of pavement), and curb, gutter and 7-foot attached sidewalk within between 67 and 82-feet of right-of-way (between 25 and 50-feet from centerline) abutting the site.
- Denton Street is improved with two lanes (35-feet of pavement), and curb, gutter, and 4-foot attached sidewalk within 50-feet of right-of-way abutting the site.

4. **Existing Access:** The site currently has three defined driveways onto Emerald Street and two defined driveways onto Denton Street.

5. **Site History:** ACHD has previously reviewed applications for portable classrooms on this site in 2004 and 2005. The District issued a rezone letter on September 14, 2007 in response to an application to rezone the site from A-1 to C-2 (CAR07-00058).

Development Impacts

6. **Trip Generation:** This development is estimated to generate 1,053 additional vehicle trips per day based on the submitted traffic impact study.

7. **Impact Fees:** 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.

8. **Existing Condition of Area Roadways:**

| Roadway | Frontage | Functional Classification | Traffic Count | Level of Service* | Speed Limit |
|---------------|----------|---------------------------|-----------------------------------|-------------------|-------------|
| Curtis Road | 556' | Minor Arterial | 22,905 north of Emerald 2/26/2008 | Better than "C" | 30 MPH |
| Emerald Road | 1,280' | Minor Arterial | 15,402 west of Curtis 3/18/2008 | Better than "D" | 30 MPH |
| Denton Street | 1,280' | Local | N/A | N/A | 20 MPH |

- * Acceptable level of service for a four-lane minor arterial is “D” (28,000 ADT).
- * Acceptable level of service for a three-lane minor arterial is “D” (17,000 ADT).

9. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**

There are currently no roadways, bridges or intersections in the general vicinity of the project that are listed for improvement in the District’s Five Year Work Plan. The following improvement is listed in the District’s Capital Improvements Plan (CIP).

- Emerald Road is listed in the Capital Improvements Plan to be widened to five lanes from Cole Road to Curtis Road between 2019 and 2028.

B. Findings for Consideration

1. **Traffic Impact Study**

Dobie Engineering, Inc prepared a Traffic Impact Study for the proposed Emerald Station Subdivision. Below is an executive summary of the findings **as presented by Dobie Engineering, Inc.** ACHD’s staff comments can be found below under Staff Comments/Recommendations.

The object of this study was to evaluate alternative access plan to help determine the locations and numbers of driveways to be serve the proposed development.

Traffic

At full buildout the site development will produce a total driveway volume to 4,715 vehicles per day with a PM peak hour loading of 460 vehicles per hour. Approximately 20% of this traffic is Pass-By traffic and the site development will replace 1,360 vpd from the former West Junior High. The net new traffic is 2,420 vpd.

The Emerald/Curtis intersection now operates with moderate traffic congestion (LOS “C”). By the year 2015 Emerald Street will reach its capacity. This road is included in the ACHD CIP for reconstruction and widening to a 5-lane section. Work is now programmed beyond 10 years.

Emerald Street Access

Two alternative access plans were considered: 1) 3 driveways; and 2) 2 driveways.

3-Access Alternative. *The proposed 3-Access Alternative consists of a right-in/right-out curb cut 350 feet west of the Curtis/Emerald intersection, an all-movement driveway aligned with the Emerald Professional Park (660 feet from Curtis Road), plus an all-movement “T”-type access 980 feet from Curtis Road.*

2-Accesss Alternative. *The second Emerald Street access alternative includes only 2 driveways, i.e. a right-in/right-out near Curtis and an all-movement “T” intersection approximately 980 feet from Curtis. This alternative appears, preferable from the standpoint of capacity, safety, and operational efficiency.*

Curtis Road Access

Two Separate alternatives were also considered on Curtis Road. First considered was the use of Denton Street as a single site access. The existing intersection lacks traffic carrying capacity with the existing 4-lane striping scheme on Curtis Road. The projected service level is "F" with existing lane geometry. A median left turn lane will be needed to achieve an acceptable capacity standard. The single approach alternative results in a less favorable volume to capacity ratio and a longer standing queue for left-turning vehicles exiting the site. In addition, ACHD policy also recommends a maximum of 2,000 vpd on a local street like Denton. With a single access this maximum volume on Denton will be exceeded.

The 2 access alternative will reduce congestion at the Denton intersection and more adequately serve the Emerald Station traffic. ACHD policy allows two driveways per parcel for a site with the available frontage on Curtis Road. In addition, ACHD policy also recommends a driveway offset of 220-feet between a signalized arterial intersection and a right-in/right-out access. The proposed right-in/right-out driveway approximately 260 feet from the Curtis/Emerald intersection conforms to ACHD access management standards and improves the internal circulation of the site. This access alternative provides optimum site access capacity and reduces the traffic loading on Denton Street.

Staff Comments/Recommendations: Staff comments are provided by District Traffic Services staff.

- The PM peak hour turning movement counts were down after the West Junior High School was closed. Therefore, the trip generation numbers in the PM peak hour cannot be reduced by the estimated school traffic as done in Table 5 of the submitted traffic impact study.
- The traffic impact study recommends the installation of a northbound left turn lane on Curtis at Denton.
- The traffic impact study recommends against the 2nd driveway proposed to intersect Emerald Street.
- The submitted traffic impact study states that dual eastbound left turn lanes are needed at build out to serve the site. However, this improvement is not listed in the District's Capital Improvement Plan or Five Year Work Plan. Due to the right-of-way constraints at the intersection and the substantial cost associated with the purchase (purchasing a minimum of two existing businesses) of right-of-way to construct the intersection improvement the District is not requiring the construct of the eastbound dual left turn lane with this application.

2. Curtis Road

Arterial Right-of-Way Policy: District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

Applicant Proposal: The applicant is proposing to replace the attached sidewalk along Curtis Road with detached sidewalk and 8-foot planter strips.

Staff Comment/Recommendation: The applicant's proposal meet's District Policy. The applicant will be required to provide the District with a sidewalk easement for any portion of the sidewalk located outside of the right-of-way.

As identified in the submitted traffic impact study, the applicant will be required to construct a northbound center turn lane on Curtis Road at Denton. The center turn lane should extend from the existing center turn lane at the Emerald/Curtis intersection south 50-feet beyond Denton Street. The roadway would then taper back to a 4-lane roadway. The applicant may need to dedicate additional right-of-way from adjacent properties to construct the center turn lane. Because of this the District will not sign a final plat for any phase of the development until all of the right-of-way needed to construct the center turn lane has been dedicated, or it has been demonstrated that no additional right-of-way dedication is required to construct the turn lane. Coordinate the design and construct of the center turn lane with District Traffic Services and Development Review staff.

3. Emerald Road

Arterial Right-of-Way Policy: District policy requires 96-feet of right-of-way on arterial roadways (Figure 72-F1B). This right-of-way allows for the construction of a 5-lane roadway with curb, gutter, 5-foot concrete detached sidewalks and bike lanes.

Applicant Proposal: The applicant is proposing to dedicate 48-feet of right-of-way from the centerline of Emerald Street abutting the site, and to replace the attached sidewalk along Emerald Street with detached sidewalk and 8-foot planter strips.

Staff Comment/Recommendation: The applicant's proposal meet's District Policy. The applicant will be required to construct the detached sidewalk a minimum of 41-feet from the centerline of Emerald Street abutting the site. Additionally, the applicant will be required to provide the District with a sidewalk easement for any segment of the sidewalk located outside of the right-of-way.

4. Denton Street

Residential Street Policy: District policy 7204.4.2 states, "developments with any buildable lot that is less than 1-acre in size will typically provide streets having a minimum pavement width of 32-feet with curb, gutter and sidewalks. The total street width shall be 36-feet from back-of-curb to back-of-curb. Variations of this width may be allowed, depending on traffic volumes forecast to be generated by the development. Concrete sidewalks shall be a minimum of 5-feet in width unless they are separated from the curb 5-feet or more in which case the sidewalk shall be a minimum of 4-feet in width.

Turnaround Policy: District policy 7205.2.1 requires turnarounds to be constructed to provide a minimum turning radius of 45-feet. Landscape and parking islands may be constructed in turnarounds if a minimum inside curb radius of 28-feet, and a minimum outside radius of 45-feet are provided. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing.

Alternative Turnaround Policy: The applicant is not proposing to construct a standard culdesac turnaround. The District will consider alternatives to the standard turnaround on a case-by-case basis. The determination to allow a non-standard turnaround will be based on turning area, drainage, maintenance considerations and the written approval of the emergency fire service for the area where the development is located. Minimum design standards shall be met for all non-standard turnarounds. Submit a design of the turnaround for review and approval by District Development Division staff. Approval of the staff report does not indicate approval of the non-standard turnaround design.

Applicant Proposal: The applicant is not proposing any improvements or right-of-way dedication along Denton Street abutting the site.

Staff Comment/Recommendation: Denton Street is already fully improved with curb, gutter, and sidewalk abutting the site, therefore no additional right-of-way or frontage improvements are required with this application. However, Denton Street extends beyond 150-feet and does not have a turnaround at the terminus as required by District policy. Therefore, the applicant will be required to construct a turnaround at the terminus of Denton Street Abutting the site. The applicant could construct either an offset turnaround at the terminus of the roadway, or provide a T-type public turnaround easement encompassing a driveway if a driveway were to be located a minimum of 150-feet from the current terminus of Denton Street.

5. Hartman Street

Staff Comment/Recommendation: Typically, ACHD would require the applicant to extend Hartman Street through the site, due to the existing right-of-way both north and south of the site. However, in 1997 ACHD reviewed and approved a vacation of the existing right-of-way for Hartman Street, abutting the site. Because the right-of-way for Hartman Street abutting the site has been vacated, and applicant is unable to align an extension of Hartman with the existing segment of Hartman Street north of Emerald Road ACHD is not requiring the extension of Hartman Street with this application.

6. Driveways

Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Successive Driveway Policy: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 35 to align or offset a minimum of 150-feet from any existing or proposed driveway.

Commercial Driveway Policy: District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Successive Driveway Policy: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 30 to align or offset a minimum of 125-feet from any existing or proposed driveway.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

Applicant Proposal: The applicant is proposing to construct three driveways to intersect Emerald Street, one driveway to intersect Curtis Road, and three driveways to intersect Denton Street. The driveways are proposed to be located as follows:

- One 36-foot wide full access driveway proposed to intersect Emerald Street located approximately 920-feet west of the east property line (measured property line to centerline).
- One 36-foot wide full access driveway proposed to intersect Emerald Street located approximately 620-feet west of the east property line (measured property line to centerline).
- One right-in/right-out only driveway with 12-foot drive aisles proposed to intersect Emerald Street located approximately 330-feet west of the east property line (measured property line to centerline).
- One right-in/right-out only driveway with 12-foot drive aisles proposed to intersect Curtis Road located approximately 270-feet south of the north property line (measured property line to near edge).
- One 36-foot wide full access driveway proposed to intersect Denton Street located approximately 920-feet west of the east property line (measured property line to centerline).
- One 36-foot wide full access driveway proposed to intersect Denton Street located approximately 630-feet west of the east property line (measured property line to centerline).
- One 36-foot wide full access driveway proposed to intersect Denton Street located approximately 320-feet west of the east property line (measured property line to centerline).

Staff Comment/Recommendation: The applicant's proposal to construct three driveways to intersect Denton Street meets District Policy and is approved, as proposed.

The applicant's proposal to construct one right-in/right-out only to intersect Emerald Street meets District policy and is approved as proposed. The applicant will be required to coordinate the design of the pork chop median and a signage program with District Traffic Services and Development Review staff.

The second driveway proposed to intersect Emerald Street located approximately 620-feet west of the east property line will not be approved as proposed. As identified in the submitted traffic study, the location of this driveway impacted by vehicles stacking from the Emerald/Curtis intersection, making this location unsuitable for a driveway.

The applicant will be required to relocate the proposed third driveway to the east (to increase the distance between the driveway and curve in Emerald Road and to align the driveway centerline to centerline with the existing driveway on the north side of Emerald Road for the Emerald Professional Park.

The applicant's proposal to construct one right-in/right-out driveway on Curtis Road does not meet District Access Management or Successive Driveway Policy, however staff recommends a modification of policy to allow the right-in/right-out driveway to be located, as proposed. Staff recommends the modification of policy for the driveway to reduce the impacts to the Curtis/Denton intersection. The right-in/right-out driveway should intersect Curtis Road approximately 270-feet south of the north property line, as proposed. The applicant will be required to coordinate the design of the pork chop median and a signage program with District Traffic Services and Development Review staff.

All the driveways will need to be paved their full width and at least 30-feet into the site beyond the edge of pavement of the roadway. Pavement tapers with 15-foot radii will need to be installed abutting the existing roadway edge.

7. Tree Planters

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

8. Landscaping

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

9. Other Access

Curtis Road and Emerald Street are classified as minor arterial roadways. Other than access specifically granted with this application, direct lot access to these roads is prohibited, and shall be noted on the final plat.

C. Site Specific Conditions of Approval

1. Construct minimum 5-foot detached concrete sidewalk along Curtis Road abutting the site, as proposed. Provide a sidewalk easement for any portion of sidewalk located outside of the right-of-way.
2. Construct a northbound center turn lane on Curtis Road at Denton, as identified in the submitted traffic impact study. The center turn lane should extend from the existing center turn lane at the Emerald/Curtis intersection south 50-feet beyond Denton Street, tapering back to a 4-lane roadway. The applicant may need to dedicate additional right-of-way from adjacent properties to construct the center turn lane. Because of this the District will not sign a final plat for any phase of the development until all of the right-of-way needed to construct the center turn lane has been dedicated, or it has been demonstrated that no additional right-of-way dedication is required to construct the turn lane. Coordinate the design and construct of the center turn lane with District Traffic Services and Development Review staff.
3. Construct minimum 5-foot detached concrete sidewalk no closer than 41-feet from the centerline of Emerald Street abutting the site, as proposed. Provide a sidewalk easement for any portion of sidewalk located outside of the right-of-way.
4. Construct one cul-de-sac turnaround or with a minimum outside radius of 45-feet at the terminus of Denton Street abutting the site. OR construct an alternative turnaround such as an offset cul-de-sac at the terminus of the roadway, or provide a T-type public turnaround easement encompassing a driveway if a driveway were to be located a minimum of 150-feet from the current terminus of Denton Street.
5. Construct one right-in/right-out only driveway to intersect Emerald Street located approximately 330-feet west of the east property line, as proposed. 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 with 15-foot radii abutting the existing roadway edge. Coordinate the design of the pork chop median and a signage program with District Traffic Services and Development Review staff.
6. Construct one 36-foot full access driveway to intersect Emerald Street located approximately 930-feet west of the east property line. The driveway is required to align centerline to centerline with the existing driveway on the north side of Emerald Road for the Emerald Professional Park. 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 with 15-foot radii abutting the existing roadway edge.

7. Construct one right-in/right-out only driveway to intersect Curtis Road located approximately 270-feet south of the north property line, as proposed. 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 with 15-foot radii abutting the existing roadway edge. Coordinate the design of the pork chop median and a signage program with District Traffic Services and Development Review staff.
8. Construct three 36-foot full access driveways to intersect Denton Street, as proposed.
9. Other than access specifically approved with this application, direct lot access onto Curtis Road and Emerald Street is prohibited, and shall be noted on the final plat.
10. Comply with all standard conditions of approval.

D. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the right-of-way.
2. Private sewer or water systems are prohibited from being located within any ACHD roadway or right-of-way.
3. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
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. Comply with the District's Tree Planter Width Policy.
6. 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.
7. All design and construction shall be in accordance with the Ada County Highway District Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Ordinances unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
8. The applicant shall submit revised plans for staff approval, prior to issuance of building permit (or other required permits), which incorporates any required design changes.
9. Construction, use and property development shall be in conformance with all applicable requirements of the Ada County Highway District prior to District approval for occupancy.

10. Payment of applicable road impact fees is required prior to building construction. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
11. 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.
12. 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 the Ada County Highway District. The burden shall be upon the applicant to obtain written confirmation of any change from the Ada County Highway District.
13. Any change by the applicant in the planned use of the property which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant or its successors in interest advises the Highway District of its intent to change the planned use of the subject property unless a waiver/variance of said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

E. 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.

Ada County Street Name Committee

- The following existing street names shall appear on the plat:
 - N. Curtis Road
 - W. Denton Street
 - W. Emerald Street

Central District Health Department - Malcohm McGregor

- After written approval from appropriate entities are submitted, we can approve this proposal for central sewage and central water.

- The following plans must be submitted to and approved by the Idaho Department of Health and Welfare, Division of Environmental Quality:
 - A. Central Sewage
 - B. Central Water
- Street runoff is not to create a mosquito breeding problem.

STORMWATER MANAGEMENT RECOMMENDATIONS

We recommend that the first one half inch of stormwater be pretreated through a grassy swale prior to discharge to the subsurface to prevent impact to groundwater and surface water quality. The engineers and architects involved with the design of this project should obtain current best management practices for stormwater disposal and design a stormwater management system that is preventing groundwater and surface water degradation. Manuals that could be used for guidance are:

- 1) *State of Idaho Catalog of Stormwater Best Management Practices For Idaho Cities and Counties.*
Prepared by the Idaho Department of Environmental Quality, July 1997.
- 2) *Stormwater Best Management Practices Guidebook.*
Prepared by City of Boise Public Works Department, May 2000.

Nampa & Meridian Irrigation District – John P. Anderson

- The above referenced project intends to allow municipal surface drainage to leave the site, which, surface drainage will discharge into Nampa & Meridian Irrigation District. The District must review and approve drainage plans. If approved, Nampa & Meridian Irrigation District will require a License Agreement for discharge with Board approval. The Developer must comply with Idaho Code 31-3805.

Nampa & Meridian Irrigation District requires a Land Use Change Application be filed, for review, prior to final platting. Please have the developer contact Susette Hewlett, Asst. Secretary/Treasurer, at 466-7861 for further information.

It is recommended that irrigation water be made available to all developments within the Nampa & Meridian Irrigation District.

Independent School District of Boise City #1

- At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

- Elementary School: Morley Nelson
- Junior High School: Fairmont
- High School: Capital

United States Postal Service – Dan Frasier, Postmaster

- The City of Boise and Ada County have agreed that no Final Plat maps will be approved without the following condition being met. Prior to the signing of the Final Plat by the City Engineer, the Developer and/or Owner shall provide an letter from the United States Postal Service stating, **“The Developer and/or Owner has received approval from location of mailboxes by the United States Postal Service.”**
- Contact: Dan Frasier, Postmaster
770 S. 13th Street.
Boise, ID 83708-0100
Phone: (208) 433-4300
Fax: (208) 433-4400

The following are the basic conditions requested by the Postal Service.

1. In all new residential areas, service will be provided to Cluster Box Units (CBUs). It will be the responsibility of the contractor to pour a cement pad meeting the required specifications in a location(s) approved by the Postal Service.
2. The clustering of all boxes in one approved area is recommended for multi-family dwellings, e.g., condos, duplexes, triplexes, etc. All locations must still be approved.
3. Fill-in development, defined as three or less residential lots, may receive the existing mode of delivery as the rest of the neighborhood. All locations must still be approved.

Recommended Conditions of Approval

Special Conditions & Plat Notes

1. Prior to submittal of the Final Plat the associated Rezone with the Development Agreement (CAR08-00025) shall pass the required three readings at City Council.
2. Prior to submittal of the Final Plat the associated text amendment to Chapter 8 of the Comprehensive Plan (CAR08-00026) shall be approved by the City Council.
3. Prior to the issuance of a Building Permit on any lot zoned L-OD within the proposed subdivision, Design Review approval must be obtained.
4. West Emerald Street and N. Curtis Road as they abut the subject property shall be improved with a minimum five foot wide, detached, non-meandering sidewalk as proposed.
5. Lots 9 and 10 which are located within the proposed Phase 2 of the subdivision are common lots to be used for a walking path and open space. A note on the face of the Final Plat shall state: *"Lots 9 and 10 are common lots to be used for open space which shall be owned and maintained by the Emerald Station Property Owner's Association. These lots cannot be developed for residential purposes in the future."*
6. The existing structures shall be removed and/or demolished prior to the City Engineer signing the Final Plat. In addition, Demolition Permits are required and may be obtained through the Planning and Development Services Department – Permit Desk.
7. For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on (1) one side; for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides; and for standard ACHD cul-de-sacs parking shall be restricted on both sides. A note on the face of the Final Plat is required noting the parking restriction prior to signing of the Final Plat by the Boise City Engineer.
8. Compliance with all conditions of approval of the Nampa & Meridian Irrigation District is required.

Covenant Requirements

9. Covenants, homeowners' association by-laws or other similar deed restrictions acceptable to the Boise City Attorney, which provide for the use, control and maintenance of all common areas, common party walls, storage facilities, recreational facilities or open spaces shall be reviewed and approved by the Boise City Attorney.

Erosion Control Requirements

10. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8 Chapter 17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.
11. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City. This information can be faxed to 388-4735 or e-mailed to swebb@cityofboise.org.

Drainage Conditions

12. Subdivision drainage shall be in accordance to B.C.C. 9-20-8.E. The developer shall provide written approval from the appropriate drainage entity approving the drainage system, and/or acceptance of the subdivision drainage discharge; or submit a letter from a registered professional engineer certifying that all drainage shall be retained on-site. A copy of the approved construction drawing(s) depicting all site drainage improvements shall be submitted with the letter.
 - A. Developer may either construct improvement prior to final platting or post bond in the amount of 110% of the estimated construction costs. Estimated construction costs shall be provided by the developer's engineer.
 - B. For drainage facilities located outside of the public right-of-way, the developer shall dedicate a storm drainage easement. Said easement shall be labeled as either an Ada County Highway District storm drainage easement or a homeowners' association storm drainage easement, depending on what entity will assume responsibility for the operation and maintenance of the storm drainage system.
 - C. Should the homeowners' association be responsible for the operation and maintenance of the storm drainage facilities, covenants, homeowners' association by-laws or other similar deed restrictions acceptable to the Boise City Attorney shall be reviewed and approved by the Boise City Attorney.

Irrigation Conditions

13. Comply with Boise City Code Section 9-20-8.J concerning pressure irrigation requirements prior to signing of the final plat by the Boise City Engineer.

-
- A. The owner, person, firm or corporation filing the subdivision plat shall provide a pressurized irrigation system. The system must conform to the minimum design standards and specifications of Boise City, or of the entity that will operate and maintain the system, if that entity has published standards; or
 - B. The owner, person, firm or corporation filing the subdivision plat shall provide written documentation that a valid waiver of the requirement to provide a pressure irrigation system and that Idaho Code 31-3805(1)(a) regarding transfer of water rights, has been complied with.
14. Prior to either commencing construction or signing of the final plat by the Boise City Engineer, developer shall:
- A. Submit for approval by the Department of Public Works, construction plans and specifications for the pressurized system, stamped by a registered engineer.
 - B. Provide written assurance that provisions have been made for ownership, operation, and maintenance of the system.
 - C. Delineate all necessary irrigation easements on the final plat (B.C.C. 9-20-7.F).
15. Developer shall provide for an independent inspection of the installation of irrigation facilities and written certification by the design or project engineer that the system was installed according to the approved plans. In addition, the Department of Public Works must be present for the system pressure test and participate in a final inspection.
16. Developer may construct prior to final platting or bond in the amount of 110% of the estimated construction costs based on the approved plans.
17. Developer and/or owner shall pay the current inspection and plan review fees applicable to the proposed subdivision prior to signing of the final plat by the Boise City Engineer (B.C.C. 9-20-11).
18. No ditch, pipe or structure for irrigation water or irrigation waste water shall be obstructed, rerouted, covered or changed in any way unless such obstruction, rerouting, covering or changing has first been approved by a signed and recorded License Agreement.
- A. Prior to signing of the Final Plat by the Boise City Engineer a recorded License Agreement for the relocation or alteration of any ditch, pipe or structure for irrigation water or irrigation waste water shall be provided to Boise City. The License Agreement shall be signed by the irrigation district, the water users and the applicant and shall contain a legal description and survey of the easement for the relocation of the irrigation facility. The recording number of the License

Agreement shall be referenced in a note on the Final Plat and the easement shall be shown on the Final Plat.

19. Fence, cover or tile all irrigation ditches, laterals or canals and drains, exclusive of natural waterways, intersecting, crossing or lying adjacent to the subdivision prior to final platting or post bond in the amount of 110% of the estimated improvement cost with the Boise City Planning and Development Services Department. "Adjacent" is defined by the Boise City Code as "located within less than sixty feet (60') of **any lot** included in the development."
 - A. Any covering or fencing program involving the distribution of any irrigation district shall have the prior approval of the affected district.
 - B. If the developer requests a water amenity, such request shall comply with B.C.C. 9-20-8.F.5.
 - C. Fencing shall be installed within 60 days of the issuance of the first building permit in the development, if building permits are obtained prior to completion of fencing improvements. If the fencing is not completed after 60 days, no further building permits will be accepted until the fencing is completed.

Sewer Condition

20. Wetline sewers are required (Boise City Code 9-20-08.D, *Improvements; Sanitary Sewers*). The developer and/or owner shall provide Boise City Public Works Department with a letter from the public agency responsible for the sewer collection system (Bench Sewer District) stating that sewer has been installed and has been accepted for service or provide evidence, by way of contract or other means, which assures sewer service will be provided and that the necessary bonding are in place to assure completion of said sewer.

Street Light Conditions

21. Developer shall delineate on the face of the final plat a Boise City street light easement, acceptable to the Boise City Department of Public Works, for the purpose of installing and maintaining city-owned street light fixtures, conduit, and wiring lying outside the dedicated public right-of-way (B.C.C. 9-20-7.F).
22. The developer shall be required to install, at their expense, street lights in accordance with Boise City Public Works specifications and standards at locations designated by the Public Works Department (B.C.C. 9-20-08.H). Plans shall be reviewed and approved by the Boise City Public Works Department prior to commencement of construction or bonding.

23. Developer shall pay the current street light inspection and plan review fees on the proposed subdivision (B.C.C. 9-20-11).
24. The street lights shall be installed and accepted by the Boise City Public Works Department at the following locations. Unless otherwise noted, 4 street lights shall be installed at a 25-foot minimum mounting height, 100 W.H.P.S. 1 street light shall be installed at a 30- foot minimum mounting height, 250/400 W.H.P.S.
 - 1) Light Locations:
 - S.W. corner of Lot 7, Block 1
 - 26 feet east of the S.W. corner of Lot 6, Block 1
 - 26 feet east of the S.W. corner of Lot 3, Block 1
 - S.W. corner of Lot 2, Block 1
 - N.W. Corner Lot 2, Block 1
 - S.W. Corner Lot 4, Block 1
 - S.W. Corner Lot 5, Block 1
 - S.E. Corner Lot 9, Block 1
 - 40 foot north of the N.W. Corner Lot 9, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
 - 26 foot east of the N.W. Corner Lot 5, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
 - 26 foot east of the N.W. Corner Lot 4, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
 - N.W. Corner Lot 1, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
 - S.E. Corner Lot 1, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
 - S.E. Corner Lot 2, Block 1-30-foot minimum mounting height, 250/400 W.H.P.S.
25. If approval for bonding is granted by the Boise City Public Works Department, developer may bond in the amount of 110% of the estimated street light costs. Street lights shall be installed within 90 days of the issuance of the first building permit in the development, if building permits are obtained prior to completion of street light improvements.

Solid Waste Conditions

26. Please review the following requirements regarding the Boise Municipal Code Solid Waste Ordinance [Section 8-10-03 Commercial Solid Waste Collection Service](#). An accessible location and adequate space for trash enclosures must be planned for during the subdivision stage even when enclosures are to be built during a later phase of the project. Failure to demonstrate compliance with these guidelines may result in a delay of subdivision approval.

A. General Requirements

- 1) Each developed parcel must have its own trash service location or a documented legal agreement between multiple parcels for shared access and service.
- 2) All plans submitted to the City must show the exact location of the proposed trash enclosures on the Site Plan with dimensions.
- 3) All commercial accounts must sign a service agreement with Allied Waste Services or self-haul refuse to landfill.

B. Enclosure Requirements for Solid Waste Containers

- 1) Solid waste containers must be shielded from view of public streets by walls, fences, earthen berms or evergreen landscaping that provide an opaque, attractive sight barrier and that comply with all applicable city ordinances.
- 2) Enclosures must be on a firm, level surface pad of concrete or asphalt that is at least 12' wide, 12' deep, and 3" thick.
- 3) The minimum interior enclosure dimensions to house one 3, 6, or 8-yard container is 12' wide x 12' deep.
- 4) The minimum interior enclosure dimensions to house two 3, 6 or 8-yard trash or recycling containers are 18' wide x 12' deep, with gates that open along the 18' side. If two sets of gates are used, the interior enclosure dimensions must be a minimum of 25'. With each set of gates having a minimum interior opening of 12'.
- 5) Enclosures must be at ground level, and each pad must be even with the surrounding concrete or asphalt.
- 6) The enclosure gates must open at least 120 degrees and include a mechanism to keep them open. (Note: Ensure gates are designed to clear curbs, landscaping, and bollards which may block them from opening 120 degrees as this is a common problem.)
- 7) The enclosure gate opening must be a minimum of 12', or 18' for two containers.
- 8) If food preparation activities warrant the use of grease containers provisions must be made for space and safe access to the containers.

C. Access Requirements for Solid Waste Containers

- 1) Enclosures must be located and configured so there is at least 50' of unobstructed access in front of the enclosure as measured from the center of the enclosure gates. Large roll-off containers (20 yd, 40 yd) and compactors require 60' of clearance in front of the container and 25' overhead clearance. If the vehicle circulation plan does not allow trucks proper forward access back to a public street after collection, a hammerhead turn-around or cul-de-sac must be provided.

- 2) There must be at least 25' of overhead clearance within 30' of the front of the enclosure, to avoid damage and interference while containers are being emptied.
- 3) For developments in the downtown core where access is more restricted, contact Public Works directly at 384-3901 to discuss trash/recycling container location and access.
- 4) All roads, alleys, or service drives must have an unobstructed path of at least 15' high and 15' wide to allow for safe access to enclosures. The path of the truck to and from the enclosure must be free of overhead lines, overhanging trees, and other obstructions, such as drive through canopies
- 5) The area 40' surrounding the front of the enclosure may not have a slope of greater than 3%.
- 6) Public Works staff shall have final approval over safety factors and space requirements, including location of containers, and proper height and width clearances.

General Conditions

27. No application for a Building Permit for the construction of any new structure upon property within a proposed subdivision plat shall be accepted until the Final Plat has been recorded pursuant to the requirements of the Boise City Subdivision Ordinance.
28. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:
 - A. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,

OR

- B. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.

NOTE: No Parking" signs and curb painting shall be required on streets having a width less than 36-feet, back of curb to back of curb. Contact the Boise City Fire Department for sign placement and spacing. Developer may either construct prior to Final Platting or post bond in the amount of 110% of the estimated costs with the Boise City Planning and Development Services Department.

29. The name, **Emerald Station Subdivision**, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name

occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Boise City Council of the "revised" Final Plat shall be required. Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.

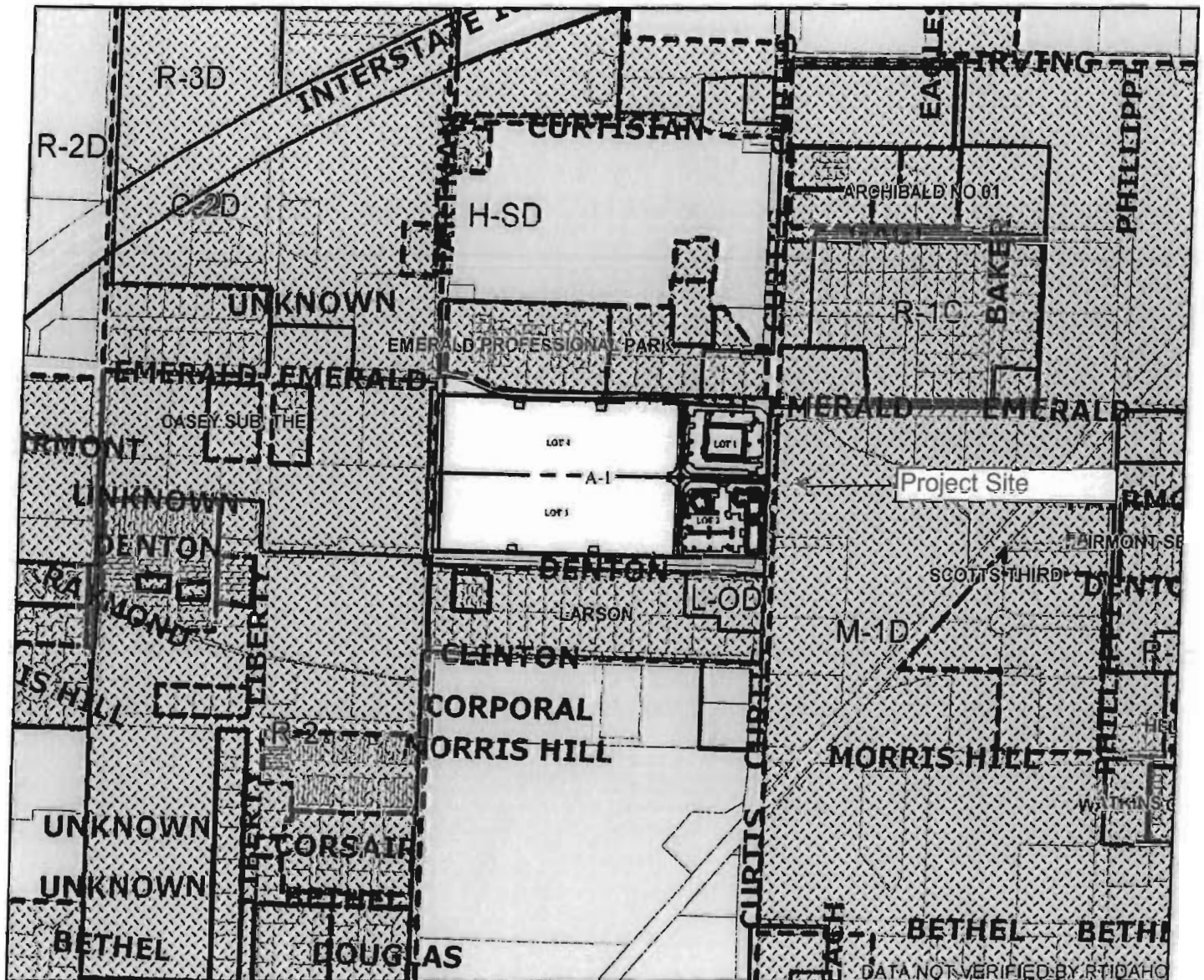
30. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat (I.C. Title 50, Chapter 13).
31. A letter of acceptance for water service from the utility providing same is required (B.C.C. 9-20-8.C).
32. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 9-20-7.F).
33. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

Contact: Dan Frasier, Postmaster
770 S. 13th St.
Boise, ID 83708-0100
Phone: (208) 433-4300
Fax: (208) 433-4400

34. Approval of sewer and water facilities by the Central District Health Department is required (I.C. Title 50, Chapter 13).
35. A letter from the appropriate school district is required stating, "The Developer has made arrangements to comply with all requirements of the School District."
36. Developer shall comply with all construction standards of Ada County Highway District including approval of the drainage plan, requirements for installing curb, gutter, sidewalks and paving throughout the subdivision as specified by the Boise City Council. Signature by the Ada County Highway District on the plat is required (I.C. Title 50, Chapter 13).
37. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District and the Ada County Treasurer (I.C. Title 50, Chapter 13).

-
38. Developer shall comply with B.C.C. 9-20-5.D.2 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.
- A. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two year period, or expiration date established thereafter.
 - B. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.
 - C. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.
39. This subdivision is approved for eight buildable lots and two common lots.

EmeraldStation Vicinity Map



SCALE 1 : 7,000

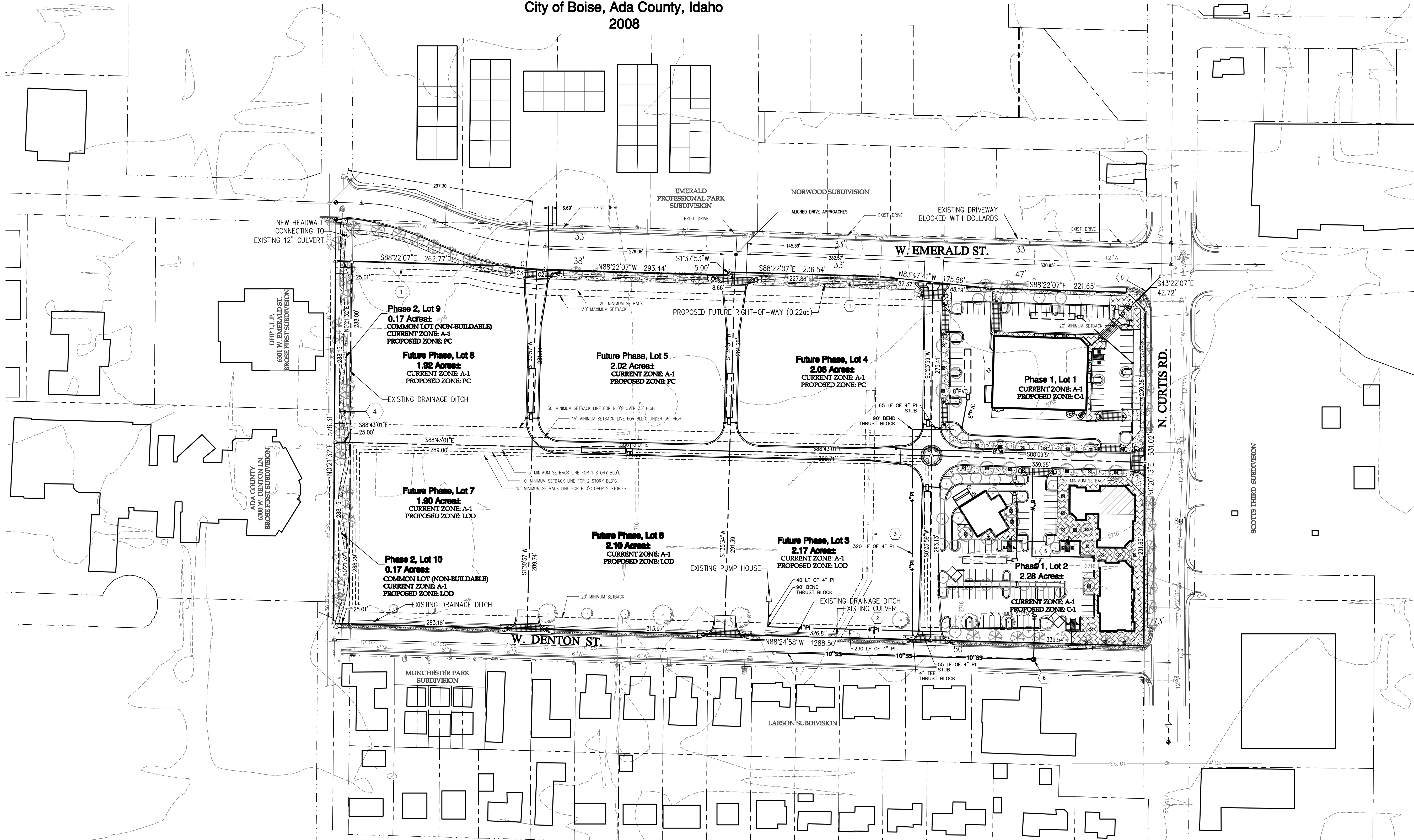
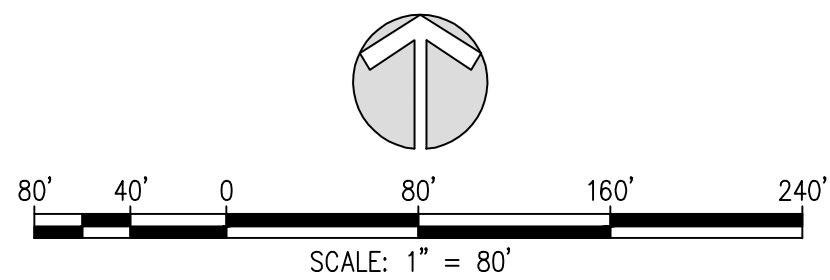


VICINITY MAP

RECEIVED
OCT 28 2008
Planning Dept.
Subdivisions

| Curve Table | | | | | |
|-------------|--------|---------|----------|--------------|---------------|
| CURVE | LENGTH | RADIUS | DELTA | CHORD LENGTH | CHORD BEARING |
| C1 | 69.93' | 488.00' | 81°2'38" | 69.87' | S84°15'48"E |
| C2 | 12.63' | 488.00' | 1°28'59" | 12.63' | S87°37'37"E |

11 Preliminary Plat
for
EmeraldStation
17.10 Acres Situated in a North 1/2 of the Northeast 1/4 of the Southeast 1/4 of Section 7,
Township 3 North, Range 2 East, Boise Meridian,
City of Boise, Ada County, Idaho
2008



| Revisions | | Description |
|-----------|----------|-------------------------------|
| No. | Date | |
| 1 | 07/20/09 | CHANGE LOTS 9 & 10 TO PHASE 2 |

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EmeraldStation
Boise, Idaho

Project Name:

Preliminary Plat

Sheet Title:



THE LAND GROUP
INCORPORATED

- Landscape Architecture
- Civil Engineering
- Site Planning
- Golf Course Irrigation & Engineering
- Graphic Communication
- Land Surveying

462 East Shore Drive, Suite 100
Eagle, Idaho 83616
Phone: 208.939.4041
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www.thelandgroupinc.com

Developer

HAWKINS COMPANIES, LLC
JESSICA AGUILAR
855 BROAD STREET
BOISE, ID
PHONE: 208.908.5575
FAX: 208.376.8523

Civil Engineer

THE LAND GROUP, INC.
JASON DENSMER
462 E. SHORE DR., SUITE 100
EAGLE, ID
PH: 208.939.4041
FAX: 208.939.4445

Legend

| | |
|--|-----------------------------|
| | SPECIALTY SIDEWALK |
| | SPECIALTY CONCRETE PAVEMENT |
| | EXISTING CONCRETE SIDEWALK |
| | PROPOSED CONCRETE SIDEWALK |
| | EXISTING TREES |
| | PROPOSED TREES |
| | PROPOSED TREES |
| | PROPOSED TREES |
| | EXISTING CONTOURS |
| | PROPOSED CONTOURS |

General Notes

- THE PROPERTY DELINEATED HEREON IS LOCATED IN FLOOD ZONE X PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP PANEL NUMBER 16001C0260 G, DATED FEBRUARY 19, 2003.
- THE PROPERTY DELINEATED HEREON IS ZONED A-1 (OPEN LAND DISTRICT). THE DIMENSIONAL STANDARDS IN THE A-1 ZONE ARE AS FOLLOWS:

MAXIMUM BUILDING HEIGHT: 35'-FEET
FRONT YARD SETBACK: 20'-FEET
REAR YARD SETBACK: 30'-FEET
INTERIOR SIDE SETBACK: 10'-FEET
STREET SIDE SETBACK: 20'-FEET

THE PROPOSED ZONING FOR THE PROPOSED LOTS ARE PC (PEDESTRIAN COMMERCIAL), LOD (LIMITED OFFICE, WITH DESIGN REVIEW OVERLAY), AND C-1 (NEIGHBORHOOD COMMERCIAL). THE DIMENSIONAL STANDARDS IN THE ZONES ARE AS FOLLOWS:

LOT 4 HEREON IS ZONED PC (PEDESTRIAN COMMERCIAL). THE DIMENSIONAL STANDARDS IN THE PC ZONE ARE LOCATED IN THE BOISE MUNICIPAL CODE IN SECTION 11-17.

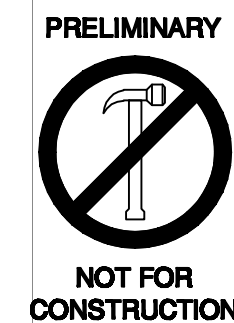
LOT 3 HEREON IS ZONED LOD (LIMITED OFFICE, WITH DESIGN REVIEW OVERLAY). THE DIMENSIONAL STANDARDS IN THE LOD ZONE LOCATED IN THE BOISE MUNICIPAL CODE IN SECTION 11-4-5.

LOTS 1, & 2 HEREON IS ZONED C-1 (NEIGHBORHOOD COMMERCIAL). THE DIMENSIONAL STANDARDS IN THE C-1 ZONE LOCATED IN THE BOISE MUNICIPAL CODE IN SECTION 11-4-6.

Keynotes

- PER ITEM No. 19 OF TITLE COMMITMENT No. NCS-306469-BOI AN EASEMENT IN FAVOR OF THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY FOR THE PURPOSE OF COMMUNICATIONS LINES INSTRUMENT No. 8735321.
- PER ITEM No. 20 OF TITLE COMMITMENT No. NCS-306469-BOI AN EASEMENT IN FAVOR OF THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY FOR THE PURPOSE OF COMMUNICATIONS LINES INSTRUMENT No. 8831661.
- PER ITEM No. 21 OF TITLE COMMITMENT No. NCS-306469-BOI A 15 FOOT WIDE EASEMENT IN FAVOR OF IDAHO POWER FOR THE PURPOSE OF POWER LINES INSTRUMENT No. 99094411.
- PER ITEM No. 22 OF TITLE COMMITMENT No. NCS-306469-BOI A 15 FOOT WIDE EASEMENT IN FAVOR OF IDAHO POWER FOR THE PURPOSE OF POWER LINES INSTRUMENT No. 106002345.
- CONNECTION TO EXISTING SEWER WITH 10-INCH SEWER FOR SERVICE.
- INSTALL NEW SEWER MANHOLE.

VINCINTY MAP (-NTS-)



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