SUB16-00032 / ODOM ESTATES SUBDIVISION

Summary
Preliminary plat for a residential subdivision comprised of 12 buildable and 2 common lots on 2.3 acres located at 2919 N. 26th Street in an R-1C (Single Family Residential) zone.

Prepared By
David Moser, Associate Planner

Recommendation
Approval of SUB16-00032

Reason for the Recommendation

Subdivision
The subdivision conforms with the Boise City Comprehensive Plan and Development Code, including the standards of the R-1C (Single Family Residential) zone.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=0
MEMORANDUM

TO: Boise City Planning and Zoning Commission

FROM: David Moser, Associate Planner
Boise City Planning and Development Services

HEARING DATE: July 11, 2016

RE: SUB16-00032 / Odom Estates Subdivision / Preliminary Plat

Elder LLC is requesting preliminary plat approval for a residential subdivision comprised of 12 buildable and 2 common lots on 2.3 acres located at 2919 N. 26th Street in an R-1C (Single Family Residential) zone. The subject property is located near the intersection of 26th Street and Hill Road.

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1. Property Information

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<td><strong>Applicant/Status</strong></td>
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<td><strong>Representative</strong></td>
</tr>
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<td><strong>Location of Property</strong></td>
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<tr>
<td><strong>Size of Property</strong></td>
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<td><strong>Zoning</strong></td>
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<td><strong>Comprehensive Plan Designation</strong></td>
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<td><strong>Planning Area</strong></td>
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<tr>
<td><strong>Neighborhood Association/Contact</strong></td>
</tr>
<tr>
<td><strong>Procedure</strong></td>
</tr>
</tbody>
</table>

2. Project Overview/Background

The subdivision is comprised of 12 buildable and 2 common lots near the intersection of 26th Street and Hill Road (Figure 1). The preliminary plat provides street frontage along Neff Street for all 12 lots. Neff Street as it extends through the subject property is a new public right-of-way proposed with this application.

*Figure 1*
Adjacent Land Uses and Zoning

<table>
<thead>
<tr>
<th>Location</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North:</td>
<td>Residential / R-1C</td>
</tr>
<tr>
<td>South:</td>
<td>Residential / R-1C</td>
</tr>
<tr>
<td>East:</td>
<td>Residential / R-1C</td>
</tr>
<tr>
<td>West:</td>
<td>Residential / R-1C</td>
</tr>
</tbody>
</table>

**History of Previous Actions**

ROS16-00044 | Record of Survey for a three lot minor land division. (Withdrawn)

3. Development Code & Dimensional Standards

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-03-04.04</td>
<td>Subdivision Plat</td>
</tr>
<tr>
<td>11-04-03</td>
<td>Residential Districts</td>
</tr>
<tr>
<td>11-09</td>
<td>Subdivision Standards</td>
</tr>
</tbody>
</table>

4. Transportation, Public Services & Connectivity

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Traffic Count</th>
<th>Level of Service*</th>
</tr>
</thead>
<tbody>
<tr>
<td>26th Street</td>
<td>235’</td>
<td>Local</td>
<td>23 north of Smith Avenue on 11/29/12</td>
<td>N/A</td>
</tr>
<tr>
<td>Hill Road</td>
<td>0’</td>
<td>Collector</td>
<td>545 east of 28th Street on 7/8/14</td>
<td>“E”</td>
</tr>
</tbody>
</table>

*(The acceptable level of service for a two-lane collector is “D” (425 VPH)*

**Transportation and Public Services**

Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The subdivision will increase traffic along adjacent roadways during the PM Peak by 11 trips. As such, 26th Street will continue to operate at an acceptable level of service. However, Hill Road east of 36th Street is a two lane collector constrained by existing topography. Due to these constraints there is no capacity to expand Hill Road to accommodate additional traffic and it currently operates at a Level of Service (LOS) “E”.

The Ada County Highway District (ACHD) submitted their comments in a staff report issued on June 17, 2016. They are recommending approval of the preliminary plat with conditions that require improving 26th Street as a 36-foot street section, which includes curb, gutter and five-foot attached sidewalk abutting the site. The applicant will also be required to dedicate right-of-way on 26th street.
A recommended condition of approval also requires the construction of Neff Street on site within a 42-foot right-of-way, which connects to the proposed street stub on west property line. Neff Street will be built as a 29-foot street section, including vertical curb, gutter and 5-foot wide attached sidewalk. Due to the width of the street section parking along Neff Street will be restricted to one side. The site will be served by Boise City Sewer and all public utilities are available to the site. The applicant must meet the requirements of the Boise City Public Works Department.

**Connectivity**

The preliminary and final plat for the Chesler Park Subdivision # 2 (SUB16-00019), which is west of the site, was approved by City Council on June 7, 2016. This subdivision stubbed Neff Street to the property. The Odom Estates Subdivision provides a street connection through the site to 26th Street and all parcels will take access from Neff Street. In addition, the subdivision design includes two common driveways that provide access for seven lots on the north half of the site.

![Diagram of connectivity](image)

**Figure 2**

The subdivision has a connectivity index of three (one node and three links). This is considered acceptable.
5. Comprehensive Plan

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Goals, Objectives &amp; Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 2: Citywide Policies</td>
<td>Policy CC 2.1</td>
</tr>
</tbody>
</table>
| Chapter 3: Community Structure and Design | Principle IDP-N.1  
Principle IDP-N.2  
Principle IDP-N.3 |

A *Connected Community Policy CC 2.1 (b)* Establish a connectivity measure to promote a connected system of roadways to alleviate traffic congestion, reduce travel distances, and increase travel options.

*Infill Design Principles For Neighborhood Principle N.1:* Ensure infill and redevelopment within established neighborhoods is compatible with the height, scale, and massing of adjacent homes and the overall character of the street frontage. Use transitions in building heights and variations in side yard setbacks to reduce visual impacts on adjacent homes.

*Infill Design Principles For Neighborhood Principle N.2:* Reinforce the established streetscape characteristics through the use of complementary setbacks, sidewalk widths, and street trees as part of infill and redevelopment projects.

*Infill Design Principles For Neighborhood Principle N.3 (c):* Provide a variety of garage orientations (e.g., front-loaded, side-loaded) or a shared access to a central bank of garages located behind the primary structure if alley access is unavailable.

The subject property’s compact land use designation encourages the development of predominantly single-family detached homes on small lots.

6. Analysis/Findings

The R-1C zone requires a minimum interior lot size of 5,000 square feet and an average width of 50 feet. All lots within the subdivision comply with these standards and the design includes only interior lots. In particular, the two lots adjacent to 26th Street are separated from the public right-of-way by common lots. The allowed density of the R-1C zone is eight dwelling units per acre and the density of the subdivision is 5.2 units per acre. The project connects Neff Street through the site and will provide connectivity between 26th and 28th Streets. The design will use two common driveways to provide street access to seven lots on the north half of the project. The common driveways comply with the requirements of the Boise City Development Standards.
The project layout bounds Lot 6 on two sides with a common driveway. This lot will take access from the common driveway along the east property line and there will be a platted five-foot wide landscape buffer along the west property line. This landscape buffer will separate Lot 6 from the west common driveway (Figure 3).

![Figure 3](image)

The existing house and outbuildings on site will be removed with the subdivision. A recommended condition of approval requires existing structures be removed prior to submitting the Mylar of the Final Plat for the City Engineer’s signature. In addition, the applicant is not requesting any waivers for the subdivision ordinance.

In conclusion, the Planning Team finds the subdivision to be in compliance with all applicable development standards and recommend approval of SUB16-00032.
7. Recommended Conditions of Approval

Special Conditions and Plat Notes

1. A note shall be placed on the face of the Final Plat stating, “Development of this subdivision shall comply with the Boise City Development Code.”

2. Prior to submitting the Mylar of the Final Plat for the City Engineer’s signature the existing structures on site shall be removed.

3. No building permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the Boise City Code (B.C.C.) 11-09-04.1. If a Non-Building Agreement is approved by Boise City Fire Department, no building permits shall be submitted until a “Satisfaction of Non-Building Agreement” is recorded.

4. The name, Odom Estates 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 Surveyor for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Surveyor, the new name to the City of Boise Planning and Development Services Department and re-approval by the Council of the "revised" Final Plat shall be required. The 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.

5. The developer shall provide utility easements as required by the public utility providing service (B.C.C. 11-09-03.6).

6. Prior to submitting the Mylar of the Final Plat for the City Engineer’s signature, all the conditions of approval must be satisfied. Approvals must be provided on agency letterhead.

7. The Mylar shall include the following endorsements or certifications: signatures of owners or dedicators and acknowledgment, 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, signature of the Commissioners of the Ada County Highway District (ACHD) and the Ada County Treasurer (I.C. Title 50-17). The signatures of the owners or dedicator, certificate of the surveyor, certificate of the Central District Health Department and acceptance of the Commissioners of the ACHD must be executed prior to submittal of the Mylar for the City Engineer’s signature.
8. The developer shall comply with B.C.C. 11-03-04.4 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 Boise City Engineer’s signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

9. The preliminary plat for the Odom Subdivision is approved for 12 buildable lots.

10. After approval of the Final Plat by the Boise City Council and prior to submittal of the Mylar of the Final Plat, covenants, homeowners’ association by-laws or other similar deed restrictions which provide for the use, control and maintenance of all common areas, private streets, shared access and shared parking, and which shall be consistent with the Fair Housing Act of 1968, as amended from time to time, shall be reviewed and approved by the Boise City Attorney. After recordation of the final plat and CC&R’s, no building permit shall be accepted until a copy of the recorded CC&R’s have been submitted to the Boise City Attorney.

11. 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-Building 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.

12. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat (B.C.C 9-06-05.M).

13. A letter of acceptance for water service from the utility is required (B.C.C. 11-09-04.3).

14. A letter from the appropriate school district is required stating, "The Developer has made arrangements to comply with all requirements of the School District."

15. 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 No. (208) 433-4341
Fax No. (208) 433-4400

16. Prior to the City Engineer's Certification of the Final Plat and/or 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. 8-17, is to be submitted to the Erosion Control Program Manager for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.

17. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for the RP shall be 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 ejenkins@cityofboise.org.

18. 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 ACHD and the Ada County Treasurer (B.C.C. 11-03-04.04).
Agency Requirements

19. The applicant shall comply with the requirements of the Ada County Highway District per their staff report dated **June 17, 2016**.

20. The applicant shall comply with the requirements of the Boise City Fire Department per their letter dated **June 17, 2016**.

21. The applicant shall comply with the requirements of the Central District Health Department per their letter dated **June 13, 2016**.

22. The applicant shall comply with the requirements of the Boise City Planning and Development Services Building Department per their letter dated **June 2, 2016**.

23. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) for
   
   A. Grading, Drainage and Private Streets in a memo dated **June 20, 2016**.
   
   B. Pressurized Irrigation and Sewer in a memo dated **June 7, 2016**.
   
   C. Street Lights in a memo dated **June 1, 2016**.
   
   D. Solid Waste collection in a memo dated **June 2, 2016**.

Contact BCPW at 208-384-3900 for specific comments or questions. All requirements of the BCPW shall be completed or bonded for prior to submittal of the Final Plat for the signature of the Boise City Engineer.
## Property Information

**Address**
- **Street Number:** 2919
- **Prefix:** N
- **Street Name:** 26TH ST
- **Subdivision name:** F B SMITH SR EST SUB
- **Lot:** 22
- **Section:** 33
- **Township:** 4
- **Range:** 2
- **Zoning:** R-1C
- **Parcel Number:** R7999700430

## Applicant Information

**First Name:** Mike  
**Last Name:** Homan

**Company:** Elder LLC

**Address:** 2229 W State Street Suite B  
**City:** Boise  
**State:** ID  
**Zip:** 83702

**E-mail:** mhranddevelopment@yahoo.com  
**Phone Number:** (208) 861-9700  
**Cell:** (208) 861-9700

## Agent/Representative Information

**Role Type:**  
- [ ] Architect  
- [ ] Land Developer  
- [ ] Engineer  
- [ ] Contractor  
- [ ] Other

**First Name:** Sabrina  
**Last Name:** Dutrschi

**Company:** Briggs Engineering

**Address:** 1800 W Overland Road  
**City:** Boise  
**State:** ID  
**Zip:** 83705

**E-mail:** sabrinaw@briggs-engineering.com  
**Phone Number:** (208) 344-9700  
**Cell:**  
**Fax:**

## Owner Information

**Same as Applicant?**  
- [ ] No  
- [ ] Yes

**First Name:** Marian Louise  
**Last Name:** Watson

**Company:**

**Address:** 491 E Provident drive  
**City:** Boise  
**State:** ID  
**Zip:** 83706

**E-mail:** sabrinaw@briggs-engineering.com  
**Phone Number:** (208) 344-9700  
**Cell:**  
**Fax:**
1. Type of Application:  
- Preliminary  
- Final  
- Preliminary/Final

2. Proposed Subdivision/Condominium Name:  
Odom Estates Subdivision  
Note: Must be approved by the Ada County Surveyor.

3. Cross Reference Files:  
Please list all previously approved or currently associated file(s):  
ROS16-0044

4. Subdivision/Condominium Features:  
- Number of buildable lots/units: 12  
- Buildable lots/units per acre:  
- Number of common lots/units: 2  
- Zoning Classification:  
- Total acres in subdivision: 2.30

5. Building Program:  
- Number of Existing Buildings: 3  
- Number of Existing Buildings to Remain: 0  
- Type of Existing Buildings:  
  - Residential  
  - Commercial  
  - Industrial  
  - Mixed Use  
- If Residential What Type?  
  - Single Family  
  - Townhouse  
  - Duplex  
  - Multi-Family  
- Type of Proposed Buildings:  
  - Residential  
  - Commercial  
  - Industrial  
  - Mixed Use  
- If Residential What Type?  
  - Single Family  
  - Townhouse  
  - Duplex  
  - Multi-Family

6. Waivers or Modifications:  
- Are any waivers/modifications being requested from the Subdivision Ordinance?  
  - Yes  
  - No  
- If yes, please include a detailed explanation in your letter.  
- An additional waiver/modification review fee must be paid at the time of submittal.

7. Private Streets:  
- Are private streets proposed?  
  - Yes  
  - No  
- If yes, please provide justification in the letter of explanation.  
- An additional private street review fee must be paid at the time of submittal.
8. Public Streets:
   Number of new public streets proposed: 0

9. Floodways & Hillsides:
   Is any portion of this property located in a Floodway or a 100-year Floodplain?  
     Yes  No
   Does any portion of this parcel have slopes in excess of 15%?  
     Yes  No

   Note: If the answer to either of the above is yes, you will be required to submit an additional #112 Floodplain and/or #114 Hillside application and additional fee.

11. Airport Influence Area:
   Is the subject site located within the Airport Influence Area? (If yes, please mark which area.)  
     No  Area A  Area B  Area B1  Area C

The undersigned declares that the above provided information is true and accurate.
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature: ____________________________
Date: ____________________________
May 31, 2016

City of Boise Planning and Development
150 N Capitol Blvd
Boise, Idaho 83701

RE: Preliminary Plat Application for Odom Estates

Dear Planning Staff,

On the behalf of my Client Elder LLC, please accept this application for a preliminary plat located at 2919 N 26th Street, the subject site is zoned R-1C. This application had been submitted in accordance with City of Boise’s Zoning Ordinance and Blueprint Boise.

This application is requesting to subdivide 2.29 acres into 12 buildable lots and 2 common lots. The site will take access from 26th Street and connect to the proposed public right-of-way (W Neff Street) to the west of the subject site. Each lot will meet the minimum zoning requirements of the existing R-1C zone.

Public utilities have been confirmed and are available to the site and the proposed application plans to provide pressure irrigation to the proposed lots. Please note from the preliminary plat all existing structures are to be removed.

If you have any questions, please contact me at 208-344-9700 or preferably at sabrinaw@briggs-engineering.com

Thanks for your assistance with this application,

Sabrina Durtschi
Planning Project Manager
Project/File: Odom Subdivision / BPP16-0019 / SUB16-00032
The applicant is requesting preliminary plat approval for Odom Subdivision. The proposal consists of subdividing 2.3 acres into 12 buildable residential lots and 3 common lots. The site is located at 2923 N. 26th Street and is currently zoned R-1C.

Lead Agency: City of Boise
Site address: 2919 N. 26th St.
Staff Approval: June 17, 2016
Applicant: Mike Homan
Elder LLC
2229 W. State St. Ste. B
Boise, ID 83702
Representative: Sabrina Durtschi
Briggs Engineering
1800 W. Overland Rd.
Boise, ID 83705
Staff Contact: Austin Miller
Phone: 387-6335
E-mail: amiller@achdidaho.org

A. Findings of Fact

1. Description of Application: The applicant is requesting preliminary plat approval for Odom Subdivision. The proposal consists of subdividing 2.3 acres into 12 buildable residential lots and 3 common lots. The site is located at 2923 N. 26th Street and is currently zoned R-1C. The proposal is consistent with the City of Boise’s comprehensive plan.

2. Description of Adjacent Surrounding Area:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Single Family Residential District</td>
<td>R-1C</td>
</tr>
<tr>
<td>South</td>
<td>Single Family Residential District</td>
<td>R-1C</td>
</tr>
<tr>
<td>East</td>
<td>Single Family Residential District</td>
<td>R-1C</td>
</tr>
<tr>
<td>West</td>
<td>Single Family Residential District</td>
<td>R-1C</td>
</tr>
</tbody>
</table>

3. Site History: ACHD staff previously reviewed this site as a minor land division in May 2016.

4. Adjacent Development: The following developments are pending or underway in the vicinity of the site:
- Chesler Park and Chesler Park 2 combine for 12 residential lots and 3 common lots. Both subdivisions are abutting the site immediately to the west and were approved by ACHD in the spring of 2016.

5. **Transit:** Transit services are available to serve this site with the nearest Valley Ride bus stop located at the intersection of 28th Street and Taft Street.

6. **New Center Lane Miles:** The proposed development includes 0.05 centerline miles of new public road.

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. **Capital Improvements Plan (CIP) / Integrated Five Year Work Plan (IFYWP):** There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Integrated Five Year Work Plan (IFYWP) or the District’s Capital Improvement Plan (CIP).

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 105 additional vehicle trips per day (9 existing); 11 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

2. **Condition of Area Roadways**

   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hill Rd.</td>
<td>None</td>
<td>Collector</td>
<td>545</td>
<td>“E”</td>
<td>“E”</td>
</tr>
<tr>
<td>26th St.</td>
<td>235-feet</td>
<td>Local</td>
<td>23</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

   * Acceptable level of service for a two-lane collector is “D” (425 VPH).

   Hill Road e/o 36th Street - The Master Street Map indicates that this segment of Hill Road is a 2-lane collector. This designation was adopted into the MSM at the request of the City of Boise. Therefore, no capacity expansion is planned for Hill Road. The existing level of service (LOS) will continue to decline.

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

   * Average daily traffic counts are based on ACHD’s most current traffic counts.
   - The average daily traffic count for Hill Road east of 28th Street was 8,474 on July 8, 2014.
   - The average daily traffic count for 26th Street north of Smith Avenue was 336 on November 29, 2012.

**C. Findings for Consideration**

1. **26th Street**
   a. **Existing Conditions:** Currently 26th Street is improved with 23-feet of pavement, no curb, gutter or sidewalk. There is 40 to 45-feet of right-of-way for 26th Street (20-feet from centerline).
   b. **Policy:**
Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

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

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

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

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

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

c. Applicant’s Proposal: The applicant is proposing to improve 26th Street as ½ of a 36-foot street section, including curb gutter and sidewalk within 45 to 50-feet of right-of-way (25-feet from centerline).

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy; the applicant should be required to improve 26th Street as ½ of a 36-foot street section, including curb gutter and sidewalk within 45 to 50-feet of right-of-way (25-feet from centerline).

2. Neff St.
   a. Existing Conditions: There are no streets existing internal to the site.
   b. Policy:
Reduced Urban Local Street—29-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that the width of a reduced urban local street shall be 29-feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 42-feet of right-of-way. Although some parking is allowed, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise.

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

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

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

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

c. Applicant Proposal: The applicant is proposing to construct Neff Street internal to the site as a 29-foot street section within 42-feet of right-of-way. Neff Street is proposed to include vertical curb, gutter and 5-foot wide attached concrete sidewalk.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy; the applicant should be required to construct Neff Street internal to the site as a 29-foot street section, including vertical curb, gutter and 5-foot wide attached concrete sidewalk within 42-feet of right-of-way.

Parking on Neff Street should be restricted and only allowed on the south side, consistent with the requirement placed on Neff Street as part of Chesler Park 2 Subdivision.

3. Roadway Offsets

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

b. Policy:

Local Offset Policy: District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet from a collector roadway (measured centerline to centerline).

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

c. Applicant’s Proposal: The applicant is proposing Neff Street to intersect 26th Street 267-feet south of Hill Road and 130-feet north of Neff Court (measured centerline-to-centerline).

d. Staff Comments/Recommendations: The applicant’s proposal does not meet District Local Offset policy; however staff recommends a modification of policy to allow Neff Street to be located as proposed due to the fact that there is not adequate frontage to meet policy. The 19% modification is within the level of authority of the Development Services Manager.
4. **Stub Streets**
   a. **Existing Conditions:** Chesler Park 2 Subdivision has received ACHD approval to stub Neff Street to this site, as a 29-foot street section within 42-feet of right-of-way; the stub has yet to be constructed.

   b. **Policy:**
      **Stub Street Policy:** District policy 7207.2.4 (states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

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

      **Temporary Dead End Streets Policy:** District policy 7207.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

   c. **Applicant Proposal:** The applicant is proposing to extend Neff Street internal to the site, intersecting 26th Street.

   d. **Staff Comments/Recommendations:** The applicant’s proposal meets District policy.

      If this development constructs Neff Street prior to Chesler Park 2 subdivision, the applicant should be required to provide a temporary turnaround. A sign shall be installed at the terminus of the stub street stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

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

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

D. **Site Specific Conditions of Approval**
1. Improve 26th Street as ½ of a 36-foot street section, including curb gutter and 5-foot wide sidewalk abutting the site.

2. Dedicate right-of-way on 26th Street to total 25-feet from centerline.

3. Construct Neff Street internal to the site as a 29-foot street section, including vertical curb, gutter and 5-foot wide attached concrete sidewalk, within 42-feet of right-of-way.

4. Restrict parking on Neff Street to the south side by installing “NO PARKING” signs.

5. Construct Neff Street to intersect 26th Street 267-feet south of Hill Road and 130-feet north of Neff Court (measured centerline-to-centerline).

6. Payment of impacts fees are due prior to issuance of a building permit.

7. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

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

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

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

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

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

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

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

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

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

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

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

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

F. 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.

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines
VICINITY MAP
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification**: Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review**: The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions**: The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification**: The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

*Notification to the Ada County UCC can be sent to:* 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
Devlopment Process Checklist

Items Completed to Date:

☑ Submit a development application to a City or to Ada County
☑ The City or the County will transmit the development application to ACHD
☑ The ACHD Planning Review Section will receive the development application to review
☑ The Planning Review Section will do one of the following:
  ☐ Send a “No Review” letter to the applicant stating that there are no site specific conditions of approval at this time.
  ☑ Write a Staff Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  ☐ Write a Commission Level report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐ For ALL development applications, including those receiving a “No Review” letter:
  • The applicant should submit one set of engineered plans directly to ACHD for review by the Development Review Section for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  • The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Non-Subdivisions)

☐ Driveway or Property Approach(s)
  • Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ Working in the ACHD Right-of-Way
  • Four busines days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ Sediment & Erosion Submittal
  • At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ Idaho Power Company
  • Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary of Highway Systems, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager’s reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.
Request for Reconsideration of Commission Action

1. Request for Reconsideration of Commission Action: A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.
1. We have No Objections to this Proposal.

2. We recommend Denial of this Proposal.

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

4. We will require more data concerning soil conditions on this Proposal before we can comment.

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

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

7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.

8. After written approval from appropriate entities are submitted, we can approve this proposal for:
   - [✓] central sewage
   - [ ] community sewage system
   - [ ] community water well
   - [ ] interim sewage
   - [✓] central water
   - [ ] individual sewage
   - [ ] individual water

9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
   - [✓] central sewage
   - [ ] community sewage system
   - [ ] community water
   - [ ] sewage dry lines
   - [✓] central water

10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.

11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

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

13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

14. Reviewed By: [Signature]

Date: [Date]
June 17, 2016

David Moser
PDS – Current Planning

Re: Odom Estates Subdivision - SUB16-00032
2919 N. 26th Street

Dear David,

This is a request for a Preliminary Plat for a Subdivision with 12 buildable lots and 2 common lots on 2.3 acres.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all of the 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 the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Comments:
1. For streets having a width less than 29 feet, back of curb to back of curb parking shall be restricted on both sides. Parking shall be restricted on all sides of turn-arounds and cul-de-sacs. 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.

2. Fire hydrants, capable of producing the required fire flow, shall be located so that no part of the structure is more than 600-feet from the hydrant. (IFC 507.3, IFC B105.2, IFC C105).

3. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility.

4. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)

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 time of building permit application.

Regards,

Ron L. Johnson
Division Chief – Assistant Fire Marshal
Boise Fire Department
June 2, 2016

PDS Plan Review:

The subdivision preliminary plat SUB16-00032 has been reviewed and some existing structures on the property appear to be in non-compliance with proper required distance from property lines at block 1 lot #3, #6 and block 2 lot #2, #3, #4 thus proper demolition and or permits to move structures must be applied for prior to any signoff from the building plan review division.

Javier Guzman
Plans Examiner II
Planning & Development Services
208/384-3822
208/384-3801
208/384-3814 Fax
jguzman@cityofboise.org
To: Planning and Development Services
From: Jason Taylor, P.E., Staff Engineer
Public Works
Subject: SUB 16-00032; Odom Estates Subdivision
Grading & Drainage, Hillside, & Misc. Engineering Comments

1. STANDARD GRADING AND DRAINAGE CONDITIONS

1) Subdivision drainage shall be in accordance to B.C.C. 11-09-04-05. The developer shall submit a letter from the appropriate drainage entity approving the drainage system or accepting the drainage there from. A copy of the 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. If the homeowners’ association is to be responsible for the operation and maintenance of the storm drainage facilities, the covenants, homeowners’ association by-laws or other similar deed restrictions shall be reviewed and approved by the Boise City Attorney.

2) If fills greater than one foot in depth are to be placed in subdivision lots inside of building envelopes, as defined by the applicable subdivision building setbacks, the Developer shall obtain a grading permit from the Boise City Building Department (Commercial Rough Grading Permit). Grading permit must be acquired prior to the start of construction or final plat signature by the Boise City Engineer, whichever comes first.
Special Conditions:

2. STANDARD HILLSIDE CONDITIONS

N/A

3. MISC. ENGINEERING CONDITIONS

N/A

4. PRIVATE STREET CONDITIONS

N/A

Special Conditions:

If you have any further questions, please contact Jason Taylor at 384-3946 or jtaylor@cityofboise.org.
INTER-DEPARTMENT
CORRESPONDENCE

Date: 1 June 2016

To: Planning and Development Services

From: Tom Marshall, Street Light Technician Public Works

Subject: SUB16-00032; 2919 N 26th St; Street Light Subdivision Comments

No comments.

If you have any further questions contact Tom Marshall at 388-4719 or tmarshall@cityofboise.org.
CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: June 7, 2016

To: Planning and Development Services

From: Mike Sheppard, P.E., Civil Engineer II
Public Works Department

Subject: SUB16-00032; 2919 N 26th Street; Sewer Irrigation Sub Comments

1. STANDARD IRRIGATION CONDITIONS

   a. Comply with B.C.C. 11-09-04.11 concerning pressure irrigation requirements prior to signing of the final plat by the Boise City Engineer.
      1. 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
      2. 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.
   b. Prior to either commencing construction or signing of the final plat by the Boise City Engineer, developer shall:
      1. Submit for approval by the Department of Public Works, construction plans and specifications for the pressurized system, stamped by a registered engineer.
      2. Provide written assurance that provisions have been made for ownership, operation, and maintenance of the system.
      3. Delineate all necessary irrigation easements on the final plat (B.C.C. 11-09-03.6).
   c. 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.
   d. Developer may construct prior to final platting or bond in the amount of 110% of the estimated construction costs based on the approved plans.
e. **Fees**: 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. 11-03-03.3.B.).

## 2. STANDARD SEWER CONDITIONS

**City Subdivision Conditions**

a. Wetline sewers are required (B.C.C. 11-09-04.4., *Required Improvements; Sanitary Sewer*).

1. Developer and/or owner shall contact the Department of Public Works regarding the financing and details of extending the sewers to the subject property. Developer and/or owner shall enter into a sewer reimbursement agreement with the City of Boise.

2. Plans shall be submitted to and approved by the Boise City Department of Public Works prior to commencing with construction. Developer and/or owner may either construct improvements prior to final platting or execute a performance agreement and provide surety in the amount of 110% of the estimated costs. The developer and/or owner shall coordinate with the Department of Public Works for construction inspection prior to and during construction. Unless otherwise approved by the Public Works Department, all sewer construction shall be completed and accepted within 90 days of plat recordation, or within 30 days of issuance of the first building permit within the subdivision, whichever comes first.

**NOTE**: All bonding shall conform to Boise City Code 1-19, *Surety Bonds*.

3. Developer and/or owner shall pay the current sewer inspection fees for the proposed subdivision prior to signing of the final plat by the Boise City Engineer.

4. Developer and/or owner shall be responsible for repairs of any failures that occur within one (1) year of the project acceptance by the appropriate sewer entity (Boise City Code 11-09-04.2F, *Subdivision Standards; Required Improvements*).

b. Developer and/or owner shall delineate all necessary Boise City sanitary sewer easements on the final plat prior to signing of the final plat by the Boise City Engineer (Boise City Code 11-09-03.6A, *Subdivision Design Standards; Easements*).

c. Unless previously paid, developer and/or owner shall pay a sewer assessment along __N 26th Street and/or as may be approved by the Boise City Public Works Commission prior to signing of the final plat by the Boise City Engineer. Contact the Department of Public Works for specific costs.
To: Planning and Development Services  
From: Peter McCullough; Public Works Department  
Date: 6/2/16  
Re: Solid Waste Comments- PUD16-00015/SUB16-00033

The following requirements for trash and/or recycling service apply to any residential subdivision or development in the City of Boise. Solid Waste collection vehicles utilize mechanical arms to collect 48 to 95-gallon plastic wheeled carts which require certain space and access specifications. If the following conditions can’t be met, commercial service or separate collection locations may be required.

a. General Requirements

i) All streets must be designed so that collection vehicles are not forced to back up at any time. (Hammerhead drives may be permitted only with prior approval from Public Works, 384-3906)

ii) All developments utilizing residential service, including, condominiums, town homes, and patio homes, must provide a minimum of 9 feet of curb space per dwelling unit for the carts to be placed at the curb for collection.

iii) Cul-de-sacs must have an unobstructed 70’ minimum diameter.

iv) Alleyways and service drives designated for solid waste collection shall be a minimum of 16’ (curb to curb) with no parking permitted.

v) Trees, street lights, wiring and other overhead obstacles shall not impede trash or recycling collection and will be maintained to provide an 18’ high clearance above the cart collection location(s).

vi) Designated parking areas shall not impede curbside solid waste collection, including parking in a cul-de-sac.

vii) Developers of gated subdivisions shall provide the solid waste hauler with access to the subdivision.

viii) Flag lots and lots with extended driveways will be serviced at the nearest public or private through street.

Note: Lots 4, 5, 7 and 8 will need to bring trash carts to Neff street for service.

Please contact me with any questions at 384-3906.