PLANNING & ZONING DEPARTMENT

Before the Planning & Zoning Commission
Meeting of 14 MAY 2019

BUSINESS ITEM NO. 1
STAFF REPORT

Applicant(s)/Engineer(s):
Toll Southwest, LLC as Applicant/Developer and Engineering Solutions, LLP as Engineer(s)/Surveyor(s)
File(s): SPF-00088-2019
Analyst: Rodney Ashby, Principal Planner

Requested Action Approval(s) and Location(s):

1. Final plat approval for:
Carriage Hill West Subdivision No. 3 (hereinafter the “Development”; alternatively, “Carriage Hill West Subdivision No. 3” or the “Project”)

Comprising 25.03 acres proposed to be platted into sixty-four (64) buildable and thirteen (13) common lots all located in a RS 7 Zoned area located in a portion of the NW ¼ of Section 31, T3N, R2W, Boise Meridian, Canyon County in Nampa on the southeast corner of Lake Lowell Ave. and Midway Ave.

Correspondence:
Any correspondence from City departments/divisions and outside agencies or citizens is attached. Comments may express opinions regarding the plat application or be geared towards recommending Conditions of Approval for a development should it be approved, or, directing corrections to the final plat or related construction drawings.

Comments/Recommendation(s):
Staff finds that the proposed subdivision final plat off/for Carriage Hill West Subdivision No. 3 conforms, or substantially conforms within acceptable limits, to the approved preliminary plat off/for Carriage Hill West Subdivision, and, complies with relevant RS 7 zoning codes and City of Nampa subdivision standards appertaining to the proposed Development. (Said determination is, or may be, partially predicated on said final plat being revised in limited form and fashion to meet requirements set forth by various responding agencies and City departments.)
Accordingly, Staff recommends that Carriage Hill West Subdivision No. 3 be approved, contingent on Applicant/Developer/Development compliance with various Conditions of Approval as listed in “Suggested Conditions of Approval” ...

SUGGESTED CONDITIONS OF APPROVAL

Should the Planning and Zoning Commission vote to recommend approval of the Project final plat to the City Council, then Staff would suggest the following as (a) Condition(s) of Approval(s) for adoption with any such recommending vote (note: the Commission may obviously add, subtract and/or modify conditions as it deems appropriate):

1. Generally, Applicant/Development shall:
   Comply with all City department/division or outside agency requirements pertinent to this matter. This is to include any extant but applicable conditions from prior approvals for this subdivision as iterated in correspondence on file with the City appertaining to the approved preliminary plat of/for Carriage Hill West Subdivision.

   More specifically, comply with requirements/conditions listed in the following item(s) of correspondence (unless waived and/or later amended by the agency providing the comments):

2. Specifically:

   a. Comply with the requirement(s) listed in the April 30, 2019 email from Nampa Parks Superintendent, Cody Swander (attached), requiring a 10’ wide sidewalk (Urban Connector) be constructed along Midway Road for the length of the development in accordance with the City of Nampa Bicycle and Pedestrian Master Plan; and,

   b. Comply with the requirement(s) listed in the April 23, 2019 letter from Boise Project Board of Control regarding the Thacker Lateral, authored by Thomas Ritthaler (3 pages–attached); and,

   c. Comply with the requirements listed in the May 6, 2019 memorandum from the City of Nampa Engineering Division authored by Caleb LaClair, PE (4 pages attached); and

   d. Comply with the requirement(s) listed in the April 30, 2019 memorandum from the City of Nampa Engineering Division, GIS Section, authored by Craig Wilbur (1 page – attached).

3. Correct any spelling, grammar and punctuation and numbering errors that may be evident on the plat face and/or in the proposed Project plat development notes; and,

4. <Any other conditions as may be levied by the Commission....
ATTACHMENTS

- Copy of City of Nampa Final Plat Application for Carriage Hill West Subdivision No. 3 (page 4)
- Copy of Carriage Hill West Subdivision No. 2 Final Plat Narrative (page 5)
- Copy of Final Plat (reduced from original size) (page 6-18)
- Copy of Legal Description (pages 19-22)
- Copies of agency response letters (pages 23+)
CITY OF NAMPA  
FINAL PLAT APPLICATION  
Planning and Community Development Department  
411 3rd St. South  
Nampa, ID 83651  
208-465-2214 Phone  
208-465-2261 FAX

<table>
<thead>
<tr>
<th>Name of Subdivision</th>
<th>Carriage Hill West Subdivision No. 3</th>
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<tbody>
<tr>
<td>Location of Subdivision</td>
<td>NW 1/4 of Section 31, T.3N., R.2W., B.M., Nampa, Canyon County, Idaho - 25.03 acres - Parcels Nos. 32087013A0 and 32087013B0</td>
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<tr>
<th>Owner</th>
<th>Toll Southwest LLC</th>
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<tbody>
<tr>
<td>Address</td>
<td>3103 W. Sheryl Drive, Suite 100, Meridian, ID 83642</td>
</tr>
<tr>
<td>Phone</td>
<td>(208) 424-0020</td>
</tr>
<tr>
<td>FAX</td>
<td>(208) 424-0030</td>
</tr>
<tr>
<td>E-Mail</td>
<td><a href="mailto:acapell@tollbrothers.com">acapell@tollbrothers.com</a></td>
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<tr>
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<tr>
<td>Phone</td>
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<td>E-Mail</td>
<td><a href="mailto:beckym@engsol.org">beckym@engsol.org</a></td>
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**FINAL PLAT INFORMATION**

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<th>Total Acreage</th>
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<td>Total Number of Lots</td>
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<td>Gross Density per Acre</td>
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<td>Net Density per Acre</td>
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<td>(Number of units per acre of land excluding roads)</td>
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<td>Zoning Within the Area of Impact</td>
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CARRIAGE HILL WEST SUBDIVISION NO. 3
FINAL PLAT NARRATIVE

On behalf of Toll Southwest LLC, we hereby apply for a final plat for 64 single-family residential lots, 2 common drive lots and 3 common lots on 25.03 acres. The property is located east of Midway Road between W. Iowa Avenue and Lake Lowell Avenue in the NE 1/2 of the NW 1/4 of Section 31, T.3N., R.2W., B.M., Nampa, Canyon County, Idaho. The subject site was annexed into the City of Nampa in 2018 with a zoning of RS-7.

Carriage Hill West Subdivision No. 3 has lots ranging in size from 9,000 square feet to 16,355 square feet, with an average residential lot size of 10,320 square feet. Based on the Nampa Zoning Ordinance requirement for calculating the average lot size (excluding 20% of the largest lots and 20% of the smallest lots), the average lot size is 9,868 square feet. The gross density of this project is 2.56 dwelling units per acre (du/acre), and the net density is 3.47 du/acre. Carriage Hill West No. 3 contains common area totaling 3.25 acres, which equates to 12.9 percent open space for this phase of the development. The final plat is in conformance with the approved preliminary plat and meets all requirements or conditions thereof. The final plat conforms to all requirements and provisions of City of Nampa ordinances and was prepared in conformance with acceptable engineering, architectural and surveying practices and local standards.

The primary open space and central pool facility are being constructed in Phase 1. The proposed amenities within this phase include open space and pedestrian pathways. Recreational opportunities will be provided for the residents with a continuation of pathways and pocket parks within future phases of the development.

The applicant is proposing four-foot-wide detached sidewalks with six-foot-wide landscape buffers and a 34-foot-wide street section. Storm drainage for this project will be provided via subsurface seepage beds designed in conformance with the design standards of the City of Nampa. This phase is in substantial compliance with the Carriage Hill West Subdivision preliminary plat. No variances or waivers are being requested as part of this development.
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<td>L7</td>
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### Notes

1. Each lot is hereby dedicated as having a permanent easement for public utilities, irrigation and septic systems, unless the deed or act showing the dedication is submitted to and recorded by this City in accordance with the provisions of this Ordinance. Any changes to the dedication shall be subject to approval by the City or its designee.

2. A chain of title shall be maintained for each lot, and the dedication shall be recorded in the public records of this City.

3. The dedication shall be recorded in the public records of this City and shall be subject to the provisions of this Ordinance.

4. The dedication shall be subject to the requirements of this Ordinance and shall be subject to the provisions of this Ordinance.

5. The dedication shall be subject to the requirements of this Ordinance and shall be subject to the provisions of this Ordinance.

6. The dedication shall be subject to the requirements of this Ordinance and shall be subject to the provisions of this Ordinance.

7. The dedication shall be subject to the requirements of this Ordinance and shall be subject to the provisions of this Ordinance.

8. The dedication shall be subject to the requirements of this Ordinance and shall be subject to the provisions of this Ordinance.
CARRIAGE HILL WEST SUBDIVISION NO. 3

CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS:

THAT YOU, SOUTHWEST LLC, an Idaho limited liability company, organized and existing under the laws of the State of Idaho and duly qualified to do business in the State of Idaho, does hereby certify that it is the owner of the real property described below:

A PARCEL OF LAND LOCATED IN THE NW 1/4 OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 3 WEST, BURKE MERIDIAN, CANYON COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING at a 2.00 diameter iron rod marking the southeast corner of said NW 1/4 of Section 31, from which a brace cap monument marking the southwest corner of said NW 1/4 bears a 6.74105924 distance of 260.33 feet; THENCE 55.75° W along the western boundary of said NW 1/4 a distance of 215.00 feet; THENCE LEAVING S 60° E a distance of 320.00 feet to a point on the easternly right-of-way of Meridian Avenue and the frontage thereof;

THENCE LEAVING S 60° W and continuing in westerly direction a distance of 195.94 feet to a point;

THENCE 41° W a distance of 178.98 feet to a point;

THENCE 5° W a distance of 37.39 feet to a point;

THENCE 8° W a distance of 45.47 feet to a point;

THENCE 6° W a distance of 45.47 feet to a point;

THENCE 11° W a distance of 40.84 feet to a point;

THENCE 10° W a distance of 49.86 feet to a point;

THENCE 10° W a distance of 56.19 feet to a point;

THENCE 13° W a distance of 56.19 feet to a point;

THENCE 9° W a distance of 46.54 feet to a point;

THENCE 14° W a distance of 51.33 feet to a point;

THENCE 4° W a distance of 455.66 feet to a point on the curve on the westernly right-of-way of the road lateral;

THENCE ALONG SAID RIGHT-OF-WAY a distance of 154.63 feet along the arc of a 130.61 feet radius non-tangent curve left; said curve having a central angle of 5° 17° 57' 30" and a long chord bearing S 12° 35' 13" a distance of 193.92 feet to a point;

THENCE CONTINUING along said right-of-way S 27° 40' 48" W a distance of 5.48 feet to a point;

THENCE LEAVING S 59° W a distance of 45.53 feet to a point on a curve on the easternly right-of-way of the road lateral;

THENCE ALONG SAID RIGHT-OF-WAY a distance of 214.43 feet along the arc of a 145.23 feet radius non-tangent curve left; said curve having a central angle of 1° 23° 53' and a long chord bearing S 12° 28' 13" a distance of 176.80 feet to a point;

THENCE ALONG SAID SUBDIVISION boundary the following courses and distances:

THENCE 5° W a distance of 30.00 feet to a point;

THENCE 4° W a distance of 30.00 feet to a point on the curve on the easternly right-of-way of the road lateral;

THENCE CONTINUING along said subdivision boundary and also along said right-of-way the following courses and distances:

THENCE 8° W a distance of 19.80 feet to a point along the arc of a 195.94 feet radius non-tangent curve right; said curve having a central angle of 5° 27' 40" and a long chord bearing S 12° 57' 25" a distance of 176.80 feet to a point;

THENCE 5° W a distance of 156.31 feet to a point;

THENCE 5° W a distance of 45.00 feet to a point;

THENCE 8° W a distance of 53.07 feet to a point;

THENCE 4° W a distance of 53.07 feet to a point;

THENCE 8° W a distance of 53.07 feet to a point;

THENCE 9° W a distance of 135.95 feet to a point on the curve on the easternly right-of-way of the road lateral;

THENCE 5° W a distance of 53.07 feet to a point on the easternly right-of-way of Meridian Avenue and the frontage thereof;

THENCE ALONG SAID EASTERY RIGHT-OF-WAY S 9° 48' 24" E a distance of 513.36 feet to the point of beginning.

The parcel contains 19,665.5 square feet, or less.

In witness whereof, we have hereunto set our hands this day of ______ 20__

THOMAS COLLINS
DIVISION PRESIDENT, TOLL SOUTHWEST LLC

ACKNOWLEDGEMENT

STATE OF IDAHO

COUNTY OF ADA

ON THIS DAY OF ___, 20___, before me, the undersigned, a Notary Public in and for said State, personally appeared THOMAS COLLINS, who is known to me to be the person described in and who executed the instrument described herein, and acknowledged to me that he executed the same in his capacity as shown by the foregoing instrument, and acknowledged to me that he executed the same in his capacity as shown by the foregoing instrument, and acknowledged to me that he executed the same in his capacity as shown by the foregoing instrument, and acknowledged to me that he executed the same in his capacity as shown by the foregoing instrument.

In witness whereof, I have hereunto set my hand and seal the day and year in this certificate first above written.

NOTARY PUBLIC FOR IDAHO

TOLL SOUTHWEST LLC

CERTIFICATE OF SURVEYOR

S. CHURCH W. HAMPTON, a duly licensed Professional Land Surveyor in the State of Idaho, and duly authorized to practice the science of land surveying in the State of Idaho, does, on this day of ___, 20___, certify that the parcel of real estate described above was surveyed by me and that the same is true and correct and is in full compliance with the State of Idaho Code relating to real estate surveys.
CARRIAGE HILL WEST SUBDIVISION NO. 3

APPROVAL OF CITY PLANNING AND ZONING COMMISSION

ACCEPTED AND APPROVED THIS DAY OF ___, 20__, BY THE
PLANNING AND ZONING COMMISSION OF THE CITY OF Nampa, IDAHO.

Chairman, Nampa Planning & Zoning Commission
Secretary, Nampa Planning & Zoning Commission

APPROVAL OF CITY ENGINEER

I, __________, CITY ENGINEER IN AND FOR THE CITY OF Nampa, CANYON COUNTY, IDAHO, DO HEREBY APPROVE THIS PLAN OF CARRIAGE HILL WEST SUBDIVISION NO. 3.

City Engineer
Date

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED CITY CLERK IN AND FOR THE CITY OF Nampa, CANYON COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON ___, 20__, THE PLAN OF CARRIAGE HILL WEST SUBDIVISION NO. 3 WAS DULY APPROVED AND ADOPTED.

Nampa City Clerk
Nampa City Mayor

APPROVAL OF SOUTHWEST DISTRICT HEALTH DEPARTMENT


By: __________
Date: __________

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, professional land surveyor for Canyon County, Idaho, hereby certify that I have created this plat of CARRIAGE HILL WEST SUBDIVISION NO. 3 and that it complies with the State of Idaho Code relating to plats and vacations.

Surveyor
Date

CERTIFICATE OF COUNTY TREASURER

I, the undersigned, county treasurer in and for the county of Canyon, state of Idaho, in accordance with the requirements of Idaho Code 18-101 et seq. hereby certify that all fees and all current and past due taxes due and due, as of ___, 20__, totaling ___, have been paid in full. This certification is valid for the next thirty (30) days only.

County Treasurer
Date

CERTIFICATE OF COUNTY RECORDER

I, __________, Recorder of Deeds in and for the county of Canyon, Idaho, do hereby certify that the instrument referred to below was filed at the request of __________ at __________ minutes past __________ o'clock __________ at __________ on __________ day of __________, 20__, in my office and was duly recorded in book __________ of plats at pages __________.

Deputy Recorder

Toll SouthWest LLC
Developer

Clanton/M. Hansen
PLS 11119

ENGINEERING SOLUTIONS
HORSHAM, PA

LAND SOLUTIONS
Proposed Streetlight
Legal Description
Proposed Carriage Hill West Subdivision No. 3

A parcel of land located in the NW ¼ of Section 31, Township 3 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at a 5/8" diameter iron pin marking the northwest corner of said NW ¼ of Section 31, from which a Brass Cap monument marking the southwest corner of said NW ¼ bears S 0°43'49" W a distance of 2650.62 feet; thence S 0°43'49" W along the westerly boundary of said NW ¼ a distance of 1351.00 feet;

Thence leaving said boundary N 88°58'52" E a distance of 50.02 feet to a point on the easterly right-of-way of Midway Avenue and the POINT OF BEGINNING;

Thence leaving said right-of-way and continuing N 88°58'52" E a distance of 145.02 feet to a point;

Thence N 0°41'19" E a distance of 10.11 feet to a point;
Thence S 89°54'00" E a distance of 275.00 feet to a point;
Thence S 86°01'32" E a distance of 43.32 feet to a point;
Thence S 77°42'45" E a distance of 40.00 feet to a point;
Thence S 43°40'57" E a distance of 84.00 feet to a point;
Thence N 76°08'18" E a distance of 59.11 feet to a point;
Thence N 62°40'05" E a distance of 59.11 feet to a point;
Thence N 46°19'03" E a distance of 76.00 feet to a point;
Thence S 43°40'57" E a distance of 5.23 feet to a point;
Thence N 48°47'00" E a distance of 428.06 feet to a point on a curve on the westerly right-of-way of the Thacker Lateral;

Thence along said right-of-way a distance of 15.04 feet along the arc of a 125.83 foot radius non-tangent curve left, said curve having a central angle of 6°50'47" and a long chord bearing S 23°55'53" E a distance of 15.03 feet to a point;

Thence continuing along said right-of-way S 37°40'01" E a distance of 5.66 feet to a point;
Thence leaving said right-of-way N 48°47'00" E a distance of 45.88 feet to a point of curvature;

Thence a distance of 4.89 feet along the arc of a 272.00 foot radius curve left, said curve having a central angle of 1°01'49" and a long chord bearing N 48°16'05" E a distance of 4.89 feet to an angle point on the westerly boundary of Carriage Hill West Subdivision No. 1, as filed for record in Book ___ of Plats at Page ___, records of Canyon County, Idaho;

LandSolutions
Land Surveying and Consulting
Thence along said westerly subdivision boundary the following courses and distances:

Thence S 42°14'49" E a distance of 56.00 feet to a point;

Thence S 42°42'36" E a distance of 20.00 feet to a point on a curve on the easterly right-of-way of the Thacker Lateral;

Thence continuing along said subdivision boundary, and also along said right-of-way the following courses and distances:

Thence a distance of 80.01 feet along the arc of a 479.80 foot radius non-tangent curve right, said curve having a central angle of 9°33'14" and a long chord bearing S 49°11'27" E a distance of 79.91 feet to a point;

Thence S 42°43'26" E a distance of 124.31 feet to a point;

Thence S 39°53'27" E a distance of 65.90 feet to a point;

Thence S 43°02'17" E a distance of 45.27 feet to a point;

Thence S 47°13'44" E a distance of 73.34 feet to a point;

Thence S 48°30'26" E a distance of 56.03 feet to a point;

Thence S 51°29'43" E a distance of 40.99 feet to a point;

Thence leaving said subdivision boundary, and continuing along said right-of-way the following courses and distances:

Thence S 51°29'43" E a distance of 19.36 feet to a point;

Thence S 44°28'54" E a distance of 33.65 feet to a point on a curve;

Thence a distance of 99.27 feet along the arc of a 190.94 foot radius non-tangent curve right, said curve having a central angle of 29°47'19" and a long chord bearing S 21°17'05" E a distance of 98.15 feet to a point;

Thence S 1°03'03" E a distance of 56.73 feet to a point;

Thence S 7°06'16" W a distance of 82.45 feet to a point;

Thence S 13°14'06" W a distance of 48.58 feet to a point;

Thence S 30°42'50" W a distance of 48.98 feet to a point on a curve;

Thence a distance of 30.08 feet along the arc of a 84.09 foot radius non-tangent curve left, said curve having a central angle of 20°29'40" and a long chord bearing S 12°56'32" W a distance of 29.92 feet to a point of tangency;

Thence S 2°41'42" W a distance of 100.78 feet to a point on a curve;
Thence leaving said right-of-way a distance of 28.88 feet along the arc of a 772.00 foot radius non-tangent curve right, said curve having a central angle of 2°08′35″ and a long chord bearing S 85°12′45″ W a distance of 28.87 feet to a point;

Thence S 86°17′03″ W a distance of 21.51 feet to a point;

Thence S 1°25′25″ E a distance of 56.04 feet to a point;

Thence S 19°10′32″ E a distance of 92.34 feet to a point;

Thence S 87°53′30″ W a distance of 145.86 feet to a point on a curve;

Thence a distance of 2.87 feet along the arc of a 1028.00 foot radius non-tangent curve left, said curve having a central angle of 0°09′36″ and a long chord bearing S 0°57′10″ E a distance of 2.87 feet to a point;

Thence S 89°07′36″ W a distance of 56.00 feet to a point;

Thence S 86°17′03″ W a distance of 121.67 feet to a point;

Thence S 1°14′30″ E a distance of 34.60 feet to a point;

Thence S 88°45′30″ W a distance of 75.00 feet to a point;

Thence S 74°16′37″ W a distance of 105.23 feet to a point;

Thence S 72°28′06″ W a distance of 150.17 feet to a point;

Thence S 88°13′19″ W a distance of 150.00 feet to a point;

Thence N 80°50′10″ W a distance of 61.94 feet to a point;

Thence N 10°49′40″ W a distance of 50.24 feet to a point;

Thence S 84°49′15″ W a distance of 135.12 feet to a point on a curve;

Thence a distance of 3.21 feet along the arc of a 272.00 foot radius non-tangent curve left, said curve having a central angle of 0°40′33″ and a long chord bearing S 11°31′31″ E a distance of 3.21 feet to a point;

Thence S 78°08′13″ W a distance of 56.00 feet to a point;

Thence N 89°16′11″ W a distance of 127.89 feet to a point;

Thence N 0°43′49″ E a distance of 524.87 feet to a point;

Thence S 89°16′11″ E a distance of 35.00 feet to a point;

Thence N 0°43′49″ E a distance of 120.00 feet to a point;
Thence N 89°16'11" W a distance of 361.00 feet to a point on the easterly right-of-way of Midway Avenue;

Thence along said easterly right-of-way N 0°43'49" E a distance of 149.53 feet to the POINT OF BEGINNING.

This parcel contains 25.03 acres more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
March 7, 2019
Hi Shellie,

Nampa Parks has reviewed the final plat for Carriage Hill No. 3 Project: SPF-00088-2019. We request that sidewalk along Midway Road be poured at 10 feet minimum width to act as the “urban connector” as indicated on the City of Nampa Bicycle and Pedestrian Master Plan.

Thank you,

Cody Swander
Parks Superintendent
O: 208.468.5890, F: 208.465.2321
Nampa Parks – Facebook Page

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

Nampa Highway District #1 has no objection to the Carriage Hill West Subdivision #3 Final Plat subject to the MOU, General Cooperation of Planning and Zoning, Annexation, Development and Maintenance Activities development agreement that was signed by the Nampa Highway District #1 on 11-29-16.

Thank you,

Eddy

Eddy Thiel
ROW
eddy@nampahighway1.com
4507 Highway 45, • Nampa, Id 83686
TEL 208.467.6576 • FAX 208.467.9916
23 April 2019

Nampa Planning and Zoning Department
411 3rd Street South
Nampa, Idaho 83651

RE: Carriage Hill West Sub No. 3
East of Midway between W Iowa and Lake Lowell
Boise-Kuna Irrigation District
Thacker Lateral 266+90, 274+60
Sec. 31, T3N, R2W, BM.

Shellie Lopez:

Boise Project approves of this final plat design; however, the highlighted items below must be addressed.

The United States’ Thacker lateral lies within the boundary of the above-mentioned location. The easement for these laterals is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain these laterals. We assert the federal easement 25 feet west and 25 feet east of the Thacker Lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

The Boise Project does not approve landscaping (other than grass or gravel) within its easements, as this will certainly increase our cost of maintenance. All easements must remain a flat drivable surface.

Fencing and/or pathways (as may be required) must be constructed just off the canal easement, to insure public safety and prevent encroachments.
Parking lots, curbing, light poles, signs, etc. and the placing of asphalt and/or cement over Project facility easements must be approved by Boise Project Board of Control prior to construction.

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the canal is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must get the proper crossing agreements from the Bureau of Reclamation. In any case, no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 15th of each year. However, on a case by case basis, overhead utilities and utilities boring underneath a Project facility may be allowed after March 15th if reviewed and approved by the Boise Project.

The piping and relocation of any Lateral, Canal and/or Drain must be reviewed and approved by the Project and is (to include all appurtenant boxes and/or structures) and must be warranted by the landowner for a period of (5) five-years. The Warrantee Agreement must be secured prior to ANY disturbance of that facility.

Boise Project Board of Control must approve any requests and/or relocation of delivery points prior to construction.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into any live irrigation system is permitted.

Local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.

Should there be any small (neighborhood) irrigation ditches on this site, the developers and/or landowners will be obligated to protect them and allow water to pass to downstream neighbors.
This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a copy of the irrigation and drainage plans.

Whereas this property lies within the Boise-Kuna Irrigation District, but does not have a surface water right, it is important that representatives of this development contact the BKID office as soon as possible to discuss a possible water right for a pressure system prior to any costly design work. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.

Boise Project would like a response from the City of Nampa and Boise-Kuna as to where the irrigation water will be sourced from due to the lack of a surface water right on this portion of the property.

Boise Project Board of Control must receive a written response from the Boise-Kuna Irrigation District as to who will own and operate the pressure irrigation system prior to review and approval of an irrigation plan by Boise Project Board of Control.

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statutes, Title 42-1209.

Future preliminary and final plats must call out the Project easements and the plats must also note, which lots have surface irrigation water rights and which lots do not.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to review plans and require changes when our easements and/or facilities are affected by unknown factors.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Rithaler
Assistant Project Manager, BPBC

tbr/tr

cc: Ray Moore  Watermaster, Div; 3 BPBC
Lauren Bochlke  Secretary – Treasurer, BKID
File
April 24, 2019

Norman Holm
Nampa City
411 Third Street South
Nampa, ID 83651

RE: SPF-00088-2019/ Carriage Hill West Subdivision No. 3

Dear Norm:

Providing all storm drainage is retained on-site there will be no impact to Nampa & Meridian Irrigation District (NMID). Therefore, no further review will be required at this time.

If any surface drainage leaves the site, NMID requires a filed Land Use Change Application for review prior to final platting. Please contact Elke Adams at (208) 466-7861, or 1503 First St. S. Nampa, ID 83651, for further information.

All private laterals and waste ways must be protected. It is recommended that irrigation water be available to all developments within the NMID. Developers must comply with Idaho Code 31-3803.

Please call with any further questions at (208) 466-0663.

Sincerely,

David T. Duvall
Asst. Water Superintendent
Nampa & Meridian Irrigation District
DTD/ gnf

Cc: Office/ File
DATE: May 6, 2019
TO: Nampa Planning and Zoning Commission
FROM: Caleb LaClair, P.E.
CC: Adam Capell – Toll Southwest, LLC
CC: Mark Zarnowsky, P.E. – ESE Consultants

SUBJECT: Carriage Hill West Subdivision No. 3, Final Plat & Construction Drawing Review

The Engineering Division has reviewed the Final Plat and Construction Drawings for Summit Ridge Subdivision No. 1 and have the following comments. The Applicant/Engineer shall submit one (1) hard copy and one (1) electronic PDF of revised plans and other documents along with the original redlined documents for re-review. We also request a response letter addressing each of the following comments.

As a general note, additional requirements or comments may occur on subsequent submittals due to new information or incomplete plan corrections. We welcome the Applicant/Engineer contact us at 208-468-5458 to clarify any comments to ensure a timely review and approval process.

General Comments

1. Provide an analysis indicating what phase the TIS mitigations are needed per the Preliminary Plat conditions of approval.
2. Revise street names per GIS review comment.
3. Ensure Lot/Block #’s are consistent between the Final Plat and Construction Drawings.

Final Plat Comments

1. Revise street names per GIS review comment.
2. Landscape island in S. Nuova Place shall be a separate common lot, or the island removed. If a common lot is created, add it to Note 5 on Sheet 2.
3. 5’ side yard easement is missing from Lot 2, Block 11 and Lot 2, Block 12.
4. The legal description Line 1 length does not match the plat.

Construction Drawing Comments

Sheet 1 – Title Sheet
1. Make corrections as redlined on the plans.
Sheets 2 through 4 – Grading Plans
1. Make corrections as redlined on the plans.
2. Show proposed contours in street.
3. Add existing contour labels.
4. Label side yard swale high points
5. Confirm proposed yard drains are adequate to contain the rear yard drainage. Add more yard drains if necessary.
6. There is concern that runoff will cross rear lot lines at the low point on lots 25/26 on sheet 4 if the yard drain fails. Consider adding yard drains to more of the lots, and incorporating a common lot in the next phase to allow for overland release to the street.

Sheets 5 through 7 – Striping & Signage Plans
1. Make corrections as redlined on the plans.
2. Add “No Outlet” sign to W. Nuova Place.

Sheets 8 through 10 – Street Plans
1. Make corrections as redlined on the plans.
2. Confirm all abbreviations are in the list on the Title Sheet.
3. Add existing pavement elevations and cross slope labels on Midway Road.
4. Add PC/PT to curb labels at curves.
5. If cul-de-sac landscape island is to remain, add curb elevation labels. Also, add curb slopes around the cul-de-sac.
6. The street design width for W. Nuova Place does not match a City standard. Revise accordingly for typical 56’ R/W or other typical City standard section.
7. Check elevations at Arezzo/San Remo and Arezzo/Capriana intersections.
8. Add to Street Note #8 that warning domes are to be color “Brick Red”.
9. Confirm how drainage at Arezzo/Capriana will be forced to the Capriana curb inlets. Based on curb return slopes, it seems that runoff may discharge around the return to Arezzo. Is a high point needed on the curb return? Also, confirm ADA compliance at the curb ramps.

Sheets 11 through 13 – Street Profiles
1. Make corrections as redlined on the plans.
2. Some street intersection elevations don’t match between profiles. Note where SD pipe is C-900.

Sheets 14 through 16 – Drainage Plans
1. Make corrections as redlined on the plans.
2. What does the grate elevation represent for the curb inlets (e.g. flowline, lip, etc.)? It may be best to reference the top of curb elevation as opposed to grate, since this is a firmer number for curb inlets.
3. Add invert to SD stubs, and note to stub/plug end.
4. SGT notes reference a detail on sheet DT-2, but no detail exists. Remove note, or add detail.
5. See page Bed notes refer to a 12” pipe, but drainage calculations indicate 18”. Clarify which is correct, and revise accordingly.
6. Consider modifications to Seeage Beds #5 & #6 as shown to eliminate manholes.
7. Ensure all storm drain system design information is consistent with design changes based on the drainage report comments.

Sheets 17 through 23 – Sewer & Water Plan/Profile Plans
1. Make corrections as redlined on the plans.
2. Add missing sheet references.
3. Remove water dips where possible. Separation between water and storm drain can be reduced to 6" where storm drain is water class pipe.
4. You can eliminate a valve on the short pipe stubs at Nuova/Arezza/San Remo when there is no service connection to the stub pipe.
5. Revise service locations to meet City standard where shown.
6. Some of the sewer lateral inverts are shown to be extremely deep, up to 12’ in some cases. It is preferable to keep the lateral inverts to less than 6.5’ for ease of future plumbing connection. Check all lateral inverts and revise accordingly.
7. Modify water alignment at Nuova Place intersection to allow valve to move to the tee and not be in the valley gutter. Recommend reducing the water/sewer main horizontal separation to 10’ to accommodate.
8. Move end of main valves to be located between the blow-off and the last service.
9. The services at Nuova Place cul-de-sac are messy. City would prefer the landscape island be removed. Regardless, sewer laterals need to be straight with no bends in the street. Other services need to be moved to meet City standard placement.
10. Add a sampling station to the Nuova Place water main per City Standard Drawing N-409.

Sheets 24 through 26 – Pressure Irrigation Plans
1. The City Water Department has requested all 10” PI mains be upsized to 12” due to difficulty in obtaining 10” fittings.
2. Revise where shown to meet City standard placement.
3. Move end of main valves to be located between the blow-off and the last service.
4. Confirm is there are any 2” services. If not, remove keynote from list.
5. Add a pump-out to the low point in Arezzo Way.

Sheet 27 – Street Details
1. Make corrections as redlined on the plans.
2. Modify pavement and gravel thickness to meet City minimums per Table 80.03.1 of Section 101 of the City Process and Policy Manual, or provide geotechnical/soils data to support the reduced section.

Sheet 28 – Storm Details
1. Make corrections as redlined on the plans.
2. Confirm is seepage pipe is 12” or 18”.
3. Revise filter sand window depth to 3’ per City policy.
4. Monitoring wells in the seepage bed should terminate at the bottom of rock layer. Observation wells outside of the bed extend below the filter sand level.

Stormwater Drainage Report Comments
1. As a general note, the contributing gutter length to an inlet should be limited to 750’ per the City of Nampa Drainage Policy. Longer runs will be allowed in limited cases based on gutter and inlet capacity calculations.
2. The time of concentration calculation is incorrectly using the Kinematic Wave equation, and thereby, the estimated TC is overestimated. Please review and correct based on the redlined comments. This will affect all flow based calculations including:
   - Inlet capacity;
   - Gutter capacity;
   - Pipe capacity; and,
   - Sand and grease traps.
3. Verify that drainage areas are consistent with the grading plan; particularly the location of the side yard high point. Refer to the Site Drainage Plan redlines.

4. Specify assumptions for the per lot driveway and roof area, and verify the weighted runoff coefficients are accurate.

5. The sand/grease trap calculations reference a 6-ft width for a 1,500-gal trap. Typical 1,500-gal trap is closer to 5-ft wide. Provide cut sheet to support the 6-ft width or revise calculations for 5-ft width.

6. Confirm all seepage bed calculations based on drainage area and runoff coefficient comments. Ensure any changes in required seepage bed size are accurately transferred to the Construction Drawings.

7. All seepage bed calculations reference an 18” perforated pipe size, while the Construction Drawings reflect 12”. Confirm correct pipe size and revise accordingly.

8. Confirm the proposed rear yard drains are sufficient to retain the contributing runoff. This is of particular concern where the yard drain is at a global low point like at lots 25/26, Block 9. If the yard drain fails, runoff will discharge into the lots of the adjacent subdivision phase.

9. Confirm where the “Future Phase” area noted on the Site Drainage Plan drains to. Does it contribute to one of the Phase 3 seepage beds or to a future bed? Also, confirm if the contributing lots will be front draining or split draining. The existing topography suggests they may be front draining, in which case the entire lot area should be assumed to drain to the street.
April 30, 2017

RE: Carriage Hill West Subdivision No. 3 - Final Plat

To:  Becky Mckay and/or Kathy Stroschein

cc: Sylvia Mackrill

The following changes must be made prior to submitting for signatures:

- W Nuova St should be S Nuova Way.
- S Nuova Pl should be W Nuova Ct.

Sincerely,

Craig Wilbur
GIS Technician II
Engineering Division
City of Nampa
(208) 468-5451