APPLICANT(S)/ENGINEER(S):
Trilogy Idaho as Applicant with Kent Brown of Kent Brown Planning Services as Engineer(s) and representative(s)

FILE(S): SPF-00089-2019
ANALYST: Kristi Watkins, Senior Planner

REQUESTED ACTION APPROVAL(S) AND LOCATION(S):

1. Final plat approval for:
   New York Landing Subdivision No. 1 (hereinafter the "Development"; alternatively, "New York Landing Subdivision No. 1" or the "Project")

Comprising 409 buildable lots (339 regular lots and 70 infill lots) and 31 common lots on 136.27 acres platted over 4 parcels of land in a RS 8.5 Zone at 0 Alma Ln. in a portion of the NW ¼ of Section 12, T2N, R2W, BM, Canyon County in Nampa.

CORRESPONDENCE:
Any correspondence from City departments/divisions and outside agencies or the citizenry is hereafter attached to this document for perusal. 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. The correspondence from agencies are listed as follows:

1. An email, dated June 3, 2019, authored by Neil Jones, Nampa Building Department, which states no conditions at this time; and,

2. An email dated June 3, 2019, authored by Eddy Thiel, Nampa Highway District #1, which states; no objection, subject to the MOU, General Cooperation of Planning and Zoning, Annexation, Development and Maintenance Activities development agreement that was signed by NDH #1 on 11-29-16; and,

3. An email, dated June 3, 2019, authored by Cody Swander, Nampa Parks Department, stating Parks has no requests; and,
4. Memo dated June 3, 2019, authored by Doug Critchfield, Nampa Planning and Zoning requesting updated landscape plans and the subsequent memo, also dated June 3, 2019, acknowledging receipt and approval of the revised landscape plans; and,

5. An email dated, June 5, 2019, authored by Sarah Arjona, Idaho Transportation Department; stating no comment; and,

6. A letter dated, June 5, 2019, authored by Greg Curtis, Nampa Meridian Irrigation District requesting a license agreement for the proposed encroachment; and,

7. A letter dated, June 6, 2019, authored by Thomas Ritthaler, Boise Project Board of Controls, lists the following:
   a. A 25' easement shall be recognized for operation & maintenance of the irrigation facility; and,
   b. Landscaping within the easement will not be approved and the easement must remain flat and driveable; and,
   c. Fencing and/or pathways must be constructed just off the canal easement; and,
   d. Non-Boise Project facilities must be outside the canal easement; and,
   e. Any crossing agreements shall be applied for through the Bureau of Reclamation and Boise Project Board of Controls, only after these agreements are complete can construction begin and must be conducted during the non-irrigation season; and,
   f. Storm Drainage and/or Street Runoff must be retained on-site; and,
   g. Local irrigation/drainage ditches that cross the property, serving neighboring properties, must remain unobstructed and protected by an appropriate easement; and,
   h. Please provide a copy of the irrigation and drainage plans to this Boise Project office; and,
   i. Wording on the preliminary plat and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Controls facilities are subject to Idaho Statutes Title 42-1209; and,

8. A memo dated June 6, 2019, authored by Dan Wagner, Nampa GIS Department, which requests corrections to the following:
   a. E Syracuse Dr should be E Syracuse St
   b. E Alma Ln should be Alma Ln

9. An email, dated June 13, 2019, authored by Carolyn Murray, Nampa Parks & Forestry Department, stating the plat is deemed acceptable; and,

10. A memo dated, June 17, 2019, authored by Caleb LaClair, Nampa Engineering Department, which identifies the following Conditions and Comments:
    a. Developer shall provide an updated Traffic Impact Study (TIS) reflecting the correct number of total units as 409. The Developer shall be responsible to address any additional mitigation that may be identified by the updated TIS.
    b. Developer shall provide documentation of NMID and BPBC approval of improvements to their facilities and any work within their easements prior to construction drawing approval. Provide copies of executed license agreements prior to Final Plat signature.
    c. Developer shall provide documentation of Nampa Highway District (NHD) approval of Alma Lane work within their jurisdiction prior to construction drawing approval. Developer is responsible to obtain all necessary encroachment permits from NHD for work within their right-of-way.
    d. Developer shall widen Alma Lane to Southside Blvd to a minimum width of 24' to allow for two-way traffic. Pavement widening may be a temporary patch with Phase 1 if the Developer agrees to perform full width rebuild of Alma Lane to a 26' width for the frontage with each subsequent project phase. Developer shall provide a Letter of Understanding to the City of Nampa Engineering Division stating their understanding and agreement with this condition prior to Final Plat signature.
e. The current Phase 1 water system design will not provide adequate pressure to accommodate 1,500-gpm of fire flow. The design shall be modified to either (1) increase the Jamestown Dr and Yankees Way water main size to 12", or (2) extend 12" water main in Alma Lane to Southside Blvd as part of Phase 1.
f. Developer shall provide clarification on how Lot 2, Block 1 will be accessed prior to Final Plat signature. As currently planned, there is insufficient street frontage, and an access easement may be necessary from the existing parcel to the south.
g. Submit the "Offsite Utility Plans" to the Nampa Engineering Division for review prior to Phase 1 construction drawing approval.
h. Developer's Engineer shall address all Construction Drawing and Drainage Report comments identified in the "New York Landing Subdivision #1 – Construction Drawings & Final Plat – 1st Review" letter from the Nampa Engineering Division, dated 6/17/2019 prior to construction drawing approval.
i. Developer shall provide legal descriptions and exhibits for offsite public pressure irrigation and domestic water mains needed for the project to the Nampa Engineering Division for recording purposes prior to Final Plat signature.
j. The Developer and their Engineer and Contractor shall adhere to the "Construction Duty and Responsibility Policy", Section 108 of the 2017 City of Nampa Engineering Development Process and Policy Manual, during the construction process. The Developer shall also sign the City of Nampa Subdivision Improvement Agreement and submit to the Nampa Engineering Division prior to start of construction.

Engineering Department Final Plat Comments

a. Reflect Alma Lane 40' right-of-way as existing. It was already created via separate instrument.
b. Add Lot 20, Block 4 to Note 6 as a common lot.
c. Verify subdivision legal description against the plat. There appear to be some minor discrepancies.
d. Reflect any and all existing/new NMID easements on the plat for Ramsey Drain and/or Hocktitler Lateral as appropriate.

Comments/Recommendation(s):

The applicant presented the Preliminary Plat for the New York Landing Subdivision at the January 23, 2019 Planning and Zoning Commission meeting.

Staff finds that the proposed subdivision final plat for New York Landing Subdivision No. 1 substantially conforms within acceptable limits to the approved preliminary plat for New York Landing Subdivision, and, complies with relevant RS-8.5 zoning codes and City of Nampa subdivision standards pertaining to the proposed Development. (Said determination is, or may be, partially predicated on the 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 New York Landing Subdivision No. 1 be approved, contingent on Applicant/Developer/Development compliance with various Conditions of Approval as listed below....

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. 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 pertaining to the approved preliminary plat of for New York Landing Subdivision.

2. Correct lot width for Lot 2, Block 3, as it does not meet the required 70' (foot) lot width at the 20' (foot) setback mark.

3. Comply with the MOU: General Cooperation of Planning and Zoning, Annexation, Development and Maintenance Activities development agreement that was signed by NHD #1 on 11-29-16; and,

4. Submit for a license agreement for the proposed encroachment of the Nampa Meridian Irrigation District (NMID) easement through the NMID office; and,

5. Comply with the following items listed in the Boise Project Board of Controls Letter as follows:
   a. A 25’ easement shall be recognized for operation & maintenance of the irrigation facility; and,
   b. Landscaping within the easement will not be approved and the easement must remain flat and driveable; and,
   c. Fencing and/or pathways must be constructed just off the canal easement; and,
   d. Non-Boise Project facilities must be outside the canal easement; and,
   e. Any crossing agreements shall be applied for through the Bureau of Reclamation and Boise Project Board of Controls, only after these agreements are complete can construction begin and must be conducted during the non-irrigation season; and,
   f. Storm Drainage and/or Street Runoff must be retained on-site; and,
   g. Local irrigation/drainage ditches that cross the property, serving neighboring properties, must remain unobstructed and protected by an appropriate easement; and,
   h. Please provide a copy of the irrigation and drainage plans to this Boise Project office; and,
   i. Wording on the preliminary plat and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Controls facilities are subject to Idaho Statutes Title 42-1209; and,

6. Make corrections to street names as listed in the Nampa GIS letter, as follows:
   a. E Syracuse Dr should be E Syracuse St
   b. E Alma Ln should be Alma Ln

7. Address Engineering Department Conditions and final plat comments as listed:
   a. Developer shall provide an updated Traffic Impact Study (TIS) reflecting the correct number of total units as 409. The Developer shall be responsible to address any additional mitigation that may be identified by the updated TIS.
   b. Developer shall provide documentation of NMID and BPBC approval of improvements to their facilities and any work within their easements prior to construction drawing approval. Provide copies of executed license agreements prior to Final Plat signature.
   c. Developer shall provide documentation of Nampa Highway District (NHD) approval of Alma Lane work within their jurisdiction prior to construction drawing approval. Developer is responsible to obtain all necessary encroachment permits from NHD for work within their right-of-way.
   d. Developer shall widen Alma Lane to Southside Blvd to a minimum width of 24' to allow for two-way traffic. Pavement widening may be a temporary patch with Phase 1 if the Developer agrees to perform full width rebuild of Alma Lane to a 26' width for the frontage with each subsequent project phase. Developer shall provide a Letter of Understanding to the City of Nampa Engineering Division stating their understanding and agreement with this condition prior to Final Plat signature.
   e. The current Phase 1 water system design will not provide adequate pressure to accommodate 1,500-gpm of fire flow. The design shall be modified to either (1) increase
the Jamestown Dr and Yankees Way water main size to 12", or (2) extend 12" water main in Alma Lane to Southside Blvd as part of Phase 1.

f. Developer shall provide clarification on how Lot 2, Block 1 will be accessed prior to Final Plat signature. As currently planned, there is insufficient street frontage, and an access easement may be necessary from the existing parcel to the south.

g. Submit the “Offsite Utility Plans” to the Nampa Engineering Division for review prior to Phase 1 construction drawing approval.

h. Developer’s Engineer shall address all Construction Drawing and Drainage Report comments identified in the “New York Landing Subdivision #1 – Construction Drawings & Final Plat – 1st Review” letter from the Nampa Engineering Division, dated 6/17/2019 prior to construction drawing approval.

i. Developer shall provide legal descriptions and exhibits for offsite public utility easements associated with the offsite public pressure irrigation and domestic water mains needed for the project to the Nampa Engineering Division for recording purposes prior to Final Plat signature.

j. The Developer and their Engineer and Contractor shall adhere to the “Construction Duty and Responsibility Policy”, Section 108 of the 2017 City of Nampa Engineering Development Process and Policy Manual, during the construction process. The Developer shall also sign the City of Nampa Subdivision Improvement Agreement and submit to the Nampa Engineering Division prior to start of construction.

Final Plat Comments

a. Reflect Alma Lane 40’ right-of-way as existing. It was already created via separate instrument.

b. Add Lot 20, Block 4 to Note 6 as a common lot.

c. Verify subdivision legal description against the plat. There appear to be some minor discrepancies.

d. Reflect any and all existing/new NMID easements on the plat for Ramsey Drain and/or Hocktitler Lateral as appropriate.

8. 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,

9. <Any other conditions as may be levied by the Commission…

ATTACHMENTS

- Copy of City of Nampa Final Plat Application (page 6-7)
- Copy of Legal Description (Pages 8-10)
- Copy of Vicinity Map (page 11)
- Copy of Final Plats (reduced from original size) (pages 12-18)
- Copy of Preliminary Plat (reduced size) (pages 19-23)
- Copies of agency response letters (pages 24+)
Name of Subdivision | NEW YORK LANDING SUBDIVISION NO 1
--- | ---
Location of Subdivision | NORTH SIDE ALMA LN BETWEEN SOUTHSIDE BLVD AND HAPPY VALLEY ROAD

Owner | COREY BARTON
--- | ---
Address | 1977 E OVERLAND ROAD
Phone | 208-895-8858
FAX | 
E-Mail | SHAWN@TRILOGYIDAHO.COM

Applicant | TRILOGY IDAHO
--- | ---
Address | 9839 W CABLE CAR ST BOISE ID 83709
Phone | 208-895-8858
FAX | 
E-Mail | SHAWN@TRILOGYIDAHO.COM

Engineer/Surveyor/Planner | KENT BROWN
--- | ---
Address | 3161 E SPRINGWOOD DR MERIDIAN ID 83642
Phone | 208-871-6842
FAX | 
E-Mail | KENTLKB@GMAIL.COM

**FINAL PLAT INFORMATION**

Total Acreage | 35.69
--- | ---
Total Number of Lots: | 95
Buildable: | 83
Common: | 12
Gross Density per Acre | 2.32
(Number of units per acre of total land to be developed)
Net Density per Acre | 2.88
(Number of units per acre of land excluding roads)
Zoning District (s) | Zoning Within Nampa City Limits RS 8.5
If Applicable: Zoning Within the Area of Impact | 

2015 Engineering Division Development Policy Manual
Rev. Date: February 17, 2015

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RE: Final Plat for New York Landing Subdivision No 1 (SPP 036-18)

Dear Staff and Council:

On behalf of developer Corey Barton, please accept our request for Final Plat Approval for phase one of New York Landing Subdivision. New York Landing Development is located, on the north side of Alma Lane, between Southside Blvd and Happy Valley Road. The applicant is requesting final plat approval of 83 single-family lots and 12 common lots on 35.69 acres. This application with attachments is in accordance with the City of Nampa Final Plat application and checklist.

The Final plat and Final Construction Engineering Plans are in compliance with all conditions of approval, both site specific as well as general conditions of approval.

Please contact me if you have any questions regarding this application.

Sincerely,

Kent Brown
Planner
Legal Description
New York Landing Subdivision No. 1

A parcel located in the N ½ of Section 12, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

Commencing at a 5/8 inch diameter rebar marking the southeast corner of said N ½ of Section 12, from which an Aluminum Cap monument marking the southwest corner of the NE ¼ of said Section 12 bears N 89°27'04" W a distance of 2659.43 feet;

Thence N 89°27'04" W along the southerly boundary of said NE ¼ a distance of 485.72 feet to the POINT OF BEGINNING;

Thence continuing N 89°27'04" W along said southerly boundary a distance of 902.92 feet to a 5/8 inch diameter rebar;

Thence leaving said southerly boundary N 0°32'56" E a distance of 227.98 feet to a 5/8 inch diameter rebar;

Thence N 89°27'04" W a distance of 186.69 feet to a 5/8 inch diameter rebar;

Thence S 0°32'56" W a distance of 227.98 feet to a 5/8 inch diameter rebar on the southerly boundary of said NE ¼;

Thence N 89°27'04" W along said southerly boundary 224.00 feet to a point;

Thence leaving said southerly boundary N 0°32'56" E a distance of 190.00 feet to a point;

Thence N 89°27'04" W a distance of 82.62 feet to a point;

Thence N 0°32'52" E a distance of 56.00 feet to a point;

Thence N 0°29'52" E a distance of 119.15 feet to a point;

Thence N 89°30'08" W a distance of 75.70 feet to a point;

Thence N 0°29'52" E a distance of 118.00 feet to a point;

Thence N 89°30'08" W a distance of 79.00 feet to a point;

Thence N 0°29'52" E a distance of 56.00 feet to a point;

Thence S 89°30'08" E a distance of 6.71 feet to a point;

Thence N 0°29'52" E a distance of 118.00 feet to a point;

Thence N 89°30'08" W a distance of 10.60 feet to a point;

Thence N 0°29'52" E a distance of 118.00 feet to a point;
Thence N 89°30'08" W a distance of 72.20 feet to a point;
Thence N 0°29'52" E a distance of 56.00 feet to a point;
Thence S 89°30'08" E a distance of 9.91 feet to a point;
Thence N 0°34'02" E a distance of 236.00 feet to a point;
Thence N 89°30'08" W a distance of 11.93 feet to a point;
Thence N 0°29'52" E a distance of 56.00 feet to a point;
Thence N 0°34'02" E a distance of 110.00 feet to a point;
Thence N 89°30'08" W a distance of 300.00 feet to a point;
Thence N 86°44'06" W a distance of 50.06 feet to a point;
Thence N 82°20'41" W a distance of 236.00 feet to a point;
Thence N 77°50'02" W a distance of 51.99 feet to a point;
Thence N 73°09'34" W a distance of 56.00 feet to a point;
Thence N 16°50'26" E a distance of 7.15 feet to a point;
Thence N 67°46'16" W a distance of 56.10 feet to a point;
Thence N 0°46'59" E a distance of 66.55 feet to a point on the centerline of the New York Canal;
Thence along said New York Canal centerline the following described courses;

Thence a distance of 84.11 feet along the arc of a 794.35 foot radius curve right, said curve having a central angle of 6°04'00" and a long chord bearing S 65°46'26" E a distance of 84.07 feet to a point;

Thence S 62°44'27" E a distance of 104.51 feet to a point;

Thence a distance of 328.95 feet along the arc of a 300.00 foot radius curve left, said curve having a central angle of 62°49'30" and a long chord bearing N 85°50'49 E a distance of 312.72 feet to a point;

LandSolutions
Land Surveying and Consulting

New York Landing Subdivision No. 1
Job No. 18-50
Page 2 of 3
Thence N 54°26'04" E a distance of 268.85 feet to a point;

Thence a distance of 174.40 feet along the arc of a 200.00 foot radius curve right, said curve having a central angle of 49°57'37" and a long chord bearing N 79°24'52" E a distance of 168.92 feet to a point;

Thence S 75°36'19" E a distance of 42.01 feet to a point;

Thence a distance of 543.68 feet along the arc of a 430.00 foot radius curve right, said curve having a central angle of 72°26'34" and a long chord bearing S 39°23'02" E a distance of 508.18 feet to a point;

Thence S 3°09'45" E a distance of 113.91 feet to a point;

Thence S 0°34'02" W a distance of 334.10 feet to a point;

Thence a distance of 435.99 feet along the arc of a 650.00 foot radius curve left, said curve having a central angle of 38°25'53" and a long chord bearing S 18°38'55" E a distance of 427.86 feet to a point;

Thence S 37°51'51" E a distance of 134.90 feet to a point;

Thence a distance of 320.19 feet along the arc of a 800.00 foot radius curve left, said curve having a central angle of 22°55'55" and a long chord bearing S 49°19'49" E a distance of 318.06 feet to a point;

Thence S 60°47'46" E a distance of 452.87 feet to a point;

Thence a distance of 82.73 feet along the arc of a 200.00 foot radius curve right, said curve having a central angle of 23°42'00" and a long chord bearing S 48°56'46" E a distance of 82.14 feet to the POINT OF BEGINNING.

This parcel contains 35.69 acres, more or less.

Clinton W. Hansen, PLS
Land Solutions, PC
April 2, 2019
NEW YORK LANDING SUBDIVISION NO. 1

CERTIFICATE OF OWNERS
Know all men by these presents: That Corey Barton, a married man, as his sole and separate property is the owner of the property described as follows:

A parcel located in the N 1/4 of Section 12, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

Commencing at a 5 inch diameter rebar marking the southeast corner of said N 1/4 of Section 12 from which an Aluminum Cap monument marking the southwest corner of the NE 1/4 of said Section 12 bears N 89°27'04" W a distance of 2559.43 feet.

Thence N 89°27'04" W along the southerly boundary of said NE 1/4 a distance of 485.72 feet to the POINT OF BEGINNING;

Thence continuing N 89°27'04" W along said southerly boundary a distance of 302.92 feet to a 5 inch diameter rebar;

Then leaving said southerly boundary N 0°17'52" E a distance of 277.98 feet to a 5 inch diameter rebar;

Then S 0°17'52" W a distance of 227.98 feet to a 5 inch diameter rebar on the southerly boundary of said NE 1/4;

Then N 89°27'04" W along said southerly boundary 224.06 feet to a point;

Then leaving said southerly boundary N 0°17'52" E a distance of 190.00 feet to a point;

Then N 89°27'04" W a distance of 82.62 feet to a point;

Then N 0°17'52" E a distance of 50.00 feet to a point;

Then N 0°17'52" E a distance of 119.15 feet to a point;

Then N 89°30'08" W a distance of 75.70 feet to a point;

Then N 89°30'08" E a distance of 118.00 feet to a point;

Then N 0°17'52" W a distance of 76.20 feet to a point;

Then N 89°30'08" E a distance of 59.00 feet to a point;

Then S 89°30'08" E a distance of 6.71 feet to a point;

Then S 89°30'08" E a distance of 118.00 feet to a point;

Then N 89°30'08" W a distance of 10.50 feet to a point;

Then N 89°30'08" E a distance of 118.00 feet to a point;

Then N 89°30'08" W a distance of 72.20 feet to a point;

Then N 89°30'08" E a distance of 83.00 feet to a point;

Then N 89°30'08" W a distance of 9.91 feet to a point;

Then N 0°17'52" E a distance of 236.00 feet to a point;

Then N 89°30'08" W a distance of 113.93 feet to a point;

Then N 0°17'52" E a distance of 58.00 feet to a point;

Then N 0°17'52" E a distance of 110.00 feet to a point;

Then N 0°17'52" W a distance of 200.00 feet to a point;

Then N 86°44'06" W a distance of 60.06 feet to a point;

Then N 82°22'04" W a distance of 52.22 feet to a point;

Then N 77°50'02" W a distance of 51.99 feet to a point;

Then N 0°17'52" W a distance of 72.20 feet to a point;

Then N 67°46'16" W a distance of 81.91 feet to a point;

Then N 22°13'44" W a distance of 118.00 feet to a point;

Then N 67°46'16" W a distance of 73.20 feet to a point;

Then N 25°42'36" E a distance of 55.10 feet to a point;

Then N 17°42'32" E a distance of 144.75 feet to a point;

Then S 0°17'52" E a distance of 66.55 feet to a point on the centerline of the New York Canal;

Then along said New York Canal centerline the following described courses;

A distance of 84.11 feet along the arc of a 764.35 foot radius curve right, said curve having a central angle of 6°04'00" and a long chord bearing S 62°46'25" E a distance of 84.07 feet to a point;

Then S 62°46'27" E a distance of 194.51 feet to a point;

Then a distance of 328.95 feet along the arc of a 200.00 foot radius curve left, said curve having a central angle of 62°49'30" and a long chord bearing N 85°50'49" E a distance of 312.72 feet to a point;

Then N 0°17'52" E a distance of 268.65 feet to a point;

Then a distance of 174.40 feet along the arc of a 200.00 foot radius curve right, said curve having a central angle of 49°57'31" and a long chord bearing N 79°24'52" E a distance of 168.92 feet to a point;

CERTIFICATE OF SURVEYOR

I, Clinton W. Hansen, do hereby certify that I am a Professional Land Surveyor licensed by the State of Idaho, that this plat as described in the "Certificate of Owners" was drawn from an actual survey made on the ground under my direct supervision and accurately represents the points plotted thereon, and is in conformity with the State of Idaho Code relating to plats and surveys.

Clinton W. Hansen
P.L.S. No. 11118

ACKNOWLEDGMENT

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 Corey Barton, known or identified to me to be the individual whose name is subscribed to the within Instrument and acknowledged to me that he executed the same.

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

My commission expires

Notary Public for Idaho

Residing in _____________________________

BOOK PAGE
HEALTH CERTIFICATE

Sanitary restrictions as required by Idaho Code, Title 50, Chapter 13 have been satisfied based on a review by a Qualified Licensed Professional Engineer (QLPE) representing City of Nampa Public Works, and the QLPE approval of the design plans and specifications and the conditions imposed on the developer for continued satisfaction of the sanitary restrictions. Buyer is cautioned that at the time of this approval, no drinking water extensions or sewer extensions were constructed. Building construction can be allowed with appropriate building permits if drinking water extensions or sewer extensions have since been constructed or if the developer is simultaneously constructing those facilities. If the developer fails to construct facilities, then sanitary restrictions may be reimposed, in accordance with Section 50-1306, Idaho Code, by the issuance of a Certificate of Disapproval, and no construction of any building or shelter requiring drinking water or sewer/septic facilities shall be allowed.

District Health Department, REHS 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 the ___ day of __________, 20___, this plat was duly accepted and approved.

City Clerk, Nampa, Idaho

APPROVAL OF CITY ENGINEER

I, the undersigned, City Engineer in and for the City of Nampa, Canyon County, Idaho, hereby approve this plat.

City Engineer Date

APPROVAL OF 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

CERTIFICATE OF COUNTY SURVEYOR

I, the undersigned, County Surveyor in and for Canyon County, Idaho, do hereby certify that I have checked this plat in accordance with Idaho Code, Title 50, Chapter 13 relating to plats and vacations.

Canyon County Surveyor

CERTIFICATE OF COUNTY TREASURER

I, the undersigned, County Treasurer in and for the County of Canyon, State of Idaho, do hereby certify that any and all current and/or delinquent County property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Date County Treasurer

COUNTY RECORDER’S CERTIFICATE

I hereby certify that this instrument was filed for record at the request of __________ at ______ Minutes past ______ O’clock ______ M. on this ___ day of __________, 20___, in Book___ of plats at Pages ______. Instrument No. ______

Deputy Ex-Officio Recorder
Building Department has no conditions at this time.

Good Afternoon Everyone! 😊

Re: Final Plat Approval for New York Landing Subdivision No. 1 (SPF-00089-2019)

Please find attached for your review, Final Plat Approval for New York Landing Subdivision No. 1 east of Southside Blvd. on the north side of Alma Lane (A parcel located in the N¼ of Section 12, T2N, R2W, BM - 95 Single Family Residential lots on 35.69 acres or 2.32 lots/gross acre) for Kent Brown representing Trilogy Idaho.

The Final plat is scheduled for the Planning and Zoning Commission meeting of June 25, 2019, as a public hearing item.

Please find attached the SPF-00089-2019 file for your review and return any comments to my attention or to Sylvia Mackrill (mackrill@cityofnampa.us) prior to June 11, 2019.

Thank you & Have a great day!

Shellie A. Lopez, Planning Administrative Specialist
O: 208.468.4487, F: 208.468.5439
411 3rd Street South, Nampa, ID 83651
Planning and Zoning - Like us on Facebook
Shellie Lopez

From: Eddy Thiel <eddy@nampahighway1.com>
Sent: Monday, June 03, 2019 6:55 AM
To: Shellie Lopez

Hi Shellie

Nampa Highway District #1 has no objection to the New York Landing Subdivision #1 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

From: Shellie Lopez <lopezs@cityofnampa.us>
Sent: Sunday, June 2, 2019 8:27 PM
Subject: Final Plat Approval for New York Landing Subdivision No. 1 (SPF-00089-2019)

Good Afternoon Everyone! 😊

Re: Final Plat Approval for New York Landing Subdivision No. 1 (SPF-00089-2019)

Please find attached for your review, Final Plat Approval for New York Landing Subdivision No. 1 east of Southside Blvd. on the north side of Alma Lane (A parcel located in the N\ of Section 12, T2N, R2W, BM - 95 Single Family Residential lots on 35.69 acres or 2.32 lots/gross acre) for Kent Brown representing Trilogy Idaho.

The Final plat is scheduled for the Planning and Zoning Commission meeting of June 25, 2019, as a public hearing item.

Please find attached the SPF-00089-2019 file for your review and return any comments to my attention or to Sylvia Mackrill (mackrill@cityofnampa.us) prior to June 11, 2019.

Thank you & Have a great day!

Shellie A. Lopez, Planning Administrative Specialist
O: 208.468.4487, F: 208.468.5439
411 3rd Street South, Nampa, ID 83651
Planning and Zoning - Like us on Facebook
Hi Shellie,

Nampa Parks has reviewed the final plat for New York Landing Subdivision No. 1, Project: SPF-00089-2019 and has no requests.

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.
The above listed project Landscape Plans have been reviewed by the City of Nampa's Planning Department for compliance with all applicable planning codes, and the following items and/or revisions are required prior to Planning approval:

1. **Street Tree Liquidamber styraciflua**: Please specify a different Class II species. Please refer to Treasure Valley Tree Selection Guide for selection of approved species (with exception to Red Maple, Freeman Maple and American Sweetgum which are not approved) (https://id-nampaparksandrec.civicplus.com/DocumentCenter/View/923/2018-Treasure-Valley-Tree-Selection-Guide).

2. Street trees require 25' clearance from street light fixtures. Please see attached redlined plans for locations that require correction.

3. Provide 3' min. turf clearance from base of all trees planted in turf.

4. Provide color and finish of Wrought Iron Fence.

5. Please see attached redlined plans for additional minor revisions.

6. Please resubmit landscape plans for approval.

If you have questions or would like to discuss this interpretation of the planning code, please call my direct line at (208) 468-5406.

Doug Critchfield  
Senior Planner  
Nampa Planning Dept.  
E-mail address: critchfieldd@cityofnampa.us
Date: June 3, 2019

RE: Planning Department Landscape Plan Review

Project: Project Name: NY Landing Sub No. 1: SPF-00089-2019

The above listed project Landscape Plans have been reviewed by the City of Nampa’s Planning Department for compliance with all applicable planning codes, and the following items and/or revisions are required prior to Planning approval:

1. Landscape Plans were revised and approved.

Doug Critchfield
Senior Planner
Nampa Planning Dept.
E-mail address: critchfieldd@cityofnampa.us
Good afternoon,

ITD has received application SPF-00089-2019 for review and has no comments.

Thank you,

Sarah Arjona
Development Services Coordinator
ITD District 3
(208) 334-8338

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Good Afternoon Everyone! 😊

Re: Final Plat Approval for New York Landing Subdivision No. 1 (SPF-00089-2019)

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Thank you & Have a great day!
June 5, 2019

Norman L. Holm, Planning Director
City of Nampa
411 3rd Street South
Nampa, ID 83651

RE: SPF-00089-2019/ New York Landing Subdivision No. 1

Dear Norm:

Nampa & Meridian Irrigation District (NMID) has review plans for this development and has asked for a license agreement for the proposed encroachment along our facilities to be drafted and presented for approval. We will withhold further comment until this request is fulfilled.

Please seek comments from contact Thomas Ritthaler, with Boise Project- Board of Control in regards for their comments on the New York Canal; at 208-344-1141 or 2465 Overland Road Room 202 Boise, ID 83705-3173.

Should you have any further questions regarding this letter, please feel free to give me a call.

Sincerely,

Greg G. Curtis
Water Superintendant
Nampa & Meridian Irrigation District
GGC/ gnf

Cc: Office/ file
T. Ritthaler, BPBOC
06 June 2019

City of Nampa
Planning & Zoning Division
411 3rd St. S.
Nampa, Idaho 83651

RE: New York Landing Subdivision No. 1
Northside of Alma Ln. & E. of Southside Blvd.
Nampa & Meridian Irrigation District
Main Southside Canal (Approx. 171+00)
Sec. 12, T2N, R2W, BM.

Shellie Lopez:

After reviewing the plans stamped and dated 4/21/2019 by David A. Bailey for New York Landing No. 1 Boise Project approves of these plans per the requirements listed below. Boise Project suggest that you contact Nampa-Meridian Irrigation District for any further comments as this development will be under there jurisdiction.

The United States’ Main Southside Canal lies within the boundary of the above-mentioned location. The easement for this canal 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 this canal. We assert this federal easement 25 feet out and parallel to the lower toe of the canal embankment and 25 feet out and parallel to the uppermost most shoulder of the canal embankment. 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.
Gravity irrigation and/or pressure irrigation piping that is not Boise Project facilities must be outside of the Main Southside Canal easement boundaries.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the lateral 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.

The construction of any roadway crossing must allow for easy access to canal banks. All designs of such crossings must be approved prior to construction.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. 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.

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

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

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a copy of the irrigation and drainage plans.

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 Statues, Title 42-1209.

Whereas, this property lies within the Nampa & Meridian Irrigation District you must contact Greg Curtis, Water Superintendent, for any approvals and/or comments he may have.

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

c
Ray Moore
Greg Curtis
File

Watermaster, Div;3 BPBC
Water Superintendent, NMID
June 6, 2019

RE: New York Landing #1 - Final Plat

To: Shawn Brownlee

cc: Sylvia Mackrill

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

- E Syracuse Dr should be E Syracuse St
- E Alma Ln should be alma Ln

Sincerely,

Dan Wagner
GIS Technician I
Engineering Division
City of Nampa
(208) 468-5475
Sylvia Mackrill

From: Sylvia Mackrill
Sent: Thursday, June 13, 2019 12:02 PM
To: Carolynn Murray
Subject: New York Landing Subdivision 1: SPF-00089-2019; Final Plat Review

Sylvia,

After the City Forester’s review of New York Landing Subdivision 1: SPF-00089-2019; Final Plat Review, he commented that they were ok

Please contact Earl if you have any questions regarding his comments. Thanks.

Carolynn Murray
Administrative Coordinator
O: 208.468.5890, C: 208.371.4877

Nampa Parks & Forestry – Facebook Page

Celebrating Nampa’s 21st year as a Tree City USA recipient!!!

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DATE: 6/17/2019
TO: Nampa Planning & Zoning Department
FROM: Caleb LaClair, P.E. – Assistant City Engineer
CC: Daniel Badger, P.E. – City Engineer

SUBJECT: New York Landing Subdivision #1 – Construction Drawings & Final Plat Review

The Engineering Division has completed a review of the Construction Drawings and Final Plat for New York Landing Subdivision #1 and recommend the following conditions and comments.

Conditions of Approval

1. Developer shall provide an updated Traffic Impact Study (TIS) reflecting the correct number of total units as 409. The Developer shall be responsible to address any additional mitigation that may be identified by the updated TIS.
2. Developer shall provide documentation of NMID and BPBC approval of improvements to their facilities and any work within their easements prior to construction drawing approval. Provide copies of executed license agreements prior to Final Plat signature.
3. Developer shall provide documentation of Nampa Highway District (NHD) approval of Alma Lane work within their jurisdiction prior to construction drawing approval. Developer is responsible to obtain all necessary encroachment permits from NHD for work within their right-of-way.
4. Developer shall widen Alma Lane to Southside Blvd to a minimum width of 24’ to allow for two-way traffic. Pavement widening may be a temporary patch with Phase 1 if the Developer agrees to perform full width rebuild of Alma Lane to a 26’ width for the frontage with each subsequent project phase. Developer shall provide a Letter of Understanding to the City of Nampa Engineering Division stating their understanding and agreement with this condition prior to Final Plat signature.
5. The current Phase 1 water system design not provide adequate pressure to accommodate 1,500-gpm of fire flow. The design shall be modified to either (1) increase the Jamestown Dr and Yankees Way water main size to 12”, or (2) extend 12” water main in Alma Lane to Southside Blvd as part of Phase 1.
6. Developer shall provide clarification on how Lot 2, Block 1 will be accessed prior to Final Plat signature. As currently planned, there is insufficient street frontage, and an access easement may be necessary from the existing parcel to the south.
7. Submit the “Offsite Utility Plans” to the Nampa Engineering Division for review prior to Phase 1 construction drawing approval.
8. Developer’s Engineer shall address all Construction Drawing and Drainage Report comments identified in the “New York Landing Subdivision #1 – Construction Drawings & Final Plat – 1st Review” letter from the Nampa Engineering Division, dated 6/17/2019 prior to construction drawing approval.

9. Developer shall provide legal descriptions and exhibits for offsite public utility easements associated with the offsite public pressure irrigation and domestic water mains needed for the project to the Nampa Engineering Division for recording purposes prior to Final Plat signature.

10. The Developer and their Engineer and Contractor shall adhere to the “Construction Duty and Responsibility Policy”, Section 108 of the 2017 City of Nampa Engineering Development Process and Policy Manual, during the construction process. The Developer shall also sign the City of Nampa Subdivision Improvement Agreement and submit to the Nampa Engineering Division prior to start of construction.

Final Plat Comments

1. Reflect E. Alma Lane 40’ right-of-way as existing. It was already created via separate instrument.
2. Add Lot 20, Block 4 to Note 6 as a common lot.
3. Verify subdivision legal description against the plat. There appear to be some minor discrepancies.
4. Reflect any and all existing/new NMID easements on the plat for Ramsey Drain and/or Hocktitler Lateral as appropriate.