



**Planning & Development Services**

Boise City Hall, 2nd Floor Phone: 208/384-3830  
 150 N. Capitol Boulevard Fax: 208/384-3753  
 P. O. Box 500 TDD/TTY: 800/377-3529  
 Boise, Idaho 83701-0500 Website: www.cityofboise.org/pds

## Planning Division Transmittal

**File Number:** CAR19-00004,PUD19-00012 & SUB19-00016  
**X-Ref:** CAR18-00006 & PUD18-00006  
**Address:** 8366 N BOGART LN  
**Applicant:** WHPACIFIC, INC.

**Hearing Date:** MAY 2019  
**Hearing Body:** Planning and Zoning Commission  
**Transmittal Date:** 3/12/19

- Submit comments at least **10 Calendar Days** prior to the hearing date listed above so your comments can be included in the project report. For Administrative Levels & Final Subdivision Plats, please comment within **7 Calendar Days** of the transmittal date.
- If responding by e-mail, please send comments to [PDSTransmittals@cityofboise.org](mailto:PDSTransmittals@cityofboise.org) and put the file number in the subject line.
- Paper copies are available on request. Please call (208) 608-7100 and have the file number available. If you encounter problems with the electronic transmittals or want to provide feedback, please call (208) 608-7084.

### Ada County

- 911 (Sheriff Dispatch)
- ACHD
- Commissioners
- COMPASS
- COMPASS-Micropaths
- Development Services
- Parks & Waterways

### Boise City

- Airport
- Building
- Building-ESC
- Building-ROS & Subdivisions
- City Clerk
- Comp Planning
- DFA
- Fire
- Legal
- Library
- Parking Control
- Parks
- Police
- Public Works-Addressing
- Public Works-Annexations
- Public Works-Drainage
- Public Works-Environmental
- Public Works-Environmental-BRS
- Public Works-Floodplain
- Public Works-Hillside/Grading
- Public Works-Irrigation
- Public Works-Sewer
- Public Works-Solid Waste
- Public Works-Street Lights
- Public Works-Subdivisions
- PDS-Noticing Copy

### Federal

- Army Corp of Engineers
- BLM
- EPA
- Fish & Wildlife Service

### Idaho State

- Dept of Lands
- Dept of Parks & Recreation
- Dept of Water Resources
- DEQ
- Division of Public Works
- Fish & Game (Region III)
- Historical Society
- Transportation District

### Irrigation Districts

- Board of Control*
- Boise City Canal
- Boise Valley
- Boise-Kuna
- Bureau of Reclamation*
- Drainage District # 2
- Farmers Union
- Nampa & Meridian
- New York Irrigation*
- Settlers
- South Boise Mutual
- South Boise Water
- Thurman Mill Ditch Co

### Miscellaneous

- Boise Postmaster*
- CCDC
- CDHD
- City of Eagle
- City of Garden City
- City of Meridian
- Preservation Idaho
- Union Pacific Railroad
- Valley Regional Transit
- Other \_\_\_\_\_

### Neighborhood Associations

- Barber Valley
- Boise Heights
- Borah
- Central Bench
- Central Foothills
- Central Rim
- Collister
- Depot Bench
- Downtown
- East End
- Glenwood Rim
- Highlands
- Hillcrest
- Liberty Park
- Lusk District
- Morris Hill
- North End
- North West
- Pierce Park
- Quail Ridge
- Somerset
- South Boise Village (Energize)
- South Cole
- South East
- South Eisenman
- Sunset
- SW Ada County Alliance
- Veterans Park
- Vista (Energize)
- Warm Springs Mesa
- West Bench (Energize)
- West Downtown
- West End (Energize)
- West Valley (Energize)
- Winstead

### Schools

- Boise School District
- West Ada School District

### Utilities

- Cable One
- Capitol Water Corporation
- Century Link
- Chevron Pipeline
- Intermountain Gas
- Suez Water
- West Boise Sewer District

#105 - Annexation and Rezone

Case #: CAR19-00004

Property Information

Address

Street Number: 8633	Prefix: N	Street Name: BOGART LN	Unit #: 			
Subdivision name: ROBERTS & HILL SUB	Block: 0	Lot: 25	Section: 14	Township: 4	Range: 1	Zoning: R-1C
Parcel Number: R7498004780	Additional Parcel Numbers: R7498004770 R7498000980 R7498001020 R7498004752					

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

Agent/Representative     Applicant     Owner

Applicant Information

First Name: Jane	Last Name: Suggs		
Company: WHPacific, Inc.			
Address: 2141 W. Airport Way, Ste. 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

Agent/Representative Information

Role Type:     Architect     Land Developer     Engineer     Contractor     Other

First Name: Jane	Last Name: Suggs		
Company: WHPacific, Inc.			
Address: 2141 W. Airport Way, Ste. 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

Owner Information

Same as Applicant?     No     Yes    (If yes, leave this section blank)

First Name: Stanley	Last Name: Matlock		
Company: Also:Viper Investments and Heartland Townhomes Property Mgmt LLC			
Address: 8633 N. Bogart Lane	City: Boise	State: ID	Zip: 83714
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

1. Neighborhood Meeting Held (Date):

2/20/2019

2. Neighborhood Association:

North West

3. Comprehensive Planning Area:

Northwest

4. This application is a request to construct, add or change the use of the property as follows:

rezone properties from R-1A to R-1C, subdivision and planned unit development for 286 dwelling units of various housing types

5. Type of Request:

Rezone     Annexation & Rezone

6. Current Zone:

R-1A, R-1C

7. Requested Zone::

R-1C

8. Size of Property:

38.39

Acres     Square Feet

9. Existing uses and structures on the property are as follows:

House and outbuildings to remain at 8633 Bogart Lane (1.86 acres), remaining parcels are empty.

**10. Are there any existing land uses in the general area similar to the proposed use?**

If so, describe them and give their locations:

Yes, single family detached houses and attached townhome units to the east, south and west of the proposed project.  
Single family detached houses and open space lots located to the north.

**11. On what street(s) does the property have frontage?**

Hill Road Parkway, Bogart Lane, Duncan Lane

**12. Adjacent property information:**

Uses:

Zone:

North: SF Homes, Open North: (R-1A) Single Family Residential

South: SF Homes South: (R-1C) Single Family Residential

East: SF Homes East: (R-1C) Single Family Residential

West: SF Homes West: (R-1C) Single Family Residential

**13. Why are you requesting annexation into the City of Boise?**

N/A

**14. What use, building or structure is intended for the property?**

residential subdivision with a mix of housing types, including single family detached homes that are both front load and rear load, townhomes that are both front load and rear load and multifamily apartments

**15. What changes have occurred in the area that justify the requested rezone?**

Subdivision development has occurred to the east, west and south over the past 10 years.  
The subject parcels were annexed into the City of Boise 3 years ago.  
Urban services are available to the site.

**16. What Comprehensive Plan policies support your request?**

See letter of intent and addendum for more detail.

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:

#117 Planned Unit Development

Case #: PUD18-00006

Property Information

Address

Street Number: 8633	Prefix: N	Street Name: BOGART LN	Unit #: 			
Subdivision name: ROBERTS & HILL SUB	Block: 0	Lot: 25	Section: 14	Township: 4	Range: 1	Zoning: R-1C
Parcel Number: R7498004780	Additional Parcel Numbers: 					

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

Agent/Representative     Applicant     Owner

Applicant Information

First Name: Jane	Last Name: Suggs		
Company: WHPacific			
Address: 2141 W. Airport Way, Suite 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

Agent/Representative Information

Role Type:     Architect     Land Developer     Engineer     Contractor     Other

First Name: Jane	Last Name: Suggs		
Company: WHPacific			
Address: 2141 W. Airport Way, Suite 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

Owner Information

Same as Applicant?     No     Yes    (If yes, leave this section blank)

First Name: Stanley	Last Name: Matlock		
Company: also: Viper Investments and Heartland Townhomes Property Mgmt LLC			
Address: 8633 N. Bogart Lane	City: Boise	State: ID	Zip: 83714
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: 	Fax: 

**Project Information**

Is this a Modification application?  Yes  No File number being modified:

**1. Neighborhood Meeting Held (Date):**

12/18/17 *ALSO 2/20/2019*

**2. Neighborhood Association:**

North West

**3. Comprehensive Planning Area:**

Northwest

**4. This application is a request to construct, add or change the use of the property as follows:**

rezone properties from R-1A to R-1C, subdivision and planned unit development for ~~307~~ *236* dwelling units of various housing types

**5. Size of Property:**

*38.4*  Acres  Square Feet  
*38.39*

**6. Water Issues:**

A. What are you fire flow requirements? (See International Fire Code):

gpm

B. Number of hydrants (show location on site plan):

Note: Any new hydrants/hydrant piping require Suez Water approval.

Number of Existing:  Number of Proposed:

C. Is the building "sprinklered"?  Yes  No

D. What volume of water is available? (Contact SUEZ (208) 362-7354):

gpm

**7. Existing uses and structures on the property are as follows:**

At 8633 Bogart Road (proposed Lot 25, Block 1) there is a single family home and outbuildings that will remain. The remaining parcels are empty.

**8. Are there any hazards on the property?**

(Such as canals, hazardous material spills, soil or water contamination.) If so, describe them and give their locations:

The Spoils Bank Canal is located along the southern boundary of the project. The canal will remain open and buildings will be set back from the canal. There are no slopes greater than 15%.

**9. Adjacent property information:**

	Building types and/or uses	Number of Stories	Zone
North:	SF detached & o	1&2	(R-1A) Single Family Resider
South:	SF detached	1&2	(R-1C) Single Family Resider
East:	SF detached	1&2	(R-1C) Single Family Resider
West:	SF attached & de	1&2	(R-1C) Single Family Resider

10. Non-Residential Structures:

A. Number of **Proposed** non-residential structures:

Square footage of proposed non-residential structures or additions (if 5+ floors, attach narrative with chart):

	Gross Square Feet	Net Leasable Square Feet
1st Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
2nd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
3rd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
4th Floor	<input type="text" value="0"/>	<input type="text" value="0"/>

B. Maximum Proposed Height:

C. Number of stories:

D. Number of **EXISTING** non-residential structures to remain:

Square footage of existing non-residential structures or additions (if 5+ floors, attach narrative with chart):

	Gross Square Feet	Net Leasable Square Feet
1st Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
2nd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
3rd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
4th Floor	<input type="text" value="0"/>	<input type="text" value="0"/>

E. Existing Structure Height(s):

F. Number of Stories:

11. Residential Structures:

A. Number of **Proposed** residential units (if applicable)::

B. Size of Proposed residential structures (if applicable):

	Number of Units	Square Foot per Unit	Total Square Feet
One-Bedroom:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Two-Bedroom:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Three-Bedroom:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Number:	<input type="text" value="307 284"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

C. Number of **Existing** units to remain:

D. Maximum Proposed Structure Height(s):

E. Number of Stories:

**12. Site Design:**

- A. Percentage of site devoted to building coverage:
- B. Percentage of site devoted to landscaping:
- C. Percentage of site devoted to paving:
- D. Percentage of site devoted to other uses:
- E. Describe other use:

**13. Loading Facilities, if proposed (For Commercial uses only):**

- Number:  Location:
- Size:  Screening:

**14. Parking:**

- |  | Required  |                          | Proposed                        |
|--|---|--------------------------|---------------------------------|
| A. Handicapped Spaces:   | <input type="text" value="7"/>                                | Handicapped Spaces:      | <input type="text" value="12"/> |
| B. Parking Spaces:   | <input type="text" value="120"/>                              | Parking Spaces:          | <input type="text" value="24"/> |
| C. Bicycle Spaces:   | <input type="text" value="10"/>                               | Bicycle Spaces:          | <input type="text" value="10"/> |
| D. Proposed Compact Spaces:  | <input type="text" value="0"/>                                |                          |                                 |
| E. Restricted (assigned, garage, reserved spaces) parking spaces proposed: |   |                          | <input type="text" value="0"/>  |
| F. Are you proposing off-site parking?                                     | <input type="radio"/> Yes <input checked="" type="radio"/> No | If yes, how many spaces? | <input type="text"/>            |
| G. Are you requesting shared parking or a parking reduction?               | <input type="radio"/> Yes <input checked="" type="radio"/> No | If yes, how many spaces? | <input type="text"/>            |

**Note:** If you are requesting shared parking or a parking reduction, you must submit a survey of persons using and working on the premises and any additional information demonstrating that use by the regular employees and visitors to the premises will require fewer off-street parking spaces than required by the Zoning Ordinance.

**15. Setbacks (Plans that are not graphically dimensioned will not be accepted.)**

	Building		Parking	
	Proposed	Required	Proposed	Required
Front:	<input type="text" value="5"/>	<input type="text" value="20"/>	<input type="text"/>	<input type="text"/>
Rear:	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text"/>	<input type="text"/>
Side 1:	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text"/>	<input type="text"/>
Side 2:	<input type="text" value="0"/>	<input type="text" value="5"/>	<input type="text"/>	<input type="text"/>

**16. Waivers Requested:**

- A. Lot size:  Yes  No Description:
- B. Internal Setbacks:  Yes  No Description:
- C. Frontage:  Yes  No Description:



17. Sidewalks:

Proposed:  Attached  Detached  
Adjacent:  Attached  Detached

18. Amenities:

Number:   
Description:

19. Density:

Allowed Density:   
Proposed Density:

20. Building Exterior:

	Materials	Colors
Roof:	<input type="text"/>	<input type="text"/>
Walls:	<input type="text"/>	<input type="text"/>
Windows/Doors:	<input type="text"/>	<input type="text"/>
Fascia, Trim etc.:	<input type="text"/>	<input type="text"/>

21. Drainage (Proposed method of on-site retention):

22. Floodways & Hillside:

- A. Is any portion of this property located in a Floodway or a 100-year Floodplain?  Yes  No
- B. 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 Floodplain and/or Hillside application and additional fee. You must submit the additional required application(s) for review at the same time as this request.

23. 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

**24. Street Layout:**

**A. PUBLIC Street Layout Review**

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) will be generally required by the Ada County Highway District, if the proposed development contains no more than 100 dwelling units (includes hotels and motels as well as private dwelling units), more than 30,000 square feet of commercial use, or more than 50,000 square feet of industrial or institutional use, or has associated it with special circumstances deemed by ACHD to warrant an impact study. A copy of this study must be submitted with this application.

Is a Traffic Impact Study required?

Yes  No

**B. PRIVATE Street Layout Review**

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) prepared by a traffic engineer will be required by Public Works and Planning & Development Services for the interior roadway and parking system. This requirement may be waived when it can be shown by the applicant that no section of on-site roadway will exceed 240 vehicle trips per day.

Is a Traffic Impact Study required?

Yes  No

Are you proposing public street connection to adjacent properties?

Yes  No

**25. Solid Waste:**

A. Type of trash receptacles:

Individual Can/Residential  3 Yd Dumpster  6 Yd Dumpster  8 Yd Dumpster  Compactor

B. Number of trash receptacles:

C. Proposed screening method:

D. Is the proposed location accessible for collection? (Contact Boise Public Works at 384-3901.)

Yes  No

E. Is recycling proposed?

Yes  No

**Verification of Legal Lot or Parcel Status**

Acceptance of this application does not validate the legal status of any lot or parcel. Prior to submitting for a Building Permit you must have a Verification of Legal Parcel Status form signed by the Boise City Subdivision Department. It is the applicant's responsibility to provide deeds and/or other documentation to the Subdivision Department. See Verification of Legal Lot or Parcel Worksheet for submittal requirements.

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:

#201 Subdivision

Case #: SUB18-00012

Property Information

Address

Street Number: 8633	Prefix: N	Street Name: BOGART LN	Unit #: 			
Subdivision name: ROBERTS & HILL SUB	Block: 0	Lot: 25	Section: 14	Township: 4	Range: 1	Zoning: R-1C
Parcel Number: R7498004780	Additional Parcel Numbers: R7498004770 R7498000980 R7498001020 R7498004752					

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

Agent/Representative     Applicant     Owner

Applicant Information

First Name: Jane	Last Name: Suggs		
Company: WHPacific			
Address: 2141 W. Airport Way, Suite 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: (208) 602-6941	Fax: 

Agent/Representative Information

Role Type:     Architect     Land Developer     Engineer     Contractor     Other

First Name: Jane	Last Name: Suggs		
Company: WHPacific			
Address: 2141 W. Airport Way, Suite 104	City: Boise	State: ID	Zip: 83705
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: (208) 602-6941	Fax: 

Owner Information

Same as Applicant?     No     Yes    (If yes, leave this section blank)

First Name: Stanley	Last Name: Matlock		
Company: also: Viper Investments and Heartland Townhomes Property Mgmt LLC			
Address: 8633 N. Bogart Lane	City: Boise	State: ID	Zip: 83714
E-mail: jsuggs@whpacific.com	Phone Number: (208) 275-8729	Cell: (208) 602-6941	Fax: 

1. Type of Application:

Preliminary       Final       Preliminary/Final

2. Proposed Subdivision/Condominium Name:

Prominence Subdivision

Note: Must be approved by the Ada County Surveyor.

3. Cross Reference Files:

Please list all previously approved or currently associated file(s):

PUD18-00006      CAR18-00006

4. Subdivision/Condominium Features:

Number of buildable lots/units:  ~~286~~ 157      Buildable lots/units per acre:  4.81

Number of common lots/units:  41      Zoning Classification:  R-1C

Total acres in subdivision:  38.39

5. Building Program:

Number of Existing Buildings:  1      Number of Existing Buildings to Remain:  1

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:

**9. Floodways & Hillside:**

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:**

February 26, 2018

Ms. Celine Acord  
City of Boise  
150 N. Capitol Blvd.  
Boise, ID 83702

Subject: Prominence Subdivision  
Updated applications for Rezone, Preliminary Plat, PUD

Dear Ms. Acord:

As you are aware, we submitted the subject applications on February 27, 2018, for the Prominence Subdivision, located on both the north and south sides of Hill Road Parkway, between Bogart Lane and Duncan Lane in northwest Boise (4N, 1E, Section 14). The project encompasses 5 parcels that total 38.39 acres and are currently located with the Boise City limits with zoning designations of R-1A and R-1C (single family residential districts). The parcels numbers are: R7498000980, R7498004770, R7498004780, R7498001020 and R7498004752. All of the parcels are currently undeveloped except for R7498004780 / 8633 N. Bogart Lane which is occupied by a single family home and outbuildings.

After our application was submitted we received comments from the City staff. The planning staff suggested adjusting the housing mix, especially mixing single family homes with the townhomes on the south side of the subdivision. Staff also suggested the use of site amenities to reflect the past agricultural use of the land. ACHD staff also responded to our traffic impact study with the recommendation to use the latest edition of the ITE manual, along with some additional requested clarifications.

In response to these comments from both Boise City and ACHD staff, we have made revisions to the plan and have also conducted a new Transportation Impact Study to address the ACHD concerns.

This revised letter of intent incorporates the requested changes to the plan and project, but also includes much of the previous letter.

### **History of the Properties**

All of the parcels in this development were owned and farmed by Mr. and Mrs. Stan Matlock. The Matlocks began to sell some of their farmland beginning in the late 1990s. Those previously sold properties were developed into several adjacent subdivisions, including Matlock Place Subdivisions 1 and 2 to the west and southwest and Stan's Homeplace Subdivisions 1 and 2 to the south.

In 2014, the City annexed approximately 600 acres of land in Boise's northwest area of impact. Some of the parcels, including the "Matlock parcels", were excluded in that round of Category B annexation because they were larger parcels and were not yet surrounded by the City limits. In 2015, the City annexed the subject parcels in a "clean up" annexation (CAR15-25) of approximately 169 acres, since the parcels were now enclaves surrounded by City limits.

The newly annexed properties were generally given a zoning designation that was similar to the zoning category that was designated by Ada County at the time of the annexation. All but one of the parcels was previously zoned RUT (Rural-Urban Transition) in Ada County (1 du/5 acres), so those parcels were given the R-1A (2.1 du/acre) residential zone when annexed. The exception parcel included a single family home, so it was given an R-1C (8 du/acre) zone.

The staff report for the 2015 annexation action, CAR15-25, included this statement:

*"The zoning being applied will match the existing Ada County zoning and/or the comprehensive plan. Future decisions on requests for zone changes will be based on the Comprehensive Plan Land Use Map and Zoning Consistency Matrix, as well as the other applicable goals and policies contained in the Plan."*

This is a reminder that future decisions about development on the properties should follow the Comprehensive Plan Land Use Map, which in this case designates the parcels north of Hill Road Parkway as Suburban and those south of Hill Road Parkway as Compact. The mix of housing types for these designations are described below from the current Comprehensive Plan/Blueprint Boise.

Suburban: *Predominantly single-family detached; however, may include attached single-family and multi-family units as part of a larger neighborhood development. Density Range: 3-5 dwelling units/acre.*

Compact: *The incorporation of a variety of housing types and price ranges is encouraged to provide choices for neighborhood residents. Density Range: 6-15 dwelling units/acre typical.*

Boise's zoning ordinance provides guidance to determine if annexation is appropriate. Included is the understanding that the annexation will: 1) incorporate the Boise sewer planning area, 2) honor the negotiated area of impact agreement with Ada County, 3) attempt to balance the cost of services with anticipated revenue, and 4) promote population balance, contiguous development, and prevention of costs due to leap frog development.

The rezone and development of the Providence Subdivision will fulfill the goals that were set by the annexation of the properties in 2015.

We spoke with the most recent farmer of the property, Mr. John Patton, to determine why he quit farming the land. He allowed us to use his name and his quotes: *"This is a terrible farm property. It is difficult to get water to most of it and the soil type is not good. It has lots of rock as well."* He said he was losing money to farm this property. He exclaimed *"you would have to pay me to farm it again"*. He also said that building houses on this property is the best thing that can happen to it.

### Pre-application guidance

Prior to our original application in February 2018, our development team met with City staff on Thursday, September 28, 2017, to discuss the development of the Prominence parcels. At that pre-application meeting we discussed a mix of housing types, including apartments, townhomes, 4-plexes and single family homes at the densities designated on the Comprehensive Plan Future Land Use map as described above.

A day after that meeting the planning staff advised our development team that the density for the entire project could be no more than 8 dwelling units/acre. It is important to note that this density is less than the Comprehensive Plan designates, since 58% of the development is envisioned to be developed with 6-15 units per acre. However, the development team agreed to this limitation on density for the entire project.

Subsequent meetings with City staff 1) clarified the use of passive amenities on-site, since there are active park areas within walking distance, 2) recommended a focus on connectivity within the project and to adjacent properties, and 3) provided suggestions for recognizing the area's rural heritage in the design of the gathering spaces, open spaces/landscaping, and possible agricultural displays.



The Barn – a gathering place



Old farm equipment



Fencing

### Rezone and Comprehensive Plan

We are requesting to rezone the subject parcels to R-1C, which is a single family residential district according to the Boise City Code (BCC 11-04-03.1.A). The R-1C zoning designation matches the maximum density of 8 dwelling units/acre that was specified by the City's planning staff. The dimensional standards for each housing type will be detailed as part of the Planned Unit Development (PUD).

As noted above, some of the properties were given an R-1A zone during the annexation with a clear expectation that future development would rezone the property to a zone that reflects the Comprehensive Plan designation for the area. The requested R-1C does just that.

We have prepared an analysis of Prominence Subdivision's compatibility to the Blueprint Boise Northwest Planning Area Chapter; responding to the goals and policies that are applicable to the project. The analysis is an addendum to this letter.

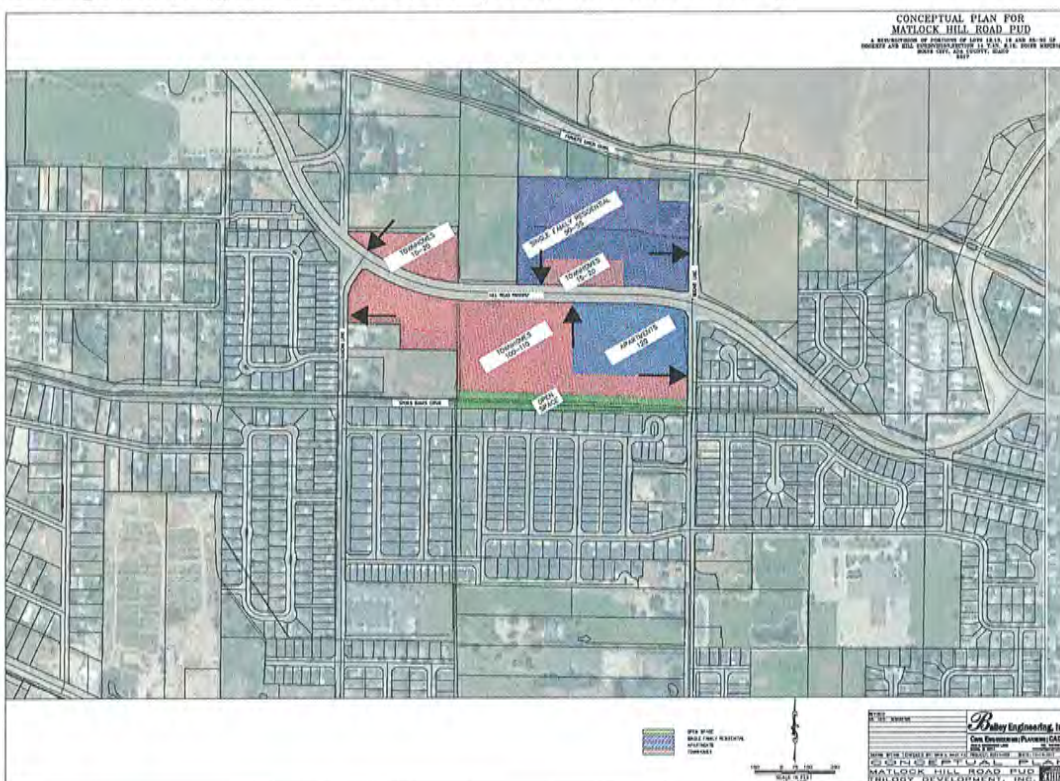


## Neighborhood meetings

A first neighborhood meeting was held at Shadow Hills Elementary School at 6 pm on Monday, December 18, 2017. Over 150 neighbors lined up to sign a petition to oppose the project. These petition signatures were gathered prior to any presentation or knowledge about the proposed project.

The neighborhood meeting began with a presentation of the City's Comprehensive Plan Land Use designations for the properties (recall they are Compact and Suburban designations), along with the City's map showing Areas of Stability and Change from Blueprint Boise.

A concept drawing, shown below, was presented at the meeting.



Neighbors were extremely dissatisfied and vocal in their opposition to development on the site. Many attendees expected that the properties would remain undeveloped or that any development would be large (1/2 acre or more) single family lots. There were many questions about traffic, school overcrowding, foothill views, ownership of the parcels, hillside requirements, commercial uses, connectivity, irrigation, Bogart Lane, Duncan Lane, State Street intersections and overall disagreement with density and the potential apartments.

Note that there are small lot residential developments to the east, west and south of the proposed project. Prominence is not a “sprawl” development, but is in fact, a better utilization of the property so as to reduce sprawl to other areas of the Boise Valley.

Meeting attendees did not register their attendance on the sign-up sheets provided, but instead signed the opposition petition.

A second neighborhood meeting was held on Monday, January 15, 2018, at 6:30 pm, with representatives of the newly re-formed North West Neighborhood Association (NWN). The meeting was hosted by Mr. and Mrs. Dennis Dunn, 8441 N. Duncan Lane, and was attended by NWN Board members and neighbors.

An updated site plan, shown below, was presented that provided additional details about the housing types, lots and open spaces.

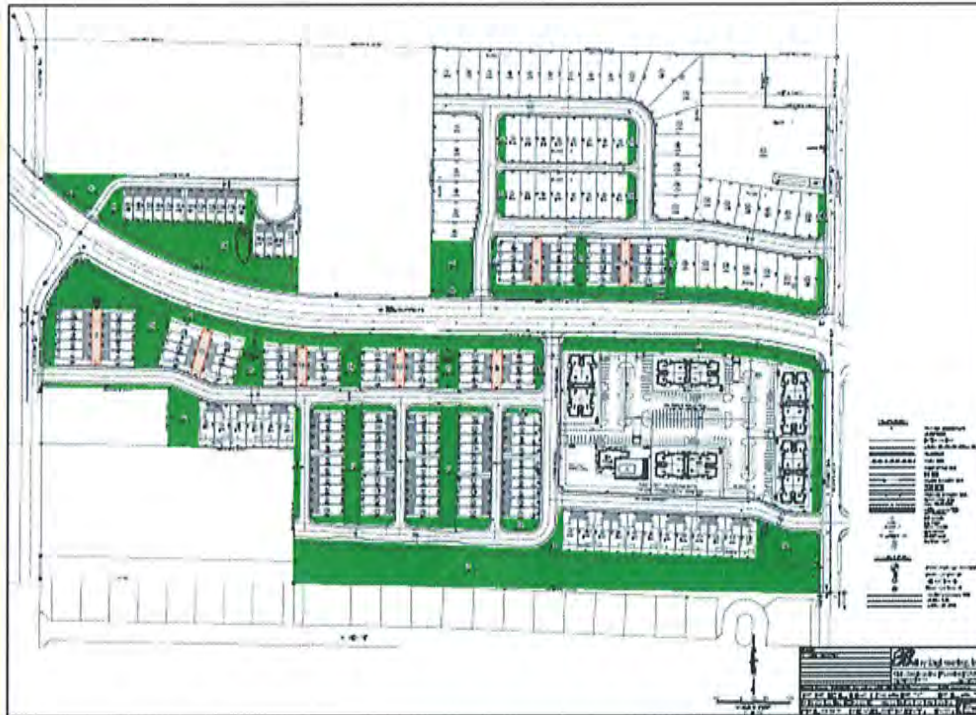


At this smaller meeting, neighbors had more specific questions regarding traffic, townhomes for sale or rental, and density of the project. At this meeting the neighbors still maintained that the density of development should be less than 1/2 than the density that is proposed.

After that meeting, any contact with the neighborhood has been via Mr. Richard Llewellyn, the president of the North West Neighborhood Association. We have exchanged some emails to keep the NWN apprised of our application schedule and to answer specific questions raised at the neighborhood meetings. As always, we were and are open to questions about the project.

## Previous application in 2018

We submitted this plat, along with the appropriate applications, drawings and documents on February 27, 2018.



After receiving comments from City staff and ACHD, our development team decided to update our Traffic Impact Study and to make adjustments to the project plan. These revisions continued through the rest of 2018.

## Additional Neighborhood Meeting

We held an additional neighborhood meeting on Wednesday, February 20, 2019. This was not a required meeting, but we wanted to show the neighbors the changes that we had made to the plan. The meeting was well attended and neighbors did register their attendance on the sign-up sheets (included in our application materials). Neighbors' concerns continue to be density, traffic, school overcrowding, open space, and wildlife.

## The Plan/Plat

The updated Prominence preliminary plat shows a mix of housing types, including standard single family detached homes with front loaded garages, single family detached homes with rear loaded garages from an alley, townhomes in 2 to 6 unit clusters that are both front and rear loaded, and apartments. The location of the previously planned apartments is now shown as a 5.97 acre lot. This lot will be the location of up to 130 apartment units that are described below. We are including the apartment units in our density calculations, even though we will be submitting a CUP application for approval of the apartments at a future date. With the apartments, the density of the Prominence is 7.5 dwelling units/acre.

	Original layout	Revised layout
Total area:	38.39 acres	38.39 acres
Total number of lots:	233	197
Total number of building lots:	193	157
Total number of new dwelling units:	307	286 (with apartments)
Apartments:	120	130 (active senior)
Townhomes, rear load:	116	77
Townhomes, front load:	18	6
Single Family, front load:	37	31
Single Family, rear load:	16	42
Overall Density w/apartments:	$307/38.39 = 7.997$ or 8 du/acre	$286/38.39 = 7.45$ du/acre
Density w/o apts and Lot 2, Block 2 (5.97 acres)		$156/32.42 = 4.81$ du/acre

Sheet 1 of the preliminary plat also shows the development data and density without the apartments. As noted above, if the 5.97 acre apartment lot and 130 apartment units are removed from the density calculation, then the density of Prominence is 4.87 du/acre, which is similar to the densities of the surrounding neighborhoods, such as Matlock Place, Stan's Homeplace No. 2, Sunpoint and Sunstone Subdivisions.

As shown on the plat, each single family home and each townhome will have a 2 car garage, with a 20' driveway apron in front of the garage.

### **Planned Unit Development**

Prominence Subdivision is designed using the PUD process which allows the efficient provision of urban services and provides for open space and amenities not found in traditional lot by lot development. Through the PUD we are providing a variety of housing types including attached units, detached units, single family units and multi-family units. This variety of housing types and lot sizes is the best way to address our community's concerns with housing availability and affordability. We cannot make housing more affordable by limiting the number of homes built in Boise or building homes on ½ acre lots.

Via the PUD, we are reducing the lot sizes, modifying setbacks, and increasing common open space; however, we are still within the density limit of 8 du/acre of the R-1C zoning district. The design of Prominence Subdivision allows for open spaces and view corridors throughout the development. We have also designed vehicular and pedestrian connectivity within the project and to adjacent properties.

As designed, Prominence Subdivision is compatible to the other uses in the general neighborhood, does not unduly burden public services, is large enough to accommodate the various housing types and amenities, and most importantly, is in compliance with the Comprehensive Plan.

## **The Apartments at Prominence**

One of the more significant updates to Prominence is found in the Apartments at Prominence. The preliminary plat does not show the apartments, but the landscape plan/site plan does show the conceptual design of the Apartments at Prominence. We will submit a Conditional Use Permit application for apartment approval at a future date. The CUP will provide more details about the apartments; however, we currently plan a maximum of 130 apartment units that will be designed for and occupied by active, independent, over-55 seniors. Our research shows that seniors prefer quieter, age-appropriate lifestyle housing. The Apartments at Prominence will provide secure, low-maintenance housing that is modeled after resort living. The 2 and 3 story building will house one and two bedroom units, along with many on-site amenities. We are currently exploring amenities such as a large community/gathering/living room, media room, garden, exercise facility, swimming pool (for residents only), common kitchen, and free bike share.

Ample parking will be provided for the apartment residents, 1.5 spaces per unit or more. Some parking spaces will be covered. Hill Road Parkway is an active bicycle route, so the Apartments at Prominence will have plenty of bicycle parking areas and storage.

A special feature of the Apartments at Prominence will be the community gathering space on the corner of Hill Road Parkway and Bogart Lane. This will be a public space that is designed to host pop-up quasi-commercial activities, such as a coffee kiosk or pop-up bakery. These community building services are expected to be provided by the apartment residents.

## **Townhomes at Prominence**

Our current plan includes 77 two-story rear-loaded townhomes (reduced from 116). These are similar to the townhome designs that are under construction on Roe Street (approved in November 2016). All of the townhomes front on an open space. Each of these homes will have 2-3 bedrooms and a 2 car garage that is accessed via a minor urban local street or a service drive. The design includes a 20' driveway/apron in front of the garage that can be used for additional parking.

There are 15 townhomes in northwest Prominence that will face Hill Road Parkway and be accessed by a minor urban local street along the rear of the homes. We've left the area in front of the townhomes, about 520 feet of frontage along Hill Road Parkway, as open space that will be planted with ornamental fruit trees; just one of the landscape design elements that harkens back to the past agricultural use of the land.

We are sensitive to the impact the townhomes may have on the existing homes on Ben Street to the south. We have oriented the layout of the 6 unit, 2 story townhomes on Block 3, so that neighbors see a narrower side elevation and more open spaces, instead of a front or back elevation. The Spoil Banks Canal and open space provide a buffer between the Ben Street homes and the townhomes of  $\pm$  150 feet.

## **Renderings and Visualizations**

Chuck B. Edwards Landscape Architecture and 3D Visualizations has prepared renderings of the streetscapes, such as the one below. More renderings will be presented at the public hearings.



Townhomes facing common open space

### Traffic

Traffic impact was one of the biggest concerns from area residents. As noted previously, a Traffic Impact Study (TIS) was prepared prior to our 2018 application. This TIS assessed traffic 1) currently, 2) in the buildout year of 2025 without the development (called background conditions), and 3) in 2025 with the development. We received feedback from ACHD that some additional study was needed and we worked with Kittelson & Associates to refine the TIS. The results of both studies was the same; “site-generated trips do not result in any additional operational deficiency or cause any intersections to not meet agency operational standards beyond those that already exist or are projected to exist in the future”.

As expected, the study found that the intersection of Duncan Lane and State Street already exceeds minimum operational thresholds today. Additionally, both intersections at Duncan Lane/State Street and Bogart Lane/State Street exceed operational thresholds in 2025 even if the development is not built. With the development of Prominence Subdivision, those two State Street intersections will continue to exceed operational thresholds. Possible solutions include: a traffic signal at Duncan/State, which may not meet ITD safety standards, and/or constructing State Street as 3 lanes in each direction. However, these projects are not currently funded by ITD or ACHD for the buildout year.

Our updated TIS also determined that the Hill Road Parkway and Seamans Gulch Road intersection is projected to meet signal warrants under background conditions. A double lane roundabout is currently planned by ACHD in 2021-2025.

### Schools

Elementary aged students in Prominence will attend Shadow Hills Elementary School located on Sloan Street, less than ½ mile from the subdivision. As of February 2019 the enrollment of Shadow Hills is 554 students. In the Boise School District 2016 Capacity and School Utilization Report, Shadow Hills has a program capacity of 664 students and a design capacity of 729 students. Shadow Hills is currently under capacity.

Junior High students will attend Riverglen Junior High on Gary Lane at Gillis Road. Riverglen is a little over a mile from the subdivision, with a current student population of 556 students. Program capacity is 786 and design capacity is 850. Riverglen is currently under capacity.

Capital High School will serve high schoolers. Capital is at Goddard and Milwaukee with a student population of 1305 students, a program capacity of 1386 students and design capacity of 1423 students. The use of portable classrooms at Capital increases the program capacity to 1484 students and design capacity to 1532 students. Capital High is currently under capacity.

**Recreation**

The close proximity to recreation is a significant amenity for Prominence residents and is a clear reason to develop the property with the proposed density and a mix of housing types. Prominence is easy walking distance to Boise’s 51-acre Optimist Youth Sports Complex. The park includes sports fields for football and soccer, open play areas, tennis court, fishing, walking paths and restrooms.

Magnolia Park is just a couple of blocks away to the southeast at 7136 Bogart Lane, next to Shadow Hills Elementary. Current amenities include a pond, open play area and walking path. Future plans include an off-leash dog area, picnic shelter, playground, splash pad and restroom.

Prominence residents will enjoy the convenience of hiking and biking in the Boise foothills. Ridge to Rivers trailheads are located just to the north of the subdivision. The Veterans Trail is accessed via the Dry Creek Cemetery Road and the Seamans Gulch Trail is accessible via N. Seamans Gulch Road; both within walking distance.



Due to the extensive parks, trails and open space within a close walking distance, we have designed passive gathering spaces and a loop walkway as our on-site amenities. A walkway along the Spoil Banks Canal will connect to sidewalks in Prominence and continue onto

sidewalks on Duncan Lane, Hill Road Parkway, and Bogart Lane; to provide a loop of almost one mile for active residents and neighbors.

All open spaces will be landscaped and maintained. Even those spaces between the townhomes will serve as storm water management facilities and are designed as open play areas and gathering spots.

### **Utilities, Urban Services and Transit**

Of course, all urban services such as water, sewer, power and pressurized irrigation will be provided to Prominence lots. The development of Prominence will utilize the services that have already been planned and constructed for this area of northwest Boise, including the construction of Hill Road Parkway as a minor arterial with roundabouts at both the Bogart and Duncan intersections. Both the current roadway cross section and the future plan for Hill Road Parkway are designed to accommodate the density of development that is being proposed.

We have worked with Valley Regional Transit (VRT) to determine potential transit service in and around Prominence Subdivision. VRT has recently completed a mid-range future transit plan called ValleyConnect 2.0 (<https://www.valleyregionaltransit.org/projects-plans/valleyconnect-20/>). As part of this planning process transit in this developing area between State Street and Hill Road Parkway will be considered. (see Growth Scenario Secondary Network (300 series routes) Final (After Public Comment))

In the meantime, VRT has recently expanded service times and frequency along the State Street corridor that will benefit Prominence Subdivision residents.

### **Natural Areas**

Drainage District No. 2 maintains the Spoil Banks Canal which is located along the south boundary of Prominence Subdivision. The canal is a drain that will remain open. The Canal and easement will be located in Lot 45, Block 3south and will be 76' to 105' wide. A pathway along the canal will connect to Bogart Lane to the east and will connect to a sidewalk along the southwest boundary of the property in Lot 8, Block 3south. These connecting sidewalks allow for a pedestrian loop around the southern portion of Prominence.

Neighbors were concerned about wildlife in the area. Even though it is not required by the City's application process, we contacted Krista Biorn at Idaho Department of Fish and Game (IDFG). Krista is a Regional Wildlife Biologist in the Boise River Habitat District. The IDFG response to our request for comments is included in our application materials.

The design of Prominence Subdivision includes an abundance of open spaces. Over 9 acres of common open area includes gathering spaces, open play areas, landscaped buffers and pathways, storm water management and the canal area.

### **Area Development**

We analyzed existing development that surrounds Prominence Subdivision. To the west and southwest, Matlock Place 1 was platted in 2000 and includes 93 single family detached and attached patio homes on 19.2 acres and a density of 4.8 dwelling units per acre. Matlock Place 2



was platted in 2002 and includes 69 single family detached and attached patio homes on 14.77 acres and a density of 4.7 du/acre. To the south, Stan's Homeplace was platted in 2006 and includes 56 single family homes that are front load detached, rear load detached and front load attached, on 14.78 acres for a density of 3.8 du/acre. Stan's Homeplace 2 was platted in 2007 and includes 113 homes that are both front load and rear load detached single family houses on 25.17 acres and a density of 4.5 du/acre.

To the east, Sunpoint Subdivision was platted in 2003 and includes 20 front load detached single family homes on 2 short cul-de-sacs located on 4.98 acres, resulting in a density of 4.0 du/acre. The 41 homes in the Sunstone Subdivision on the north side of Hill Road Parkway was platted in 2000. Those homes are also front load single family detached on 7.9 acres, with a density of 5.2 du/acre.


In October 2017, the City Council approved a 4-plex project on the corner of Bogart Lane and Sloan Street. The approval included rezoning the 2.1 acre property from R-1A (single family residential) to R-2D (multifamily with design review) and a subdivision with six 4-plexes, four duplexes and one single family home, for a density of 13.6 du/acre.

Other recent completed and planned development projects are located at 8645 N. Duncan Lane – a rezone from R-1A to R-1B, 9660 W. Arnold – a minor land division for 4 lots on 1.08 acres; and 9689/9731 Shields Avenue – a 18 unit PUD on 2.4 acres.

With the design, housing variety and amenities that we have proposed, Prominence Subdivision is exactly what the City of Boise has envisioned for this area of northwest Boise. Prominence Subdivision will be a significant asset to Boise

We look forward to working with you, your staff, the P&Z Commissioners and the City Council through the approval process. And as always, do not hesitate to contact me at 208-275-8729 or [jsuggs@whpacific.com](mailto:jsuggs@whpacific.com) if you have questions about the project or the applications.

Sincerely,



Jane Suggs  
For Trilogy Development, Inc.

Addendum: Prominence/Blueprint Boise analysis

An Analysis comparing Prominence Subdivision to the Blueprint Boise Northwest Planning Area Chapter

*The Northwest has sewer service available, but some pockets in the far northwest do not have sewer service, however, there are current plans for extensions.*

Adequate sewer service is available to Prominence Subdivision.

*Development in the northwest areas of Ada County and the City of Eagle has resulted in increased travel along Hill Road and State Street. Both of these corridors currently operate at Level of Service F during the peak hour.*

The recent Traffic Impact Study found that the traffic on Hill Road Parkway in the vicinity of the development was better than Level of Service E. As noted in the Traffic Impact Study, the intersections of Duncan Lane/State Street and Bogart Lane/State Street are at a level of service F with or without the Prominence Subdivision.

*There are remnant pastures in the Northwest planning area that could be preserved for their small scale urban agricultural characteristics.*

This is a key issue that has been used by those who are opposed to this new development. Prominence Subdivision is made up of some of these remnant pastures and neighbors would like them to remain as open space.

As noted previously, much of the area around Prominence was pasture and crop land, farmed by the Matlock family, until it was developed as single family home subdivisions in the 1990s and 2000s. As the subdivisions to the east, west and south were developed, it became more difficult to farm the remaining Matlock parcels.

The use of the land is informed by Blueprint Boise. The Comprehensive Plan Future Land Use map shows this Northwest area to be developed with Compact (6-15 du/acre) and Suburban (3-5 du/acre) residential uses. We cannot preserve these specific parcels for pasture and agricultural use AND provide an urban development that meets the Comp Plan Future Land Use map.

There are other remnant pastures in the Northwest planning area that may be better suited for continued pasture and agricultural uses.

*The Northwest is the city's second smallest planning area. It contains 2,286 acres, making up almost 3.5 percent of Boise's total acreage.*

By comparison, with an area of 38.39 acres, Prominence Subdivision is 1.7% of the Northwest Planning area.

*There are remnant pasture lands and parks that each occupy 7 percent of the land within the Northwest at 166 acres and 160 acres, respectively.*

Prominence represents a portion of the remnant pasture land, but is also within a very short walk to one of largest parks in Boise City and the largest park in the Northwest area of Boise. Parks are like schools and commercial areas. They should be surrounded by homes and residents, not open space or low density housing.

*The Northwest includes neighborhood parks and one large urban park, the 51 acre Optimist Youth Sports Complex. The park features sports fields, open play areas, public art, and a fishing*

*pond. Residents in the Northwest have close access to outdoor recreation opportunities in the Boise Foothills.*

*The pond at the Optimist Youth Sports Complex is stocked with fish by the Idaho FGD, and can be enjoyed by youth on a catch and release basis.*

*Recreational connections to the Foothills are important for Northwest residents. Access to the Foothills is provided by Seamans Gulch Road, Collister Road, Pierce Park Road, and 36th Street.*

Prominence residents will be within walking distance to all of these recreation amenities.

### **NW-CCN 1.3 NEIGHBORHOODS**

*A mix of housing types and lot sizes will be encouraged in the Northwest to maintain the area's diverse character.*

Prominence Subdivision features a significant mix of housing types including: single family homes, both front load and rear load, townhomes that are grouped in 2 to 6 unit clusters and are both front load and rear load, and apartments for over-55 active seniors.

### **NW-C 1.3: PEDESTRIAN/ VEHICULAR CONNECTIONS**

*Ensure new commercial and residential developments provide connections to adjacent properties to promote movement between neighborhoods.*

Street, sidewalks and walkways will connect Prominence to adjacent properties. The sidewalk-walkway loop around south Prominence is almost a mile in length and has potential to connect to property to the west in the future.

*Goal NW-C-2: Facilitate the expansion of transit facilities.*

### **NW-C 2.1: INTEGRATION OF TRANSIT FACILITIES**

*Integrate current and future transit service into the layout of new development along major corridors and near activity centers.*

Valley Regional Transit (VRT) has recently completed ValleyConnect 2.0. This mid-range future transit plan now includes transit service along Hill Road Parkway as secondary service in its Growth Scenario Conceptual Network.

### **NW-C 3.1: ON-STREET PARKING STANDARDS**

*Maintain on-street parking in the Northwest.*

All homes in Prominence will have a 2 car garage and guest parking on the apron in front of the garage. There is ample on-street parking throughout the subdivision as well.

### **NW-C 3.3: STREET CLASSIFICATIONS**

*Discourage upgrading of local streets and collectors to higher classifications to accommodate development in the Foothills.*

Hill Road Parkway is classified as a minor arterial and both Bogart Land and Duncan Lane are classified as collector streets. These classifications will not be upgraded to accommodate this development. All the streets internal to Prominence will be classified as local streets.

*Goal NW-PSF1: Maintain existing public facilities and services and expand as needed to serve existing and future Northwest residents.*

Suez water will be extended to the residences from the existing mains in Bogart Lane and Duncan Lane.

#### *NW-PSF 1.3: TRANSIT STOPS*

*Support the improvement of existing transit stops. Ensure all transit stops are connected to sidewalks or other pedestrian facilities.*

We are committed to working with Valley Regional Transit to encourage transit in the area.

#### *NW-NC 1.2: PUBLIC RECREATION FACILITIES*

*Provide connectivity to recreation facilities from new development and redeveloping sites within the Northwest.*

Residents in Prominence Subdivision will enjoy excellent connectivity to recreation facilities. A multi-use pathway along Hill Road Parkway connects future residents to the Optimist Park and Youth Sports Complex. A new development at Bogart Lane and Sloan Street will add sidewalks that will provide the last connection to Magnolia Park. Bike lanes and sidewalks also connect Prominence to the Seamans Gulch Ridge to Rivers trails.

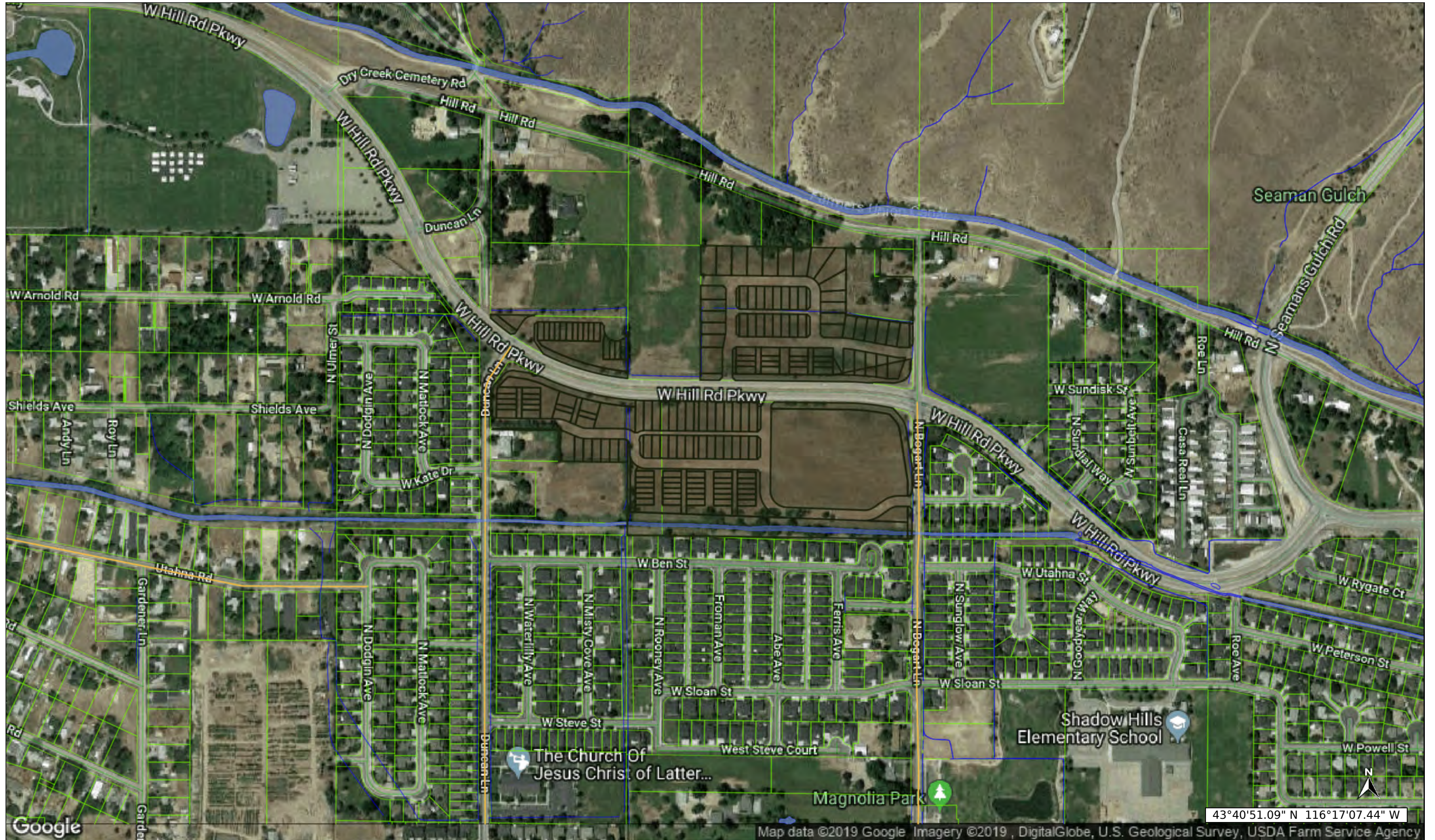
Sidewalks and walkways in Prominence will connect residents within the subdivision and can be expanded with future development/redevelopment of adjacent parcels.

#### *NW-NC 1.3: URBAN AGRICULTURAL LANDS*

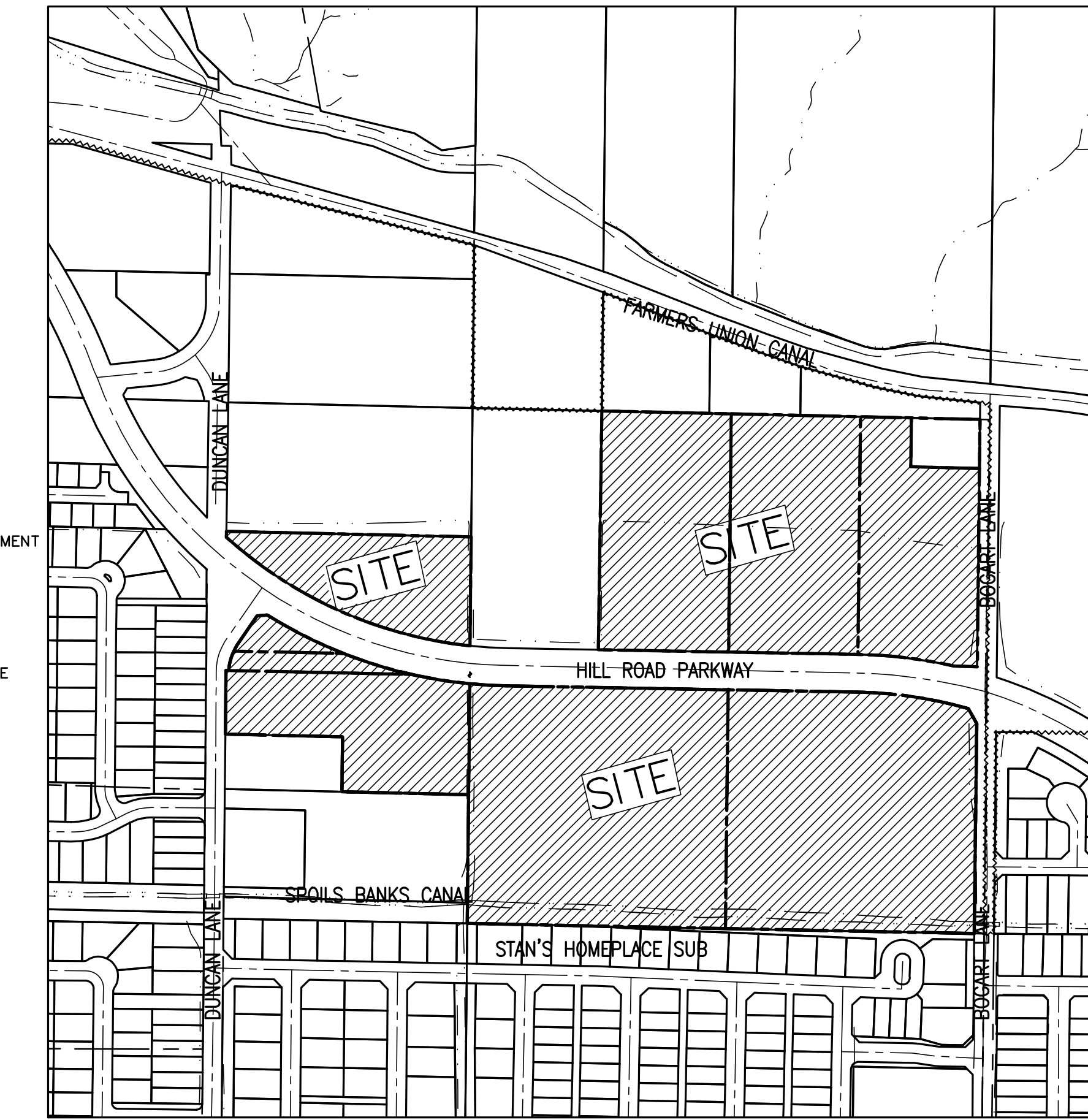
*Support the retention of urban agricultural lands and activities in the Northwest.*

As noted previously, the Comprehensive Plan envisions these parcels to be developed with residential uses that are 3-15 dwellings per acre. In addition, these parcels are located adjacent to a minor arterial roadway, Hill Road Parkway. These particular parcels are not situated nor planned for agricultural activities.

In fact, we reached out to the last person to farm these parcels. These are his remarks: *"This is a terrible farm property. It is difficult to get water to most of it and the soil type is not good. It has lots of rock as well."* He said he was losing money to farm this property. He exclaimed *"you would have to pay me to farm it again"*. He also said that building houses on this property is the best thing that can happen to it.



**PRELIMINARY PLAT FOR PROMINENCE SUBDIVISION**  
 A RESUBDIVISION OF PORTIONS OF LOTS 12, 13, 16 AND 25-32 OF ROBERTS AND HILL SUBDIVISION, SECTION 14 T.4N. R.1E. BOISE MERIDIAN BOISE CITY, ADA COUNTY, IDAHO 2019



**PLAT LEGEND**

- PROPOSED FIRE HYDRANT
- STREET LIGHT
- EXISTING CONTOUR
- BUILDING ENVELOPE (SETBACK LINE)
- PHASE LINE
- ZONING LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- GRAVITY IRRIGATION LINE
- SEWER LINE
- WATER LINE
- PRESSURE IRRIGATION LINE
- STORM DRAIN LINE
- ROAD CENTERLINE
- ROLLED CURB/GUTTER AND SIDEWALK
- LOT NUMBER
- LOT AREA
- BLOCK NUMBER
- FLOW ARROW
- STREET NAME
- HANDICAP RAMP

**SURVEY LEGEND**

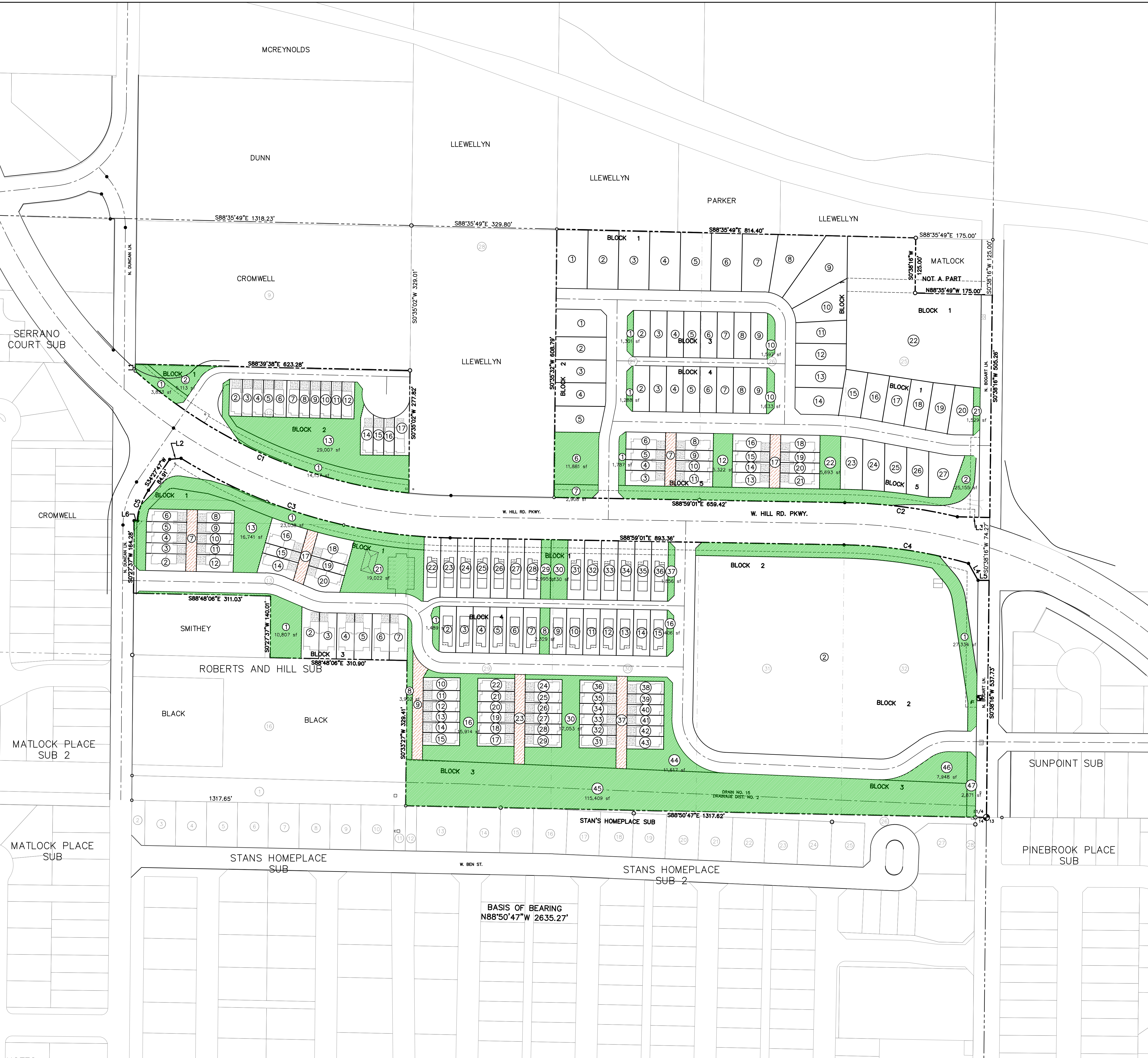
- FOUND BRASS CAP MONUMENT
- FOUND 1/2" IRON PIN
- SET 5/8" IRON PIN
- FOUND 5/8" IRON PIN
- PROPERTY BOUNDARY LINE
- SECTION LINE
- BOTTOM OF DITCH

Lot	Area	Perimeter	
NE BLOCK 1 Lot 21 OPEN	1529	238	BUFFER
NE BLOCK 2 Lot 6 OPEN	11881	440	DRAINAGE
NE BLOCK 2 Lot 7 OPEN	2908	252	BUFFER
NE BLOCK 3 Lot 1 OPEN	1301	223	ENDCAP
NE BLOCK 3 Lot 10 OPEN	1597	224	ENDCAP
NE BLOCK 4 Lot 1 OPEN	1288	221	ENDCAP
NE BLOCK 5 Lot 1 OPEN	1787	266	ENDCAP
NE BLOCK 5 Lot 2 OPEN	25155	1792	BUFFER
NE BLOCK 5 Lot 7 DRIVE	2916	291	DRIVEWAY
NE BLOCK 5 Lot 12 OPEN	5322	331	OPEN
NE BLOCK 5 Lot 17 DRIVE	2916	291	DRIVEWAY
NE BLOCK 5 Lot 22 OPEN	5693	336	OPEN
NW BLOCK 1 Lot 1 OPEN	3833	313	BUFFER
NW BLOCK 1 Lot 2 OPEN	5113	401	OPEN - DRAINAGE
NW BLOCK 2 Lot 1 OPEN	14137	1121	BUFFER
NW BLOCK 2 Lot 13 OPEN	29007	1149	OPEN
S BLOCK 1 Lot 1 OPEN	23038	1697	BUFFER
S BLOCK 1 Lot 7 DRIVE	3360	328	PRIVATE DRIVE
S BLOCK 1 Lot 13 OPEN	16741	826	OPEN DRAINAGE
S BLOCK 1 Lot 17 DRIVE	2928	292	PRIVATE DRIVE
S BLOCK 1 Lot 21 OPEN	19022	590	CLUBHOUSE
S BLOCK 1 Lot 29 OPEN	2995	314	OPEN PATHWAY
S BLOCK 1 Lot 30 OPEN	5130	346	COMMON PARKING
S BLOCK 1 Lot 37 OPEN	1856	285	ENDCAP
S BLOCK 2 Lot 1 OPEN	27334	1933	BUFFER
S BLOCK 3 Lot 1 OPEN	10907	1012	OPEN - DRAINAGE
S BLOCK 3 Lot 8 OPEN	3902	662	PATHWAY
S BLOCK 3 Lot 9 DRIVE	5615	541	PRIVATE DRIVE
S BLOCK 3 Lot 16 OPEN	15914	1153	OPEN - DRAINAGE
S BLOCK 3 Lot 23 DRIVE	4885	455	PRIVATE DRIVE
S BLOCK 3 Lot 30 OPEN	17053	1163	OPEN - DRAINAGE
S BLOCK 3 Lot 37 DRIVE	5027	467	PRIVATE DRIVE
S BLOCK 3 Lot 44 OPEN	11617	977	OPEN - DRAINAGE
S BLOCK 3 Lot 45 OPEN	115409	2727	DRAINAGE DITCH
S BLOCK 3 Lot 46 OPEN	7948	489	OPEN - DRAINAGE
S BLOCK 3 Lot 47 OPEN	2871	328	BUFFER
S BLOCK 4 Lot 1 OPEN	1489	221	ENDCAP
S BLOCK 4 Lot 8 OPEN	2329	254	PATHWAY
S BLOCK 4 Lot 16 OPEN	1406	225	ENDCAP

**PLAN SHEET INDEX**

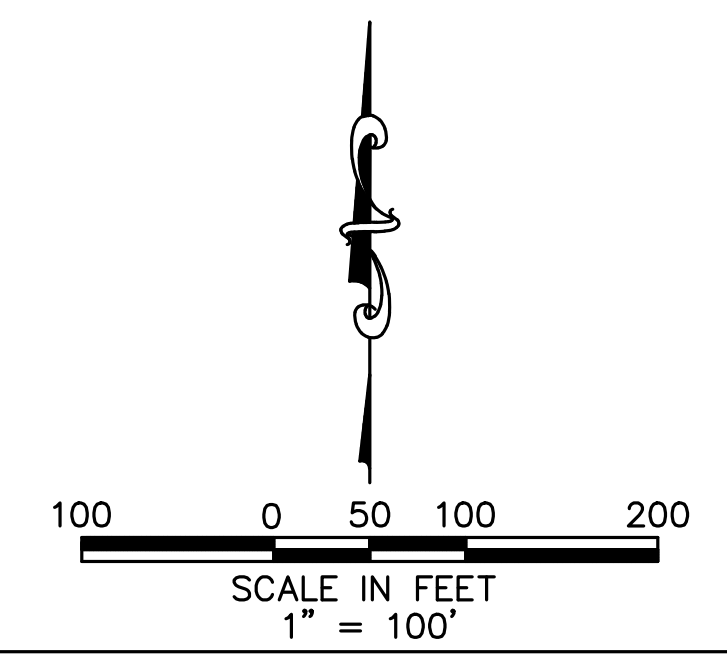
SHEET	DESCRIPTION
PP-1	- COVER SHEET, INDEX, MAP, & NOTES
PP-2	- SITE LAYOUT & DIMENSIONS
PP-3	- CONCEPTUAL ENGINEERING PLAN
PP-4	- CONCEPTUAL SEWER PLAN
PP-5	- CONCEPTUAL SEWER PROFILES
PP-6	- LOT & CURVE TABLES, ROAD SECTIONS

PROPERTY ADDRESS	DEVELOPMENT FEATURES
W HILL ROAD PARKWAY BOISE, ID 83714	<b>ACREAGE</b> TOTAL PARCEL - 38.39 ACRES TOTAL LOTS - 197 BUILDABLE LOTS - 157 SENIOR LIVING 130 UNITS TOTAL DWELLING UNITS - 286
<b>OWNERS</b> STANLEY MATLOCK 8633 N BOGART LANE BOISE, ID 83714	- SENIOR LIVING - 1 LOT - REAR LOAD TOWNHOUSES - 77 UNITS - FRONT LOAD TOWNHOUSES - 6 UNITS - ALLEY LOAD SINGLE FAMILY - 42 UNITS - SINGLE FAMILY - 31 UNITS - DENSITY DU/ACRE - 4.81 - OF SINGLE FAMILY - DENSITY DU/ACRE - 7.45 OVERALL
VIPER LLC VIPER INVESTMENTS LLC COREY BARTON 1977 E OVERLAND ROAD MERIDIAN ID 83642	<b>ZONING</b> EXISTING - R-1A PROPOSED R-1C
HEARTLAND TOWNHOMES PROPERTY MANAGEMENT LLC 9839 W CABLE CAR ST BOISE, ID 83709	<b>SEWAGE DISPOSAL</b> BOISE CITY SEWER
<b>DEVELOPER</b> TRILOGY DEVELOPMENT, INC 9839 W CABLE CAR ST BOISE, ID 83709	<b>WATER SUPPLY</b> SUEZ IDAHO
<b>ENGINEER</b> DAVID A. BAILEY, P.E. BAILEY ENGINEERING, INC. 4242 N. BROOKSIDE LANE BOISE, ID 83714	<b>CITY</b> BOISE CITY
<b>SURVEYOR</b> IDAHO SURVEY GROUP 135 E. WATER TOWER MERIDIAN, ID 83642	<b>SCHOOL DISTRICT</b> BOISE
<b>PLANNER/CONTACT</b> TRILOGY DEVELOPMENT, INC 9839 W CABLE CAR ST BOISE, ID 83709	<b>FIRE DISTRICT</b> BOISE
	<b>IRRIGATION DISTRICT</b> FARMERS UNION DITCH COMPANY



- NOTES**
- SUEZ WATER AND BOISE CITY SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
  - THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANELS 16001C0166H AND 16001C0160H REVISED FEBRUARY 19, 2003.
  - ALL LOT SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
  - MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF BOISE OR PUD 18-00006 AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
  - THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE FARMERS UNION DITCH COMPANY.
  - STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SURFACE DRAINAGE PONDS AND SUBSURFACE INFILTRATION FACILITIES AS APPROVED BY ACHD.
  - COMMON LOTS ARE TO BE OWNED AND MAINTAINED BY THE SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
  - ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE

CURVE TABLE					LINE TABLE		
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	LINE	LENGTH	BEARING
C1	1097.92	690.67	679.34	S65°57'28"E	L1	15.61	N0°27'23"E
C2	1193.92	258.09	257.59	N82°47'27"W	L2	25.96	S84°49'46"W
C3	1193.92	644.27	636.48	S73°31'28"E	L3	73.53	S88°42'12"E
C4	1097.92	286.55	285.74	N81°30'24"W	L4	43.88	N29°27'35"W
C5	142.00	74.44	73.59	S19°26'42"W	L5	25.00	S89°21'44"E
					L6	8.34	S88°48'31"E



REVISIONS

NO.	DATE	DESCRIPTION

**Civil Engineering | Planning | CADD**  
 4242 N. BROOKSIDE LANE TEL: 208-938-0013  
 BOISE, ID 83714 www.baileyengineers.com

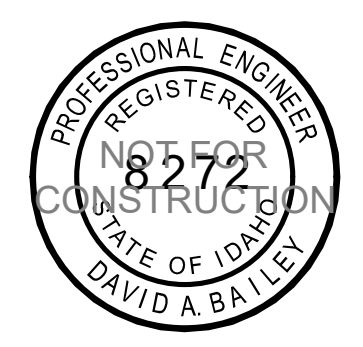
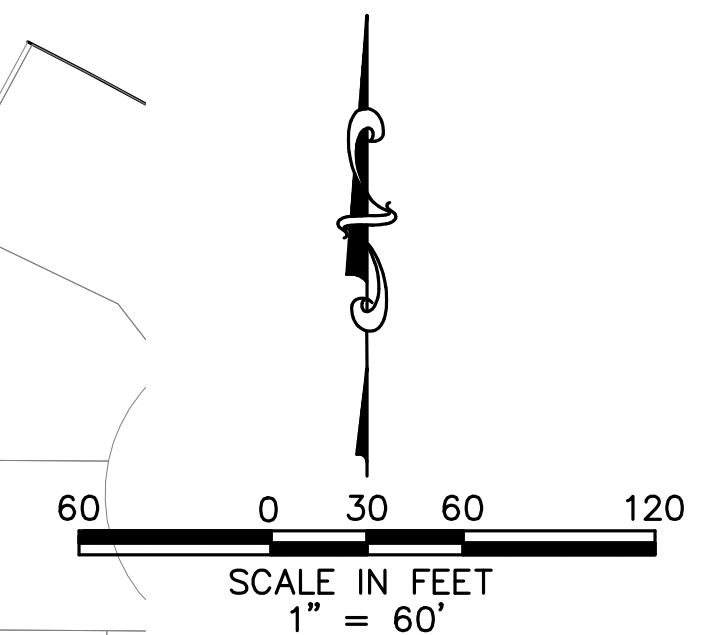
DRAWN BY: DMB CHECKED BY: DAVID A. BAILEY, P.E. PROJECT: C2017-025 DATE: 02-23-2019

**PRELIMINARY PLAT**  
**PROMINENCE SUBDIVISION**  
 TRILOGY DEVELOPMENT, INC.

SHEET  
**PP-1**



- PLAT LEGEND**
- PROPOSED FIRE HYDRANT
  - STREET LIGHT
  - EXISTING CONTOUR
  - BUILDING ENVELOPE (SETBACK LINE)
  - PHASE LINE
  - ZONING LINE
  - RIGHT-OF-WAY LINE
  - LOT LINE
  - GRAVITY IRRIGATION LINE
  - SEWER LINE
  - WATER LINE
  - PRESSURE IRRIGATION LINE
  - STORM DRAIN LINE
  - ROAD CENTERLINE
  - ROLLED CURB/GUTTER AND SIDEWALK
  - LOT NUMBER
  - LOT AREA
  - BLOCK NUMBER
  - FLOW ARROW
  - STREET NAME
  - HANDICAP RAMP
- SURVEY LEGEND**
- FOUND BRASS CAP MONUMENT
  - FOUND 1/2" IRON PIN
  - SET 5/8" IRON PIN
  - FOUND 5/8" IRON PIN
  - PROPERTY BOUNDARY LINE
  - SECTION LINE
  - BOTTOM OF DITCH



REVISED NO.	DATE	DESCRIPTION

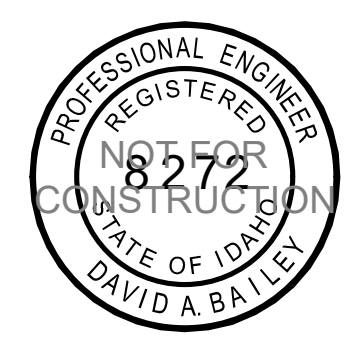
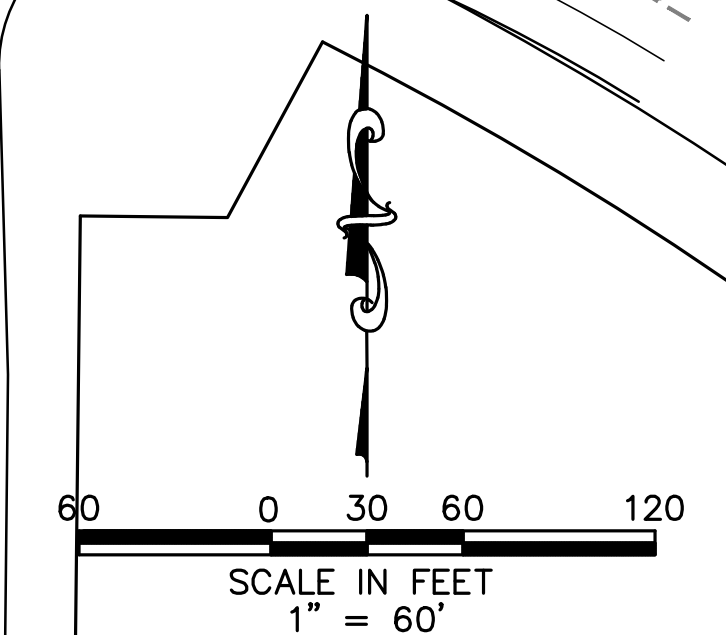
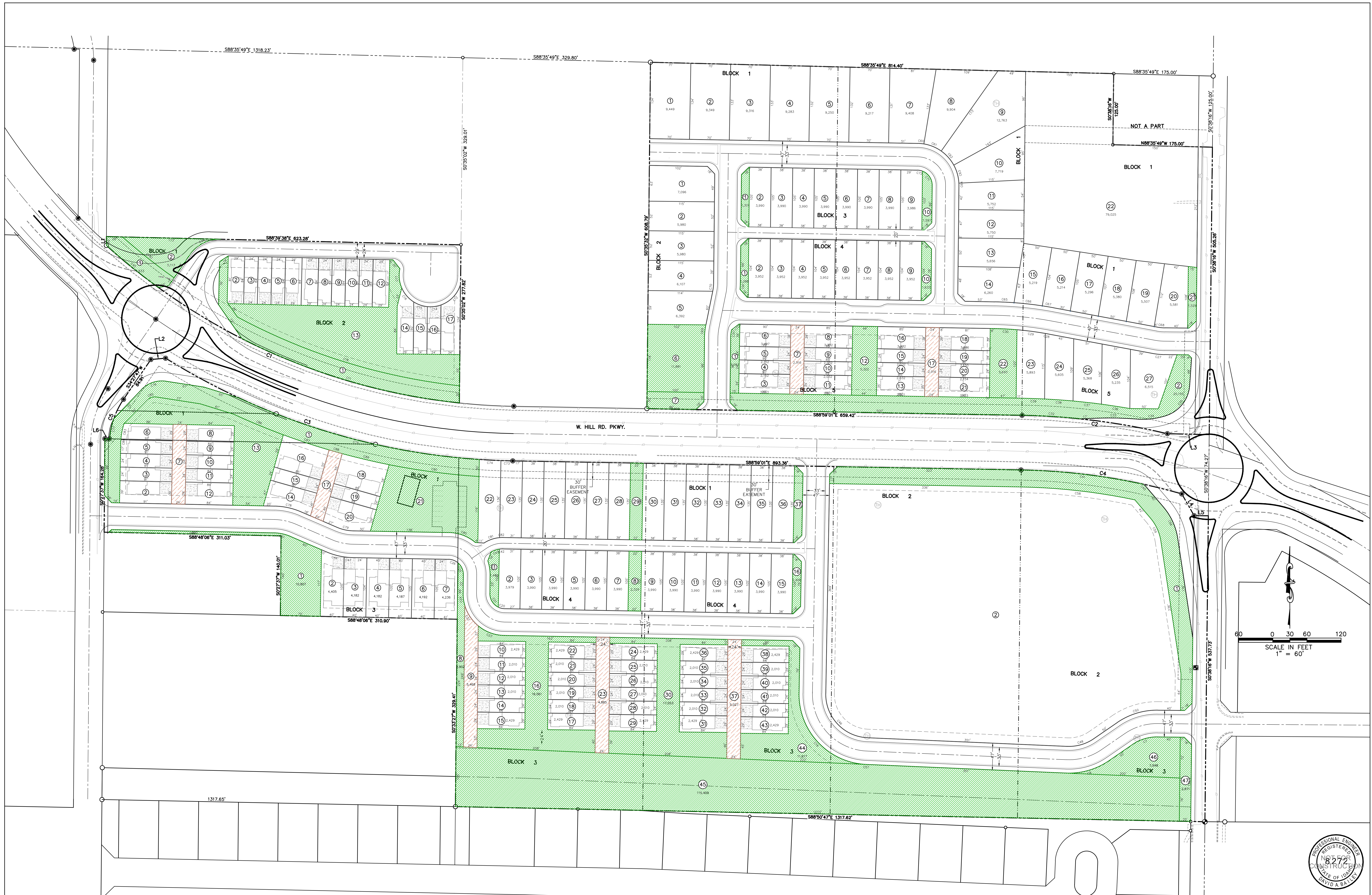
**REVISIONS**

**BAILEY ENGINEERING, INC.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 4242 N. BROOKSIDE LANE TEL: 208-938-0013  
 BOJONE, ID 83714 www.baileyengineers.com

DRAWN BY: JRD CHECKED BY: DAVID A. BAILEY P.E. PROJECT: C2017-025 DATE: 02-23-2019

**PRELIMINARY PLAT**  
**PROMINENT SUBDIVISION**  
**TRILOGY DEVELOPMENT, INC.**

SHEET **PP-2**



NO.	DATE	DESCRIPTION
1.	01-12-2019	Roundabouts

**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 4242 N. BROOKSIDE LANE TEL: 208-938-0013  
 BOJCE, ID 83714 www.baileyengineers.com

DRAWN BY: JRD CHECKED BY: DAVID A. BAILEY P.E. PROJECT: C2017-025 DATE: 07-25-2018  
**FUTURE ROUNDABOUTS**  
**PROMINENCE SUBDIVISION**  
**TRILOGY DEVELOPMENT, INC.**

SHEET  
**PP-3A**

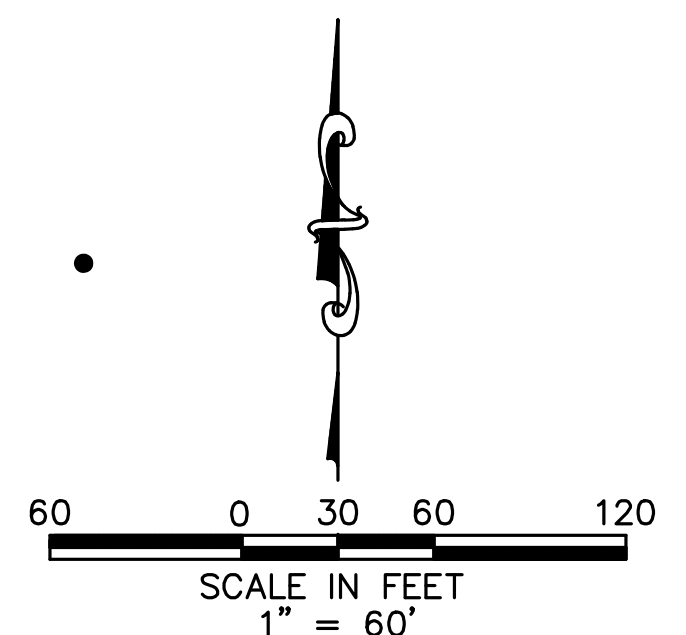
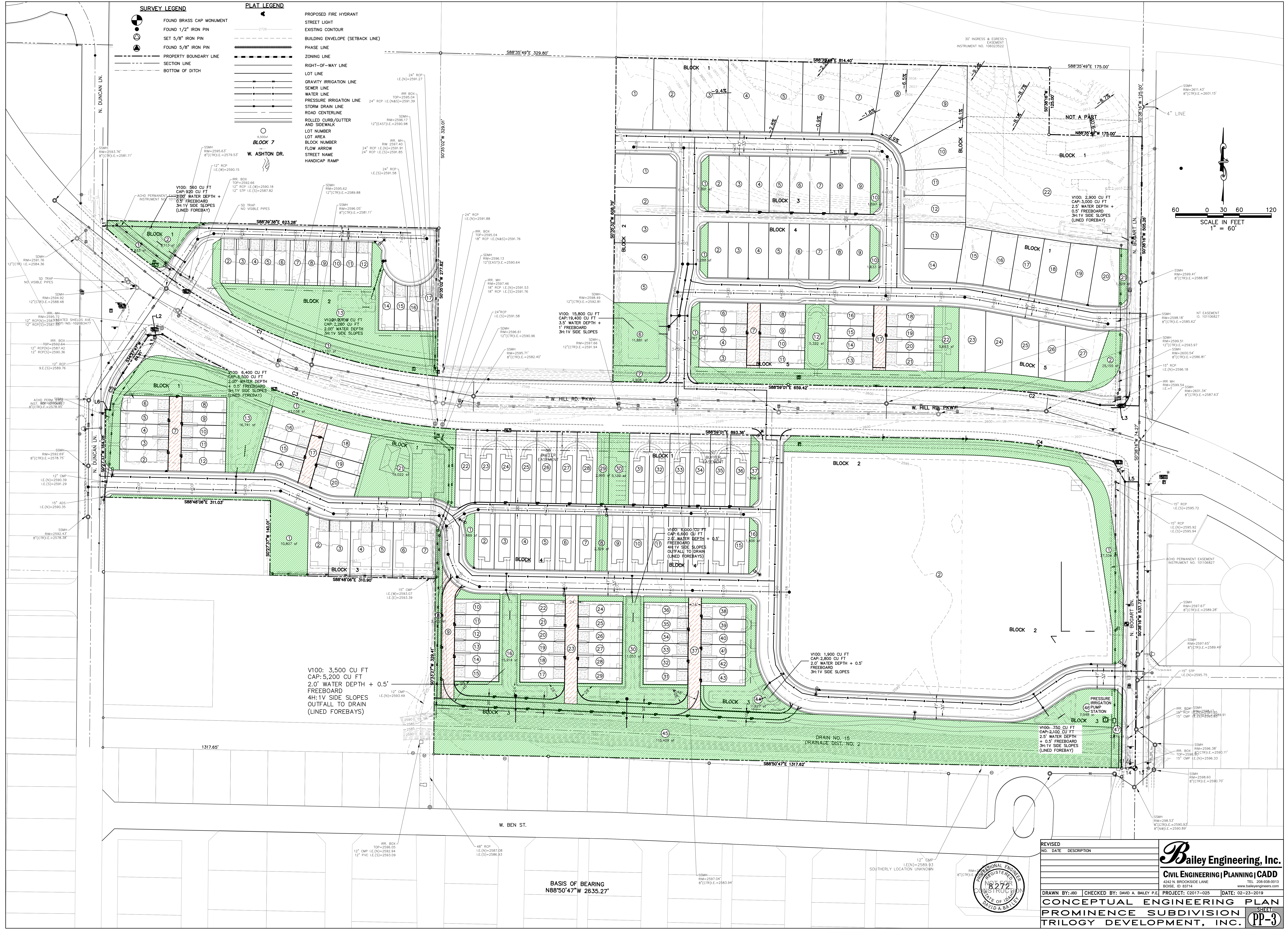


**SURVEY LEGEND**

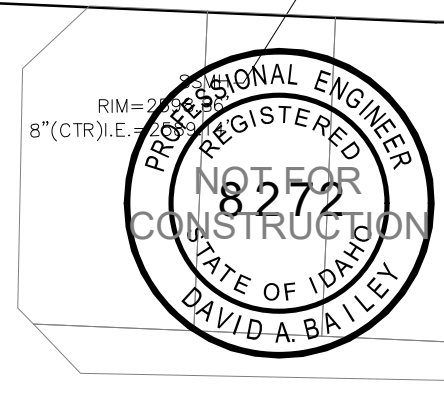
- FOUND BRASS CAP MONUMENT
- FOUND 1/2" IRON PIN
- SET 5/8" IRON PIN
- FOUND 5/8" IRON PIN
- PROPERTY BOUNDARY LINE
- SECTION LINE
- BOTTOM OF DITCH

**PLAT LEGEND**

- PROPOSED FIRE HYDRANT
- STREET LIGHT
- EXISTING CONTOUR
- BUILDING ENVELOPE (SETBACK LINE)
- PHASE LINE
- ZONING LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- GRAVITY IRRIGATION LINE
- SEWER LINE
- WATER LINE
- PRESSURE IRRIGATION LINE
- STORM DRAIN LINE
- ROAD CENTERLINE
- ROLLED CURB/GUTTER AND SIDEWALK
- LOT NUMBER
- LOT AREA
- BLOCK NUMBER
- FLOW ARROW
- STREET NAME
- HANDICAP RAMP



BASIS OF BEARING  
N88°50'47"W 2635.27'



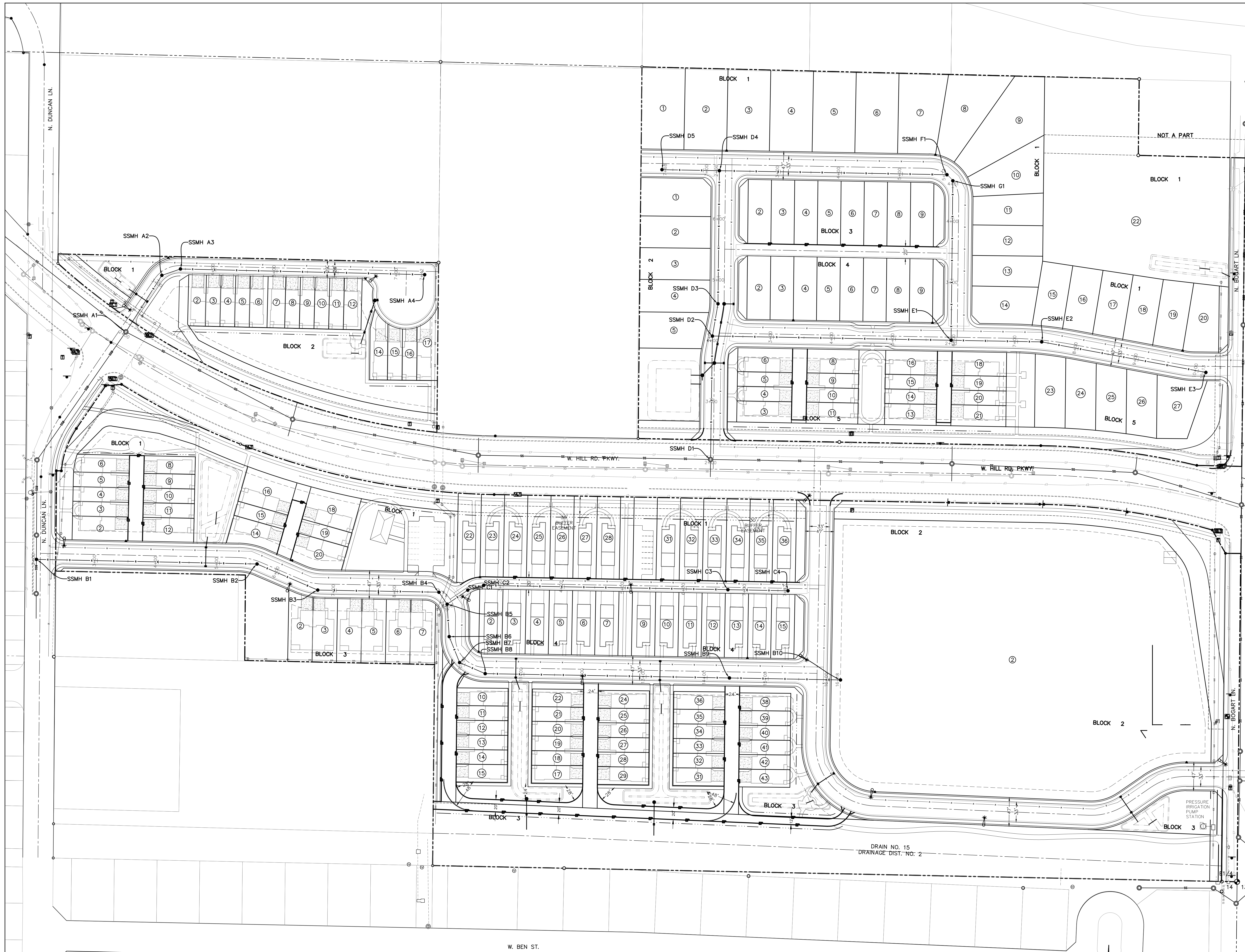
REVISED NO.	DATE	DESCRIPTION

**BAILEY ENGINEERING, INC.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 4242 N. BROOKSIDE LANE  
 BOONE, IA 50037  
 TEL: 208-938-0013  
 WWW.BAILEYENGINEERING.COM

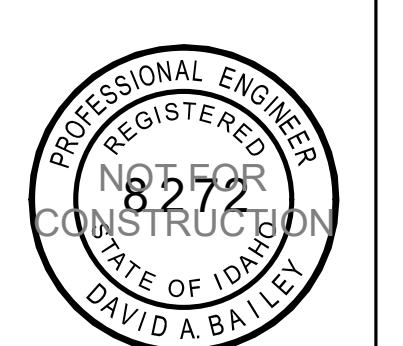
DRAWN BY: JRD CHECKED BY: DAVID A. BAILEY P.E. PROJECT: C2017-025 DATE: 02-23-2019

**CONCEPTUAL ENGINEERING PLAN**  
**PROMINENCE SUBDIVISION**  
**TRILOGY DEVELOPMENT, INC.**

SHEET **PP-3**



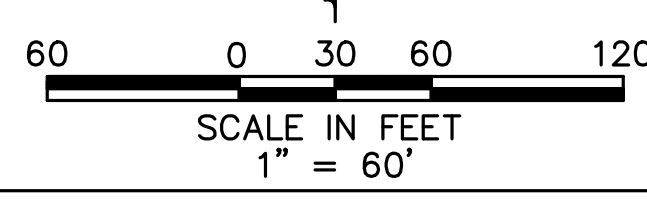
- PLAT LEGEND**
- 2726
  - NOT A PART
  - BLOCK 7
  - W. ASHTON DR.
- SURVEY LEGEND**
- FOUND BRASS CAP MONUMENT
  - FOUND 1/2" IRON PIN
  - SET 5/8" IRON PIN
  - FOUND 5/8" IRON PIN
  - PROPERTY BOUNDARY LINE
  - SECTION LINE
  - BOTTOM OF DITCH



REVISED NO.	DATE	DESCRIPTION

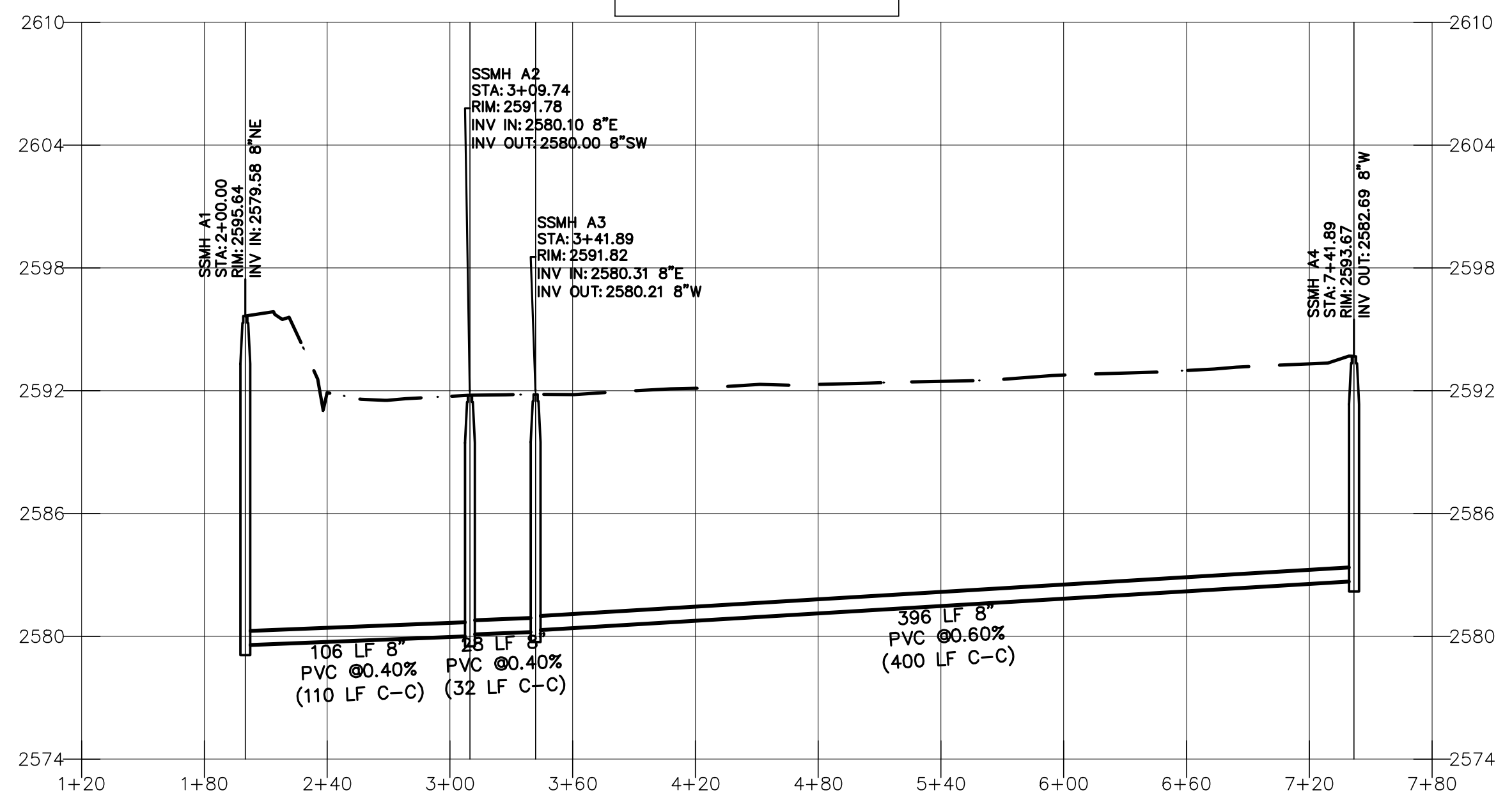
**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING | PLANNING | CADD  
 4242 N. BROOKSIDE LANE TEL: 208-938-0013  
 BOJONE, ID 83714 www.baileyengineers.com

DRAWN BY: JIB | CHECKED BY: DAVID A. BAILEY P.E. | PROJECT: C2017-025 | DATE: 02-23-2019  
**CONCEPTUAL SEWER PLAN**  
**PROMINENCE SUBDIVISION**  
**TRILOGY DEVELOPMENT, INC.**

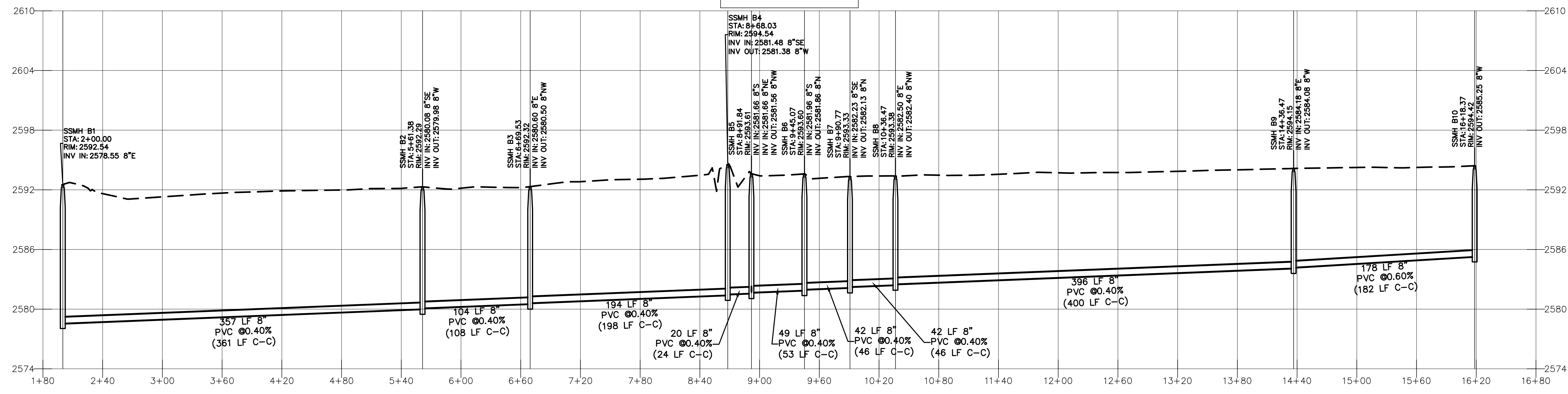


SHEET  
**PP-4**

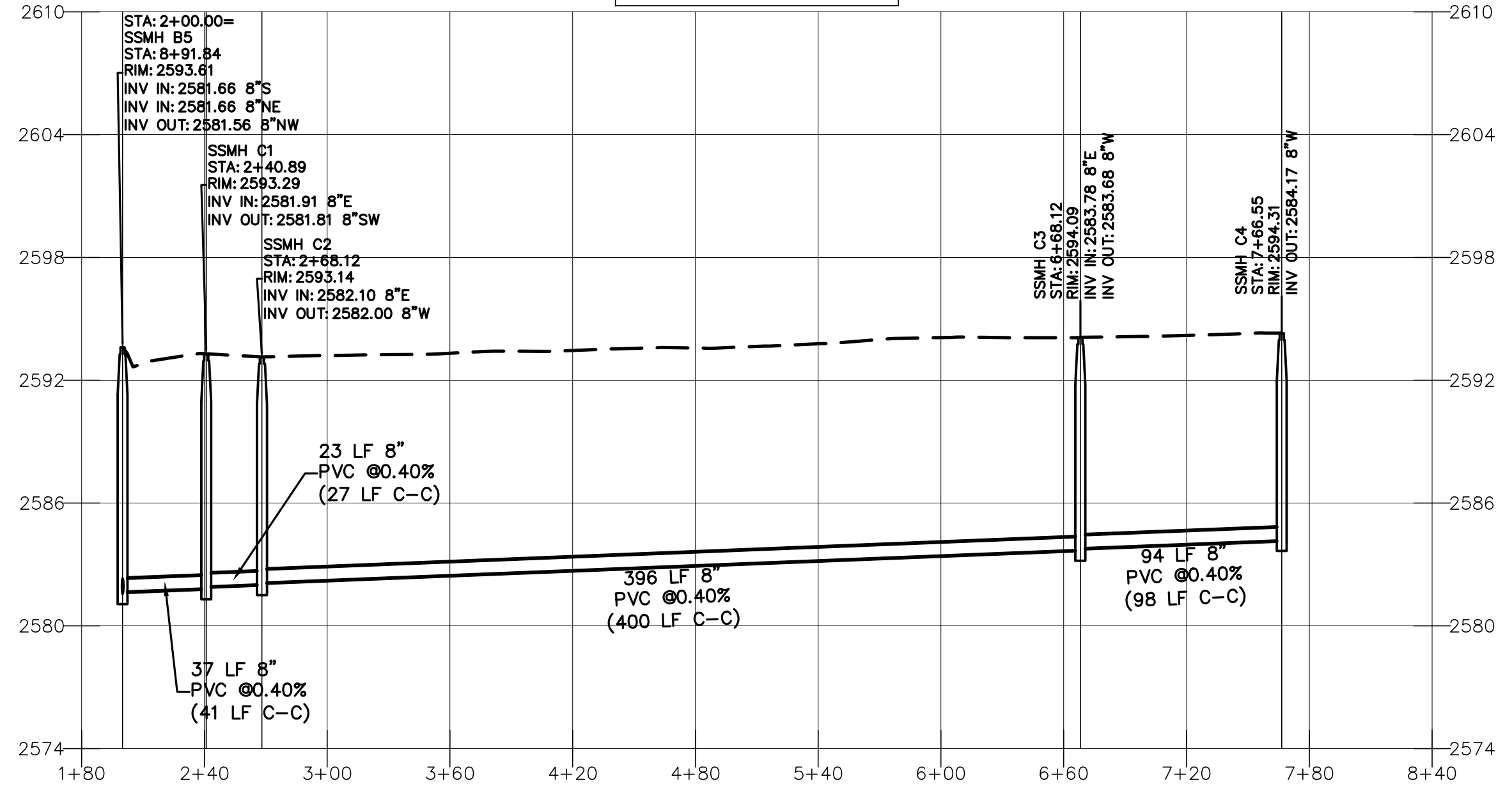
Sewer Line A PROFILE  
HOR: 1"=60'  
VER: 1"=6'



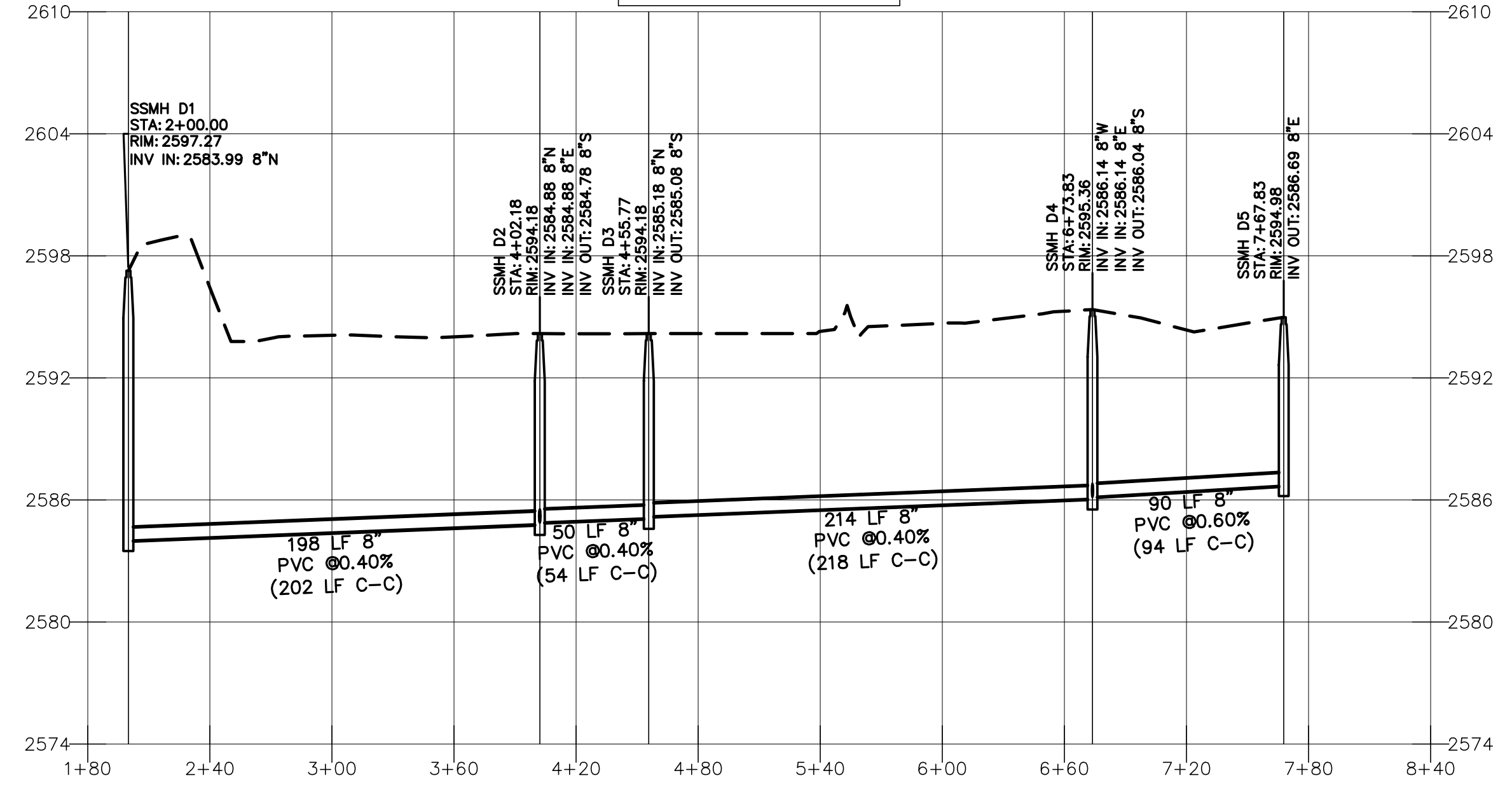
Sewer Line B PROFILE  
HOR: 1"=60'  
VER: 1"=6'



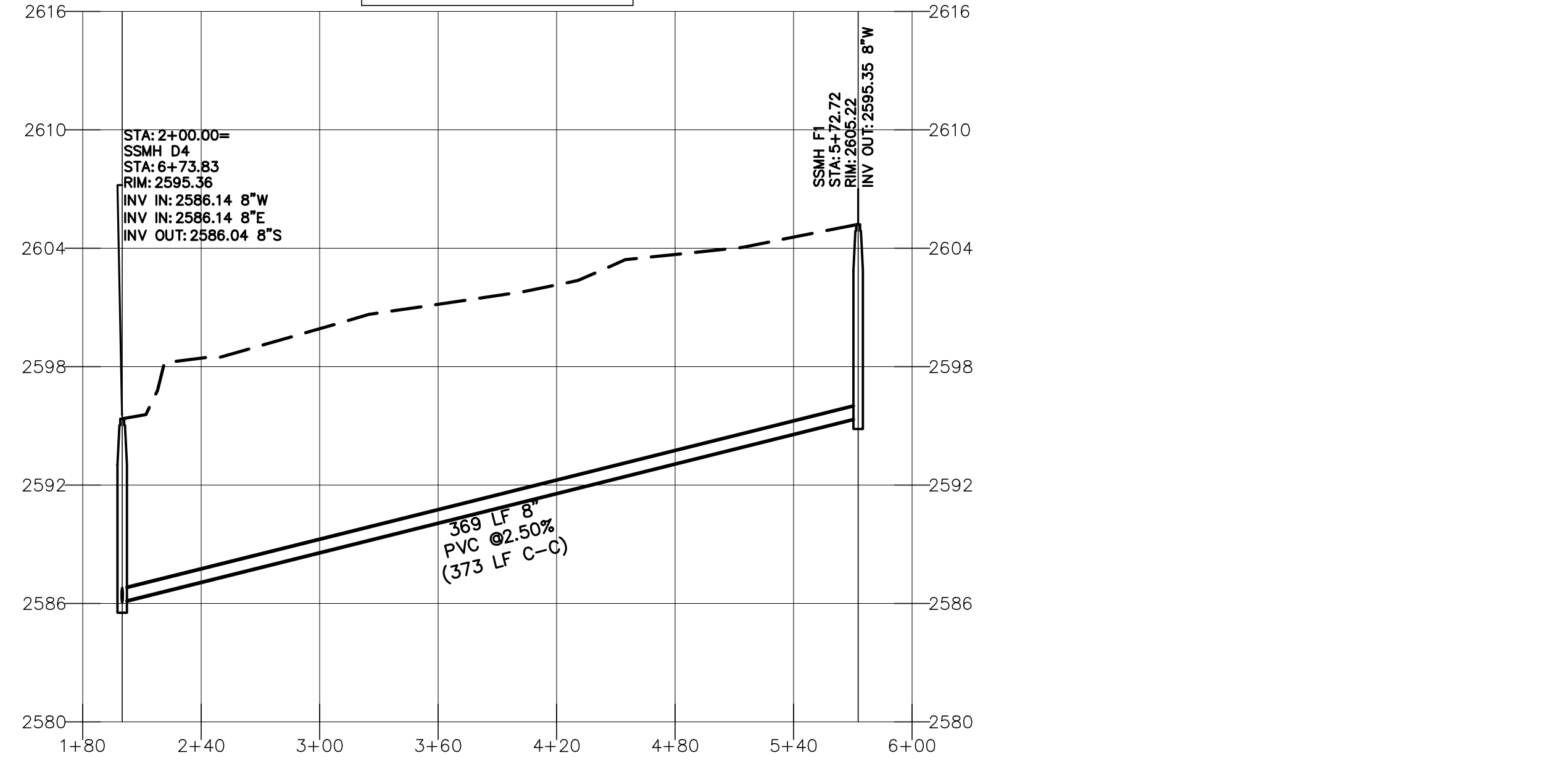
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HOR: 1"=60'  
VER: 1"=6'



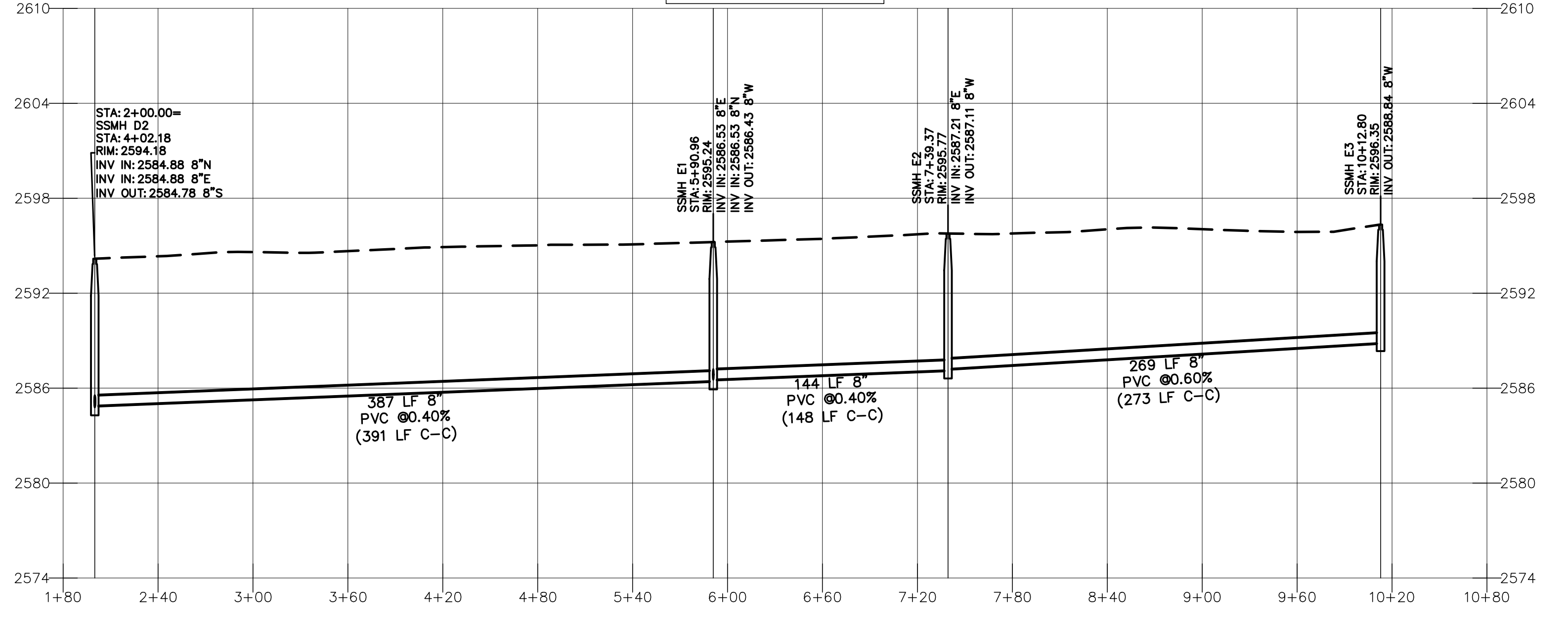
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HOR: 1"=60'  
VER: 1"=6'



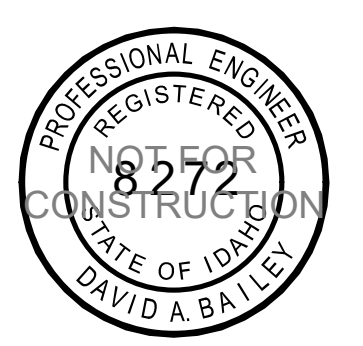
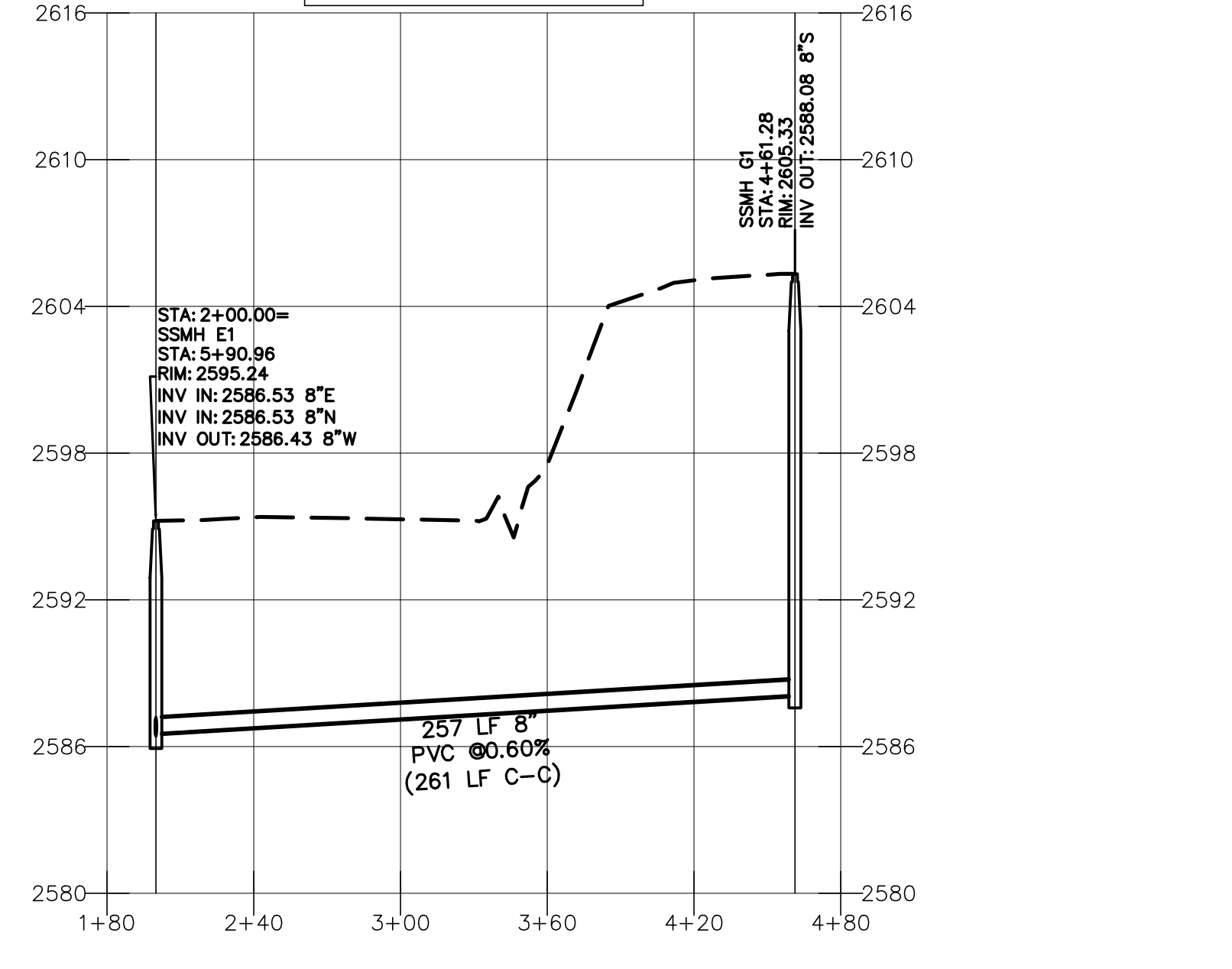
Sewer Line F PROFILE  
HOR: 1"=60'  
VER: 1"=6'



Sewer Line E PROFILE  
HOR: 1"=60'  
VER: 1"=6'



Sewer Line G PROFILE  
HOR: 1"=60'  
VER: 1"=6'



REVISED	NO. DATE DESCRIPTION
	1. 01-12-2019 Roundabouts
CIVIL ENGINEERING   PLANNING   CADD 4242 N. BROOKSIDE LANE TEL: 208-938-0013 BOJIE, ID 83714 www.baileyengineers.com	
DRAWN BY: JBD	CHECKED BY: DAVID A. BAILEY P.E.
PROJECT: C2017-025	DATE: 07-25-2018
CONCEPTUAL SEWER PROFILES PROMINENCE SUBDIVISION TRILOGY DEVELOPMENT, INC.	
SHEET <b>PP-5</b>	

Parcel Table			
Lot	Area	Perimeter	
NE BLOCK 1 Lot 1	9449	409	SF RESIDENTIAL
NE BLOCK 1 Lot 2	9349	407	SF RESIDENTIAL
NE BLOCK 1 Lot 3	9316	406	SF RESIDENTIAL
NE BLOCK 1 Lot 4	9283	405	SF RESIDENTIAL
NE BLOCK 1 Lot 5	9250	404	SF RESIDENTIAL
NE BLOCK 1 Lot 6	9217	403	SF RESIDENTIAL
NE BLOCK 1 Lot 7	9408	408	SF RESIDENTIAL
NE BLOCK 1 Lot 8	9904	448	SF RESIDENTIAL
NE BLOCK 1 Lot 9	12763	493	SF RESIDENTIAL
NE BLOCK 1 Lot 10	7719	386	SF RESIDENTIAL
NE BLOCK 1 Lot 11	5752	330	SF RESIDENTIAL
NE BLOCK 1 Lot 12	5750	330	SF RESIDENTIAL
NE BLOCK 1 Lot 13	5656	325	SF RESIDENTIAL
NE BLOCK 1 Lot 14	6260	324	SF RESIDENTIAL
NE BLOCK 1 Lot 15	5219	309	SF RESIDENTIAL
NE BLOCK 1 Lot 16	5214	309	SF RESIDENTIAL
NE BLOCK 1 Lot 17	5296	312	SF RESIDENTIAL
NE BLOCK 1 Lot 18	5380	315	SF RESIDENTIAL
NE BLOCK 1 Lot 19	5507	320	SF RESIDENTIAL
NE BLOCK 1 Lot 20	5581	321	SF RESIDENTIAL
NE BLOCK 1 Lot 22	79025	1251	SF RESIDENTIAL
NE BLOCK 2 Lot 1	7096	347	SF RESIDENTIAL
NE BLOCK 2 Lot 2	5980	334	SF RESIDENTIAL
NE BLOCK 2 Lot 3	5980	334	SF RESIDENTIAL
NE BLOCK 2 Lot 4	6107	335	SF RESIDENTIAL
NE BLOCK 2 Lot 5	6392	335	SF RESIDENTIAL
NE BLOCK 3 Lot 1	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 2	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 3	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 4	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 5	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 6	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 7	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 8	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 9	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 10	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 11	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 12	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 13	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 14	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 15	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 16	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 17	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 18	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 19	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 20	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 21	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 22	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 23	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 24	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 25	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 26	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 27	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 28	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 29	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 30	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 31	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 32	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 33	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 34	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 35	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 36	3990	286	ALLEY LOAD SF
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NE BLOCK 3 Lot 49	3990	286	ALLEY LOAD SF
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NE BLOCK 3 Lot 56	3990	286	ALLEY LOAD SF
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NE BLOCK 3 Lot 58	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 59	3990	286	ALLEY LOAD SF
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NE BLOCK 3 Lot 81	3990	286	ALLEY LOAD SF
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NE BLOCK 3 Lot 98	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 99	3990	286	ALLEY LOAD SF
NE BLOCK 3 Lot 100	3990	286	ALLEY LOAD SF

Parcel Table			
Lot	Area	Perimeter	
NE BLOCK 5 Lot 13	2921	238	REAR LOAD TH
NE BLOCK 5 Lot 14	2032	217	REAR LOAD TH
NE BLOCK 5 Lot 15	2032	217	REAR LOAD TH
NE BLOCK 5 Lot 16	3302	247	REAR LOAD TH
NE BLOCK 5 Lot 18	3486	257	REAR LOAD TH
NE BLOCK 5 Lot 19	2150	227	REAR LOAD TH
NE BLOCK 5 Lot 20	2154	227	REAR LOAD TH
NE BLOCK 5 Lot 21	3103	249	REAR LOAD TH
NE BLOCK 5 Lot 23	5893	336	SF RESIDENTIAL
NE BLOCK 5 Lot 24	5605	325	SF RESIDENTIAL
NE BLOCK 5 Lot 25	5368	316	SF RESIDENTIAL
NE BLOCK 5 Lot 26	5235	311	SF RESIDENTIAL
NE BLOCK 5 Lot 27	6515	337	SF RESIDENTIAL
NW BLOCK 2 Lot 2	2427	224	FRONT LOAD TH
NW BLOCK 2 Lot 3	2010	216	FRONT LOAD TH
NW BLOCK 2 Lot 4	2010	216	FRONT LOAD TH
NW BLOCK 2 Lot 5	2010	216	FRONT LOAD TH
NW BLOCK 2 Lot 6	2429	226	FRONT LOAD TH
NW BLOCK 2 Lot 7	2429	225	FRONT LOAD TH
NW BLOCK 2 Lot 8	2010	215	FRONT LOAD TH
NW BLOCK 2 Lot 9	2010	215	FRONT LOAD TH
NW BLOCK 2 Lot 10	2010	216	FRONT LOAD TH
NW BLOCK 2 Lot 11	2010	216	FRONT LOAD TH
NW BLOCK 2 Lot 12	2429	225	FRONT LOAD TH
NW BLOCK 2 Lot 14	2933	271	FRONT LOAD TH
NW BLOCK 2 Lot 15	2082	225	FRONT LOAD TH
NW BLOCK 2 Lot 16	2026	219	FRONT LOAD TH
NW BLOCK 2 Lot 17	3377	297	FRONT LOAD TH
S BLOCK 1 Lot 2	3559	261	REAR LOAD TH
S BLOCK 1 Lot 3	2190	230	REAR LOAD TH
S BLOCK 1 Lot 4	2190	230	REAR LOAD TH
S BLOCK 1 Lot 5	2190	230	REAR LOAD TH
S BLOCK 1 Lot 6	2584	235	REAR LOAD TH
S BLOCK 1 Lot 8	2429	226	REAR LOAD TH
S BLOCK 1 Lot 9	2010	216	REAR LOAD TH
S BLOCK 1 Lot 10	2010	215	REAR LOAD TH
S BLOCK 1 Lot 11	2010	215	REAR LOAD TH
S BLOCK 1 Lot 12	3266	245	REAR LOAD TH
S BLOCK 1 Lot 14	3433	259	REAR LOAD TH
S BLOCK 1 Lot 15	2032	217	REAR LOAD TH
S BLOCK 1 Lot 16	4777	283	REAR LOAD TH
S BLOCK 1 Lot 18	4741	282	REAR LOAD TH
S BLOCK 1 Lot 19	2032	217	REAR LOAD TH
S BLOCK 1 Lot 20	3899	255	REAR LOAD TH
S BLOCK 1 Lot 22	5378	360	ALLEY LOAD SF
S BLOCK 1 Lot 23	5132	347	ALLEY LOAD SF
S BLOCK 1 Lot 24	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 25	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 26	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 27	5130	346	ALLEY LOAD SF

Parcel Table			
Lot	Area	Perimeter	
S BLOCK 1 Lot 28	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 30 OPEN	5130	346	COMMON PARKING
S BLOCK 1 Lot 31	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 32	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 33	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 34	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 35	5130	346	ALLEY LOAD SF
S BLOCK 1 Lot 36	5130	346	ALLEY LOAD SF
S BLOCK 2 Lot 2	259991	1980	SENIOR LIVING
S BLOCK 3 Lot 2	4405	304	FRONT LOAD TH
S BLOCK 3 Lot 3	4182	290	FRONT LOAD TH
S BLOCK 3 Lot 4	4182	289	FRONT LOAD TH
S BLOCK 3 Lot 5	4187	289	FRONT LOAD TH
S BLOCK 3 Lot 6	4192	290	FRONT LOAD TH
S BLOCK 3 Lot 7	4236	286	FRONT LOAD TH
S BLOCK 3 Lot 10	2429	225	REAR LOAD TH
S BLOCK 3 Lot 11	2010	216	REAR LOAD TH
S BLOCK 3 Lot 12	2010	216	REAR LOAD TH
S BLOCK 3 Lot 13	2010	216	REAR LOAD TH
S BLOCK 3 Lot 14	2010	216	REAR LOAD TH
S BLOCK 3 Lot 15	2429	226	REAR LOAD TH
S BLOCK 3 Lot 17	2429	225	REAR LOAD TH
S BLOCK 3 Lot 18	2010	215	REAR LOAD TH
S BLOCK 3 Lot 19	2010	216	REAR LOAD TH
S BLOCK 3 Lot 20	2010	216	REAR LOAD TH
S BLOCK 3 Lot 21	2010	216	REAR LOAD TH
S BLOCK 3 Lot 22	2429	226	REAR LOAD TH
S BLOCK 3 Lot 24	2429	225	REAR LOAD TH
S BLOCK 3 Lot 25	2010	216	REAR LOAD TH
S BLOCK 3 Lot 26	2010	216	REAR LOAD TH
S BLOCK 3 Lot 27	2010	216	REAR LOAD TH
S BLOCK 3 Lot 28	2010	216	REAR LOAD TH
S BLOCK 3 Lot 29	2429	226	REAR LOAD TH
S BLOCK 3 Lot 31	2429	226	REAR LOAD TH
S BLOCK 3 Lot 32	2010	216	REAR LOAD TH
S BLOCK 3 Lot 33	2010	215	REAR LOAD TH
S BLOCK 3 Lot 34	2010	215	REAR LOAD TH
S BLOCK 3 Lot 35	2010	216	REAR LOAD TH
S BLOCK 3 Lot 36	2429	225	REAR LOAD TH
S BLOCK 3 Lot 38	2429	225	REAR LOAD TH
S BLOCK 3 Lot 39	2010	216	REAR LOAD TH
S BLOCK 3 Lot 40	2010	216	REAR LOAD TH
S BLOCK 3 Lot 41	2010	216	REAR LOAD TH
S BLOCK 3 Lot 42	2010	215	REAR LOAD TH
S BLOCK 3 Lot 43	2429	225	REAR LOAD TH
S BLOCK 4 Lot 2	3979	283	ALLEY LOAD SF
S BLOCK 4 Lot 3	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 4	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 5	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 6	3990	286	ALLEY LOAD SF

Parcel Table			
Lot	Area	Perimeter	
S BLOCK 4 Lot 7	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 9	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 10	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 11	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 12	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 13	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 14	3990	286	ALLEY LOAD SF
S BLOCK 4 Lot 15	3990	286	ALLEY LOAD SF

Parcel Table			
Lot	Area	Perimeter	
NE BLOCK 1 Lot 21 OPEN	1529	238	BUFFER
NE BLOCK 2 Lot 6 OPEN	11881	440	DRAINAGE
NE BLOCK 2 Lot 7 OPEN	2908	252	BUFFER
NE BLOCK 3 Lot 1 OPEN	1301	223	ENDCAP
NE BLOCK 3 Lot 10 OPEN	1597	224	ENDCAP
NE BLOCK 4 Lot 1 OPEN	1288	221	ENDCAP
NE BLOCK 4 Lot 10 OPEN	1633	227	ENDCAP
NE BLOCK 5 Lot 1 OPEN	1787	266	ENDCAP
NE BLOCK 5 Lot 2 OPEN	25155	1792	BUFFER
NE BLOCK 5 Lot 7 DRIVE	2916	291	DRIVEWAY
NE BLOCK 5 Lot 12 OPEN	5322	331	OPEN
NE BLOCK 5 Lot 17 DRIVE	2916	291	DRIVEWAY
NE BLOCK 5 Lot 22 OPEN	5693	336	OPEN
NW BLOCK 1 Lot 1 OPEN	3833	313	BUFFER
NW BLOCK 1 Lot 2 OPEN	5113	401	OPEN - DRAINAGE
NW BLOCK 2 Lot 1 OPEN	14137	1121	BUFFER
NW BLOCK 2 Lot 13 OPEN	29007	1149	OPEN
S BLOCK 1 Lot 1 OPEN	23038	1697	BUFFER
S BLOCK 1 Lot 7 DRIVE	3360	328	PRIVATE DRIVE
S BLOCK 1 Lot 13 OPEN	16741	826	OPEN DRAINAGE
S BLOCK 1 Lot 17 DRIVE	2928	292	PRIVATE DRIVE
S BLOCK 1 Lot 21 OPEN	19022	590	CLUBHOUSE
S BLOCK 1 Lot 29 OPEN	2995	314	OPEN PATHWAY
S BLOCK 1 Lot 30 OPEN	5130	346	COMMON PARKING
S BLOCK 1 Lot 37 OPEN	1856	285	ENDCAP
S BLOCK 2 Lot 1 OPEN	27334	1933	BUFFER
S BLOCK 3 Lot 1 OPEN	10807	1012	OPEN - DRAINAGE
S BLOCK 3 Lot 8 OPEN	3902	662	PATHWAY
S BLOCK 3 Lot 9 DRIVE	5615	541	PRIVATE DRIVE
S BLOCK 3 Lot 16 OPEN	15914	1153	OPEN - DRAINAGE
S BLOCK 3 Lot 23 DRIVE	4885	455	PRIVATE DRIVE
S BLOCK 3 Lot 30 OPEN	17053	1163	OPEN - DRAINAGE
S BLOCK 3 Lot 37 DRIVE	5027	467	PRIVATE DRIVE
S BLOCK 3 Lot 44 OPEN	11617	977	OPEN - DRAINAGE
S BLOCK 3 Lot 45 OPEN	115409	2727	DRAINAGE DITCH
S BLOCK 3 Lot 46 OPEN	7948	489	OPEN - DRAINAGE
S BLOCK 3 Lot 47 OPEN	2871	328	BUFFER
S BLOCK 4 Lot 1 OPEN	1489	221	ENDCAP
S BLOCK 4 Lot 8 OPEN	2329	254	PATHWAY
S BLOCK 4 Lot 16 OPEN			