

SUBFY2025-
0002

Stateside
Subdivision

Introduction

- Application: Combined Preliminary and Final Plat – SUBFY2025-0002
- Applicant: Brighton Development, Inc.
- Location: 6515 W. State Street
- Scope: 134 residential lots, 6 common lots
- Density: ~13 dwelling units per acre
- Zoning: East Subdistrict, River Club SAPD

Legal Context

- Active declaratory judgment in Ada County District Court
- Concerns applicability of 1978 Plantation Master CC&Rs
- City may proceed under Idaho Code
- Commission may defer if court ruling could affect standards

Public and Agency Input

- Agency feedback from ACHD, DEQ, CDH, City Engineer, Fire Department
- Key comments:
 - Stormwater management
 - Utility design
 - Floodplain compliance
 - Emergency access
- Public comments:
 - Support and opposition
 - Concerns over open space, bioswales, litigation

Access and Emergency Egress

- Sole access: right-in/right-out on State Street
- 134 units rely on this single access point
- Temporary fire-rated emergency access required to Pierce Park Lane and State Street intersection

Term	Definition
ACCESS LANE	A travel surface that provides internal circulation within a site and may have the potential to provide access to adjacent parcels. The access lane may be private or public, in which it may also be called an "alley" or "minor local street."
DRIVEWAY, COMMON	A shared access that serves two (2) or more parcels or uses or dwelling units.
RIGHT-OF-WAY, PRIVATE	Any right-of-way which is not a public right-of-way.
ROADWAY	Paved area of a right-of-way intended for vehicular circulation.
STREET	<p>A public or private right-of-way which provides vehicle and pedestrian access to adjacent parcels or uses. The term "street" also includes the terms "highway," "thoroughfare," "parkway," "road," "avenue," "boulevard," "lane," or "place."</p> <p><i>Street, Alley:</i> A minor street <u>providing secondary access</u> at the back or side of a parcel otherwise abutting a street.</p> <p><i>Street, Frontage:</i> A minor street, parallel to and adjacent to an arterial street to provide access to abutting parcels.</p> <p><i>Street, Private:</i> A street that is not accepted for public use which provides vehicle and pedestrian access.</p>

Parking and Street Design Compliance

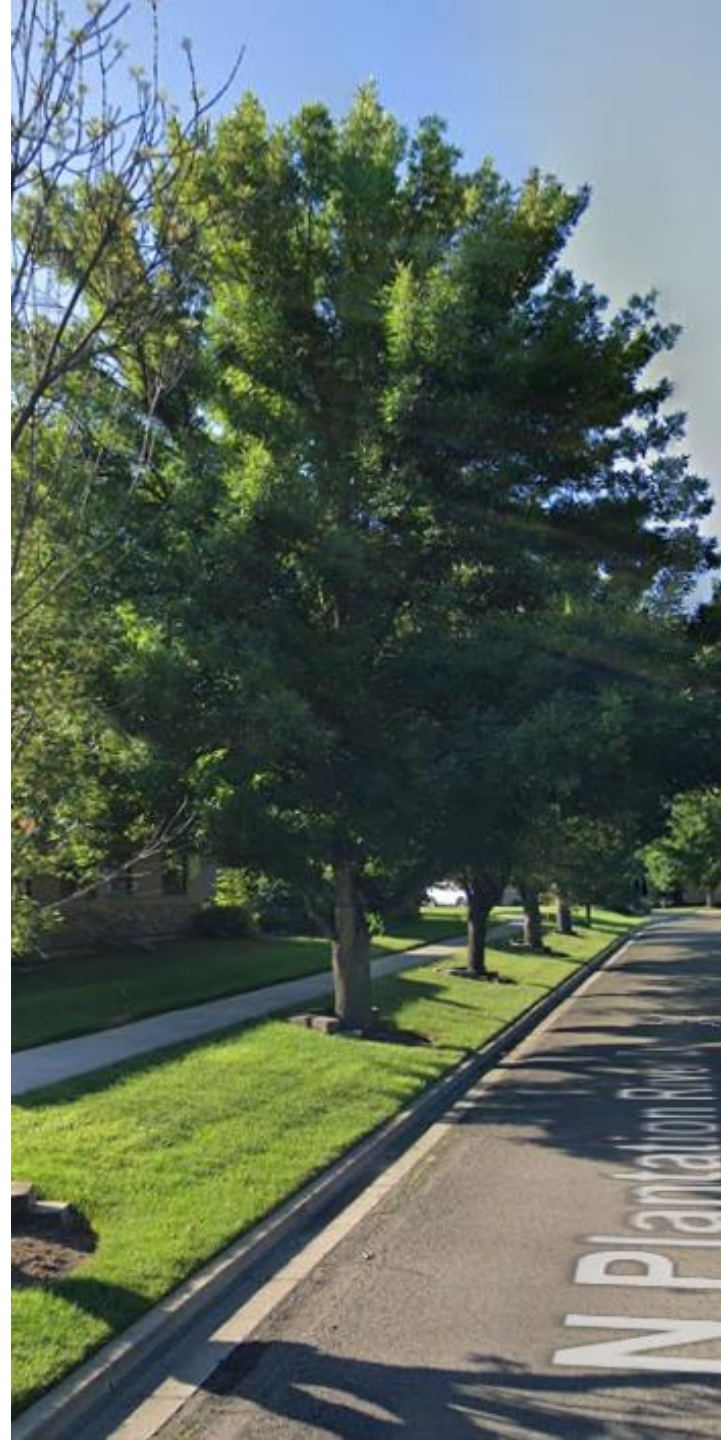
- GCC § 8-8A-3D-3.A.6.a: “Parking areas shall be designed in such a manner that any vehicle leaving or entering the parking area from, or onto, a public or private street shall be traveling in a forward motion. Except for an alley and parallel spaces, driveway configurations which require backing in, from, or out onto the street are not allowed.”
- Applicant claims streets are “alleys” – staff disagrees
- Streets function as the primary access, not secondary
- Reverse-in parking in CC&Rs suggested but not sufficient

General Regulations & Interpretation

- 8-8A-1A-1: TITLE:
 - Unless otherwise noted herein, this chapter 8, article A, shall include by reference: Garden City code,... title 8, chapter 5 (Land Division Regulations);... and title 8, chapter 7, article B (Description Of Application Requirements), as may be amended from time to time.
- 8-5A-5D.2(a): DESIGN STANDARDS:
 - Common driveways shall serve a maximum of four (4) dwelling units, unless approved through a planned unit development.

Sidewalk Compliance

- GCC § 8-8A-3E-6: Detached sidewalks required along all “Streets”
- Internal streets lack sidewalks (e.g., W. Greenside, N. Dogleg)
- Applicant proposes internal pedestrian pathways
- Pathways do not meet code requirement for detached sidewalks
- No exemption in code for pathway substitution



Frontage Determination

- Ambiguity in defining “frontage” for Class I tree planting
- Requesting Commission interpretation for consistency
- Draft condition: Frontage = side with primary access; trees planted accordingly:
- “...The frontage shall be measured along the side of the structure that serves as the primary access point. If a pedestrian pathway is designated as the primary access, the frontage shall be measured along that pathway, and the Class I trees shall be planted within the corresponding setback along that frontage.”

Classified as a “Common Drive”

- Allows vehicles to reverse
- Sidewalk not required
- Landscape buffer not required



Apply for a PUD

- Fees
- Neighborhood Meeting
- Noticing
- SUB application put on hold



Subdivision and PUD applications heard concurrently

- Re-do hearing procedures
- Code adjustments allowed

Classified as a “Common Drive”



Withdraw current application



Apply for a new Subdivision Application

- Use new Ord. 1056-25; allows more than 4 dwelling units off a common drive

Classified as a “Street”

- Does not allow reverse motion
- Detached sidewalks required with landscape buffer



Commission makes a denial recommendation based on code issues



City Council decision